

Best, Worst Tractors

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Everette Harmon, Holyoke, Colo.: Everette's had some problems with his 1971 **Deere 4620**. "This tractor has differential lock and it really chatters when it's engaged," he says. "It sounds awful and is really aggravating to a new or unacquainted operator. Deere service has been through it and didn't change or fix anything."

Mark Hurt, Wellman, Iowa: "I bought it used five years ago and have had absolutely no problems in that time," Mark reports in 1979 **Ford 1100** utility tractor. "It's easy on gas and pops right over in cold weather even though it's not equipped with a tank heater. I use it to mow my 5-acre yard and to rake hay. It's a great small acreage tractor."

Mark E. Hansen, Sherman, Ill.: Flat tires are the only "breakdowns" Mark reports in the years he's owned his 1974 **Deere 4430** and 1978 **Deere 2740**. "Very dependable. Don't know how they could be improved," he says.

Stanley David, Mason, Mich.: "I'm the second owner of this tractor which I purchased in 1985 from a neighbor," says a well satisfied Stanley about his 1974 **Deere 2030** equipped with 145 loader. "I've replaced the clutch once, O-rings in the brakes, and 3-pt. lift arms. That's not bad for a tractor with 4,000 hours on it."

"I made a canopy for it from 2 by 4-in. steel for uprights and 4 by 4 by 1/8-in. top with sides of 2-in. bent vertical at a local fabrication shop. It's a great comfort from the sun."

"I bought pallet forks from Versa Teeth, New Paris, Ohio, to handle round bales. The vertical back restraints were too high and had to be shortened 14-in."

W.J. Gallagher, O'Neill, Neb.: W.J.'s "generally" satisfied with his 1968 **Deere 4020** diesel with powershift transmission. "Still, they could have used a spin-on oil filter to make servicing easier," he says. "They needed heavier wheel rims and bigger starter spindles. The pto is located poorly and some of the other controls aren't that user-friendly either."

John McCuan, Vienna, Ill.: John's the satisfied owner of a 1982 **Deere 2940**. "It's tremendously dependable and is the right size for my operation," he says. "It handles everything I hook it up to, including a disc mower, 8-wheel hay rake, and 535 Deere baler. It'll even handle my 14-ft. disk with no problem."

Lloyd Horn, Delphi, Ind.: "I purchased a **Ford 650** new in 1955 and the only major expense I had with it was when I overhauled the engine at 6,000 hours in 1985," Lloyd says. "I acquired a **Ford 850** equipped with Freeman loader in 1957 in the bankruptcy of a grain elevator. I overhauled the engine on this tractor at over 6,000 hours. It was a pleasure to own those two tractors."

C.M. Brown, Evansville, Ind.: During his farming career, he's owned a **Deere A, B, 60, 730 D, and 3010 D**. "Not one has ever been a disappointment," he says.

Matt Biggs, Chesterton, Ind.: "Better lighting would make it the perfect tractor," Matt says about his 1965 **Deere 4020**. "It has excellent power, fuel efficiency and operates easily. We have well over 8,000 trouble-free hours on it and it still uses no oil."

Gerald Demers, Dresden, Ontario: "We're extremely pleased with our 1989 **Deutz Allis 7120**," Gerald says. "It's fuel efficient and the air-cooled engine requires little maintenance. The transmission shifts smoothly with no grinding. The cab is comfortable and quiet. We have over 2,000 trouble-free hours on it."

"However, the cab should have a right-hand door and the muffler and air precleaner stick out of the hood and restrict visibility."

"We replaced the bias ply tires with four radials which are very good in muddy conditions."

Norman Smuck, Burr Oak, Kan.: "My wife says I've had it so long I'd need adoption papers to trade it off," says Norman who owns a 1968 **Deere 3020** diesel. "In 28 years, the

engine's never been touched. It has three of four original injectors. The tractor still runs great."

Darry Markle, Peace River, Alberta: Darry's happy with his 1983 **Yanmar 195 D** utility tractor. "It's totally dependable in both summer and winter," he says. "I'd never buy another tractor without 4-WD. We fitted it with a cab from Curtis Cabs (Worcester, Mass. 01610; ph 508 752-4086). "Works great."

Kenneth Timmons, Pakenham, Ontario: Kenneth's 20-year-old **White 2-60 4-WD** remains a good runner. "It's fuel efficient, has plenty of power, and is reliable," he says. "One problem, however, is poor starting when it's cold."

Joe Sawyer, Gilford, Ontario: "It's 20 years old, has 6,500 hours on it and is still my main tractor," says Joe about his "best buy" 1976 **I-HC 766**.

Gerald Kennicker, Guttenberg, Iowa: Gerald owns a 1960 **Deere 4010 D**. "Changing oil and transmission filters on the 4010 is a night-

"Changing oil and transmission filters is a nightmare and it goes through fuel like a sow at a slop trough."

mare and fuel economy is about like a sow at a slop trough," he says. "Still, it handles well and has plenty of power."

"My 1971 **Case 1070** has a lot of power and great fuel efficiency. It's been trouble-free but the clutch is jumpy and the brakes needed improving."

John Markus, Beachville, Ontario: Of John's three late model, fuel efficient **Deere** tractors, his 1993 4760 MFWD is his favorite. "It's the most comfortable to drive. It has Firestone 7000 tires and lots of power," he says.

"Instead of powershift, they should have called the transmission on my 1993 **Deere 7800** the 'jerk-o-matic' and they need to update the 3-pt. hitch," he says. "My 1995 7400 is pretty pricey for its power class but it pulls a 12-row corn planter with ease."

"Both the 7800 and 7400 should have dual speed pto."

Mike Griffith, Griffith & Sons Nursery, Corbett, Ore.: "After 1,000 hours of cultivating, spraying and mowing our **Kubota B7100 HST 4-WD** remains reliable," says Mike. "All we've ever had to do was replace one rear wheel hub. However, it's underpowered for pulling a 30-in. tiller in tough conditions and tends to overheat in hot weather. Our next new tractor will be a higher hp model."

"We're also generally satisfied with our **Ford 4630 4-WD**. After 400 hours we have no major complaints. Still, fuel efficiency leaves a lot to be desired and the pto shift lever should be moved to make it easier to reach."

Allan Johnson, Sunnycrest Acres, Chetek, Wis.: Allan owns a 1981 **Deere 4240**. "I had a turbo installed by my dealer. I also put radial tires on the rear."

Elmer Schafer, Jackson, Minn.: Elmer's "extremely satisfied" with his 1992 **Case-IH 7120**. "Its Cummins engine is rated at 155 hp and we didn't lose much in power when we replaced a 180 hp tractor with the 7120. That's because of its good torque rise."

W.P. Medtritt, Greenbrier, Ar.: Among his tractors, Elmer owns a 1968 **Deere 4020**. "I use a voltage doubler on it so I can start on 24 volts, then run on 12. I built the system myself and it always starts in even the coldest weather."



Oliver 4-WD Gets Cummins Power

You don't see many tractors like the one we spotted recently at Farmfest near Redwood Falls, Minn.

This 1970 **Oliver 2655 4-WD** is unusual for a couple of reasons: very few were built and this particular tractor is repowered with a new Cummins engine.

Built for only three years, from 1969 through 1971, less than 1,000 of these Oliver's were ever produced, with half sold by Oliver dealers and the other half sold by Minneapolis-Moline dealers. About two-thirds of the originals are still reportedly in service.

The tractors were originally powered by long-block Minneapolis-Moline D 585 cu. in. engines. The one pictured, owned by Donald Sparks, Rochester, Minn., needed major engine repairs this spring at 2,300 hours.

Since it had so few hours and was otherwise in good shape, Sparks contacted

Merlin Stephan of Altura Truck & Tractor who repowers equipment with Cummins engines.

In April, Stephan installed a Cummins 6 BTA 5.9-liter engine, the same used in Dodge diesel pickups. The engine was 18 in. shorter than the original, so the biggest challenge was designing and machining an adapter plate for the bell housing and engine block, Stephan notes.

Cost of repowering the tractor with the Cummins, which delivers almost the same hp (160) as the original, was \$11,500 installed.

"It runs like a top," says Sparks, who's extremely pleased with the work because the tractor starts easier on cold mornings and uses about one-third less fuel than before.

Contact: FARM SHOW Followup, Altura Truck & Tractor, R.R.1, Box 10, Altura, Minn. 55910 (ph 507 689-4667).

Hydrogen Power Pack Runs Tractors On Water