

be a Deutz-Allis because it's got a low cab," says Bob Jossy, Cornelius, Oregon.

John Sigler, New Riegel, Ohio, owns a 1979 White 2-60. "With 2,800 hrs. on it, it has been reliable and has needed few repairs. Front-wheel drive sure works great under the loader and in muddy conditions. We had some problems with our White 1730 loader. It would twist on uneven loads until I strengthened it with additional iron. Now it's a good strong loader. Would also like to see slide-out batteries to make maintenance easier. And they should enlarge the foot rest area and move the parking brake over alongside the right fender."

"Deere's 260 loader isn't built heavy enough for our 1983 Deere 2950. The loader has broken down numerous times. This was an early model, though. I understand new models were beefed up," says Harold Weaver, Astoria, Ore. "We like the front-wheel assist. This tractor gets used more than any other."

"The platform area on our 1985 White 2-75 is a little cramped, especially when wearing overshoes. Service is not too convenient, particularly on the batteries. This tractor is built in Japan but parts are readily available from White. It starts and handles well and we like the front-end assist and differential lock. Plenty of power for grinding feed, loader work and nearly any other chore. The Westendorf Level-Matic loader works great. Goes on and off easily," says Milan L. Henne, Gypsum, Kan.

"This tractor runs circles around our 100 hp. 2-WD," says Kenneth H. Remey, Middletown, N.Y., pleased with his 1982 Deere 2940 4-WD. "Excellent performance, low maintenance, easy to handle, plenty of power, and fantastic traction, especially in wet ground. We pull an 8-ft. Bush Hog plowing disc in fields where our 100 hp. tractor cannot pull it and it doesn't even labor the engine. That really surprised me. The only improvement I'd make is lengthening the hydraulic levers so I wouldn't have to reach down alongside the seat. I'm real happy with our Allied 700 loader. It's ruggedly-built, performs well and has excellent lift capacity."

"Our 1985 Long 610 starts, runs and pulls well. The only problem is that the hydraulics leak," says Richard H. Ahrens, M.D., Yellville, Ark.

"This 1984 International 584 has less than 1,000 hrs. on it and we've already had to have the hydraulic pump repaired because it had the wrong bolts in it. We get no satisfaction from the dealer whatsoever. Also, the transmission gearshift locks up and I've had to repair the radiator," says James W. Aiker, Campbellcroft, Ontario.

"It's a solid, well-built tractor," says O.R. Hutchinson, Vermilion, Alberta, about his 72-hp. 1986 Case/IH 885. "They could equip it with a better muffler. It's quite loud."

John M. Lindley, Prosperity, Penn., is pleased with his 90-hp. 1986 Hesston 980 4-WD equipped with a Leon loader but he has two complaints. "The 3-pt. arms are too slow when moving downward and the overall weight of the tractor should be heavier. But I'd buy another one."

"We have two 1983 Massey Ferguson 275 tractors and we're pleased with both of them. One is equipped with a Multi-Power transmission and the other with an 8-speed. They work well in the field and for feeding and doing other chores in and around barns. Like the short turning radius. One thing I don't like is having a single brake pedal for rear wheels. The tractors are fitted with 15-

year-old Bush Hog front-end loaders that have given me good service," says W.D. Thomas, Sicamous, B.C.

"Our 1979 Deere 2940 is assembled in Germany with parts from France, Spain, Germany and who knows where else. Despite this, parts availability is good. The tractor has good power, maneuverability, is easy to drive, and most functions are easy to reach. However, the toolbox is inconvenient. You can't see into it and the wires across it make it hard to get things out. Also, the differential lock is difficult to use. It should be designed similar to American-made Deere tractors. Another problem is that when using the hydraulics a lot, the oil heats up. They should dump oil back into the transmission case instead of using the same oil over and over," says Clark Phillips, Angola, N.Y. His 2940 is equipped with a Deere 148 loader. "We're generally satisfied with it but we use it hard unloading a bunker silo and it could be made stronger. We have worn out two of them. The booms eventually bend and break, even though we reinforce them before we ever use them."

"We're 100% satisfied with these tractors. They're a pleasure to handle and work with," says Edward Hauer, Alma, Kan., about his Ford 4000 tractors. "One has a Select-O-Speed transmission. We use it for cultivating, planting, hay conditioning, pulling a feed wagon, and so on. The other has an 8-speed and is equipped with a Farmhand loader and bale handling system. They both do their jobs well. One improvement we made was to raise the seat and foot pan 3 in. for better visibility. It helped, especially on the loader tractor. We also installed mufflers from a 700 Ford tractor which helped reduce exhaust noise."

Einar Christenson, Mannville, Alberta, owns a 1985 Case/IH 1494 with front-wheel assist. "When baling or hauling manure, there should be a way to run a rope into the cab without leaving the back window open. Also, a larger throttle lever is a must and the lights could be improved. Otherwise, we're very satisfied. It handles well, rides smooth and has good traction."

Darrel Byrd, Carmen, Okla., says his Allis Chalmers 180 diesel has performed well over the years but he's got one complaint. "You have to take the whole rear end apart to service the brakes."

"My 1985 Deere 2950 4-WD starts well in winter and handles easily. It's easy to service. The pto could be a little handier, though. They should perhaps use a lever instead of a pull-up knob," says William Farrar, Dewittville, N.Y.

"Fuel economy is good but it could use a little more power. It doesn't seem to have a large torque rise. You should be able to shift hi-low with the clutch depressed. The

**"There are approximately 30 grease fittings between the tractor and loader that are hard to reach."**

loader could move more quickly although the hydraulic remotes are great. There are approximately 30 grease fittings between the loader and tractor which are hard to reach," says Duncan McCurdy, Truro, Nova Scotia, about his 1986 Deere 2950 4-WD. "It's got a great cab, a good loader (Deere 260), and well laid out controls. It

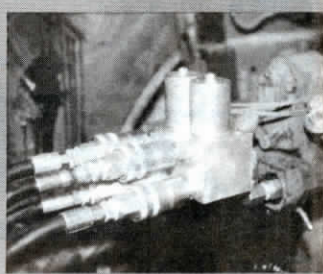
## LETS YOU RUN AS MANY AS THREE SETS OF HOSES FROM ONE HYDRAULIC OUTLET

# Electric "Switch" Valve For Hydraulic Hookups

You can control two sets of hydraulic hoses from one double acting valve with a new electric-controlled switch valve from FBS Corp., Cozad, Neb.

The compact unit plugs directly into one of the existing remote outlets already on the tractor. A control switch mounts next to the hydraulic control lever and wires into the tractor 12-volt system. To switch between the two sets of hoses, you simply flip the switch and then use the hydraulic lever normally.

"This is the most universal and easily installed add-on hydraulic outlet available anywhere," says designer Mark Fasse of FBS Corp., noting that at \$325 the unit also costs less than other diverter valves. "That includes the valve, all required fittings, the wiring harness and control switch. The only thing the farmer must furnish are the female quick disconnects and male tips to match the tractor type."



Switch valve plugs directly into existing remote hydraulic outlet.

If more than one additional outlet is required, two units can be bolted together and plugged into a single existing remote which would provide three separate hydraulic hookups.

For more information, contact: FARM SHOW Followup, FBS Corp., Rt. 2, Box 104, Cozad, Neb. 69130 (ph 308 784-3355).

always starts and the 4-WD is great for loader work. Very maneuverable, especially for a 4-WD."

G.L. Walker, Clyde, Texas, has had good luck with his 1983 Ford 7710. "It handles well, has a good cab and it's economical on fuel. One suggestion would be to put the cab air filters on the front or the side of the cab instead of at the rear of the cab. I've been told they've done this on later models."

"The hydraulics on my 1986 Deere 2750 have been much improved over earlier models. They still need to install larger batteries with more cranking power for easier starting. The tractor came with a Deere 146 loader. I wish they would have made it easier to dismount and mount the loader onto the tractor," says John Cornea, Morse, Sask.

"We put an extension on the brake lock handle so the brakes can be locked without bending over double. Also, the power steering is too slow when backing up with a wagon at idle speed in high range," says Ben Martin, New Market, Virg., about his 1974 Ford 7000. "Overall we're satisfied with the tractor because of the low maintenance and good performance. The cold weather starting device on the tractor really works."

"The motor in our 1972 Oliver 1250 45-hp. tractor is a 4-cyl. Fiat made in Italy. Parts are no longer available because of age so I have to make do with parts from other engines. I plan to install a 6-cyl. Dodge or AMC car engine some day," says Roy Boldin, Armagh, Penn.

Thomas W. Wilkins, Pocomoke City, Md., owns a 1975 Deere 2030 diesel. "The transmission was not synchronized and sometimes is hard to shift. Gear shift levers are a little short and are in the way when mounting and dismounting. It could use grease fittings in the tie rod ends. The fuel filter is above the starter and when you change the filter diesel fuel drips on the starter. Other than these few problems, I've been satisfied with the tractor. In 2,050 hrs. of use, it's been in the shop only twice. The foot throttle is handy and the motor starts easily and is very responsive. The tractor

handles well."

"It could have faster hydraulics and wider tires on the back. Could also use a lower cab. Newer models have been improved. It has lots of power and fuel economy is good. Virtually maintenance-free," says Frank Brebrich, Fairview, Alberta, about his "best buy" 1978 Deutz 7206.

Roy Hipple, Pittsboro, N. C., likes his 1978 Massey Ferguson 255. "But the way they routed the hydraulic lines and cables from battery to starter without any good support allows them to vibrate, causing leaks and shorts. Why do engineers keep making the same stupid mistakes year after year?"

"The cooling system on my 1977 Deere 2640 is too small for a 70 hp. tractor. Not having a live pto is unhandy and it's got cheap hydraulic outlets. The hood should be made completely of metal instead of having a fiberglass cap in the front. Otherwise, it has good power, is economical to run, and the reverser transmission works great to make this an excellent loader tractor," says Dale Mandel, Freeman, S. Dak.

"Our 1973 Ford 5000D has more than 13,000 hrs. on it with minimum down time. We replaced the head gasket and injectors at 12,200, and we've replaced the generator and regulator. It still has the original clutch and brakes. Runs seven days a week," says Roe McDanolds, N. Haverhill, N.H.

"My 1978 Deere 2840 has been very reliable in over 3,700 hrs., but it has had a few problems. It originally came equipped with a park on the transmission but would become jammed in park on a grade, or would jump out of park. This was corrected by Deere in a recall by installing a park lever. At about 2,500 hrs. it developed a hole in the head gasket that had to be replaced. At 2,800 hrs. the tractor was in for a new pto after a problem caused by water getting into the transmission from bad shift lever boots. This tractor is also hard to start below 40°," says Randy Lacy, McHenry, Mo.