

# GARDEN TRACTORS

## A Perfect Fit: 1982 Case 222

*Ray Hoffman's interview with Les Currie*

I FIRST SAW THIS LITTLE 1982 CASE 222 sitting behind a home near an alley in Stillwater, Oklahoma. I am an electrical inspector in Stillwater, so I know the town quite well. About three years ago, I noted the tractor had been moved to the front yard with a "For Sale" sign on it.

After a little discussion with the owner about the selling price, we struck a deal. The Case was in pretty rough shape from sitting outside for many years, but it was in running condition, and the price included a 44-inch mower deck, a 38-inch snow blower attachment, and rear wheel weights.

A snow blower is an extremely unusual sight way down here in Oklahoma, so I asked the gentleman how he came to have one. He bought the outfit new when he worked at the Mercury Marine plant in Fond du Lac, Wisconsin, where the snow blower had been quite handy, he said. Everything came with him when he transferred to Stillwater, but he jokingly assured me the snow blower had not been used since he moved South.

### Bound To Be An Exhibitor

We were always quite proud of our Case tractors on the farm where I grew up near Blackwell, Oklahoma, and I was very pleased to own a Case product again. I attend numerous antique tractor shows, which I really enjoy—particularly the Case Expos. I decided to bring this little 222 and its attachments back to as-new condition and become an exhibitor at the shows.

The 12hp Kohler engine had a noticeable knock, so I found a new K301 AS short block at the Tulsa Engine Warehouse for \$650. After new fluids were put in the hydraulics, the drive system and attachment lift cylinder worked perfectly. I had to install a new rubber insert in the Lovejoy flex coupling between the motor and



hydraulic pump. A pair of new front tires finished the restoration, and I purchased a set of new 23x8.50/12 tire chains from a site on the internet.

A couple of features on the Case are not original. I exchanged the original ammeter with a replacement unit from John Saeli in Geneva, New York. It came with the Case insignia on the gauge face and cost \$20. It looks really good in the refinished dash.

Since the Case needed a new seat, I got an original replacement (part no. 1743-1505) at Northern Tool and Equipment. I chose the same seat, except for a two-inch higher backrest (part no. 17432-1505).

Also, I like the fuel-level viewing opening on the newer Ingersoll tractors, so I replaced the Case's black fuel tank with a new translucent one. I measured the fuel-level cutout on a new Ingersoll and cut the same opening in the backseat support on the Case. A fuel level decal from Ingersoll completed the installation.

The help of an Ingersoll dealer is indispensable for restoring one of these tractors. Rick Pregler has been the most

knowledgeable and helpful dealer I could ever ask to work with. He has been selling these tractors for more than 30 years in Glenpool, Oklahoma, beginning in the Case era and now with Ingersoll.

### Painting and Decals

The restoration began with disassembling the tractor down to its frame for sandblasting, then hand sanding, followed by priming. Van Sickle brand original Case paint colors were readily available from Atwoods, a local chain of farm supply stores. I added an enamel hardener to the paint for more durability and gloss, making it closer to an automotive finish. I am not proficient with an air compressor and spray gun, but I found this paint easy to apply and very forgiving.

The Case corporate trademark located between the headlights was missing, but working with the always-helpful folks at F.W. Zaloudek Implement Co. in Kremlin, Oklahoma, we found the little plastic medallion (part no. 321-5040) can still be purchased for about \$3.

The "CASE" decal on the back of the seat is no longer available from Ingersoll, so I had a local sign shop reproduce several of them. I also worked with the sign shop to develop a steering wheel center cap. It is a clear 3/16-inch-thick disc with a white background and Power Red Case emblem. I think these center caps add a nice touch and look a lot better than the original black ones, which always seem to be missing. Most of the replacement decals came as a set from Maple-Hunter in College Station, Texas.

At many tractor shows, I have noticed that Case riders have "hot spots" on the side of the hood, which are consistently in the same location, depending on whether it has a Kohler or an Onan engine. These spots typically cause melted decals or