

**Stephen Wright**

I've had this Jeep since 2000. In American terms, it's my daily driver. In Australian terms, it's the work ute. I've driven a J20 since '95 but it was a two door. All the running gear, actually everything bar chassis, brake lines and body was transferred from my two door to the current four door.

The original drive train was the standard six cylinder with a T18 four speed. The current drive train is a 383 chev (stroked 350). T400, NP 208 transfer case, Dana 60 rear diff, HD Dana 44 front diff driving 33 x 12.5R15 BFG MT's. Torque convertor is a big block convertor, modified to bring the stall speed as low as possible. In deep sand, with the tyres aired down, it's not possible to spin the wheels in high range, the motor bogs down first.

Think about it, next time you drive an automatic 4WD!

The automatic has had a stage two shift kit fitted. Not sure what this is, but it means good solid changes. Transfer case has had the planetary gear set balanced. The 4WD engagement and associated spring has been replaced with equivalent from a F100 due to the dreaded "jump out under load" issue that plagued that run of NP208s.

The rear diff has had a detroit locker installed, a modification I can highly recommend. I broke a pinion gear last year (verdict: sick of going round!) and whilst sorting that out I stripped the locker. After 300,000kms of service it looked as good as new. Front diff is standard apart from new FWVHs.

Engine has two remote Z9 oil filters and oil cooler, dual fuel, LPG and petrol. Transmission also has remote filter and cooler.

Fuel capacity is 218 litres LPG, courtesy of 2 x APA F150 tanks under tray. 40 litres petrol (get out of gaol free card).

Tray is 2.1 x 2.1m and tips to 48 degrees. Overall vehicle length is exactly 6m, due to Bass Strait ferries charging per metre.

Carrying capacity is unknown. The original two door carried 2.5 ton quite often. The four door has had 1.5 ton on board but, due to the overhang, it really depends on what the load is and where it's put. Trial and error has established that with an un-braked trailer GCM is about 7 tonnes.

Top speed unknown as the speedo stops at 160kmh.

Recovery gear is zilch, apart from a length of 16mm poly prop rope and a VTC compressor to blow the tyres up again (and run my air tools but that's another story). I've found the Jeep quite capable of pulling out every bogged vehicle I've encountered so why would I stuff about winching them out?

Dual batteries (N70ZZ), located at rear of vehicle under tray. LHS, to counter tool box on RHS.

I average between 500 - 600 kms a week in this vehicle so I'm fairly familiar with it. I think the odometer is sneaking up on 560,000 kms so obviously most of the bugs have been sorted. It's very close to my ideal vehicle. I've driven over 1000 miles in a day in it (Pilbarra and Nullabor) and I've driven at over 100 mph in it (not telling!). Add to that, it'll carry a ton off-road and barely notice it. It also seats six people. Off road, it's pretty boring. The length and power means it simply drives through everything. More like steering a boat than 4wding. I have several other Jeeps and they're all more fun, but when they get stuck, guess what pulls them out and drives home? I thought the ramp over length might be an issue but, as long as you ignore the bangs from underneath, it doesn't seem to make any difference.

I made enquiries of the Tasmanian Hydro when I bought this Jeep, as to the history. Apparently they were used on the West coast but their main use was as blasting vehicles. This was because they could carry six men in the cab, a load of blasting mats in the tray and still tow a compressor behind.

I came across an identical vehicle to mine (pre-mods) which I purchased and sent over to Max in WA. We actually have sequential serial numbers.

It's less than two metres high, so will fit into many under cover parking lots (you should see the faces!), the tray is perfect workbench height and, about town, I carry a 33" x 12.5" spare under the tray. It's still higher than the diff but it does bugger the departure angle.

Note the tow bar. The tongue is from a CJ and I went to some trouble to duplicate the old multi hole CJ tow bar, only wider, to J20 specs. I mention it because only a Jeep enthusiast is ever going to pick it!



**Greg and Shirley Close**

Greg and Shirley purchased the dual cab in 1990 to use for their business. It was an ex forestry six cylinder four speed. Greg fitted a V8 to the dual cab in 1991 and in 1992 fitted a well body. The dual cab is still owned by Greg and Shirley.

