

# Made It Myself

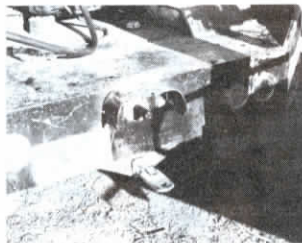
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## He Equipped Pickup With Pto, Hydraulics

"It eliminates the need for a tractor on many different jobs," says Charles Beldt, Ashton, Iowa, who mounted a pto on back of his 1973 Ford 1-ton pickup, allowing him to use the pickup to operate self-unloading wagons, manure spreaders, elevators, etc.

Beldt ran a 10-ft. long shaft from a pto adapter on the transmission to the back bumper, where he mounted a short splined stub shaft (off a Deere garden tractor). The stub shaft mounts under a shield off a Farmall 560 tractor.

"The pto shaft runs at about 50% of pickup engine's speed. It took a lot of searching to find a pto adapter that ran in the right direction and at the right speed. I bought it for \$100 at a salvage yard. I bought the stub shaft from a local machine shop. I spent \$225 on the pto and \$125 on a pto-driven hydraulic pump that I mount on the pickup to drive a winch on a gooseneck implement trailer. I bought a



5-ton Army surplus winch for \$75. "I restore antique tractors as a hobby so the winch comes in handy for hauling 'dead' tractors onto the trailer. I also use the trailer to haul machinery back and forth between my two farms. Using a pto-driven hydraulic pump is a lot simpler and less messy than using an engine-powered pump."

Contact: FARM SHOW Followup, Charles Beldt, 2643 Nettle Ave., Ashton, Iowa 51232 (ph 712 324-2854).

## "Dump Truck" Manure Spreader

"It made a tractor out of a truck and saves a lot of time on the highway," says Steven Dietzel, Cuba City, Wis., about the modifications he made to an old dump truck, allowing him to use the truck to pull manure spreaders at highway speeds and operate them in the field.

"It eliminates the need for a tractor and can do a lot of different jobs. I can use it as a truck, dump truck, or tractor," says Dietzel, who primarily uses the truck to pull a Gehl 315 Slinger side discharge manure spreader with 385 bu. capacity and a Balzer 2,250-gal. liquid manure tank spreader.

He bought the 1964 Oshkosh single axle, 4-WD truck for \$2,500, equipped with a Cummins 175 hp diesel engine and 5-speed transmission. It came with a 4 1/2-yd dump box and a front-mounted snowplow. He removed the snowplow, gave the truck a new paint job, and mounted a header rack behind the cab.

He bought a DANA 300 pto transfer case designed for a Jeep truck from a salvage yard for \$75. He used a 4-in. wide, 1 1/2-in. thick, 20-in. long piece of flat iron to make a drawbar that he mounted on the rear frame of the truck. He mounted the pto transfer case on the drawbar's support frame and used 2-in. steel pipe to make a 10-ft. long driveshaft that extends from the truck's transmission back to the transfer case. The transfer case had two split shafts that ran parallel to each other. He replaced them with a 12 in. long, 2-in. dia., 3/8-in. thick countershaft pipe that's splined on one end and has a gear inside it. The Balzer spreader uses a 1,000 rpm pto shaft and the Gehl spreader uses a 540 rpm shaft so he made two different shafts to fit the pipe, one for each spreader.

"We own land five or more miles away so using the truck saves a lot of wear and tear on tractor tires," says Dietzel, who modified the truck two years ago. "It works better than truck-mounted manure spreaders because it's much more versatile and I don't have to use a big hoist or



loader to lift the spreader off the truck frame whenever I need the truck for other purposes.

"Top highway speed is 40 to 45 mph which is about twice as fast as a tractor. It does a great job of spreading manure. The truck weighs 17,000 lbs. empty so if the ground is wet I try to stay out of the field. I probably should equip it with flotation tires.

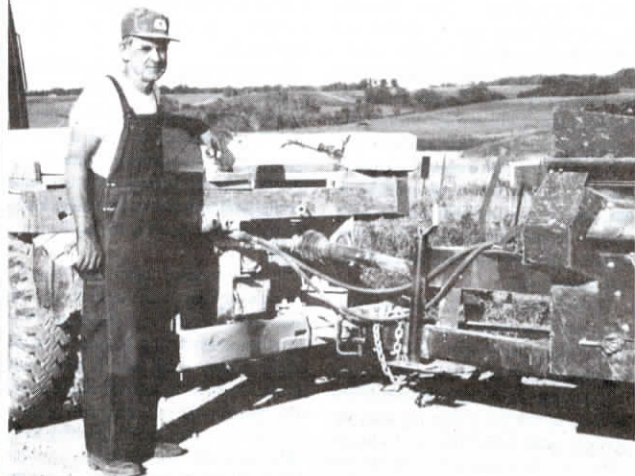
"I can change the position of a lever on the transfer case to match the speed of the pto shaft on each spreader. In high range the transfer case runs at the same speed as the truck's pto driveshaft. In low range it runs at a slower speed that I use with the 540 rpm pto shaft.

"I haven't used the pto for other jobs but it could be used to operate self-unloading wagons, augers, etc."

The truck came equipped with a crankshaft-driven hydraulic pump that was used to operate the snowblower. Dietzel bought a 2-spool valve, two sets of hydraulic hoses, and two sets of remote outlets for about \$150 and hooked them up to the pump.

He also made a coupling under the cab that allows him to use the two driveshafts to power the hydraulic pump that operates the dump box or to operate the pto driveshafts that run the manure spreaders. A 2-ft. long splined stub shaft mounts on the truck's pto box.

Contact: FARM SHOW Followup, Steven Dietzel, 3123 County HH, Cuba City, Wis. 53807 (ph 608 568-7214).



## 2-Ton Truck Equipped With Pto, Hydraulics

A pto shaft mounted on back of his 2-ton truck, along with an engine-powered hydraulic motor on front, lets Jay Hadley, Union, Iowa, use the truck to operate manure spreaders, feed auger wagons, fertilizer spreaders, Hesston stack movers, etc., while eliminating the need for a tractor.

Hadley ordered the 1980 Ford 8000 truck without a box and built a wooden flatbed on the frame. He connected a 10-ft. long pto shaft to the transmission. The hydraulic pump is driven off the engine crankshaft and is connected by hoses to remote outlets on back of the truck.

"It lets me do a lot of different jobs and go 40 to 50 mph on the road," says Hadley, who has a cow-calf operation. "I rent pastures that are scattered several miles

apart. The truck really comes in handy for hauling feed auger wagons between pastures. I can use the hydraulics to raise spreader endgates, operate grain augers, etc. I mount two 500-lb. concrete weights on the flatbed whenever I use the truck to haul manure. I bolted a steel bumper onto the back of the truck to beef it up. The hitch on the bumper swings from side to side for easy hookup. The flatbed is equipped with a gooseneck hitch so I can also use the truck to pull a livestock trailer.

"I spent \$1,200 on the hydraulics and \$500 on the pto."

Contact: FARM SHOW Followup, Jay Hadley, Rt. 1, Union, Iowa 50258 (ph 515 486-5917).



## "Souped-Up" Antique Tractor Fitted With Rear-Mount Loader

In 1958, New York farmer Steve Vaadi "souped up" an old McCormick-Deering tractor by fitting it with a new engine and later mounted a loader bucket on the back end. Both modifications worked good when he first made them and they're still working good today.

"I took out the original engine and put in a 6-cyl. Dodge truck engine. It had much more power, used less fuel and, of course, I no longer had to crank by hand to start. Installation was relatively easy because the tractor had an independent frame. The Dodge engine and transmission fit right in although I had to move the radiator forward a bit.

"I mounted the loader on back of the tractor because I was using it to handle

16-ft. logs and needed the weight over the rear drive wheels. I equipped the tractor with power steering, and powered clutch and brakes so I could run backwards.

"I've loaded thousands of logs with it and done a lot of other work. I have a large snow bucket that slips over the log forks and is held in place by two pins. I also have a smaller dirt bucket for it.

"I've never had a major breakdown. It starts good in cold weather - 20° to 30° below zero - with no problems. I would be lost without this tractor.

"I've converted a number of other tractors with car or truck engines."

Contact: FARM SHOW Followup, Steve Vaadi, Rt. 2, Box 659, La Fargeville, N.Y. 13656 (ph 315 658-9915).