

Made It Myself

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He Turned His Garden Tractor Into A "Mini" Bulldozer

A "mini" bulldozer made from a junked out 1969 International Cub Cadet lawn and garden tractor lets William "Crank" Cranford, Indian Head, Md., push snow and gravel along his steep driveway as well as pull out small tree stumps.

The "mini" bulldozer, which Cranford built two years ago, is 40 in. wide and equipped with an 18-in. high, 42-in. wide blade. Its steel tracks measure 6 in. wide, 13 1/2 in. high and 54 1/2 in. long.

"It outperforms any of my wheeled Cub Cadets. Improved traction is the key," says Cranford, a retired machinist and collector of Cub Cadets. "On my steep driveway none of my Cadets can push much snow or gravel. The tires spin, even when they're equipped with chains. However, the bulldozer's tracks don't slip at all. The only drawback is that if I'm not careful the cleats dig up my lawn when I turn."

Cranford discarded the Cub Cadet's seat, rear fenders, wheels, front axle, steering wheel, steering column and tie rods, keeping the rear axle, hydrostatic transmission, gas tank and starter. He installed a new front axle made from 1-in. cold rolled steel. Then he used two 54 1/2-in. long, 4-in. wide channel irons to build an undercarriage for the Cub Cadet, welding the rails together with 1/4-in. flat iron and 1-in. dia. pipe. Inside each rail he installed five idler wheels to support the tracks. Then he lowered the Cub Cadet chassis into the undercarriage and bolted them together. To drive the tracks, he installed two sprockets side-by-side on the end of each rear axle. He bolted the larger of the two sprockets on the outside

Cranford built this stump puller by welding together two old track rims to form a drum. He welded one end of a 5-ft. long pipe to the middle of the drum. He wraps a chain around the stump and pulls on the pipe with a cable run through double pulley block.

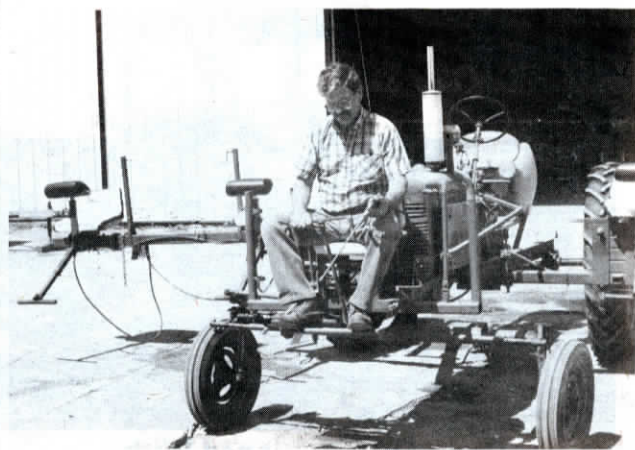


of the flange and bolted the smaller sprocket on the inside of the flange, then installed chain tighteners. He installed another sprocket, removed from a Harley Davidson motorcycle, to apply the disc brakes. Cranford steers the bulldozer by pulling forward or backward on two levers which control the hydraulic disc brakes. Cranford purchased a set of commercial tracks. Using lengths of threaded pipe, he made a tool to draw and pin the track ends together. Next Cranford installed a new 12 hp short block Kohler engine and a new seat removed from a later model Cub Cadet.

Cranford built his own stump puller by welding together two old split truck rims to form a drum. He welded one end of a 5-ft. long, 2 1/2-in. dia. pipe to the middle of the drum, bracing the pipe by welding strap metal between it and the drum. A 3/8-in. cable runs from the pipe to a chain fastened onto the bulldozer's rear hitch. The cable runs through a set of double blocks which provide additional leverage. To pull a stump, Cranford places the drum, with the pipe standing straight up, against the stump and wraps a chain around its back side, then pulls with the bulldozer.

"If I built another dozer, I'd install a gear transmission with a creeper gear to cut speeds in half," says Cranford, noting that the rig's hydrostatic transmission wasn't designed for heavy pulling. He says he spent about \$3,000 to build the dozer.

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Front-Drive Super "C" Bean Buggy

"Our remodeled Farmall Super C tractor makes a great 5-rider bean buggy for spot spraying weeds in soybean fields, allowing me to shift and steer from the front of the tractor," says Glen Vander Zwaag, Hull, Iowa.

"We've used this sprayer for several years. It saves set-up time each summer, is economical to operate and frees up a tractor," says Vander Zwaag, who built a frame underneath and on both sides of the tractor to support four seats. The fifth seat is in front of the tractor, where the rider uses a "T" shaped lever to steer the tractor. Vander Zwaag unhooked the tractor's steering shaft at the spindle arm and installed a hydraulic cylinder salvaged from

a Massey 300 combine. Movement of the "T" lever controls a two-way valve on the cylinder to move the spindle arm left or right.

Vander Zwaag ran 8-in. steel cable from foot pedals in front of the tractor's brake and clutch pedals so he can operate them in a manner. Shifting is controlled by a four-way lever that's connected by square tubing to the tractor's shift lever. Adjustable automobile head rests mounted in front of each seat serve as a hand rest. A plywood shield directs engine heat away from riders closest to the tractor.

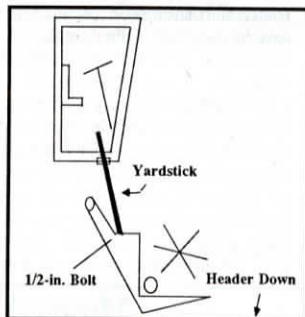
Contact: FARM SHOW Followup, Glen Vander Zwaag, RR 1, Hull, Iowa (ph 712 439-1661).

Height Gauge For Combine Header

A yardstick attached to the combine header and running up through the floor of the cab tells Jack Freeman, Mustang, Okla., the exact height of his Gleaner combine at a glance.

"When I got the idea, I intended to use a piece of rod or pipe, but because the length needed was 3 ft., I got the idea of using a yellow plastic yardstick. To install, I simply bolted the lower end of it to a crossmember on the header using a 1/4-in. bolt and ran it up through the floor of the cab. I use a piece of 1/8-in. welding rod as a sight guide on the stick in the cab. The idea works fine on my 1975 Gleaner but should work on other models, too."

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Freeman, 606 N. Chisholm Way, Mustang, Okla. 73064.

Roll-Out Dump Box For Pickups

"It's easy to build and works great," says John Semadeni, Loma Linda, Calif., who built a roll-out box for the bed of his pickup that rolls out the back end and tips down to the ground to dump its load.

Made out of 1-in. (the sides) and 3/4-in. (the floor) plywood, the box fits just inside the bed of Semadeni's 1956 Ford. The corners of the box are reinforced with angle iron brackets. The box slides back and forth on two rollers made out of lengths of 1-in. pipe inside 1 1/4-in. pipe. Mounting brackets attach to the ends of the inside pipe and there are holes in the outer 1 1/4-in. pipe so grease can be squirted inside between the inner and outer pipes.

Key to the success of the dump box is a metal "stop" at about the midpoint of the



bottom of the box. It catches on the rear, bumper-mounted roller when Semadeni rolls the box out the rear to dump. As the stop hits the rear roller, the back of the box tips to the ground.

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