

Continued From Previous Page

with hydrostatic drive and front hydraulically angled blade. "I use it for mowing and pushing snow, dirt and rocks. The only improvement I can think of is installing an oil pressure gauge and water temperature gauge instead of only an oil light and a whistle for the radiator. Otherwise, it's a very good tractor. I've put 1,100 trouble-free hours on it."

Reuben made a drawbar hitch for the tractor and added a Kubota ROPS. "I also turned the muffler upright and put an extension on it so the exhaust doesn't burn my eyes and turn the front blade black."

Dan Taylor, Sundance, Wyo.: Dan has a couple of suggestions on how the manufacturer might improve his 1995 **Case-IH 5250** with MFWD if they haven't done so already. "Since I use the tractor primarily to feed round bales, with one on front and one on back, I'd suggest they equip the tractor with a much larger hydraulic pump. Also, they need to put on larger and taller front tires for loader work. The lugs on standard tires wear off too quickly."

Dave Herbranson, Hawley, Minn.: "I'm well satisfied with my 4-WD 1983 **Case 4490** which is our main work tractor. It has more than 7,500 hours on it with no problems. The engine has never been opened up. The tractor runs smooth and is well balanced. It still has the original eight tires on it. The 215 hp engine is fuel efficient and uses only 7 to 7 1/2 gallons per hour even under a full load."

Kirby M. Reichert, Jr., Grantville, Pa.: "We own two 1970 **International 1456's** and like both of them because they provide plenty of cheap, reliable power. One tractor has more than 6,000 hours on it and the other one has more than 8,000 hours. The **Year Round** cabs we use on these tractors could be improved, and parts availability is not the best. Also, the brakes could be improved. Our newest front-end loader is a 1968 **Farmall 826** which we've used for nine years with no problems."

Roger D. Holwick, McLoath, Kan.: Roger's happy with his 40 hp 1980 **Allis-Chalmers 5040**. "It cost only about half as much as a comparable Deere model. It doesn't use a lot of fuel and is big enough for most of the jobs we use it for, yet it's small enough that it's easy to haul on my trailer. It doesn't rut up the back yard when I drive on it. It's just a real cheap tractor that does a real good job. One problem is that the hydraulics don't lift quite high enough for some of my 3-pt. implements, but I get by okay. I took the weights off the front of the tractor and welded a metal bar in their place. This provides a place to store my log chains and

extra junk that I carry around with me. The extra weight has helped this little tractor work even better."

Tim Taylor, Stillwater, Okla.: Tim says his 1980 **Deere 4440** is reliable but could use a couple of improvements. "It should be more fuel efficient and I wish parts for it didn't cost so much."

He uses a 1998 **Koyker** front-end loader with the tractor and improved the quick tach mounting system on it. "I welded together a frame out of 4 by 6 steel tubing and welded three bushings inside it, then welded the frame inside the quick tach. When I take off the bucket all I have to do is put in my bale spikes and I'm ready to go. The spikes can be carried almost anywhere because there's no main frame like with most hay spikes. It speeds up the process of removing the loader and putting it back on."

Mike Loden, Haleyville, Ala.: "I like my 1985 **Ford 2810**. I bought a canopy for it which has been a big help. I also had a steel skid plate mounted under it in order to protect the undercarriage of the tractor as well as the operator. It keeps tree limbs from flying up and injuring the driver."

William Patterson, Anacoco, La.: "My 1972 **Deere 4620** has more than 10,000 hours on it with no major problems. The transmission shift linkage could be improved. I added a sheet of Plexiglas on back of the roll guard in order to keep out some of the dust stirred up by my round baler. I like my 1984 **Bush Hog 4000** front-end loader. It's a heavy duty loader and works good."

Mark McGregor, Warren, Minn.: "I'm well satisfied with my 1978 **International 4386**. It's comfortable, dependable, has a lot of power, and is easy to work on. Our **International 4366** works great for pulling grain drills. I have a great view from the cab which is a definite plus. We put a swivel air seat from a semi truck in it. We got the seat from a truck junk yard."

Ben Hach, Dysart, Iowa: Ben's pleased with his 1980 **Case 2290** tractor. "It has good power and hydraulics and is easy on fuel. It also has good lugging ability, a quiet cab, and is easy to service with tilt up hood and swing-out batteries. I've had only a few minor problems with this tractor. Very little down time in more than 3,000 hours. One problem is that in third gear the powershift speeds are too widely spaced. Overall, tractors of this make and age are very good."

"My 1993 **Gehl 3725** skid steer loader is well built, handles well. Very little downtime. It should be easier to service - changing the oil is a pain. Before we had this model we went through four or five of the company's 3510 models, trading every few years. They

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Contact: FARM SHOW Followup, Dakota Tools Inc., Box 261, Oxford, N.H. 03777 (ph 603 353-2146; fax 4836).

were also good skid steers. We put a lot of hours on them - sometimes up to 400 hours per year - but they just kept going."

LeRoy Poormon, Waterloo, N.Y.: "It's the most tractor for the money I've ever owned," says LeRoy, pleased with his 1972 **Case-IH 1066** diesel. "In the 26 years we've owned it, it only needed one engine rebuild."

George Vojtech, Phillips, Wis.: "Cab doors on both sides, instead of one, would be handy at times," says George who's otherwise pleased with his 1985 **Allis-Chalmers 6080**. "It has plenty of power. The cab is comfortable. Handling is great and it's easy on fuel."

Lanny Hecker, Faucet, Mo.: "It's an all-around perfect tractor," says Lanny about the 1952 **International "M"** his dad bought in the early 1960s. "My dad generally used a bigger tractor while plowing and disking, while I drove the M. When my dad passed away and my mom moved to town, I was thrilled when she passed the M on to me. I don't use it that much anymore, but it's always ready to work."

John E. Miller, Horton, Ala.: The 1975 **Deere 2130** John bought four years ago performs flawlessly and is easy on fuel, he says.

"However, I have a couple of minor complaints. It could use some higher speed reverse gears. Traction could also be improved in reverse."

Dennis Hukowicz, Hadley, Ma.: "The drawbar hitch assembly can become dislodged by crop residue or weeds and the drawbar falls off," says Dennis about his **Massey Ferguson 3090**. "The way the radiator is designed, it traps material and requires constant cleaning. That's a lengthy process, partly because the radiator is hard to get at."

On the positive side, the tractor hasn't been in the shop once since he bought it, Dennis says.

Robert Klinkhammer, Anamosa, Iowa: "I'll never part from it," says Robert about a "best buy" 1977 **Allis-Chalmers 185** he bought in 1978. "It's never had a wrench on the engine. All I ever did to it was put in a new clutch and brakes in 1977."

John F. Zimmerman, Marysville, Pa.: John's the well pleased owner of a **Ford 640** he bought new in 1956. "It was the main tractor around our farm until 1984. It's been repaired numerous times but has never required a complete overhaul."

He's also the owner of a 1959 **Ford 861** he bought in 1984. "It's a good tractor, but has one fault. It overheats under heavy loads."

Dale Hammarlund, Saint Marys, Kan.: "It's probably the best tractor we've ever owned," says Dale about his **Deere 4430**. "It's easy on fuel for its size, powerful, versatile and reliable. Repair costs, of which we've had very few, are low."

"The most comfortable tractor we've ever used is our **Deere 6400**. It's amazing the amount of work that can be done in a day before the operator gets fatigued. It's powerful and easy to hook up to implements and the transmission is excellent."

"My only complaint is that the transmission is attached to the shift levers by cables. About once every year and a half, these cables go out of adjustment or stretch and have to be readjusted by a mechanic. Deere did this to isolate the cab from engine vibrations, but the design needs to be improved."

Victor Glaser, Spalding, Neb.: Victor's impressed with the air-cooled Deutz engine on his 1994 **AGCO-Allis 9650**. "It's extremely low maintenance and the transmission shifts well," he says. "On the negative side, the brakes are sluggish when it's cold and the parking brake is not handy to get at. The pto is not strong enough and the cab is not large enough."

Joe Heesacken, Forest Grove, Ore.: Joe's had bad luck with his 1998 **Deere 7405** equipped with MFWD. "It was poorly assembled," he says. "For example, there were no nuts and washers on the front motor mounts, some parts were not painted, the console panel falls out simply driving down the driveway, and some panels did not have keepers installed at all. The engine would die while using the pto or other equipment. Much more care should be taken in assembly."

Joe mounted the operator's seat on a swivel so he can see drawn equipment easier. He also equipped it with lower profile, wider tires for better traction.

John W. Wilcox, Windsor, Maine: "It's wide-built so it isn't tippy on hills," says John, pleased with his 1987 **Long 310DT 4-WD**. "My only complaint is that they should make the hydraulics work full time for loader and 3-pt. work."

Gary Max Busler, Blaine, Tenn.: One of Gary's "best buys" is a **Massey Ferguson 275** he and his dad bought new in 1982. "We compared the Massey with comparable Deere models and decided we liked the lift system, handling and power better. It's also exceptionally easy on fuel."

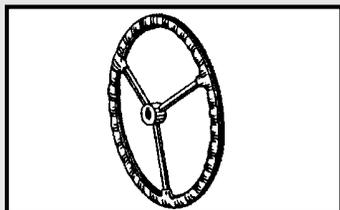
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