



Foothills Antique Tractor and Engine Club

Featured Equipment

Ford 8N



**Owned by
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The N-Series tractors from Ford, designed by Ford and Harry Ferguson, were built from 1939 to 1952. There were about 900,000 of N-series tractors built, and many of them are still in use every day. Starting in 1939 with the 9N, continuing with the wartime 2N, and finally the 1947 Ford 8N, termed an "engineering masterpiece" by some writers, Henry Ford II changed the way tractors were designed, built and marketed.

There were a lot of implements available for the N series tractors, and their 3-point hitch system made them very handy to use. But, since the tractors did not have "live" PTO, you had to be careful with mowers and other PTO operated equipment that had enough inertia to push the tractor. An overrunning clutch is an important safety investment with these and other tractors without live PTO.

The Ford 8N tractor is one of the most popular utility tractors around. First offered in July, 1947, more than 40,000 had been sold by year's end. Total production of 8Ns from 1947-1952 was 524076. The 8N sported a 4-speed transmission and a 4-cylinder, 23-hp "L" head engine. The 115-in. length allowed the largest number of tractors on a rail car. New features included a mounted implement control system. Affectionately referred to as the "red belly", its new color scheme set it apart from previous Ford tractors.

The N series tractors could be converted to run a six-cylinder or an eight-cylinder Ford industrial engine. This conversion was offered by a Funk Aviation, of Coffeyville, Kansas, thus the name "Funk Conversion." Funk started making the six-cylinder conversion kits available in 1943, and offered a V-8 conversion from 1949 -1950. The last conversion available was a valve-in-head straight six conversion in 1952.

The conversions required quite a few modifications. The parts list for the Funk Six-Cylinder Conversion Kit includes: exhaust stack, pipe and muffler, case, rear engine plate, flywheel housing ring, timing gear cover, two transmission side brackets, two steering rod extensions, generator pulley, generator bracket, starter Bendix drive, starter housing and bearing, exchange armature, solenoid starter clamp, starter cable, radiator, radiator hoses and hood.

Another company that offered conversion kits was Glover Equipment Company of Milford, Illinois. Their kits were very similar to the Funk Aviation kits. All of the kits boosted the Ford 9N, 2N and 8N tractors up from a two-bottom plow capacity to a three-bottom plow capacity. The 8-cylinder conversion boosted the 8N up to a whopping 100 horsepower!

Ron Stauffer sells a V8 Conversion Kit for the 8N that includes a bellhousing adapter plate and U-shaped support frame that runs from the adapter plate and wraps around the front axle. For info, contact R. L. Stauffer, 7780 South US Hwy 27, Portland, IN 47317, phone 260-726-4206, or his website: www.staufferv8.com.

The 8N used to be the tractor with the highest volume of replacement parts. However, that has changed in recent years because many of the tractors have been shipped overseas and many more have been parted out. But, since there were so many 8N tractors built, you should have no trouble finding the parts you need.

8N Specifications:

Engine: Four cylinder, L-head; 3.118" bore x 3.75" stroke; 120 cubic inches; compression ratio 6:1
Horsepower: Rated at 23.22, maximum: 27.32. Two-plow pulling capacity
Torque: 92 foot-pounds at 1500 rpm
Ignition: Direct-drive side-mounted distributor with coil, automatic spark advance
Generator: 2-Brush, 6-Volt
Starter: 6-Volt automobile starter with safety switch integrated with gearshift
Cooling: Water pump circulates water through tube and fin radiator; system is pressurized; 4-blade fan; holds 12 quarts water
Carburetor: Updraft
Clutch: Single 9-inch plate, plate pressure increased as engine speed increased
Transmission: Four speeds forward, one reverse
Steering: Automobile type; Ball-nut gear
PTO Shaft: 1.125 inch spline; 545 rpm at an engine speed of 1500 rpm
Hydraulics: Pump has four pistons; internally mounted; max pressure 1500 psi
Weight: 2410 pounds with gas, oil and water
Color: Sheet metal: gray; body (castings): red
Tires: Front 4.00 x 19; Rear 11.2 x 28
Factory Price: \$1,404.00

8N Serial Numbers: *(stamped on left side of engine)*

Year	Serial Number
1947	1
1948	37908
1949	141370
1950	245637
1951	343593
1952	442035 - 524076 (end of production)