

Kit Makes It Easy To Convert Ford To V-8 Power

"We had tremendous response to your original article from readers all over North America who want more power in their Ford N-Series tractors," says Don Knasel, who developed a kit that makes it a snap to install V-8 flathead engines in place of the original 4-cylinder. Don came up with the do-it-yourself kit after converting 26 Ford 8N tractors himself.

"Most anybody capable of changing oil or spark plugs can switch engines with the kit in about 8 to 10 hours," says Knasel. "It can be used to convert any N-Series Ford tractor."

Knasel calls his kit the Awesome Henry V-8 Ford Conversion Kit in honor of Henry Ford. He figures Ford would appreciate its simplicity and ease. Each kit is handcrafted and bears its own metal nameplate and registration number. The kit itself costs \$1095 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the 8N transmission and frame.

"Just disassemble and remove the stock 4-banger, bolt in the conversion kit and

slide the flathead V-8 into place," says Knasel. "No special tools are needed. The conversion kit uses the clutch, pressure plate and flywheel found on the flathead V-8. We haven't even had to adjust the clutch; they just slide in."

Optional items not included in the kit is a smaller 4 3/4 gal. fuel tank available for \$145. It's needed to make room for the carburetor on the flathead. Available is a new block hugger type manifold that drops out of both sides. With brackets and bolts, at \$225. A tank conversion needed to change the 8N radiator to a V-8 is \$125.

"A lot of guys will use their own tanks or manifolds, so we don't include them in the conversion kit," notes Knasel.

Before retiring from the collision and used car business, Knasel and his son Dave had collected around 100 mostly N-Series tractors. He is now down to 25 that he is keeping for his collection and another 10-12 he may convert to flatheads.



Kit costs \$1095 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the Ford 8N transmission and frame. Knasel says it takes about 8 to 10 hours to install.

"It's a question of do you want to overhaul a 4-cylinder that may be a little tired or replace it with a V-8," says Knasel, "Nothing sounds better than those little flatheads."

Contact: FARM SHOW Followup, Don Knasel, 11777 Tawawa-Maplewood Rd., Maplewood, Ohio 45340 (ph 937 497-9447; cell 937 638-2098 (any time); don@awesomehenry.com; www.awesomehenry.com).

Reader Inquiry No. 11

Overhead Valve Conversion Kit

"We had many requests for overhead valve kits for 260, 289, 302, and 351 cu. in. Ford Windsor engines in N-Series tractors," says Don Knasel.

He says the 302 is the engine of choice, since you can often find a good one for a couple hundred dollars. Knasel also has engines on hand for sale.

The kit includes bell housing adaptor, engine cradle, oil pan cover, radius arm extensions and spacer, tie rod extensions, Bendix cover, starter spacer, flywheel shield, new engine flywheel drilled to fit your N-Series pressure plate and clutch, aluminum dash

extension, dash gasket, choke cable and all nuts and bolts needed. Comes with raised hood or original height. You use your own N-Series radiator with a 12-volt 16 by 16 fan (easy to pick up at a junk yard). Sells for \$1,295 plus S&H. Header-type manifolds and fuel tanks are also available.

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Photo shows parts included in overhead valve conversion kit for N-Series Fords.

Reader Inquiry No. 12

Kit Turns Garden Tractor Into Mini-8N

Don Knasel started converting garden tractors into mini-8N Fords as a way to help older tractor collectors get around tractor shows. Now he sells kits for conversion.

"I saw so many old guys who were having trouble getting around, but were too bullheaded to use a mobility unit," recalls Knasel.

A Ford N-Series collector, it was only natural his solution was a kit that made a garden tractor look like a mini-8N.

He developed a fiberglass kit that he now sells to those who wish to do their own conversion. It consists of a single piece fiberglass hood that fits over most standard garden tractors. Simply remove the existing hood and use some 1-in. by 3/16-in. metal

strapping to make a couple of brackets. The new fiberglass hood is reinforced at the bottom and uses two bolts to attach.

Kit includes hood, bumper, 12-volt working headlights, radiator cap, grille decals, hood script, Ford badge, and rear fenders with single rib and script. Sells for \$650. We have added to our line of parts; the rear wheel covers to look like the 8N for \$125 a set, and the fiberglass dash assembly for \$125. One of these kits sold on Barrett-Jackson Auction for \$4450.

"The hood is intended to overlap the dash by an inch or two, but some customers have gone to the point of taking an old Ford N dash and downsizing it to fit," says Knasel.

"We have fiberglass dashes and rear wheel



Single piece fiberglass hood fits over most standard garden tractors.

center caps now available for dress-up."

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Reader Inquiry No.13