

Kan. 67056 ph 316 835-3181). I also like the 15 pocket storage unit for behind the seat from Modern Farm (1825 Big Horn Ave., Cody, Wyoming 82414). It sure helps keep the cab from getting cluttered. Our fold-down front license plate makes a handy step for easy engine access (J.C. Whitney, P.O. Box 8410, Chicago, Ill. 60680)."

"I'm well-pleased with my 1990 Ford F-150 custom with 302 engine and automatic transmission with overdrive. It has plenty of power and handles and rides well whether loaded or empty," says William Jones, Carlisle, Penn.

Donald Hurley, Curlew, Iowa, is satisfied with his 1987 Chevrolet 3/4-ton 4-WD. "I've put 47,000 miles on it in three years with few problems. I can compare it to my older 3/4-ton 4-WD gas model. The new diesel gets twice as much mileage but is short on power. If the manufacturer would install a turbocharger I think it would help mileage and boost power."

"It has a comfortable seat and good power but fuel economy could be much better. There's too much motor noise in the cab, and the rear seat is too low and slants forward too much. The automatic transmission could be smoother shifting," says Kenneth Fisher, Scranton, N. Dak., about his 1989 Ford F-150 4-WD Supercab.

"The only problem I've had with my 1990 Ford F-150 4-WD is a musty smell in the air conditioner which the dealer hasn't been able to correct," says Fred Hofmann, Springville, N.Y.

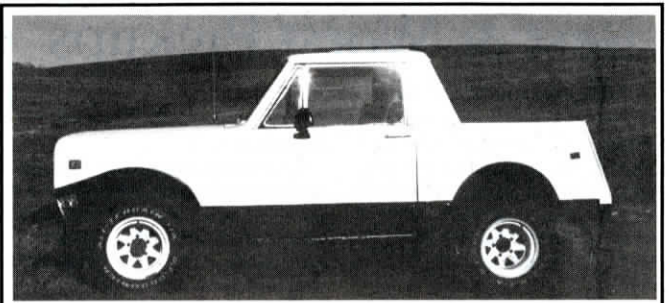
"I'm satisfied with my 1988 Chevrolet 3/4-ton except that I should have bought a heavy duty model. I thought all 3/4 tons were heavy-duty. I had to put extra leaves in the rear springs to haul the loads I need to carry," says Bill Fischer, Fremont, Wis.

"We own one 1987 Dodge Dakota 4-WD and two 1988 Dakota 2-WD's. We're very satisfied with the trucks. The only problem has been two burned out headlights. Mileage is 15 to 18 mpg. We pull a 5-ton fertilizer spreader with the 4-WD. The only improvement I'd recommend is stronger brakes," says James Gratz, Dorr, Mich.

Dale Kroft, Wabash, Ind., says his 1987 Ford F-250 4-WD is a "best buy". "It does everything we need it to do, whether it's pulling 10,000 lbs. of hogs, a 7-ton tractor, or 250 bu. of corn. The 460 gas engine performs well even with the automatic transmission. Fuel economy is not good but I knew it wouldn't be with a load. I installed a DMI spring cushion bumper hitch which is a big help when pulling wagons and other tillage tools. The extendable hitch makes hooking to an implement a one-man job."

"A heavy-duty rear bumper with a load rating suitable for trailer towing should be an option. Most bumpers available at dealers are cheaply made and have insufficient strength for farm use. Also, a factory-installed step would be nice to have," says Harold Spreen, Williams, Ind., who's pleased with his 1987 Ford F-250 6-cyl. 4-WD. "Riding and handling is excellent even when carrying 3,000 lbs. The gear ratio is such that the truck will run 65 mph at 2,500 rpm's. The 6-cyl. engine has adequate power except when pulling a loaded cattle trailer. In 34,000 miles the truck has had no service problems other than routine maintenance. I'm well-satisfied."

Carl Patrick, Quincy, Ind., likes his 1988 Ford F-250 diesel 2-WD. "The 7.3-liter engine and 5-speed transmission are a very good combination. We removed some of the rear springs and added air bags which provides a perfect ride loaded or empty."



"Shorty Pickup" Made From IH Scout

Ray Henry almost junked his 1975 IHC Scout because it was badly rusted and the gas tank leaked. But then the Richland Center, Wis., farmer got the idea of rebuilding the truck by cutting out the "cancerous" parts.

"I took the gas tank off, then took a sabre saw with a metal blade and cut everything off just back of the doors on each side and across the top. I discarded the rusted-out metal and moved the back of the body up to the front. Now it looks like the Scout has a 'shorty' box on back.

"I made a new frame for the back glass from 2 by 6-in. treated lumber. I fit the original backglass with weatherstripping into the new frame. It still uses the original hinges.

"After taking off the original gas tank, I

cut the frame just back of the spring shackles and welded on a piece of heavy channel iron for a hitch. A new plywood floor also bolts to the channel iron. I installed a new gas tank from a Deere tractor inside the plywood box on back and equipped the truck with taillights from a mobile home.

"I used the piece of the roof that I cut out to patch up the body and make 2-in. flares on the front fenders. You can do a neat job with steel pop rivets.

"Total expense was \$50. The truck has a big V-8 engine with an automatic transmission. My boys call it 'White Lightning' and I think that describes it well."

Contact: FARM SHOW Followup, Ray Henry, Rt. 3, Box 139, Richland Center, Wis. 53581.

H. Frank Brooks, Kinston, N. Car., says his 1988 GMC Sierra 1500 King Cab 4-WD "gets excellent mileage and is a joy to use. However, the automatic transmission equipped with overdrive had to be replaced at 500 miles. Various lights go on and off at the wrong time and the brake lights won't cut off."

"I'm satisfied with my 1989 Dodge 100 4-WD equipped with a fuel-injected 318 cu. in. engine and automatic transmission. I use it to pull a 20-ft. gooseneck trailer. It starts good in winter and gets about 17 mpg on long trips and much less on short hauls. However, it shifts too slow from 2 to 4-WD which is a real aggravation if you need it in a hurry in mud or snow," says Walter Renwick, Clifford, Ontario.

"It has the economy of a small truck with the capabilities of a large truck. I'm 100% satisfied with it," says Rene Coulas, Cobden, Ontario, about his 1989 Ford Ranger equipped with a V-7 engine and 5-speed transmission. It gets up to 30 mpg.

"My 1987 Chevrolet Dually is a great truck except that it uses way too much fuel - 4 to 5 mpg," says Harold Van Handel, Appleton, Wis.

Roy Bardole, Rippey, Iowa, owns a 1989 Chevrolet 3500 4-WD. "It rides almost like a car. The 454 engine has the kind of power we need to pull our livestock trailer and 500-bu. wagons. The fuel economy isn't tremendous but we use it like a tractor."

John Rucinski, Mosinee, Wis., says he's satisfied with his 1988 Ford F-150 but has nevertheless had some problems with the brakes and transmission bearings. "It gets only 12 mpg with no load."

Chuck Grimes, Dumont, Minn., isn't satisfied with his 1988 Chevrolet 1500 4-WD. "It had a 1 month or 1,000 mile warranty on it when I bought it used. Two days after the warranty expired the electronic device that puts the pickup into 4-WD shorted out. A week later, the starter shorted out. Two weeks later the intake manifold gasket went out and filled the crankcase with water and antifreeze. All of this at my

own expense. I'm almost afraid to drive it anymore because of what could happen next. This is the first Chevrolet pickup I've ever owned. All of my others were Fords. I think if Chevrolet engineers went to the Ford drawing boards they could learn a lot about building a good quality pickup. My next pickup will be a Ford F-150 4-WD."

"It's not a good farm truck because the engine doesn't have enough power and gets only 14 to 15 mpg," says Norman Shimp, Bridgeton, N.J., about his 1986 Ford F-150 equipped with a 300 cu. in. 6-cylinder engine. "A lot of little things went wrong after 20,000 miles. The heater motor and starter had to be replaced and the brakes had to be repaired. It has a noisy windshield wiper motor, very weak springs, and it's hard to keep the front end aligned. My next pickup will be a Chevrolet C-10. Chevrolets have more power and better springs."

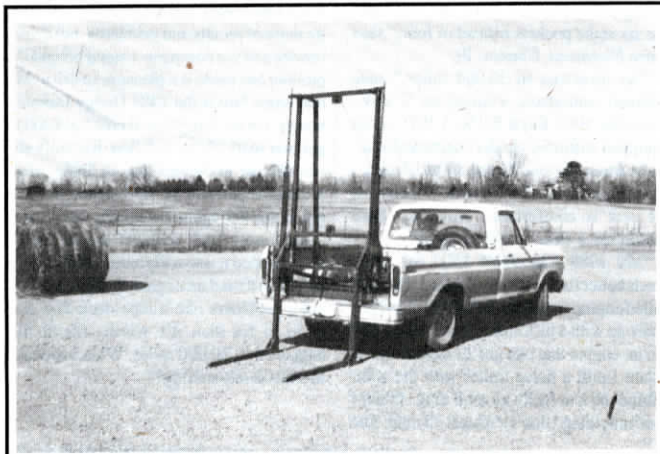
"My 1989 Ford F-150 4-WD is a nice

"I had to replace the computer processor twice in less than a year."

pickup but the company could improve the computer processor. I had to replace it twice in less than a year and it still doesn't always start right," says Paul R. Ward, Centerville, Md.

"It runs good and has a very comfortable ride and good fuel economy. No major problems in 54,000 miles," says Clarence Johnson, Waynesburg, Penn., about his 1988 Ford F-150 XLT Lariat. "I equipped it with a center-of-bed mounted 'gooseneck' trailer hook-up and Atwood folding gooseneck ball assembly (Atwood Mobile Products 4750 Hiawatha Drive, Rockford, Ill. 61103-1298 ph 815 877-7461). The 'ball' folds out of the way and the hitch assembly has a

(Continued on next page)



New "No Hydraulics" Bale Fork For Pickups

An Arkansas farmer who didn't like the look of hydraulic-powered bale movers for pickups says his new "no hydraulics" bale mover is an uncomplicated way to equip a pickup for bale-handling.

Jack Lax has already lined up a manufacturer for the winch-powered bale fork. It mounts on the back lip of the pickup bed and folds down into the box when it's not being used, leaving both the pickup bed and bumper open for hauling gooseneck or bumper type trailers.

The forks are powered by a 12-volt winch anchored at the front of the pickup. The cable goes up to the top of the mast and lifts the forks through a double set of pulleys. "It easily handles 4 to 6-ft. dia.

bales and can be used to feed them out or load them on a trailer. The winch is fitted with a remote switch so you can control it from inside the cab," says Lax.

To transport a bale for a short distance, the mast can be left standing in the vertical position. To carry a bale over the road, the mast can be lowered, bringing the bale into the bed of the pickup.

The new bale handler is designed to fit any full-sized pickup. Sells for \$1,145. Lax is looking for dealers.

For more information, contact: FARM SHOW Followup, Jack Lax, Rt. 1, Box 243, Clarksville, Ark. 72830 (ph 501 754-3179).