

it performs equally as well.”

On the minus side, he lists his 1996 **Yamaha** 600 Mountain Max snowmobile. “This machine is equipped with electronic altitude compensating carburetors. However, there’s no way it was made for mountain snowmobiling. The problem is that the intake air box lets snow into the carburetor which then freezes up. Then the computer sensors get screwed up and it won’t run. I had to install a new clutch and two sets of pistons. Now it seems to run better. The company did honor the warranty. However, most of my snowmobiling time was spent picking the machine up off the trail and hauling it to the dealer.”

Keith Bertram, Essex, Ontario: “Our best buy is a 1995 **Ford** 1520 compact tractor equipped with a diesel engine. It’s very nimble, built rugged and is a real pleasure to operate. The large displacement 3-cyl. diesel engine has low top end rpm’s and is quiet and fuel efficient. The hydrostatic transmission is operated by a toe-heel pedal and works as smooth as silk. It has L, M, and H ranges which make it easy to use.

“My Dad bought the tractor equipped with a front-end loader, 60-in. mid-mount mower, and 60-in. front-mount snowblower. I’ve made a few slight modifications/additions to the tractor. I added a microswitch on the 4-WD lever and an indicator lamp on the instrument panel that makes it easier to know if the 4-WD is engaged. I mounted an hour meter in the instrument panel and a microswitch on the mid-mount pto engagement lever. This allows me to keep track of hours on the mid-mount mower or snowblower for their individual maintenance requirements.

“I added small wheels to both sides of the loader’s bumper so that as I back away from the loader during removal, the bumper doesn’t scrape on the cement floor. It makes removal or mounting of the loader much smoother.

“To attach the snowblower, the rear loader mounts and the mid-mount mower lift assembly originally had to be removed. I cut the top section off the snowblower side subframe mounts and notched them to make room for the gusset on the loader mount brackets, along with longer bolts. It’s now easier to attach the snowblower and I don’t have to reassemble the removed parts in the spring. The snowblower is so well built that my modification doesn’t compromise the tractor’s strength, performance, or safety. Also, the mower lift assembly and loader brackets don’t interfere with operation of the snowblower.”

Marvin Wagenbach, Tremont, Ill.: Marvin’s impressed with his “Crittter Gitter” that he read about in FARM SHOW (Arcoa Industries, 2348 Meyers Ave., Escondido, Calif. 92029 ph 800 748-5529 or 619 489-1170). “It’s designed to catch piglets in farrowing crates. Now when I process pigs I don’t have to chase them around. I just stand at one end of the crate and use the Crittter Gitter to catch them. It works as well as advertised.

“My worst buy is my 1996 **Dodge** Caravan which I bought used with 50,000 miles. I bought it during the winter. A few months later we used the air conditioner for the first time but it didn’t work because it had a bad compressor. I took it back to my dealer expecting him to replace the compressor. After much haggling he finally agreed to pay for half the cost.”

Lenox Russell, New Tazewell, Tenn.: “My best buy is my **Kuhn** 300 GT rake. I

live in hill country, and in the past the fastest I could go while raking was 2 to 3 mph. The Kuhn rake lets me go 7 mph. It makes perfect windrows and also rakes the fields much cleaner.”

Don Kettering, Ashland, Ohio: “My **Allis Chalmers** 7000 tractor has more than 14,000 hours on it and is a best buy. We rebuilt the pump and turbocharger last year. We also replaced the clutch at 11,000 hours and rebuilt the engine at 12,000 hours, but it really didn’t need it.”

Kenneth Lloyd Gates, Kingston, Ontario: “A 1977 **Troy-Bilt** rear tine tiller equipped with furrower, hiller, and marker is my best buy. It performed far beyond the company’s claims. I never have to spend more than 20 minutes per year hand hoeing my 1 1/2-acre vegetable garden. I plant everything on ridged rows so I’m able to use the tiller to do all my weeding and cultivating, working within 1/2 in. of the plants.

“My 1993 **Bolens** 14 hp lawn tractor (made by Troy-Bilt) equipped with hydrostatic transmission, cruise control, and electric lift is neither a best nor a worst buy. The mower drive belt wouldn’t stay on the pulleys because the belt guides were missing. I called the company and they shipped the guides, as well as a new belt, by UPS. Then the electric lift stopped working. The company claimed the lift unit couldn’t be repaired and would

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have to be replaced, which was done at a cost of about \$400. However, the second lift unit failed after only about one year. I was determined to repair it and find a way to get parts for it. The Troy-Bilt service rep provided me with a contact at Dana Corp., the lift unit manufacturer, which directed me to its local service dealer. I finally got the part that I needed. The screw shaft in the lift unit has a weakness which I cured by installing a collar over the end of the shaft to keep the screw ball from splitting out. Overall this tractor is quiet and is a pleasure to operate, and it has a lot of power.”

Fred Kell, Lundar, Manitoba: “My 1997 **GM** 1/2-ton pickup is easy on fuel and performs well.

“Five years ago I bought a used **Deere** 3140 tractor. I’ve gone over the hydraulic system from front to back but can’t get it to work properly.”

Chuck Hay, Bucyrus, Ohio: Chuck’s happy with his 1994 **Dixon** 4421 zero turn riding mower. “It reduced my mowing time from two hours to one and has been maintenance free except for a base gasket in the engine which was repaired under warranty. My neighbor lady tells me it leaves my lawn looking like a golf course.”

Donald L. Stewart, Pataskala, Ohio: Donald nominates his 1984 **Ford** TW25 4-WD tractor as his “best buy”. “I use it to pull a vacuum tank and haul liquid manure from my hog buildings. I inject the manure into the ground. I have to drive it a lot on county roads in order to get to my fields, but fortunately it’s really easy on fuel. I change the engine oil every 100 hours and never have to add oil between changes. It has a lot of power, traction, and comfort.

“My worst buy is my 1985 **Chevrolet** C-

20 4-WD pickup. It has only about 29,000 miles on it but I’ve had trouble with the electrical system including the lights, turn signals, stop lights, windshield wiper, and washer. I also had to replace the hydraulic clutch, slave cylinder, and master cylinder twice, but it’s still not working right. The only good thing about it is the 6.2-liter diesel engine. Next time I’ll buy a Dodge Ram.”

Glen Brown, Markham, Ontario: “My best buy is my 1995 **Case-IH** Maxxum 5220 front wheel assist tractor equipped with an **Alo** 640 front-end loader. It has more than 1,000 hours on it with no problems and starts in temperatures down to 20 degrees below zero without needing ether or a block heater. The shuttle shift lever on the left side of the steering wheel works great for loading manure. The 16-speed transmission shifts smooth and is operated by a foot throttle. Also, it has a comfortable operator’s platform.”

Scott Hingten, Bellevue, Iowa: “My 1997 **Gehl** 5635 SX skidsteer loader has excellent visibility for a machine of its size. It also has a lot of power and lift capacity and is easy to operate because of the T-bar operating system.

“My **Gehl** 1315 SX Scavenger V-bottom manure spreader works great. It can spread thick barn manure or runny pit manure in a thin, even pattern. The wide expeller door and round auger can handle anything I put in it. Both my dealer and the company have been great.”

Charles D. Parkerson, Sr., Eastman, Ga.: “My ‘best buy’ 1991 **Deere** 2955 tractor is just the right size for my farm. It has the power to handle any job and still has the original clutch. It also handles well.”

A 1985 **International** 884 tractor rates as his “worst buy”. “I kept it for five years and had to put a new clutch in it every year. Something always seemed to be going wrong on it. I had trouble with the brakes, and the fuel tank leaked. I finally traded it in. No more Internationals for me.”

Glenn Wilson, Jr., Cortez, Colo.: “One of my best buys over the years is the **Brian’s Auto** dual header exhaust system that I installed on my Ford F-250 pickup (Brian’s Auto RV in Tacoma, Wash.). I first read about it in FARM SHOW (Vol. 15, No. 6) but I’ve recently heard the company has gone out of business. The dual header virtually eliminates exhaust back pressure on the engine. Four header pipes on each side of the engine feed into large 3-in. dia. exhaust pipes that start about 18 in. behind the engine. A crossover pipe equalizes pressure between the two pipes just before they connect up with 2 1/2-in. dia. mufflers and tail pipes. The system also includes a large air intake hose on the engine and air cleaner adapter on Chevrolet pickups, as well as performance tuning of the fuel delivery system during installation.

“The company claimed the system could boost horsepower by up to 30 percent and increase fuel economy by up to 33 percent and that it would cost far less than a turbocharger. When I purchased a new Ford F-250 non turbocharged pickup equipped with a 7.3-liter diesel engine and automatic transmission, I decided to have the company install this unit. The pickup now has 106,000 miles on it. The header exhaust system has performed even better than advertised.”

Eli L. Miller, London, Ohio: Eli likes his **Case-IH** 6500 disk chisel tillage implement. “It’s equipped with a row of S-tines along the back that help even the ground.”

Frank Allen, Kenton, Tenn.: A 1993 **Chevrolet** 1/2-ton 4-WD pickup equipped

with a 350 cu. in. engine and automatic over-drive transmission rates as Frank’s “best buy”. “I’ve been farming for 37 years and have owned a lot of vehicles, tractors, and farm equipment, but I’ve never had anything that compares with this pickup. It has more than 100,000 miles on it and has been trouble-free. I use it to pull a 24-ft. dual tandem axle trailer loaded with big tractors, implements, or hay. I also use it to pull my 24-ft. live-stock trailer. The transmission has been trouble-free and it still shifts as good as new. The engine doesn’t use any oil and seems to have more power now than it did when new. I’ve never done as much heavy work with a pickup as I have with this one, and I’ve never had one as trouble-free.”

Dennis Ferreter, Cedar Rapids, Iowa: “I like my 1997 **Ford** Ranger 4-WD pickup equipped with a 3-liter engine. No problems, just regular maintenance.

“My **Stihl** FS 56 gas string trimmer and **Stihl** 011 AVT chain saw are both best buys. They sit for long periods between use but always start right up.”

Scott Perry, Canton Center, Ct.: Scott says his two 1996 **Forage King** hay baskets are “best buys” (MK Martin Enterprise, Inc., Elmira, Ontario). “These two baskets can replace a whole fleet of kicker (automatic bale) wagons. I think that if hay baskets had been invented first, there never would have been a market for kicker wagons. The baskets have no moving parts that can break other than the wheels. They also handle steep hillsides with ease without adding significant stress to the baler. And they can be backed up easily while still hitched to the baler. Broken bales can be hand tied before they leave the chute. It takes only about a minute to unload 100 bales.”

H.R. Hutchison, Ripley, W. Va.: He likes his **Massey-Ferguson** 270 tractor. “It’s easy to start and comfortable to ride. I use it to do all my mowing, raking, and baling.

“My worst buy is my **Black & Decker** 1/2-in. hammer drill. I used it to drill two holes in 1/4-in. thick steel and it burned up.”

Malcolm G. McCracken, Hilton, N.Y.: “We’re well pleased with our Costello repowering kit, which includes a 400 hp Cummins diesel engine that we installed in our International 4786 tractor after reading about the company in FARM SHOW (Costello Diesel, Box 221, Fairbanks, Iowa, 50629 ph 319 635-2933). It works great. We also changed the hydraulic system to a closed center one and installed an electric valve with six remote outlets. It’s like having a new tractor.”

Thomas Peachey, Leesburg, Ohio: “The engine is a little noisy, but overall it has been a reliable machine and does what we want it to,” says Thomas about his 1995 **Case-IH**

“The engine is a little noisy, but overall it has been a reliable machine and does what we want it to.”

1840 skidsteer loader. “The Cummins engine has a lot of power and is dependable, and the hydraulics are smooth and responsive.”

He nominates his 1996 **New Holland** 25-ft. portable hay elevator as his “worst buy”. “It’s the type you’re supposed to move around by hand but it’s very heavy for two people to move. We can’t run it for long before it breaks down - chains jump off sprockets, parts bend,

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