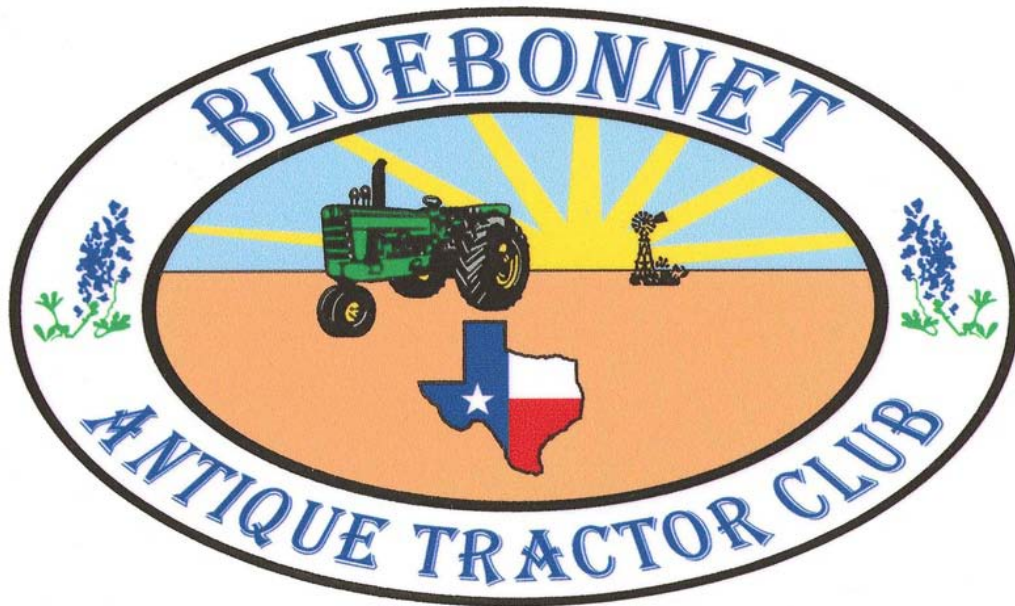


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Keeping our agricultural history alive!

It's amazing how different the weather has been this year compared to last year. We had a drought last year and this year is much better. They say, (who is this they?), variety is the spice of life. That's why I am glad we are not a Green tractor or Red tractor only club. I love going to big shows where there are lots of different tractors and other displays.

One of the reasons I like hit & miss engines are that there are so many brands still around. I know there are people who are brand loyal, and some

who are even model loyal, (if that's what floats your boat, more power to you), but for me I'll have some of that spice.

With all that said, here are a few pictures from events the past couple of months. I hope you enjoy them.

4th of July, Friendswood





Ever see a tractor with a back porch?

4th of July, Liverpool





Tech talk

Carburetors

When restoring an old tractor or some old engine, there will be a point at which you will have to address the carburetor. Maybe if you're lucky, (Murphy's Law says you're not), it will just need a cleaning on the outside. If the tractor or engine has spent any time sitting out in the weather not being used you can bet it will need attention. The longer an engine sets without being used, the better the chance the carburetor will need fixen.

So how do I know if the carb needs work? If when you turn the gas on, it starts running out the carburetor, you have float valve or float problems. If the throttle lever won't move or the choke won't move, you are going to need to free these up. If you remove the fuel line and it is full of brown crud, you can bet the inside of the carburetor is full of crud. If the engine will only run a few seconds off the gas you poured in the carburetor, you either have a stuck float valve, plugged internal passage, or not getting fuel to the

carburetor. If the engine will only run at high speed but not low speed, you may have a plugged internal passage or a vacuum leak someplace. The same is may be true if the engine will only run at low speed, (not a vacuum leak).

So I have determined the carburetor needs work, were do I start? There are a few very important questions you must ask yourself. Are my mechanical skills decent? While most of the carbs on tractors and stationary engines are simple as far as carbs go, they do require some degree of mechanical ability. Do you have a friend who can help you if you get into trouble? Can you find a manual on you particular carb? The next question is, can you get a carburetor kit and possibly the parts you need? If you're working on a popular brand this is usually not a problem. While making gaskets can usually be done, this is not the best rout, but sometimes you have no chose. Some engines and tractors you can buy rebuilt or new carburetors. Often times this will save you may headaches. I will just state from experience that if the carb your working on is made of aluminum and has had water in it, if you can find a replacement, go for it. Aluminum does not do as well as cast iron when it comes to water setting in them.

OK, I'm ready to take the plunge, were do I start? Depending on your ability, take pictures of every step of the way. After you have the carb off the engine, look it over. Is anything broke? Do the throttle and choke move freely. When you flip it upside down, does water come out? Do the mixture screws turn freely? Have bugs plugged up any passages?

Alright I have my kit, I have a manual, or instruction sheet from the kit, what do I next?

I like to take the top off first, or the bowl depending on the type I'm working. Then I can get an idea of the true condition of the carb. Is there a lot of corrosion? Does the float move? Is there a lot of rust? Next I take the float off. There usually is a pin that acts as a hinge for the float to pivot on. Once you have the float in hand look it over carefully. If it is a brass float, shake it and listen for liquid in it. If you hear any sloshing it will need to be replaced or repaired. If you're not sure the float as a hole, or you want to see where the hole is, weigh the float down so it will sink in a pot of water and bring pot of water to boil. Turn the heat off and drop the float in the hot water. Soon you will see bubbles coming out of the hole. Many brass floats can be fixed by soldering the hole. If the float is cork, make sure it isn't brittle and falling apart. If the float is bad, you'll have to find another or fix the one you have. If the cork float is still usable you should coat it with shellac, or gas tank sealer. Next run any mixture screws in all the way till they just stop, not too tight. As your turning them in, count the turns. You will want to put these back to the same number of turns when you put it back together.

Next I like to clean out all passages. If you can get the brass jet and other orifice tubes to unscrew, take them out. Next is how do I clean the carburetor? The best way is to soak it over night in chemicals made to clean carburetors, (do not soak cork floats or rubber iteams). I have used spray carburetor cleaner in a can from time to time, (please wear safety goggles). On a cast iron carb, you may want to sand blast. This is very tricky as sand can get lodged in a passage or two. After you have cleaned all the gunk off you need to blow out the passages with compressed air. When blowing out the passages wear goggles, and place the carb down in a box while blowing. More than once when I was blowing one out, something shot out never to be found, so placing it in a box will help keep parts from going into orbit. Now would also be a good time to

free up any shafts that don't move. Use lots of patience, brass shafts don't take much to break. If it is cast iron housing, you can apply a little heat to help.

Next lay out all the parts and instructions. Usually the first thing to change out is the needle and seat, (if you have a new one). These are usually brass with a screw driver slot. Make sure you have a wide enough screw driver to change this out. If it looks like it isn't going to come out, before you booger it up, see if the new needle will fit it. Usually the seat can be reused with no problems. Depending on the type of carb the next thing to put on is the bowl gasket. If there are more than one gasket to choose from, compare the old gasket to the new ones. Put this on the bowl cover with the cover upside down. Next would be the needle and float. Refer to the instructions on what to set the float level at. If there are no instructions, it is probably close to being right if it hasn't been tampered with. If it isn't and you don't have the specs, usually if the float is level with the sealing edge you should be close enough to run ok. Now put all the little jets and doodads back in the carb just as you found them.

After everything is put back together, put it on the engine. One note, make sure your gas tank is free of rust, trash, and water. Now turn on the fuel and fire it up. Hopefully there are no leaks. After the engine has reached operating temperature, the timing is right and the idle speed is right your ready to set the idle mixture screw. With the warm engine idling, turn the mixture screw clockwise until the engine starts to run rough. Next back it out about a half turn and you should be good to go.

Because there are so many different carbs, it would be impossible to cover this topic in more detail. I hope this helps.

Blast from the Past

See if you remember this.





This tractor used to be a permanent fixture at Six Flags. It now sits outside an auto repair shop just inside the 610 loop behind the large YMCA building near I45 & 610.

What's Fer Sale



For Sale: John Deere H. Built in 1945, electric start, rebuilt starter, new generator, good battery, runs good and starts easily. For more information contact Dennis Hyatt

Contact:
dah1121@aol.com
PH: 409-766-0105

7/30/2012



For Sale: 1953 Farmall Super M. The tractor has a new power steering unit, new tires, parade seat behind the driver's seat, soft carriage style top, and a new battery. The tractor has no leaks, and starts and runs perfectly. Price \$3,250.00

Contact:

Mike DuRant
281-485-8101

7/30/2012



For Sale: 1978 Vintage Ford Tractor, diesel, 1 owner, model 2600, 30 HP. Only 17 original hours and comes with a gannon box blade. \$14,500

Contact:
Glenn 409-771-5548
hillglenn@att.net
candy3505@comcast.net
3/26/2012



For Sale: John Deere D w/spoke flywheel. Serial# 321683. The tractor is almost completely restored including an engine overhaul. It has a new Edison-Split Dorf magneto. Wheel lugs and front wheel bands are available as well as decals. The tractor was shedded for the past two years. Asking price \$17,000.00

Contact:

Sylva Schneider
Phone: 281-746-2151
Email: jcsc361@att.net
5/25/2012



PRESIDENT'S MESSAGE

Hey there guys and gals, this will probably be the shortest and sweetest message I'll ever print, but I'm so excited about the content that I'm finding it difficult to type. I'm in hopes that once you've read this, you'll be as excited as I am.

While out back this morning working on one of my old jeeps, my cell phone rang and on the other end of the line was long time BATC member and friend Willie Urick, advising me that the annual Labor Day event (which as you're all aware was cancelled this year and it rained anyway) held in Alvin's National Oak Park will be revived next year and hopefully from thereon. This event has been one of the best for us to date since losing out to the so called *1860's era farm equipment correct police* over at the Armand Bayou Nature Center.

Now that the exciting news has been stated, I'll close and look forward to seeing you at the upcoming events.

Larry

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