

J20 Dual Cab Profile



Warren Lewis

This vehicle was originally purchased by Tasmanian Hydro then sold via auction to the previous owner and relocated to NSW.

I purchased it in 2004. This is one of seven tray backs built and unique to Australia. The Jeep is registered in NSW and used regularly around my property and recreationally and is quite versatile despite it's size. It has been affectionately dubbed the 'Canyonero' by my fellow Jeep Club of NSW members.

Modifications: Vehicle was converted to a Rambler 360ci V8 and fitted with dual fuel by previous owner. In 2008 a dual wheel Dana 70 out of a 69 J3000 replaced the rear Dana 60. The rear differential is fitted with a Detroit No Spin centre and 4.88 ratio.

The front Dana 44 was fitted with matching 4.88 ratio and Detroit Locking differential. Tyres are 235/85/16s front and four 7.50 R16s in the rear for road use. Plans are to fit a set of 34/9-16 Super Swamper tyres on the dual rear with a suitable matching tyre for the front to use off road. The current 1st gear low range is 80.5:1 (6.32x2.6x4.88). This will become slightly taller with the T18 being replaced by a Ford Trader 10 speed gearbox (5 speed with splitter) in order to give overdrive gears to compensate for the low diff ratios. This modification is being carried out now and should be complete by the time you read this. This J20 is fitted with a Ramsey 8000lb electric winch that was originally fitted to my other J20 dual cab. The winch and bull bar set up was part of the accessory package fitted to the well back dual cabs used by the Customs Service. The Jeep also has a body lift and dual battery fitted. Future plans are to increase fuel range with a second LPG tank and to give the Jeep a respray.

