



Home-built cab has a heater, defroster, windshield wipers, and a radio.

3-SPEED TRANSMISSION AND HOME-BUILT CAB ADDED, TOO

Farmall Repowered With V-8 Chevrolet Gas Engine

"It makes an ideal second tractor for pulling hay or forage wagons and for plowing snow," says Paul Thomas, Hollsopple, Penn., who, with the help of son Stan, repowered a 1951 Farmall M with a Chevrolet 350 cu. in. V-8 engine. They also connected the car's 3-speed automatic transmission to the Farmall transmission and fitted the tractor with a home-built cab.

"It has plenty of power for work on hills and runs at speeds from a slow crawl up to 40 mph on the highway," says Thomas.

Repowering Farmalls is nothing new for Thomas, who repowered an old F20 with a V-8 gas engine about 15 years ago.

Thomas paid \$200 for the Farmall M which had a seized-up engine. He removed the engine and used 2 by 4-in. steel box tubing to build a frame that would hold the new engine and transmission, extending the tractor's overall length by 21 in. and moving the hood and fuel tank forward. The front driveshaft yoke on the Chevrolet transmission was modified so it could be hooked up to the universal joint on the Farmall transmission. He used the Chevrolet power steering pump to supply live hydraulic power to remote outlets on

back of the tractor and to a hydraulic lift cylinder mounted on front. He needed bigger rear tires to take advantage of the extra horsepower so he split the original wheel rims in half and added 4 in. to widen them out, then mounted 16.9 by 38 tires. Fluid was added to increase traction as well as overall weight.

He modified the drums on the original "band" style brakes by welding front brake rotors from the Chevrolet disc brakes onto them.

"The tractor doesn't have a 3-pt. hitch, but it has enough hydraulic power to raise or lower a 12-ft. disk," says Thomas. "We use the front-mounted cylinder to operate two different snowplows. One is a straight blade that can be angled from side to side by a separate cylinder. The other is a V-blade plow that we use when the going gets tough. We use tire chains for extra traction.

"We can shift the Farmall transmission by simply putting the automatic transmission in neutral. However, we usually keep the 5-speed transmission in 5th gear and use the 3-speed automatic transmission to adjust speed. There are 15 forward speeds



Once installed, straw spreader cones mount on new chaff spreader and entire unit slides out for easy access to sieve area.

NO BELTS, CHAINS OR HYDRAULICS

Mechanical Chaff Spreader

If you've looked at all the chaff spreaders on the market and haven't found one you like, you'll want to take a look at this spreader introduced by Hillco at the recent Ag Expo in Spokane, Wash.

The new spreader - for Case-IH Axial Flow combines - is unique in that it's direct-driven off the existing straw spreaders with no chains, belts or hydraulics to worry about. What's more, once installed both the chaff spreader and straw spreader cones slide outward as a single unit, giving you "walk-in sieve access". According to the company, you actually have better access to sieves once the kit is installed than with no chaff spreader installed at all.

"It requires less horsepower and maintenance than a hydraulic or belt-driven spreader and you don't have to worry about system overload like you do with some hydraulic spreaders. What's more, bearings mounted in the add-on spreader trays stabilize the original straw spreader cones, increasing the life of the gears and bearings by eliminating shaft wobble,"

and three reverse.

"The pto has three speeds. To use it we put the Farmall transmission in neutral, then shift the automatic transmission into gear. To stop the pto, we just idle down until the automatic transmission stops.

"The cab has a heater, defroster, windshield wipers, and an AM-FM radio. We used box steel tubing to make a rollbar for

says Lenny Hill.

Another advantage of the new Hillco spreader is that there's a solid aluminum spreader tray that runs all the way under the twin impellers with no gaps to allow material to fall through to the ground. Spreader is designed to spread evenly to both sides of combine over header widths of 30 ft.

Installs with no welding or cutting. Quick-pin hex couplers install between the straw spreader cones and drive shafts on combine. To slide the unit out, just disconnect the quick-pins, release the tray latch, and pull. The original straw spreader cones, along with the chaff spreader, slide out as a unit.

Sells for \$1,350. Hillco also makes a hydraulic-driven chaff spreader to fit most combines that sells for \$1,600.

For more information, contact: FARM SHOW Followup, Hillco, 107 1st Avenue, Nezperce, Idaho 83543 (ph 800 937-2461 or 208 937-2461).

the cab, then added sheet metal and glass windows. The two doors on back can be lifted off and all the windows crank out. We added a hand-operated throttle that makes it easier to unload forage wagons from the ground."

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Dressed-Up Deere "B" Sports A Home-Built Cab

"I started out planning to build just a heat housing for my 1952 Deere B tractor, but I ended up with a complete cab," says Paul Potter, Columbus, Ind., who recently sent FARM SHOW a photo of the "dressed up" tractor.

The outside walls of the cab are made from steel and the inside walls are hardened masonite, with a half inch of styrofoam insulation between the walls. An aluminum visor shades the windshield, which originally served as the rear window on a 1966 Buick Riviera. The two tinted plexiglass windows on each side of the windshield are from an old trailer house and open toward the front. The two side windows behind them don't open. The rear of the cab is open. Chrome strips salvaged from a 1963 Oldsmobile and 1964 Chevrolet were used as trim.

"I built it entirely from scrap materials except for a 4 by 8-ft. sheet of tinted plexiglass," says Potter, who built the cab

two years ago. "People get a kick out of it whenever I take it to antique shows. It stays pretty warm inside the cab. I made panels from hardened rubber that slip in alongside the engine to trap heat and divert it back to the cab. In the summer I open the windows and use an electric fan to blow air toward me. The cab has a fiberglass dash salvaged from the Riviera. The seat is an old office chair and there's an AM-FM radio.

"It's pretty noisy inside the cab because it's mounted so close to the 2-cylinder engine. I added padding and rubber mounts for the windows to suppress the noise but it didn't help much.

"I had trouble starting the tractor because it had only one 6-volt battery. I didn't want to ruin it by converting it to 12 volt so I hooked up two 6-volt batteries in parallel and connected them to the original 6-volt battery and starter. It starts right up now. The tractor's headlights and tail lights



operate off the two add-on batteries. The front and rear flasher lights are on a separate switch. The headlights are off an old car and are mounted on front of the cab."

Potter put 12-in. dia. chrome hubcaps on the rear tires and added chrome strips (salvaged from a 1937 Ford car) on the front wheels. The tractor also has a chrome air intake and a chrome exhaust muffler.

Potter built a 3-pt. "fence cart" for the tractor that's equipped with three spools -

two on the side and one on top. The two side spools are used to unroll electric and barbed wire, while the top spool is used to reel in electric wire. The top spool is a "check roller" designed for old-style planters. It's pto-driven off a gear reduction box salvaged from an old roto-tiller.

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