

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 that the tag is incorrect. 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

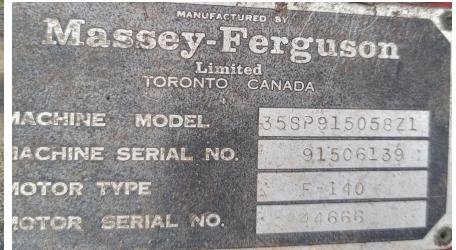
- Re-wired brakes; working condition. Temporary wiring, to be improved.
- New Maine plates.

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!!



A preliminary sketch of transport with four drying bins (two additional in the truck bed). This would be a one-way solution, the trailer could not carry fully-loaded grain bins in this way. Note the height of the trailer is under 11 feet! This is helpful for navigating roads with low clearance, a challenge unique to a New England per-urban custom combiner. The cableless combine also lends to reduced wind resistance. The narrowness of the wheels and header allows for loading onto a trailer that is not a deckover, also lowering the height of the transport. The tilt-deck trailer can be outfitted with a winch for gravity offloading in variable conditions. It's an infinitely variable belt transmission drive speed in the forward direction, but in reverse there's only three speeds and no creeper gear. Even without a winch, the tilt-deck action allows for gravity offloading which is substantially safer, just get it beyond the tilting point and gravity does the rest.