

Down to Details

BY CHUCK STEFFENS

Building a JD 4455 with Parts and Pieces

I received a John Deere 4440 tractor with the cab badly broken up in need of some repair. Knowing that the 4440 and 4455 tractors are very similar, I decided to turn it into a 4455.

All of these photos are not of the same tractor. I did this so I could more easily explain the procedures needed to build the 4455 tractor, even if you used a NIB 4440 Precision.

With the cab badly busted, replacing it was the first thing on the agenda. To replace the cab, start by removing the hood. This is easily done by removing six screws.

On the bottom side of the tractor, there will be two screws under the front weight bracket and one screw each under the battery boxes. Remove these four screws and the weight bracket, and the two battery boxes will come off.

After the battery boxes have been removed, there will be two screws holding the rear of the hood on. Remove these two screws, and the hood will easily come off.

Next on the list will be replacing the cab. There will be four screws holding on the cab, two on each side of the cab under the fenders. With those screws removed, the cab will come right off.

I went to what I like to call the Chuckville Salvage and found a Precision 4430 that was damaged, and who would have guessed that it would be a perfect fit.

I wanted the 4455 to have a powershift transmission, so I gently pried up on the interior and it popped out. I just swapped it with the one out of the 4430, now I have a powershift transmission in my 4455.

Next procedure with the cab is painting. The cab is completely black on the 55 Series tractors, and the 4430 cab had the lower half green. First, remove the door handle. This is done by simply using a small needle-nosed pliers and gently working it loose enough to remove.

Then, after masking the cab and lightly scuffing it, I used a flat trim black to paint the lower half. The finished cab is now ready to reinstall, using the four screws that were taken out when removing the cab.

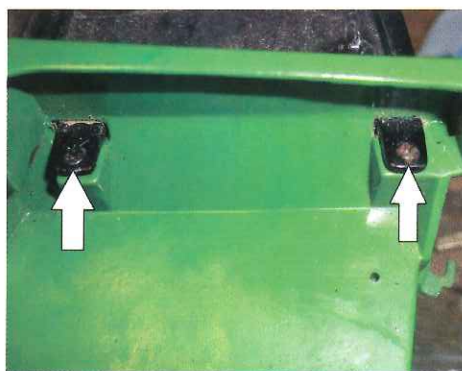


Chuck received a JD 4440 with a badly broken cab. He removed the cab and bagged the smaller pieces for use later.

Now a few things to make the tractor look beefier. Larger front tires need to be removed. I would like to say that this is a simple rim-and-tire swap, but it is not. The front rims on the 4440 use a pin that I have not been able to successfully remove yet.

But what I have found is that you can replace the front axles with ones out of a

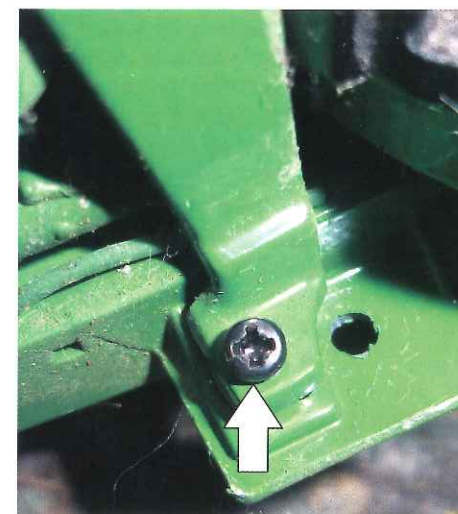
4430 by removing a small clip at the top of the axle and gently working the spindle loose pulling the axle down and out. Then



Two screws are underneath each fender and must be removed in order to take off the cab.



Looking at the underside, there are two screws under the weight bracket and two under the battery boxes. These must be removed.



Battery box screws that hold on the rear of the hood.



The cab, cab interior and hood have been removed.

just replace with the ones out of the 4430.

Wanting the tractor to be a true 55 Series tractor, I replaced the steps and the rear rims and tires. The steps are ones that Dakota Toys offer. I added the handrail by soldering a small brass rod bent to shape to the side of the steps. Then I bolted them to the bottom of the battery box with a couple of .08 bolts.

For the rear rims and tires, remove the old ones first. The best way I have found to do this is by using the heat gun and warming the rims up but not to the point of hurting the paint. After heating them,

use gloves, grab hold of the rims and slowly start working them back and forth while pulling out. This may take some muscle.

After the old ones are off, I used tires off a Precision Key IH 1468 and the rims off a JD 7520 and mounted them on the axle with axle caps off a 4010 Precision.

Two things for finishing touches—4455 decals and a chrome pipe. The decals are from SoMo Toys. They were cut to fit and

were placed on. To add the chrome pipe, I removed the muffler with the single screw under the hood, then drilled the hood out to 5/16 inch so the pipe would be a nice tight fit. Now just reinstall the hood the opposite of how you removed it.

All in all, I think this is a nice representation of what many would call Deere's best tractor ever made, but with larger tires all around and a powershift transmission. TF



Finished 4455 with chrome pipe and new steps.



Finished tractor with a replacement cab and beefier tires.