

the day we brought it home new," says Russell Braymen, Blanchard, Iowa.

"I bought my 1978 Deere 4440 tractor used at 2,500 hours. Now it's got 6,500 hours. I've replaced a clutch but otherwise it's been a very dependable tractor with no major downtime," says Randy Benson, Bisbee, N. Dak. "Good comfort and power but I wish it had better fuel economy. I added a front fuel tank. My next tractor will probably be a Deere 4450 or 4650 tractor with front wheel assist. They're worth the extra cost because of the higher trade-in value."

Leonard Crismor, Buhl, Idaho, isn't happy with his Case-IH 1594 tractor. "The engine runs good and it has a nice cab, but I don't like the 4-speed powershift. One time it takes too long to shift and the next time it shifts so rough it nearly snaps my neck. The auxiliary valve won't self center, the pto is difficult to operate, and the air conditioner vents are too close to the operator's knee. To add oil you must raise the hood. It starts hard in cold weather and needs a better seat and a larger fuel tank. The transmission fittings should be easier to service and the turning radius should be shorter. Also, there should be a way to store the top link on the tractor. I didn't like the warning flashers running at night so I made them work on a separate switch."

"I'm generally satisfied with my 1978 White 2-70 tractor but it starts hard in cold weather," says Jack Drumm, Prattsburg, N.Y. "Shifting could be improved - it hangs in gear while in overdrive. My next tractor may be a Case-IH Magnum. It handles and shifts really nice and has a quiet cab."

"I really like the power shift 8-speed transmission," says Paul Pulse II, Hillsboro, Ohio, about his 1987 Case-IH 7110 tractor. "This tractor is economical to operate and has more than adequate power for its size. The engine is easily accessible, and the engine-transmission matchup is versatile and easy to operate. It should have a smaller steering ratio - you have to turn the steering

wheel too many times. I need a smaller utility tractor for light jobs, so my next tractor may be a Case-IH 585 or a Deere 2650."

Russell Anderson, Duncannon, Ala., has had good luck with his 1985 Ford 2810 tractor. "Runs well, is maneuverable and easily serviced. Has a 'big tractor' feel and

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construction not found in other brands of comparably sized tractors. My only complaint is that the anti-sway bars are hard to install. Also, it could use 5 more hp."

Jack Hennen, Ghent, Minn., installed a Turbo II air pre-cleaner and a rear windshield wiper on his 1983 Deere 4450 tractor with power shift. "This tractor has the right power, economy and resale value. It's the right size for any farm job. The pre-cleaner helps keep the air clean when I'm operating a snow blower or chopping dry, dusty alfalfa. The rear windshield wiper is especially handy when I'm blowing snow or working in rain. The power shift works great for handling a silage chopper, baler, and plow, and the cab is comfortable and offers great visibility. I'd buy the same tractor again, but would order it with mechanical front wheel drive."

"My 1985 White 2-110 tractor offers more than adequate power," says Eldon Williams, Dansville, Mich. "I enjoy the cab, air conditioner and heater. However, the company could make the pto clutch easier to hook up."

Trusten Wadsworth, Garden Valley, Calif., is disappointed with his Long 560 T 4-WD tractor. "It's priced okay but isn't made as well as U.S.-built tractors. The clutch and 3-pt. hitch broke, and I've over-

hauled the starter twice. The manufacturer should change the gear ratios - third gear and reverse are geared too high. Also, the tractor starts hard."

Don Novak, Williston, N. Dak., has had some bad luck with his 1983 4248 Deere tractor. "The tractor had only 500 hours on it when the power steering quit. That repair wasn't under warranty and cost me \$350. The shop foreman said they had replaced four power steering units under warranty on the same tractor. I'd consider buying a Case-IH tractor next time because the warranty is better."

"My Versatile 895 is the most reliable tractor I've ever owned," says Darrell Cross, Ovalo, Texas, who also owns a 1981 Versatile 895 tractor. "Neither tractor has required any major repairs. They're great because of their simplicity and reliability. The only improvement I made to the 895 model was to add some Row Brite lights. Based on the reliability and performance of these tractors, my next purchase will be a Versatile 976."

"The hydraulic valves and quick couplers are difficult to hook up," says Dean Stolp, Sprague, Wash., who otherwise is pleased with his 1985 IH Hydro 84 tractor. "It's a super haying tractor and handles extremely well in close quarters. I did add a gadget on my loader that lets me stack round bales higher in the barn." Stolp says that his next tractor will probably be a Case-IH with a hydrostatic transmission. "Hydrostatic transmission is a must for haying and barnyard chores."

Jerry Fachner, Wolf Point, Mont., is pleased with his 1985 Versatile 936 tractor. "I like the simplicity of design and ease of service and maintenance," says Fachner, who owns three Versatile models. "This tractor does need a better transmission lube warning system. The pump has failed twice, resulting in complete transmission failure and requiring a complete rebuild. Service quality seems to have declined since Ford took over Versatile. It took one week to get a transmission lube pump, and that was during the planting season. It also took about two months to get a primary air filter element which wasn't available from other suppliers."

"Our 1976 Deere 4430 tractor has over 10,000 hours without an overhaul," says David Parent, National City, Mich., who nevertheless offers suggestions for improvement. "The power front wheel drive should be gear driven and the radiator should be larger. We've also had some electrical problems with the tractor."

John Berry, Abingdon, Va., says he's "generally satisfied" with his 1979 IH 784 tractor. "Most of the controls are located within easy reach. Good power steering and the gears shift easily on-the-go, but fuel economy could be better and it's hard to start in freezing weather. The brake warning light is hard to see in bright sunlight. Setting the transmission brake doesn't prevent the tractor from operating - it's easy to forget to loosen the brake but if you don't it wears out the brake quickly. A parking brake on the wheels or a park gear would be better." Berry added a Central Tractor quick hitch so he can remove concrete filled-barrels after loading feed with his front end loader and hitch the tractor to his feed wagon.

Robert Efta, Badger, Minn., likes his 1981 Deere 4440 tractor but offers suggestions for improvement. "A swivel seat would be nice and the cab door should close tight. I don't like changing shafts from 540 to 1,000 rpm pto, and changing oil filters is a

messy job."

Frank Carlton, Boomer, N.C. owns a "best buy" 1981 Long 610 tractor. "Good gear selection, power, fuel economy and drives well. However, this tractor needs a heavy-duty 3-pt. hitch and a wet disc brake system with a strong planetary drive." Frank installed a large toolbox on the side of the engine for carrying a log chain and other tools.

"I'm satisfied with the reliability, fuel economy and cold weather starting ability of my 1979 Case (David Brown built) 990 diesel tractor," says Bob Christiansen, Salviva, Ky. "The only problem to date is that I lost some clutch lining material and jammed the clutch into the constant run position. I wish I'd been able to get power shift wheels at the time I bought the tractor."

Terry Whitney, Delavan, Minn., is generally satisfied with his 1979 IH 3588 tractor but has made several modifications to it. "I substituted a high capacity clutch disc and pressure plate which has two to three times the life expectancy of the original. I also replaced the transmission brake with an easier-shifting, high capacity spring-loaded transmission brake (Hy Capacity Mfg., Humboldt, Iowa). After the original grille kept falling off, I fabricated my own grille and bolted it on, using hood latches off a

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heavy duty truck. They should bolt the grille on instead of using spring clips. I also built a truss to reinforce the front axle housing after it broke. The engine needs better end torque, but otherwise it's a well balanced tractor with no need for front end weights. The front wheel assist lets me use the tractor year around for grinding feed, hauling manure, etc. It works great pulling a forage harvester, even in muddy conditions." Terry adds that if he were in the market for a new tractor he'd buy a Case-IH Magnum 7110 with front wheel assist. "It has an uncluttered full-vision cab, good fuel economy, easy shifting and well-spaced transmission."

To improve the lighting, Charles Rainforth, Hastings, Neb., installed 4-in. tractor lights - with an aircraft landing bulb in their center - on his 1983 Allis Chalmers 8030 tractor. "I like its ease of handling, quiet cab, good visibility, good fuel economy and power."

"My 1973 Deere 4030 D tractor is mechanically dependable, but it takes second place for fuel economy compared to my 4020 diesel," says Harry Graves, Sanborn, Iowa. "The manufacturer should install the 4020 engine. I added front fenders made by Hiniker to protect the tractor from flying mud, dirt, etc."

A 1979 Massey 245 tractor works well for Joe Gwin, Keota, Okla. "I only wish it had 4-WD and seats covered with soft material that won't break or crack in cold weather. Also, I must add nearly 800 lbs. of weight on the rear of the tractor before the loader works efficiently. I appreciate the easy-to-get-at fuses mounted on top of the dash."

"I've got over 7,900 hours on my 1977

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## Polish Tractor Introduced

Latest new tractor on the market is the Polish-built Ursus.

"About 97% of all its parts are made by a major tractor manufacturer whom we can't mention by name under our licensing agreement," importer Jay Pearson told FARM SHOW. (The wheel weights are stamped MF).

Ursus tractors, powered by direct-injection diesel engines, carry attractive price tags. They're available in a 30 hp model

C335 (\$7,000); a 34 hp model 2812 (\$10,000); a 42 hp model 3512 (\$11,000) and two models not yet priced — a 52 hp model 4512, and a 58 hp model 4514. Optional accessories include a 150 psi air compressor, remote hydraulics, and an enclosed cab (on model 3512).

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