

## Owners Report On Best, Worst Tractors

good small tractor" is the way John describes his 1995 **Kubota B2400 HST**, which he uses for loader and tiller work. "It's real handy for getting into tight spots in my orchards. My only complaint is that the hydrostatic control lock is hard to set at the exact speed you want."

**Kim H. Larson, Kewanee, Ill.:** "It can't match our 1100 for quality, reliability and economical operation," says Kim about his 1991 **Massey Ferguson 3140** equipped with front wheel assist. "The Perkins metric engine is not as powerful or long-lived as the engine the company used before. It's hard to work on. We had to do a complete rebuild three years ago at 3,200 hours. After-market parts are hard to get because they come from Europe. Also, the electronic FWA control is awkward to use because you have to disengage it each time you start the engine. Dealer support has been awful. The cab interior is plastic and breaks easily. Front fenders should be heavier so lights and mirrors can be added."

On the positive side, Kim's pleased with the tractor's fender-mounted 3-pt. controls which he says are "great for hookups". The cab also offers clear 360-degree visibility and is comfortable, he adds.

A few modifications he made to the tractor include converting the original fuse-type circuit breakers to heavy-duty Napa automatic reset circuit breakers that allow him to use extra high power lights and equipment. He also eliminated the factory muffler to reduce backpressure on the turbocharger and replaced the original 1-piston factory clutch with a dual piston assembly. And he replaced the factory clutch disk with a ceramic button disc because the clutch would not release in cold weather (Sadler Power Train, 711 West 76th St., Davenport Iowa 52806; ph 319 386-4213). The ceramic disk solves the problem and it has 50 percent less slippage, he says.

**Allen Hoffman, Northumberland, Pa.:** "It's the third Steiner tractor we've owned since 1989. We use it to mow our large lawn and to push manure out of our broiler houses. We've had few problems," says Allen about his 1998 **Steiner 430 MAX 4-WD** tractor powered by a 21 hp Kubota diesel engine (Steiner Turf Equipment Inc., P.O. Box 504, Dalton, Ohio 44619; ph 330 828-0200).

"One problem with our new model is the location of the hydrostatic lever. It causes arm fatigue and muscle pain, especially when using the dozer."

Allen equipped the tractor with rear-wheel weights which he says are a necessity to properly balance the tractor for mowing on hills.

**Paul P. Klauer, Armada, Mich.:** Paul's happy with his 1997 **Deere 4-WD 770**. "It's easy on fuel and the front-end loader works well," he says. "The company couldn't improve on the tractor much, in my opinion."

**Wendell Kenison, Jr., West Lebanon, N.H.:** "The only problem we've had was a hydraulic leak on the cover of the rear axle. It was determined to be a faulty gasket installed at the factory so the dealer replaced it for nothing," says Wendell, pleased with his 1998 **New Holland 1925** hydrostatic "Boomer". "This tractor is extremely dependable."

A suggestion for improvement would be to gear down low range a little for more power, he says. "Also, I think my dealer sometimes has a hard time getting parts from the factory. For example, I've been waiting for a left-hand differential lock pedal assem-

blly for three months. Seems it's always back ordered."

Among the accessories Wendell added to his tractor are a Perry Canopy Roof he got from his New Holland dealer. Also, New Holland rear work lights and New Holland deluxe extendible 3-pt. hitch arms. They all work well, he says.

"I also made a front windshield, complete with windshield wiper, and a rear window to protect me not only from the elements, but flying debris when I'm mowing."

**John C. Moore, Ward, Kan.:** Except for a few problems, John's satisfied with his 1995 **Case-IH 5230** equipped with front end loader. "The return line from the fuel injectors developed a leak. Also, the O-rings blew out because of a broken bolt on the remote hydraulic valve body. Another complaint is that the cleats on the radial tires fill up with mud, causing the wheels to spin in muddy conditions. Also, the air cleaner is also hard to change with the loader attached."

"Otherwise, I'm well-pleased. The 3-pt. hookup is handy. The heater, air conditioning and comfortable seat in the cab are great."

**Don Rimathe, Huxley, Iowa:** "This tractor is a pleasure to operate," says Don about his 1995 **Case-IH 7220** equipped with MFWD. "The transmission shifts smoothly in all gears. The front wheel assist enables you to pull large loads with much less ballast and work easier in adverse conditions. The cab is quiet and comfortable and ease of operation is excellent. In three seasons of use, the only failure has been the turn signal flashers which were replaced under warranty."

"My only complaint is with the location of the seat height adjuster on the inside of the arm rest. I occasionally bump it accidentally when I turn in the seat."

**Robert T. Lutes, Fairfield, Fla.:** Robert says his 1994 **Kubota M5030 SU** has good

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power and is easy on fuel. "But they could do more to reduce the price of parts and make the clutch lock plate standard equipment. The clutch will not release if the tractor sits unused for a couple of days."

**Brent Hosking, Lake Elmoro, Vt.:** "I'm completely happy after 100 hours of use," says Brent about his 1998 **Kubota M4700 4-WD** equipped with a 1970's International 434 loader and bucket. "The 5-cyl. engine is exceptionally smooth and has plenty of power. It's easy to drive and service, and it starts well in cold weather."

One modification he made to the tractor was having his dealer boost horsepower to over 50 hp. "All it took was changing the injector pump settings," Brent says.

**Jim Albrecht, Danforth, Ill.:** "It's the best tractor I've ever owned. I wish they still made them," says Jim, pleased with his 1992 **Case-IH 6788 2-WD**. "The only thing that would have improved it was more clutch to match its power."

**David Sisk, Mulberry, Tenn.** David says there are only two problems with his 1994 **Case-IH 4230** and his 1993 **Case-IH 895**.

## Step Kits For Deere Tractors



### 60 Series Tractors

"We wanted to show FARM SHOW readers our latest new window step kit for Deere 4560, 4760 and 4960 tractors. You previously featured our window steps for Deere 7000 and 8000 series tractors (Vol. 23, No. 1)," says Kevin Mulder of K&M Manufacturing.

"Our add-on step kits make cleaning the windshield and right side window much easier. Kits include a non-skid step, two handrails and an intermediate step for get-

ting up. No drilling is required - the parts bolt to existing holes in the frame. The step and handrails match original equipment colors. All hardware for installation is included. Sells for \$161."

Contact: Kevin Mulder, K&M Manufacturing Co., Box 409, Renville, MN 56284 (ph 800 328-1752; Website: www.tractorseats.com; E-mail: sales@tractorseats.com).



### 8000 Series Tractors

"We've eliminated the need to climb up on a step ladder to clean windows," says Mike Dick of M.D. Products about new step kits for Deere 8000 tractors.

Step kits for the left and right sides are available. Each step is 15 in. long and 7 1/2 in. wide. They simply bolt to existing bolt holes.

A single step installs on the left side of tractor (\$59.95). Three separate steps in-

stall on the right side of tractor (\$180). If purchased together, the kits sell for a total of \$219.95. Shipping extra.

Step platforms can also be purchased separately for custom applications for \$24.95 each.

Contact: FARM SHOW Followup, Mike Dick, M.D. Products, 1998 215th St., Humboldt, Iowa 50548 (ph 515 332-3550; fax 3770).

"With Case-IH tractors in this horsepower range, if you don't pull the emergency brake completely to the top position to release it, you damage the brake lining. Pieces break off and can go through the filter into the pump. A replacement pump costs \$1,500 or more. So whenever I realize I've driven with the parking brake on, I immediately change the fluid and filter to prevent damage. I added an extra brake light to the top of the instrument panel on the 4320 to remind me to completely release the brake. In sunlight, you couldn't see the original warning light at all."

"The other problem with these tractors is that the fuel tanks are positioned lower than the injector pumps. This means you can lose fuel flow on hillsides and the tractor will actually stall. Farming really hilly ground, I always keep my tank at least half full to prevent the problem."

**Dan Curtis, Williamston, Mich.:** Dan says the 1998 **Deere 5400** his family bought used in January is not a "worst buy", but it does have one rather annoying problem. "The fuel tank is located directly behind the ROPS, while the seat is located directly ahead of it.

The combination makes it really tough to see the drawbar from the tractor seat so it's difficult to hook up to implements. I E-mailed the company with my concerns and a few days later I received an E-mail back from them. It said I had a good suggestion and it would be passed along to engineering."

**Quence Walters, Des Arc, Ariz.:** "It's the biggest, most powerful tractor in our fleet and does ride a little rough on rough terrain. But most big 4-WD's do," says Quence, pleased with his 1994 **Case-IH 9270**. "The seat could be more comfortable. It squeaks and rattles. Also, the hydraulic hookups are poorly designed. Dirt and grit get in them every time you unhook a piece of equipment. It takes longer to unhook the hoses than the implement. This year, before we go to the field, we intend to replace or try something different with the hookups."

**Reuben L. Weaver, New Holland, Pa.:** "It's a little workhorse," says Reuben, well pleased with his 1992 **Kubota B7100 4-WD**

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