

He Built His Own F-800 Dually Pickup

Doug Fry has done the tough part of chopping his 1987 F-800 Ford and turning it into a 210 hp dually pickup with a crew cab. All he has left is fixing up the inside, doing a little bodywork and giving it a fresh coat of paint. What he doesn't plan to do is fill the twin 115-gal. fuel tanks salvaged from a Western Star truck.

"Filling it up would cost me about \$1,000," notes Fry. "I put the tanks on it not for the capacity, but mostly for the steps. They fit well for getting in and out of the front and back of the crew cab."

It was the crew cab that got Fry thinking about chopping the F800 in the first place. He hadn't seen many with them and thought it would look even better as a pickup.

"I took out about 6 ft. of frame and driveshaft, moved the rear end forward and

then cut off some more of the rear frame," says Fry. "I found a 1997 Ford pickup bed that matched the body length of the now shorter truck. To get clearance for the rear duals, I used square tubing to raise the bed up 5 1/2 in."

Fry put 10-hole Budd wheels with 11 22.5 tires on them. The 7.8L Ford diesel and the Allison 4-speed automatic were left unchanged, as were the air brakes.

"You don't see many pickups with air brakes," says Fry.

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Doug Fry converted his 1987 Ford F-800 into this 210 hp dually pickup equipped with a crew cab. It's fitted with twin 115-gal. fuel tanks.

Scratch-Built Loader Looks Factory-Built



Daniel Perkins built this front-end loader from scratch for his Massey Ferguson 1650 garden tractor.



Loader's 2 1/4-in. dia. lift cylinders came off a New Idea hay baler.

Daniel Perkins' Massey Ferguson garden tractor front-end loader looks like it came from the factory, but he actually built it out of scrap steel. The loader looked good enough that it was recently featured as tractor of the month on www.gardentractortalk.com and in *Lawn and Garden Tractor* magazine (www.lagtmag.com).

"I built it from scratch to go on my Massey 1650 garden tractor," says Perkins. "I didn't have any plans or do it to scale. I just started cutting, and if it looked right, I put it together."

The loader wasn't built for show, although Perkins has taken it to a few. He built it for cleaning out 48-in. wide baby calf stalls. The 41-in. wide bucket and manure forks leave play to either side in the stalls. The bucket takes a good bite with its 17-in. height and 20-in. depth. The fork set he built for it is 23 in. long.

"The 2 1/4-in. dia. lift cylinders are off a New Idea hay roller," says Perkins. "I cut the body and the ram down to size. I started with a single bucket tilt cylinder, but changed to two for more tilt power."

The bucket was built from 3/16-in. plate, while the loader mount and frame are 1/4-in., 2 by 4-in. steel tubing.

"Holes connect the bottom and sides of the frame so they can act as oil reservoirs for the hydraulic pump," explains Perkins. "The pump is off a Case 446 garden tractor and runs off the front of the Massey engine. The hydraulic lever set is the original equipment off the MF 1650."

A hydraulic filter mounts on the right side of the loader on the return oil line. Air bleeders are mounted at the top of the mount uprights.

Since first building the loader in 2005, Perkins has switched it to a MF 1655 that he

repowered with an 18 hp B48G Onan engine. All he had to do for the repower was change the pulley to the pto crankshaft. Perkins describes the 1655 as "a perfect dedicated loader tractor".

Perkins also added quick-tach connectors to the loader, bucket and manure forks. "It's a very quick job of maybe 20 to 30 sec. to swap them out," he says.

The tractor loader gets plenty of work around Perkins' farm aside from cleaning calf stalls. He has used it to move dirt, remove broken concrete and even create a diversion ditch for installing drain tile.

"The loader can easily lift 600 lbs.," says Perkins. "It's a real workhorse around the farm, and it only cost \$605 to build."

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