

Down to Details

BY CHUCK STEFFENS

IH 1468 Step-by-Step Conversion



The open-station 1468 after the conversion.

Converting a Precision 1/16 IH 1468 from a cab tractor to an open-station tractor with fenders sounds daunting. However, with a step-by-step approach, it will be simple to follow.

First things first...Gather several Ziploc bags for the many parts and screws

that will have to be kept together and in order. Once you have your bags and a clean area for work, the disassembly process begins.

This starts with the rear tires. In order to remove the rear rims/tires on the 1468, use a heat gun to warm the center cap on the dual rim. Once heated, use a flat screwdriver with a small edge end to get between the cap and the rim. Gently pry up by working the entire cap on all sides.

Once the cap has been removed, use a small punch and a light hammer to remove the rear axle. With the small punch, lightly tap the center of the axle, driving it from the brass washer that is pressed around it. When the axle is removed and the rim/tires all off, then next the cab is removed.

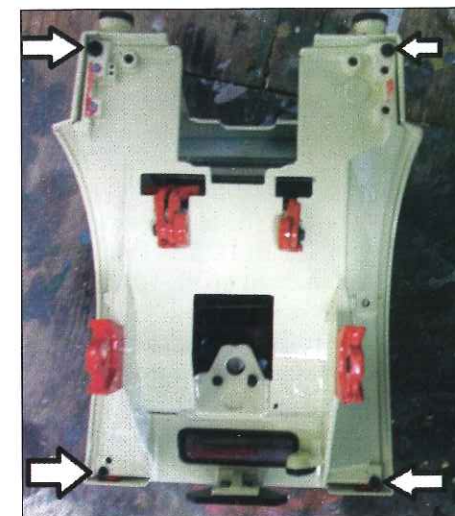
The cab is held on by

four screws that are located under the cab. You will see six, and removing all six is fine because the other two holds the bottom half of the cab onto the tractor. Also, you may want to remove the cab step to make getting at the front screws easier.

The steps are held on with two pins that are press-fit into the bottom of the cab. Here again, use the heat gun to help release the epoxy that the factory used. Gently work the step loose.



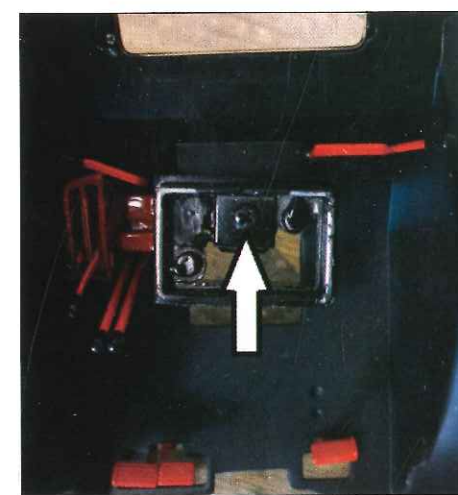
The center cap has been pried off in order to remove the rear tires.



Four screws must be taken out to remove the cab top.

Once the cab top is off, you will have to remove the bottom half, and that is accomplished by first removing the seat. The seat is held on by a little epoxy from the factory. Using a flat screwdriver, prying up from the bottom will accomplish the task.

After the seat has been removed, there will be one screw under the seat that holds the seat frame on. Remove this screw, and the seat frame will reveal two more screws. Removing these two screws, along with the two screws that



After removing the seat, take out the screw holding the seat frame.

are under the front of the cab, will enable you to remove the cab bottom.

The hood is the next task. To remove the hood, the front weight bracket and top grille insert will have to be removed. The heat gun and flat screwdriver can be used for this task. Both are press-fit and epoxied in place. Taking your time here is important so neither the weight bracket or grille insert will get damaged, or worse, broken.

After removing the weight bracket and top grille insert, you will be able to remove the three screws that hold the grille on, which in turn holds the front of the hood on. With the grille gone, the lower dash piece under the steering wheel is next. Get behind it and gently pry out where the last screw that holds the hood on will be. Then lift the front of the hood and slide back one removed hood.

The hood and cab are off, along with a pile of screws and parts, hopefully, all organized in the baggies.

We need to modify the cab to form the open-station platform and to enable us to mount the seat back on. First, get rid of the cab top that is no longer useful to us.

Next, use a hacksaw, Dremel, tin snips or a cutoff wheel, which is what I prefer, to cut along the side of the lower cab half, being careful not to cut into the bot-

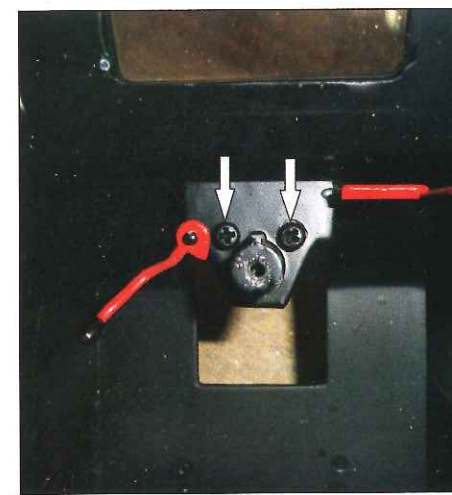
tom. Cut all the way around. Then use a file, Dremel or, what I use, an angle die grinder with a 2-inch 36-grit grinding disc, and smooth out the platform so it is flat. Make sure you leave the rear-mounting bracket on (mounts platform to axle housing and axle).

After this task, remove the seat mount from the cab by cutting it out and trimming it down. I trim it down so that both screws are still used, as well as the PTO lever but about 1/16 of an inch from the screw holes. This keeps a nice clean look while still doing its intended function.

This next part may be optional to some—removal of the cab mounts from the side frame rail. I believe it gives the tractor a finished look. I like to take apart the tractor just about the rest of the way, because it isn't that much work, and protects the plastic batteries and the engine.

To remove the frame rail, there will be two screws that are well hidden on the right side of the tractor—one will be under the brake drum, and the other will be hiding behind a plug about 2 inches in front of the brake housing. Time for the heat gun and flat screwdriver.

The brake drum has always been easy for me to remove, but that plug will take some patience. However, once you get them removed, there will be screws behind them that hold the two halves



Two more screws to remove and the cab bottom will be off.



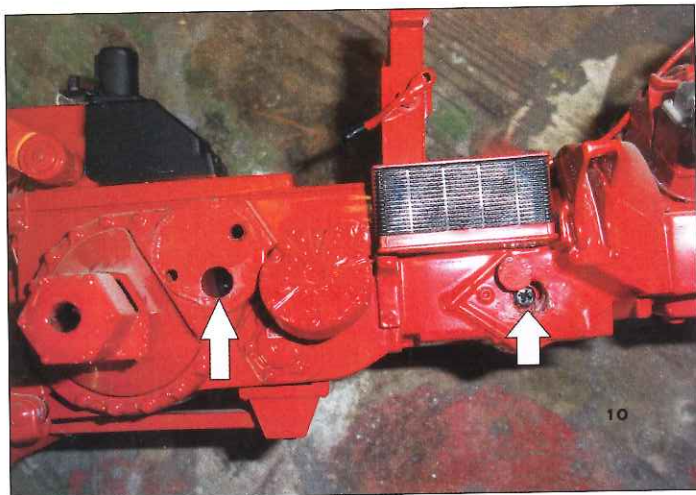
Take out three screws to remove the grille.



Beginning with a cab tractor, Chuck planned to remove the cab and add details.



Down to Details Continued



Remove the two screws that hold the halves together.

apart, you can now get to the screws that hold the batteries on—there will be one on each battery. Then there will be one screw on the left-side casting that holds the engine in place. Remove this screw and also then remove the engine. With the engine will come the front axle. With the engine out, remove the lower dash piece that holds the parking brake and the draw-

together. Remove these two screws. But before you get carried away, you will also need to remove the top arms of the three-point hitch. Using a flat screwdriver, gently get between the arm and the casting half and work them out. One small task left—removing the drawbar. Just two screws to remove, and this comes out.

If you have been successful this far, then gently apply pressure and pull the two-frame casting apart. They will still be attached back by the three-point hitch/rear hydraulic remote area by hydraulic lines, but that will be fine because this will still give us enough room to do what we need to do.

With the casting halves gently pulled

bar mount, if they haven't already fallen out.

I hope you have everything in baggies and in order, because you will need to put the tractor back together.

Now on to removing those cab mounts. Use your cutting tool of choice and remove them, being careful not to take too much. Once the cab mount area is worked smooth, we still need to work on the hood. Doing this the right way means removing the radiator cap, fuel cap, TA lever and shifting levers. All these are press-fit, so turn to the flat screwdriver and heat gun again.

Before you can get to this, there will be one screw holding the fuel tank on. Remove that and remove the fuel tank and

steering rod. To remove the radiator cap and fuel cap, it is better to push them out from behind. The TA lever has a small push-in rivet holding it on and should be removed without damage.

Once everything has been removed from the hood, I use a 2-inch angle die grinder and grind the big areas smooth. Then follow up with a Dremel tool with a cutoff wheel to clean up the corners.

All the pieces will now have to be prepared for paint. After the paint dries completely, reassemble the tractor in the reverse order it came apart.

I have added fenders that are from a damaged Precision 806. Bolt them to the side of the platform (ex-cab mount) above the axle by drilling and tapping some .08 Walthers bolts. I also added a set of steps from that same 806 donor tractor by also using an .08 bolt.

Exhaust pipes are of your own choosing. I like to cut them shorter, taking about an inch off, and then drilling the center out to appear like hollow pipe, and then repainting the end. This is done easiest when the engine has been removed and a vise can be used for secure holding.

This project really isn't difficult if you just take it on as a bunch of small projects. As I like to say, it is like building a house. If you look at it as one project, you will be overcome. But if you look at it as a series of small projects, before you know it, it is finished, and you will have a fine piece for your collection. TF



Using a cutting tool the cab mounts are removed.



Before assembling, grind the big areas smooth and clean up the corners.