

Tire Wrangler Handles Big Tires and Wheels

Handling big farm wheels and tires up to 90-in. dia. is safe and easy with the Tire Wrangler built by a North Dakota company. Owner Bruce Pigeon says the Tire Wrangler works in conjunction with his patented Agra-Jack to provide an extremely safe method for changing wheels and tires.

The Tire Wrangler comes ready to be mounted on a skid steer and can also be adapted to loaders and forklifts. He recommends using a skid steer rated between 2,500 and 3,000 lbs. at the head plate. His original model has a 12-volt powered rotator and a second model can be rotated manually.

Pigeon says the Tire Wrangler handles sprayer, tractor or combine tires, and even larger floater tires that weigh 2,000 lbs or more. "The rotator head has 4 hydraulically-operated clamping arms attached to a strong vertical column on the main frame. When those arms are closed securely they'll hold large tires in any position," says Pigeon.

The rotating head moves the arms left or right to clear fenders and other obstacles. Hydraulic cylinders open and close the clamps to securely grab and hold large tires and wheels, which can be lifted, inverted, laid down, picked up or stacked from the safety of the operator seat. The hydraulic controls are sensitive and deliberate, so wheels can be easily aligned on the studs and bolts.

Pigeon says he came up with the Tire Wrangler design after seeing a large clamping machine move stacked cardboard. "The light came on instantly, so I went back to the shop and drew up plans. I built a prototype, modified it somewhat after testing, and now we have two models." Prices start around \$4,400. Contact the company for current pricing. The Tire Wrangler is an ideal



Tire Wrangler can be mounted on a skid steer, loader or forklift and can even handle 2,000 lb. floater tires.

complement to the Agra Jack™, another product that Pigeon designed, patented and builds for lifting heavy equipment. "I built that product as an answer to a near tragedy after helping the owner of a new high boy sprayer re-install a partially removed tire. The cribbing he used had partially collapsed, and the wheel was holding on just 3 bolts. As we managed to get the sprayer lifted and the wheel back on, he asked me to build a better jack so he wouldn't kill himself. That product is now the Agra Jack™."

The Tire Wrangler is the second part of the system. Says Pigeon, "I engineered both products for safety, and we don't take any shortcuts in manufacturing. Every device is built, assembled and tested in our facility."

Contact: FARM SHOW Followup, Agra-Jack, 341 Railroad Street, Garrison, N. Dak. 58540 (ph 701 463-2959; bwpigeon@restel.com; www.agrajack.com).



Greg Waldie's lift is made from 2-in square tubing and uses an ATV winch to lift a mower for repair work.

Nifty Lift Makes Mower Work Easy

"After moving to town and not having a loader tractor anymore to lift the front of my riding mower, I tried several ways to get the job done - including using hi-lift jacks and several types of ramps," says Greg Waldie, Miles, City.

"I finally came up with a lift frame that works great and doesn't have any obstacles underneath so it's easy to reach the mower deck.

"A local welding shop built the frame for me using 2-in. sq. tubing. An ATV winch

bolts to the side of the frame about 3 ft. up on the side. I ran the winch cable up through a pulley at the top. Once the mower is up, I attach a safety chain to it to hold the mower securely in place.

"The frame is 7-ft. high, 53-in. wide, and mounts on 6-ft. skids at the bottom. It's very portable and easy to move."

Contact: FARM SHOW Followup, Greg Waldie, 514 Michels Ave, Miles City, Mont. 59301 (ph 406 234-4789).

Repainting System Removes Rust, Not Metal

Chlor*Rid soluble salt remover from Chlor Rid International makes repainting metal surfaces easier and more effective. Jim Deardorff, paint contractor, author and industry consultant, recommends an application of Chlor*Rid after the first sand blasting.

"Normally, if you sandblast and wait overnight before priming, you get more rust," says Deardorff. "I apply a coat of Chlor*Rid, and it reacts with remaining iron oxide (rust) and dissolves it, separating it from the metal. The entire surface turns dark. I can wait and sandblast again in the morning for a virtually paint-free surface."

Better yet, Deardorff says the second sandblast doesn't remove sound metal, and the Chlor*Rid works on stains other than rust. He uses the Chlor*Rid as one step in his Classic Blast restoration process. The process also uses a fine, dense mix of aluminum oxide, trace minerals and graded walnut shells for a blast medium.

"I believe I am the only person who can remove rust from 10-gauge metal without affecting the metal," says Deardorff. "And I can remove a stain off any surface."

Deardorff has coined the term Lifetime Coating to describe his resurfacing that equals the 5 to 7-step coating process used by the automotive industry.

"Chlor*Rid not only dissolves the rust, but also cuts salt content on the metal to less than 5 ppm," explains Deardorff. "Any chloride over 10 ppm will produce rust."

Deardorff recommends mixing Chlor*Rid at 1 part to 200 parts water. He then applies 10 gal. of the solution through his sandblaster.

"The industry doesn't want paint to



Before and after photos show the results of using Chlor*Rid salt remover after sand blasting and before painting. Paint contractor Jim Deardorff says his system can remove rust from 10-gauge metal without affecting the metal.



last," says Deardorff. "With my system and Chlor*Rid, you stabilize the substrate, so the resurfacing will last longer."

Contact: FARM SHOW Followup, Superior Coatings Co., 205 McCormick St., Chillicothe, Mo. 64601 (ph 660 646-6355; info@classicblast.com; www.classicblast.com).

Turbo Cover Boosts Engine Horsepower

Turbo covers from Thermo-Tec wrap around the exhaust port of your turbocharger, providing a snug fit to ensure that temperatures are contained within the cover.

Randy Pugh, Marketing Coordinator for Thermo-Tec says, "The benefits of using a Turbo Cover include faster spooling, higher rpm's, more horsepower and more torque. You receive these benefits by holding the heat inside the turbo instead of allowing it to escape under the hood."

Covers come in T3, T4, T5 and T6 sizes in silver and T3 or T4 in Carbon Fiber or Ricochet Black. Covers have heavy-duty grommets and include wiring for a safe and secure fit and easy installation.

Prices start at \$178 and include domestic shipping. FARM SHOW readers can save 20 percent on orders with the code FARMSHOW20.

"Thermo-Tec products are not only made in the USA, but they are also backed by our lifetime warranty against manufacturer defects. Our customers are the heart and soul of our business, so we strive to have loyal customers for life," says Pugh

Contact: FARM SHOW Followup, Thermo-Tec Automotive, P.O. Box 96, Greenwch, Ohio. 44837 (ph 800 274-8437; outside the U.S. 419 962-4556; www.thermotec.com).



Thermo-Tec turbo covers keep the exhaust temperatures in the turbo and out of the rest of the engine to improve performance.



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