



Push-button clutch consists of a 3-way solenoid-controlled (#1) valve that runs off the tractor's 12-volt battery. Cylinder (#2) mounts on the rear axle housing and attaches to clutch pivot point with a home-made clevis.

## Push-Button Clutch For IH 966 Tractor

"Because our Vermeer baler doesn't have a kicker, my leg got really sore from clutching every time we had to back up to dump a bale," says R.C. Edgar who converted the clutch on his International 966 tractor to push-button control.

The conversion cost a lot less than commercial kits that do the same thing and it eliminated the need to adjust the clutch every month or two during hay season, as he did before.

"As custom balers, we make 2,500 to 6,000 round bales a year. That's a lot of clutch use in one season," says the Pauls Valley, Okla., farmer.

His push-button clutch consists of a 3-way solenoid-controlled hydraulic valve that runs off the tractor's 12-volt battery. It installs under the floor of the tractor next to the clutch pedal linkage.

An auto dimmer switch mounts in the cab to engage and disengage the clutch by activating a 1-in. stroke, 1 1/8-in. bore hydraulic cylinder. The cylinder mounts on the rear axle

housing and attaches to the clutch pivot point with a home-made clevis.

A flow control valve installed on the cover of the transmission serves as the return.

The system ties into an empty port on the MCV valve on the front hydraulic pump of the tractor, which runs at a low 400 to 600 psi's.

Edgar says the system could be adapted to most any tractor as long as you have sufficient hydraulic pressure to activate the cylinder.

Out-of-pocket expense was just over \$100, including \$85 for the 12-volt solenoid-controlled valve and \$25 worth of fittings and hoses (available from most hydraulics parts suppliers).

"That's a lot cheaper than some commercial units that'll run you \$2,000," Edgar notes. "It performed without a hitch last season. I wish I'd done it years ago."

Contact: FARM SHOW Followup, R.C. Edgar, Rt. 3, Box 19, Pauls Valley, Okla. 73075 (ph 405 238-9138).



Bead breaker is powered by a 2-ton bottle jack and fitted with a pivoting wedge at end of arm opposite the jack. As jack is activated, wedge is forced between bead and rim.

## New-Style Tire Bead Breaker

A new-style bead breaker that's powered by a 2-ton bottle jack is the fastest and easiest-to-use tool of its kind on the market, according to inventor Harold Kruckman, who's also creator of the "E-Z View" dust eliminator system for Deere combines (Vol. 21, No. 4).

Constructed of heavy-duty 2-in. sq. tubing, it features a pivoting wedge on the end of the arm opposite the jack. An angle at the end of the arm provides forward thrust as the jack is activated, forcing the wedge between bead and rim. A stop on bottom of the frame keeps the tire from pushing away from the

wedge as it drives between the bead and rim.

It's portable and lightweight so one man can easily use the tool on a tailgate or on the ground, Kruckman notes. Takes just 30 seconds to break the bead on both sides of a tire, he says.

Works on everything from 8-in. garden tractor tires up to 20-in. truck tires.

Sells for around \$200, including jack. Contact: FARM SHOW Followup, Kruckman-Shultz Products, 232 Laurel Ave., Hazel Run, Minn. 56241 (ph toll-free 888 263-4649 or 320 383-2389).



"Swing out" mailbox eliminates the need to cross road ditch. It's made from part of a pickup spray boom. Pulling a pin allows boom to be swung across ditch.

## Spray Boom Converted To "Swing Out" Mailbox

M and J Fertilizer, Pana, Ill., came up with this nifty "swing out" mailbox that eliminates the need to cross a road ditch to fetch the mail.

It consists of a section of a pickup spray boom that is just long enough to cross the ditch. It mounts on a 2 1/2-in. dia. steel pipe that's anchored in the ground.

The post is fitted with swiveling brackets that allow the boom to swing back and forth. To get the mail, a pin is simply pulled to swing the boom across the ditch.

Contact: FARM SHOW Followup, M and J Fertilizer, 294 N. 1700 E. Road, Pana, Ill. 62557 (ph 217 562-2655).



Burton built the 3-wheel zero turn radius forklift to use in his orchard business. High lift mast mounts on front and is fitted with standard 4-ft. forks.

## Zero Turn Radius Forklift

"It's designed to pick up bulk containers of cherries or apples on concrete or asphalt pads," says Jerome Burton who built a one-of-a-kind, 3-wheel zero turn radius forklift to use in his orchard business. He built it to replace the less-maneuverable tractor forks that he used before.

The Traverse City, Mich., farmer powered the rig with a 6-cyl., 300 cu in. Buick engine and automatic transmission coupled to a 3/4-ton Ford pickup rear end. A fan out of a Mercedes car cools the rear-mounted engine.

The forklift is fitted with 34-in. tires on front drive wheels and back. The rear castor wheel, which came off an old Jeep, steers with a hydraulic cylinder and orbit motor.

A 12 gpm Vickers hydraulic pump off an old tree pruning tower operates the steering system and controls the forklift.

A high-lift mast mounts on front and is fitted with standard 4-ft. forks. It'll lift as much as 4,000 lbs. up to 10 ft. high, Burton notes.

To counter balance the machine, Burton mounted two tanks at the rear on each side behind the fuel and oil tanks. They're filled with a total of 8,000 lbs. of lead wheel



Unit is fitted with 34-in. tires on front drive wheels and back. The rear castor wheel, which came off an old Jeep, steers with a hydraulic cylinder and orbit motor.

weights. Width of the machine is the same as a 3/4-ton pickup, Burton says. The sheet steel housing was fabricated at a local machine shop.

Its' fitted with a ROPS system and operator's seat off a riding lawn mower.

Contact: FARM SHOW Followup, Burton Orchards, 2785 Kroupa Rd., Traverse City, Mich. 49686-9731 (ph 616 223-4332).