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IH 3788 was introduced in 1980 and featured an updated engine, a stronger powertrain and a final drive and cab from the IH 1586.



Dealer Recalls IH 2+2 Tractor History

By Lorn Manthey, Contributing Editor

Editor's note: Through his 9 decades of life and nearly 40 years in the roller-coaster farm implement business, former IH dealer Paul Wallem has seen more than his share of ups and downs. One involved the rise and fall of IH's unique 2+2 series tractors, which the company produced from 1979 to 1984.

"I'd been an IH dealer for 12 years, right through the booming 1970s, when IH introduced the revolutionary 2+2 models at the Phoenix National Dealer Meeting in 1979. We were excited that the 111-hp. 3388 and 126-hp. 3588 would have a strong impact on the market. Some dealers loved the look, others were lukewarm, and some even hated it. The articulated design with four large wheels was an industry first. The 2+2s had the final drives from two IH 1066 tractors and the transfer case from a 4166. The DT436 and DT466 engines were strong, and the cab was quiet because it was away from the engine. The ride was very smooth compared to conventional row crop tractors.

"The engine placed over the front wheels provided a 54/46 weight balance. Standard front and back tires were 16.9-38. We thought these tractors were a good bridge between conventional row crop models and larger 4-WD models that were on the horizon.

"From the beginning, farmers were reluctant to buy the long-nosed tractors, which had nicknames like the anteater, land shark and even Snoopy. I sold one to a close friend and spent an entire afternoon showing

him how to drive it. The hood movement bothered him, but eventually, he came to enjoy it, mainly because the cab was quieter, the ride was smoother than a row crop tractor, and he could easily see the implement behind him.

"In 1980, IH introduced the 142-hp. 3788 with an updated DT466 engine, a stronger powertrain and a final drive and cab from the IH 1586. From 1979 to 1985, IH sold 10,285 of those three models and 1,261 of the updated 6388, 6588 and 6788 models.

"The 2+2 had a convertible Cat II/Cat III hitch, draft control, a fixed drawbar, a sway control device and an optional 1,000 pto. It performed amazingly well in side-by-side field tests with row crop tractors.



Paul Wallem was an IH dealer and served as President of the IH National Dealer Council. He's written several books on IH history.

"In 1984, IH corrected some problems with the 6000 series models and introduced the Super 70s models 7288 and 7488 at the Farm Progress Show. This series had a revolutionary Synchro Tri-Six 18-speed transmission. IH was on its last gasp financially and only produced 19 of the 7288s and 16 of the 7488s. Before production began, IH merged with Tenneco to become Case-IH, and the Farmall Works plant in Rock Island, where they were to be built, was closed.

"Since the 1980s were such rocky times financially for farmers and dealers, the plant closure and demise of the Super 70s didn't surprise me. Yes, it was unfortunate because I think they would've been two very good models if the marketplace was in better shape. IH engineers were also on the verge of a better final drive that'd been problematic for the 2+2s. That design was ultimately integrated into new Case-IH tractors.

"I've been a member of the IH Collectors Club for years and know that many 2+2s are still working in farm fields. I also hear about Super 70s, now owned mostly by collectors.

"My years in the dealership were very good, then very tough. Through the 70s, tractors, combines and planters sold exceptionally well. Then, IH went on strike for 6 months in 1979. Over the next 4 years, we were encouraged to buy new tractors, some I eventually sold at a \$5,000 to \$7,000 loss just to move them. Over one 6-year stretch, we only sold three combines. Farmers, meanwhile, were declaring bankruptcy almost daily. From a high of 11,000 equipment dealers in 1979, dealerships numbered just 5,800 in 1986.

"I sold my dealerships in 1986 and became a certified financial planner for 20 years, then sold that business to my son. I always enjoyed writing, so that's been my retirement career. You can find information about the two books I've written about IH history and two other books on my website. I still love agriculture and the equipment business and enjoy doing my part to keep the IH brand alive."

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"The toughest part of the modification was placing the cylinder in the right spot to get the best angle for ease of use and room," Derosier says.

His Modified Military Jeep Hauls Wood

By Bruce Derksen, Contributing Editor

Vaughn Derosier used a dump trailer for hauling wood, dirt and rocks but needed a better method. After considering some options, he bought a 1967 military Jeep M715 for \$1,300 to convert into a dump truck.

The Jeep's "Tornado" engine was bad, so Derosier bought a 2nd Jeep with a working motor to swap engines. He also used the second vehicle's interior seats as they were in better condition.

"I wanted to keep the original look of the Jeep with the modifications," Derosier says. "I also valued their standard 10,000-lb. front

winches. The tires were good, and all the lights worked, so I thought I could convert it to haul wood, dirt and rocks and make trails throughout my property."

He unbolted the box and hinged it off the rear with a large piano hinge he owned. A 1/4-in. plate was added under 40 percent of the box to even the pressure on the metal floor. He purchased a log-splitter cylinder, hydraulics and a 24-volt electric-over-hydraulic pump to lift the box.

"The toughest part of the modification was placing the cylinder in the right spot to get

the best angle for ease of use and room," Derosier says. "It went well and works great for what I need. It's one of the handiest things I've made."

He estimates he spent nearly \$800 on the cylinder, hydraulics and the scrap steel he added to the Jeep.

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