

Shift Kit For Case IH Magnum Tractors

"If you're frustrated with the way your Case IH Magnum tractor shifts, we can probably help," says Jerry Kriesch, Abilene Machine, about a new kit designed to solve shifting problems for Magnums built from 1988 to 1996.

The problem with those models is the long shift from forward to reverse and vice versa. The kit includes a lock lever that blocks off the lower 6 gears to shorten up your shift movements.

Installation involves removing 2 pieces the top shift cover and the park cam – and adding 2 pieces – a new shift cover and the lever.

"It allows easy shifting from forward to reverse without entering the lower gears. As a result, you can shift from high reverse to 7th gear in one easy motion," says Kriesch.

For 2-reverse tractors, the kit expands your reverse options by making the third and fourth gears operational. Essentially, your 2-reverse tractor becomes a 4-reverse tractor like on new models.

"It's an important feature if you use front-end loaders a lot, because you don't have to make nearly as many shift movements," says Kriesch.

"Without the kit if you're in forward gear and want to shift into reverse, you have to bring the shift lever all the way down and then over 3 in. and up 2 in. With the kit installed, you just move the shift lever left or right and then 1 1/2 in. forward into reverse gear."

Each shift kit includes one shift plate cover,



Shift kit includes a lock lever that blocks off the lower 6 gears to shorten up your shift movements.

park lock lever, decals and instructions. It can be easily installed in less than two hours.

Sells for \$450 plus S&H.

Contact: FARM SHOW Followup, Abilene Machine, P.O. Box 129, Abilene, Kan. 67410 (ph 800 255-0337; sales@abilenemachine.com; www.AbileneMachine.com) or Belmond, Iowa (ph 800 866-1504) or Bishopville, S.C. (ph 800 543-2451).



Lloyd Stetson's Oliver 66 "purrs like a kitten" after he repowered it with a 1938 Ford V-8 flathead engine.

Flathead Ford V-8 Repowers Oliver 66

"When I got this tractor it was sitting out in the woods all rusted out and neglected. There were parts missing from the motor, the hood was dented up and the seat was mangled. I didn't know if there was much hope it could run again, but I was willing to try," says Lloyd Stetson.

He took inventory on the motor and decided it couldn't be repaired. He visited a nearby auto parts supplier, who suggested that he try retrofitting the Oliver with a 1938 Flathead Ford V-8 that was in his lot.

"The motor was in excellent condition and even had a 3-speed transmission attached to it," Stetson says. "I knew I could make it work by grinding down and cutting away some of the cast iron frame of the Oliver." The Ford engine and transmission eventually slid in place, and with that success, Stetson tackled the gears, electrical system and cooling.

"The 3-speed car transmission worked fine," Stetson says, "so I figured out a coupling system that mated it to the 6-speed tractor transmission. It gave me a tractor with 18 forward gears and a top speed of more than 40 mph."

For the cooling system, Stetson used the existing tractor radiator and fitted new hoses through tees and elbows. He added a fan that

initially ran on a 12-volt motorcycle battery. Later he rigged it to run through a resistor from the 6-volt tractor battery. The tractor's black grill, which gives the Oliver a "Star Wars-type" look, is made from rolled steel.

Stetson says he wanted to make the exhaust system look special so he used 1 1/2-in. stainless steel pipes on both sides of the hood. "It sounds like a monster truck when I start it," Stetson says, "but it purrs like a kitten when I idle down the street at local parades."

The rear tires on Stetson's 66 are conventional tractor rubber, but the fronts are car tires configured to the original Oliver rims. "The whole project took me something over 100 hrs., which I didn't think was too bad," Stetson says. "The result is a nice parade tractor and one that I can use in the Open class of antique tractor pulls."

Unlike many tractor restorers, Lloyd Stetson isn't committed to one brand. After rebuilding a 1939 Allis 11 years ago, Stetson moved on to a 1940 Ford 8N, followed by a 1948 Farmall Cub. The Oliver was his latest and most ambitious project. He hopes to move on to another tractor and another brand in the next year.

Contact: FARM SHOW Followup, Lloyd Stetson, 1605 Sampsonville, Rd. Enosburg Falls, Vt. (ph 802 933-5532).

Where To Buy New Idea Picker Parts

Need a part for an old New Idea corn picker? Country Machinery probably has it. If they can't find one at a price that makes sense, they might make it.

"If the price for new parts is too high, we just make them," says Daniel King, Country Machinery. "We make shields, rebuild husking rolls and make 11, 13, and 15-in. finger wheels that go at the top of the husking rolls. New 13-in. wheels are \$100; we sell them for \$40."

King makes snouts for single (\$135) and two-row (\$165-outside snouts) pickers. The center snout is heavier and larger and is priced at \$200. The company also makes the boots for the bottom of the elevators. They are priced by size at \$38 to \$40 each. Replacement parts made by Country Machinery are also sold to other dealers.

Husking and snapping rolls are rebuilt as needed. King prices them at \$95 for the husking rolls and \$165 for the snapper rolls.

"We can rebuild rolls that customers send us, or we can take theirs on exchange and send them already rebuilt rolls if they are in a hurry," he says. "We ship them out UPS."

King also sells used New Idea corn pickers. He says interest is growing and not just from



Snouts, rolls, and finger wheels are just a few of the parts available for old New Idea corn pickers at Country Machinery.

collectors. "Our buyers tend to be farmers who use the picker," he says.

Country Machinery doesn't limit itself to pickers. The company also makes and sells parts for manure spreaders. They even rebuild them.

"We do a total rebuild on the original frame if needed," says King. "That can run as much as \$2,000. If the owner wants it sandblasted and painted, that can add \$600. They really look nice repainted."

Contact: FARM SHOW Followup, Country Machinery, 609 Musser School Rd., Leola, Penn. 17540 (ph 717 656-9733).

Rick's Ag Parts offers parts and accessories for Fiat-made Oliver and White tractors. Parts are available online from their website as well as via phone.



Fiat-Made Oliver And White Parts

Oliver and White owners having trouble finding parts for Fiat-made models can check with Rick Stair. Stair is owner of Rick's Ag Parts, offering mainly parts and accessories for the Fiat-made Oliver and White tractors. However, he is expanding his list of parts to Massey and Ford.

"I try to keep in stock the common items that a customer may need in a hurry to keep in the field," says Stair. "Water pumps, fuel pumps, starters, wheel bearings and such are priority items. Most other items can be drop shipped from one of several suppliers."

Stair's dad bought the Oliver dealership that was the basis for Rick's Ag Parts in 1971. Stair grew up in the shop and became parts manager in the early 1980's. When the dealership was sold in 1992, he worked for other dealerships for a time before setting up his own parts shop.

"I have accounts with most of the suppliers I worked with as a dealership, which opens up a wide selection of parts and accessories for other makes," says Stair.

Stair offers parts online from his website as well as via phone sales. To help customers

identify a given part, he offers parts illustrations for cooling, drive and other system components on his website.

"It's often hard to identify the part to order without the parts number," explains Stair. "After going to my website, a customer can call and tell me what page he is looking at and, working together, we can then identify the needed part."

If the parts page has a red dot on the part, the customer can click on it and immediately go to the online store and order the part. If no red dot is on the part, a special order can be made by phone.

Scanned versions of parts manuals is a service he is planning to offer, including parts breakdowns, tractor specifications, wiring diagrams, old literature and other items.

Stair is also expanding his offering of hay and forage equipment parts with a separate website, www.bigbalerparts.com.

Contact: FARM SHOW Followup, Rick's Ag Parts, LLC, 874 Ridgecrest Dr., Wooster, Ohio 44691 (ph 330 466-2164; www.RicksAgParts.com).