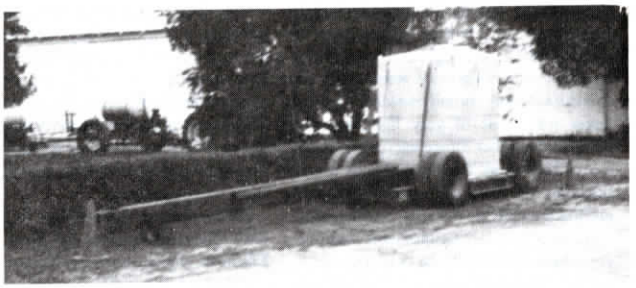


## Giant Water Tank Carries 2,250 Gal.

"I got tired of always running back to the farm to refill," says Roger Wessels, Fairbury, Ill., who built a giant water-carrying trailer out of two semi-truck axles to carry a 2,250 gal. water tank that weighs almost 19,000 lbs. when full.

Wessels salvaged the rear axles from two old semi trucks and mounted them 10 ft. apart. He mounted two 8-in. H-beams below the axles, running lengthwise with the trailer, and then ran 4-in. H-beams crossways for the tank to mount on. The mounting platform keeps the tank close to the ground for a low center of gravity with easy access for the operator. An engine-powered transfer pump mounts on the rear of the trailer.

In order to steer the heavy trailer, Wessels fitted it with a 26-ft. long tongue that he uses to "drag" the trailer around corners. The tongue was fashioned out of 6 by 12-in. tubing with 1/2-in. thick sidewalls.

Contact: FARM SHOW Followup, Roger Wessels, Fairbury, Ill. 61739 (ph 815 692-2008).

## Hitch Arm Stabilizer Plate

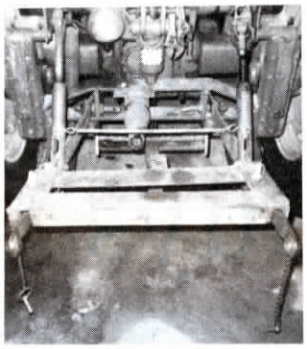
"This anti-sway plate I made for the 3-pt. hitch arms on my Deere tractor work much better than conventional sway bars," says Edward Wolk, Ste. Genevieve, Mo.

"I hook up the implement that I want to hold rigid and then place the plate, which I made out of 2-in. angle iron, over the hitch arms, tightening it down in place with the two J-bolts fitted to either end.

"The plate keeps the lift arms rigid with no side-to-side sway at all, and they can be raised or lowered to any height and still stay rigid. Works especially well with my boom pole and 3-pt. blade."

Wolk has no plans to build the stabilizer plate but would like to find a manufacturer to develop it.

Contact: FARM SHOW Followup, Edward X. Wolk, Rt. 3, Box 13, Ste. Genevieve, Mo. 63670 ( ph 314 883-5133).



## Ford Pickup Repowered With GM Diesel

"In 1983, at 200,000 plus miles, my 1972 Ford heavy-duty F-250 3/4-ton 4-WD pickup needed an engine. I installed a 6.2 GM diesel, attaching it to the present 4-speed manual shift transmission and it worked out fine," says George D. Pemberton, Eldorado, Ill.

"The clutch housing was 1/2 in. shorter on the GM than the Ford so I fabricated a steel plate to fit in between. The GM clutch housing hole was larger than the Ford at the rear where it fits over the transmission so it necessitated machining a 5/16 shim, which was turned out of a D-8 Caterpillar piston, to true up the alignment, which had to be perfect. The Ford clutch was used with the GM pressure plate. I also machined a Ford pilot bearing to fit the GM flywheel.

"The motor mounts were moved forward on the frame to accommodate the larger diesel engine. The radiator mounting frame was enlarged to acommodate the much larger diesel radiator and oil cooler combination, plus different mounting brackets were fabricated.

"The fuel tank was removed, steamed and a diesel return line installed for the returning fuel. A secondary fuel filter was installed as required and an adaptor was made to attach Ford's footfeed to GM's cable control. A second battery box was installed on the left fender, as it takes two large batteries to whirl this engine.

"To date this conversion has worked extremely well and fuel consumption is about 80 percent less than with gasoline. One improvement it could use is a fifth gear and a better starter, which seems to be the weakest part of the engine.

"In 1984 I made a similar conversion on a 1974 1/2-ton Ford, only using a 5.7 GM diesel engine with a 4-speed automatic transmission with overdrive. This was much easier done, but did necessitate lengthening the jackshaft 4 in. Mileage per gallon on this conversion increased 120 percent.

"At present I'm looking for a light 6-cyl. diesel to install in a 1979 Lincoln Versailles, in place of the present 302 engine. Would appreciate hearing from any readers with ideas."

For more information, contact: FARM SHOW Followup, George D. Pemberton, Rt. 2, Box 186, Eldorado, Ill. 62930 (ph 618 647-2571).

## Do-It-Yourself Foam Marker

Small propane tanks make nifty foam markers for sprayers, according to Jim Rush, Fairfield, Ill., who built his own foam marker to mount on his pickup sprayer.

The propane "bottle" mounts at the center of the spray platform on the pickup's flatbed. Foam lines run to either end of the spray boom from a solenoid-controlled valve at the top of the propane tank and foam is deposited on the ground through pieces of flexible PVC tubing at the end of each boom.

Rush puts detergent and water in the propane tank. Pressure is created inside the tank by air pressure generated by an auto air conditioner pump mounted under the hood of the pickup and belt-driven by the engine. The air conditioner pump also fills an air pressure tank mounted under the truck bed that's used for filling tires on tractors, wagons and other implements.

Rush sends foam to either end of the boom with electric toggle switches in the cab. Foam pressure is also controlled by an in-cab regulator.

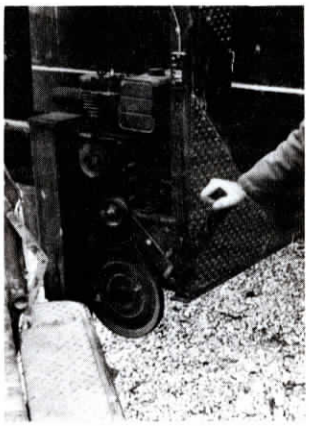
Contact: FARM SHOW Followup, Jim Rush, Rt. 5, Box 14, Fairfield, Ill. 62837 (ph 618 842-3974).

## Self-Contained Hydraulic Dump Trailer

Illinois farmer Harry Nelson turned a junked dump truck into a handy self-powered dump trailer that he can pull behind either a pickup or tractor with no need for auxiliary hydraulics.

Nelson cut the truck off behind the cab and built a gooseneck hitch for it. The trick was figuring out how to drive the pto-driven hydraulic lift which had been powered by the truck engine.

To solve the problem, Nelson mounted a small gas engine at the front of the trailer under the gooseneck. The engine belt-drives a pulley mounted on the pto shaft. To dump the trailer, he starts the engine and then pulls a lever that tightens an idler on the belt drive, engaging the pto shaft that drives the hydraulic lift.

Capacity of the self-contained trailer is 250 bu.

Contact: FARM SHOW Followup, Harry Nelson, Rural Route, Dow, Ill. 62022 (ph 618 885-5537).