

A few photos of 350 now re-birthed as a spray rig (previously a bus)

We are carrying around 2200 litres of water plus the weight of the booms and hardware, so all up load is around 3200kg. I suspect we will look at adding another leaf to, or resetting the rear springs later as the vehicle is only 50mm off the stops when fully loaded.

We have replaced/re-raced both front wheel hubs and fitted the upgraded splined driveshafts, and replaced the free wheeling hubs. We also re-built the Rockwell transfer case and fitted a new rear windscreen, other sundry mechanical repairs, and did a basic re-trim of the cab. We removed one of the fuel tanks to lighten the load being carried, relocated the header tank and left the rear panel off the back of the cab to allow for better airflow and less noise in the cab. It has also had a fairly intensive paint job to protect the vehicle from corrosive elements.

We have an 18m wide hydraulic raise/lower boom and we are travelling mostly at about 15kph in 1st gear. (our last spray rig doing this job did about 20.000 km in 2nd gear.....) At a water rate of 50-100 litres of water per hectare we can cover a reasonable area fairly quickly.

We will still need to do more electrical work, and there is more sprayer/GPS technology to install after we get the electrical system calmed down to 12 volts (as it seems to be showing 16V on the gauge.) Sound proofing will be something further down the track as the air inlet noise is fairly pronounced. The engine noise problem has an acceptable solution... place a standard pillow on top of the engine cover, and hold it down with a couple of enthusiastic fox terriers. The wear in the gear linkage can be annoying when I miss 3rd gear .. is this a common problem or a sign of something more sinister in the gearbox?

The perky is still a bit smoky under heavy load ... say at max revs in a bog hole with a load, we have someone lined up to attend to that, but generally the Perk has enough sting for most applications. The turning circle and ride are helpful for this sprayer application.

We are having a wet season, so the big issue is a lack of flotation in the soft and sometimes muddy paddocks. It is a lighter vehicle than we had before so it still has a pretty good stab at some difficult conditions, but right now we are waiting for the ground to dry out and hoping the weeds don't get away.

So 350 is back on deck and although a bit of an ongoing job, we will get them sorted even if we haven't had the luxury of time to get the finer details done, ... with such a wet season we have had to race the weeds.

Regards Mal.





