

Home-built mower is carried by two caster wheels and attaches to front of ATV with a single pin. It's powered by two 3 1/2-hp. motors.

## 50-IN. DECK ATTACHES WITH ONE PIN, PIVOTS 4 WAYS

# Twin-Engine ATV Mower

You'll like this simple twin-engine mower that attaches to the front of an ATV with a single pin and pivots 4 ways to evenly mow over the most uneven lawns.

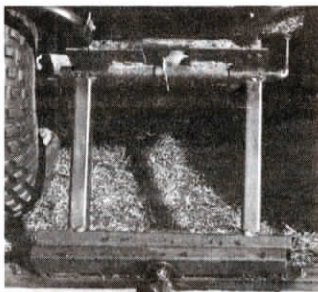
"I was looking for an easier way to cut the grass but was too cheap to buy a riding mower. Since I already had two 4-wheelers, I decided to find a way to use them," says Wayne Topott, Marshall, Sask.

He built a 50 by 20-in. deck from scratch, using 1-in. sq. tubing for the frame covered by 16-ga. galvanized steel. Two 3 1/2 hp. Briggs & Stratton engines, taken from a pair of 20-in. mowers, mount on top of the deck.

"It's simple - no belts, pulleys, gears or bearings to wear out or cause trouble. It cuts a 4-ft. swath and is designed to mow right up flat against buildings," says Topott.

The mower is carried by two front caster wheels and attaches to the Topott's Suzuki 125 Quad Runner with a single pin, thanks to a pivoting bracket that's fixed to the front axle. It allows the mower deck to pivot from side to side and from front to back.

"The deck is always level to the ground because it hinges in all four directions. Also, I like using the Suzuki because it has no suspension and tends to keep the mower at an even height, but any 4-wheeler would do



Topott's front hitch lets mower hinge up and down and pivot back and forth.

fine," says Topott,

He spent \$30 for steel tubing, \$35 for the galvanized shroud, \$45 for the caster wheels, and \$35 for the two used motors. "The 3 1/2 hp. motors work fine for normal cutting but they're a bit slow in tall grass. If I did it again I'd fit it with a pair of 5 hp. motors but I got a deal on the smaller motors so they'll have to do for now," says Topott.

Contact: FARM SHOW Followup, Wayne Topott, Box 162, Marshall, Sask. Canada S0M 1R0 (ph 306 387-6395).

## SIMPLEST DUAL CHANGER ON THE MARKET

# Front-End Loader "Dual Changer"

"I built it for my own use and it worked so much better than anything on the market, I decided to sell them," says Alan Pegram, Lincoln, Ill., about his E-Z Mount dual changer that hangs by chain from a front-end loader.

Consists of a tube steel frame fitted with roller brackets that fit inside the wheel rim, allowing the wheel to spin freely while it hangs from a front end loader. Makes it easy to line up bolt holes for mounting. "Lets one man change wheels by himself with no need for jacks," says Pegram.

You just drive the inner tractor wheel up on a wood block to get the dual off the ground. E-Z Mount hangs from the lip of a bucket. Roller brackets on the unit adjust without tools to fit both axle hub duals and clamp-on duals. "One manufacturer makes a similar roller-type dual changer but it only handles axle mount duals. This will adapt to any type dual," says Pegram.

Load capacity is 1,000 lbs. Sells for



Roller bracket slides in or out depending on the type of dual being mounted.

\$289. Pegram sells the dual changer direct and has also contracted with Ficklin Machine Co.

For more information, contact: FARM SHOW Followup, Ficklin Machine Co., Inc., 209 West Grant, Onarga, Ill. 60955 (ph 815 268-7826).



Photos illustrate how axle moves forward to load machinery or unload bales (top) and how axle moves back for transport (bottom).

## TANDEM AXLE SHIFTS AHEAD TO TIP REAR OF TRAILER DOWNWARD

# Bale Trailer Doubles

# As Machinery Hauler

Here's the first round bale trailer we've seen that can also be used as a flatbed machinery hauler.

The 24-ft. tandem axle trailer holds 8 round bales and mounts in the bed of your pickup via a fifth wheel hitch. The trailer is equipped with a detachable bale loading arm. A "power shuttle" moves bales to the rear of the trailer, and the tandem axle moves forward to tip the rear of the trailer to the ground to unload bales and also to load and unload machinery.

"It's road legal and equipped with highway tires, brakes, and lights," says Lynn Williams, sales manager, New Noble Distributors Inc., Nobleford, Alberta. "The power shuttle consists of a winch-driven cable connected to a steel pusher bar that runs on rails and is mounted across the front of the trailer. It automatically unloads bales

into neat two-row stacks when the trailer is ramped downward. The axle is moved back and forth by a separate cable. The entire system is powered by a hydraulic pump mounted under the pickup hood and all operations are electrically controlled by pushing buttons in the pickup cab. You never have to get out of the pickup."

A rubber tire mounted in front of the trailer supports the bale arm and is tucked under the trailer for highway travel.

Sells for \$17,800 (Canadian) with the bale arm. Power shuttle and power ramp are optional. A slide-on stock trailer is also available.

For more information, contact: FARM SHOW Followup, New Noble Distributors Inc., Nobleford, Alberta, Canada T0L 1S0 (ph 403 824-3711).



Weight of wheel is on rollers, allowing wheel to spin freely while hanging from front-end loader.