



SC Case tractor belt-drives an air compressor on one side of tractor, which feeds air into a big 200-gal. tank on other side.

## Little Tractor Pumps Lots Of Air

Wilmer Hanson turned his SC Case into a self-propelled air compressor with a big storage tank. The tractor didn't have what it takes for fieldwork anymore but its 31 hp belt drive was just right to power an industrial air compressor. Combined with a converted 200-gal. LP tank mounted to the other side, the SC is as useful as ever.

"It's great to be able to drive it to wherever we need air," says Hanson. "My sons use it to paint, sandblast and for anything else that needs air pressure. If the tank is full, you can paint an entire tractor before you need to start the compressor."

Hanson took advantage of cultivator mounting brackets built into the SC front end to mount the compressor and tank. Wood planks bolted to the lower lip of a piece of channel iron extend back to brackets welded to the rear axle.

The compressor mounts on a plank just ahead of the tractor's belt drive. Originally, it ran off a double belt drive, but Hanson operates it off a single on the tractor.

The LP tank mounts on planks on the other side of the tractor with a 1-in. line feeding it with air from the compressor. The air enters through a check valve. A stainless steel check valve also mounts on the outlet side to the standard air hose.

"We have a gauge mounted to the top of the tank and shut it off when the pressure reaches 160 psi," says Hanson. "It only takes about 10 min. to fill the tank when it's empty."

While the tractor with its mounted compressor and tank are pretty basic, Hanson has dressed it up with a set of old steam whistles.

"The whistles are for when someone falls asleep on the job," jokes Hanson. "They make a sound you can hear a long way."

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## Shocker Gooseneck Surge Hitch Great For Concrete Highways

Towing gooseneck trailers on rough broken highways can be a brutal experience. The back and forth jerking will spill your coffee and leave you with a stiff neck. The Shocker Hitch uses an air bag to filter out the jerks. With the air pressure set you will have a nice smooth ride and the jerks will disappear.

"The thing I like best about this business is working with our customers. They call because they suffer from a common problem, their trailers pull rough. We go over the details, spec out a hitch and send it out UPS. The next time we talk they have used the hitch and love it. We have select dealers in the US and Canada, and are constantly working to expand our dealer network so customers can buy a Shocker Hitch locally", comments Bob Sagen, president of Shocker Hitch.



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"Mechanics say it can often take 30 min. or more to get a hub off normally. With my Hub Master Hub Puller it takes me only 30 seconds," says inventor Jerry Titera.



## Hub Puller Fixes Skid Steers Fast

Replacing seals and bearings on skid steer hubs without damaging the hub is a real challenge. That's why Jerry Titera developed the Hub Master Hub Puller.

"Mechanics tell me it can often take 30 min. or more to get a hub off normally," says Titera. "It takes me 30 sec. to remove a hub. Watch my video and time me. It takes me 2 min. to pop the wheel off and have the hub in my hand."

Titera's brainstorm came out of frustration. He had a leaky seal on his Bobcat skid steer and tried to get the hub off and failed. The removable hub is a great innovation over other skid steers that still have the hub as a part of the axle. However, it fits so tight that it can be nearly impossible to get free.

"After two nights in the shop I had the rough design for my hub puller, tried it, and it worked," recalls Titera. "All I needed to do was to move the hub 1/16 in., and it's off."

What Titera came up with was a puller plate drilled to match the bolt pattern on the hub. It has a big pin at the center. Once the wheel is removed, he slips the plate with the

pin in it onto the bolts and tightens the lug nuts. The pressure of the pin against the axle pops the hub loose.

Titera has a patent pending on his invention, which is being produced by Sheyenne Tool & Mfg. of Cooperstown, N. Dak. The puller is powder coated, and the center pin is coated against rust. He has it priced at \$438.11 including S&H and tax.

"I always check back with customers on their satisfaction levels and ask if it was worth the price," says Titera. "They tell me it's worth it for time saved alone."

Currently Titera makes his Hub Puller for 8-in. wheel patterns. He plans to come out with a 10-in. pattern for the new M Series Bobcat.

At this time the Hub Puller is only available direct from Titera.

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