

For those who *Farm Big* Minneapolis-Moline built the G1000, their first row crop 6-cylinder tractor. A pilot run of 50 LP and 100 diesel G1000 were built in March and



April 1965 prior to the start of G707 and G708 production in June 1965. These early units are commonly referred to as low band G1000 due to their styling being similar to the 1965 vintage M670 and U302 tractors with an "MM" badge centered on a white band wrapping around the middle of the grill and the hoods were all yellow with black block "Minneapolis Moline" decals.

In addition to the grill band and hood, there were many other unique parts on these early G1000 tractors including the LP governor, notched throttle, most sheet metal and fenders, gauges, diesel radiator and water pump, transmission case and shifter rails, ring & pinion, steering wheel, hydraulic filtration, drawbar support and 3pt arm ends. These early G1000 tractors were sent to fields all across the country to obtain valuable farmer feedback. Based on this feedback the unique items listed above were changed on the G1000 production run when it started in November 1965. To promote the new production model the marketing department showcased these 119 farmers in an advertising campaign featuring their picture, name and location.



G1000 row crop production included 991 LP, 1185 diesel and 73 gasoline tractors produced from 1965 through 1967 not including pilot low band units. The 1965 and 1966 production units shared the brown chassis and yellow sheet metal color scheme with the pilot low band tractors but the grill and hood styling were updated to be similar to the 1965 G707 and G708 tractors with their white hood sides wrapping around the top of the grill with "MM" and "Minneapolis Moline" proudly adorning the grill and hood sides on aluminum badges. It is a common belief that 1967 production dropped the brown chassis in favor of an all yellow color scheme to match the rest of the MM production at that time. Production records and parts books do not indicate exactly when this color change occurred.

The G1000 used the diesel D504A-6 engine rated at 110 pto hp or LP 504A-6 rated at 108 pto hp. The first 500 diesel and 450 LP (including the pilot low band tractors) used engine crankcases with a small dipstick and single breather on the middle valve cover that doubled as the oil fill. After these units the oil fill was relocated to the side of the crankcase and was plugged by a large dipstick and each valve cover had its own breather. The G1000 row crop was the only model factory equipped to run on gasoline and all 73 examples were built in 1966. Standard equipment on the G1000 row crop included: 2 speed Ampli-torc, hydrostatic power steering, 540/1000 PTO, Tel-O-Flo hydraulics, 3 pt hitch, adjustable wide front axle and 7.50-16/18.4-34 tires. A transmission lube cooler became standard equipment at serial #'s 30500927/30601126. Update kits were available to retrofit earlier models with a revised 1.46 Ampli-torc ratio and the transmission lube cooler.

G1000 RC Gas/LP Tire Options

Size	Qty	%
18.4-34 R1 (in base)	754	72.4%
18.4-38 R1	116	11.1%
18.4-34 R2 Rice	60	5.8%
23.1-30 R1	60	5.8%
23.1-30 R2 Rice	45	4.3%
18.4-38 R2 Rice	6	0.6%

G1000 RC Gas/LP Options

Option	Qty	%
Power Adjust Rears 18.4-34	361	34.7%
Fenders Not Wanted	12	1.2%
High Altitude Heads LP 4000 ft and above	6	0.6%
1000 PTO in place of 540	3	0.3%
Low Compression Heads LP 4000 ft and below	1	0.1%
Diesel Starting Aid on Gasoline Unit	1	0.1%

G1000 RC Diesel Tire Options

Size	Qty	%
18.4-34 R1 (in base)	833	64.8%
23.1-30 R1	176	13.7%
18.4-38 R1	153	11.9%
18.4-34 R2 Rice	61	4.7%
23.1-30 R2 Rice	51	4.0%
18.4-38 R2 Rice	11	0.9%

G1000 RC Diesel Options

Option	Qty	%
Diesel Starting Aid	536	41.7%
Power Adjust Rears 18.4-34	356	27.7%
Altitude Diesel Pump 3000ft & above	29	2.3%
Fenders Not Wanted	16	1.2%
Type U Front Axle	1	0.1%
I-Beam Front Axle w/ 7.5-18	1	0.1%



The G1000 wheatland tractor was produced from April 1966 through 1969. During this time frame 821 LP and 2050 diesel wheatland models were produced. Wheatland models differed from row crop models in their fixed tread I-beam front axle, large wrap over rear fenders with operator station front close out panels and lack of available 3pt hitch. The operator boarded the wheatland from the back of the tractor whereas the row crop version was boarded from in front of the rear fender.

The wheatland model was also offered in 4wd with 89 diesel versions produced starting in March 1968. There were no LP 4wd wheatland models produced. The 4wd system utilized a Clark front axle and added less than 1,000 lbs to the overall tractor weight. The wheatland color scheme followed the row crop with 1966 production having brown chassis and 1967 and after being all yellow. The wheatland G1000 used the same diesel and LP engine options as the row crop model but no gasoline versions were produced. Wheatland standard equipment included: full crown fenders, 2 speed Ampli-torc, hydrostatic power steering, Type F hydraulics with 2 remotes, fixed front/rear wheel tread and 7.50-18/18.4-34 tires. In late production models the Ampli-torc ratio was changed from a 1.905 to a 1.46 ratio and taper lock hubs became standard equipment. A transmission lube cooler became standard equipment at serial #'s 32600476/32700726. Update kits were available to retrofit earlier models with the new Ampli-torc ratio and the trans lube cooler. A 3 speed Ampli-torc was also available in late production models.



G1000 Wheatland LP Tire Options

Size	Qty	%
18.4-34 R1 (in base)	274	33.4%
23.1-30 R1	349	42.5%
18.4-38 R1	89	10.8%
23.1-34 R1	45	5.5%
23.1-30 R2 Rice	39	4.8%
24.5-32 R1	24	2.9%
23.1-34 R2 Rice	1	0.1%

G1000 Wheatland LP Options

Option	Qty	%
540 & 1000 PTO	270	32.8%
Super Deluxe Seat	181	21.8%
Cab - LP	64	7.8%
High Altitude Heads LP 4000 ft and above	19	2.2%
3 Speed Ampli-torc	8	1.0%
540 PTO w/ brake & belt pulley gear	1	0.1%
Low Compression Heads LP 4000 ft and below	1	0.1%

G1000 Wheatland Diesel Tire Options

Size	Qty	%
18.4-34 R1 (in base)	670	32.7%
23.1-30 R1	684	33.4%
18.4-38 R1	220	10.7%
23.1-34 R1	206	10.0%
23.1-30 R2 Rice	153	7.5%
24.5-32 R1	103	5.0%
18.4-34 R2 Rice	7	0.3%
24.5-32 R2 Rice	6	0.3%
23.1-34 R2 Rice	1	0.05%

G1000 Wheatland Diesel Options

Option	Qty	%
Diesel Starting Aid	853	41.6%
Super Deluxe Seat	840	41.0%
540 & 1000 PTO	774	37.8%
Altitude Diesel Pump 3000ft & above	350	17.1%
Cab - Diesel	256	12.5%
3 Speed Ampli-torc	17	0.8%
Front Wheel Weight	11	0.5%
Power Adjust Rears 18.4-34	1	0.05%



A pilot run of G1000 Vista models was made in April 1967 and included 10 LP (30501042-30501051) and 15 diesel (30601286-30601300) tractors. These tractors have G1000 row crop serial number tags instead of Vista tags with 345 and 346 serial number prefixes. Hence Vista production tractors start with LP 34500011 and diesel 34600016. Pilot Vista models have cast side console covers and uniquely shaped operator platform floor access plates. The Vista model fuel tank was located behind the operator platform

moving the operator forward and upward from the row crop position. Steps were added on the left side for the operator to board the new rubber isolated Comfort Control Deck. Vista models offered several new features including tilt and telescoping steering along with right hand side console housing controls for throttle, gear selection, 3pt, hydraulic remotes and 3 speed ampli-torc (if equipped). Additional standard features include: hydraulic brakes, transmission oil cooler, power boosted clutch, 2 speed ampli-torc, hydrostatic steering, 540/1000 pto, Tel-O-Flo hydraulics, 3 pt hitch, adjustable wide front axle and 7.50-16/18.4-34 tires.

Vista production started in July 1967 and continued through 1969. During this time 565 LP and 1610 diesel were produced including pilot units. Vista tractors were only produced in the all yellow color scheme. Vistas used the same basic engine as the row crop and wheatland models but both diesel and LP were rated at the same 110.7 pto hp. No gasoline versions of the Vista were produced. Some significant changes in Vista production occurred at the start of 1969 at serial #'s 34500391/34600986 including closed center hydraulics, external steering cylinder and manual spring assisted clutch

replacing the hydraulic version. Midway through 1969 production at serial #'s 34500441/34601436, taper lock rear wheel hubs became standard equipment and 3 speed ampli-torc was offered as an option. Only 15 LP and 35 diesel Vistas were equipped with 3 speed ampli-torc. Many of those were also equipped with a creeper low gear. Vista models were available with 4wd starting in 1968 with 3 LP and 51 diesel versions produced. The 4wd system was the same as used on Wheatland models.



G1000 Vista LP Tire Options

Size	Qty	%
18.4-34 R1 (in base)	193	34.2%
18.4-38 R1	294	52.0%
18.4-38 R2 Rice	29	5.1%
23.1-30 R2 Rice	19	3.4%
23.1-30 R1	9	1.6%
18.4-34 R2 Rice	7	1.2%
23.1-34 R2 Rice	5	0.9%
23.1-34 R1	4	0.7%
24.5-32 R2 Rice	4	0.7%
16.9-34 R1	1	0.2%

G1000 Vista LP Options

Option	Qty	%
Heavy Duty Adjustable "E" Front Axle	187	33.1%
Cab - LP	71	12.6%
Power Adjust Rears 18.4-34	50	8.8%
3 Speed Ampli-torc	15	2.7%
3 Speed Ampli-Torc Creeper Low Gear	14	2.5%
I-Beam Front Axle w/ 7.5-18	11	1.9%
Type F Hydraulic System - less 3pt	8	1.4%
Power Adjust Rears 18.4-38	1	0.2%
High Altitude Heads LP 4000 ft and above	1	0.2%

G1000 Vista Diesel Tire Options

Size	Qty	%
18.4-34 R1 (in base)	362	22.5%
18.4-38 R1	895	55.6%
23.1-30 R1	78	4.8%
23.1-34 R1	66	4.1%
18.4-38 R2 Rice	52	3.2%
23.1-34 R2 Rice	51	3.2%
23.1-30 R2 Rice	45	2.8%
18.4-34 R2 Rice	43	2.7%
24.5-32 R1	7	0.4%
15.5-38 R1	5	0.3%
24.5-32 R2 Rice	4	0.2%
16.9-34 R1	2	0.1%

G1000 Vista Diesel Options

Option	Qty	%
Diesel Starting Aid	886	55.0%
Heavy Duty Adjustable "E" Front Axle	461	28.6%
Cab - Diesel	174	10.8%
Type F Hydraulic System - less 3pt	110	6.8%
Power Adjust Rears 18.4-34	82	5.1%
I-Beam Front Axle w/ 7.5-18	75	4.7%
Altitude Diesel Pump 3000ft & above	69	4.3%
3 Speed Ampli-torc	35	2.2%
3 Speed Ampli-Torc Creeper Low Gear	15	0.9%
Power Adjust Rears 18.4-38	5	0.3%

I would like to thank Floyd County Museum curator Mary Ann Townsend, former MM engineer Mike Verhulst and Clint Stamm for their help in making this article possible. If you have any dealer order guide information to share please contact me at bgonyea@centurylink.net.