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you're in the market for an ATV buy one that's big enough for your workload. If you buy a 2-WD model make sure it has a shaft drive and differential and isn't chain-driven."

**Bryan Scheetz, Burnside, Ill.:** "My **Deere 9510** combine has excellent power and fuel economy and can easily handle my 30-ft. grain platform and 6-row corn head. The Contour Master feature that controls the header works great when going over ditches and dry dams. Also, the cleaning shoe adjustments on this combine are much easier to make than on older machines."

**Howell Bros., Vernon Center, Minn.:** "Our best buy is our **Woods Dual 255** front-end loader equipped with an 8-ft. bucket and forklift attachment. The forklift attachment works great for loading round bales and pallets of seed.

"Our **Deere 4020** tractor is also a best buy."

**Bobby Thacker, Lawrenceburg, Ky.:** "My best buy is high tensile **Motto** barbed wire. It's low-priced, highly effective, and easy to install.

"My worst buy is my **Red Brand 15 1/2** gauge high tensile wire. It's too soft and the barbs tend to slip."

**Marc Perkins, Star City, Sask.:** Marc's impressed with his 1998 **Suzuki 300 King Quad 4-wheeler** ATV. "I operate an elk farm

## "In the 12 months I've owned this ATV, I've put 2,000 miles on it."

a half mile from my house, and in the twelve months I've owned this ATV I've put 2,000 miles on it. I drive it every day, even in temperatures down to 40 below zero, and it hasn't let me down yet. I like the three transmission gear ranges, differential lock, and choice of 2 or 4-WD. It even has a bigger battery than other brands. If you're looking for a tough machine, this is it."

**Bennett Krown Westby, Mont.:** Bennett nominates his 1999 **Deere 7410** tractor equipped with front-end loader as his "best buy". "It's a good loader tractor. I especially like the transmission gear ranges. I previously owned a **Deere 3155** tractor which I liked, too."

**Tracy S. Edwards, Powers Lake, N. Dak.:** Tracy owns a hydraulically-operated **Westfield** endgate drill fill auger and says it's his "best buy". "The amount of product it'll move is unbelievable. All we do is hang it on the truck, hook up the hoses, and put it to work.

"My worst buy is my **Deere 1600A 16-ft.** mower-conditioner. The orbit drive motor broke out from the frame on the third day I had it. Both sicklebars broke later on that year and both wobble boxes also went out. The company fixed the drive motor assembly, but I had to pay for the sicklebars and wobble boxes."

**Dennis Huwe, Bagley, Minn.:** A **Lincoln Weld Pac 100** wire feed welder rates as Dennis's "best buy". "I bought it three or four years ago. Although I'm not much of a welder, this wire feed model makes it look like I know what I'm doing. I do a lot of lighter welding and this welder is adequate for 90 percent of my welding needs. I've used it to weld everything from auto body parts

to field equipment. It can be plugged into any 115-volt, 15-amp circuit which lets me take it into our house and use it to repair fireplaces and metal spiral stairs. With the welder and my small gas-powered generator mounted in the back of my **Polaris 6 by 6** ATV, I can take it anywhere to repair gates and make other light repairs. It's definitely a best buy."

**Tom Hampton, Litchfield, Ill.:** "So far we've been completely satisfied with our 1997 **Arctic Cat 454 2-WD** ATV. The company engineers really did their homework on this product. The gearing on the transmission is about right for most jobs, but the ride is the best selling point - it doesn't bounce you all over when you're crossing fields or ditches in high gear. I use the machine for hunting, fishing, recreation, scouting crops, and moving empty gravity flow wagons between fields. It has more than enough power for any job on our farm. We've even used it to pull-start our small 40 hp tractor. We also have a 4-WD ATV from another company that can't even move the tractor."

**Andy Rothermel, Klingerstown, Pa.:** Andy likes his 1977 **Deere 4430** tractor. "It's easy to operate and has creature comforts that are hard to top. It's also easy to service."

**Joe Pfister, Lebanon, Mo.:** "Purchasing a new 1995 **Chevrolet Silverado 1/2-ton 4-WD** pickup was one of the best things I've ever done," says Joe. "It rides smooth over rough terrain and pulls our cattle trailer without straining the engine. I liked it so well I traded it in for a 1999 **Chevrolet Silverado 4-WD** extended cab model. I use it for both work and pleasure.

"I'm equally proud of my 1993 **Hesston** round baler. It runs smooth and has been trouble-free."

**David Guebert, Red Bud, Ill.:** "Our 1988 **Deere 600 AMT** is dependable. We use it to haul more than 2,000 bales of hay and straw each year and also to spray fence rows and fix fence and many more jobs. It saves a lot of wear and tear on pickups."

**Jason Starnes, Salisbury, N.C.:** Jason's pleased with his 1996 **Deere 7200** conservation planter and 1997 **Deere 750 15-ft.** grain drill. "Both of them will plant in all the soil conditions we have on our farm and produce great stands with little time spent on maintenance. We added **Keeton Seed Firmers** to the planter which resulted in near perfect emergence (1238 Tress Shop Rd., Trenton, Ky. 42286 ph 502 265-5158). We added a **Landmark** foam marker to the drill. Both are excellent products."

**Paul L. Giesler, Windsor, Ill.:** "I like how it performs," says Paul about his 1998 **Kuhn** rotary hay rake. "This machine is very gentle and thorough with the hay which allows it to cure more completely."

**Michael Lowzinski, Great Bend, Pa.:** Michael's satisfied with his 1988 **Suzuki Quad Sport 4-WD** ATV but says it could use a few improvements. "It's easy to maintain and is a dependable machine. However, I think it should shift gears smoother - the shift levers sometimes stick in gear. The shift cables could be redesigned with plastic lining. I wish it had rear brake lights. The company should tell owners to change the engine and transmission oil at closer intervals for longer machine life. They should also provide grease fittings on the U-joints and suspension joints."

**Michael W. Mattingly, DeSoto, Ga.:** A 1993 **Chevrolet 1/2-ton** extended cab pickup

## TTP Responds To Complaint About Rebuilt Engine

"I'd like to respond to an article in the last issue of **FARM SHOW** written by Greg Paplam, a mechanic for Strutz Farms in Two Rivers, Wis.," says Doug Dickerhoff, vice president of TTP in Warsaw, Ind. "He was unhappy with the oil consumption of a remanufactured 3208T Caterpillar engine we sold to Strutz Farms in February of 1998. Because it is our policy to stand behind our products 100 percent, we felt it important to respond to the article and defend our reputation. We have been in business 19 years providing top quality remanufactured engines to thousands of satisfied customers in agriculture, trucking, and other industrial markets.

"Strutz Farms purchased a 3208T remanufactured engine to replace a non-turbocharged 3208 in a White 2-180 farm tractor. This model was not originally available from the factory with a turbocharged engine. Soon after the engine was installed, it started using a relatively high amount of oil usage. We had the customer perform a few rudimentary checks attempting to determine the problem. The customer reported that, 'the engine ran great, did not smoke, and had no shortage of power, however the intake side of the turbo was wet with oil.'

"TTP requested that the turbo be returned. Upon inspection, it was discovered that the intake side of the turbo had ingested foreign matter. TTP notified the customer of such and requested that the engine itself be returned for more comprehensive diagnosis. Since the tractor was in service and still needed by the customer, the turbo was rebuilt and returned at no charge (a \$290 value), so that the tractor could be used in a 'reserve' capacity until the engine could be removed and returned.

"The engine was later returned, disassembled and the piston rings sent to the manufacturer. The failure analysis was conclusive: The rings were worn out due to air-borne abrasives being ingested into the engine. As a courtesy to the customer, TTP reduced the engine repair cost by \$654 making the total charge for the non-warrantable repair \$3450. We installed new rings, bored the block, and basically rebuilt the engine back to remanufactured status. The final step was to run the engine on our computer-aided engine dynamometer under load for 2 hrs. During that test it did not consume any measurable amount of oil.

"After Strutz Farms reinstalled the engine in the tractor, it began to use oil again within a short period of time. This time, a factory rep

from the piston and ring manufacturer went on site to evaluate the installation. He removed the air cleaner found the outer filter not sealing at the base. Copious amounts of dirt were found laying on the inside of the filter canister where it could be ingested directly into the engine. This was noted to the customer. No oil leaks were found and all other engine operations appeared normal.

"It was decided that the excessive oil usage was not going to get better, so the engine (along with the air cleaner assembly) was brought back to TTP for detailed analysis.

The engine was received and disassembled. The pistons and rings were sent back to the factory for analysis. Again, the report was conclusive and documented by magnified pictures: Failure due to air-borne abrasives. There were scratches on the rings.

"The air filter canister was disassembled and dirt was present on both sides of the sealing area. The inner filter seal was marginal. The filter housing was physically too small for the 3208T air filter element. Because the customer was still using the original (naturally aspirated) housing, only 7/8-in. clearance was available around the outer filter. After discussing this issue with engineers at the filter manufacturer, it was learned that this reduced clearance impeded the filter's capacity. It was further noted that the customer's installed outer-primary air filter element was only rated at 758 cfm. Caterpillar Inc. verified a minimum requirement of 864 cfm is required for the 3208T.

"Hence, the customer was attempting to utilize an air filter that was more than 100 cfm less than factory specifications. What's more, we found weatherstripping inside the housing being used to seal the filter. The filter housing had been 'jury-rigged' in an attempt to accommodate the shorter, wider type of filter. And the filter nut was not sealed, thus allowing more leakage. In addition, the tractor was operated without an air pre-cleaner which should be used with a turbocharger.

"It is not fair to assume that a diesel engine can 'survive' in conditions where the intake air is filled with foreign air-borne debris.

"TTP regrets that there has been a problem with one of our remanufactured engines. However, we felt it necessary, due to the overwhelming amount of evidence in this case, to explain 'the rest of the story.'"

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equipped with a 5.7-liter V-8 engine rates as Michael's "best buy". "I bought it used in 1996 and have been well pleased with it. No expenses other than routine maintenance. It had 48,000 miles when I bought it and now has about 93,000 miles with no problems."

**Tom Johnstin, Marietta, Pa.:** "It's a wonderful little machine," reports Tom about his 1995 **Case 1825** skid steer loader. "I bought it new with the single intent to clean out our cattle pens. It does a great job for that as well as for a thousand other jobs. I use it for something almost every day, all year long."

**James P. Ridder, Aitkin, Minn.:** "It's probably the best vehicle I've ever owned," says James about his 1997 **Dodge Ram 2500 4-WD** pickup equipped with a 5.9-liter Cummins diesel engine and 5-speed transmission. "It gets about 20 mpg empty and 17 mpg pulling my 23-ft. travel trailer. It had a problem with a fluctuating thermostat, which six or eight different dealers claimed

was 'normal'. They wouldn't repair it under warranty so I solved the problem myself. It's a good pickup but dealer service could be better."

**Galen C. Meier, Carson, N. Dak.:** Galen likes his 1977 **Deere 4630**. "It has never had any serious problems. It pulls well and is reasonably fuel efficient. My only complaint is that it starts hard."

**Kenneth R. Oswald, Rhodes, Mich.:** Kenneth says his **Ford 3910** is a "best buy". "It's very handy around our farm. No problems so far. It's also easy on fuel. One complaint is that there's too much difference in speed between the second and third gears. I bought a front guard for it to protect the grille and front end of the tractor."

**Leo V. Barnes, Ottumwa, Iowa:** Leo likes his 1988 **Ford 1910** but says he wishes there was a place to store a toolbox. "It could also use different style headlights. The ones on it aren't much good with a front-end loader."