



Larson restored his 1984 Iveco cab-over truck by replacing the truck's original cab, which had rusted out, with one off a used Autocar truck.

"IT'S BUILT TOUGH AND RUNS GREAT WITH MORE THAN 200,000 MILES ON IT"

Replacement Cab Kept Old Truck On The Road

"It's a heavy-built 1 1/2-ton truck that has cost me very little over the years," says Victor Larson, Freesoil, Mich., about his 1984 Iveco cab-over truck which he "restored" by replacing the truck's original cab, which had rusted out, with one off a used Autocar truck.

Larson bought the Iveco truck used and mounted a home-built flatbed on it. When the cab rusted out, he found a 1979 Autocar cab off a dump truck. The cab was longer than the Iveco cab so he removed the original truck frame and replaced it with a longer one off another used Iveco truck. He made a new front end, and also made a new hood, fenders, grille, muffler, and installed a set of headlights designed for snowplows. He also replaced the truck's original hydraulic brakes with air brakes.

The truck still has its original engine, 5-speed transmission, drive train, chassis, and wheels.

"It has way more than 200,000 miles on it so it doesn't owe me a nickel," says Larson. "I use it to haul grain, wheat seed, hay, shelled

corn, equipment, pallets of wood, etc. It has 'armstrong' power steering and isn't a fancy truck, but it always gets me home. It can haul five to six tons at a time. I made my own grain box that mounts on the flatbed. The flatbed is equipped with a fifth wheel hitch for pulling trailers and has a receiver hitch on back.

"The Iveco cab-over truck is made in Italy while the Autocar is a division of White trucks and is made in the U.S. Autocar trucks are still made today and are now part of the Volvo-White company. Autocar trucks are built tough. There's a saying that goes, 'All other trucks wear out, but Autocars just grow old'. I bought the Autocar cab at a scrap yard.

"Although the Iveco cab was rusted out the chassis was still good. Altogether I used parts off three different Iveco trucks to re-build this model."

Contact: FARM SHOW Followup, Victor Larson, 1163 W. Townline Rd., Freesoil, Mich. 49411 (ph 231 464-5619)

Scissor Presses Straighten Auger Tubes

It's easy to damage a grain auger, particularly unloading augers on combines which extend out to the side and often bump into poles, trees, or other equipment. Repairing auger tubes can be an expensive proposition.

Albert Stier, Petersburg, Ill., came up with a way to make auger repairs himself. He makes auger expanders using two pieces of half-round heavy-gauge steel pipe welded to the top and bottom of an automotive-type scissors jack.

To repair an auger, he attaches a pipe-crank to one of his expanders, pushes it into the auger tube, and then cranks the jack from the end of the pipe.

Stier has made two sizes of expanders to fit most augers.

Contact: FARM SHOW Followup,



Albert Stier, Rt. 2, Box 37, Petersburg, Ill. 62675 (ph 217 632-2339).



Hardware kit for old IH 4-WD articulated tractors lets you replace the original V-8 diesel engine with a remanufactured Cummins 855 turbocharged engine from TTP.

USES REMANUFACTURED CUMMINS 855 TURBOCHARGED ENGINES

Repower Kit For IH 4-WD Tractors

"Our hardware kit lets you repower old International 4-WD articulated tractors right on your farm. You replace the original V-8 diesel engine with a remanufactured Cummins 855 turbocharged engine from Truck & Tractor Parts (TTP). It's a much more reliable engine that's built to last," says Ray Kiefer, Kiefer Truck Repair, Perryville, Mo.

The kit is designed for 1977 to 1981 International 4586 and 4786 4-WD articulated tractors. It lengthens the frame by 13 1/2 in. and uses new engine mounts that bolt to the tractor. A longer 3-piece hood is supplied to match the lengthened frame. The exhaust and air cleaner are relocated and the radiator moved 13 1/2 in. forward. Also included is a new pre-cleaner and air filter canister.

"It solves a lot of problems farmers have had with the original IH engine," says Kiefer, who started repowering the tractors in 1990 and has done more than 40 repowers so far. "The original engines have 300 hp and 800 cu. in. They were junk even when they were new and it was a mistake for IH to put them in. The big problem is that they turn at a high 2,600 rpm's, which eventually causes the engine to fly apart. Most of them didn't last more than 100 hours. It costs about \$20,000 to put in a new IH engine even then it might not last more than 250 hours without problems.

"The Cummins 855 is a semi engine that's also used in new Deere, Case, and Massey tractors. The total cost to repower with our rebuilt engine is less than \$10,000. The Cummins engine turns at only 2,100 rpm's so you can usually work one gear higher. For

example, if you disked in fifth gear you can now use sixth gear, or if you cultivated in fourth gear you can now use fifth gear. The original tractor ran 30 mph down the highway; with ours you can go 25 mph."

According to Kiefer, another problem with the IH engine is that parts for it are expensive. For example, replacement piston and valves sell for \$460 apiece. The pistons and valves for the Cummins engine sell for \$110 apiece.

The hood for the replacement engine bolts on which greatly reduces vibration, says Kiefer. "The IH engine is mounted so tight that you almost have to remove the hood in order to take out the air filter or water pump. With our kit you can do 90 percent of your engine service work without even removing the hood. The only time you have to pull the hood is to work on internal parts like the valves and pistons."

Kiefer says the tractor's original muffler runs straight up through the hood and is very noisy. "Our kit includes a truck muffler that mounts on the tractor's right front fender which greatly reduces the noise. The air cleaner mounts on the tractor's left front fender."

The remanufactured TTP engine is available with warranties ranging from 1 to 3 years. Kiefer offers a 1-year warranty on all kit parts.

Contact: FARM SHOW Followup, Ray Kiefer Truck Repair, Rt. 1, 1946 Hwy. K, Perryville, Mo. 63775 (ph 573 547-1965; fax 6592) or TTP, 3114 East U.S. 30, Warsaw, Ind. 46580 (ph 219 269-6262).

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