

1-Ton Truck Turned Into Loader-Backhoe

George Beck, Woodhull, Ill., turned a 1948 Dodge 1-ton truck into a combination loader-backhoe rig that's equipped with a front-end loader on one end and a small backhoe on the other end.

"It lets me do two different jobs with one machine," says Beck, who built the loader-backhoe 5 years ago. "I use it to plant trees, excavate, dig ditches, back-fill, etc."

Beck stripped the truck to the frame, keeping only the flathead 6-cyl. gas engine, 4-speed transmission, rear end, wheels, and axles. He welded lengths of channel iron to the sides of the frame to reinforce it and bolted on a diamond steel plate floor. He salvaged an after-market cab from an old Deere tractor and bolted it to the front end, and bolted a skid steer loader cab onto the back end. He mounted an extra 4-speed transmission behind the truck's existing 4-speed transmission.

He built his own front-end loader and backhoe. The hydraulic cylinders that operate both attachments are powered by a hydraulic pump that's driven off the engine crankshaft. The backhoe has six cylinders - one to swing the bucket left or

right, one to tilt it, one to raise or lower the boom, one to swing the boom out while digging, and two to raise or lower the outrigger legs. The loader has three cylinders - two to raise or lower the bucket and one to tip it.

"It works perfect," says Beck. "I use a double valve in the cab to operate the loader. To operate the backhoe I just walk to the back end of the machine where the hydraulic controls are located. The two transmissions give me 16 forward speeds and four reverse. By putting both transmissions in reverse I can go forward. If I want I can just creep along. If I ever get stuck I can use the backhoe to push myself out. I removed the springs from the truck's rear axle to give the backhoe a more solid base."

Beck used lengths of 1-ft. wide, 1/4-in. thick steel plate to make the running boards and fenders. An old refrigerator door was used as the engine hood. The power steering was salvaged from a Chevrolet truck, and the "buddy seat" in the cab was taken from a semi-truck.

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Loader-Mounted Posthole Digger

Nebraska farmer Leonard Appleman says his swinging posthole auger, mounted on a skid steer loader, works better than any mounted posthole digger, especially when working around existing fence.

When he decided he needed a post digger, he decided to make use of an auger digger he'd salvaged from an old mounted-type digger. He built a mounting frame around the drive end of the auger that lets him mount it in place of the quick-tach bucket on his skid steer loader. The auger can be mounted on either side of the loader which Appleman says is handy depending on what type of job you're doing.

The pipe that the bucket would normally fasten to on the loader side arm acts as a pivot that lets the auger swing right to left. A pivot point on the digger mounting bracket lets the auger swing front to back. An old motorcycle shock keeps the auger hanging vertical, yet it can give in any direction.

The auger is chain-driven by an orbit motor off a fertilizer auger and is plumbed into bucket hydraulics so no extra controls are needed. It can be reversed if caught on a root or rock and the loader can be used to force the auger down into the ground, as needed.



One pin and two hoses are all it takes to hook up or unhook from the loader. Appleman still uses the hydraulic motor on his fertilizer auger. His only cost for the digger was hydraulic hoses and fittings.

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Header Reverser For Deere Combine

"I built my own header reverser for my Deere 3300 combine for less than \$50. It works as well as the factory-built header reversers on many newer combines," says Jeff Davis, Bridgeton, N.J.

Davis used a 12-volt starter motor off a Pontiac car and a flywheel from a Chevrolet engine. He bolted the flywheel directly onto a sprocket on the upper end of the belt-driven feederhouse shaft. The starter motor mounts on a bracket that bolts to the combine frame so the drive sprocket on the starter motor is in position to direct-drive the flywheel. A 2-way control switch goes inside the cab.

A red light on a gauge indicates when the reverser motor is activated.

"We use it mostly while combining soybeans with our 4-row bean head," says Davis. "We hardly ever have to get out of the cab any more. The starter is wired up to the combine battery. By disconnecting the starter wire and loosening two bolts and removing two others, we can remove the starter motor for access to the feederhouse. The flywheel comes off by removing four bolts."

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18-Ft. "Clipper" Cuts 17 Acres Per Hour

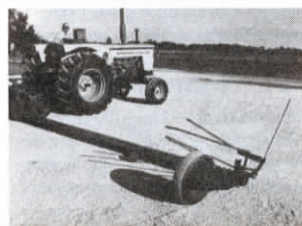
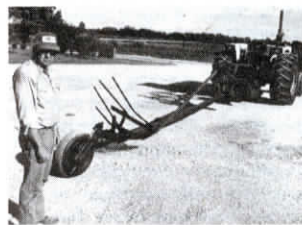
Roger Foster, Tower Hill, Ill., mows 16 to 17 acres per hour with this 18-ft. cutterbar clipping machine he built out of Deere over-the-counter parts.

Foster doesn't call the machine a mower. Because it works as low as 5 in., he calls it a "clipper". He primarily uses it to cut clover which he interseeds with his wheat crop in order to build up organic matter. After the wheat is harvested, in late summer or early fall, he uses the clipper to cut back the clover and then let it grow back again. He doesn't make hay from it. Foster notes that the machine would also be ideal for cutting grass on CRP acres.

He made the clipper frame from steel tubing and fitted it with an 18-ft. cutterbar from a Deere 220 combine head. The bar is fitted with Deere guards and bolt-on sickle sections for easy replacement in the field. A Deere wobble box mounts behind the tractor.

Foster equipped the cutterbar with a hydraulically-controlled wheel at the end of the bar. He used small diameter steel hydraulic brake line to get hydraulic fluid out to the end of the mower. There's also a dolly wheel about two-thirds of the way out the bar to help take the "whip" out of the cutterbar. There's also a wheel mounted behind the tractor to support the other end of the cutterbar as well as the wobble box.

To go down the highway, there's a large hinge on the entire cutterbar and wobble box assembly behind tractor so it can swing 180° to trail behind the tractor.



Foster has used his "clipper" for 5 years. "Clover being cut looks like a waterfall," he says.

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Reinforcement Rails For IH Super C Farmall

"Anyone who owns a Farmall Super C should consider making this modification," says Michael Thompson, Shepherdsville, Kent., who bolted heavy channel iron rails to the side of his IH Super C Farmall to reinforce the frame.

"We did it after driving into a sinkhole that broke the front end and engine block. The Super C doesn't have a frame up front so the engine took the punishment."

"The 4-in. channel iron rails are 36 1/2 in. long. They bolt to existing holes in the frame and transmission so there's no need to drill any holes or modify the tractor in any way.

"Up front, rails bolt to 2 holes in cradle where cultivator would normally mount. In back, they bolt to transmission.

"When our tractor was originally



damaged, it cost us \$700 to repair it. Afterwards, we spent just \$20 to add these reinforcing rails, which should eliminate any future problems."

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