

"We bought our Deutz DX 160 new in 1984 and we're well-satisfied with it. It's economical to run, a pleasure to operate and has lots of power and excellent lugging ability. My kids love the seat, which has a myriad of adjustments and rides like a Mercedes. The 36-speed transmission with creep gears is excellent and the creep gears are really handy when you need them for a special job. The hydraulics on this tractor are just excellent. They compare favorably with our Deere 4020, which was the best I have ever seen. On the negative side, the glow plug does not warm up fast enough. Some kind of crankcase heater for the oil would help cold weather starting. The external hydraulic outlets should have a flow control to vary the oil flow similar to what Deere uses on their tractors. We changed the lights to halogen lights, purchased from Ford. They make a big difference for night work. This tractor developed a cracked front hub in 1988 when it had nearly 1,500 hrs. on it and was out of warranty. The problem was blamed on us for using duals on the front axle but it was in fact caused by a manufacturing defect in the machining of this hub. Our dealer replaced the hubs (the other one was crooked) at a nominal cost," says Allan Augustine, Port Colborne, Ontario.

"My Deere 1050 MFWD has unbelievably good power and fuel economy due to the factory-installed turbocharged. It's not unusual to get 85 hrs. out of a 55 gal. drum of fuel. It pulls a 9-ft. disk in 5th and 6th gear. It turns as tight as a narrow-front tractor. The FWD system is totally enclosed, has excellent hydraulics and an unstoppable pto. Handles well, I love it. Unfortunately, Deere has discontinued this model. The new 670 through 1070 models are not turbo-charged, compression ratios are lower, and crankcase capacity has been drastically reduced. Compared to the older Deeres, the new ones look like toys or glorified lawn tractors. One change I made was to knock the baffle out of the muffler so the engine could breathe easier. It made very little difference in noise level because the turbocharger also acts as a muffler," says Gerald Starinsky, Avella, Penn.

Fred Yoder, Plain City, Ohio, says he's happy with his Case/IH 7120 Magnum tractor with MFWD. "It has excellent power for its rated size. The cab is comfortable, visibility is superior to anything I've ever operated, the hydraulics are good and the

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engine starts in cold weather with ease. Fuel economy is excellent and the warranty is the most extensive offered in today's market. The tractor could turn shorter. It would help if the front drive axle would disengage automatically when you turned sharp. Also, it's easy to forget to disengage the front axle on the road. An automatic shut-off would be helpful at road speeds. The tractor also shifts hard between gears 6 and 7 while under heavy load."

"My 1988 Deere 4650 has a lot of power and good fuel economy but has a lot of hydraulic noise in the cab when the 3-pt. hitch is used and the draft control lever is in the locked-out position. I feel the cab is not as quiet as my other Deere tractors. Also,

the lights in the grille on front of the tractor should be adjustable. Mine seem to shine up in the air and not on the ground ahead of the tractor," says Gerald Johnson, Hector, Minn.

"I have four 1983 Versatile 895's. I'm generally satisfied because I think I received about what I paid for. The components are reliable including the engine (Cummins), the differential, tires, radiator, hydraulic system, and so on. Some parts, like the transmission, are made by Versatile and are reliable but about as modern as a Model T. The same can be said about the clutch. It sometimes stops the transmission so that you can shift gears. But it's reliable. The hydraulic system is the same way. Versatile is now owned by Ford and will probably be improved, but I doubt very much that reliability will be improved. Versatile may be called "EI Cheap" by some farmers but at least I stay in the field with them. One thing that's not cheap are the seats. They're wearing out and new ones cost nearly \$1,200 apiece. If I were looking for another 300 to 360 hp. tractor, I'd look for one with either a Cummins or Caterpillar motor," says Hjortur Hjartarson, Ethridge, Mont.

"It had defective hydraulics the day it arrived but the dealer refused to repair it. The radiator leaked because it was poorly soldered. After 240 hrs., a connecting rod was split from top to bottom when a pin bushing was pressed in. There's no brake on the right side. The dowel pin holes for the brake plate were defective and the casting was split. The dealer refused to do anything about these problems. The balance shaft bushings fell out, ruining the block. This tractor always had something wrong. It must have been made on a Monday morning. It sat at the dealer's for a year," says Arden G. Walizer, Loganton, Penn., about his "worst buy" 1979 Deere 2440.

"We're pleased with our 1986 Ford 7710 except that the engine swallowed a valve at 800 hrs. We had to replace the engine and Ford would not help because it was warranted for only one year. I feel that any tractor engine manufactured in the 1980's should last longer than 800 hrs. The dealer support was great but company response was zilch," says Gordon C. Newton, Sinclairville, N.Y.

"With nearly 400 hrs. on our 1988 Deere 4250 tractor we have had no trouble. We like the powershift transmission and it has all the power we thought it would have. One suggestion would be to improve the hood to make the engine easier to work on. If I were in the market for a new tractor, I'd buy another Deere. I've had six Deere tractors over the years and all have been good buys. I have a 1953 Model 50 with over 10,000 hrs. and have not replaced pistons or main bearings yet," says Harry W. Schultz, Creston, Iowa.

"My 1985 Deere 8650 has good power and is economical on fuel at an average of 10 gal. per hour pulling a 41-ft. chisel plow or a 44 1/2 ft. field cultivator. I had a head gasket leak but Deere took care of it. We've had trouble with radiator plugging with trash and dirt and it causes the tractor to overheat. The fins on the radiator are too small to let dirt and trash through so we have to clean it out every 100 hrs. or so. A seal on the powershaft to the front rear end is leaking oil. We have 3,000 hrs. on it. The tractor could use more low-end torque and they should change the location of the air ducts to get them away from your face. It can be a nightmare to work on because of the way



### Home-Built "Forklift Tractor"

Richard Everhart, Clark, Mo., built his own "forklift tractor" to use around his welding shop by salvaging the tires, axles and engine from an old Gleaner E combine.

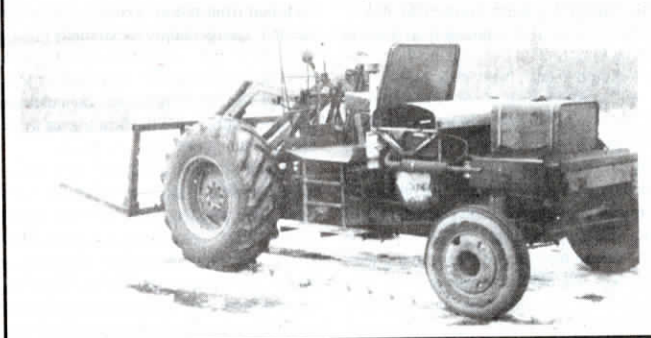
"It's a great load handler," notes Everhart, who uses the rig's platform to haul tools, implements and other materials into the shop where he can work on them. "I've lifted huge loads 9 1/2 ft. straight up, including a corn head weighing more than two tons and a horse trailer that I stood on end so I could replace the floor. It's handier to use than the ceiling-mounted chain hoist I had been using, and it's more versatile. For example, I can tip the platform up on its edge to push gravel, loose dirt, or snow. The platform is equipped with stake pockets so I can use it to carry firewood. By removing two bolts I can slide the platform off and use the forks to haul big round bales or logs. I can also drop a 2-in. ball hitch into either of the front stake

pockets to pull trailers around the yard."

The 1/8-in. thick metal platform, 7 ft. wide and 3 1/2 ft. deep, is welded to 3 by 4-in. tubing that slips over the forks. The platform is lifted by two hydraulic cylinders and tilted or leveled by a separate pair of cylinders powered by a belt-driven hydraulic pump.

Everhart used 7-in. 1-beam to build a frame between the old combine axles. The 40 hp, 4-cylinder, belt-driven engine is mounted crosswise just behind the driver's seat - which came from an old school bus. There's a large storage compartment under the driver's seat and steps on each side of it. The steering wheel and driver's platform also were salvaged from the combine. There are 600-lb. counterweights on the rear of the tractor with a 20-gal. gas tank mounted on top of them.

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it's designed although the new Deere tractors have been greatly improved. I put screens over the engine compartment to protect it from trash when the ground is wet and the tires pick up straw and dirt. Deere put a coolant recovery system on the tractor because we had trouble with overheating due to radiator pluggings," says Richard Kurtz, Shenyne, N.Dak. "If I were in the market for a new 4-WD tractor I'd buy another Deere. Their resale value stays high."

"I'm well-satisfied with my 1986 Deere 4450 2-WD. I like the comfort and the powershift transmission, which is especially good when running the chopper. It was the best tractor you could buy at the time we bought it but now we'd have to take a look at the Case/IH Magnum," says David Erickson, Blanchardville, Wis.

"In general, this tractor works okay but all the small things that have gone wrong are disturbing," says Robert Stiles, Marmora, Ont., about his 1984 Massey Ferguson 690. "I've had to replace every switch in the top of the cab and it won't start in cold weather unless it's plugged in. The switches should be dust-proofed or sealed away from the air intake area."

"Our 1988 Deere 3155 4-WD was received in excellent condition however, little adjustments seem hard to get corrected. It has been back for service several times and the mechanics don't seem to get things adjusted or corrected until it is returned two or more times. I like most everything about the tractor except that I had to have the dealer reposition the steps. When the front-end loader was mounted, the steps were at an angle making it easy to slip," says Mike E. Chavis, Aiken, S.C.

"Our 1989 White 185 2-WD has good lugging power, good fuel efficiency and is just an excellent all-around tractor. The only complaint I've got is that the gear shift linkage rattles," says Don L. Hubers, Belhaven, N.C.

Lorenz Metzger, Darien Junction, Ill., likes his 1989 Case/IH 7140 MFWD Magnum. "Excellent handling, good fuel economy, no trouble as far as maintenance and it's got plenty of power. We're completely satisfied."

"My 1980 Deere 4440 is a pleasure to use and operate but a piston blew at about 5,000

Continued on next page