



"It looks nice, almost like it was installed by the factory," says David Agle of Collins, N.Y., who repowered his Deere 5020 with a used Cummins V-8 turbocharged diesel.

Deere 5020 Tractor Repowered With Cummins Diesel Engine

David Agle, Collins, N.Y. repowered his 1968 Deere 5020 with a used Cummins 903 cu. in., turbocharged V-8 diesel engine with about 325 hp. The 5020 originally had 140 hp.

"I use this tractor mostly just as a big play toy and often take it to tractor shows. I've also taken it to a couple of tractor pulls, where it did quite well," says Agle. "I built it because one time when I was in Canada I saw a Deere 5020 repowered with a V-8 Cummins. They had chopped a hole in the hood and mounted the air cleaner on top of the engine. It didn't look very nice and I thought I could do a better job. The engine on my repowered 5020 looks like it was installed by the factory. I polished the valve covers on the Cummins engine to bare aluminum so it really stands out."

The project started after he bought the trac-

tor from a neighbor who had already removed the engine. He bought a worn out Cummins V-8 for \$250. The engine originally had 280 hp and had come out of a Kenworth cabover semi tractor so it was equipped with an automotive-type governor. He sent an injector pump out to a diesel shop in California, and they put a variable speed governor on it.

With the engine totally rebuilt, he started looking for a push-type clutch and bought one from a military surplus company. "I wanted a push-type clutch so I could use the Deere tractor's existing bell housing, throwout bearing and linkage without having to buy new ones," says Agle. "I installed a spacer over the original throwout bearing so the bearing can reach the clutch fingers. An adapter shaft was made to fit the transmission's 1 3/8-in. by 21-spline, connecting the input shaft on one end and the clutch's 2-in. spline on the



A metal pipe with a sharp elbow in it leads from the air cleaner, over the top of the radiator to the intake side of the turbocharger.

other end. A 1-in. adapter plate was made between the transmission and engine bell housing."

New 1 by 6-in. frame rails were made, one of which had to be bent around the engine's oil cooler. Next, the tractor's existing hydraulic pump was mounted between the frame rails. The pump is driven by a shaft with two universal joints and a slip mounted onto the crankshaft.

He removed the tractor's fuel tank from under the hood and mounted an air cleaner from a Kenworth semi tractor in its place. Then he installed fuel tank fenders off an Oliver tractor. "I made a shroud to go over the fenders so they look more like Deere fenders than Oliver fenders," says Agle.

The tractor is equipped with 30.5 by 32 rear tires off a combine, and new 14L - 16.1 front tires. "To install the tires, I widened the

wheel rims out 7 in. on back and 4 in. on front," says Agle.

The frame and hood had to be lengthened about 6 in. The air cleaner is out of the same truck the engine came out of. The exhaust stack is a length of new chrome straight pipe. The air intake stack and exhaust stack are in line with each other, and both exit through the hood. A metal pipe with a sharp elbow in it leads from the air cleaner, over the top of the radiator, and to the intake side of the turbocharger. "I didn't want to chop a hole in the side of the hood and have the exhaust stack coming out there, because it wouldn't look like it belonged," notes Agle.

Contact: FARM SHOW Followup, David Agle, 2915 Rt. 39, Collins, N.Y. 14034 (ph 716 532-1408; babysteiger@aol.com).



Snow plow collar pops on and off a snowplow, turning it into a snow pusher box.

Snow Pusher Pops Onto Plows

Skid steer blades are great for dragging and windrowing snow, but not so great at clearing it out of the way. EasyOn Systems, LLC, is marketing a plow collar that pops on and off a snowplow, turning it into a snow pusher box as needed.

"It reduces snow removal time by 25 to 50 percent," says Sidney Stephan, owner, EasyOn Systems. "It hooks on or comes off in five seconds without the operator ever leaving the cab."

Snow pusher boxes for skid steer plows aren't new. With existing boxes, the operator has to get on and off the machine to attach or remove them.

Stephan's son Michael had been a snowplow operator and he came up with the idea for the EasyOn snow pusher. The operator simply tilts the plow blade forward and drives



underneath the EasyOn box. When the plow blade is rolled back, hooks engage the top rail to hold the box in place.

"It requires no electronics, no hydraulics and no moving parts," says Stephan. "It takes about five seconds. You can use the plow to drag snow away from buildings, windrow it, then hook onto the box and push the snow away."

The 8-ft. EasyOn snow pusher box sells for \$2,500. Models for 7-ft. and 9-ft. plows are also available.

Contact: FARM SHOW Followup, EasyOn Systems LLC, Snow Plow Box System, 22200 Meadowbrook Ave. North, Scandia, Minn. 55073 (ph 651 433-4628; info@easyonsystem.com; www.easyonsystem.com).



Plateless Deere planter units are available as 2-row pull-type or 3-pt. units. They're ideal for wildlife plots and small farms, says the company.

2-Row Deere Planters

Plateless Deere planter units equipped for conventional planting or no-till are now available as 2-row pull-type or 3-pt. units. The planters are ideal for wildlife plots and small farms, says Larry Sims, S&S Equipment, Lancaster, Ky.

"We started making them a few years ago when University of Kentucky researchers were looking for a plateless two-row planter for research plots," says Sims. "I knew a guy who had built one, and I bought it for them. But they wanted a 'Cadillac' version and I knew I could build one that would do a better job."

The results of that first effort have grown into a product that's selling well. Today Sims offers two-row, plateless Deere planters with or without fertilizer units. They fit in the back of a pickup, and the pull-type units can be pulled by a small tractor, pickup or utility vehicle.

"Every planter is really custom built to the



buyer's needs," says Sims. "We use all Deere parts from the planter units to the hitches that come off rotary hoes."

Hunters and small farmers like the plateless design. Sims says they can be used to plant anything from soybeans and corn to sunflowers and pumpkins.

Originally available only in the 3-pt. hitch configuration, the demand for fertilizer units caused Sims to begin offering the pull-type models. The small tractors being used simply couldn't handle the extra 500 lbs.

Prices range from \$1,350 for a 3-pt. hitch unit without no-till coulters to \$2,250 for a no-till pull-type with dry fertilizer application. All four styles can be adjusted to plant 30 to 38-in. rows.

Contact: FARM SHOW Followup, S&S Equipment, 834 Pollys Bend Road, Lancaster, Ky. 40444 (ph 859 548-2277; fax 502 379-4143; sandsequipment@alltel.net; www.sandsequipment.com).

Have You Renewed Your Subscription?

Don't miss our next issue! Check your mailing label on front of this issue to see when your subscription expires.

To renew, use the order envelope enclosed with this issue, or the order coupon on page 44.

Or call us toll-free at 800 834-9665.