



Ford Tractor With GM Diesel Engine

Oregon farmer Mike Reed, of Sheridan, made his own tractor for less than \$3,600 by combining two of his favorite pieces of equipment — a 1959 Ford "Power Major" tractor and a 2-71 General Motors diesel engine.

Reed salvaged the tractor from a junkyard and got the engine from military surplus. "There wasn't anything wrong with the tractor," says Reed, "it was just a shameful waste of a good machine. The GM engine is powerful, and easy and cheap to overhaul. It gives the tractor 60 hp., about 30% more hp. than the standard engine, thus making the Ford an excellent around-the-farm tractor."

Reed put 23.1 by 26 wheels from a 95 Deere combine on the back to give the tractor a smoother ride. He put adaptor plates on the axles to match the different wheels and rebuilt the front axle.

Because the new engine is larger than the standard engine, Reed had to raise the hood 6-in. He also installed an air cleaner from a combine and mounted the radiator higher.

Reed notes that, to fit the Ford transmission, he only had to add an adaptor plate between the two flywheels and another adaptor between the two housings.

He plans on adding a turbocharger.

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Re-Powered Pickups

"The power of pickups over the past few years has dropped so far they can't do the work they need to do anymore," says David Skouby, Waukomis, Okla., who's come up with a combination of add-on attachments for repowering farm pickups that he says has worked well for his and neighbors' pickups.

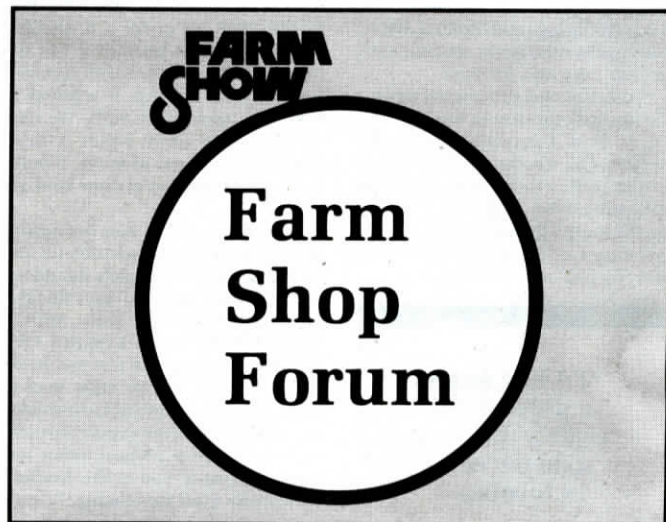
"I use an Edelbrock Performer intake manifold with a 600 cfm Holley four-barrel carburetor. I also use a Competition Cams high-energy 268 "duration" camshaft. On some pickups I also install headers and duals, which are worth the gain they give in power and handling. The carburetor should be jetted 2 or 3 steps richer on the primary side of the carburetor when headers are used and 1 or 2 steps richer without headers. Pickups re-powered this way run stronger, smoother, and get 1 to 2 mpg better mileage. The motor will also run cooler when under loaded conditions than before."

Foaming Anti-Freeze

"I have a problem when I add Prestone anti-freeze, and a sealer, to my 1955 TD9 International dozer. When the sealer and anti-freeze are put in the radiator together, foam comes out the cap. I wrote to Prestone last year but got no reply. When I just use water and sealer, I have no problem. As I add the anti-freeze, it begins to foam. Can anybody help?" asks Preston Manchester, Warren, Rhode Island.

Rust-Free Hand Tools

Edward White, Fairfax, Missouri, has used the same hand tools — shovels, hoes, spades, garden rakes, etc. — for 60 years. The secret is how he stores them. "I keep them in a large cast iron tub filled with sand that's been soaked with used crankcase oil," he told FARM SHOW. "After I use the tools, I just clean off the dirt and shove them into the sand until I need them again. There's enough oil in the sand so that it's like soft mush. You should use very fine sand. Gravel won't work because it's too hard to slip anything into it. My old tools are shiny and look like new because rust has never been able to get to them."



Welding Shafts Together

When Myron J. Helms, Brookville, Ind., has to weld two broken pieces of shaft together so the break will hold — on a drive shaft, for instance — he's sure that it will, thanks to his welding procedure. He drills a hole into either end of both drive shafts and fits a small rod or old drill bit into the hole, depending on the size of the shafts being joined. Before pushing the two pieces of rod back together, he bevvels off the corners of the broken edges to a 45° angle for welding. "Makes for a tight joint that's stronger than before," he says.

Fix Damaged Bearings

"I can't remember when or why I started using this idea but it works great for removing the cup of a damaged Timkin bearing which cannot be removed with a conventional bearing puller," says Arnold E. Erasmus, Arrowwood, Alberta. "The first step is to run a bead around the inside face of the cup with your welder. The bead does not have to circumvent the whole bearing cup face. Allow the weld bead to cool. As it cools, the bead will shrink the bearing cup so that you can remove it with your fingers."

Easy Gasket Installation

Holding valve covers or pan gaskets in place while reinstalling covers is often a tricky and frustrating process. Keith Farley, Kimball, Neb., says he's come up with a procedure that makes it easy.

"I cut the ends off several bolts that'll fit the holes and then saw screwdriver slots in the ends. I screw these into the casting in the most critical locations, leaving about 1/3-in. protruding. I then stretch the gasket over these bolts, so that it hangs on the exposed threads. When the pan or cover is put on over the studs, I screw regular bolts or screws into the remaining holes and remove the temporary studs," says Farley.

International Shifting

"Has anyone come up with a way to modify International 1206 or 706 tractors to make shifting from high gear to reverse easier? It's always a problem to shift through this low range gear, especially when using a front-end loader," says Chester Bajer, Barrhead, Alta.

Editor's Note: FARM SHOW has featured a couple shift aids in the past for IH tractors. The most recent was the "Slick Shifter" from Birch Ltd., P.O. Box F, Bennett, Iowa 52751 (ph 319 893-2962).

"I Wish Somebody Would Make . . ."

Readers often contact FARM SHOW looking for machines to tackle specific chores. Sometimes we can find them and sometimes we can't. Following are some examples of equipment and accessories on farmer "wish lists".

"I would like to see someone develop a conversion kit to convert a regular gas engine into a steam-powered engine so that you could develop steam in a boiler and feed it into the pistons and drive line of conventional tractors, trucks, and cars," says Gordon Gregorson, Wisconsin Dells, Wis.

"I became sold on 20-in. rows for corn in the mid 1960's because the narrow spacing works so well, together with minimum tillage techniques, on our rolling southwestern Wisconsin land," says Edwin Stauffacher, Mineral Point, Wis. "Now I have a problem locating new 20-in. equipment. Our Deere 1300 planter is getting old, as is the 4-row chopper head for our Fox Maxi self-propelled chopper. The 8-row, 20-in. cornhead for our 7700 Deere combine is holding up well but Deere no longer makes 20-in. row equipment. Using 20-in. spaced equipment I can harvest 20, 30, 38 or 40-in.

spaced rows of corn with no problem. And with 20-in. rows you get great yields with good weed control."

"I wish someone would take over manufacture of Case combines," says Tom Cassan, Dundalk, Ont. "My father used a model 700 for years. For its size, it had good capacity and I've never seen a combine that is its equal for cleaning grain. It was also very economical to operate. Scarcity of parts forced its retirement. I also wonder why Allis Chalmers doesn't build pull-type combines. With so many big tractors around, we could use the simplicity and

ease of repair of a Gleaner in a pull-type combine."

"I'd like to buy a disk attachment to level soil behind my chisel plow. Harrow and sweep attachments currently available leave a lot to be desired," says Bernard Reichart, New Berlin, Ill.

"I wonder if wagon manufacturers have ever considered making right angle grease zerks for wagon spindles? That way you could grease them without turning the tongue all the way to either side and they could be greased while waiting to be loaded or unloaded," says Ed Winkowitsch, Ashton, Iowa.