

Fasteners

The Rusty Acres Approach

by Dan Peterman

Everyone who's ever restored a tractor has encountered this scenario: The tractor is all done from top to bottom, and the hood, grille, and fenders are straight and looking pretty. Now, what is the correct hardware needed to bolt it all together? Was it originally assembled with screws, or bolts? Which type of fastener was used, and what was the length? Since in many cases the original fasteners were missing, twisted off, or torched off, these questions will be running through the mind of a restorer when doing a restoration — especially when approaching completion.

The very best one-stop source that I've found for hardware for Waterloo tractors is Correct Connection. They have fastener kits for installing the sheet metal of every Waterloo-built tractor from a 1923 "D" to an "830". These kits contain the bolts of the correct type, length, and shape, along with rubber spacers, springs, washers — everything needed to install the sheet metal on your tractor, including wheatland and full-dress orchard models. Bolt kits for installing radiator cores are also available. These kits include the correct square-head bolts and nuts, just like the originals. A very cool idea. Correct Connection also furnishes webbing for the fuel tank supports, rivets, various sizes of square-head nuts and bolts, along with other products. One of the things I really like about their kits is that they furnish instructions that show where every part should go, which is very helpful.

For Dubuque-built tractors, there's a new source for hood and grille mounting hardware. It's called Deerely Departed, and one of their many products are the Airloc® 160 quarter-turn fasteners used on most Dubuque-built two-cylinder tractors. Deerely Departed is also producing a threaded insert adaptor for the Airloc®-type receptacles, and a threaded screw with the same type of head as the quarter-turn fasteners. The use of this type of fastener can be very helpful in getting the hoods and grilles in exact alignment. The Deerely Departed folks also have the correct wheel spacer nuts for Dubuque tractors, and also have clutch-

head bolts in stock. (Contact information for Correct Connection and Deerely Departed is provided at the end of this article.)

As for other fasteners and hardware, I suggest using Grade 5 or Grade 8 bolts for attaching weights or any other heavy items, but lesser-strength (and less costly) hardware is just fine for most other applications (check specs to be sure). Some older tractors had square-headed bolts and nuts in various places, and this type of hardware is a plus when restoring a tractor to original appearance. Always salvage this hardware whenever possible, because it's very likely you're not going to be able to stroll into your local hardware store and buy more. Square-headed bolts and nuts are still available; some of the larger industrial supply houses still stock them, and there are several sources on the internet. Many vintage implements used square-headed bolts and nuts; so, when disassembling, a little patience and care used in removing this type of hardware can save you money, and assure an authentic appearance when the restoration is finished.

Many people don't realize how much the final "look" of a restoration can be enhanced by using the correct hardware. The use of the correct clutch-head (or whatever was used) type of bolt holding the hood and grilles together looks a *lot* better than some ugly bolt with a washer under it that's two times larger than it should be. After I attach new hardware, I just take my narrow touch-up brush and paint them, as they look much better painted. Besides, it's the way the tractors left the factory. Authenticity, remember?

Two-Cylinder XVI has come and gone. It was a great show of really nice quality tractors and implements, and I hope everyone keeps up the good work. It was nice to see people there that I generally see only once a year.

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