The 1570 cab base with the 2594 fender assembly installed.

The hood scoop removed and replaced with brass flat stock.

Adding a CASE to the Shelf

Hello again and welcome back to another segment of "Down to Details." This month, I am going to tear into a project that has been on my books for two years, a Case 2090.

Two years ago, a good customer and friend of mine asked me to build him a high-detail model of the Case 2090 his dad once had on the farm. I said sure, without thinking it through very well. I started thinking how the Case 1570 chassis could be used to build this tractor, using the hood from the old Ertl castings and somehow making the two come together. But I could not convince myself that it would be a nice tractor when it was finished. Then Ertl released the 2594 with a nice one-piece hood and separate cab and my list of excuses got a little shorter.

The new-in-the-box Case 1570 and 2594.

I bought two of those newly released 2594 models. If I am building a 2090 for a customer, I am sure going to build a 2290 for myself since I spent a few hours operating one when I was in high school.

With my build plan finalized, I pair those 2594 models with the 1570 models I already had at the workbench. I give the 2594 a good look, since I have never seen one close before, much less worked on one.

After a close inspection, I grab the rear wheels of this beast and twist, tug and pull until I have them off. I think Ertl takes personal pleasure in making them difficult to get off.

Four screws at the base of the 2594 cab hold it to the chassis. With a few quick twists of a Phillips screwdriver and a little wiggle, the cab is free from the chassis.

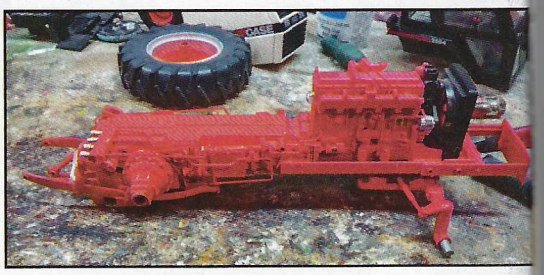
This leads me to the hood. After some detailed searching, I cannot find a single screw holding the hood of the tractor to the chassis. I give the hood the "wiggle" test and there is definitely a solid means of holding the hood to the chassis. I bet they have screws hidden under the decals. I put a little pressure on the side decal strip, and find a soft spot about an inch back from the grille shell. I use my X-Acto knife to cut into this soft spot and find a screw! After removing this screw and a matching screw on the opposite side of the hood, the hood lifts right off. I then remove the rest of the screws holding the chassis together. Later, I will need the exhaust pipe and battery box, but all the remaining parts head to the "Chuckville Salvage Yard" for later use.

With the 2594 apart, it is time to tear down the 1570. I again grab, twist and pull until the rear wheels are off. Then I am able to remove the two screws at the base of each side of the cab and the cab lifts free from the chassis.

Ertl wasn't quite as sneaky hiding the screws holding the hood onto the 1570, as they are underneath the weight bracket. With those two screws removed, the hood is off the 1570 and the transformation begins.

So, we now have a big pile of parts that need some order. First, we start the test fitting. I give the 2594 hood a quick test fit to see if this transformation is possible and the 2594 hood seems to fit the 1570 chassis quite well.

Next, I test fit the cab and this is where the first problem comes to light. The ball joint used on the 2594 for the steering will not match with the 1570 chassis. With a little help from my pliers, the ball joint is free from the cab and we are back to the test fitting. The cab looks like it will work with a few modifications.



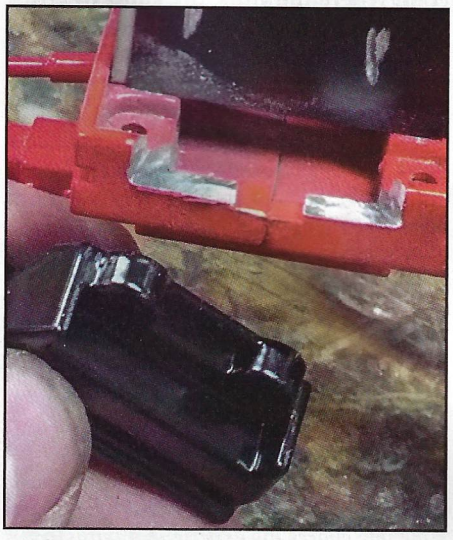
The stripped 1570 Case chassis.

The 2090 and 2290 customized tractors in their completed stage.

It is time to get more serious and take the 2594 cab apart, test the pieces one by one and work out the details. Flipping the cab over, I remove the screws on all four corners of the cab. With a little wiggle, the cab is free from the base. This leaves an interior, a fender/base assembly and the cab structure. With these three parts separated, I test the fender base assembly. I will need to use the cab base from the 1570 as my starting point, which is easily removed from the 1570 cab by removing a few screws.

My next problem will be getting the 2594 plastic base/fender assembly to set onto the 1570 base. The 2594 base is wider and does not fit between the screw mounts of the 1570 base. Using my caliper, I measure the difference in widths, do a little math and make some marks on the 1570 base. With the base marked, I use my Dremel to cut the proper width needed to fit the 2594 fender assembly onto the 1570 base.

Now I test fit again and see my next challenge. The 2594 assembly still doesn't fit low enough. My next issue is trimming the 2594 fender assembly to fit. The 2594 assembly also provided the mounting for the cab when it was initially mounted on the tractor, but we are going to use the 1570's metal base. So I use my Dremel to cut the excess material away, basically making it a set of fenders rather than a cab base. I test fit it back on the 1570 base and we are making progress!



The 2594 weight bracket fit to the 1570 chassis.

I now have fenders setting on the 1570 base, so I set the 2594 cab interior back in and the cab on for another test fit. I still need to lower the cab to make it fit correctly. The 2594 interior still sets too high on the 1570 base for the correct fit, so I use my angle die grinder to trim the bottom of the interior about 1/8 inch to get it to set between the fenders.

With another test fit, I see the cab setting low enough to have a correct fit, but this leads me to see my next test fit issue—the cab does not fit forward enough.

We are getting closer! The 2594 cab is hitting right next to the rear of the engine/bell house area, so I make a few marks on the cab to give me a rough idea of where I need to trim the cab. After a few more test fits and more trimming, the cab now fits on the chassis!

Next, I test fit the hood and it doesn't look horrible! The hood appears to set on the chassis correctly and there may not be much of a challenge permanently mounting the hood, as the tab that originally held the front of the hood onto the 2594 lines up with the front of the frame rails. Also, the pins that are used to hold the back of the hood to the cab line up, so we just keep looking better. With the hood held in place and centered, I drill a couple of 0.052 holes through the bottom of the 1570 chassis right into the hood tab, install a pair of 0-80 bolts and the hood is mounted!

There still are lots of little tasks to do. First, we have the hood mounted in the front and the pins in place on the rear of the hood, but the cab is just setting in place, so that needs to be addressed. First, I go back to the 1570 base with the original mounting holes. Although they don't line up with the 2594's fender assembly, they can still be used.

I lift the interior out from the fender assembly and find a hole in the plastic fender assembly base that was used to hold the interior in place on the 2594. I drill this hole into the 1570 metal base, giving me a hole to screw everything together and have solid secure mounts again. At the front of the cab, the 2594 cab originally used a screw in each corner to hold it in place, so I drill the 1570 base to match these holes and the cab is secure.

The little details are next on the agenda. The first one of these details is mounting the front weight bracket. With the 1570 hood and grille assembly no longer on the chassis, there is a small, but noticeable, hole on the front of the frame. Having the suitcase weight bracket mounted to the front of the chassis always looks better, so I head to the pile of 2594 parts and find the weight bracket. I can see it will require a little modifying to get a good fit, so I remove the hood again and place the bracket on top of the frame in the location I feel it should be mounted. I mark the frame where it needs to be cut out.

Using my Dremel, I cut the frame to match the weight bracket, making sure I don't cut too much at a time. I make small cuts, then test fit, followed by another cut, until I have the bracket setting nicely in the frame and flush with the top of the frame rails. I then drill holes in the 1570 frame that match the holes that were already in the bracket and install a pair of 0-80 bolts and the bracket is mounted.

The 1570 differs from the 90 Series tractors in that the battery box on the 90 Series is on the right side of the tractor in front of the tire and below the cab. It made me wonder how I was

The completed 2090 tractor.

going to mount the box to the tractor without any major construction. I test fit the head of an 0-80 bolt into the screw hole of the 2594 battery box and notice it's a tight fit. What if I install a pair of bolts that line up with these screw holes on the frame of the 1570 to hold the box in place? I line up the battery box on the right side of the tractor and mark the original screw locations, then drill, tap and install a pair of those 0-80 bolts, but I leave them long. With the bolts installed, I push the battery box over the heads of the bolts and the box fits perfectly and securely!

This leaves us with the last major modification—removing the hood scoop, as the 2090 nor the 2290 never had the hood scoop.

My plan was to remove the scoop and deal with the problems this created. Of course, it did leave a problem—a great big gaping hole! First, I remove the hood scoop by removing the two screws that hold the grille assembly and removing the grille. Next, I take the hood to my 12-inch disc sander and remove the scoop, being careful to take my time and have a nice clean finish on the hood.

With the scoop gone, I cut a piece of 0.010 brass flat stock to match the entire top of the hood as a filler. With the brass cut to size, I grind both mating surfaces with 36 grit for a good bind, then use auto body filler to glue the brass to the hood. I then flip the hood over and use the filler to build about a 1/4-inch thick backer to the brass sheet, giving it some strength.

After the filler hardens, I use my angle die grinder with the 2-inch grinding discs to trim the brass sheet to the correct shape, matching the hood and feathering the brass further so there is a nice smooth transition between the aluminum hood and the new brass filler panel, making it virtually invisible. I then follow with another thin skim coat of filler that gets sanded to take out all of the little imperfections and we are ready for fill primer.

The last task is installing the muffler. For the 2090, I use the 2594 muffler, but shorten the mounting stem and cut off the bottom brace. I line up the muffler with the correct location on the hood, drill a hole for the screw and mount the muffler.

The 2290 is a little different in that the muffler mounts lower and with the bottom brace. I line up the brace on the frame rail where it needs to be and drill the hole to match the pin on the brace. I then use my battery box trick and drill, tap and install a 0-80 bolt into the side of the engine for the top mount.

Then we are ready for paint and decals, which came from Bossen Implement. So, the 2090 will be heading to Ohio and the 2290 to my shelf. This project was about a six on the difficulty scale mainly because it was my first attempt at building these particular models. Someday, I would like to build the red 2294 and maybe a 3594 with MFWD. For today, I am happy with adding the 2090 to a friend's shelf and the 2290 to mine.

Thanks again for following me through this build. Never be afraid to contact me about future builds or with questions. Visit our parts website at www.chuckysprecisionspullersandparts.com, where the rims, tires and weights for these tractors came from, along with a collection of "Down to Details" from the past. *TF*

The completed 2290 tractor.

Living just northwest of Dyersville, Iowa, in the heart of farm country and farm toy replica country, Chuck Steffens has found a niche in the toy world, building high-detailed replicas in his spare time. He shares his experiences with Toy Farmer *readers, hoping to lead other collectors to personalize one of their own tractors. Comments or suggestions can be directed to csteffens@wildblue.net.*