



Inside tractor dual is driven on a block to raise the axle.

HOME-MADE LOADER ATTACHMENT MAKES DIFFICULT JOB AMAZINGLY SIMPLE

Slick Way to Handle Big Tractor Duals

You've never seen anything like it — an amazingly simple attachment you can build yourself to make it unbelievably easy for one person, working alone, to install big tractor duals in a matter of minutes.

Designed by South Dakota farmers Ervin Jensen and sons Curtis and Craig, of Beresford, it's the slickest, safest way to handle tractor duals that we've ever seen.

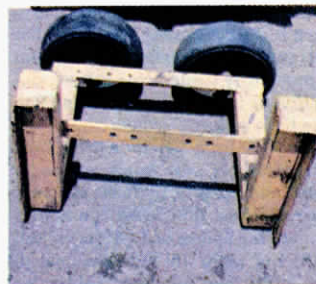
When the Jensens want to turn, remove or install rear outside duals on a tractor, they simply slip the home-made attachment onto the end of their Bobcat 310 skid-steer loader. "If you don't own a skid-steer, the attachment can be just as easily designed to slip onto the bucket end of a conventional tractor-mounted loader," explains Ervin.

Two 11 in. dia. gauge wheels equipped with solid rubber tires were salvaged from an old cultivator and mounted about 15 in. apart on the wheel-handling attachment. To install on an outer dual, for example, you simply drive the existing "inside" rear tractor wheel onto a block of wood. Then, with the attachment in place on the loader, you pick up the outside dual and carry it to the tractor (see photo). The small gauge wheels not only carry the heavy dual but allow it to be easily turned clockwise or counter-clockwise, making it simple and safe for one person working alone to align the holes and insert the lug bolts.

The Jensens caution that the attachment, used with their 310 Bobcat loader, is designed for changing only the lighter weight outside duals. "On big tractors, we wouldn't attempt to lift the much heavier cast iron regular rear wheels with this light a loader, or wheel-changing attachment," Ervin points out. "Size and spacing of the two gauge wheels we used worked out right from the start so we didn't have to do any experimenting. However, I'm guessing that size of these load-carrying wheels isn't all that critical. You could get by with slightly smaller or larger diameter wheels if you adjust the spacing between them accordingly. Most im-



Tractor dual, riding on attachment's small wheels, is easily spun by hand to align bolt holes.



The same lever and retractable fingers which secure the loader bucket also secure the wheel-handling attachment.

portant is having them equipped with good rubber so the tractor dual can be easily turned to line up the lug bolts."



Aerodynamic carrier fits most late model American-made hatchbacks.

FITS MOST LATE-MODEL "HATCHBACKS"

Auto Attachment Adds Cargo Space

Here's a handy new carrier that doubles the cargo capacity of "hatchback" cars.

Developed by Lon Tharaldson, Minnetonka, Minn., it fits most 1982 and 1983 American-made hatchbacks. He notes that the carrier is more convenient than a trailer and, unlike some top-mounted carriers, you can fit your car into the garage without having to first unload the cargo. Tharaldson says he can pack enough cargo in the carrier, including a tent, sleeping bags, fishing gear and supplies, for a one-week camping trip for his family of five.

Made of 3/4 in. galvanized tubing, the carrier frame extends 11 in. off the car's rear bumper, bolting to the rear bumper and to the car body. The carrier is the width of the car and sits high enough over the bumper so the license plate and taillights are clearly visible. An added feature is that the bed of the carrier hinges on its frame so you can flip it back for easy access into the back of the car.

Tharaldson provides a foam pad to fit over the hatchback window, protecting it from scratches. You can cover the cargo on the carrier with a

plastic or canvas tarp. Or, you can purchase an optional custom-tailored zip-up canvas that fastens with snaps to the underside of the hatchback door.

Tharaldson explains that the carrier's weight capacity, tested up to 700 lbs., is limited by the car's shocks. "Most car shocks will handle loads up to 500 lbs. Heavier loads may require that you install air shocks, or put air bags in the springs," he notes.

He adds that car handling isn't affected by the carrier but that gas mileage will be reduced. On his Ford Escort, mileage drops 7% with the carrier loaded.

The carrier comes in a kit that you can assemble and install in about two hours. Sells for \$149.95, plus shipping. An optional custom-tailored canvas cover costs an extra \$159.95. Air bags for the car springs are available for \$81.95 per set.

For more information, contact: FARM SHOW Followup, Lon Tharaldson, 13510 N. Knollway Drive, Minnetonka, Minn. 55343 (ph 612 544-4249).



Tharaldson's carrier will handle enough camping and fishing gear — up to 700 lbs. — for a one-week trip with his family of five.