

“Reinventing” The Floor Creeper

“It’s the only creeper with a frame built strong enough to protect you in case of an accident. It has a lot of other comfort features not found on conventional models,” says Erik Sieb, Creepex Co., about his new heavy-duty BodyGuard floor creeper.

It rides on three 6-in. solid rubber caster wheels and measures 28 in. wide on front, narrowing to 12 in. wide on back. The operator lies comfortably on a vinyl-padded ergonomic backrest and a 4-position adjustable headrest.

But what really gives the creeper a unique look – and added safety – is the frame. It’s made from 1 1/2-in. black powder coated steel tubing, allowing the creeper to withstand the weight and impact of a falling vehicle. The frame can sustain a constant load of 30,000 lbs.

The creeper comes with wrist-activated brakes on the front wheels, a powerful 150 lumens cordless working light that clips onto the back part of the frame behind your head, and tool trays located on each side.

“It’s safer to use than any other floor creeper on the market and also provides

extra comfort and maneuverability,” says Sieb. “The solid rubber tires provide shock absorption and a smooth ride when traveling over rough floors or uneven surfaces. In fact, the BodyGuard creeper is as stable as a tripod on uneven surfaces. The wrist-activated brakes make it easy to hold the creeper in place.”

While the BodyGuard is higher than a conventional creeper, you don’t need to raise the vehicle any higher than you do with a conventional floor creeper. “The creeper’s highest point is no higher than the tip of your nose when laying down on a conventional creeper,” says Sieb.

He adds that the BodyGuard’s frame can be custom painted to Deere or Caterpillar colors.

Three different models are available. All models come with a standing bumper that lets you store the creeper in an upright position.

The XT model comes with a non-adjustable backrest and headrest and no brakes, tool trays or light. The vinyl padding on it is available only in red. It sells for \$949 including S&H. The XTpro includes all features, comes in black or white, and sells for \$1,249 including



The frame on this heavy duty floor creeper is built strong enough to withstand the weight and impact of a falling vehicle.

S&H. The XTchrome includes all features and comes with a chrome-plated frame. It sells for \$1,549 including S&H.

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Portable Air Compressor Built On Riding Mower Frame

“It’s easy to tow around to anywhere on the farm,” says Shane Myrick, Pleasanton, Kan., who mounted a 10 hp gas-powered air compressor on the front axle and frame of an old Snapper riding mower. He pulls the unit using a long metal handle that pins onto the front of the frame.

He cut the front axle and part of the frame off the mower and found new wheels and an axle for the back. He welded the air tank to

the mower frame, being careful not to burn a hole in the tank.

“It provides enough pressure to use it for arc welding or sandblasting,” says Myrick. “I operate a welding shop in the country, and I often move it outside so I don’t have to listen to it run as I work inside.”

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Gas-powered air compressor is mounted on the front axle and frame of an old riding mower.

Need A Bike Or Part? Try “All Bikes” Salvage

Two acres of memories and toys – for children and adults – break up the desert landscape along Highway 87 in rural Payson, Ariz. Ron Adler, owner of All Bikes salvage yard, caters to people seeking parts for all kinds of 2 and 3-wheel bikes, from Honda to Harley motorcycles, to 3-wheel ATV’s and bicycles.

It all started with his bicycle shop in Washington in 1970, where he also sold motorcycles and did repair work. In 1988, Adler moved his collection to Arizona. The scrap yard soon started growing rapidly.

“We ship all over the world,” Adler says, noting his collection includes motorized bikes from around the world. He also has new models, such as those he purchased from a Harley-Davidson dealership that sold out.

The sight of old 3-wheelers attracts those nostalgic for the old ATV’s. But his non-motorized bikes are also a big draw.

“People are surprised to find their childhood bikes,” Adler says. One mother described her Schwinn bicycle that had been inadvertently sold at a yard sale when she was a girl. He had the same one in stock – baby blue with butterflies and daisies on the seat. She cried.

“I have bicycles from as far back as the 1800’s,” Adler adds. His oldest motorcycle was made in 1915.

A personal favorite in his own collection is an Adler motorcycle from 1954, the year he was born.

Many customers come to duplicate good memories for their children. For example, one father bought a motorcycle he had as a



All Bikes salvage yard caters to people seeking parts for everything from bicycles to motorcycles and ATV’s.

youngster – a Yamaha GT 80 – for his son.

Adler continues to collect and add to his yard. He welcomes customers from around the world looking for that special bike or parts to fix one they have. Customers can also call, Wednesday through Sunday from 9 to 5, and Adler or an employee will check out the inventory to see if it’s available.

“I am always interested in hearing from people who find old bikes and motorbikes in their barns or sheds,” Adler adds.

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Simple Solution Stops Powerstroke Deadheading

You can eliminate “deadhead” problems in 1999 through 2003 Ford Powerstroke engines by installing a Fuel Rail Crossover (FRx) kit from Riffraff Diesel Performance, and improve mileage, power and reduce noise. The FRx kit doesn’t require cutting lines or installing compression fittings.

“A 7.3L Ford engine has no way for air in the fuel to get back to the tank, and it gets trapped at the injectors,” explains Clay Note, Riffraff Diesel Performance. “There are a lot of really complex systems on the market that solve the problem, but they cost between \$500 and \$600. Ours is a simple bolt-on kit that costs less than \$200.”

The FRx simply connects the two heads to provide a return path for trapped air. The “complex” systems require major modifications of the fuel system and at least partial disassembly of the engine. Once modification is completed, it can’t be easily undone.

“You can install our system in your own driveway in a short amount of time,” explains Note. “If you want to remove it, simply replace the original equipment. There are no permanent modifications to anything.”

After more than 1,000 sales, Note reports 100 percent satisfaction among customers. Although the FRx is positioned simply as eliminating the deadheading common with Powerstroke engines, it has other benefits, too.

“We don’t claim more horsepower or better mileage,” he says. “Those are just side effects of an engine that is running smoother and



Simple bolt-on kit eliminates “deadhead” problems in 1999 through 2003 Ford Powerstroke engines.

idling quieter. Users also experience better throttle response and longer injector life.”

The list price for the new second generation FRx with Parker 304 Stainless Steel Braided lines is \$187.37. Owners of first generation FRx kits can upgrade for only \$100.

Note adds that the newer Ford Powerstroke 6L engines suffer from similar deadheading problems. He says Riffraff Diesel Performance is working on a similarly simple solution for that product range.

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