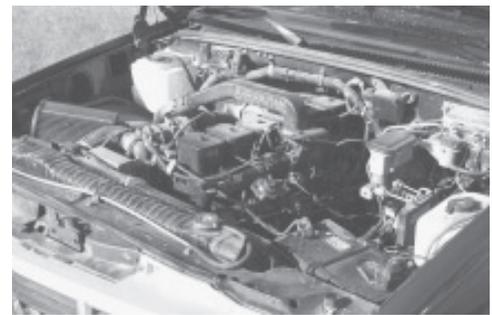




Allan Schiefelbein repowered his 1993 GMC K-3500 with a 5.9-liter Cummins diesel.



"It was a very tight fit, so it took some time to figure it all out," says Schiefelbein.

## Rebuilt GMC Truck Is A Fuel-Efficient Powerhouse

Allan Schiefelbein of Whitemouth, Manitoba, needed a more powerful pickup but he wanted it to be fuel efficient. He got what he wanted by repowering his 1993 GMC K-3500 with a 5.9-liter Cummins diesel engine.

"It's one of the most challenging projects I've done. I'm a mechanic, so it was very satisfying to have it work out so well," he says. "It was a very tight fit, so it took some time to figure it all out."

Schiefelbein says the truck was originally powered by a 350 gas automatic. "It got hor-

rible gas mileage. The best it could do was 14 miles per gallon," he says.

He chose to repower the vehicle with a 5.9-liter Cummins diesel engine because it has a good reputation for being reliable, with a good fuel and torque ratio.

Some of the features that Schiefelbein built into the truck include its own low oil pressure and over-temperature warning system with automatic shutdown, a heavy duty radiator from a Ford diesel truck, and a heavy duty alternator out of an older GMC.

"I built the box myself, with a second fuel

tank on it so I can switch from tank to tank on the go," he explains. "The truck's equipped with a slide-out fifth wheel plate, also."

The industrious mechanic changed the unit to a 3:42 gear ratio and included a locking rear end (the back differential has a Detroit locker, forcing both wheels to turn equally). He also built his own anti-theft system.

Schiefelbein built the rig about 3 years ago and has been to both the east and west coasts with it, pulling a 24-ft. fifth wheel trailer.

"I have a heavy foot and I averaged 15 mpg

pulling the fifth wheel trailer," he says. "I spent about six months off and on with this project, as I wanted to make sure it was reliable. I also didn't spare any expense and have probably spent \$10,000 to do it. The radiator was the hardest part because I had to completely re-manufacture the front end, but I didn't want to have any over-heating problems, and I haven't."

Contact: FARM SHOW Followup, Allan Schiefelbein, P. O. Box 343, Whitemouth, Manitoba, Canada R0E 2G0 (ph 204 348-2560; beefman422000@yahoo.com).

## Easy Way To Track Mileage On Trailer Implements

Slap a Hub-O-Meter on your trailer, implement or other vehicle, and you can stop wondering how many miles it's been towed or driven. The battery-powered, digital counter notes every revolution the tire makes and calculates miles or kilometers traveled.

While the Hub-O-Meter was originally intended for RV's, it will work on any wheel that makes fewer than 999 revolutions per mile. Getting that information is easy.

"You can contact your tire salesman, tire manufacturer or go on the internet and find out how many revolutions a tire will make in a mile," says Mac Hamlin, owner with his wife Elaine of RV Solutions, distributor for the Hub-O-Meter.

The unit has to be calibrated for your specific tire, as even the same sizes from different manufacturers and even different models from the same manufacturer may be slightly different.

Hamlin has calibrations for a wide range of RV tire makes and models. New calibrations are a matter of plugging tread depth and tire diameter into a computer.

RV Solutions has wheel hub caps to fit a variety of wheels. If installing in an existing cap, care must be taken to center the unit as close as possible.

Once you have it in place, you can begin tracking actual miles, which is why the Hamlins got involved in Hub-O-Meters in the first place. "We were looking for a way of tracking miles on our RV," recalls Hamlin. "We had had issues with our prior travel trailer and miles operated. If you use the odometer reading, that doesn't work because you pull in, unhook and go for a drive."

Hamlin knew there were hub odometers made for use on semi trailers, but nothing was sold for RV's. Nobody they talked to was interested in the market until they contacted Stemco.

"They had never thought about marketing to RV's or smaller vehicles," says Hamlin. "We assured them there was a demand, and they decided to give us a chance to market it."

Hamlin says he began getting interest from other RV owners when he first mounted one on his fifth wheel trailer. "We have people come up to us when we're traveling and tell



Battery-powered, digital counter notes every revolution the tire makes, calculating miles or kilometers traveled.

us they have been looking for something like this for years," says Hamlin.

It isn't just RV owners who show interest in the device. Aschool district that pays drivers by the mile has ordered them for their fleet. They feel the Hub-O-Meter is more accurate than odometers. Rental fleet owners are also asking about them to help track service schedules.

A unit can only be programmed once. The Hub-O-Meter is sealed, and when the battery runs down the entire unit must be replaced. Hamlin estimates a 6 to 8 year life. The unit goes into a dormant stage when the wheel has not rotated for a period of time. The lighted window shuts down at night and when the tires are rolling, also saving energy.

"We've had inquiries from farmers who want to install them on implements. It's just a matter of working out the calibrations for all the different tires," says Hamlin.

The Hub-O-Meter sells for \$89.99.

Contact: FARM SHOW Followup, Mac and Elaine Hamlin, 4133 LCR 750, Thornton, Texas 76687 (ph 254 729-5876; cell 254 747-1308; info@rvsolutions.us; www.rvsolutions.us).

Ken Voigt put together this generator that's powered by a 9 hp Tecumseh go-cart engine with a 12-volt DC electric starter, a Ford truck solenoid, and a B&S starter switch.



## Home-Built Generator

"For some reason we seem to be having more power outages than we had in years past, so I recently put together this portable generator that we can roll out quickly when needed," says Ken Voigt, Wausau, Wis.

"It has a 5,500-watt head with two 120-volt outlets and one 240-volt. It's powered by a 9 hp Tecumseh go cart engine with a 12-volt DC electric starter, a Ford truck solenoid, and a B&S starter switch.

"I built a 5-gal. stainless steel gas tank for it and used two wheels from a riding mower on back and a couple caster wheels on front. It's pulled by a handle off a push mower and there's a fold-down hitch if you ever have to tow it with a garden tractor or ATV.

"I can keep the generator on the front porch of my house and wheel it out whenever needed. It's nice to know it's around and ready to go."

Voigt bought the generator head from Northern Tool & Supply (www.northerntool.com). He got the engine from Small Engine Warehouse (www.smallenginewarehouse.com), which lists thousands of engines of all kinds on its website. "I just waited and watched their listings until I found what I wanted. It was priced right and the shipping was free," says Voigt.

Contact: FARM SHOW Followup, Ken Voigt, 9208 Pasture Lane, Wausau, Wis. 54403 (ph 715 842-8471; kv57@aol.com).

Some of the best new ideas we hear about are "made it myself" inventions born in farmers' workshops. If you've got a new idea or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? Send to FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 800 834-9665. Or you can submit an idea at our website at [www.farmshow.com](http://www.farmshow.com).

Mark Newhall, Editor

**FARM SHOW**

**"Made It Myself"**