

Made It Myself

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“Monster Truck” Built From Dodge Power Wagon And 6-Wheel Army Truck

Denis Desjardins, Alcouve, Quebec, uses a “monster truck” built from a 1976 Dodge Ramcharger Power Wagon (Dodge’s version of a Ford Bronco) and a 2 1/2-ton 6-wheel Army truck to winch trees out of wood’nd areas and to haul firewood.

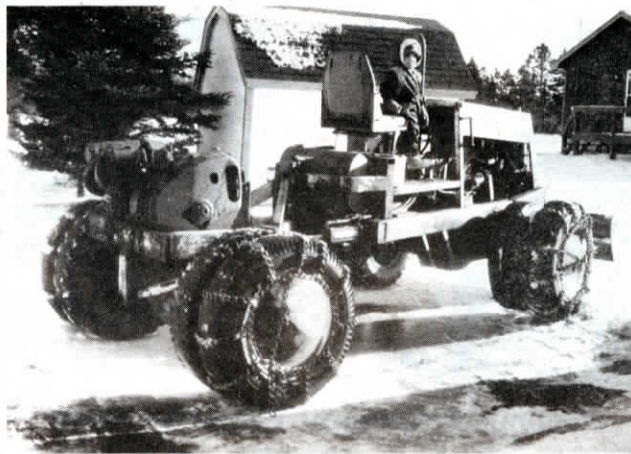
“It’s built like a big tow truck and has the power and strength to haul even the biggest trees,” says Desjardins, who notes that the truck stands 7 ft. 6 in. high at the roof. “The army truck suspension is super strong and, with the low gearing and large 11.00 by 20 Army truck tires, it’ll climb over almost anything.”

The “monster truck” uses the Army truck’s original 302 cu. in 6-cylinder engine, Allison automatic transmission, alternator, 24-V starter, and radiator, and the Dodge power wagon’s power steering. Desjardins converted the Power

Wagon into a short pickup by cutting off the rear portion of the roof and mounting the rear window behind the front seat. He also shortened up the frame and removed the Army truck’s two rear differentials and drive shaft and added a front differential. The entire front end of the truck body tilts up for engine access.

The army truck originally was equipped with a 60,000-lb. pto-driven winch in front. Desjardins mounted the winch under the bed of the new truck. To winch trees he puts the transmission in neutral and engages the pto lever. A 47-gal. gas tank behind the cab is operated by an electric fuel pump.

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4-WD Articulated Tractor

“I built this articulating 4-WD tractor from the ground up in about 2 months last summer at a cost of about \$1,500,” says Francis Maclellan, Richmond, Prince Edward Island, Canada.

“The frame is welded together out of 4 by 6-in. tubing. The front and rear axles are 2-speed Eaton 1970 3-ton Chevy rear ends. They match up best when I leave them in low range. The 4-speed transmission and heavy-duty clutch also came out of a 1970 3-ton Chevrolet truck. The transfer case is a single speed chain-driven unit out of a 1945 5-ton Oshkosh army truck.

“The tractor is powered by a 6-cyl. 250 engine salvaged from a 1976 Pontiac car. It bolted right up to the 4-speed transmission with no problem. It has plenty of power and is easy on gas.

“Steering is controlled by a 3 by 8-in. hydraulic cylinder which bends the frame back and forth. Hydraulics for the steer-

ing and front-mounted blade come from a standard power steering pump taken from a Chevy car. I added a larger reservoir to the pump and shimmed up the pressure regulating valve.

“The tractor is fitted with dual 8.25 by 20 truck tires all the way around. I mounted a heavy winch on back from a DW15 Caterpillar earth mover.

“My main goal in building this tractor was to build something that would be easy and cheap to work on. It has the pulling power of a 60-hp. mid-sized tractor. The part of the tractor I could not easily obtain in a junkyard is the transfer case, since they’re relatively scarce. However, this one is built so heavy I don’t think it will ever break. I plan to give it a coat of red Massey Ferguson paint.”

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Loader-Mounted Mower

“My front-mounted mower works great for mowing ditches, steep hillsides and it’ll even cut the tops of 8-ft. high hedges,” says Dean Kirby, Lohrville, Iowa, who mounted an old 7-ft. side-mount mower on the loader of his MFWD Deere 2940 tractor.

The mower, which attaches to the loader by means of a special-built bracket, is powered by a hydraulic motor that operates off the tractor hydraulics and is mounted on the mower’s driveshaft. Kirby pulls a 3-ft. wide rotary mower behind to mow the bottom of the ditch as he mows

the steep sides with the frontmower.

“Having the mower up front makes it easier to see where I’m cutting, and I never have to look back,” says Kirby. “I use the mower’s hydraulic cylinder to tilt the mower up or down according to the slope of the ditch. I can raise the mower as high as the loader will go.”

Kirby used angle iron and sheet metal to make the 3-ft. high by 4-ft. wide mounting bracket.

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Pivoting Shop Crane

A 14 ft. high, 18-ft. long crane that pivots 180° from side to side and is equipped with a 2-ton hoist lets Albert Harder, Butterfield, Minn., reach up to 12-ft. outside his shop to bring heavy equipment inside.

Harder used two 12-in. I-beams, 5-in. wide, to build the crane, removing one beam from an old bridge and the other from an old fertilizer plant. The beams pivot freely on tractor axle shafts mounted in the ceiling and floor. To swing the crane, Harder simply grabs onto the dolly hoist and pulls.

“The pivoting crane is one of the handiest tools in my shop,” says Harder. “It lets me pick up something outside the shop, such as a sprayer cab, and swing it into the shop. It’s much more convenient than a floor hoist because there are no legs in the way, and it’s much safer than a tractor loader because of its stability.”

Harder reinforced the ceiling to support the weight of a framework that anchors a 2-ft. long, 3-in. dia. cut-down axle shaft from a Farmall F-12. He used a tractor loader to lift the beams into place and then welded the ends together and braced the corner joint with a 4-in. dia. brace pipe. Using a cutting torch, he cut an 18-in. deep, 3-in. dia. hole through the top of the horizontal beam and down into the verti-



cal beam. Then he slipped the axle shaft down through the ceiling and into the hole, and welded it to the beam. He installed another axle shaft and bearing in the floor below the vertical beam.

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