



Using 3/4-in. plywood and metal sheeting, Ron Newton made a cab for his Ford 8N.

Home-Built Cab For Ford Tractor

Ron Newton, Friend, Nebraska, made a cab for his old Ford 8N so he could work in comfort when clearing snow off in the winter.

He made the body of the cab out of 3/4-inch plywood, and covered each piece over with steel sheeting salvaged from a couple of old camper shells. He cut windows in the sides, front and back, and then had a window manufacturer make glass windows to fit.

To capture engine heat to warm the cab, he used pieces cut from an old garage door to make covers that extend from the front grille, along the hood and back to the cab.

The cab is held together by 2-in. angle iron along all the edges where two pieces of the plywood come together. "I tapped the holes in the angle iron and use 1/2-in. bolts, 2 in. long, to fasten the plywood to the angle iron," he says.

The cab fits over the seat and steering wheel and bolts to an angle iron he mounted in front of the steering wheel and two more along the fenders. He used pieces of old inner tube to seal up any gaps between the tractor and the cab, and along the 3-point arms.



He cut windows in the sides, front and back and had glass windows made to fit.

He made the door in two pieces, so he can operate the tractor with the top part open if he wants. It has a door handle and latch salvaged from an old screen door.

"I take the cab off in the summer. It comes apart in six pieces and I can remove them in just a few minutes," he says.

Contact: FARM SHOW Followup, Ronald Newton, 156 392nd, Friend, Neb. 68359 (ph 402 947-7961).



Biech's home-built cab has a hinged glass windshield that lets him easily check engine fluids. Hinge pins pull out so he can remove windshield.

Cab For IH Garden Tractor

"The cab I built for my IH 782 garden tractor cost only about \$600. Commercial cabs cost much more and don't have the features mine has," says Richard Biech, Baraboo, Wis.

His cab has a hinged glass windshield that allows Biech to easily check engine fluids. The hinge pins pull out so he can remove the windshield completely in the summer heat. The cab's doors mount on drop pin hinges so they can also be easily removed. The door frames were fashioned out of 1-in. tubing, and the cab's side and rear windows were cut from plexiglass. The cab's top is one piece and bolts solid to the rest of the cab body.

"It's built so tight I mounted a small fan in one corner of the windshield to keep it from fogging up," says Biech. "Since I live on a

well-traveled county highway I wanted better lights than the ones already on the tractor. So I mounted a flashing amber light on the roof that has a brush guard around it, as well as two halogen flood lights under the roof on front. I also mounted tail lights and a backup light near the top of the cab," says Biech.

"My friend Duane Knuth, who is a steel fabricator, sheared and bent the sheet metal. We welded the pieces together at home where we could check the fit by putting the pieces right on the tractor. I painted the cab red with authentic-looking stripes."

Contact: FARM SHOW Followup, Richard Biech, E-14068 County Hwy. W., Baraboo, Wis. 53913 (ph 608 356-9159; E-mail: richard.biech@co.columbia.wi.us).

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