

# Down to Details

By Chuck Steffens

## Restoring a 4430



Recently I was doing some searching on eBay and found a Precision Model 4430 that looked like it fell into some young hands. The front axle was broken as well as the three-point hitch and cab step.

After a while of pondering over the idea I put a bid on it, and low and behold, my bid remained the highest bid. Now another project.

That got me to thinking that this tractor would make an excellent candidate for a "Down to Details" article. So here it goes.

To start this project, the first thing that needed to be done was remove the rear wheels. The 4430's rear wheels are pressed on a solid shaft and sometimes can be an extreme challenge to remove.

Lucky enough this set of wheels came off relatively easy with a little twisting and pulling, they were off. Sometimes you have to warm the rims up to relieve the pressure the rims place on the axle, but this time I lucked out.

Once the rear wheels are off, the next item on the agenda is removing the hood. There are a total of six screws that will have to be removed to take the hood off. Two will be located under the front weight bracket and will be easy to remove.

Two more are located under the battery boxes, meaning that they will have to come off. There will be a screw under each battery box that needs to be removed and the battery boxes will come off.

With the battery boxes off, you will see the two screws holding the back of the hood on to the tractor. Remove these two screws and the hood will come off.

Now that the hood is off, you can see the steering mechanics for removing the front axle, but I want to replace the three-point first. To do this, the cab will have to be removed.

Under the fenders there will be two screws at the top and two screws at the bottom on each side that will have to be removed. Once these are removed, lift the top half of the cab off of fenders.

With the cab top off, the interior will be the next item that will have to be removed. This is easily done by simply prying up under the interior lifting it out from the fenders. With the interior removed, there will be four screws exposed that will have to be removed to get the lower half of the cab off.

With these four screws removed, the fender assembly will lift off. If possible, try not to tear the AC hoses loose from the fender assembly—this will just save you time when reassembling the tractor.

Once the fender assembly is out of the way, the two fender mounts will have to be removed from the axle housing. One screw in each and these will come

off. With these out of the way, you will now be able to remove the top half of the three-point.

With a small flat screwdriver, get between the rockshaft of the three-point and pry out. These are just press-fit on a solid pin. Once removed, the lower half will have to be removed. All that is involved in this is one very small rivet. If you take your time, you can remove this without damaging it so you can reuse it.

With the three-point removed, it is just a matter of replacing it with a good one from another tractor or you can purchase a replacement from Dakotah Toys.

Now on to the front end. I was going to try to repair this front end, but found out that it was damaged worse than I first thought. The steering shaft had been bent and the C clip was missing, along with the busted axle. Well lucky enough, I just converted a 4450 2WD into a MFWD, so I had a spare front axle that would be a perfect fit under the 4430.

To mount the front axle under the 4430, there are two ways of doing it. One is to remove the steering gear from the top of the steering stem and then remove the screw holding the two frame halves together in the very front of the frame, then lifting the front axle straight into place.

Or what I did is remove the steering stem from the tie-rod assembly of the front axle and sliding the axle on by slipping it forward into the mounting location of the tractor then reinstalling the steering stem afterwards. Either way works just as well, but I choose not to risk



Now to reassemble. If you did a good job of keeping track of all of the screws, it is just a matter of reversing the process you used to disassemble the tractor, installing the fenders, then cab, then hood, making sure you reinstall the top steering shaft...then battery boxes and finally a replacement step.

breaking the steering gear any more than I have to.

Once the front axle is mounted in place, you will have to install a small C clip on the rear portion of the axle to hold it in place, install the steering stem and the job is complete.

Once complete, this tractor would be as nice as any new out-of-box tractor maybe even most new-in-box tractors at a fraction of the cost.

Hope you enjoy your next project. Chucky.

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