

## LETS YOU CONVERT YOUR 3-WHEELER INTO A 4-WHEELER IN JUST 15 MINUTES

# "Bolt-On" Conversion Kit For 3-Wheel ATV's

If you've been looking for a way to convert your 3-wheel ATV to 4 wheels, you'll be interested in a new bolt-on conversion kit invented by Mark Little, North St. Paul, Minn.

The conversion kit consists of a front axle and tires, front bumper, and a one-piece front fender shaped like the wing spread of an eagle.

To install, you remove the 3-wheeler's front tire and fender, and then fasten a bracket with a U-clamp welded to it onto the frame just above the motor mount. Then install the new 4-wheel fork adapter.

"Other 4-wheeler conversion kits require that you remove the 3-wheeler's fork and

weld a new fork assembly to the 3-wheeler's frame. They cost over \$1,000 and take a lot more time to install. Our kit installs in 15 minutes," says Little.

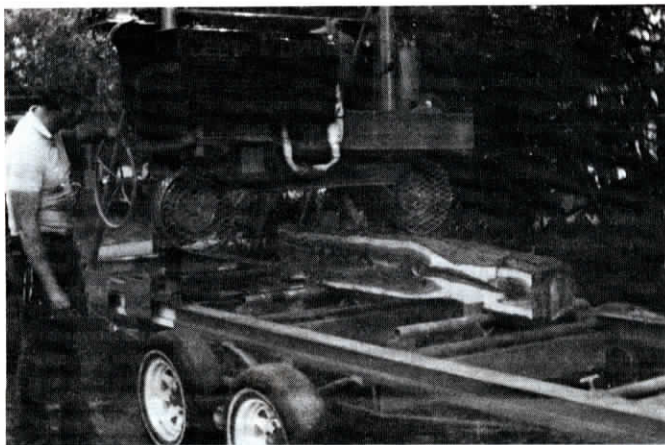
The tires are equipped with disk brakes and mud flaps. The tie rod is drilled with extra holes allowing you to shorten or lengthen the turning radius.

The conversion kit fits any make or model 3-wheeler. Sells for about \$400 and comes with a 60-day warranty on parts.

For more information, contact: FARM SHOW Followup, Mark Little, 2541 E. 2nd Ave., N. St. Paul, Minn. 55109 (ph 612 770-8751).



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A Chevy truck engine and transmission power the saw and move the carriage back and forth over the cutting table.

## POWER SUPPLIED BY TRUCK ENGINE; BLADES TURN ON CAR HUBS

# Sawmill Mounts On 5th Wheel Trailer

"I dreamed about it for a long time so I had the design worked out in my head before I built it," says Larry Herrs, Palmer, Kan., about the portable sawmill he built over a period of about 5 months with help from family and friends.

The bandsaw-equipped mill mounts on a tandem axle 5th wheel trailer equipped for over-the-road travel. It'll handle logs up to 40 in. dia. and 19 ft. long. Herrs, who runs a welding and repair shop, plans to custom-cut lumber for area farmers.

The saw is powered by a 4-cyl. Chevy truck engine and transmission that mounts on the saw carriage. A right angle gearbox, salvaged from a junked forage harvester, mounts on the output shaft from the transmission and drives a pair of car hubs that carry the bandsaw blade. The original tie rods are used to loosen and tighten the hubs. The blade is water-cooled by water that drips onto it from a 5-gal. container mounted above the engine.

"The transmission is set in 4th gear and the engine runs at a constant idle speed. It also drives a hydraulic pump and motor that moves the saw carriage back and forth along

the table, pulling itself along a chain on the back side of the trailer. A steering wheel which controls the hydraulic motor makes it easy to control back and forth movement of the saw," says Herrs, noting that an electric winch raises and lowers the saw carriage. "Building the sawmill was more difficult than I thought it would be because the blade must be in perfect alignment when moving up and down or back and forth. Otherwise it will bind and break."

Herrs says using a bandsaw creates much less waste than a conventional buzz saw blade. "These blades remove only 1/16-in. of wood versus 1/4-in. for a conventional blade. That means you get a free 1-in. board every four or five cuts."

The sawmill is fitted with a heavy-duty walking beam tandem axle designed to handle a maximum weight load. The sawmill itself weighs 5,000 lbs. and when it's working on a large log the weight can double or more.

Contact: FARM SHOW Followup, Larry Herrs, Rt. 1, Box 20, Palmer, Kan. 66962 (ph 913 692-4289).



## Self-Propelled Manure Spreader

Canadian farmer Bob Comfort of Fenwick, Ontario, built what he thinks is the best manure spreader around by combining the front-end of an International semi-truck with a 285-bu. manure spreader, mounted on the drive axle off a Mack truck.

Comfort spreads chicken manure from nearby farms on his corn crop and he wanted the biggest spreader he could find to handle the lightweight material. His home-built "semi" spreader travels at highway speeds, is built lower to the ground than if it were truck or trailer-mounted, weighs less than if it were mounted on a truck or trailer frame, and is sized right for 36-in. spaced rows. That's important because Comfort applies the chicken manure to his corn crop during the growing season.

"That way we don't have any planting delays in the spring waiting to get nitrogen on. And nutrients are delivered to plants when they need it - during the growing season. I figured that if hog farmers can knife liquid manure into the ground between rows, I should be able to spread chicken litter, which is lightweight, relatively dry and granular. I was right because it works fine," says Comfort.

He first mounted the Hedlund Martin side delivery spreader on the Mack truck axle, which he had salvaged from a junkyard. He removed the spring assemblies and welded the axle frame directly to the spreader. "Truck axles work great for

row crop work because they're spaced right for 36-in. rows. The duals go right down the row," says Comfort.

He bought the front-end of an International Transtar 400 semi from a nearby steel company. The truck has a 250 Cummins diesel and a 15-speed Road Ranger transmission. He attached the front-end directly to the frame of the spreader with 3/4-in. thick steel plate. To obtain hydraulics, he mounted a 2-stage hydraulic pump on the front of the engine and moved the radiator out above the front bumper. He uses a hydraulic motor, salvaged from a cement mixer, to drive the spreader, which is normally pto-driven. The motor is gear-reduced from 2,200 rpm to 540 rpm.

"I put about 200 hrs. on it this year. It runs great and has plenty of power. It's hard to beat a Cummins engine. I spread at about 5 mph," says Comfort, who also hauls grain with the truck spreader by disconnecting the front beater paddles and simply letting grain drain out the side. Using the unload auger inside the spreader, he can unload all but about 2 bu. of grain. The spreader holds 390 bu. of corn with the extensions he added to the sides. He pulls a 350 bu. hopper wagon behind the spreader when hauling grain for a total of 740 bu., or about 20 ton of grain.

Contact: FARM SHOW Followup, Bob Comfort, Rt. 4, Fenwick, Ontario L0S 1C0 Canada (ph 416 386-6151).