Down to Details

By Chucky Steffens

Adding a Second Seat

I am finally getting around to doing another "Down to Details" article. You could call this article kind of twofold. It starts two years ago when a good friend of mine bought a Farmall 806 that had been in the family for many years.

Soon after he asked if I could restore it. After restoration was complete, he started to take it on Tractorcades with his wife and started to get a little flack for not having a "proper" seat for his wife to ride on. After a year of leaving his wife at home when he was on these tractor rides, his son asked if I could add a seat to the fender. I told him he was NUTS!

Well a couple of weeks went by, and I got to doing some thinking. Mainly they still all ended with me thinking this idea was crazy. Soon after the family asked again if I could do it and I thought I would give it a shot.

Boy was it hard cutting into a fender I had just restored a year earlier. But all in all it turned out great and those naysayers had nothing to complain about because his wife now had a seat.

Now take this one more year later, and the owner's son asked me if I could make a Precision replica of this tractor. Here again I told him he was nuts. I thought it was hard enough building that fender in real life, how am I going to do it in 1/16 scale?

But after being asked a few more times and some serious thinking on my part of how I was going to build it, I thought, okay.

So with the NFTS in a few weeks after the request was made to build this tractor, I set out to find a good candidate to start with. I ended up a little lucky with a damaged Precision 806 at the National. It had at one time been someone's custom project.

They had added duals to the rear, but somewhere along the line the tie rods had ended up busted. They then glued the tie rods back together but the damage was done. I thought this would be the perfect starter tractor as the 806 I had to build was a NF.

With the damaged 806 to start with, I needed a Precision 460 donor tractor for the NF. I just happened to have one sitting on my shelf at home, left over from another custom project. With both tractors on the bench, the project began.

To start this project I had to remove the NF from the 460. This is actually very easy. Just grab the NF and pull it off. It is that easy…but that is were the easy ended.

Now with the NF off of the tractor, the steering shaft needed to come out and the lower steering rod support needed to be used on the 806. To remove the steering shaft on the 460 the lower support had to be removed. This is done by removing the two screws that hold it in place.

With the lower support off the next step was to remove the grille of the 460. This is best done by using a heat gun and warming the grille and hood to loosen the epoxy Ertl uses to hold the grille in place.

With the hood and grille warmed up, you have to use a fine-tipped flat screwdriver and gently work it between the hood and the grille. If you take your time and work many areas the grille will come straight out. With the grille removed all that is left is to remove the two screws that are holding the NF in place.

Now on to the 806. First thing is removing the wide front. Being this one was already broken, I didn't have to be as patient as I would have if it were a wide front in excellent shape. But nonetheless, I always try to save as much as possible for future projects.

To start this get the heat gun back out and warm the saddle under the WF tube and the saddle under the frame. With both of these warmed, gently use your flat screwdriver to pry these loose from the wide front and frame.

If all goes well, it will come off without a hitch, so you can move on to further disassembly. With the saddles out of the way, the next step is to remove the pin that holds the wide front to the tractor. This pin is pressed in, and with a flat screwdriver it should come out fairly easy. The wide front is now off.

Once the wide front has been removed, there is a screw that holds the wide front mount in place. Simply remove this screw, and this will take you to the steering support plate similar to the one on the 460.

There will be two screws holding this in place. With those two screws removed the plate will come off. This plate also holds the weight bracket and grille in place. So with this plate off the steering shaft of the 806 will be exposed and easy to get at.

Now time to do the swap. The area where the 806's steering rod went will have to be modified a little to accept the 460's steering rod support. I used a Dremel with a cutoff wheel to widen the opening to hold the NF's support.

With this done I assembled the 460's NF steering shaft into the 806 body. I used the 460's shaft, because it is a little longer than the 806's shaft it holds the NF better.

With the 460's steering shaft installed in the 806, the next step was to take the 460's lower support plate and modify it to fit on the 806. This is done by trimming the sides evenly until it fits nicely in the frame rails.

After this is done I used a drill bit the same size as the holes, and ovalled the holes slightly to line up with the 806's screw holes. The 806's holes are slightly wider but not by much.

So with the 460's lower support bracket modified to fit in the 806 chassis, it is just a matter of reassembly. Install the grille with the weight bracket on the 806, then fit the lower steering support and reinstall the screws.

Final step here with this task would be to use a small amount of epoxy on the steering shaft and push the 460's NF onto the steering shaft, and voilá a Precision 806 NF.

I would have liked to have ended this project here but no, the family wanted that seat in the fender. So I went to my parts shelf to find a damaged Precision 806 fender, because I didn't want to wreck a good fender if this didn't work. With that damaged fender I then took a seat from a Precision 806 and marked out the size on the fender for cutout.

With fender marked, I then took the Dremel with the cutoff wheel and began cutting. I cut the hole small first and gradually made it larger until the seat fit in the fender with a little play. Once my hole size was correct, I used a piece of plate brass that fit into the bottom of the cut as my base.

With this fitting nicely I then used a piece of brass angle iron and soldered it to the base plate for support. With this solder to the base plate I then drilled and tapped two .080 bolts into the fender and angle iron to hold the base plate in place.

After this was done I took a piece of thin brass and forced it into the cavity of the fender as back and side supports. Using a few clamps and working my way around the inner support, I soldered the base to the inner support.

I was getting closer. Now it came down to cosmetics. Using my angle die grinder with a 36-grit disk, I finished up the shaping of the inner support. With some epoxy on the backside for added support, some body putty on the top and then followed by two coats of fill primer, it was on to paint.

With the fender painted the next step was to install the headlights, which with a very small amount of epoxy on the backside pushed in nicely. After the headlights were installed I used a little silicone under the seat and installed the seat into the fender.

Almost done! On to fender swap. The fenders on the 806 are an easy swap. Two screws hold them to the axle housing, just remove these two, swap fender and reinstall.

COMPLETE! Oops, not yet….

The real 806 is equipped with a chrome straight pipe and an M&W turbo. To fake the turbo, all that was needed was to add

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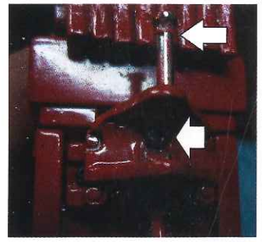
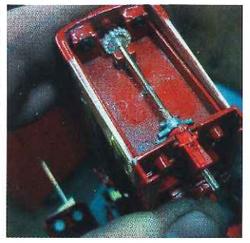
Farmall 460, the donor tractor, is on the left and the Farmall 806 on the right.

The 460 narrow front assembly is removed to be exchanged with the wide front of the 806.



The screw that holds the wide front mount in place must be removed.



Lower support shaft of the 460 must be modified by trimming sides.

The narrow front shaft is pushed into place on the 806.

The cut in the fender is sized to fit the seat.

Inner support is shaped.

Closeup of the added seat.

Plowing New Ground Continued

On the inside wheels, the tread measures just two scale inches over the 85 inches advertised in the sales literature, and on the outside wheels the tread measures just two scale inches under the advertised 160.3 inches.

In comparison to the tractor's 290.7-inch overall length advertised in the specifications, the toy's overall length is 283 scale inches without and 300 scale inches with the toy drawbar. That is remarkably close given how much oversized the toy's drawbar needs to be.

Two factors combine to make the toy appear a bit tall and skinny. One is that the 165-scale-inch height over the toy's cab air cleaner is 4 scale inches over the number given in the sales literature. This alone would be barely noticeable. But the cab roof is 56 scale inches across, about an actual 1/16 inch narrow.

Without even measuring Ken Updike spotted the undersized cab roof and mentioned it to me. When working with Rick for the review I kept silent about Ken's remark, but Rick called the cab's narrow appearance to my attention, too, noting that from the back and from above the narrowness is most noticeable.

There are two surprising similarities between the 1/64 and 1/32 toys of the Steiger Tiger. One is that the free-rolling 1/64 scale 30.5x32 tires also show the printed Goodyear markings. The other is that when, for those who are curious, Rick and I tested articulation we measured 19 degrees right or left, the same degree of movement as in 1/32 scale—pure coincidence.

But what, then, if you missed the National Farm Toy Show Steiger Tigers? Ah, there is still the Case IH Steiger 9190. What is more, even a 1986 transitional model might be possible. Rick says there may have been a few Tigers with Steiger markings but in red paint. *TF*

1/64 Steiger Tiger IV KP-525
2012 National Farm Toy Show
Ertl 16218A

Strength: Fills another pothole in the 4WD road.
Problem: Skinny cab roof.

Sources

Case International 4-Wheel Drive Tractors. J.I. Case AD-60300C

The Steiger Line. Steiger Tractor, Inc. 360/1284/25-3.

Steiger Tiger IV. Steiger Tractor, Inc. 359/883/20-1.

	National Show Year	1/32 Stock Number	1/64 Stock Number	Nebraska Test Number & Year	Tested Horsepower	Engine Displacement and Type	Notes
John Deere 7020	2003	Ertl 16105A	Ertl 16106A	#1063 1971	146.17 PTO 131.50 Drawbar	404 cu. in. 6 cyl.	one of the first uses of an intercooler to boost HP
Massey Ferguson 1500	2004	Ertl 16117A	Ertl 16118A	#1086 1971	152.77 Drawbar	573 cu. in. V-8	Caterpillar diesel engine
Oliver 2655	2005	Ertl 16138A	Ertl 16139A	#1070 1971 (tested as MM A4T-1600)	143.27 Drawbar	585 cu. in. 6 cyl.	also available with MM 504 cu. in. LP engine
International 4366	2006	Ertl 16152A	Ertl 16153A	#1153 1973	168.90 PTO	466 cu. in. 6 cyl.	built for IH by Steiger
Case 2470 Traction King	2007	Ertl 16167A	Ertl 16168A	#1114 1972	174.20 PTO	504 cu. in. 6 cyl.	with coordinated, front only, rear only or crab steering
Allis-Chalmers 7580	2008	Ertl 29709P	Ertl 29710A	#1229 1976	186.35 PTO	426 cu. in. 6 cyl.	73% common components with 7000 series 2WDs
Steiger Panther IV KM-325	2009	Ertl 14673A	Ertl 14667A	#1543 1984	285.67 Drawbar	855 cu. in. 6 cyl.	Cummins engine
International 3788	2010	Ertl 14777A	Ertl 14778A	#1377 1980	170.57 PTO	466 cu. in. 6 cyl.	the only one articulated in front of the cab
Versatile 935	2011	Ertl 16210A	Ertl 16211A	not tested	330 HP per SAR J816(a)	903 cu. in. V8	Cummins V-8 engine
Steiger Tiger IV KP-525	2012	Ertl 16217A	Ertl 16218A	Tiger IV not tested	525 braking HP mfg. estimate	1150 cu. in. 6 cyl.	competitor to Versatile 1150

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the Turbo decal, but to add the chrome pipe was a little more. I would like to say that I added it the proper way, but I haven't yet found a good way to take the hood off of the 06 or 56 Series Precision tractors.

What I have learned is that the 806, if you cut the muffler off about 1/4 inch from the hood, you can then use this to help mount the chrome pipe to the tractor. So this is what I did. Cut the muffler off. Then taper the chrome pipe to match the slope of the hood. Then with a little silicone inside the pipe I just slip it over the old muffler.

Now it's done and should make a nice Christmas present.

Thanks,
Chucky.

TF