

# Best And Worst Tractors

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**Ford 8700** tractor and have never touched the engine or drive train," says Winfred Bratten, Brady, Neb. "The tractor uses very little oil, but there are several places where oil seeps out so the tractor gets real dirty." Bratten added more lights and a fire extinguisher. "There should be a place to mount the fire extinguisher," says Bratten, who adds that his next tractor will be a **Ford** "because of its fuel economy and reliability."

"My 1986 **Ford 1510** diesel tractor with front wheel assist gets excellent fuel economy," says Jim Scrivner, Russellville, Mo., who nevertheless has had some problems. "The manufacturer should increase the tractor's hydraulic capacity for loader work. I broke two bolts on the tractor's front end after some heavy work with the front end loader. The seating isn't heavy enough, and at night the headlights shine into the loader frame. To correct that problem we built a FOPS canopy which goes with the factory-installed ROPS."

Ivan Boman, Bridgeport, Neb., is pleased with his 1971 **Case 970D** tractor. "I ground the valves two years ago after 5,400 hours, and this year after 6,000 hours I installed rod bearings and rings. The sleeves showed little wear - the engine uses only about two quarts of oil between changes. I also replaced two injectors and adjusted all of them. The brakes could be improved - if you kill the power they're useless. The controls are handy. We also installed two front head lights for better night cultivating and planting."

"It's been a trouble-free tractor. In seven years we've never had a day of downtime," says Wayne Hongsermeier, Phillips, Neb., about his 1981 **IH 1486** tractor. "We replaced the clutch at 3,500 hours. The only improvement I'd suggest would be an easier, faster shifting transmission. The new Case-IH models have already addressed this problem. We added a pair of lights to see around three 200-gal. saddle tanks at planting."

Elbert Harper, Tipton, Ind., is pleased with his 1983 **Deere 8440** tractor "except that the radiator is in the wrong place. The front wheels constantly pick up trash where it's sucked into the radiator. Also, I'm not satisfied with the present parts situation. We have to travel 30 miles to the nearest dealer. They should have a closer parts depot."

"Works good, service is excellent, and I like the front wheel assist," says Wayne Wagler, New Hamburg, Ontario, about his 1987 **Case-IH 2096** tractor.

"My 1982 **Deere 3140** is an excellent front end loader tractor as well as a field tractor," says Ron Fetkenher, Milo, Alberta. "However, the manufacturer should put all controls in one location similar to larger tractors."

Don Budesheim, Grande Prairie, Alberta, says his newest tractors are three 1967 models - a **Case 930**, and two **Minneapolis Moline G707**'s. "We use the 930 to pull harrows and a press drill and to push a 10-ft. dozer. We use the G707's to pull a 14 ft. tandem disk, 21 ft. field cultivator and 16 ft. deep tillage cultivator. All of the tractors are simple in design and construction so I can repair them myself."

"Our 1979 **Deere 4240**, bought used in 1986, has been an excellent tractor," says Knute Larsen, Strathmore, Alberta. "However, it should have slower speeds - fewer in the 6 to 12 mph range. The slowest speed, 2 mph, is sometimes too fast for pto work. My next tractor will be a **Deere 4250** or 4050."

A 1964 **Deere 3020** is a "best buy" for Marshall Forren, Marshall, Ill., who added rubber floor mats. "They sure help keep your feet from getting so hot."

"The remote handling system on this tractor is handy for moving equipment in the barn," says Jerome Voldness, Mount Perry, Ohio, about his 1987 **Kubota 4-WD 2850**. "This tractor is comfortable to operate and the most versatile small model on the market. The anti-vibration footrest helps reduce fatigue. I use a 6-ft. belly mower that provides an even cut."

"The seat is about as comfortable as a bucket," says John McDowell, Shamrock, Texas, who otherwise is "very satisfied" with his 19 hp **Deere 1986 750** tractor. "It's the handiest tractor on the ranch. We keep a

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**Deere loader on it all the time and put 200 to 300 hours on it yearly. We also use it with a Deere backhoe, tiller, and several ranch-made plows and planters.**

"The pto went out at least 15 times during the first two years we owned our **IH 886** tractor. A pin kept shearing," says Coy Prokup, Porum, Okla. "They replaced the pto and we haven't had any more trouble."

Ronald Haake, Fort Lupton, Colo., likes his 1973 **Massey Ferguson 1085** tractor. "After over 5,500 hours the engine, transmission and hydraulic system haven't been touched except for some seals. We added hand brakes for a one-legged operator."

"My 1976 **Deere 4430** has been virtually trouble-free except for some minor repairs," says Harold Vercler, Washington, Ill. "Good power, and fuel and oil consumption are normal. However, the hydraulic couplers are difficult to engage and disengage, and from the rear cab window it's virtually impossible to see the drawbar."

"I'm satisfied with my 1981 **Steiger ST 251** tractor," says Henry Bierig Jr., Isabella, Okla. "After 4,650 hours I've replaced only a clutch release bearing and a wheel seal. The Cummins engine is outstanding - unbelievable torque at low engine rpm. My biggest complaint is the poor availability of parts, although this has improved since **Case-IH** purchased Steiger. Also, I wish the tractor was easier to service. They should have a central grease bank located at a convenient place on the tractor. My next tractor? I'd definitely buy a **Case-IH 9170** if the price was comparable to other makes."

"I installed styrofoam under the floor mats to reduce transmitter noise in the cab of my 1983 **Versatile 555** tractor," says Ernest Lokken, Weyburn, Sask. "I'm satisfied with the service, performance and fuel

economy of this tractor. But changing oil on it is a messy job. When you remove the oil plug, oil shoots against the hydraulic reservoir and flies all over. You have to remove the oil filters from underneath the tractor - working over your head is difficult. They should mount a filter on the side of the engine for easier service."

Dave Stewart, Goodlands, Manitoba, is happy with his 1980 **Deere 8640** tractor. "After 3,500 hours we've replaced only the water pump and one set of batteries. The lighting system could be improved."

"No down time except for a leaky front pinion seal," says David Krasko, Gull Lake, Sask., about his 1981 **Versatile 835** tractor. "It has lots of power and is fuel efficient." Eddie Baldrige, Yellville, Ark. is happy with his 1967 **Zetor 7211** tractor. "The diesel engine starts like a gas engine and doesn't clatter like all the other diesels I've owned. It's real easy on fuel and starts good in cold weather."

"The manufacturer should offer more substantial fenders with recessed lighting and a heavier front axle," says E. Frazier Ward, Jackson, Miss., about his 1984 **Deutz 6207** tractor. "Fuel economy is great but the tractor isn't as rugged as some other makes for use in forests. We built a front protection bar and grate. It's strong enough to carry objects and even push or pull equipment as needed. I wish we had waited longer for front pto and front end lift. Our closest dealer is 125 miles away."

"There's too much maintenance and too many sensors that don't work properly," says John Ankenbrand, Mount Carmel, Ill., who nevertheless is satisfied with his 1985 **Massey Ferguson 2775** tractor. "The front axle should never have been put on the market because the tie rods are a total disaster."

William Hinrichs, Amboy, Minn., likes the quad range transmission on his 1982 **Deere 8640** tractor but says he would like to

have power shifting. "The quad range transmission is difficult to maintain and hard to work on."

"For its size, it's the most fuel efficient tractor that I've owned," says Peter Hancewall, Beloit, Wis., pleased with his 1986 **Deere 2950** tractor.

Adding a convex mirror to the cab of his 1981 **Deere 4640** tractor let Craig Bowsher, St. Mary's, Ohio, see equipment without turning around. "I've had no major problems with the tractor since I bought it used in 1986. The Sound Gard cab is excellent and the controls are at your fingertips."

"I'm happy with my 1988 **Hesston 65-46** tractor," says Bernard Van Der Zweep, Morrisburg, Ontario. The tractor is fitted with an optional 3-pt. hitch in front. "It works perfect with no problems. One improvement the tractor needs is more room to shift gears."

Kenneth Petersen, Kent, Minn., is happy with his 1983 **Case 2290**. "Fuel economy is good and it starts better cold than the **Deere 4430** it replaced. Visibility is good and the cab and seat are comfortable. One thing I don't like is that it's very noisy when idling. I've been told the problem is in the hydraulic system. Also, the tractor is a little light in the up front when using mounted equipment. I installed an auxiliary fuel tank."

"Our 1980 **Allis Chalmers 5050** runs cheap and does just what it's supposed to do. Runs cheap and maintenance has been reasonable. Good power and it handles well, however the seating is uncomfortable. Your legs get cramped after driving it awhile. Also, **Allis Chalmers** starters should be built heavier. The starters on both this tractor and my 5040 have had to be rebuilt," says James Ridgeway, Kensington, Ohio.

"I'm very happy with my 1987 **White 185**. It has a Cummins 505 engine which is excellent. Runs cool with great power. I like the air ride seat," says Clifford Dearden, Scott City, Kan.



"My 1985 **Deutz-Allis 8070** tractor rides and handles better since I lengthened the wheelbase. Traction is also improved," says Eugene Stufflebeam, Lewistown, Ill.

Stufflebeam, who uses the 4-WD tractor for cultivating and plowing, says its wheelbase was built too short. "Deutz-Allis tractors have a shorter wheelbase than other front-wheel drive tractors on the market. The short wheelbase causes the tractor to ride rough and pull hard."

To solve the problem, Stufflebeam had his local dealer install a longer and bigger diameter driveshaft. The dealer jacked up the tractor's front end, unbolted the casting, and moved it forward 14 in. Then he drilled six 5/8 in. dia. holes in the frame and rebolted the driveshaft. The last step was to rebalance the new driveshaft to prevent possible vibration problems.

Contact: FARM SHOW Followup, Eugene Stufflebeam, Rt. 2, Lewistown, Ill. 61542 (ph 309 547-2748).