

A Wisconsin tractor mechanic added electric power steering to this Farmall Super A, much to the delight of his wife, who uses the tractor for mowing.



Electric steering unit is mounted to a custom-made base plate that's bolted to tractor's bell housing.

Power Steering Installed On Super "A" Farmall

FARM SHOW readers often use our stories as inspiration for ideas of their own, and that's exactly what happened when a story about a simple way to add electric power steering to a Farmall B was read by the "Tractor Doctor" (Vo. 41, No. 5). He's a tractor mechanic with nearly 50 years experience and a writer for Red Power and Green Magazines. The FARM SHOW article spurred him to install power steering on a Farmall Super A, much to the delight of his wife, who uses the tractor for mowing.

The Tractor Doctor (he prefers to remain anonymous) says his power steering unit takes up less than 12 in. in the A's steering shaft. He says any vintage tractor with a

similar amount of exposed steering shaft and a 12-volt negative ground electrical system would work for the adaptation.

He mounted the electric steering unit (ESU) to a custom-made base plate that's bolted to the tractor's bell housing, with two upright supports. Both of the support shafts have bushings and grease fittings. The original bracket, which was used on the automobile it was removed from, also holds the ESU. The Tractor Doctor says this type of mounting reduces side thrust while allowing movement on the two shafts.

Three electrical terminals connect the steering to the 12-volt electrical system. One is for the module input, one for the 12-

volt power input, and another for power to the steering motor. An extension of the bell housing mounting plate holds the module terminal connector, the control box, and the potentiometer. The unit also uses a 12-volt switched input wire that connects to the potentiometer.

The Tractor Doctor says the installation works exceptionally well on the A with the dial set about half way up the power range. Adding more power tends to oversteer, he says.

The Tractor Doctor advises anyone adding a system like this to install restrictor diodes on the steering module input wire, or alternately use a generator or alternator

with a conventional voltage regulator. All connections should be soldered and shrink-wrapped.

Cost of the whole installation for the Tractor Doctor was less than \$200, a worthwhile investment he says to keep his wife happier while mowing the lawn. He sells plans and instructions including contact information for the needed control module kit. It's available by sending a self-addressed stamped envelope and \$10 cash to the address below.

Contact: FARM SHOW Followup, The Tractor Doctor, 4880 West 9th Street Road, Oshkosh, Wis. 54904.



Dave Hoover supplies mower-conditioner parts to discbine owners across North America. Wear parts like blades and skid shoes are his biggest sellers.

They Specialize In Parts For Discbine/Mower-Conditioners

Dave Hoover knows discbine mower conditioners and has the parts to prove it. With more than 200 parts in stock, the discbine expert ships parts to discbine owners across the U. S. and Canada.

"We know discbines in more depth than other parts yards because it's all we do," says Hoover, Ferguson Corners Repair. "We work on them every day, and that includes all the major brands."

Wear parts like blades and skid shoes are his biggest sellers. He generally has either the aftermarket parts or good quality used parts that mower conditioner owners need.

"You can usually get parts through the OEM dealership, but if you are looking for less expensive aftermarket parts, it is more difficult," says Hoover. "We often buy worn out machines and tear them down, salvaging the good parts. Once you understand the different models and brands, you know which parts are interchangeable."

Hoover also provides repair service and sells used machines in the area around his Penn Yan, N.Y. shop. Those repairs can

include doing steel roll conversions.

"If rubber rolls are worn, you can get aftermarket steel rolls," explains Hoover. "They can be tricky to install properly. In some cases, you need the old roll's components to get the configuration right."

He advises working with a local mechanic or repair shop on roll conversions. Most repair and replacements on discbines are much simpler. A good place to start is his catalog. However, its 16 pages are just the beginning.

"We provide hundreds of parts, many more than what is in the catalog," says Hoover. "They include high demand new and aftermarket parts, as well as used ones. If you don't see what you're looking for, give us a call. There is a good chance we have it or, if not, I can tell you where to get it."

While he sells parts, Hoover says, "What I try to provide is knowledge and service."

Contact: FARM SHOW Followup, Ferguson Corners Repair, 2752 Ferguson Corners Rd., Penn Yan, N.Y. 14527 (ph 585 526-5102).

Where To Find Parts For Cockshutt, Co-Op Tractors

If you're restoring a Cockshutt or Co-op tractor and need parts, chances are very good that Pennsylvania collector Phil Heisey has exactly what you're looking for. Heisey and his wife, Noreen, have more than 1,000 parts on hand, nicely categorized in a 12-page single-spaced phone book-style catalog. They can tell you in a quick phone conversation if they have your part, what it costs, and where it's located. If it's not in their parts bin, Phil says it's probably on one of the many collector tractors in their sheds. Most of those don't run, but they're still good for parts.

"My dad ran a dealership that sold Co-op and Cockshutt tractors when I was a kid, so I spent a lot of time in his shop watching the mechanics, often hiding the tools they needed," Heisey says with a laugh. "My goal in life even as a 10-year-old was to be a Cockshutt dealer. That didn't materialize because the brand disappeared before I could own a business, so I went in another direction. While other kids were into cars and whatever, I built up a storehouse of knowledge on Cockshutt parts and company history."

Heisey worked in sales and marketing for 45 years, but his true enjoyment comes from collecting, restoring, buying and selling anything relating to Cockshutt or Co-op tractors. "My wife and kids and grandkids think I'm crazy, but it's not just an obsession, it's a nice business and hobby for my wife and I," Heisey says. They belong to the Cockshutt collector's association, travel to vintage tractor events across the country, and personally know many people who restore Cockshutt, Co-op and Black Hawk equipment. They sell parts to people across the country and have even shipped to Ireland, Europe and the U.K.

Heisey bought his first Cockshutt in 1980



Phil Heisey got hooked on Cockshutt tractors as a kid. That led to a business supplying parts for them and also Co-op tractors.

and has been collecting tractors and parts every since. "I started buying new, used and obsolete parts from dealers in the late 80's and acquired the stock from 30 or 35 operations," Heisey says. "Some had a big inventory and some only had a few items, but they were all worthwhile." At one time he had 60 Cockshutt and Co-op tractors that ran, and another 100 or so that were used for parts. These days his parts tractors include Co-op, Cockshutt, Gambles and Black Hawk models.

"All of my inventory is right here, so I'm not calling around trying to locate something," Heisey says. "I've got engine, pto and steering parts, cosmetic stuff like seat cushions, gauges and steering wheels, plus functional things like wiring harnesses, transmission parts, brakes and seals." He also has parts and operators manuals for every Cockshutt tractor model ever built during their 1946 to 1978 production years.

Contact: FARM SHOW Followup, Phil's Cockshutt & Co-op Parts, 641 Store Road, Harleysville, Penn. 19438 (ph 215 256-8651; Philnoren@verizon.net).