

## Trench-Digging Wheels For ATV's

"Turn your ATV into a ditching machine by simply removing the stock wheels, bolting on Trench Wheels, and driving through your fields making trench tracks, which drain unwanted water off your crops," says Steve Raguse, inventor-manufacturer of new trench-digging wheels.

Trench Wheels are narrow V-shaped wheels featuring steel rims with aggressive lugs which enable farmers to drive through mud and standing water making trenches for water to drain.

"We've had tremendous response. Farmers in the Red River Valley love these wheels," he says. "After attending the National Farm Show in Louisville, Ky., farmers all over the nation are using Trench Wheels."

The wheels pay for themselves many times over by draining excess water in spring time to get in fields earlier. However, the wheels make the most money for farmers, by draining water off seeded and growing crops after heavy rains. Trench Wheels are



**Wheels make a 4 to 14-in. deep trench in muddy ground. Deeper trenches can be made by making repeated passes in the same tracks. Works great for draining water away from flooded fields.**

an excellent water management tool.

A set of four Trench Wheels sells for \$1295.

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**Reader Inquiry No. 153**

## Kit Makes It Easy To Convert Ford To V-8 Power

"We had tremendous response to your original article from readers all over North America who want more power in their Ford N-Series tractors," says Don Knasel, who developed a kit that makes it a snap to install V-8 flathead engines in place of the original 4-cylinder. Don came up with the do-it-yourself kit after converting 26 Ford 8N tractors himself.

"Most anybody capable of changing oil or spark plugs can switch engines with the kit in about 8 to 10 hours," says Knasel. "It can be used to convert any N-Series Ford tractor."

Knasel calls his kit the Awesome Henry V-8 Ford Conversion Kit in honor of Henry Ford. He figures Ford would appreciate its simplicity and ease. Each kit is handcrafted and bears its own metal nameplate and registration number. The kit itself costs \$1095 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the 8N transmission and frame.

"Just disassemble and remove the stock 4-banger, bolt in the conversion kit and slide the flathead V-8 into place," says Knasel. "No special tools are needed. The conversion kit uses the clutch, pressure plate and flywheel found on the flathead V-8. We haven't even had to adjust the clutch; they just slide in."

Optional items not included in the kit is



**Kit costs \$1095 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the Ford 8N transmission and frame. Knasel says it takes about 8 to 10 hours to install.**

a smaller 4 3/4 gal. fuel tank available for \$145. It's needed to make room for the carburetor on the flathead. Available is a new block hugger type manifold that drops out of both sides. With brackets and bolts, at \$225. A tank conversion needed to change the 8N radiator to a V-8 is \$125.

"A lot of guys will use their own tanks or manifolds, so we don't include them in the conversion kit," notes Knasel.

Before retiring from the collision and used car business, Knasel and his son Dave had collected around 100 mostly N-Series tractors. He is now down to 25 that he is keeping

for his collection and another 10-12 he may convert to flatheads.

"It's a question of do you want to overhaul a 4-cylinder that may be a little tired or replace it with a V-8," says Knasel, "Nothing sounds better than those little flatheads."

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**Reader Inquiry No. 32**