

Combine specs:**Make / Model:** Massey Harris 35

Note about Make/Model: In 1953, Massey-Harris, a Toronto-based manufacturer, merged with the Ferguson Company, an Irish manufacturer, to become Massey-Harris-Ferguson, before shortening it to Massey Ferguson in 1958. The tag on this combine reads "SP" which indicates that it's a "Super" model which was built by Massey-Ferguson from 1963-'64. So this could be a Massey Ferguson Super 35, but since the stickers say "Massey Harris" in big letters, that's what I call it. It's possible that they had some old stock from Massey Harris decals and shipped it with that logo. It's possible but unlikely that the grain tank and rear-end were replaced at some point. The Super 35 model has some minor improvements and it's the Super 35 manual that I have. Not all of the exploded parts views are correct, so the guessing game is ongoing.

Previous owner: Rusted Rooster Farm, Parkman, ME

Purchase price: \$3,500

Vital stats:

- 8' sickle bar, total header width 8'6"
- 25 bushel tank
- Continental F-140 engine, approx. 42hp, 4-cyl, good condition
- 24" wide threshing cylinder with signs of only light use
- Weight approx. 3500lbs
- No cab
- 8'4" height approx.
- Belt drive
- 3 straw walkers for separation
- 3 forward and 1 reverse transmission with a top speed of about 11 mph



Recent repairs/improvements

- February 2025 at Rusted Rooster Farm:
 - Threshing cylinder shaft extracted and machined to give additional space for variable speed pulley to reach top belt position which corresponds to top threshing speed. It looks like this was a mistake from the manufacturer. Completed, tested, worked.
 - Drive clutch unstuck; removed, cleaned, rust-preventative coating applied, bearing repacked with greased. Completed, tested, worked.
 - The water pump was rebuilt using a kit that was not an exact match, needs to be replaced.

2025-26 (ongoing) repairs/improvements

- Water pump rebuild did not hold; sourcing replacement; available, approximately \$200.
- Grain tank auger flighting repair where the grain tank meets the 45deg bowl which feeds the unloading auger.
- Threshing cylinder drive belt replacement; continuous flat belt no longer manufactured; considering several solutions including custom belt manufacture, baler belting, and improvements to disengaging mechanism to prevent belt future burnouts.
- Replace the muffler.

Future repairs/improvements

- Tire replacement; tires acquired in purchase which will need a patch but have minimal wear.
- As needed annual repairs/improvements.

Trailer specs:

Year / Make: 2017 Towbandit

Previous Owner: ETS Rental Equipment,
Hopedale, MA

Purchase price: \$3,000

Notes: This trailer is a project, but it's a good starting place. Similar age and weight rating tilt-deck trailers were selling for \$5,500 and up at the time of purchase.

Vital stats:

- 9,990 GVWR
- 25' deck length
- Dual axle
- Tilt-deck construction with hydraulic dampers
- Wooden deck with custom overlaid textured steel sheet metal
- Fork pockets
- Electric brakes with breakaway
- Integrated tiedowns

Recent repairs/improvements

- Re-wired brakes; working condition. Temporary wiring, to be improved.
- New Maine plates.

Ongoing repairs/improvements

- None

Future repairs/improvements

- Adjust brakes
- Replace rear axle hangers
- Remove wood decking from below textured steel deck.
- Re-wire
- Repair damper hydraulic line leak
- Sandblast and repaint





First time loading it on the trailer—not bad!!