



Chris Rahman uses the mini gooseneck trailer he built for his Polaris UTV to haul 2 big round bales at a time. "It offers better weight distribution than a bumper hitch," he says.



Tandem axle trailer is 5 1/2 ft. wide and 10 ft. long with a stake bed.

Mini Gooseneck Built For Polaris UTV

Chris Rahman prefers gooseneck trailers to bumper hitches, so when he built a trailer for his Polaris Ranger, he went gooseneck. The gooseneck design offers better weight distribution on the utility vehicle, just as it does on a pickup or truck.

"I see all kinds of accessories for UTV's, but never a gooseneck; yet it's really handy," says Rahman. "I can use it to haul 2 big round bales at a time."

Rahman says steering is good even with the heavy load. The trailer is 5 1/2 ft. wide and 10 ft. long with a stake bed. The frame and the hitch are 2 by 3-in. rectangular, 1/8-in. thick steel tubing. The corner of the gooseneck hitch is reinforced by a 1 by 1-ft., 1/4-in. steel plate gusset.

Axles for the trailer are equipped with spring shock absorbers from golf carts. Rahman keeps them set at their lowest setting, leaving room to ride even with heavy bales. The 22-in. tall tires bring total bed

height to 26 in., and total trailer weight is about 600 lbs. empty.

The vertical post for the gooseneck was fabricated from 18-in. long, 3-in. dia. pipe. A 2 1/2-in. dia. pipe inside the 3-in. pipe makes it easy to adjust the height of the gooseneck. A clevis design connects the pipe with the base on the UTV bed.

Rahman went with a clevis design instead of a standard ball to allow greater travel on rough ground. He took the bed off the Ranger and made a plate to bolt to a cross member on the frame. He attached the clevis directly to it.

"I can remove 2 of 4 bolts to lift the plate up to service the air filter," says Rahman. "If I disconnect the gooseneck, I can replace the bed and the lift mechanism without removing the clevis base."

Rahman outfitted the trailer with LED lights for loading the trailer and for backing it up. He has about \$1,800 invested in the



The vertical post for the gooseneck was fabricated from 18-in. long, 3-in. dia. pipe. Another pipe inside makes it easy to adjust the height.

trailer. Although he isn't planning on building the trailers to sell, he admits that everything, including it, is available for a price.

"If I built another one, I would lower the gooseneck some to get more travel over rough ground," says Rahman. "My next project is

to build a small camper unit that can ride on the trailer."

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Livestock Trailer Built To Carry ATV

Our British correspondent, Andrew Sewell, recently sent us a picture of a new livestock trailer manufactured in Scotland that has a separate compartment up front to carry an ATV.

A side section of the trailer drops down to act as a ramp. The partition wall at the front of the trailer swings out of the way so the entire trailer can be used for hauling, when needed. Having the ATV along is handy when loading livestock out on pasture. And it also makes a good place to store an ATV when not in use, making them less likely to be stolen, (www.marshall-trailers.co.uk/bespoke).



Trailer has a separate compartment up front to carry an ATV. A side section of trailer drops down to serve as a ramp.

Round rubber pneumatic tire flattens out under load, allowing the bottom surface to take on the shape of a flat rubber track.



New-Style Tire Works Like A Rubber Track

A round rubber pneumatic tire that flattens out under load, allowing the bottom surface to take on the shape of a flat rubber track, is being developed by the Mitas Tire Company based in the Czech Republic but with a manufacturing plant and head office in Charles City, Iowa (www.mitasag.com).

According to Mitas, the PneuTrac's footprint is 53 percent larger than that of a standard tire, and its lateral stability is 167 percent higher. Instead of the sidewalls

bulging out at low pressure, the sidewalls of the PneuTrac actually concave or deflect to the inside of the tire. The design elongates the tread so that the imprint becomes longer and the tire imprint looks more like a track than a tire. It results in better traction, less slippage, and less soil compaction.

Mitas research and development department in Europe is testing PneuTrac tires in 18, 28 and 38-in. sizes. The tires aren't expected to be available for at least 2 to 3 years.



Big D stabilizer kit for Dodge Ram pickups includes a rolled steel bar and a special bearing that reduces road shimmy and improves steering.

Stabilizer Kit Improves Ram Truck Steering

Don Timmer, better known as Big D, knows a truck problem when he experiences it firsthand. The Michigan inventor owned a Dodge Ram 1500 that tended to "wander" while traveling at highway speeds. Timmer says the problem wasn't enough to put him in the ditch, but it was noticeable enough that he decided to do something about it.

His solution was building a stabilizer made of 1/4-in. thick cold rolled steel and attaching it to the frame rails on both sides of the truck. With the bar in place, he added an extension to the sector shaft, then mounted an additional bearing that connected to the stabilizer bar.

Timmer says tying the frame rails together and inserting the bearing eliminates the flexing that causes steering to be slow or sluggish. It also eliminates road wander and sloppy steering issues. Timm now builds and sells the kits for 2-WD or 4-WD Ram trucks built from 1994 through 2002. Versions are available for 1500, 2500 and 3500 models. A new design fits trucks from 2003 to 2008, and 2009 to 2014.

Timmer says the real beauty of the kit is that it fixes a nuisance problem for about \$120. His company builds the kit without a lot of overhead so they can sell it for a reasonable price and help people out. When they buy from Big D they're buying right from the



Tying the frame rails together and inserting the bearing eliminates flexing that causes steering to be slow or sluggish.

manufacturer, no middleman involved, says Timmer. He sells the kit with a 100 percent money-back guarantee and ships only to customers in the U.S.

Timmer says installing the kit is very easy, even for an inexperienced mechanic. There isn't any drilling or welding required and mounting requires only hand tools. A floor jack and a wood block hold the sway bar in place while the steering box bracket is installed to each side. The bearing slides easily over the sector shaft extension, then it's bolted in place.

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