

Down to Details

By Chuck Steffens



NIB Oliver 1750 and 1950.



The underside of the Oliver 1750 showing the two screws that need to be removed to remove the NF.



The underside of the 1950 WF showing the two screws that need to be removed.

Hello again! Seems that it is time for me to get working on another project. This month the project is a little different than most months since it is completely new to me as well. Usually the project I share with you is based on one I have worked on in the past, at least once or twice but not this time. I have been fighting over working on a Spec-Cast tractor. Now don't get me wrong, I think they have been really hitting the mark on some of their releases but instead it came down to me. I like to call my hobby Chucky's Precisions & Pullers and I have been trying hard to stay on that path. Too many times I have found out that when you try to do it all, you can't do any of it right. Well, I was going to stay focused on my precisions and pullers, but hey those 1950 and 1750 Oliver SpecCast has been producing, man it was hard for me to stay away from them. They just filled a massive hole in the market. So I gave in, but I will use the excuse of building the 1950 into a farm stock puller!

So here is how my project got started. Back in the fall at the NFTS I picked up a pair of the row crop 1950s with the plans of putting one on my shelf and the other??? Then at the summer show I just fell for that 1750 show tractor and picked up one of those too, but I wanted to leave that one alone. Then eBay gave me a \$20 coupon to use, so another 1750 was on its

way. This one will be coming apart!

So now I got a NIB 1950 and 1750 Oliver on my bench. My plan is to build a 1950 with a narrow front and flattop fenders and then if all goes well and I don't break any parts, I will be able to build a 1750 wide front with fuel tank fenders. To get started I grab the 1750, flip it over and see there are two screws that appear to be holding the front pedestal on. I start by removing these two screws and voila, the narrow front is off...that was easy. I then flip the 1950 over and find those same two screws and remove those...same thing the wide front is loose other than the wide front pivot mount on the rear of the axle, but once the wide front is down, it slides forward and the axle is free. This is going way too easy!!

Now that both axles have been removed, I decide to test fit the NF on the 1950....well it is close but no cigar...then with the tractor in my hand the hood comes free! OK, I go with it. I lift the hood free from the tractor to examine it and see that the two screws that hold the front axle on also are used to hold the hood in place and with those screws removed, the front of the hood lifted allowing the hood to slide forward which in turn freed the rear of the hood. This is because the rear of the hood slips under the platform and then they used some epoxy to hold it into place. Well when the hood lifted in the front the epoxy broke



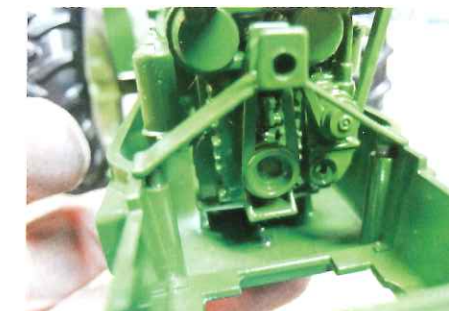
The 1950 with the hood removed.

free, hood slid forward and I had a hood in my hands with no damage to the tractor or hood!! How can this be? I am used to the precision where you have to work for it.

OK now that the hood is off of the 1950 I think to myself that I wanted this tractor to be a farm stock puller so the muffler needed to go sometime...I look under the hood and sure enough there is a screw holding the muffler in place. I grab my screwdriver remove this screw and again...Winner Winner, Chicken Dinner, the muffler comes off. With the hood free and the muffler off I grab my step bit and drill the hole in the hood out to 5/16 then install a chrome pipe!! Woo-hoo, this project is going good.

Now back to installing the narrow front under the 1950. With the hood removed I again test fit the NF under the chassis and see that there will indeed be some modifications needed. The hole in the chassis of the 1950 is a rectangular hole with widened area on the engine side. This area is deep enough but not wide enough for the NF to fit. Simple fix, I grab my square file and widen the area out. I test fit it again and two thumbs up, it fits great!

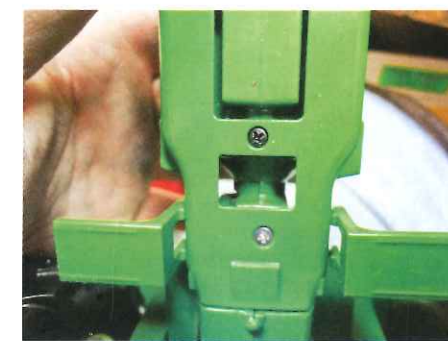
I then remembered I needed to remove the rear pivot for the wide front yet and with the hood off I could see that it was installed using two pins that had the heads mushroomed. I tried to get to



The A-frame on the 1950 holding the front of the engine in place, this will have to be removed.



The engine of the 1950 has been removed exposing the two mushroomed heads of the wide front pivot.



Here is the bottom side of the 1950 showing two screws holding the engine in place.



The radiator of the 1950 removed showing the steering gears.



Here is a picture of the slight modification that had to be made to the 1950's tub so the NF would fit.

Down to Details Continued

enough.

So plan B, remove the mount. This mount had two pins, one on each side that were epoxied into the chassis. With my small screwdriver I worked each side trying to free the mount and eventually one side came free allowing the mount to slide ahead enough to free the engine giving me access to the two mushroomed heads of the wide front pivot. Finally, with room, I grab my Dremel again and grind off the tops of these heads and then use a punch and push the pivot free.

With the wide-front pivot removed I then reinstall the engine into the chassis, add some new epoxy to the front mount and install it back into its hole and reinstall the two screws under the chassis holding the engine in place taking us back to installing the narrow front.

Now getting back on track it is time to install that NF. I place the hood back on the tractor, flip it over and attempt to install the NF but the steering rod seems too short. I take the hood back off and see two screws holding the radiator in place. I remove these two screws and slide the radiator back, freeing it. I tried to lift it out but there was not enough room for the rod to lift out. I saw that the fuel tank appeared to be mounted with one screw. I removed this screw and indeed I had enough room to lift the steering rod and radiator out.

With the radiator free it allows me to get to the steering shafts. Here again SpecCast hit a home run and installed



The NF 1950 before it become a puller.

a square shaft that slides in the gear. My first thought is that the shaft in the 1750 was longer so I remove it the same as I did for the 1950 but found out that they are the same. My next option is to reinstall the shaft but SpecCast gave us plenty of gear so I just set the shaft out more giving me more shaft on the axle end making sure the tractor would still steer with the steering wheel.

Thinking I had all of the glitches figured out it was time to install that NF.

I reinstalled the steering shaft, radiator, fuel tank and finally the hood. With the tractor held upside down in my hand I attempt to install the NF one more time and it fits nicely and the steering works. With the test fit complete, I reinstall the two screws holding the NF to the hood and here we have it, a 1950 NF!!

With a little checking it appears that I have so far been able to build a 1950 NF without breaking any parts so this should mean that I can build that 1750

WF. With the remaining parts I reassemble the fuel tank, radiator and hood of the 1750 and ready it for a test fit of the WF. Remember the steering shaft was too short on the 1950. I figured I could push the steering shaft on the 1750 up through the gear a little farther giving me enough room for the WF to be mounted and work correctly. With this done I did my test fit only to find out I was wrong. So back off it comes and I grab my 2-inch angle die grinder and shorten the steering shaft until it gives me the proper fit for the WF.

With the steering shaft cut down in length, I test fitted the WF again and two thumbs up again. I reinstall the two screws holding the axle to the hood and check the steering—all's a go. Now I just need to install that rear pivot...

To install the rear pivot I first saw that SpecCast added two holes in the chassis of the tractor and thought, aha! But that was soon taken away when I found out they were in the wrong spot. So I installed the pivot onto the WF axle and forcefully slid it across the tub of the tractor leaving locating marks for the pins. With these marks made I grab my drill and drill these two holes out, test fit and am satisfied. With the mount fitting properly, I apply a small amount of epoxy to it and install it to the tractor, giving me a 1750 wide front.

Now remember in the beginning of the article I stated I wanted a 1950 NF with flattop fenders and a 1750 WF with fuel tank fender. Well that brings us to the next part of the story...switching fenders. With a quick examination it ap-

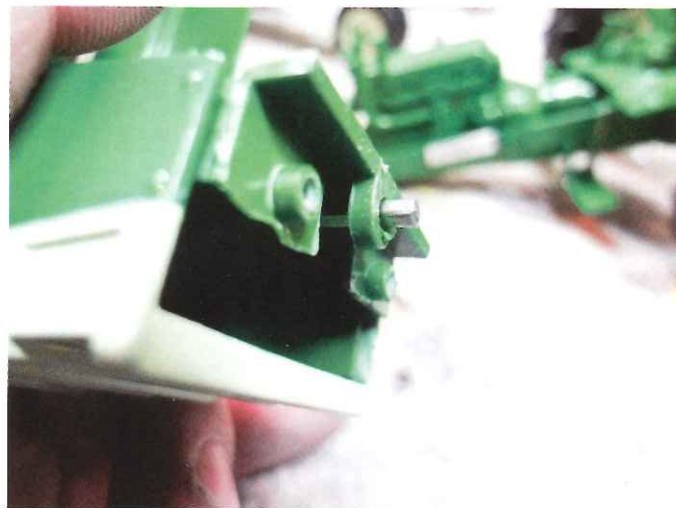
pears that there are just two screws holding each fender on...that seems too simple. I am sure they are different sizes or the locations are different. I guess there is only one way to find out. With my Phillips screwdriver in hand, I remove one fender then the same fender from the second tractor and test fit. Wow! They line up perfectly and use the same screw... this is too easy. Ten minutes later the fenders are swapped and I have the 1750 WF with fuel tank fenders and a 1950 NF with flattop fenders!

Now the 1750 is heading to my shelf the way it is but the fun has just begun for the 1950. With a few hours of brass work I am going to remove the three-point, drawbar and steps and replace those with wheelie bars, weight brackets and a pulling hitch.

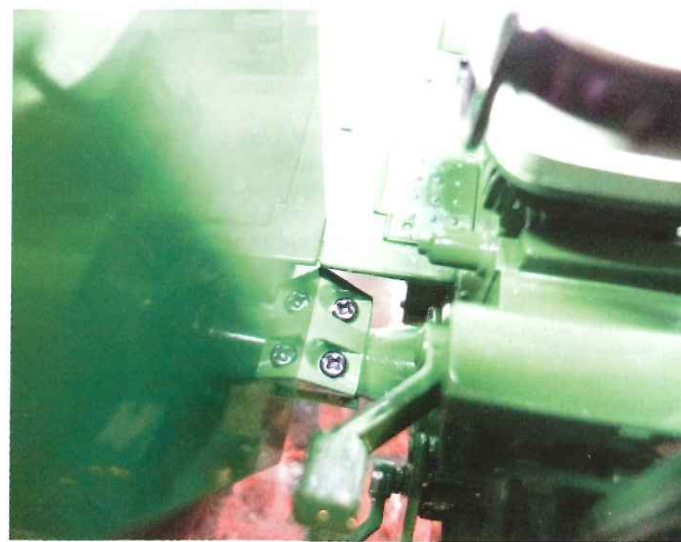
Overall I have to say I have been impressed with these two tractors. They provided good detail at a reasonable price, have a nice mix of die-cast and plastic parts and all in all are easy to work on. I will have to admit if anyone was shying away from a precision build due to their complexity I would find these SpecCast tractors a nice introductory-level tractor with less money/risk involved.

Until next time,
Chuck.

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Here is the steering shaft on the 1750 after it was shortened for clearance in adding the WF.



As simple as it sounds, two screws and the fenders come off!!



The finished 1950 farm stocker.



The finished 1750 WF.



This finished 1750 WF with fuel tank fenders and the farm stock 1950.