



Lloyd Statz repowered his Farmall H with a Mercedes Benz 2.2-liter, 4-cyl. diesel engine. "It runs smooth and looks like it belongs in there," he says.

Farmall H Repowered With Mercedes Benz Diesel

Put a Mercedes Benz 2.2-liter, 4-cyl. diesel engine into a 1944 Farmall H and you'll have a nice, smooth-running combination, says Lloyd Statz of Elmwood, Wis., who did just that.

"Years ago I used a tractor just like this one to do chores. I always thought it would be great to repower a Farmall H with a Chevy 6-cylinder engine. However, the Mercedes engine looks like it belongs in there. I spent about six months on the project."

The engine came out of a 1969 Mercedes Benz that had been setting in the weeds for about 10 years. Statz is a bison rancher, so he was able to trade bison meat for the car. He bought the tractor from a neighbor for \$200. The engine on it was frozen.

The tractor still has its original starter, flywheel, and bell housing. The new engine was the same length as the original one so he didn't have to lengthen the tractor frame at all. The crankshaft on the Mercedes engine was slightly shorter than the one on the tractor's original engine, so he had an adapter made to fit between the crankshaft and the tractor's original flywheel. Installing the fan was tricky. There wasn't room for the tractor's original fan, so he found one off another car. A pulley off another IH tractor is used to belt-drive the fan.

He welded a short length of channel iron vertically to the left side of the tractor to support the alternator. He also cut a notch in the tractor's frame rail to provide room for the oil filter. He also bolted on new motor mounts.

He used 4-in. dia. steel pipe to make a muffler and mounted a commercial exhaust pipe inside it.

"It runs smooth without being too loud," says Statz. "Running at idle it makes a little bit of a diesel hammering sound, but when I run it a little faster, say at 1,500 rpm's, it sounds more like a gas engine. Generally I run the engine at 2,000 to 2,500 rpm's."

"It runs super cheap for doing light chores."



Statz bought the tractor from a neighbor for \$200. The engine was frozen.



The engine came out of this 1969 Mercedes Benz that had sat in the weeds for years.



A pulley off another IH tractor is used to belt-drive tractor's original fan.

I used it last fall to operate an auger and deliver corn into a 3,000 bu. bin, and the fuel level hardly went down at all. I removed the tractor's original hydraulic system and installed a belt-driven hydraulic pump so it now has live hydraulics. I used the hydraulics last summer to operate an 8-wheeled hay rake.

"At tractor speed, it doesn't have much more power than the H but it will run faster. I've had it up to 35 mph, and I think in high gear it would go 40 mph."

"The hardest part of the project was installing the fan, and rerouting the radiator hose to the opposite side of the engine."

Despite setting outside for 10 years, the car engine started right up. "The first thing I did was to put a big channel lock on the front pulley and turn it. I was surprised that I could turn the crankshaft over. It didn't turn hard at all," notes Statz.

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Levi Glick specializes in custom-machined parts for manufacturers and individuals.



He Custom-Machines Complex Parts

Getting rough work milled or machined is seldom hard to do at a local metal shop. But getting a complex part machined, which requires fine valve and stem work, can be a lot tougher. One alternative is to use a remote machinist that specializes in exacting work. Levi Glick of H.C. Co., Quarryville, Penn., is one such specialist.

"A mechanical drawing or sketch is ideal for us to work from, or we can reproduce from a sample piece or a damaged part," says Glick. "We can even take dimensions over the phone or by fax."

Glick has an automatic milling machine that works with bar stock up to 1 1/2 in. in diameter and up to 6 in. long, producing very complex pieces. He is also equipped to do

milling and lathe work on larger pieces of stock.

Past work has included tapered shafts and tubes up to three feet in length, as well as hub machining and one-of-a-kind carburetor parts. Custom business is a small part of his workload, with the majority of his business associated with propane lamp burners.

"Lamp line heads with their valves, valve wheels and stems are very exacting and are about 90 percent of our business," he says. "We're always interested in production work, but are also available for custom work."

Contact: FARM SHOW Followup, H.C. Co., 418 Furnace Road, Quarryville, Penn. 17566 (ph 717 786-1049; fax 717 806-3093).

Kit Solves Cold Weather Problems With Honda V-Twin Engines

"Our new air induction kit solves cold weather icing problems on Honda V-twin engines equipped with overhead muffler systems," says Ken Young, Brandon, Manitoba.

The kit is designed only for V-twin 20 and 24 hp Honda engines equipped with overhead mufflers.

"These engines are commonly used on grain augers and belt conveyors. They're good engines, but they have a problem with the carburetor icing up in cold, damp weather and stalling the engine," says Young. "It's hard to tell whether the carburetor is flooding or starving for fuel. This problem happens because it takes a large fan to keep the two cylinders cool, and the large blast of cold air coming off the fan supercools the carburetor, causing it to ice up."

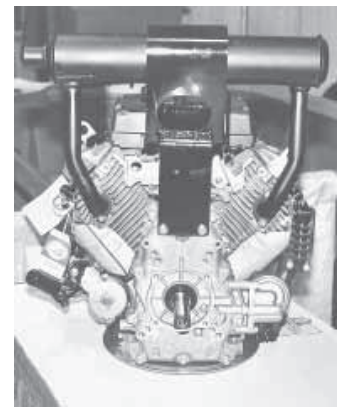
The kit consists of a metal deflector that prewarms the air going into the carburetor. The deflector bolts onto the back side of the engine, forcing the carburetor to draw warm air from the muffler before it enters the carburetor.

"The kit can stay in place all year long. You can switch from warm weather to cold weather operation instantly by simply flipping a lever, which redirects the air flow away from the muffler and into the engine's normal air intake system," says Young.

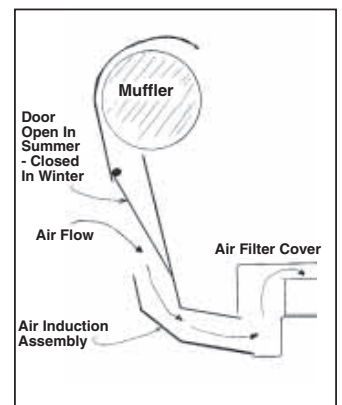
"It takes less than 20 minutes to install the kit. A small notch has to be made in the air filter cover to accommodate the air deflector that goes on the side of the engine."

Sells for \$125 (Canadian) plus S&H.

Contact: FARM SHOW Followup, Ken Young, Site 325, P.O. Box 17, RR 3, Brandon, Manitoba, Canada R7A 5Y3 (ph 204 728-2714; youngk@goinet.ca).



Metal deflector prewarms air going into the carburetor. Deflector bolts onto back side of engine, forcing carburetor to draw warm air from muffler before it enters the carburetor.



Air flow door is open in summer, but can be closed in winter to let air enter around muffler.