

J20 Dual Cab Profile

Warren Lewis
This vehicle was delivered to the Queensland Custom Service in April 1985. The original Warranty and Service Policy document in the glove box confirms this. The Customs service had six dual cabs throughout Australia. One or two may have been privately owned in the day but it is unlikely. This example may have spent some time in NSW before having two owners in Victoria. I purchased the Jeep in October 2005 after flying to Melbourne and doing the deal in a pub car park. To test to see if the Jeep was up to the towing task I had purchased it for, I hooked up a car trailer and rolling YJ chassis with body tub and drove it back to Sydney.

Modifications: The Jeep has had the original 360 V8 replaced by a 401, this was how I purchased it. Also fitted at time of purchase was a straight gas system with twin tanks of about 140 usable litres and a gas research twin throttle body induction. A three inch single exhaust exiting in front of the drivers side rear tyre gives a pleasant note from the 401. As one of what is believed to have been only six dual cab utilities built for the Customs service, this J20 has a canopy fitted to the tray. The canopy still has the original coat hooks fitted in the rear corners, presumably used to hang a customs vest or coat for when official duties were to be carried out. Also fitted is a heavy duty rear step and tow bar which was to tow the large shark cats that Customs used at the time. The vehicle is a six seater with a front bench seat and fold down centre arm rest. It also originally had an electric winch and bull bar fitted but these have been removed and are now on my tray back. The Customs J20s appear to all be automatics with power steering and air conditioning as fitted to this example. The Jeep is unregistered at the moment but running and drivable and is a very tidy original vehicle.

