

with it," says Frank Urlacker, Dickinson, N. Dak. "We have the VH 4 Wisconsin motor in ours and it could have more power. If I'd buy another one, I'd get one with a bigger, water-cooled engine."

"Our 1992 Ford New Holland 553 has always been dependable," says Bruce Kurzhals, who farms near Saint Johns, Mich. It has plenty of power and starts easily in cold weather, Kurzhals says. However, the 553 could use a bigger fuel tank, and the radiator clogs with feed, lint and dust too easily, sometimes causing it to overheat, he adds.

"Duane Martin, Fayette, Iowa, reports he's "very happy with almost everything"

"It has plenty of power but could use a bigger fuel tank and the radiator plugs up too easily."

about his 1989 Case-IH 1825 with gasoline engine. "It's particularly easy to learn how to operate because it's controlled with the hands not the feet," Martin notes. Nevertheless, "it's a little hard to start below 10 degrees F and the choke cable on both mine and my brother-in-law's tends to freeze up after pushing snow."

"Claude Davis, Radcliffe, Iowa, calls his early 1980s vintage Case 1816C a "really well built machine," even though he only uses for cleaning sidewalks and driveways during the winter. For cold weather usage, Davis made a cab consisting of a wooden frame, glass and plastic. It has a door in front and a window in back. "On the coldest day you can keep warm in light clothing just from the heat of the engine," Davis notes.

"Tough and dependable" is how Phil Funk, Dallas Center, Iowa, describes his 1986 Case 1816C. Only in the past year has Funk had to replace its battery, fuel pump and ram seals. "My only complaint with the loader is that it's somewhat under-powered, but Case came out with the 1825 that fills that bill," he adds.

"Good power and fuel efficiency, plus heavy-duty construction, are the features Sylvester Ziegler likes most about his 1990 Bobcat 642B. But, "if it had more weight on the wheels, it wouldn't be so jumpy," notes the Middleton, Wis., farmer. "A man I know who has construction equipment told me he put fluid in the tires and he feels this has improved stability."

"It has 3,700 hours on it, starts every day and it's economical," says John Allen of the 1986 Koran (now built by Thomas Manufacturing) with Kubota engine he bought used a few years ago. "The only thing I was dissatisfied with was that it was too light in the front end so it bounced a lot," says the Elizabethtown, Tenn., farmer. "I rebuilt the front end and solved the problem."

"Ford New Holland should have made engine oil easier to change. That's the only complaint Robert Blount, Edinboro, Pa., has about his 1989 553. If he were in the market for another loader, Blount says he'd get another Ford New Holland one size bigger "to work better on rough terrain."

"Their 1993 Gehl 5625 provides good, dependable service for John and Ken Moyer, Verndale, Minn. But it "could use a little more power," the Moyers say.

"We put calcium chloride in the 14 by

17.5 in. tires of our 1987 Bobcat 943 to lower its center of gravity and cut down on the hopping," says Laurence Michelik. The only other problem the Fort Plain, N.Y., farmer reports with the industrial grade loader is that its batteries have to be removed to check fluid levels.

"If Gary Hess, who farms near Harrisonburg, Va., were in the market for a new skid steer, he'd buy another OMC Mustang the same size as his current workhorse. Hess's 1985 Mustang 442 diesel is a "good machine with lots of power. Plus, it's easy to work on," he says.

"Robert Ramsey's 1987 Case-IH 1816C has been reliable, too. But Ramsey, who farms near Amboy, Ind., offers one suggestion for improving it. "The oil drain pipe on the engine needs to have a brace because the vibration of the engine breaks it off at the engine block, letting oil leak out on the ground," he says. "You could burn up the engine if you didn't see the broken pipe in time."

"Ben Prochnow says his 1994 Case-IH 1840 diesel is "an excellent machine." The Menomonie, Wis., farmer has found an unusual use for it - unrolling barbed wire - with a special attachment he built. Prochnow's invention consists of a 1 1/8-in. dia. car axle that mounts along the top edge of the bucket and extends out about 2 ft. It's held in place with U-clamps. Two collars with set screws secure a roll of wire on the shaft. "The idea would work on just about any loader bucket," he says.

"My 1981 Bobcat M610 performs great with very little maintenance," notes Dennis Barkema, Adel, Iowa.

"Don Lyons, Hale, Mo., likes the handling and visibility of his 1979 New Holland L-35, but wishes it had more hp and direct drive rather than chain drive. "I like the handling better than the Bobcat brand," Lyons says. "I test drove two new Bobcat skids and they just don't compare in handling to the New Holland. If I were in the market, I'd buy the next size bigger New Holland with a diesel engine."

"The front-wheel drive on the 1980 Hesston 980 DT Howard Frey owns "has been a God send," says the Burke, S.D., farmer. However, he wishes the drain plug had been located on the bottom of the oil pan for easier maintenance.

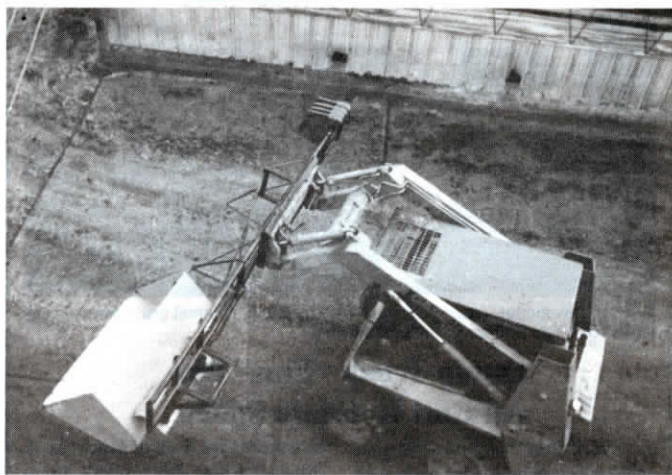
"They should have put a diesel engine in and made the rear end a little heavier," says Vernon Gaier of his 1978 New Holland 425. Otherwise, the Caufield, Ohio, farmer is well satisfied with his loader.

"Lester Oeltjenbruns, Owatonna, Minn., is happy with his 1991 OMC Mustang 930A. It just "needs more leg room for tall people," he says.

"My Rounder L600 is only 42-in. wide, so it's great for getting in and out of about any barn door," says Jim Dowler, who runs a barn cleaning business near Newkirk, Okla.

"His New Holland 1980 780 is a "pretty well balanced machine," says Edgar Meister, Chadron, Neb. However, the original diesel engine was troublesome, he adds. First, the crankshaft broke, then the engine block cracked. Meister finally replaced it with a 2010 Deere engine.

"Charles Cleaver, Mt. Pleasant, Ohio, likes his 1989 New Holland 454. "It does everything we expected and more. Handy to use with a bale spike, manure bucket and a dirt bucket. One of the handiest machines on our farm."



"Side Kick" frame holds bucket 8 in. out beyond skid steer wheel. Tractor weights on opposite end counterbalance weight of bucket.

OFFSET BUCKET LETS YOU QUICKLY SCOOP OUT REFUSED FEED USING SKID STEER

"Side-Kick" Makes Bunk Cleanout Easy

Scoping rotted feed out of feed bunks by hand is a job Ohio dairy farmer Roger Cooley says he's glad he no longer has to do. Cooley invented the "Side Kick" bucket for his skid steer loader that cleans out bunks for him in minutes with one or two quick passes alongside the bunks.

"All good dairy farmers know that fresh feed means more consumption and more consumption means more milk. That means you have to clean out 'refused food' as often as possible. But it takes time to do it by hand and is hard on your back. My Side Kick bucket makes it quick and effortless," says Cooley.

It consists of a 10-ft. long frame made out of steel tubing. Skid steer loader (or tractor front-end loader) quick-taches to the frame while the bucket mounts all the way over on the left side, with about 8 in. clearance between the loader wheels and the side of the custom-built 41-in. wide bucket. Cooley hangs tractor weights from the right side of the Side Kick frame to counterbalance the bucket.

Cooley sells the Side Kick frame and bucket for between \$1,500 and \$1,600, depending on model. He's looking for distributors. "Various models and sizes are available to fit most skid steers or front-end loaders."



Cooley cleans "refused" feed out daily from concrete bunks, making a single quick pass with his "Side Kick" bucket.

Contact: FARM SHOW Followup, Roger Cooley, Side Kick, 3454 St. Rte 82, P.O. Box 28, Mantua, Ohio 44255 (ph 216 562-6558).



"Side Kick" quick-taches to loader so Cooley can quickly drop it off when he's done cleaning out bunks. He uses the side-mount bucket every day.