

Heavy Duty Truck Built From 3/4-Ton Pickup And 2-Ton Truck

"It rides like a locomotive and has as much pulling power as a 1 1/2-ton truck, but it cost only about \$3,000 to build," says Larry Schmah, Lucas, Ohio, who cut off an old 1973 Chevrolet C-20 3/4-ton pickup at the back of the cab and married it to the rear frame of a 1963 International BC162 2-ton grain truck equipped with a 17,500-lb. 2-speed rear axle.

The pickup had 400,000 miles and the truck had 150,000 miles with a rusted-out cab and bed. Schmah completely reconditioned the pickup cab to look like new, installing new doors, fenders, floor, rocker panels, and cab corners. He also fitted the home-built truck with new tires and a diamond steel plate bed. It has 7.50 by 16.00 tires on front and 8.25 by 20 dual 10-ply tires on back. He installed the front spindles and hubs from the 2-ton truck on front of the pickup. He also rigged up power brakes on both the front and rear. The pickup's 225 hp gas engine was worn out so he rebored it to get 250 hp. He also replaced the "New Process" 4-speed wide ratio transmission with a new one equipped with a heavy duty clutch that he bought at a junkyard for \$150.

"It really goes. I use it to pull my 16-ft. gooseneck livestock trailer and a 20-ft. heavy duty implement trailer that I use to haul bull dozers and round bales," says Schmah. "I also use the truck to pull my 4-ton fertilizer spreader. I had been using a 1-ton pickup to pull the trailers and spreader, but it couldn't handle the steep hills in our area. It didn't have enough gears or power and the suspension system was too soft. It also didn't have enough braking power. I considered buying a Chevrolet C-50 1 1/4-ton or C-60 1 1/2-ton pickup because they have bigger tires than standard pickups and a 2-speed rear axle. However, either one would have cost more than \$20,000.

"My rebuilt truck looks like a 1-ton Dually but has bigger tires, a heavier rear axle, and far more power. It also has the 2-ton truck's suspension system to handle the big loads. The springs are so stiff that I had to remove two of them to soften up the ride. The biggest challenge was the braking system. I finally installed a master cylinder off a C-60 pickup and hooked it up to the vacuum booster off a BC 162 IH truck. I bought used truck tires for \$65 at a junkyard. I bought the diamond plate



steel from a plant that was closing and paid only \$30.

"It has just the right ratio of gears to power. With the 2-speed rear axle I have eight forward speeds and two reverse. I use a button on the gearshift lever to switch axle speeds on the go. I haul big loads with the 2-speed axle in low range and the transmission in fourth gear and don't even have to shift going up hills unless I'm pulling more than three tons. I can pull a 4-ton load of fertilizer up hills

with no problems, and it'll easily pull a 2-ton implement trailer loaded with a 10-ton dozer. By dropping the axle into low range I can back up nice and smooth no matter how big the load." The 2-ton truck's rear frame sat about 12 in. higher than the pickup frame so Schmah cut it down about 8 in. He also added a fifth wheel hitch and a rear hitch.

Contact: FARM SHOW Followup, Larry Schmah, Box 69, Lucas, Ohio 44843 (ph 419 892-2813).



Loader-Mounted Cement Mixer

A New Brunswick farmer who wasn't satisfied with his 3-pt. cement mixer built his own loader-mounted "quick-tach" mixer that lets him pour cement into or over wall forms up to 12 ft. high.

Curtis Steeve, of Petitcodiac, built the mixer from junk parts and mounted it on the 245 loader on his Deere 1840 front wheel assist tractor. The mixer is powered by a 3 hp Briggs & Stratton gas engine removed from a junked-out garden tiller. Steeve uses the same hydraulic cylinders that tip the bucket to tip the mixer for pouring cement.

"It has a lot of advantages because it extends well ahead of the tractor and can be raised as high as the loader will reach," says Steeve. "The problem with 3-pt. mixers is that you can't always get them close enough to forms. My loader-mounted mixer can easily reach right

over a 12-ft. high wall for pouring floors. The mixer weighs about 250 lbs. I haven't had any problems with keeping the gas engine running even when the mixer is upside down. It hooks up fast to the loader with two locking pins."

Steeve used 30-in. dia., 1/4-in. thick steel pipe salvaged from a cement mixing plant to make the mixer barrel, tapering it on one end. He used 1/4-in. thick steel to make three 4-in. wide, 24-in. long mixing blades and bolted them to a shaft that runs through the tub. The rope-start engine drives a jackshaft that turns a 14-in. pulley which gear-drives the mixer shaft. The gears were salvaged from the differential off an old 25-ton quarry truck.

Contact: FARM SHOW Followup, Curtis Steeves, RR 2, Petitcodiac, New Brunswick, Canada E0A 2H0 (ph 506 756-2504).

Truck-Mounted Bale Fork

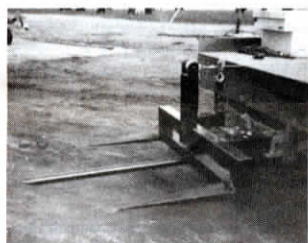
"My truck-mounted, three-pronged bale fork lets me haul one big square bale or two round bales at a time," says Bobby Beck, Mt. View, Okla.

The bale fork bolts to the rear end of Beck's Ford F-450 Super Duty 1 1/2-ton pickup. Beck welded three spikes to a rectangular steel frame built from 4-in. sq. steel tubing, then welded a subframe below the truck's bumper and pinned the two frames together. Cable from an 8,000-lb. winch at the front of the floor connects to a lift arm on the frame. Each of the two outside spikes is used to spear a round bale, with the center spike between bales. All three spikes are used to spear a big square bale. Beck uses a toggle switch in the cab to winch bales 3/4 of the way onto the truck's floor.

"I've used it to pick up big square bales weighing 2,400 lbs. with no problem. It'll also handle two 4 by 4-ft. round bales weighing 900 lbs. each," says Beck, a cow-calf operator who feeds bales by hand from the truck to cattle on pasture. "I had been using a front-end loader to place one bale at a time on my pickup. However, my pastures are up to 50 miles apart and I got tired of all the driving. My bale spike doesn't tie up a tractor and lets me haul twice as many round bales. Another advantage is that the three spikes hold big square bales together so I can feed sections off of either end. The rest of the hay stays between the spikes allowing me to feed out part of a bale, then drive to another pasture.

"The winch is rated at 8,000 lbs. However, I can double its pulling power to 16,000 lbs. by doubling up the cable between the winch and bale spike.

The 4 ft., 10-in. long center spike was made from 2 3/8-in. dia. steel pipe, and the 2 1/2-ft. long outside spikes from 4-in. sq. tubing cut in a triangular shape for strength. Beck recently replaced the long



center spike with a 3-ft. triangular shape - like the outside spikes - for easier penetration of dense bales.

The winch is powered by an electric motor that runs off the truck's 12-volt battery (Beck notes that a 36-in. hydraulic cylinder could be used instead of the winch). He bolted the winch to a steel frame and welded the frame to the truck's floor. A pin holds the winch spool at the top of the lift arm.

Beck used 6-in. wide, 3/4-in. thick channel iron to build the subframe, with 5/8-in. strap iron to support the bale spike's mounting arms. Two 1-in. dia. pins secure the arms. By removing the bale spike, the same pins can be used to support a pair of "gin poles" that serve as a lifting crane.

Contact: FARM SHOW Followup, Bobby Beck, Rt. 1, Mt. View, Okla. 73062 (ph 405 347-2468).