

## Rebuilt Case Makes Ideal Blower Tractor

Derek Jenkins wanted a big snowblower to clear the snow around his farm and at the local airport. He didn't want the pain of looking over his shoulder as he backed down a runway. His solution was to reverse the cab on a 4490 Case and hang a 110-in. Schulte blower on it. His converted tractor works even better than he expected.

"With a light wind to help, I can blow snow from one side of the 75-ft. runway into the ditch on the other side," says Jenkins, a member of a local flying club. "With the engine behind and the blower in front, I have excellent visibility and maneuverability."

Jenkins' first problem was finding a tractor cheap enough to justify use as a dedicated snowblower. He also wanted one with a cab that could be easily reversed. When he heard about a 1980 4490 Case for only \$5,000, he bought it sight unseen.

The price seemed too good to be true. The cab was fairly symmetrical, so Jenkins could see how it could be reversed. The previous owner had traded the tractor for salvage price after it broke down in the field, unable to lift a cultivator or move.

"The owner figured it couldn't be fixed," says Jenkins. "I found that a spline on the shaft that runs from the flywheel to the transmission had been stripped. It powers hydraulic pumps and the pto."

After getting the tractor running, Jenkins detached the wiring harness and other controls. He then lifted the cab off the support cross bars and turned it around. He reattached it to the crossbars on the frame 7 in. farther back, enough to clear the engine head.

"The wiring harness was one big, 20-wire square, multi-pin block," says Jenkins. "I had

to drill a new hole in the floor for it and add 7 ft. to each wire. I just did one wire at a time so it wasn't too bad."

Reattaching the steering was easy, as the power control unit stayed with the cab. All Jenkins had to do was lengthen one hose and reverse the connections to accommodate the reversed position of the steering wheel. Other controls also were fairly easy to accommodate.

"I labeled the four hydraulic hoses for supply and return and ran them through a bottom corner window," says Jenkins. "The throttle and range shift were all up on the console beside the steering column. The power shift had been on the right side of the seat, but now was on the left side, so I put it on the side console with the hydraulic controls."

Jenkins' biggest challenge was to reverse the drive. He started by taking the wheels and final drives off and pulling the side shafts out of the differential. He then undid the crown and pinion carrier, rotated it upside down and bolted it back in place.

"One side shaft is longer than the other," explains Jenkins. "Once I turned the differential, I had to swap side shafts front and back to match the reversed spacing."

Mounting the blower was easy compared to modifying the tractor. Since the 4490 had no 3-pt. hitch, Jenkins had to fabricate one.

He built a square framework out of 4 by 4-in. steel tubing with quick-tach mounts for the blower. After removing the existing drawbar and its mounts, he used four hydraulic cylinders and a set of support arms in place of top link and lift arms.

The upper set of cylinders was mounted to pin eyes welded to an existing 3/4-in. plate



To clear out snow, Derek Jenkins reversed the cab on a Case 4490 tractor and mounted a 110-in. Schulte snowblower on front.

below the hydraulic outlets. The rods on these cylinders attached to the top of the square frame. They filled the top link function and also provided a tilt option.

The second set of cylinders was mounted to pin eyes also welded to the plate 6 in. below the first set. These cylinders extended down with their rods attaching to the bottom corners of the square frame. Steel arms fabricated from 2 by 4-in. steel tubing were pinned to the same lower corners, as well as to the frame of the tractor. Together they functioned as lift arms for the 3-pt. action.

"The lift arms give me about 15 in.

clearance for normal maneuvering," explains Jenkins. "Using the top cylinders, I can tip the leading edge of the blower back and up so it has about 30-in. clearance. That helps if I have to load the rig on a trailer for transport."

The 4490 was equipped with duals and older 20.8 by 34 tires. Jenkins replaced them with single 18.4 by 38's, which gave him a narrower wheelbase.

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## Winch Rotates Snowblower Chute

Kevin McNabb, Innisfil, Ont., mounted a cab on his Deere 4110 24 hp tractor, which helped a lot when operating his 3-pt. mounted snowblower. However, with the cab on he could no longer reach the hand crank to rotate the snowblower chute.

His solution was to mount a small electric winch on the snowblower that operates off the tractor's battery. A push button controller mounts on one of the tractor's fenders and is used to operate the winch.

"It makes an inexpensive powered snowblower chute. My only cost was the \$50 I paid for the electric winch," says McNabb.

He removed about 3/4 of the cable from the winch, then bolted the winch on top of the snowblower in front of the chute. He looped the remaining cable a couple times around the bottom of the chute and then back to a pilot hole that he drilled in the winch's spindle.

From there the cable is threaded through a hole at the end of the spool in the opposite direction.

He needed 12-volt electric power to operate the winch, so he ran a cord from the winch up to a quick disconnect. He also mounted an old household 110-volt outlet and receptacle box on back of the tractor. The receptacle box is wired to the tractor's battery. Another wire runs from the winch up to a push button controller that's attached to the fender inside the cab and is used to rotate the chute left or right.

To keep snow off the tractor driver he bought a canvas canopy designed for a walk-behind snowblower. The canopy came with a clear shield in front and was designed to mount on the snowblower's handlebars. McNabb mounted the canopy backward on the tractor, and fastened it to the fenders using



A small electric winch, operated by a push button controller mounted on tractor fender, is used to rotate the chute on 3-pt. mounted snowblower.

homemade brackets.

"I used to come into the house looking like the abominable snowman. Now I'm snug as a bug, and snow-free," says McNabb. "I paid \$90 for the canopy. The only drawback is that the canopy's front side is open to the wind. It

would be nice to have an enclosed cab with radio, but for \$90 I can't complain."

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## He Swaps 84-In. Snowblower From Tractor To Truck

One snowblower is all you need for truck and tractor use if it's from SnowVac. Equipped with wireless controls and its own engine for power, the SnowVac snowblower can move from tractor to truck and back in minutes if both vehicles are equipped with quick-attach systems.

"It's set up to work with standard Arctic snowplow mounts on trucks," says Robert Famoso, SnowVac. "The Arctic mount is heavy-duty with the hydraulic pump built into the mount frame, where it's protected and out of the weather. The operator has the option of quickly swapping out a snowplow for the snowblower."

Tractor options include the front-end loader quick-connects or a lift mount that can be attached in place of front-end weights.

Either way, the blower is mounted to the front end of the tractor for maximum visibility.

"The 84-in. SnowVac is designed for use with 3/4-ton trucks and larger tractors that can handle its 1,200-lb. weight," says Famoso.

Regardless of what the SnowVac is attached to, it's easy to adjust and operate. The wireless control unit is the size of two cigarette packs and can be hung by a strap around the neck. It controls start/stop, chute up/down and throttle. The Arctic mount has its own control package for raising, lowering and swiveling the blower or snowplow.

Power for the 84-in. wide blower is provided by a 38 hp, commercial grade, Kohler engine.

The snow blower has a base price of \$10,300. It's also available with hydraulic



Snow Vac snowblower can be moved from tractor to truck and back in minutes when both vehicles are equipped with quick-attach systems.

chute rotator, electric-powered chute deflector and flip-up engine cover for \$11,300.

SnowVac also makes a 60-in. snowblower designed for use with lighter trucks and utility tractors. A 27 hp Kohler powers it.

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