



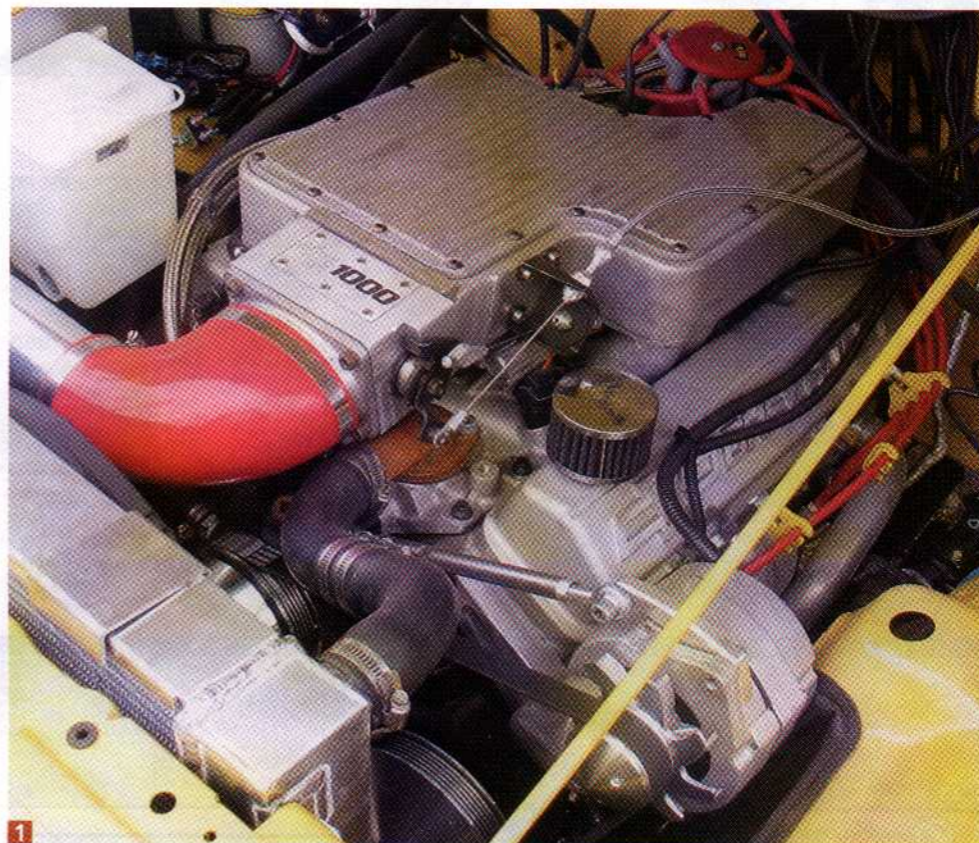
Since the guys from the shop were driving it during our photo shoot, we couldn't really convince them to get the tires off the ground, though they did proceed to tear one of the side step bars off in the rocks. On the front we find a bright yellow Warn 9.5ti winch painted to match the new M.O.R.E. high-clearance front bumper, Bushwacker extended flares, Poison Spyder Custom rock sliders, and PIAA off-road lights. 17x10 Weld wheels with 37x12.50-17 Parnelli Jones Dirt Grips have been balanced with internal patches in order to get the best weight location possible. Now highway cruising is vibration-free.

**1** Yes, it's a pretty Jeep. And it scared Péwé, since Jeeps that aren't olive drab, brown, or rusty offend him, but when you look under the hood and body you see why it made the mag this month. There is a ZZ383 and it comes with a four-bolt main iron block and fast-burn aluminum heads. However, this one came as a complete crate engine from Scoggin Dickey. S.D. outfits it with an Accel Super Ram fuel-injection system and MSD ignition and coil. The numbers? Try 405 horses, 480 lb-ft of torque. It'll peel out. **2** With the big power numbers the stroker small-block produces, big axles are required. The customer wasn't interested in breakage, so Skunkworks fab in Pennsylvania assembled a pair of RockCrusher high-pinion Dana 60s. Both front and rear are stuffed with 35-spline Superior shafts, disc brakes, ARB Air Lockers, and 5.38 gears. **3** To make room for the big tires and beefy axles, the suspension was replaced with one of the

very first 6-inch long-arm kits from Full Traction. The Full Traction setup uses a triangulated rear upper link to better control lateral movement from the rear axle. In addition, the Unlimited uses Bilstein 5100 shocks to control the bounce and a Currie antirock swaybar to control body roll. **4** JD's crew fitted the Unlimited with an internal rollbar system from Rock Hard. The cage is covered in foam to protect the passengers' heads. Seating for four is composed of two bright yellow MasterCraft Rubicon seats up front and a MasterCraft bench in the rear, all with MasterCraft harnesses. Between the seats is an Art Carr shifter controlling the Jasper 700R4 overdrive automatic transmission. Built tough to deal with the big torque numbers the 383 produces, this tranny has a 3.06 First gear and is prepared with a 2200 stall converter. Behind that is a set of the new cable shifters running to the venerable Atlas 4.3 transfer case.

TECH SPECS

- Engine:** Scoggin Dickey ZZ383 fuel-injected crate engine
- Transmission:** Jasper 700R4
- Transfer Case:** Atlas 4.3 with cable shifters
- Front Axle:** RockCrusher Dana 60 5.38:1, ARB Air Locker 35-spline Superior Shafts
- Rear Axle:** RockCrusher Dana 60 5.38:1, ARB Air Locker 35-spline Superior Shafts
- Tires & Wheels:** 37x12.50-17 Parnelli Jones Dirt Grips on 17x10 Weld Battle Star, Pro-Loc wheels
- Suspension:** Full Traction 6-inch long-arm suspension lift



**S**o what would you do if you had a brand-new Jeep Wrangler Unlimited, and you wanted to throw some serious coin at it, all for the desired goal of building a wicked ride with tons of power and a

**LONG AND LEAN, THIS STROKED UNLIMITED IS MEAN**

BY Fred Williams  
PHOTOGRAPHY  
FRED WILLIAMS

burly drivetrain? The guys at JD's Off Road in Brewster, New York, had a customer show up with just that goal. In fact, he just ordered the Jeep and had JD's pick it up from the dealer. While doing research on a gnarly crate engine project last December, we heard about this through the grapevine. It went something like this.

"Hello. JD's Off-Road."  
"Hi. This is Fred from 4-Wheel & Off-Road magazine. I hear you guys are putting a fuel-injected ZZ383 in a Jeep?"  
"Yeah, the customer had us do a Gen-III 6.0L V-8 in his Unlimited first, but now he wants more power."  
"More than the 6.0L?" (with a tone of dis-

belief in our voice).  
"Yep. He says it's too slow, and it needs more pep."  
"Does he realize the 383 is dyno'd at over 400 hp and almost 500 lb-ft of torque?"  
"Yep."  
"So you're saying this guy took a brand-new '04 Unlimited, swapped in a Vortec 6.0 and now he's already changing it for another engine, and the year isn't even over yet?"  
"Yep. In fact we started on it in August, so it's only been five months total."  
"That's so cool! I'll be on the next flight to come check it out."  
Now we have to admit that this rig is a little—shall we say—showy for our tastes, but with the big Atlas 4.3 and dual RockCrusher high-pinion Dana 60s, we're willing to overlook the amazingly bright yellow paint and chrome accents up the wazoo. And we don't have to tell you that one look under the hood had us drooling. ☺

**UNLIMITED**