

including pulling trailers and feeding cattle. Saves wear and tear on tractors and pickups. The one thing it needs is a tail light that would light up when the brake is applied. All ATV's should have this. I recommend 4-WD over 2-WD. The only drawback is that 4-WD is a little harder to steer."

"This is one of the best pieces of equipment we've ever bought," says Michael E. Echtle, La Coste, Texas, about his 1991 Polaris 350L 4-WD. "It already has over 4,000 miles on it and the only problem we've had with it was a broken speedometer cable. Plenty of power and will go almost anywhere. We use it to spray weeds in young crops. It straddles 36-in. rows perfectly and has high ground clearance. The 4-WD comes in handy for irrigation and other muddy chores and when pulling big loads. It's great for rounding up cattle and running errands. The variable transmission makes it handy when running short distances and it has electric locking hubs for switching from 2-WD to 4-WD which is handy because it's easier to turn in 2-WD so we can switch back and forth. We fitted it with a 15-gal. electric spot sprayer made by a local business. If you're going to pull anything you should get at least a 300 cc engine and it should probably be liquid or oil cooled. Suggestions for improvement include designing it so the rear chain doesn't stretch when the suspension is loaded and making wider fenders or bigger mud flaps."

Tim Lowry, Weatherford, Okla., has had good luck with his 1989 Honda Fourtrax 300 2-WD. "Plenty of power and stability. We use it several times daily to check cattle and crops. I built a 2-WD trailer out of an old boat trailer that hauls the ATV and can then be used in turn behind the ATV to build fence or do other chores. This Honda even pulled my pickup and 16-ft. stock trailer up a muddy rain slick road once."

Paul D. Huff, Bracebridge, Ontario, owns a 1988 Yamaha 225. "I've had two Yamahas and have been pleased with the performance and ease of maintenance. With the high and low range transmission, this machine makes it easy to pull heavy loads at any speed. We bring in firewood, check and repair fences, pull small loads of hay, etc. It saves a lot of time and effort on any task. I made a trailer with ATV tires to pull behind the ATV and we've also used the ATV to pull bed springs behind which is an easy and cheap way to level top soil and get rid of dirt clods. If I were buying a new ATV, I'd definitely want the high-low transmission but I don't need 4-WD. A 2-WD is enough for my needs plus I don't have the extra cost, weight and maintenance of 4-WD. I can't think of anything the manufacturer could do to improve this machine."

"We're very pleased with our 1989 Yamaha. It's been trouble-free and ranks

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right up there with stock trailers and portable livestock panels in its usefulness to us. I made racks front and rear to carry electric fence posts and we mount a 20-gal. Spray Mate sprayer with a 14-ft. folding boom (made by Ag Enterprises, Grainfield, Kan.) on the back rack for spraying crops. There's almost no job we don't use it for around the farm. I would like to have a way to set the

throttle at a constant speed for spraying and other work requiring slow, constant speeds. The thumb throttle is hard to control when you're on bumpy ground. I like the high-low transmission," says Larry Martin, Ford, Kan.

Doyle C. Waldron, Malad City, Idaho, is pleased with his 1989 Polaris 350L 2-WD. "Great handling and dependability for fencing, irrigating and checking cattle. The auto transmission lets you start and stop fast when you're after a cow. One complaint is that although it has excellent brakes, I wish the engine would hold back better going down hills."

"It goes places a pickup can't go," says Raymond W. Rystrom, Jr., Marion, Iowa, happy with his 1987 Deere AMT 600. "We use it to haul feed to cattle and check them during calving. Especially like the fact that it doesn't scare cattle or calves. We have an electric spray pump and tank which we use with it. Good flotation in mud."

"I'm very satisfied with my 1991 Polaris 4 by 6. It's well-built for farm work and the box is big enough to haul a small welder, torch, generator and air compressor. Goes fast enough (45 to 50 mph) to cover a 10 mile trip to work sprinkler pipe twice a day. Very stable and easy to ride. Takes the place of a pickup. I've had Hondas in the past and they were good but the Polaris is just as good and a lot simpler. One improvement would be to do a better job enclosing the drive chains to keep mud out," says John R. Hess, Ashton, Idaho.

Jim Domingues, Erath, La., has had good luck with his 1990 Deere 600 AMT. "It's an agile machine that virtually anyone can operate. Top speed is only 20 mph - should be upgraded to at least 35 mph. I use it to haul various pieces of sugar cane equipment to and from storage and my shop and also use it to check lowland pumps and rice levees. The 5-wheel design is good for heavy hauling."

"I'm well-pleased with our 1992 Honda 300 4-WD. We spray with a 50 gal. tank and do many other jobs. Wish it had a gas gauge and speedometer, though," says Truman Yowell, Yampa, Colo.

"Our 1990 Kawasaki 220 has served us well. Great for moving cattle from one pasture to another because of its maneuverability," says Gilbert Meyer, Tripp, S. Dak.

"The McPherson struts on Polaris make it ride and steer better than other ATV's," says Justin Marchant, Tifton, Ga., who owns a 1991 Polaris 350L. "It's strong in low gear and fast in high gear. Controls and switches are easy to get to. Maintenance is easy and cheap. I prefer 2-WD because it doesn't tear up the ground as bad. The bigger the tires the better. The pto is helpful but if you really need pto, I suggest you use a tractor."

"Our Deere 626 is safe and easy to get on and off but needs a bigger engine and heavier brakes. We use it for rock picking. The dump box and easy access (no need to put leg over engine) make it ideal. We also spray with it," says Darrell Reigel, Marshfield, Wis. "With most ATV's, long days in the field are hard on your throttle thumb. This Deere 5-wheeler has a foot throttle so that's not a problem."

"I have no complaints at all about my 1991 Polaris 6-WD. I like the automatic transmission and having 6-WD at the touch of a thumb is great. We feed cattle, fix fence, and deer hunt with it. I built a trailer to haul it around," says Mike Nutting, Crosby, Texas.



Pull-Behind ATV Mower Made Out Of Old Riding Lawn Mower

Old riding lawn mowers can be easily converted into heavy-duty pull-type ATV mowers, according to Jim Taylor, Pratts Hollow, N.Y., who modified an old Ahrens riding mower that he pulls with his Polaris ATV 4-wheeler.

"I use it to mow lawn and also to get into hard-to-reach areas of pastures so I can clear away brush and weeds and to mow trails in our woods for gathering firewood," says Taylor, who farms part-time and also teaches agricultural engineering at a local vocational technical school. "The 28-in. wide mower deck is built rugged. I bought the riding mower for \$30 at an auction. I saved a lot of money because commercial pull-type mowers for ATV's cost hundreds of dollars."

Taylor cut off the riding mower's seat, steering wheel, and hood and then welded a length of steel rod to the front axle to serve as a hitch. The mower's original 8 hp engine was worn out so he replaced it with a 3 1/2 hp Briggs & Stratton gas engine (salvaged from an old rotary lawn mower) that he bought at an auction for \$25.

The mower blade is belt-driven off the engine. Taylor drilled a hole in the center of the spindle that supports the pulley and mounted a grease zerk so he can lubricate the pulley bearings. He stripped out the drive gears on each wheel so the transmission free-wheels.

"It works great, but if I could do it over I'd install a larger engine so I could mow taller grass. It has manual start, but it



Taylor also built this pull-type lawn roller for his ATV. He used an old 20-in. dia., 30-in. long galvanized water tank. The tank rolls on a steel shaft equipped with bearings on each end and is surrounded by an angle iron frame (weights can be added on top). Originally, one end of the tank was convex and the other end concave so Taylor cut off the convex end, turned it around, and welded it back on. He salvaged the shaft, bearings, and angle iron from an old Allis-Chalmers combine. By removing four bolts on each side Taylor can lift the tank out of the frame.

would be nice if it had electric start so that I could start and stop it from the ATV," notes Taylor.

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Taylor designed this "drive-through" storage shed especially for ATV's. It lets him store two 4-wheelers in single file fashion. The 8 by 16-ft. shed has a 4-ft. wide door on each end, allowing him to drive in one end and out the other. "There's no need to back up or turn around. Makes it easy for my 11-year-old son to get in and out," he says.

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