

Best & Worst Pickups

Continued from previous page

appointed with his 1995 **Ford F-150**. "When I brake hard it pulls left which causes the steering wheel to make a full turn. I understand the company is changing the front suspension on its 1996 models. I wonder why? The brakes make a grinding noise. I had to make five trips to the dealer to try to solve the problem. The rotors were turned at 3,000 miles and new pads and rear shoes were installed. A Ford service representative claims it's okay and 'within specifications'. I've test driven two other brand new pickups and they're also in the early stages of the same condition. I've heard that one of the tie rods may have been cast wrong on the F-150 as well as on some vans. Too bad the company can't admit they have a design or manufacturing problem. We also have a 1992 **Ford F-250** with 70,000 miles. The only problem it's

"I work it hard all week then wash it up and go to church on Sunday."

had was a worn-out starter. We love it."

• Richard Pecha, Jr., Bloomer, Wis., likes his 1991 **GM 2500 3/4-ton 4-WD** pickup. "It looks as modern as the 1995 Dodges and even newer than the 1995 Fords. I can work it hard all week, then wash it up and go to church on Sunday. The only time it didn't start was when it was 40 degrees below zero and the electric heater wasn't plugged in. I had to use a battery charger. With all the options offered by the manufacturer I can order a pickup the way I want it. The problem is with the price tag. I can't see spending \$20,000 for any pickup."

• "It pulls like a Kenworth semi-truck but rides like a Cadillac," says Ken Goodale, Chester, S. Dak., about his 1991 **Chevrolet Silverado 2500** heavy duty pickup equipped with a 454 cu. in. engine and heavy duty, 4-speed automatic transmission. "It has been trouble-free and at 12 mpg is fairly fuel efficient considering the

size of the engine. It has power to spare. I love it."

• Don Francis, Erick, Okla., likes his 1995 **Chevrolet 3500 4-WD** pickup equipped with a diesel engine and 5-speed transmission, but says it could use a few improvements. "It pulls good but isn't as fuel efficient as I had expected. The clutch doesn't work as smoothly as it should. I don't like the narrow bed because older campers won't fit in it."

• Robert Dittmer, Onekama, Mich., likes his 1994 **Dodge Dakota** extended cab pickup equipped with a 318 cu. in. V-8 engine. "It has as much trailer pulling capacity as the Ford F-150 equipped with a 300 cu. in. 6-cyl. engine, but it rides much better and is slightly more fuel efficient. The bed is small, but by mounting a topper and ladder rack on it I can haul long materials in it. The only problem is that the cab is drafty - in cold weather my wife needs a lap robe to keep warm. Three trips to the dealer haven't solved the problem. The company should install molding and mirrors that fit and do whatever else it takes to stop the draft."

• "As far as I can see it doesn't need any improvements," says John L. Harris, Blossom, Texas, pleased with his 1993 **Ford F-150** extended cab pickup. "It rides and handles good and I like the automatic overdrive transmission. The 302 cu. in. V-8 engine is easy on fuel. It gets 21 mpg on the highway and 18 mpg in the city. It has plenty of power for passing and cruising. Changing the oil and filter is an easy job."

• Donald L. Peterson, Blooming Prairie, Minn., likes his 1994 **Dodge Ram 2500** pickup equipped with a diesel engine. "It can handle all my hauling and loading needs and has the luxury and comfort of an expensive car. I'm completely satisfied with it."

• "My 1994 **Ford F-150 4-WD** pickup is the best I've ever owned," says Larry Lehman, Portland, Tenn. "The 300 cu. in. 6-cyl. engine has a lot of low-end power and is fuel efficient for a full-size 4-WD pickup. My only complaint is that the 4-speed automatic overdrive transmission



Hydraulic-Powered Pickup Feeder

New hydraulic-powered, pickup-mounted feeder lets you feed supplements on the ground or into bunks while controlling auger unloading speed from the cab, says Triple C Mfg., Sabetha, Kan.

The Hydra-Feeder is designed for 3/4 ton pickups or bigger. The 1,200-lb. capacity unit is equipped with a 6-in. dia. auger that can deliver cubes, grain, or any other type of feed supplement. The auger is powered by a direct coupled hydraulic drive motor that's powered by a self-contained hydraulic pump and reservoir.

"The hydraulic motor lets you control speed of the auger, unlike augers on other electric-powered feeders that can operate at only one speed," says Todd Rokey, salesman.

The lid can be opened or closed from the ground by grabbing a metal handle. An optional digital rotation counter pro-

vides in-cab monitoring of feed delivery rates and quantities. When done feeding, the operator hydraulically reverses the auger from the cab for a few revolutions to pull feed away from the discharge opening and back into the feeder to eliminate waste.

When mounted against the headache rack the unit doesn't interfere with gooseneck towing, toolbox use or bale hauling, handling, or feeding.

Sells for \$1,250. Can be used with the company's "Hydra-Bed," which is fitted with bale loading arms. The bale arms can be used to load the new feeder onto the flatbed.

Contact: FARM SHOW Followup, Triple C Mfg., Inc., RR 4, Box 4A, Sabetha, Kan. 66534 (ph 800 530-5624 or 913 284-3674).

tends to upshift too quickly when pulling a load. It should be calibrated better."

• George Brinkmann, Wentzville, Mo., likes his 1995 **Dodge 2500** pickup equipped with a diesel engine. "It has a lot of power and is fuel efficient. I couldn't ask for anything more."

• "It's the best pickup I've ever used for pulling a fifth wheel trailer," says Tony Simon, Amherstburg, Ontario, owner of a 1994 **Dodge** equipped with a Cummins diesel engine. "I use it to haul 300 bales at a time on my trailer. However, it could have a better rear bumper for pulling heavy loads."

• Don MacMillan, Limerick, Sask., says he's satisfied with his 1994 **Chevrolet 1/2-ton** diesel pickup.

• "After a year in my 1994 **GM 1500** I'll probably never drive a Ford again," says Mark D. Weber, Meota, Sask. "I really like GM's service. I took it in to the dealer for warranty work at 8 a.m. and they were done by 3 p.m. the same day. I owned Ford pickups for the previous 19 years and it seemed like they were always in the shop. Most of the time parts had to be ordered so repairs couldn't be made until days later. My only complaint is that it should be much more fuel efficient. For the price of gas, pickups should get twice as many miles per gallon. Otherwise, I'm well satisfied."

• Dan Dunbar, Fort Worth, Texas, likes his 1991 **Ford F-150 XLT** equipped with a 3:08 rear end. "We use it to pull an 8,000-lb. fifth wheel trailer at highway speeds, even in mountains. We also use it on rough terrain. It does everything I expected of it. It has adequate power, rides and handles comfortably, and is built well. However, I wish it had bigger fuel tanks and was more fuel efficient. The radio controls are very bad. There's no way I can find a station without taking my eyes off the road. It's really unsafe. Also, the paint is fading."

• "I like my 1990 **Dodge Dakota** stan-

dard cab LE 4-WD pickup. Three people can fit comfortably in the cab. It can haul a big load and performs well. However, it shifts too hard into 4-WD and the light switch that tells me when I'm in 4-WD won't go off. It's not designed well," says Keith Brown, Cedar Falls, Iowa.

• Robert Friese, Washington, Iowa, likes his 1990 **Dodge 3/4-ton** pickup equipped with a Cummins diesel engine. "We use it a lot to pull a 7 by 28-ft. livestock trailer. It's economical to operate. It rides rough but I understand that new models ride better. It has 68,000 miles.

"Our 1988 **Chevrolet 3/4-ton** pickup is a lemon. We can't pull a trailer with it more than 8 or 10 times before we have to take it back to the shop. We've spent \$7,996 on repairs not including repairs we made in our shop. We've had problems with the engine, transmission, air conditioner, heater, brakes, fuel pump, water pump, alternator, front axle shifter, front axle boots, and wiring to the gas tank. It rides good but I can't afford to keep it running. It has 116,000 miles."

• Alan Shari, Chester, Mont., is only "slightly satisfied" with his 1993 **Chevrolet K1500** pickup. "Today's pickups are nice to drive but aren't really built for heavy use. The drivetrains should be made stronger."

• "It should have a bigger radiator and automatic transmission cooler," says Chuck Younger, Columbus, Miss., who otherwise is pleased with his 1990 **GM Sierra** pickup. "It has 120,000 tough miles on it doing hard farm work."

• "It's a great pickup," says H. John Hansen, Lavina, Mont., about his 1991 **Dodge 250** equipped with a diesel engine. "No problems after 95,000 miles. It pulls a 3-axle trailer with ease. It averages 21 mpg empty and about 18 mpg pulling a trailer. Looks great and rides comfortably. However, it could use more power."



"Ultimate Pickup Bed Liner"

Get the most out of your pickup with a bed liner that turns it into a dump truck.

Making its first Midwestern appearance at the recent Electric Power and Farm Equipment Show at Madison, Wis., the TC-100 bed liner fits all standard 8-ft. pickup beds. It has 4,000 lbs. capacity and 48.5 by 101-in. cargo area - plenty of room left after installation to haul 4 by 8-ft. sheets of plywood. Features include a seamless floor and heavy-duty 3-way tailgate that allow you to unload sand, gravel,

trash, manure, topsoil, grain, etc., quickly.

The TC-100 installs in an hour or two with four bolts and brackets - no welding or cutting - and one wire to the battery to operate the unit's Monarch hydraulic system.

Comes with two-year warranty. Sells for \$2,495.

Contact: FARM SHOW Followup, TruckCraft, P.O. Box 338, 13978 Molly Pitcher Highway, Greencastle, Pa. 17225 (ph 717 597-5365; fax 597-1714).