

“Thunder Buggy” Forklift Tractor

Allan Isaac has been semi retired for a while, but occasionally the Farmington, British Columbia man still starts up the heavy-duty forklift tractor he built from scratch more than 30 years ago.

“My family calls it the Thunder Buggy. It doesn’t have a muffler so it makes a lot of noise,” says Isaac. “It’s low to the ground so it’s very stable. I don’t have to worry about tipping over,” says Isaac. “Also, with the big tires on front I don’t have to worry about getting stuck.

“I built it after my brother and I quit farming and logging and I started a welding shop,” says Isaac. “We built a lot of portable bandsaw mills in the shop and often carried supplies or equipment in and out of it. I decided I needed a heavy-duty forklift to make the work easier.”

The forklift is powered by a slant 6 engine coupled to an automatic transmission off a Dodge car. It rides on big 18.4 by 30 combine tires on front and 7.50 by 18’s on back. The front axle is off a 1964 IH tandem axle truck and the rear axle off a 1958 Ford 2-ton truck. The tractor’s frame is also off the truck. The controls and steering wheel are off an Oliver 1850 tractor.

The mast on front is supported by a single

loader arm that extends diagonally all the way to the back of the tractor. It’s made from 6 by 10 by 1/2-in. thick steel tubing and can lift loads up to 10 ft. high and handle up to 5,000 lbs.

The forks measure 9 in. wide and are made from 1 1/4-in. thick T1 steel, and are tilted up or down by a 5-in. dia. hydraulic cylinder. One fork is welded to a 5-in. O.D. by 3-in. I.D. heavy wall pipe with a 3-in. dia. pin going through it to serve as a hinge. The other fork is welded to a movable bracket that hooks over the top of the pipe, allowing Isaac to adjust fork spacing from 2 1/2 to 4 ft. apart.

“I’ve used this loader tractor to haul engines, load and unload trucks, and do many other jobs. There’s nothing it hasn’t done,” says Isaac. “The big tires on front provide good traction. The tractor’s automatic transmission drives through another 4-speed transmission to slow the wheels down. If I want I can remove one fork and use the other to dig trees out of the ground. I can also replace the forklift with a bucket to scoop dirt.

“It cost very little to build. My only expense was \$250 for a single big hydraulic cylinder that’s used to tilt the forks.”

The forklift is powered by a 2-stage



“It’s low to the ground so it’s very stable. And with the big tires on front I’m not likely to get stuck,” says Allan Isaac about his home-built forklift tractor.

hydraulic pump that’s driven directly off the engine crankshaft. “One stage of the pump does the lifting, and the other stage operates the power steering,” says Isaac.

He used 2-in. tubing to make a rollbar that extends over the operator. A big yellow flashing beacon is mounted on top of the tractor. “My sons added the beacon years ago

as a safety precaution, but I work by myself now so I don’t use it any more,” notes Isaac.

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“Swivel lift” game carrier for ATV’s and pickups is designed to lift the load and then swivel it 180 degrees in either direction.

“Swivel Lift” Game Carrier For ATV’s, UTV’s, Pickups

“Our new swivel lift game carrier for ATV’s, UTV’s or pickups is designed to lift the load and then swivel it 180 degrees in either direction. It makes loading and unloading heavy objects a much easier job,” says inventor Scott Hintz.

The game carrier is designed to fit ATV’s, UTV’s or pickups equipped with a 2-in. receiver hitch. It installs with a single quick release pin and can lift loads weighing 250 lbs. up to 48 in. high.

The unit comes with a 2,000-lb. electric Super Winch with handheld remote control, a 2-in. round vertical lift pole with a pulley at the top that’s free to swivel, and a large carrier basket with a 6-in. high rail on back that’s hinged at both ends. The winch fits into an insert mounted just behind the receiver hitch. A 22-in. long metal track is welded on front of the lift pole, and a 13-in. long pipe sleeve is welded vertically on front of the basket at the center.

The operator uses the remote to lift the basket to the top of the track, and then continues to raise the basket to the desired height. He then grabs a corner of the basket and rotates it. As the basket rotates, the pulley rotates with it. He then sets the basket on top of the ATV’s rear rack, or inside the bed of the UTV or pickup.

The basket is available in 2 sizes - 20 by 46 in. and 22 by 50 in.

A 1,200-lb. hand cranked winch with a 20-ft. nylon strap is also available. It mounts on top of the lift pole and can be used to rotate the basket 360 degrees.

“Either model lets one person easily load and haul big game and also do farm work,” says Hintz. “Rotating the basket moves the load 4 ft. forward which makes an unbelievable difference on 4-wheelers, because it helps keep the machine from becoming too light on front and tipping back.

“You can use the carrier on utility vehicles with the tailgate in either the up or down position, by sliding the lift pole into an adapter that installs on the vehicle’s receiver hitch. By pulling a pin you can flip the rail down, which makes it much easier to pull the load off the basket.”

The unit is designed for use on all ATV’s and on Polaris, Honda and Yamaha UTV’s.

The electric winch model sells for \$650 plus S&H; the hand cranked model for \$625 plus S&H. Check out a video of the lift at Farmshow.com.

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Unit comes with an electric winch with handheld remote, a vertical lift pole with a pulley on top that’s free to swivel, and a carrier basket that’s hinged at both ends.



Lift is also available with a hand-cranked winch.