



Dual Tire Changer

"It allows one person to move a dual tractor tire safely, turn it exactly for mounting and tighten it securely," says Darrell Toutge, De Graff, Minn., designer of Wheel Assist, which works on tires of all sizes.

"An advantage to my design," says Toutge, "is that it works on all the different styles and types of rims since it grabs the tire, not the rim."

To use the Wheel Assist, Toutge first drives the tractor's inside tires on blocks. Next, he pushes the Wheel Assist, which rides on 4 pivoting wheels for maneuverability, up against the tire.

Two wheel rollers, one on each side of the tire, fit up against the tread. Each wheel roller has a small hydraulic cylinder which raises the roller —

and the wheel — up to 12 in. high. The cylinders, from a Deere bean header, raise and lower via a hand pump.

To make it easy to spin the tire to align lug bolt holes, Toutge welded metal rods on the unit's bottom framework to act as braces for using a lever to turn the tire. For ease of tightening/loosening the lug nuts, an adjustable height rack provides a leverage point for holding the wrench.

Toutge says it cost about \$400 to assemble the Wheel Assist. He's interested in talking to manufacturers about producing the unit.

For more information, contact: FARM SHOW Followup, Darrell Toutge, R.R. 1, Box 9, De Graff, Minn. 56233 (ph 612 875-2943).



Mud Scraper For Dual Truck Tires

Minnesota farmer Lowell Schwitters, of Raymond, solved the problem of mud build-up between dual truck tires with a mud scraper that attaches to the truck frame.

"The scraper keeps mud off the tires, making the truck lighter and helping keep the highways mud-free," says Schwitters. His idea was the top vote getter in the Growers Idea Contest, sponsored by the Sugarbeet Research and Education Board of North Dakota and Minnesota.

Schwitters welded a 19 in. long piece of 2 by 2 in. steel tub-

ing to the truck frame. From that, he bolted a bracket made of flat stock. The 12 in. long, 1 by 2 in. steel cleaning bar attaches to the bracket and pivots from side to side to compensate for wheel oscillation.

The scraper for each set of rear duals points toward the front tires at about a 40° angle, extending down 8 in. from the top of the tire. For the back set of duals, Schwitters attached mud flaps to the scraper frame.

He notes that he leaves the scrapers on year round, though they remove easily.

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Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 704, Lakeville, MN 55044).

Harold M. Johnson, Editorial Director



Farmer-Built "Slurry Stirrer"

John Hart, Indianola, Iowa, built his own slurry stirrer using PVC tubing, 1-in. steel pipe, auger flighting, greasable bearings and an electric motor. After a year of hard use he says it works "as good as store-bought".

The tube is heavy-walled PVC 12-ft. long and with an inside diameter of slightly over 5½ in. A 5½-in. dia. auger, which he made from 1-in. pipe and conventional auger flighting, runs down the center of the tube, anchored in bearings at either end. At the upper end Hart attached a pulley to the pipe where it sticks through the top. At the other end, the pipe simply rides in a bearing, which is sandwiched between two PVC caps fitted over the end of the pipe.

There are sixteen 2¼-in. dia. holes spaced evenly on four sides of the pipe and two 2¼-in. holes in the cap at the far end of the tube. When the auger turns, liquid slurry is drawn in

through the holes in the sides of the tube and forced out the far end.

"It comes out of the end like water out of a firehose," Hart explains. "I've got a pit under a hog barn that's 70 ft. long, 8 ft. deep and 8 ft. wide. I run the stirrer for two hours in each end of the pit before hauling and it agitates as well as any commercial stirrer. It won't plug up because of the speed it's turning and anything that goes in the holes in the side will go out the holes in the bottom."

Hart used ordinary greasable bearings on the stirrer. "At \$10 apiece, you can buy a lot of greasable bearings for the cost of stainless steel and they're simple to replace when they wear out."

Hart builds the slurry stirrer on order for \$950.

For more information, contact: FARM SHOW Followup, John Hart, Rt. 1, Indianola, Iowa 50125 (ph 515 466-3593).