

efficient, and the transmission has well-spaced gears and shifts smooth. I wish the tractor turned tighter on my 30-in. rows, but I'd buy another 7120 if I were in the market."

"It pulls like a locomotive hauling 200 railroad cars. We're very satisfied with it," says Stanley Ohol, Cambria, N.Y., owner of a 1980 International 4586 4-WD tractor. "It handles easy, has a comfortable ride, and great visibility. Very little maintenance. If I were buying a new tractor, I'd buy a Case-IH 9170 or 9270 4-WD."

Roger Weslowski, Davin, Sask., is pleased with his 1983 White 2-110 tractor. "I wish it had a parking gear in the transmission instead of a park brake. I also wish it had turn-over oil filters for less mess when changing oil. The final drive failed at 2,300 hours because of a defective gear, but the company wouldn't pay for any of the repairs. Deere would have paid. I'd buy a Deere 8560 if I were in the market. It's the best tractor I've ever driven."

"My 1990 Kubota 7030 has been a very good tractor. One improvement would be to add a speedometer," says Don Kruse, Roseburg, Ore. "If I were buying a new tractor, I'd buy a Case-IH 7030. The owner's reports on it are good."

Gary Rankin, Gardner, Kan., is generally satisfied with his 1983 International 5088 tractor but has had some problems. "Overall it's a real nice tractor. However, the high-low gear shift quit at about 3,000 hours and was updated for about \$3,000. I felt that the company should have paid for it. The wide front end is a little weak, but that's a common problem with International tractors that have wide front ends. It has the best lighting of any tractor I've ever owned. The thing I dislike most is the indented floor next to the cab doors. Also, the doors should be hinged on the back instead of the front to make it easier to get in and out of the cab. I mounted a 3-pt. quick coupler salvaged from a Massey Ferguson 1135 tractor. I also equipped it with home-built saddle tanks and installed a Motorola 2-way radio. If I were buying a new tractor, I'd buy a Case-IH 7130 or 7140 Magnum. The Magnum delivers a lot of power for the dollar."

"I use my 1989 Deere 750 tractor in

**"I'd buy a Case/IH 7120
or a Deere 2655 if I
were in the market."**

manure 90% of the time, but it has really held up well. I'm happy with it," says Donald Laica, Rainier, Ore. "I also have a Deere 4020 and I'm thinking about trading it in for a Deere 3160."

Dwaine Hoffman, Osmond, Neb., has been happy with his 1988 Case-IH 9170 4-WD tractor. "It has the power that we wanted and also has great comfort and visibility. No problems so far. I'd buy a Case-IH 7120 or Deere 4655 if I were in the market."

"My 1985 Hesston 130-90 DT 4-WD tractor has good fuel economy and gets 2 1/2 to 3 gal. per hour. I'd probably buy a Ford 7740 Power Star or a Case-IH 5130 Maxxum if I were in the market," says Harold G. Painter, Springview, Neb.

John H. Poland, Jr., Ava, N.Y., owns a 1967 Leyland tractor. "It's dependable and cheap to operate. If I were buying a new tractor, I'd probably buy a Belarus. It's the only tractor I could justify buying new. Why can't a U.S. company make a reliable

50hp 4-WD tractor for \$15,000 or less. I can buy a fancy 200 hp pickup truck equipped with air conditioning for that much money - why not a bare bones tractor?"

"We're satisfied with our 1990 Deere 8560 tractor," says Floyd Dawson, Rockglenn, Sask. "The injection fuel pump had to be removed and reset, and we installed a cab air filter pre-cleaner (supplied by the company). The engine should have an oil drain line out to the side frame."

"Our 1990 Massey Ferguson 375 tractor is fuel efficient, has easy-to-reach controls, and a comfortable ride," says Brian Newson, Grand Valley, Ont. "The 12-speed transmission with high and low shuttle shift has a good range of speeds that is particularly helpful when baling. The engine and components are easily accessible, much more so than on the earlier 255 model. The sloped hood provides good vision. The manifold heater doesn't help much for starting in cold weather and it should have 3-pt. hitch stabilizer arms as standard equipment. The hitch arms sloped around badly and have already bent the pto shield."

"My 1992 Deere 4755 tractor has excellent power, fuel economy, and durability. The only thing I don't like is the bar in the middle of the front window," says Mark C. Olson, Ringsted, Iowa.

Philip P. Long, Bethany, Mo., is generally satisfied with his 1983 Deutz-Fahr DX160A tractor. "I like the fuel economy, gear selection, cab, hydraulics, and air-cooled engine. Unfortunately, the driveline, transmission, and ring and pinion failed at 1,700 hours. We had to replace three sets of gear shifting rails. The company has corrected these problems in its 9100 series."

"Our 1988 Case-IH 7120 Magnum tractor is a best buy but the ride isn't as smooth as on our old International 1560 tractor and needs to be improved. Also the pto seal leaked the first time we used the tractor to bale hay. Otherwise we're very satisfied with it. We'd buy another one," says Earl D. Clark, Elk City, Okla.

Harold T. Dassow, Jr., Medford, Wis., is happy with his 1990 Deutz 7085 tractor that has 500 hours. "I hope it's as good as the 6206 model I had used since 1977. The only thing I ever did to it was to change oil and keep it greased. It started at 14 below zero last winter with just the factory-installed preheater. The hydrostatic controls on the 7085 are too far back and should be moved about 8 in. ahead. The seat could be a little more comfortable, and some fittings are hard to grease. I'd probably buy another Deutz if I was in the market. They offer a 4-year or 4,000-hour warranty. There's no radiator to worry about and they're priced a lot cheaper than other brands."

"My 1989 Case-IH 7120 has an excellent transmission and the 42-in. radial rear tires are a big improvement over the old 38-in. bias tires," says LeRoy H. Bray, Rosalie, Neb. "I don't like the priority valve system because it leaves some hydraulic outlets without enough oil. We purchased two extra reverse gears that aren't standard equipment. They're needed because when using reverse with standard gears you have to run the engine wide open to get any speed. If I were buying a new tractor, I'd buy a Case-IH 7140 2-WD for more power."

"We're generally satisfied with our 1988 Hesston 180-90 DT front wheel assist tractor," says Ardell Versaw, Center, Colo. "The engine and drive train are well-built. It also handles well, has good visibility, and

(Continued on next page)



Hunley Sales repowered this 4840 Deere with a Cummins engine. Note side exhaust.

Indiana Firm Specializes In Repowering Tractors, Combines

"We repower tractors ranging from 60 to 250 hp," says Everitt Hunley of Hunley Sales & Service, a Cummins and Agco Allis farm equipment dealer that's doing big business repowering Deere, Allis-Chalmers, White, and Oliver tractors, as well as N series Gleaner combines with Cummins engines. The company will also repower Allis-Chalmers tractors with Deutz-Allis engines.

So far they've got kits for Deere 30, 40, and 50 series tractors, Allis-Chalmers 7000 and 8000 and 4-W305 series tractors, White 2-135, 2-155, and 4-210 series tractors, and Gleaner N5 and N6 rotary combines. Kits can be shipped direct to individuals for do-it-yourself installation or the company can do the job at its facility in Austin, Ind.

"We install Cummins engines with about the same horsepower as the original engines, but they have more torque and improved fuel efficiency," says Hunley. "For example, Allis-Chalmers 7080 and 7580 tractors use 10 to 13 gal. per hour with their original engines, but only 5 to 6 gal. per hour when equipped with Cummins C series engines. Deere tractors use 10 to 12 gal. per hour, but only 5 to 6 gal. per hour after repowering. The N series Gleaner combines originally used 12 to 13 gal. per hour, but only 6 1/2 gal. per hour after repowering."

Deere 5020 Repowered With 8640 Engine

"When the engine in my 1967 Deere 5020 2-WD tractor wore out two years ago, I started shopping around for an engine to replace it," says Dennis Ricklefs, Palmer, Iowa.

"I priced a new engine but found it would have cost almost \$11,000. Finally I found a used Deere 8640 engine and paid only \$2,800 for it. It works great. My 5020 was worth only \$2,800 in trade-in value so for less than \$6,000 I got a higher horsepower tractor."

"At 250 hp, the new engine has almost twice as much power as the 5020 engine (130 hp). It's more durable than the old engine and has much more pulling power. It lets me use bigger equipment and saves a lot of time. I was able to switch from a 26-ft. field cultivator to a 30-ft., and from a 13-ft. chisel plow to a 17-ft.

"We can do most repower jobs in one day. We have six models of "B" and "C" series Cummins engines, 4 or 6 cylinder, that can be naturally aspirated, turbocharged, or turbocharged and aftercooled. The conversion requires little frame modification and no hood modification. Side-mounted exhaust is optional on Allis-Chalmers tractors and standard on Deere tractors."

"We started out four years ago by repowering Allis-Chalmers 4-WD tractors with Deutz engines, but now that Deutz engines are priced higher we don't do as many. On Cummins engines we offer a standard 2-year warranty and an extended warranty that's good for up to 5 years or 6,000 hours. Repowering cost ranges from \$11,500 to \$13,500 depending on engine and tractor model. That's competitive with new replacement engines from the manufacturer, but you gain the advantages of improved fuel efficiency and more pulling power."

Hunley has also developed kits for repowering 2-ton trucks and pickups. A pickup conversion costs \$10,000.

Contact: FARM SHOW Followup, Everitt Hunley, Hunley Sales & Service, Inc., Rt. 2, Booc Rd., Austin, Ind. 47102 (ph 812 794-2771).

"Lots of farmers don't like this engine on 4-WD tractors, but I think the problem is that the engine is underpowered for big 4-WD's so they turn up the fuel to get more power which damages the engine. I bought the engine used with 3,200 hours from a farmer who replaced his 8640 engine with an 8650 engine."

Ricklefs had to use a bigger air cleaner and route it out the side rather than through the hood. He used the fan from a Deere 6030 engine and a shorter water pump pulley. He was able to use the radiator, starter, and generator off the old 5020 engine. The drive line bolted to the bell housing with no modifications.

Contact: FARM SHOW Followup, Dennis Ricklefs, Box 137B, Palmer, Iowa 50571 (ph 712 359-2808).