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OFF-ROAD PRODUCTS




ARE YOU A LAND CRUISER OWNER?

Due to popular demand and the persistence of many Land Cruiser owners, Advance Adapters has finally announced that a complete, "ready-to-bolt-in" Orion Heavy-Duty transfer case is now available. The Orion HD has a new front housing that improves strength and provides for a smoother shifter assembly. Each unit is equipped with 32-spline front and rear outputs and twin stick shifters, making you well equipped to handle the toughest trails with ease. On certain applications, the Orion HD will also work as a Dana 18 replacement. Now you don't just have the option to add your old Land Cruiser components to an Orion — you can super-size it with an Orion HD. For more information, contact: Advance Adapters, (800) 350-2223, www.advanceadapters.com.



A NEW WAY TO FLEX OUT YOUR JK

Pro Comp Suspension has just released its new 4-inch Stage II X Flex suspension system for the '07 Jeep JK four-door Wrangler. This completely bolt-on system comes with all the necessary components for top-level performance. Replacement lower control arms are manufactured from CNC-formed, laser-cut, 3/16-inch-thick steel plate and feature 1/8-inch-thick gusset plates for unyielding durability, rebuildable high-angle rod ends, and long-lasting polyurethane bushings. Adjustable-length front upper arms are included to optimize alignment specifications. Other features include a heavy-duty, adjustable front track bar constructed from 4130N chrome-moly and an adjustable rear track-bar bracket for proper axle alignment. Front sway-bar disconnects, rear sway-bar links, extended front bumpstops, billet rear bumpstop spacers, offset brake-line relocation brackets, vehicle-specific front and rear coil springs, and adjustable monotube shocks finish the package and provide an outstanding ride. Systems are also available with ES9000 twin-tube gas shocks. For more information, contact: Pro Comp Suspension, (800) 776-0767, www.exploreprocomp.com. 

A LITTLE CAN GO A LONG WAY

For those of us who aren't looking for colovers and 40-inch tires, Daystar Products is pleased to announce the release of its new 1-inch body-mount kit for the new Jeep JK Wrangler. The kit is ready for installation on 2WD and 4WD models and also on both two-door and four-door vehicles. There is no welding or drilling required to install — simply put each bushing between the designated factory body mounts and vehicle frame, keeping the vehicle's body accurately centered on the frame. The kit comes complete with all necessary hardware. For more information, contact: Daystar Products Int., (800) 595-7659, www.daystarweb.com.



NO MORE DIRT NAPS

Slee Off-Road of Golden, Colorado, is now the importer and distributor for Technitop rooftop tents. Technitop tents are manufactured from high-quality Riblock Acrylic Dralon, a Teflon-coated synthetic material that ensures excellent waterproofing and mold resistance. The large windows are fitted with mosquito netting and can be opened and closed from inside or outside. A durable PVC flysheet that can be raised by a unique mechanism from inside the tent provides an insulating air space between canvas and flysheet. This makes the tent cooler in the heat of the day and less prone to interior condensation in cold conditions. The mattress is made from high-density foam and is fitted with a removable cover. The bottom and sides of the cover are of water-resistant nylon to prevent moisture absorption into the foam. The tent folds away easily into a dustproof and waterproof polyethylene case. For more information, contact: Slee Off-Road, (888) 4X4-SLEE, www.sleeoffroad.com.



A PAIR OF SIXES

about the Unlimited's four doors and he told us that was OK, as he was building a two-door Wrangler Rubicon and would trade us if we still didn't like the four-door at the end of the project. He also talked us into going with the 6.1 Hemi in ours, the same engine he was installing

in his silver two-door.

This was a hard sell, as the 425hp 6.1 is

substantially more expensive than the 5.7 Hemi, being that it's hand-built in Chrysler's SRT plant and balanced, blueprinted, and installed in only the SRT8 Grand Cherokee in the Jeep line. There aren't very many of them out there. At one point, SRT was going to release 24 crate 6.1s and, if our information is correct, about half shipped to dealers before they decided to pull the plug and quit shipping them so the 6.1 would stay exclusive. Dan has searched the country and found most of these crate engines, buying them whenever he can. We decided to empty our pocketbook (JEEP = Just Empty Every Pocket) and go with the 6.1.

The 6.1 in the Grand Cherokee comes with a full-time, all-wheel-drive transfer case with its own bolt pattern, so this wouldn't do. We procured a 5-45RFE five-speed overdrive automatic used in other Hemi applications such as the Dodge Power Wagon. This computer-controlled transmission has proven itself for a number of years and will hold up to the use (abuse?) we plan on dishing out. The stock Rubicon Rock-Trac 4:1 transfer case we used bolts right up to this tranny, as will an Atlas or other T-cases you might want to use. Dan used the same transmission and transfer case in his two-door.

To install the engines in both Wranglers, Burnsville used its JK engine installation kit, which comes with everything needed to install the engine in the Wrangler. This includes the motor mounts, computer flashed for the engine/tranny/vehicle application, wiring harness, Howe Racing aluminum radiator, and all belts and hoses. The Burnsville kit makes it easy not only for the company to do a motor swap into Wranglers, but also makes it easy for a shop or do-it-yourself mechanic to perform the same swap.



▲ The SRT 6.1 Hemi is a hand-built, balanced and blueprinted V8 with 425 hp in stock trim. It looks tight in the JK engine compartment but really is hardly wider than the stock 3.8 six it replaced. It's just longer. The big Howe aluminum radiator fits fine and, with the factory fan and shroud, keeps the 6.1 cool no matter what the outside temperatures are. We used Optima Yellowtop batteries in both Wranglers.



▲ Both Jeeps keep the stock drag link and the rod up front, the Wrangler Unlimited has Superfor 4.88 gears in addition to the stock electric lockers. It also has a Superlift diff guard, Superlift adjustable track bar, Superlift coils, and Walker Evans adjustable reservoir shock absorbers. The Rubicons have a sway bar that can be disconnected electronically, so you don't need quick-disconnect sway-bar links.



▲ The rear of the Wrangler Unlimited has 32-spline axles, the stock electric locker, and 4.88 Superfor gears. Superlift 4-inch coils, a Superlift adjustable track bar, Daystar adjustable control arms, and Walker Evans adjustable reservoir shocks complete the suspension package. We've since painted the Superlift diff guard as we think black looks better than gold.



▲ Burnsville builds the air intake for the Hemi swaps. It comes as part of the company's installation kits and includes a K&N air filter.



▲ Dan left the Howe radiator in plain sight in the Wrangler, while we opted to reinstall the factory cover in the Wrangler Unlimited. The aluminum radiator looks good uncovered, but the cover looks stock and keeps hands and arms from burns when we're fooling around under the hood. The wiring harness from Squire Incorporated is of the same high quality as original equipment. Burnsville flashes the computer so everything works just as it rolled off the assembly line — except for the giant increase in horsepower, of course.



▲ Daystar JK arms are adjustable so we can adjust for caster and lift height. J.E. Reel CV driveshafts are strong and perfectly balanced. There are no driveline vibrations in either Jeep. The front Dana 44 on the JK is reverse-cut with the pinion up high out of harm's way. The front 44s have 30-spline inner axles, but 32-spline outers with big U-joints. Burnsville had the axles machined so full-circle C-clips could be used. The only problem with the JK is that the half-circle C-clips work their way out, letting the U-joint cap fall out. With the U-joint rattling around in the ears, the axle breaks. We had no problems at all with our 37-inch tires on the stock axles with the full-circle clips.



▲ We wanted a fairly quiet muffler in the Wrangler Unlimited, so Burnsville installed this stainless MagnaFlow that keeps the 6.1 Hemi quiet until we get on it, when you can tell there's a lot more under the hood than the stock six. The entire exhaust system is built from mandrel-bent stainless steel.