



Brian Quick's kids have no problem using the bead breaker he made out of scrap metal.

ATV Bead Breaker

"ATV tires are very hard to break the bead on and a lot of tire shops won't even mess with them unless they've got the special machine for it," according to Brian Quick who designed his own simple, hand-operated bead breaker for ATV tires.

With a little experimentation and a few pieces of scrap metal, Quick designed and built his own unit, which he says works great.

"It's quiet and my 12-year-old has no problem using it," the Wilson, Mich., father of five says. "A lot of days, I have better things to do than change tires on their toys."

Quick says car tire bead breakers often tear ATV tires because they're so wide. He's had no problems with his home-built unit.

"I learned as I went that it's all about the angle on the piece that breaks the bead. It has to go in and down at the same time, and at the right angle. It took me three tries to get that just right," he notes.

A 4-ft. piece of 6-in. channel iron lies on the floor with a 1-ft. section of 2 by 5-in.

square tubing extending straight up from it. The 5-ft. telescoping handle is hinged to the top of the tube. About 10 in. from the hinge, there's another hinge with a 10-in. piece of 2-in. square tube dangling down with the bead breaker spoon on the end at 45 degrees. The "spoon" is inserted between the rim and the tire, and when the handle is pushed down, the tire is pushed off the rim.

"Besides ATV tires, I've changed lawn mower, go-cart, and car tires, not to mention all the way up to 33 by 1250 truck tires," says Quick, who's thinking of making an air-powered version.

The Wilson, Mich. man calls his style of inventing "yooperteching" because he lives in the Upper Peninsula of Michigan where residents refer to themselves as "yoopers," short for the U. P.

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Bead Breaker For Garden Tractor Tires

"I always had trouble getting small tires off garden tractor wheel rims, so I designed a bead breaker out of an old car wheel rim and some scrap steel. The small size and one-handed operation make it easy to use," says Dane Paul, Meredosia, Ill.

The bead breaker consists of a 7 1/2-in. wide, 3 1/4-in. deep section cut out of a car wheel rim, with a 3/4-in. wide, 1 3/4-in. deep metal handle welded to the top of it. A 4-in. sq., 1/2-in. thick steel plate is welded to the handle above the wheel rim. It has a big chunk of metal which the operator strikes with a small sledge hammer. The other end of the handle is flared to make the handle easier to hold onto.

To break the bead, the operator holds onto the flared end of the handle with one hand and, with a sledge hammer in his other hand, strikes the plate. The wheel rim part of the bead breaker then penetrates between the wheel and the bead to break them apart.

"Just one strike of the sledge hammer and the bead is released," says Paul. "I came up with the idea because I often had trouble breaking the bead on garden tractor tires. The tire is so small that you can't stand on one side of it without it squirting out from under you. I had been using a commercial bead breaker designed for car tires, but it was too big and didn't work very well. You can buy special small wheel adapters for bead breakers, but they're quite expensive."

Paul notes that when he attached the handle to the rim, he cut a 1/4-in. wide notch out of the wheel rim in order to make a better weld.



Paul made the bead breaker out of an old car wheel rim and scrap metal. "Just one strike of the sledge hammer and the bead is released," says Paul.



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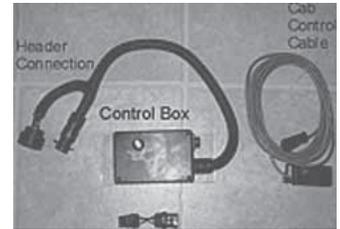
Electrical Conversion Kit For Deere Flex Headers

If you've got a 1999 or older Deere combine and want to use a newer-style Deere flex header on it, you'll be interested in this new electronic conversion kit.

The kit allows for the electrical conversion of a 2000 or newer Deere 600 or 900 F series header to operate on 1999 or older Deere machines. The kit can also be used to run a Deere flex head on Case IH, New Holland, and Agco combines.

The kit includes a header connection, control box, cab control cable, in-cab pressure indicator, and a polarity reverser for the header height sensors.

"The Deere 600 and 900 flex heads are very popular, and there are a lot of them out there available at a reasonable cost," says Craig Langhofer. "The conversion takes less than 15 minutes to install. The kit lets you take advantage of the Dial-A-Matic feature on these headers, which allows you to dial in the desired height control. Deere flex headers are equipped with a hydraulic cylinder on each skid plate, and Dial-A-Matic lets you automatically adjust head down pressure depending on the ground conditions. It doesn't



This kit converts a 2000 or newer Deere 600 or 900 F series header to operate on 1999 or older Deere machine. Kits are also available for Case IH, New Holland, and Agco combines.

matter whether you operate in soft or muddy ground, you can cut at the same height no matter how soft or hard the ground is."

The kits wire the Deere header into existing combine controls. Sells for \$545 for the 600 flex head and \$450 for the 900 head.

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Burns mounted a generator, hydraulic power pack, and a welder on an old golf cart.

He Built A Power Plant On Wheels

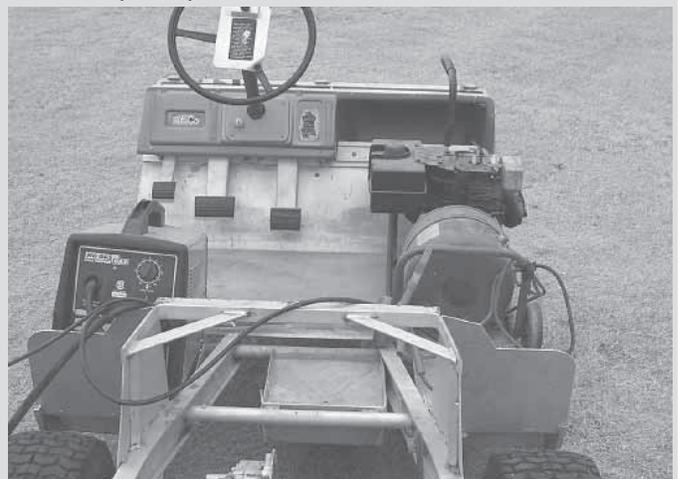
Bob Burns from McCook, Neb., wanted a way to get power anywhere on the farm. So he built a prototype of what he calls the "Ampking" - an electric cart fitted with electrical, hydraulic and welding power. His plan is to eventually mount everything on an ATV-like machine.

"This patent-pending invention includes a 500 cc water-cooled engine that drives a high amp generator, a hydraulic pump, and a welder. It's designed to be a go-anywhere power station for performing repairs in the field or provide emergency lighting, or communications anytime, anywhere.

"It will provide all the electricity one could ever need," Burns says. "It can trek deep into rugged terrain for emergency purposes, or simply for a great trail ride. Any tool with a cord could be transported to any remote site. Whether you want to drill a few holes, or build a log cabin on top of a mountain, you can have the power you need."

Burns is looking for a manufacturer to help develop his prototype further.

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Patent-pending machine is designed to make mobile repairs and to provide emergency lighting and communications.