



The "Vision Tower" fits most pickups with automatic transmission, and can be modified for manual transmissions.

Vision Tower For Pickups

(Continued from cover page)

brakes are connected to the Vision Tower from the truck using Morse cable (cable within a cable used on

Deere 4-WD tractors).

All three cables run down the front of the windshield and into the truck. The brake cable goes through the firewall, attaching directly to the brake pedal. The accelerator is cabled to the carburetor and the shifting lever to a shifting rod on the transmission.

Brusseau wired a switch into the ignition for remote stopping and starting. The upper steering wheel connects by a shaft with knuckle joints to the regular steering wheel inside the cab. A plate with a stub shaft fits over the regular steering wheel for the pto-style coupler to attach to. Brusseau replaced the back window of the cab with a sliding glass panel so the shaft could go through.

He notes that you can change from tower to cab driving in 30 seconds, and remove the 370-lb. rig in just 20 minutes. Vision Tower fits most pickups with automatic transmissions. Brusseau adds that the system could be modified for manual transmissions. He's equipped the Vision Tower he uses on his own pickup with a deluxe seat, tachometer and halogen lights for night spraying.

The kit sells for \$1,175.

For more information, contact: FARM SHOW Followup, Willard Brusseau, K.W. Mfg., Osnabrock, N.D. 58269 (ph 701 496-3270).

Upper steering wheel connects by a shaft with knuckle joints to the regular steering wheel inside the cab. In only 30 seconds, linkage can be removed to convert back to conventional in-cab driving.

FARM SHOW
For everyone in agriculture interested in latest new products

Vol. 9, No. 4, 1985

Publisher and Editorial Director — Harold M. Johnson
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FARM SHOW is published bimonthly for \$9.95 per year (\$11.95 in Canada and foreign countries) by Farm Show Publishing Inc., P.O. Box 1029, 20088 Kenwood Trail, Lakeville, Minn. 55044. Second class postage paid at Lakeville, Minn., and Madelia, Minn. POSTMASTER: Send address changes to FARM SHOW, Box 1029, Lakeville, Minn. 55044 (ph 612 469-5572). Single copy price is \$2.00. Publication No. 470870

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Rebuilt U.S. Army Truck

"They're the most reliable machines on our farm," says Larry Faber, Lloyd, Mont., about the U.S. Army surplus 6-WD trucks he bought and rebuilt.

"The first one we bought in 1972 is a 1952 GMC. We installed a 366 Chevrolet engine, a 4-speed transmission, a 2-speed transaxle, and vacuum brakes. The original engine and transmission were the worst parts of the truck," he says.

Faber was feeding out about 500 bales a day at that time, loading and unloading bales by hand and spending a big part of his day doing it. So, he bought a stack retriever and mounted it on the bed of the 6-WD. The retriever is a New Holland 1051, designed for stacks made by a 1048 New Holland bale wagon. Faber not only uses the retriever to feed with but to move bales from field to feed yard. "It only takes a minute to load the truck

or unload. We've stacked up to 5,000 bales a day using the balewagon and retriever truck.

"I doubt if a conventional 2-WD or 4-WD truck could have taken the abuse, winter and summer, that this truck has taken. We've put 25,000 miles on it with no problems," says Faber.

He put a 16-ft. box and hoist on another of the converted GMC Army trucks. Another was updated with a new Chevrolet truck cab. "Most people don't notice it's a 6-WD unless I tell them," says Faber. "The original tires didn't have much traction so we cut the center of them out with an air chisel. This greatly improved traction — enough so we've never had to use chains."

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