

Down to Details

By Chuck Steffens



The NIB 460 and 706.

Another month has come and gone and I find myself thinking up another project for you toy farmers out there. I have recently been accused of writing more articles about green tractors than red ones. This narrowed my decision to write about some red tractors.

While I was at the National Farm Toy Show, I was able to get a pretty good deal on a case of Precision Farmall 460s. Then while I was attending the Gateway Mid-America Farm Toy Show, I picked up a Farmall 706...perfect! Okay, I got my donor tractors—so let's make the 460 a wide front and the 706 a narrow front—a front end swap. I have done this swap three times in the past so it should be pretty straightforward, but it has been over a year since the last time I did it and I will have to see how good my memory is.

To get started we are going to have to "tear down." Now one little tidbit of info—if you would rather have a Farmall 560 wide front, all of this info will be the same as with the 460.

The first thing you are going to want to do is get your heat gun handy. I have stressed this in the past—whenever working with Precisions, having a heat gun to warm things up and help release the epoxy is a must. Well, maybe not a must, but I can assure you it will help keep tractors out of your personal salvage yard.

When the heat gun is ready, take the 460 and warm the grille and front hood area. Once this area is warm, get between



The grille removed from the 460.

the grille and the hood with a small fine-tipped flat screwdriver and gently pry out—not getting too aggressive in any one area—work both sides, top and bottom, making sure not to damage any paint. If things go right, the grille will come forward, giving you access to the steering shaft.

Now with the grille out, grab the narrow front assembly of the tractor and gently pull down. Keep an eye on the steering shaft to make sure the shaft stays with the narrow front assembly and pulls out of the steering gear. I guess it really isn't that big of a deal if it pulls out of the narrow front, but it will just save you time later on. If all went well and the steering shaft pulled free of the steering gear, the best advice I can give you now is to put the gear back on the shaft so you don't lose it.

With the narrow front out of the tractor there will be two screws located under the 460 right above where the narrow front assembly was located. Remove those two screws and the filler panel will



The narrow front removed from the 460.

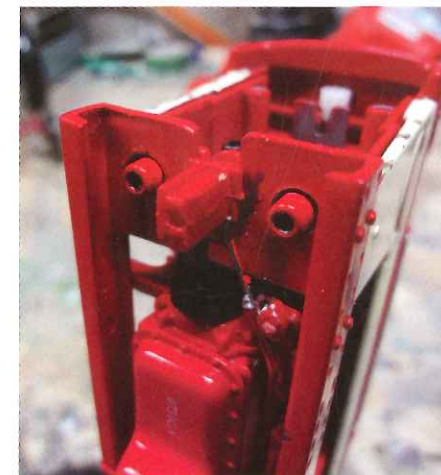
come out of the tractor. This will also allow the front section of the tractor's frame to come out. Get those two out of the way. There will be a plastic support fitted into the chassis that will come out. Remove this and save it for later—the 460 is now "tore down."

Now for the 706.

With the 706, much of the teardown will be similar to the 460 and much will



Filler panel of the 460 head on with two screws.



Filler panel removed from the 460, exposing the plastic narrow front support.

be the same as the 856 and 806 I showed you in previous "Down To Details" articles, but nevertheless I will walk you through it just the same.

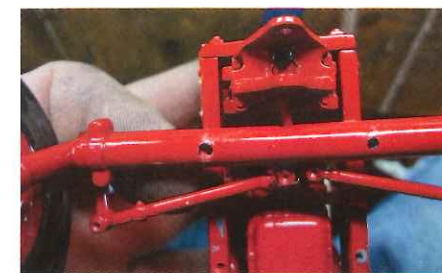
First, remove the wide front off of the 706. To accomplish this let's start by removing the wishbone assembly of the wide front axle. Here again, use the heat gun and warm up the axle where the wishbone is attached and gently pry the wishbone away from the axle tube. When it is free, use the heat gun again to



The 460 front frame section. The white area will be the area that will need to be removed.



Wishbone removed from the 706.



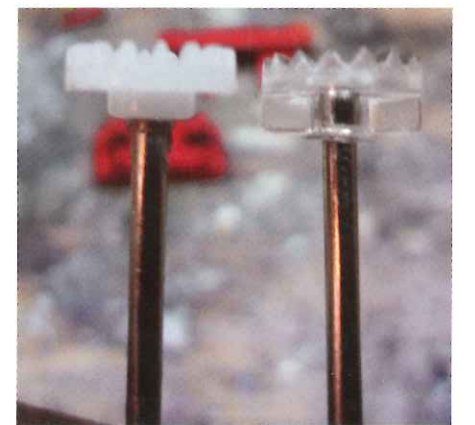
Pivot pin removed from the wide front axle tube and the tube lifted out of the saddle, exposing the single screw holding the saddle on.



Saddle removed, exposing two screws holding the saddle mount in place.



Grille removed from the 706, exposing the steering shaft.



The 706 and 460 steering gears—very similar, but yet different.

Down to Details Continued

warm the frame rails up where the rear part of the assembly is attached to the frame. Again, gently pry the assembly free from the frame with a small flat-tipped screwdriver and then set it aside somewhere safe. If you had success freeing the wishbone assembly from the tractor, the worst part should be over.

With the wishbone assembly out of the way, now we need to remove the pivot pin holding the wide front axle tube to the saddle. The best way to accomplish this is simply using side cutters and get between the pin and the saddle and pull out. I have always had good luck doing this without any heat or damage to the paint in the area.

Now that the pivot pin has been removed, very gently lift the axle tube up out of the saddle. Make sure to keep a close eye on the tie rods. Patience is a virtue, because the last thing you want to

do at this point is break a tie rod.

With the axle tube removed from the saddle you will see a screw in the center of the saddle, which will need to come out. Remove this screw and lift the saddle free from the tractor. You may have to gently pry it up because they use a small amount of epoxy on this saddle, but it should lift off easily. With the saddle out of the way, you will be able to lift the steering arm free from the steering shaft and set the wide front assembly aside for now.

The next task will be to remove the wide front saddle support. There will be two screws that will come out. Save them for later.

The wide front is off, but we aren't done yet. The front section of the frame will have to come off next. On the 706, Ertl decided to glue it in place. Take your time to pry it loose, pushing it forward. A

little help from the heat gun will not hurt here either. Once the front of the frame is free and your heat gun is still handy, warm the grille and front of the hood of the 706 just like you did with the 460. Once warm, get under the bottom side of the grille and pry out until the grille is free. With the grille out of the way, you will see the steering shaft of the tractor. Reach in and lift it out of the tractor.

Now the 706 is "tore down."

I am sure that if by chance you are attempting this project with me, all of your parts are accounted for and free of damage. So this means it is time to start building our tractors.

Because of space allowance, I will continue this project in next month's *Toy Farmer*.

Until next time,
Chuck.

TF

Stop and see us at the Toy Museum during the Summer Farm Toy Show in Dyersville - June 6 and 7



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1:16 Farmall 504 Gas Wide Front
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DieselMatic
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Available at Case IH Dealers



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Open Station 2WD
Available at AGCO Dealers



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