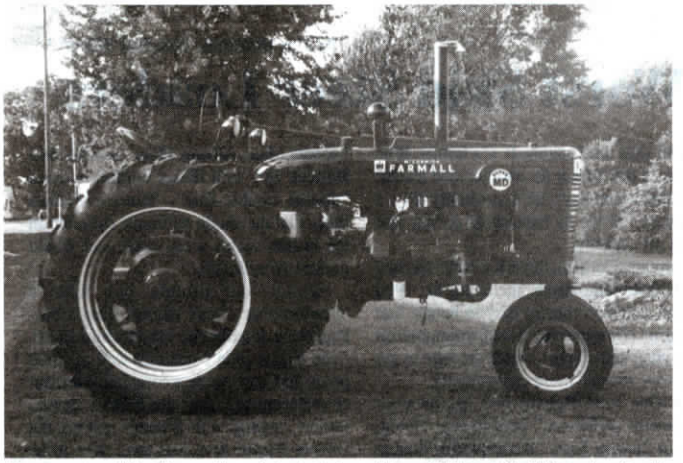

Jones replaced the Farmall's original engine with an Oldsmobile 350 cu. in. diesel.

COST LESS THAN REBUILDING ORIGINAL ENGINE

1948 Farmall Repowered With V-8 Olds Diesel

Putting a V-8 diesel engine in this 1948 Farmall "M" actually cost less than it would have cost to rebuild the original engine and the converted tractor has much more horsepower yet uses 3 to 4 times less fuel.

John Jones runs Odon Machine in Odon, Ind., and may be familiar to FARM SHOW readers as the innovator who put a V-8 gas engine in a John Deere "A" two years ago (see Vol. 16, No. 6). He had tremendous interest in his original conversion of the Deere 2-cyl., with farmers driving hundreds of miles to his shop to check out the repowered two banger. Jones expects to have just as much interest in his rebuilt Farmall.

He removed the original engine and fitted the tractor with an Oldsmobile 350 cu. in. diesel that's governed at 1,800 rpm's, which is about 200 rpm's above the tractor's original specs. Horsepower of the engine has been reduced by half - it tests out on the dynamometer at about 60 hp. Although he has done no fuel tests, Jones is sure fuel economy is 3 to 4 times better than the original engine.

The original Farmall radiator provides sufficient cooling. A high torque starter was needed due to the higher compression of the diesel engine. The original flywheel, clutch and throttle were used. The water pump had to be completely redesigned to accommodate the radiator shroud.

"It looks like it could have come from the factory with this engine installed. We made no modifications to the sheet metal on the tractor. It's a great way to give new life to a great old tractor. The combination of increased horsepower and better fuel economy is hard to beat," says Jones.

Contact: FARM SHOW Followup, John Jones, Odon Machine, P.O. Box 382, Odon, Ind. 47562 (ph 812 636-7781).

The 3-wheel sprayer's 18 hp engine and hydrostatic drive are out of an old Case 446 lawn tractor. The 2-speed transmission chain-drives the two rear wheels. Strasburger made 12-ft. long triangular frame out of 2 by 4-in. steel tubing.

Self-Propelled Sprayer Replaces Pull-Type

"I wouln't part with it unless I could get the parts to build another one right away," says Robert Strasburger of the versatile self-propelled 3-wheeled spot sprayer he built last winter.

At speeds of up to 7 mph, it worked great all summer for cleaning up weeds in corn and soybeans, as well as along fence rows, says Strasburger, of West Lafayette, Ind.

"Our farm is spread out quite a ways and sometimes, if you've got a bad weed patch, it's impractical to take your tractor and pull-type sprayer 20 or 30 miles to get them," he explains.

This way, Strasburger simply loads his sprayer on a trailer and zaps the weeds with a lot less hassle.

The heart of Strasburger's sprayer is the 18 hp engine and hydrostatic drive out of an old Case 446 lawn tractor he bought from a neighbor. The 2-speed transmission chain-drives the two rear wheels.

Strasburger made the 12-ft. long triangular frame out of 2 by 4-in. steel tubing. It supports the lawn tractor motor in front, a driver's seat and battery in the middle, and a 110-gal. tank on back.

The sprayer's single front wheel is a Deere planter gauge wheel Strasburger found at a salvage yard. Likewise, the two rear wheels, which are set for Strasburger's 15- in. soybean and 30-in. corn rows, also came off a Deere planter.

Strasburger made a 30 ft.-boom for the rig out of 1 1/4 in.-square tubing and fitted it with a hydraulic height adjustment. A hydraulic cylinder with 8-in. stroke allows him to adjust boom height from 20 in. to 52 in. off the ground. That allows him to spray a variety of weeds at virtually any stage of crop development.

In addition to the spray boom, Strasburger also made a 30 ft.-weed wiper, which is steadied on each end by a pair of bicycle tires. That's for treating dogbane, his problem weed, in soybeans.

For added versatility, the sprayer has a hand nozzle for spot spraying fence lines.

Contact: FARM SHOW Followup, Robert L. Strasburger, 6722 West 500 North, West Lafayette, Ind. 47906 (ph 317 583 2203).

Self-Propelled Grain Cart Great For Wet Harvest, Planting

Two Kansas wheat farmers licked their wet field woes at harvest and at planting by building a self-propelled grain cart out of old combines.

"A lot of times at harvest it's too wet to get a truck into the field, so you have to go to the edge of the field with the combine to unload," notes Harold Depenbusch, Columbus, Kan. "This cart lets us go to the combine no matter what the conditions."

Likewise, the grain cart is equally handy for getting into the field with seed during wet planting seasons, he adds.

"It frees up my tractors. You don't have to wait to hook stuff up, you can just go," Depenbusch says.

He and son, Craig, built the 150 bu. grain cart during the winter of 1993.

They used the front axle and drive train off a Super 92 Massey Ferguson combine with 28-in. tires. They picked it up from a salvage yard for $100. "We took all the separator parts off the Super 92," Depenbusch explains. "We sawed off the whole back part of the frame right behind the engine."

The Depenbusches next built a 7- ft. wide by 10-ft. long frame out of 6 in.-channel iron and mounted it on the Super 92's axle. For the cart's rear axle, they used a rear axle off a burned out 410 Massey Ferguson combine. The cart's rear tires are old airplane tires.

Once the chassis, which has ground clearance of 15-18 in., was finished, they found they had to modify the Super 92's cooling system. "We had to relocate the combine's radiator because it wasn't mounted accessibly," he says. "So we moved it to the front right corner of the grain tank."

The cart's 7 by 10-ft. grain tank is an old center-dump custom-built grain box the Depenbusches picked up for $250. It's bolted to the frame and braced with 2 in.-angle iron front, sides and rear.

The men fitted the tank with an unloading auger, driven by two combine belts and a jack shaft, which folds to the rear when not in use. So besides dumping out the bottom of the cart, they can also auger grain - or seed - out the side.

The Depenbusches used front axle and drive train off a Super 92 Massey Ferguson combine with 28-in. tires. Rear axle is off a Massey Ferguson 410 combine.

Including about $225 for the channel iron they used, the Depenbusches have about $575 invested in the cart.

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