"Restoration quality" mufflers for Farmalls are available in both aluminized steel and polished stainless steel.

Restoration Quality Exhaust Mufflers For Farmalls

You can dress up an old Farmall with these shiny new "restoration quality" mufflers, says Steiner Tractor Parts, Inc.

Mufflers are available for Farmall models made from 1939 to 1963 and are available in 2 different styles: aluminized steel and polished stainless steel.

"You can't buy mufflers like these anywhere else, and they're affordably priced," says Dan Steiner. "They have the same dimensions as the original mufflers. Not only do these mufflers look the same, they're baffled just like the originals so they also sound the same. The IH logo and part number is stamped into the side of the muffler."

According to Steiner, the original Farmall tractor used a muffler made by the MacKenzie company in Youngstown, Ohio. "They made a muffler with a tall 'hat' on top of the body. At some point in time, IH switched to mufflers made by the Donaldson company. Those mufflers had the same IH part numbers, but they had a flat hat that greatly altered the look.

"We make our mufflers using the original MacKenzie blueprint. We use a high temperature paint on both muffler styles so the paint won't bubble or become discolored over time."

IH never offered a stainless steel muffler, but Steiner says they decided to make one just for its looks. "We tell people it gives you an excuse to wear sunglasses when you're driving the tractor," he notes.

Prices range from $46.95 to $69.95 plus S&H for an aluminized steel muffler and $108.50 to $124.95 plus S&H for a stainless steel muffler.

"We also plan to offer a comprehensive line of original style mufflers for other tractor brands and models," notes Steiner.

Contact: FARM SHOW Followup, Steiner Tractor Parts, Inc., 1660 South M-13, Lennon, Mich. 48449 (ph 800 234-3280; sales@steinertractor.com; www.steinertractor.com).

"Made It Myself" Tire Handling Tool

Darrell Terry built his first tire tool to take a 3-wheeler tire off the rim. It didn't take long to figure out that his simple design would also work on the tires in his trucking fleet as well as the tires on his Farmall H tractor.

"It works good on thicker sided wheels," says the retired Buffalo, Texas, fleet owner. "It doesn't work as well with aluminum wheels. You have to have air in the tire to make it work."

He uses leverage with his design that he calls a Tire Break Down. It's made of round and square tubing. The tire is placed on the "feet," and the handle is secured with a bolt to one of six holes according to the tire width. A lever slips between the rim and the tire. By pushing the handle down, the lever breaks the tire's seal. Turn the tire over and repeat to break the seal on the other side.

"You don't need a hammer to knock off the bead," Terry says, noting he made his first tool about 25 years ago when he couldn't find anyone with tools to take a 3-wheeler tire off the rim. Since then, he made more, including one for his brother's mechanic shop.

After the bead is broken, Terry lifts the wheel up and sets it on top of the Tire Break Down, secures it with a bolt on a flanged pipe, and uses a tool to pull the tire off the rim one side at a time. It's about waist high and convenient for working, he notes, adding that the tool's feet need to be bolted or secured somehow to the floor so it doesn't wobble.

"It's cheap and easy to make and would work real good on a farm," Terry says.

Contact: FARM SHOW Followup, Darrell Terry, 13069 FM 831, Buffalo, Texas 75831 (ph 903 322-6127).

A lever slips between the rim and the tire. By pushing a handle down, the lever breaks the tire's seal.

After the bead is broken, Terry lifts wheel up and puts it on flange at top of post to pull tire off rim.

Jacob Kraybill repowered this Ford Ranger with a Cummins 3.3L industrial engine, building an adapter ring to connect the diesel flywheel with the flywheel from the Ranger's original gas engine.

Repower Specialist Uses Cummins "For Everything"

Cummins 3.3L industrial engines work great to repower smaller gas and diesel-powered vehicles, according to Jacob Kraybill, Cedar Grove Mechanics. He has used them to repower both a Ford Ranger and Toyota Tundra. He uses larger, heavy-duty Cummins diesels to repower full-size trucks, too.

"I use Cummins because I used to work in a diesel repair shop and had connections to surplus engines," explains Kraybill. "I think the 3.3L Cummins is the best fit for a diesel in a small pickup that I've seen. It's a little lighter and higher speed engine than some."

When Kraybill repowered the Ranger, he used a Cummins that came to him in pieces due to a factory defect. He retained the diesel flywheel and built an adapter ring to connect it with the flywheel from the Ranger's original gas engine. This allowed him to also use the Ranger's pressure plate and bell housing on the transmission.

He built his own engine mounts and mounted the accessories, such as power steering and vacuum pump. He also added an intercooler from an International truck with a 466 cu. in. engine. He had to chop it short to fit on front of the Cummins.

"Eventually I had to go with a racing pressure plate and clutch kit, as the original couldn't handle the torque," says Kraybill. "I ran the Ranger for 30,000 to 35,000 miles and got 30 to 31 mpg before selling it."

Kraybill's next repower was the Toyota, which he did for a friend in Alberta, Canada. This time he went with a new Cummins. Again, he fabricated an adapter ring for the diesel-to-gas flywheel conversion. However, he immediately replaced the pressure plate and clutch. Eventually, he swapped out the light transmission for a heavier transmission designed for a 6-cylinder engine. He also added a water-methanol injection system instead of an intercooler.

"The Cummins 3.3L engine is the best fit for a diesel in a small pickup that I've seen," he says.

"I did the Toyota in October 2011, and my friend says he's getting around 29 to 30 mpg with it," says Kraybill.

In the case of the full-size Ford 250's he repowered, Kraybill used 5.9L Cummins diesels. In one case, he kept the original transmission. He used an adapter kit, engine mounts, transmission controller and harness, as well as additional parts from Diesel Conversion Specialists (www.dieselconversion.com). On the second repower, he replaced the PowerStroke 6L engine as well as the transmission. This time he used the Cummins engine and a Dodge transmission and transfer case.

"In the newer body style Fords, there's a lot more room under the hood," says Kraybill. "You just mount the engine and transmission and hook up the drivelines and linkage. That works the nicest, and it saves a lot of time and money."

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How To Reach Us

To submit a "Made It Myself" Story Idea, New Product, Shop Tip, "Best or Worst Buy", or other information, send a note along with photos, drawings and literature, if available. We'll get back to you later if we need more details. Send to: Editor, FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 (ph 800 834-9665; fax 952 469-5575); email: editor@farmshow.com. You can also submit information at our website: www.farmshow.com.

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