

Bolt-On Rubber Patch Solves Flat Tire Problem

Michael Horn of Rush, Ky., says he and his dad came up with a cheap way to fix badly damaged flat tires.

To fix a flat, they bolt on heavy rubber patches inside the tire, between the tread and tube.

"We cut the patches out of 1/4-in. thick conveyor belt, making it slightly larger than the tear in the tire. Then we place the patch inside the tire and drill a series of 5/16-in. dia. holes through both the tire and patch, spacing them every 2 to 3 in. apart around the tear. We insert 1/4-in. bucket bolts with flat heads through the holes from the inside out, tightening the bolts down until the rubber patch puckers around the head of the bolt. We also put double nuts on each bolt and then batter the ends like a rivet so they won't come out.

"Then we cut a large patch out of an inner tube and lay it inside over the bolts, then put enough air into a new tube to hold the tube patch in place. Once we finish putting the last side on the wheel rim we air up the tire to the proper pressure."

The two men say the last time they used this idea was three years ago when a radial tire on front of their tractor went flat. "The tire is worn out now, but the rubber patch is still holding," notes Michael.

Contact: FARM SHOW Followup, Michael David Horn, 25023 Bolts Fork Rd., Rush, Ky. 41168 (ph 606 928-3153).

Turbocharge Kits For Kubota RTV's, Deere Gators

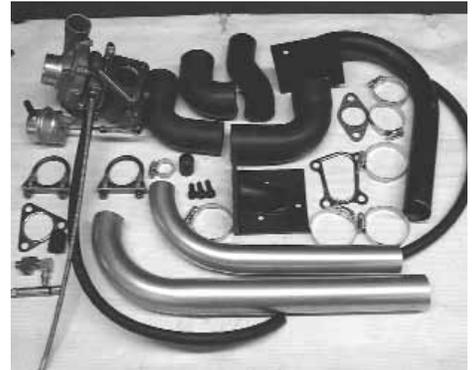
People always want more power from their equipment, especially at higher elevations. In the case of Kubota RTV's and Deere Gators, the potential is there, suggests Ted Meyer, Stone's Farm Service (SFS). Gaining extra power on a Deere Gator or Kubota RTV is as easy as installing an SFS turbo kit.

"We do a lot of tractor pulling, and the majority of the teams use Kubota RTV's as work vehicles because they're so durable and well built," says Meyer. "The two complaints is that they need more power and that they stop too aggressively when you back off the foot throttle."

With extensive experience putting turbochargers on 4020 Deere tractors and 6.9-liter diesel pickups, Meyer and the SFS team developed a turbo kit for the RTV's and later for Gators as well. They also developed a "coast valve" for the Kubota RTV 900 and 1100. It bypasses or modulates the hydrostatic pressure during deceleration.

"Performance wise, the turbos deliver up to a 50 percent or better gain depending on what elevation you are at and how the injection pump is adjusted," says Meyer. "The coast valve lets you shift much more easily between ranges."

Meyer says installation is straightforward and simple with both turbos and coast valve.



Gaining extra power on a Deere Gator or Kubota RTV is as easy as installing an SFS turbo kit, says Ted Meyer at SFS.

"The turbo installation instructions include how to adjust the injection pump and information on adjusting the transmission as well," says Meyer. "The bolt-on turbos can be installed in a couple of hours. The coast valve can be installed in 30 min. or less."

Both turbo kits are listed at \$1,998. Coast valves are listed at \$139.99.

Contact: FARM SHOW Followup, Ted Meyer, SFS Specialties, 915 East Main St., Greensburg, Ind. 47240 (ph 812 614-7878; sfsspecialties@gmail.com; www.sfsspecialties.com).

Reader Inquiry No. 92

Motorized French Fry Cutter

Since Bill Storms made his first motorized french fry cutter a decade ago, thousands of pounds of potatoes have been cut and sold at local antique tractor shows. The "Potato Master" is so impressive that Storms, 75 years old, was encouraged to start building and selling them.

The Greencastle, Penn., entrepreneur says there is great profit to be made selling french fries made from fresh potatoes. But making fries with a manual cutter is a lot of work.

"Having built a log splitter, I thought I could use the same concept to push potatoes through a cutting head. He gathered a motor, gearbox and materials he had in his shop and purchased a cutting head at a restaurant supply store.

It's simple to operate: drop in one potato at a time, and move the potato pusher head by stepping on a foot pedal. The Potato Master is powered by a 1/4 hp motor and gearbox that will cut 300 to 800 lbs. of potatoes an

hour.

"The quality and size of the potato dictates how much it cuts in an hour," Storms says. "It will keep up with 8 to 10 fryers with two baskets each."

To clean the machine, remove a couple of wing nuts and pins to free the cutter, and rinse it out in the sink.

Customers enjoy watching the fries being made almost as much as they enjoy eating them, Storm says. After numerous requests, Storms started making them for sale at \$1,950. When another organization said they needed a model to cut at least 900 lbs. per hour, Storms designed a double-headed model for \$2,400. Both come with a 3-year warranty on the motor and a 1-year warranty on the cutter.

To learn more check out the video on Storm's website, which shows the Potato Master in operation.

Contact: FARM SHOW Followup, Bill

French fry cutter is powered by a 1/4 hp motor and gearbox. It can cut 300 to 800 lbs. of potatoes per hour.



To make French fries, operator drops in one potato at a time and uses a foot pedal to activate the potato pusher.

Storms, 213 S. Allison St., Greencastle, Penn. 17225 (ph 717 597-8364; www.potatomaster.com).

Reader Inquiry No. 93