

## Hay Baler Converted To Split Wood

Mike Paquin turned a New Holland baler into a wood splitter that does such a great job that it takes 5 people to keep up with it.

"I just drop a chunk of wood into the bale chamber, and the pieces come out the bale chute," says Paquin. "I saw the idea somewhere else and had this one built by a friend, Dennis Walthers."

The baler has two large drive gears that transfer power to the plunger from the flywheel so there's plenty of power to push chunks of wood into the wedge.

"The flywheel rotates at about 29 rpm's so if you could drop 29 chunks of wood in per minute, it would split them," says Paquin.

Walthers cut away the pickup mechanism and other unnecessary parts like the knives and knoter. All that was left was the motor, the belt-driven flywheel, plunger with its gear drive, the bale chamber, and the chute. Paquin also retained the axle and wheels for mobility and a simple-screw style tongue jack for leveling.

"We fitted it with a 5 hp Honda, cut a hole in the top of the bale chamber, and welded a splitting wedge in place at the end of the chamber," he says. "We're only limited by the size of the 14-in. wide bale chamber."

Paquin lined the chamber and chute with

metal screening to keep the wood from catching on the chute floor. The splitting wedge is a 12-in. section of grader blade. Paquin had it sharpened and tapered like the head of an axe. He reinforced the chamber with steel plate and angle iron to provide a solid base for the wedge.

"We welded a 6 by 8-in. plate to the end of the plunger to push the chunk of wood into the wedge," says Paquin.

Though his hay baler splitter has worked fine for about 4 years, Paquin is already planning his next one. He has purchased a similar baler, but with two flywheels for even more power. He will be installing a brake on it, so the plunger can be brought to an immediate stop when desired. He also plans to enlarge the top of the chamber to handle larger pieces of wood.

"This baler only cost me \$50 and the motor a bit more," he says. "It's not OSHA approved, but if you don't stick your hand in the chamber, you're fine. The great thing is there is no upkeep, only a little used oil and an occasional sheared pin."

Contact: FARM SHOW Followup, Mike Paquin, 27059 290th Ave. S.E., Brooks, Minn. 56715 (ph 218 796-5293).



Mike Paquin fitted his New Holland baler with a 5 hp Honda engine, cut a hole in the top of the bale chamber, and welded a splitting wedge in place at the end of chamber.



Operator drops a chunk of wood into the bale chamber, and pieces come out bale chute (left). Baler's flywheel transfers power to plunger, which pushes wood into wedge.

## Hub Caps Protect Valve Stems On Field Cultivator

"The valve stems on our Selfort 24-ft. field cultivator would often break off right at the wheel. When working through stubble we were losing a couple of valve stems every 100 acres," says Joe Thompson, Mooretown, Ont.

"The problem was that trash would build up between the shank and the wheel and rub against the valve stem. We thought about welding on a metal protector—such as a half piece of pipe around the valve stem—but that would have meant deflating the tire and removing it from the wheel rim so we could weld on it.

"Instead, we decided to use hub caps off an old 1979 Ford pickup that we already had. The hub caps snapped onto the cultivator's four 15-in. wheels just like they did on the pickup. It solved the problem at no cost, and it also dressed up our cultivator!"

Contact: FARM SHOW Followup, Joe Thompson, Rt. 1, Mooretown, Ont., Canada N0N 1R0 (ph 519 864-4133; thompsonperformance@hotmail.com).



To protect the valve stems on his field cultivator from trash, Joe Thompson snapped hub caps off an old pickup onto the cultivator's wheels.

## Tire Plug System Designed For Big Tires

"It'll easily pay for itself with one repair," says Justin Breithaupt, who manufactures and sells the Tire Bee repair kit for big tires. Originally designed for semi truck tires, it'll plug holes in tractor tires and tires on other big equipment.

Within 10 min. a tire can be fixed and ready to go without having to take it off the vehicle.

The Tire Bee uses a self-vulcanizing plug and a tool that uses compound leverage to push the plug into the hole.

Breithaupt's friend and partner, Chuck Kupelian, worked as a school bus mechanic and figured there had to be a better way to fix flat tires than removing the tires and patching them. He tried many plugs that just didn't work, until he discovered the Safety Seal string plug, used by the U.S. military.

"It becomes part of the tire," Breithaupt says, because the plug is self-vulcanizing. It'll fill holes up to 1/4 in. in dia. "The next question was how to get it into the tire. We wanted something safe to use on big tires."

After 5 years of testing he came up with the Tire Bee, which uses leverage to force the

plug all the way through the tire. One end is secured on the wheel rim and the lever end inserts and removes a probe and needle to push in the plug.

"The Tire Bee has a nice long handle to multiply the force," Breithaupt says.

The YouTube video "Tire Bee Truck Tire Repair Tool" shows the process.

At \$150 for the tool (lifetime warranty) and 12 plugs, Tire Bee easily pays the cost of calling a tire service when there's a flat on the road. Legally, truckers can repair all tires except for steering axle tires, Breithaupt says.

He sells the Tire Bee through his Shreveport, La., business, Non-Stop Scaffolding, and is open to dealer inquiries.

Besides truckers and mechanics, it's a great tool for farmers and construction workers, who can repair their own tires and be back to work within minutes, he says.

Contact: FARM SHOW Followup, Non-Stop Scaffolding, 1314 Hoadley Street, Shreveport, La. 71104 (ph 800 845-0845; www.tirebee.com).



Tire Bee repair kit uses a self-vulcanizing plug and a tool that uses compound leverage to push plug all the way through the tire. One end of tool is secured on wheel rim (lower).

