

Jeep® Wrangler®

Buyers Guide



Everything Jeep®

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I. The Jeep Wrangler Buyer's Guide



Why have we crafted this Jeep Wrangler buyer's guide?

Simply, we believe the fun and sense of freedom you can enjoy driving a Jeep® Wrangler® is totally unique. Most of us are accustomed to practical cars, trucks and small SUVs that go from "point A to point B", but fail to inspire and certainly never leave the pavement.

These "Anonymous boxes" in traffic have their place, but what if you could be different? What if you could daily drive a vehicle that could make you feel truly alive, a vehicle that reflects your personal style in this world of monotonous "beige" traffic? What if on a sunny day, you could drop your soft top and feel the warmth of the sun on demand?

What if you could all of this in a vehicle that represents over 75 years of rugged independent American spirit? You can.

You can do all of this in one legendary vehicle: The Jeep Wrangler.

In the Jeep community, there is a famous wise-cracking slogan:

***"It's a Jeep thing.
You wouldn't understand."***

At first glance, it sounds a little bit unfriendly, but passionate Jeep drivers are proud of their allegiance.

Candidly, we aren't sure who said it first, but the phrase was no doubt coined by a Jeep driver on a rugged trail who took a deep breath, looked through their vertical windshield and suddenly realized they were on to something special that "Joe commuter" doesn't know.

Simply, there are places you can go in a Wrangler that never occur in the minds of those who never considered a Jeep.



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Because we love this lifestyle, we think it is time that you discover for yourself what so many other Jeep drivers have learned. It's time to get "the knowledge".

These are actually the best of times because a 21st century Jeep Wrangler is a perfect blend of useful daily driver and personal adventure machine. There is something for everybody. All trim levels of the current generation Wrangler have modern features, real safety and actual comfort. But the Wrangler remains one of a very small number of vehicles that can still take you to those hard to reach places that other vehicles simply can't.

Says who?

Quadrtec, Experts in the Jeep after-market for over 25 years, have compiled this special guide for you. It draws upon our decades of experience and love of Jeep Wrangler and the Jeep lifestyle.

Quadrtec is the leading source of all things Jeep. We offer virtually every

product made for the Wrangler and its ancestors. We have a universe of Tops, parts & accessories - all within easy reach. We offer Expert Advice, Guaranteed lowest prices and personalized customer service.

The Wrangler is truly for everybody: Men and women, young and old and everyone in between can enjoy the rugged style and extreme capability of these vehicles. But it certainly helps to know where to begin.

In this guide we will take a look at the Essential knowledge you need to select the Jeep that is right for you. At Quadrtec, we understand this "Jeep thing". We owe it to you to help you discover what all the fuss is about. Let's ride!

"The Jeep is the only true American Sports car."

-Enzo Ferrari



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II. Getting to Know the Iconic CJ & Jeep Wrangler Vehicles



**2007-2015
JK 4 Door Wrangler**



**2007-2015
JK 2 Door Wrangler**



**1997-2006
TJ Wrangler**



**1987-1995
YJ Wrangler**



**1976-1986
CJ-7**

“Before you even consider buying a Jeep....make sure you are serious.”

-1981 AMC Jeep Advertisement

Imagine a summer Friday afternoon - just after 5 pm. The sun is shining in a cloudless light blue sky. Work is finishing up, and the weekend beckons. You look out the window and your Wrangler Rubicon awaits; it's soft top already down and the top of your orange-hued tent sticks up from the backseat. Close your eyes. Can you picture it? If so, then you are in the right place.

Most of us have dreamed about owning a Jeep Wrangler. In fact, nearly 200,000 new ones were sold last year alone. More than that were purchased used. Sales of the Jeep Wrangler singlehandedly gave Chrysler a bright spot in overall sales during the grinding recession of 2008.

With a fully-functional reclining soft top, nearly unmatched four wheel drive capability and a tuned suspension hungry for whatever gets in the way, you can just climb in a Jeep and go wherever the road takes you. Maybe it is just to work or, perhaps, it is that exciting weekend getaway in your Rubicon with your orange-hued tent and three friends you haven't seen in years.



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Whether rock climbing, trail riding, asphalt driving or a bit of everything, the Jeep Wrangler is made for people who appreciate driving not only to get where they are going, but for the adventure of getting there. The ride.

We appreciate the Jeep lifestyle may not be for everyone. Let's explore some of the popular aspects that people enjoy so very much:

- **Sense of adventure**

The rugged, stylish Wrangler look begs for discovering a path you've never driven before and longs for the days the top and doors can come off, opening the cabin to touch nature with all boundaries removed.

- **"Go Anywhere" versatility**

The small wheelbase handles well and makes the Wrangler easy to maneuver and park in tight spots; while the four-wheel drive system is extremely capable in all weather or terrain conditions.

- **Unique classic styling**

It is easily recognizable and will never go out of style. In addition, it conveys a powerful, rugged outdoor image to everyone around you.

- **Fun to drive**

The award-winning sporty 3.8L V6 Pentastar engine, standard in all models, provides plenty of power for either off- or on-road use while transmission and gearing changes in recent models work to add a bit more fuel economy.

- **Made in the USA**

Built in Toledo, Ohio. For many, the American-Made designation is a requirement.

- **Excellent resale value**

Many industry guides like Consumer Reports have placed the Jeep Wrangler near the top of the list at retaining their value over the vehicle's lifespan.

- **Off-Road Workhorse**

The Wrangler was designed from the ground up for off-road use and can take you through some of the most punishing and breathtaking terrain out there.

- **Do-it-yourself repairs**

The Wrangler's simple construction allows for easy repairs on many parts.

- **The view**

Not only of the way your Wrangler looks in the parking lot, but the scenery you will find while trail-riding in many off-road parks is nothing short of awesome.

- **The Community**

Very few vehicles have a fanatical following like Jeep. Hundreds of clubs around the country offer not only trail riding excursions, but also meet and greets, community events and informational sessions designed to allow you to get the most out of your vehicle.

- **The Summer**

The easy fold-down Sunrider soft top, or removable hardtop, will let you enjoy the summer months as Nature intended.



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- **Vast choice in Jeep Aftermarket**

Thousands of vendors providing every imaginable product. With trustworthy Expert Advice, you can easily customize and upgrade your Jeep to fit whatever look and style you want. (that's us!)

- **Refined Luxury**

You may have heard of a Jeep described as stiff and tough to drive, but these days with coil springs and a tuned suspension, as well as available leather heated seats and a strong wind-busting sound system, modern Jeep Wranglers are far more luxurious to drive than you might expect.

Adventure, attitude, fun; yet still with some semblance of practicality. A willingness and love about taking your driving to the extreme over terrain every bit as beautiful as the view.

Is a Jeep Wrangler right for you? Well, chances are if you agree with what you have heard so far, then the answer is a resounding yes.

Let's be honest, though. For all its off-road capability and refinement, a Wrangler will not be as smooth or quiet as a normal passenger car. And if you are simply looking for transportation to get from point A to B, or you are after extreme fuel economy, then you should think twice about purchasing a Jeep.

Nearly every Jeep you pass on the road will have its driver waving back at you. Other Wrangler owners may seek you out in a parking lot to chat and compare rides. It's hard not to get noticed by other Jeep drivers out on the road.

Because Jeep owners love the brand almost as much as they love their own Wrangler. Admiring other Jeeps while showing off your vehicle is great entertainment for the enthusiast.

The Wrangler offers a tall and commanding view. For most drivers, this is a big win.

What else can I expect with a Jeep?

Expect fun. Because that is what we all want, right? Turn the key and have fun. Now, we all know this can mean different things to different people. Plus, this word is always thrown around in all kinds of Jeep advertisements. But when you are behind the wheel of a Jeep, it's just plain fun to drive and every ride can, and should, be an adventure – whether you are headed down to the store, the local off-road park, or out to Moab, Utah for a week of trail riding. The hum of the tires, the breeze in your face because the soft top is down, the sun shining on your face. Other Jeep drivers waving back as you cross paths. Fun.

But besides the obvious things, what else can be fun about Jeep ownership? Well, how about unlimited personalization potential? There is a vast array of products and customization options.

Because of this, you can change nearly everything out on your vehicle if you wish – from bumpers to soft tops. Headlights to brake lights. You can add all kinds of new things like winches, auxiliary lighting, floor liners, and side bars. Your choices are virtually endless and



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shopping for new additions is, well, downright fun.

Hand-in-hand with this is the ease of installation and do-it-yourself nature of many Jeep products. Now, we do know what you are thinking; you've never installed anything in your life, right?

We know a whole lot of folks who were once on the fence and now love getting something new and putting it on their Wrangler. It is a great feeling of accomplishment when you step back and look at what you have done.

And then there are the lifestyle events. The clubs. The people. Because no description of Jeep ownership would be complete without these three things.

You may think you are joining the Jeep community just because you like the vehicle and sense of freedom it offers, but we can almost guarantee that at some point you will want to take the vehicle off-road. After all, it is a Jeep right? Not trying its off-road ability is almost criminal. Kind of like buying a Ferrari and only driving it at 55 miles-per-hour.

So, what better way to do this than by finding out what Jeep Clubs and events are in your area? Most clubs have events - formal or informal ones - every week. You may even have an off-road park or two in your area where the local club sponsors events. Spending time with people who share your interests about Jeep is almost like not spending time at all. It's just fun.

Besides your local clubs, one of the largest national groups to look-up is Jeep Jamboree USA which holds over 30 two-day off-road weekend adventures all over the country throughout the year. The Jamboree events utilize some of the best trails in the country and they have so impressed us here at Quadratec that we've become a main sponsor.

Anyone is welcome at the Jamboree events; from beginner to expert, single to family, and from stock Jeeps to highly modified. Everyone. In fact, nearly 38 percent of Jeepers at these events are first-time trail riders so no need to feel any rookie angst. You can reach them at www.jeepjamboreeusa.com to begin the fun.

Now, Are You Ready?

Freedom. Adventure. Fun. There is not a better way to describe what you receive from Jeep ownership. With nearly 200,000 Wranglers sold in 2013, and countless more used ones purchased, more people have found their way to the Jeep lifestyle than ever before. They understand. Now that you've had an introduction to the Jeep Brand and what it offers, hopefully you want to join this ownership family too.

We already know it is a large family. But it is also a stable one, with over 75 years of history behind it and a story that spans from a World War to Cold War, to every dealer lot today. It is a history rich with triumph and innovation every bit as impressive as the vehicles themselves. Let's ride along and take a look.



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The Legend Evolves

The iconic Jeep brand has gone through many corporate owners and vehicle revisions since the end of World War II.

Some models continued to be built exclusively for the military and saw action in Korea as well as Vietnam, supporting American troops across a wide variety of terrain.

Other models, built for civilian use, certainly helped cement the brand's legacy as a rugged, go anywhere kind of vehicle.

Willy's-Overland kept on building Jeep vehicles following WWII until the company decided to sell out in 1953 to Kaiser Motors. Kaiser then oversaw operations until the American Motors Corporation came along as a buyer in 1970. Following its purchase, AMC maintained the Jeep division and made substantial overall improvements for nearly two decades before Chrysler bought them out in 1987. Chrysler made even more refinements and then decided to merge with European auto giant Daimler-Benz in 1998 - making a new group called DaimlerChrysler.

In 2007 the Chrysler division (including Jeep) was spun off to a new buyer, creating Chrysler LLC which guided the Jeep Division until Fiat Automotive assumed responsibility in early 2014. This new company, Fiat Chrysler Automotive, (FCA) now is in charge of a Jeep Division that saw record sales in recent years and has a stable of Wrangler vehicles that have never been stronger.

Here is an overview of the line's most popular and legendary models over the years, and their contributions to history:

CJ-5 (1954-1983)

The model officially known for bringing Jeep off the farm and into the general public's hands. Following WWII, Willy's-Overland marketed its Jeep division entirely toward the agricultural industry. But after selling to Kaiser, the new owner wanted a broader market for its workhorse brand so out came the CJ-5 with better components and a stronger engine. This was the first Jeep advertised as something that could 'do it all'. Whether it was rugged work around the farm, public service jobs, industry transportation, or just a fun play tool and weekend adventure machine, the CJ-5 had something for everyone. And with the jeep's military accomplishments already much publicized, many people jumped at the chance to own something similar.



Over its 29-year lifespan the iconic CJ-5 sold more than 600,000 units while its strength and versatility captured the American public's love.



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CJ-7 (1976-1986)

Hoping to capitalize on the CJ-5's success, American Motors Corp. unveiled a longer wheel-base Jeep dubbed the CJ-7 in 1976. The vehicle debuted with, among other things, 10" of added vehicle length, a fully-boxed frame for increased strength and a slightly wider rear for better stability; all of which the company hoped would help continue and increase the brand's popularity.



Basically, AMC engineers took all that was loved about the CJ-5 and made it even more practical, capable and drivable. The new vehicle did not disappoint either with nearly 380,000 sold over its 11-year lifespan and its off-road prowess was considered second to none by its legion of fans; it even spawned a longer wheel-based version called the CJ-8, or Scrambler, which was produced from 1981-1986 to give owners a small-truck feel in a Jeep model.

Jeep Wrangler "YJ" (1987-1995)

In the mid-eighties, with sales slowing, AMC decided to phase out the long running CJ series and worked to unveil a newer and more modern vehicle and called it "Wrangler" hoping this

redesign would re-energize the Jeep name. AMC was losing steam as well, but they had the new Jeep Wrangler mostly completed by the time Chrysler was looking to acquire the Jeep brand.



It would prove to be a tough launch. But the right decision. A new front look with somewhat controversial rectangular headlights, bigger windshield, a wider body, lower ground clearance, wider leaf springs, as well as anti-sway-bars for stability were initially a tough-sell to hard-core Jeep fans not accustomed to such radical change.

Many scoffed at the rectangular headlights and mocked its redesign, calling it a slap in the face to the Jeep tradition. But for those who actually put the Wrangler through its paces, they found its added on-road comfort certainly did not take away from its solid off-road capability.

Eventually most skeptics came around. Many more became lifelong believers who still drive their durable YJs today. And Chrysler reaped the benefits as Wrangler YJs from 1987-1995 sold almost as many units (685,071) as the CJ-



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5 did in its nearly 30 years. Refinements in 1988 and 1992 only solidified the attraction with daily drivers.

Following the 1995 model year, Chrysler began to phase out this edition of the Wrangler after their engineers decided, again, to completely overhaul and unveil a new Wrangler with the internal designation of "TJ" for the 1997 model year.

Jeep Wrangler "TJ" (1997-2006)

While the YJ Wrangler certainly had a major overhaul, this new TJ Wrangler went through the most radical design change in Jeep history.



Chrysler moved away from its leaf spring past and now unveiled a Quadra-coil suspension (thanks to the popularity of the Grand Cherokee). These four coil springs, instead of the traditional leaf springs, allowed drivers to have an even smoother on-road experience as well as offering superior handling you couldn't get from leaf springs.

In a nod to traditionalists, Chrysler changed the headlight design back to the classic round style as well as making

numerous other engine and transmission upgrades that proved to only enhance its reputation to those who initially doubted the model and its capability.

In addition, like AMC did with its Scrambler, Chrysler eventually offered a longer wheel-based model in 2004 debuting the designation "Unlimited". For those who wanted more cargo space, but did not want to give up any of the legendary Wrangler durability and performance.

Jeep Wrangler JK and JKU (2007-2017)

Looking to capitalize on the great popularity of the TJ Wrangler, Chrysler took out its scalpel and soon went to work on an all new Wrangler model - debuting the Wrangler JK and JKU 4-door Unlimited for the 2007 model year.



This all-new Wrangler rolled out with an all-new wider chassis and, for the first time, offered a four-door model with a wheelbase nearly 20 inches longer than a standard Wrangler. The Unlimited thus became the industry's only 4x4 convertible. In addition, Chrysler added stability control for



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the first time into a Wrangler as well as using computer control for virtually all internal systems except for steering. Power doors and windows also became standard for the first time.

The vehicles quickly became major hits for the company as Wrangler sales increased nearly 33% from 2006 to 2007, and have grown almost every year since. Since then, other features have been added to the JK line with one of the most impressive as the 3.6L Pentastar engine which came into play for the 2012 model year and help improve both horsepower and fuel economy.

The Legend Today

Fiat Chrysler Automotive, after assuming control of the company from Chrysler LLC early in 2014, continues to offer and support both the Wrangler JK and 4-door Unlimited and has no plans to throttle back production of this flagship product. In fact, with the Wrangler line posting a double-digit sales growth in consecutive years, Fiat-Chrysler

ownership has made it clear this vehicle is certain to be in the market for years to come.

With several different trim packages currently available, and all the latest in technological and luxury refinements, the Wrangler – while still resembling the first Jeep vehicles - has certainly come a long way since that tiny little prototype Kathryn Hillyer wrote about in 1941.

So let's take a look at where we are at today and break out the 2014 Wrangler models. We know the history, we know what they promise. Now let's see what is available so you can determine what fits your needs. Perhaps one of these new vehicles will have what you require. If not, maybe a good used one will. Read on and let's discover.

The enthusiasts and the Jeep aftermarket alike anxiously await the debut of the next generation. The most ardent fans sincerely hope that the purity of the off-road heritage remains intact.



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III. Guide to Purchasing a New Jeep Wrangler



*Jeep – “Go Anywhere
Do Anything”*

*Iconic seven slot grille. Two solid axles.
Four wheel drive endurance. And an
adventurous soul fueled by an un-
matched history and legendary
off-road performance.*

*Tie it all together and you have the Jeep
“DNA” that makes up every Wrangler
& CJ still rolling in the world today.
It is an iconic vehicle, unique in almost
all its features. Because of this, almost
nothing on the road today is more in-
stantly recognizable.*

*It is an identity. A kinship if you will.
It is something that brings people to-
gether. It is a special kind of ownership
where strangers might pass each other
on the road and stop and spend the next
half hour talking about their rides and
comparing adventure stories.*

*Maybe this seems a bit odd to you and
you may not really understand because,
after all, a Jeep is a just something to
drive, right?*

Well, yes and no.

*Those of us who live the Jeep life know
differently. This vehicle is unique.*

*And owning one can be your ticket into
an exciting and adventurous club, filled
with hundreds of thousands of people
who know what they drive is more than
the sum of its parts. It really is “a Jeep
thing” and you too can understand.
Welcome!*

*Whether you are thinking about buying
a Jeep Wrangler for the first time, or you
just want to know more about the vehi-
cle and what makes them special, you
have arrived at the perfect moment.
The technology and refinements in each*



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Jeep Wrangler today have made the vehicle more accessible to everyone than in the past. We're talking about everything from thicker, stronger soft tops to whisper quiet 3-piece Hardtops. These days, you can have leather seating, a touch screen infotainment system with an available 9 speaker Premium Sound System... If you have the means.

Luckily, you can still order "just the basics" as well. Yes, the Wrangler of today is not your father's Jeep. But you should also know, no matter what they offer these days, its performance and overall capability is as unrivaled and legendary as always.

We applaud your interest in the Jeep Wrangler. From our modest beginnings over 25 years ago in a small garage, to our industry-leading status today as The Trusted Source for aftermarket Jeep products, our laser focus has been to provide Jeep owners with the Quality, Value and Service.

The Contemporary Jeep Wrangler Roundup

"Rise to the Adventure." -Jeep magazine advertisement.

We feel the Wrangler is like an ultimate blank canvas. We believe you can have the most fun with it by making it unique and truly your own.

So, should yours be basic, like a two-door Wrangler Sport with manual trans

*mission and soft top, allowing plenty of room for upgrades down the road?
Or, is your dream Jeep a full-boat four-door, Rubicon Unlimited complete with heated leather seats, an upgraded performance suspension and the tough-guy Rock-Trac transfer case?*

Maybe you are like Goldilocks, looking for something "just right" that fits in between. In any event, the Experts at Quadratec can offer the guidance you need to achieve your goal.

Your choices are limited only by your budget. Today's Jeep Wrangler lineup offers plenty of vehicle combinations over its three trim levels. Each allows you to tailor which vehicle and options are right for you, while still retaining the legendary Jeep Trail-Ready capability.

The Jeep Wrangler two-door and Wrangler Unlimited four-door vehicles are offered in these trim levels:

*Sport/Sport S
Sahara
Rubicon*

All Wrangler trim levels come standard with four-wheel drive and 6-speed manual transmission, however there is an optional 5-speed automatic available at every level. Also, all Wranglers after 2012 are powered by one of the finest Chrysler engines around – the 3.6L award-winning Pentastar which delivers out a meaty 285 horsepower and 260 lb-ft of torque.



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"Traditional" Two-Door Options:

We will open with perhaps the most popular vehicle in the line, the **Wrangler Sport**: This is the perfect ride for those of you who are unsure how much off-road use your vehicle will see as the entry level price gets you into the vehicle without forcing you into more aggressive suspension and component upgrades you may not need. This level Wrangler is rock solid right off the lot for entry-level to medium trail rides, while retaining comfort and sure-footed on road performance. The Sport is easily upgradable with affordable aftermarket items should your Jeep interest turn into a full-fledged outbreak.



Standard features on the Sport include: cloth upholstery, Uconnect AM/FM/CD/MP3 six-speaker sound system, a Sunrider soft top, removable full-steel doors, roll-up windows, fold-down windshield, folding rear seat, black fender flares, halogen headlamps, fog lamps, swing-back mirrors, tow hooks, part-time 2-speed transfer case, skid plates, and Goodyear Wrangler P225/75R16 tires on steel 16" wheels

with a matching full-size spare. This trim level does not offer air conditioning, power windows, cruise control, or side steps.

One step up from the standard Sport is the **Wrangler Sport S** which offers all the same features as the base Sport, but adds conveniences straight from the factory like air conditioning, a leather-wrapped steering wheel and shift knob, dark tint windows and larger 255/75R17 tires on 17" aluminum wheels.

Moving up in the line we find the Wrangler **Sahara** which offers even more factory installed features designed for added comfort and greater off-roading capability. Sahara includes most of the Sport-level features, but adds standard Sahara-embroidered cloth seats, Alpine sound system with satellite radio, keyless entry, power windows and door locks, 115-volt power outlet, cruise control, security system, painted fender flares, upgraded suspension, tubular side steps, heated power mirrors and larger P255/70R18 tires on painted aluminum wheels.

This is a more feature-packed vehicle for those who like more content right off the showroom floor and it can handle some more difficult off-road terrain.

Keep in mind, though, while all these features are nice, most can be purchased via the aftermarket route. If you do like these options, but not the trim level cost of entry, you can certainly keep your eye on the Sport and Sport S trim and upgrade as you wish.



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The top-dog of Wrangler trim levels is what many consider the ultimate trail vehicle - the **Rubicon**.

The Rubicon prioritizes trail superiority over luxury as its suspension, transfer case and other factory-installed components are all specifically tailored for off-road use. While this vehicle still performs on pavement with a semblance of comfort, it is probably better suited for those of you whose idea of daily driving involves rocks, streams, brush, and whatever other trail challenges you can find.

The Rubicon retains many of the standard Sahara comfort and convenience items (though power windows and keyless entry are optional), while it adds more serious equipment such as protective rock rails, front/rear tow hooks, front and rear locking differentials, Dana 44 front and rear axles, disconnecting front stabilizer bar, 4.10:1 axle ratio, an upgraded Rock-Trac transfer case with 4:1 low range, and BF Goodrich Mud-Terrain LT255/75R17 tires on painted 17" aluminum wheels.

With a Rubicon you will have plenty of trail muscle right off the lot. However, these features do come at a cost. You may find it cheaper to upgrade a Sport or Sahara with some – or all – of these features through aftermarket products.

Welcome the “Family Friendly” 4 Door Wrangler Unlimited:

Many enthusiasts who grew up on a traditional two door 87-95 (Wrangler YJ) or 97-06 (Wrangler TJ) Wrangler

long-wished for a Four door Wrangler. Expanding belongings, pets and families clearly demonstrate a need. It's tough to make modern baby and child seats pass though the doors on legacy Wranglers.

Finally, in 2007 at the launch of the Wrangler JK, those hopes and dreams were answered.



The 4 Door Unlimited is still trail-capable, but perhaps not quite as maneuverable as the shorter two-door Wrangler. The Unlimited is configured similarly, though not identically, to their respective two-door counterparts.

The Unlimited has proven extremely popular and practical thanks to its extra space and ease of entry with four fully-functioning doors. In addition, it is the only convertible 4x4 on the market. If your needs include balancing the fun and off-road functionality of driving a Wrangler with family obligations, then the handsome Unlimited is certainly something to consider.



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The Wrangler **Unlimited Sport** has removable full hard doors, roll-up windows, black fender flares, halogen headlamps, fog lamps, soft top, air conditioning, 60/40 split rear seat and cruise control and, like its two-door version, is perfect for those who plan to upgrade later via the less-expensive aftermarket route if the need arises. Slightly higher in the line, the Wrangler **Unlimited Sport S** matches the two-door version with conveniences straight from the factory such as air conditioning, a leather-wrapped steering wheel and shift knob, dark tint windows and larger 255/75R17 tires on 17" aluminum wheels.

The Wrangler **Unlimited Sahara** has body-color fender flares, power heated mirrors, tubular side steps, remote keyless entry, power windows and door locks, satellite radio, upgraded sound system, cruise control, leather-wrapped steering wheel, 115-volt outlet, and 18-inch painted aluminum wheels.

The Wrangler **Unlimited Rubicon** matches the same capability as its two-door brother and comes with all the same extra off-road equipment, plus all the power equipment of the Sahara.

Special Edition Wrangler Vehicles

The current JK Wrangler has been in production for several years. You may be aware that Jeep has been clever by offering some striking and appealing special edition models. These tend to be full of options and content. These special editions change or update annually, so we suggest you refer to the manufacturer for the latest details on these special editions.

Options and Safety

Jeep Wrangler offers many features that are factory options including automatic transmission, trailer towing, stereo and navigation upgrades on upper trims, front and side-impact airbags, Uconnect voice command with Bluetooth, smokers' group and a Freedom 3-piece hard top in black or color-matched (Sahara) detailing. Some trim levels do offer automatic climate control, leather seating, remote start, security system, and cosmetic upgrades. As you look at these, however, do remember that many factory-added options do factor into the specific vehicle price and many can easily be added through the more affordable aftermarket route, such as you will find at Quadratec.com

Often, it makes financial sense to follow this route – not to mention you can usually tailor certain parts to your needs and budget while not buying unnecessary factory installed items just to get one you like.

Safety equipment on all Wrangler models include electronic stability control with roll mitigation, hill start assist, trailer sway control, all-speed traction control, ABS with brake assist and dual frontal airbags. Most models will qualify for an insurance discount so make sure your insurance company has all the features/options listed for your specific Wrangler vehicle.



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Needs vs. Wants

The Wrangler line offers, like we've said before, something for everybody – from that basic 2-door Sport with a soft top, to the go-anywhere trail-busting Rubicon. If you require more room, the four-door Unlimited is a great and very popular option. But as you narrow down your choices, please again remember different options have different financial obligations to the overall vehicle cost, and those expensive factory additions may be easier and more economical for you to purchase aftermarket. Here is a list of some of the most popular factory features and how they may (or may not) fit your needs.



- **Soft top vs. hardtop**

All Wranglers come equipped as standard with a foldable soft top which makes for that distinctive appearance. It is fairly easy to fold up and down depending on the weather. While this is a great feature to have if you like the convertible option, keep in mind all soft tops offer limited security. Investing in a good lockable interior storage system is well advised. As with any convertible, wind noise is greater than a hard top. So if road noise is a factor for your riding enjoyment, then you may want to look into purchasing a factory Hardtop. If

you are still unsure about which way to go, we offer the affordable, high-quality QuadraTop Complete soft top kit that allows you to go from hard top to soft top as the weather changes.

- **Towing group**

The Wrangler comes with towing capability right from the factory, but this factory package may or may not be necessary depending on your needs. An aftermarket receiver hitch for towing and accessories is one of the most affordable upgrades. Before you hit the trails, any Jeep Clubs will require this equipment.

- **Chrome/Black edition**

Many Wrangler trim levels offer this package which includes (among other things) chrome or black exhaust tips, fuel door cover, taillight guards and side steps. While this feature does add style to the appearance of your vehicle, these same products can be purchased individually via the aftermarket.



- **Larger Tires/Wheels**

Many factory Wrangler trim levels come standard with larger and more fashionable 17 or 18 inch wheels with more aggressive tires, and off road axle gearing changes. These serve a dual purpose on



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the trail by allowing for additional ground clearance and better traction. Whether it is for superior off-road performance or just for a more aggressive look - wheels are one of the easiest ways to set your Wrangler apart. These days there are as many wheel styles as there are different snowflakes or fingerprints.

Factory wheel upgrades feature excellent quality and durability, but you will also see them coming and going all the time on other vehicles. If your needs are more basic, it may be best to stay with the default tire and wheel sizes. If your plans do change then you certainly will find plenty of larger tires, wheels and gearing options available at our website at www.quadratec.com



- **Navigation/Media Center**

This is very much a matter of preference. The various levels of UConnect systems work well. A full-blown factory navigation system is generally as good as its map updates. It is nice to have these electronics under a warranty, but we are finding that smart phones and navigation Apps with state-of-the-art crowd-sourced traffic and road hazard data are the growing trend. The standard equipment 6-speaker UConnect audio system will serve you well. Round

knobs are much easier to grab in a Jeep versus pointing and hitting the right button on a touch screen. Also, with the Jeep top down or off, a touch screen may be quite difficult to see against sun glare. There are many excellent aftermarket Navigation units available in the aftermarket. For iPhone users, Apple Car Play is an attractive up and coming option for an in-dash infotainment system. Quadratec also offers complete plug and play audio system upgrades that will improve the look of your dash and the quality of sound.

**Can I afford a new Wrangler?
Do I even need a new one?**

If you decide that buying new is not in the budget or does not fit your needs, do not worry, because you won't miss out!

There are tons of pre-owned Jeeps out there to find. You just need to know what to look for as you search. Perhaps you already have an idea and just want some reinforcement. In the next section we will review the Pre-Owned Jeep Wrangler market, both private and dealership, and let you know what to watch out for and what makes some models better to purchase than others.



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V. Guide to Purchasing a Pre-Owned Jeep Wrangler



“Jeep – the toughest four letter word on wheels”

-1970s AMC advertising slogan

You wanted a shiny new Jeep. You really did. You had the image in your head. You looked forward to that new car smell. But perhaps after visiting the dealership you can't justify the decision, you need to find a more affordable alternative.

What to do next?

Relax. There are plenty of great fish in the sea.

Advantages to Buying Used

Buying a used Jeep, either through a dealership or private owner, can be every bit as satisfying as purchasing a new Wrangler. Whether it is the hunt, or the anticipation of finding something great at an even better price, the excite-

ment only grows with each ad you scour. And thanks to the enormous sales numbers of Jeep Wrangler vehicles the past few years, with people trading out of their current Wranglers into newer ones, there are more pre-owned choices in today's market than ever.

It is quite likely you will find several vehicles, fairly quickly, that may meet your needs and budget. At Quadratic, we recommend, that you focus your search on either the 1997-2006 TJ Wrangler or 2007-Current JK series. The reasons are many, but as we get further and further from the end of 1987-1995 YJ and 1955-1986 CJ model years, it becomes more and more difficult to find examples that are well maintained and cost effective to purchase.



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With the late model TJ and JK series Wrangler, you get vehicles which handle and ride smoothly and have many more of the newer 'creature comforts'. So, for many people, it is more feasible (and sensible) to save money on one of these vehicles, and then invest the savings back into the vehicle. Here are some advantages to consider when researching used jeeps:

- **Price**

A Wrangler in the 2-4 year-old range can be upwards of 20-30 percent less expensive versus new models. Of course, this price will vary depending on the vehicle mileage, condition, current owners selling needs, etc. There are many smart deals to be had for the "second owner".

- **Depreciation (or lack of)**

While Jeep Wrangler tends to hold value better than other vehicles, they also - like all vehicles - lose some value with each passing month and mile, with the largest decline (about 15%) happening immediately. After the first year, the average depreciation is about 7%. When buying a used Jeep, the previous owner has already absorbed or taken that painful depreciation hit so there is more value in the vehicle for you as a used buyer.

- **Insurance Rates**

A used Jeep tends to be cheaper to insure than their newer counterparts. If possible, get the vehicle VIN number before purchase and your insurance agent can quickly tell you how much you may save per month. Also, find out if the current owner has made any safety or security modifications to the Jeep like

adding a hardtop or interior storage system and these may decrease insurance rates as well.

- **Choice**

While you cannot visit a dealership and build a used Wrangler to your needs like you can a with new Jeep, the strength of the used market today means there are a lot of options out there. This wide selection might add to the length of your search, and may be difficult on you if purchasing a vehicle is time sensitive, but it does allow you to look at many vehicles to find one that best fits your needs. Look at classified ads, use internet search sites, and check with local 4x4 clubs. Great deals are out there if you are willing to put in the work.

ABQ – Always Be Questioning

Nobody likes to waste time, right? And who really wants that frustration of previewing what you think is the Jeep of your dreams, only to find out it is nothing like it was presented.

Well, contacting the seller or dealer either by phone or email, and gathering as much information as you can before you even set up the appointment, may certainly help you decide whether a Jeep is worth pursuing.

Here are some good questions to ask the seller so you can make this determination. If you are looking at a used Jeep through a dealership then most of these answers may be on their website, but are still good to ask if you are unsure.

- What is the current vehicle mileage and is the seller the vehicle's only



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owner? Typically, original Jeep owners take better care of their vehicle versus second or third owners.

- What type of transmission does the vehicle have? Also, if you are looking at an older TJ, what type of engine does the vehicle have? There is no sense in buying a vehicle with manual transmission if you've never driven one before, while knowing whether the TJ has a 4 or 6 cylinder engine may be important to your driving needs. For most people, the 6-cylinder engine provides ample power with minimum loss of fuel economy, while the 4 cylinder does give the best (although slight) miles-per-gallon savings.
- Has the vehicle ever been in an accident and, if so, what type of repairs were involved? Check for all service records or ask for a Carfax report. Also, has the vehicle had any recent repairs such as replacement brake work, new tires, new exhaust, replacement lighting, etc. that would still be covered under a respective warranty. Generally, it is best to avoid vehicles which have been in accidents because of the chance of unrepaired frame or suspension damage, but a proven well-serviced vehicle tends to indicate owner dedication.
- Has the vehicle ever been repainted? Sometimes Wrangler vehicles receive a new (and often cheaply-done) paint job to hide rust issues or trail damage.
- How often was the vehicle's oil and filter changed? Every 3,000 miles is a recommended figure between changes, but these days it can safely be longer

depending on the oil type used and driving environment.

- How would the seller honestly rate the vehicle body? Are there visible rust marks, dents, scratches, or other defects which need to be addressed?
- Why is the seller actually selling the Jeep?

Visual inspection

Make no mistake about it, Jeeps are tough vehicles and can take quite a bit of abuse. When you buy one new, at least you know who is causing that abuse. But with a used Jeep, even if it looks presentable upon first inspection, there are always things you may not notice right away.

If you are not mechanically fluent or cannot bring someone with you who can look over the vehicle, then do not make the mistake of simply buying a Jeep on face value.

We've put together a list of simple, non-visible things to look for while you are checking out the vehicle, but if anything feels off - or you just are not sure - then it is highly advisable to just walk away and regroup until you can arrange a proper pre-purchase inspection or have someone check it out.

Under the Hood:

- Damaged or cracked exhaust manifold.
- Damaged oil pan or other damaged exhaust components.



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- Oil leak from damaged seals.
- Excessive engine ticks or valve train knocks while running. (A possible sign of inadequate oil changes)
- Leakage from plastic radiator tank.
- Air conditioning (if available) and heater element work.

Transmission:

- Automatic transmission fluid level and fluid coloring. Anything other than a reddish or pink color can indicate problems.
- Any leaking transmission fluid. Best time to check is right after the test drive.
- Damage to skid plate and/or transfer case.
- Any slop in the shifter which changing gears.

Suspension:

- Does it track straight down the road?
- Are Bushings dry or cracked?
- Are Control arms bent or damaged?
- Track bar damaged causing steering/wheel turn issue.
- Steering linkage worn or damaged.

Transfer case / Axle:

- Damaged front or rear differential covers.
- Excessive movement from the rear axle, most noticeable on older Dana 35 rear axles.

- Transfer case linkage shifts smoothly and does not bind.
- Worn or damaged pinion seals and/or leakage of transfer case fluid.

Body/Top:

- Damaged or cracking soft top material. Missing windows or damaged zippers.
- Water damage marks on floor liners and/or carpets.
- No significant rust on body. Patched up trail damage or a new vehicle paint job can indicate this problem and bears investigation.
- Soft top functional and not missing hardware pieces. Top seals correctly with no water leakage. Use a hose if possible to check seal.
- Tires have average or better tread depth, perhaps 8-10/32" of depth remaining depending on the tire type. Worn tires can be a useful bargaining tool.
- All headlights, taillights, and 3rd brake lights are operational.

Model Specific Common Issues:

Whether you are looking to purchase a 1997-2006 Wrangler TJ or 2007-Current Wrangler JK vehicle, be aware that some model years do have particular common component-based issues that you should research with either the seller or dealership before making a buying decision. The seller may have already addressed the issues, but if not bear in mind you will most likely need replacement parts to fix.



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2007-Current Wrangler JK

- 2007-2008: Early factory Soft top prone to water leakage at header channel/windshield connection leading to damage inside cab.
- 2007-2010: Potential for fuel filler defect, leading to fuel spillage when gassing up tank.
- 2007-2010: Potential tailgate rattle due to undersized original tailgate hinges. Becomes more noticeable if/when a heavier tire is added to the tailgate.
- 2007-2010: Plastic factory bumpers are lightweight but relatively weak, resulting in possible dents/cracks even under standard off-road conditions should they come in contact with rocks or raised dirt obstacles.
- General: Front hood flutter at higher vehicle speeds due to insufficient factory hood catches/hinges.
- 2009-2010: Vague or loose steering feel due faulty early design bushing where shaft exits the firewall.
- 2007-2010: Early design weak rear factory track bar brackets, similar to YJ issues.

1997-2006 Wrangler TJ

- 1997-1999: Exhaust leakage due to defect problems with worn or rusted factory Exhaust Manifold in 4.0L engine.
- 1997-early 1998: Early design windshield cowl vent was flawed, leading to

possible water damage inside cab on rainy days.

- General: Cooling system prone to leakage due to faulty/worn plastic radiator caps attached to aluminum radiator.
- 1997-2000: Soft top fabric matched older YJ tops with thinner material prone to ripping as well as noise issues. (Easily remedied with an affordable new Quadratop soft top)
- General: Older/Weaker rear factory track bar brackets that can fail under off-road conditions unless bolstered by welding or replaced via stronger after-market item.
- General: Stock Rear axle in both 4cyl and 6cyl models may be subject to

broken pinion or ring gear teeth as well as worn bearings.

Popular Parts to Replace

Well, you have done the research. You've gone over just about everything on these lists and examined this vehicle from grille to taillights. Now here it is, sitting in your driveway.



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So, what next?

Here are a list of products that, most likely, should be replaced first as you begin your life with a (new to you) pre-owned Jeep Wrangler.

Radiator:

Regardless of initial design, cooling systems do wear out. It makes sense to drop in a new original replacement or upgraded aluminum piece to address cooling or fluid leakage issues. Do not ignore cooling system problems. You could have the engine fail from overheating.

Cold Air Intake:

Fuel mileage gains. Horsepower gains. Better sound. Quadratec offers plenty of cost-effective air intakes. And it is easier than ever to swap out the factory air filter and add one of these units to help your engine breathe easier.

All Vehicle Fluids:

This may already have been done by the previous owner (and should have been done if vehicle bought through dealership), but if there are no service records to verify, then it is highly advisable to flush all the old fluids and replace.

Seats/Seat Brackets:

The brackets are almost a no-brainer as they can rust and can be a safety issue if not addressed. The seats usually are a good idea to replace as well because constant sun exposure with the vehicle top off can fade the factory material,

while gashes/rips into the seat are common. Plus, you can tailor that new seat color to your liking. Seat covers are a quick way to quickly restyle an interior as well.

Carpet / Flooring:

Another no-brainer if not recently replaced by the seller. Besides the day-to-day gunk that may stain or stick, the factory carpet material is designed to absorb water and over the years, chances are, it has absorbed a lot - possibly causing mildew and floor rust. Before replacing, definitely check the metal flooring and replace if rusting or apply a nice bed liner like Herculiner to protect going forward.

Soft Top:

By 2001 the factory soft tops came in a thicker and more durable material, but these soft tops (and any/all soft tops) can tear and have hardware fail over time. Rare is the Jeep more than four years old that has a soft top which works perfectly, fits tight to mute road noise, and does not leak. By its very nature, soft top material stretches out over time and can rip near seams, or no longer secure well in channels. Also, soft plastic windows can scratch or cloud over the course of changing seasons. Keep in mind, depending on the issue, you may not need to replace the whole top as you can purchase just the top material, windows or hardware assemblies separately. There is a Quadratop replacement soft top for every budget.



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Summary

If you play it right, and realize what to watch out for before making the purchase, buying a quality pre-owned Jeep can give you virtually everything you may expect to find in any of the newer versions – at a fraction of the new price.

Always remember to take your time (if possible) and follow your smarts and instincts rather than follow your heart while you look. There is no shame in walking away from a potential deal if anything feels “off” or looks weird.

Once you get everything finalized and the vehicle is in your driveway, it is time to start thinking about taking your Jeep to the next level - off the pavement and onto the trail. Off-road riding is in the DNA of every Jeep. You may not be ready yet, which is OK. But it doesn't hurt to look, right?



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V. The Jeep Off-Road Lifestyle



The Road Less Traveled

The Rubicon Trail. Twenty-two miles of untamed land just west of Lake Tahoe, California, that many consider some of the toughest trail terrain around. It is here among obstacles known as Devil's Postpile, Walker Hill and The Soup Bowl that every model year Jeep Wrangler earns its 'Trail Rated' badge. It is not just a marketing gimmick.

This badge demonstrates a Wrangler has successfully proven its worth over five key off-road conditions: Traction, Ground Clearance, Maneuverability, Articulation and Water Fording. All so you can be confident your Wrangler will effectively travel off-pavement. If you own a Jeep then odds are that eventually you will want to unleash it off-road, to use it as it was intended. Just because a Jeep is able to tackle

some of the toughest land around, does not mean you should just jump in and go. There are some best practices to consider, most of them intuitive.

If you are interested in taking a Jeep off-road, please realize this type of driving requires a different set of abilities and more preparation than cruising down a busy highway. Let's take a look at some of the key things you need to know.

- ***Always Partner Up!***

Since it is the road less traveled, first remember that it is always best to go riding with at least one other driver, especially if you are a novice, as off-road trails can easily leave you stranded should something go wrong. That extra vehicle or buddy means you'll have a dependable hand if you get stuck and you will not have to walk ten miles should you have a break-down.



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- **Know Your Vehicle**

Before beginning your off-road experience, take time to appraise the general size of your Jeep. Become familiar with its width and length so you know just how much room you have between obstacles. Also, take a look underneath too so you know how much ground clearance is there. If your vehicle did not come from the factory with underbody protection, invest in skid plates for the differential and steering box as well as fuel tank. Without them, you risk damaging these important components and that can quickly turn your off-road monster into a wounded, useless, hunk of metal. If you are planning on rock climbing, invest in either a body lift or suspension lift for the extra clearance and tire articulation. Keep a tool kit and repair manual on hand for simple patch-up jobs as sometimes, all you need is a quick fix to get your Jeep running.

- **Scout the Terrain**

When in question, get out and examine the terrain you will be driving. A water-filled hole won't tell you how deep it is and soft mud can be tougher than it looks. Deflate your tires a little before driving in mud. Before cresting a difficult hill, check to see what is on the other side. On snow-covered roads, remember it is not the snow itself that is dangerous, it is the ice underneath. This prior knowledge of the trail will prevent many unexpected surprises. When water crossing, learn to be a good judge of depth and what obstacles may hide on the bottom. Smooth water usually means mud or sand at the bottom, but if the water is choppy and rough, there are rocks underneath. Also, never drive

against the current. Take it at a right angle and let the current float you, if necessary, to the opposite bank. Then, when you have crossed, remember to make sure your brakes are dry and your air filter undamaged before continuing.

- **Keep Up Momentum and Concentration**

Off-road driving is nothing short of awesome, provided speed is not your main adrenaline rush. Taking your time on the trail is not only nice for the scenery, but is paramount for safety. Even gravel roads require you slow down as speeding will throw a lot of rocks, many of which could hit your windshield and Jeep body causing expensive repairs. Gravel and uneven roads also have the tendency to create that "washboard" effect; giving your vehicle the shakes so badly that you may feel you are no longer in control of your arms and legs. Dirt roads are also virtual obstacle courses with ruts, submerged boulders, uneven surfaces, and pot holes deep enough to harm a tire without warning. Slowing down not only shields you from unpleasant surprises, but you will definitely enjoy the scenery along the way. However, if you do get stuck in mud, soft sand or snow, try not to spin your wheels as you will only dig yourself in deeper. Instead, try gently backing up, then moving forward a few times.

If that doesn't work, then it is time for the winch or tow straps. For taller hills, always use first gear for climbing and a higher gear for driving down. Always keep both hands on the wheel on those difficult trails, and please remember to avoid placing your thumbs within the center area of your steering wheel. One bad bump can easily jerk the wheel un-



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expectedly and break your thumb. Also, when crossing obstacles such as ditches, logs, boulders, try to approach them from a 45 degree angle. This way, you should always be able to keep at least three wheels on the ground.

- **The Weather Report**

This may seem like common sense for regular trips, but it is very important even for short off-road adventures.

When rain hits trail areas, flash flooding is common. Hard rains in mountain areas can cause avalanches and washed-out roads. In colder climates, the first snow of the year is usually the most treacherous, with dangerous ice lurking just under the thin snow. In areas that receive heavy snows, blizzards can easily cause white-out conditions, making it impossible to see more than a few yards in front of your Jeep. Prepare accordingly.

- **Pack All Essentials**

Successful and enjoyable off-road driving means preparation for anything that may happen. A GPS system is good, but not always dependable on off-road trails. Take along maps and a compass, and carry extra drinking water and food. If you are riding into an area where a Jeep may overheat, like hot, dry desert terrain or steep mountain climbing, bring along enough water for your Jeep. Quadratec offers many water storage solutions. If you do not have a winch, at least invest in tow straps. A Hi-Lift jack is very effective and can help get you out of most difficult situations. Remember to let someone know where you are going and your expected time for returning. Equip your Jeep with a

two-way or CB radio. Mobile phones, will not always work in remote trail areas. Other important items include your full-size spare tire, a flash light, blanket, an emergency medical supply kit, a hatchet and a fold-up shovel. All of these will likely come in handy at some point during your off-road experience.

- **Tread Lightly**

Leave the land better than you found it. Remember to always observe posted signs and stay on trails and recreation areas approved for off-roading. Use good judgment in protecting the beauty of an area. Don't leave anything behind, such as trash or broken parts and, even better, bring along extra bags and pick up any trash others have discarded. Be courteous to other off-road drivers and give the right-of-way to vehicles on the left when on a narrow road. Stay on the road when driving through delicate terrain in order to not cause environmental damage. The more you follow the rules and remain a friendly off-road driver to others, the greater support everyone will have on off-road trails and the local people will enjoy having you come back.

Exploring – What's in a trail?

Like we've said before, every Jeep Wrangler is certainly capable for many of the off-road trails around should you buy one and wish to wheel. However, many of the Jeep clubs and off-road parks also offer events on higher level-rated trails for those interested in pushing their vehicle and abilities, which will require you to upgrade your Wrangler. But how do you know what trail level is appropriate? Well, most 4x4 clubs use a



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numbering system to rate the trails they use for events. Generally the lower the number, the easier the trail. Keep in mind what may be listed as a good trail for a stock Jeep Wrangler, might not be as easy as you think. Ratings can mean different things to different people so a good rule of thumb is talk with several experienced wheelers before you choose your trail. Let them know your skill level and vehicle set up and see what they recommend.



Please use these ratings as a supplemental guide to your local off-road park or club ratings. Also know that trail conditions can change many times over the season thanks to weather conditions, so always be prepared and either follow your trail guide's recommendations or pack all your essentials for your trip.

- **Rating of 1:**

Any Wrangler can complete this trail. These trails are often easy dirt roads with little or no rocks in them. Passing is usually easy.

- **Rating of 2:**

Almost any stock Wrangler can complete this trail, but mud or snow could make things more difficult. These trails

are often dirt roads that may have rocks buried in them in places or cracks where the trail has eroded. Passing is slightly more difficult and you may need to back up to a wide spot.

- **Rating of 3:**

Almost any stock Wrangler can complete this trail. Because of rocks in the trail or somewhat severe trail erosion in places, skid plate protection on the transfer case or fuel tank is recommended helpful.

- **Rating of 4:**

A good challenge for a stock Jeep Wrangler. There will be smaller rocks and severe trail erosion that might make 4-Wheel Drive necessary. There also may be mud, hills or water that could pose additional challenges. These trails are close to the top end for standard Wranglers. You should not go alone.

- **Rating of 5:**

The highest challenge for a stock Jeep Wrangler without risking body damage, winching, or possible suspension breakage. You may have to work on some of the bigger rocks and challenges, but you should make it through everything without too much trouble. You will need 4-Wheel Drive and you should not go alone.

- **Rating of 6:**

Usually a bit too much for a stock Jeep Wrangler, but perfect for one with a suspension lift and upgraded 33" tires. These trails will provide challenges and fun for mildly modified vehicles, so they are perfect for groups. There may be obstacles with many lines from easy to difficult.



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- **Rating of 7:**

Driver experience usually makes a big difference on these trails. Those new to wheeling a modified vehicle may want to learn on easier trails before moving up to ones with this rating. The obstacles may not be tough if the right line is found, but a wrong line could be extremely difficult or dangerous and spotters are often essential. The possibility of rollovers and body damage is present, though almost all experienced drivers with modified vehicles should get through these trails without issue.

- **Rating of 8:**

There is a good chance you may experience some body damage, and there is a high possibility of breakage. You may need to use a bit of momentum in an obstacle, and that often means a broken axle shaft or drive shaft is a possibility. Bring replacement parts as recommended by trail guides and/or club members. Experience, an ability to quickly adapt to changing conditions and following spotter directions is essential.

- **Rating of 9:**

You are likely to sustain some kind of body damage or parts breakage on this trail. At least one of the obstacles will push you against a rock or test your vehicle and driving skills to the extreme. Only the luckiest and most skilled drivers will make it through these trails with their vehicle in the same condition which it started. Winches, jacks, tow straps and body part replacements are essential.

- **Rating of 10:**

An extreme trail for only the most ruggedly-equipped and modified Jeep Wranglers. Most of these trails will spell out exactly what you need to bring for replacement parts and equipment as most vehicles will end up with some severe damage, and many will be too damaged to finish.

Upgrading your Rig

Now, with an understanding of the different trail ratings and all that is involved with off-road driving should you decide a Wrangler is right for you, we've put together three different suggested Wrangler build-up recommendations to help construct your very own rugged, customized trail ride.

Each stage features essential modifications you can do yourself and each is designed around certain levels of off-road driving; from beginning off-road at Stage 1, to the sensible Stage 2 compromise between trail ready and everyday driver, to the no-nonsense Stage 3 trail-busting Wrangler. All are designed to help you stand out from the crowd while you head down the trail.

Now keep in mind that no one says you need to add everything suggested here to the vehicle before heading out to the trail, but many parts certainly will make your life easier. Also, while you look over our recommendations, please remember that the Jeep you purchase or are interesting in purchasing may already have some of these upgraded parts. When in doubt, always check with someone (preferably a good mechanic) who can advise you.



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Stage 1 – Light off-road

- Remove factory installed bumpers and replace with tough 3" tubular style replacements that include a hitch on the rear bumper. This adds better protection front and back, while creating a subtle, powerful look. In addition, if your Jeep does not have sidebars we strongly recommend adding this side protection as well. Many aftermarket vendors offer matching bumper and side bar options.



- Install a 2"-2.5" coil spring spacer lift (JK) or 2" spacer lift (TJ) that will provide extra ground clearance and includes stronger shocks without forcing you to change out the factory coil springs – which retains excellent on-road ride quality.
- Change vehicle tires and wheels in order to have more aggressive traction and stronger protection. Your JK coil spacer lift will allow up to a 33" tire and Quadratec offers many brands of strong alloy or steel rims to complement. TJ spacer lifts will typically accommodate up to 31" tires.
- Remove your stock factory fender flares and replace with larger, stronger

polyurethane flares. With larger tires you will need the added flare width, but the stronger material can also withstand most kinds of trail abuse.

- Upgrade your stock exhaust from the Catalytic converter to vehicle rear with a performance Cat-Back system. Besides providing slightly better horsepower through better exhaust flow, you also get a more aggressive exhaust note.
- Lighting upgrades on both the stock halogen headlights and fog lights. Quadratec offers brighter lighting LED options that provide added safety and confidence on the trail and pavement.
- Change the air filter from stock to one you can clean and is designed to tolerate dustier off-road conditions. This will not only help your engine breathe easier, but will save you money as you can just pull the filter when needed, clean and put back into place.
- Add a CB radio complete with mounting bracket and antenna. Many trail groups/clubs will require this for safety.

Stage 2 – Moderate off-road

- Remove factory installed bumpers and replace with a strong and rugged modular bumper series that will accommodate a winch as well as shackle brackets and has a center hoop for grille and lighting protection. In addition, if your Jeep does not have sidebars we strongly recommend adding this side protection as well.



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- Add a recovery winch with a pull rating of at least 9,000 pounds. However, check with your local club/trail group as some may require a heavier duty winch.



- Install a 3" suspension lift (JK and TJ) that will provide all new heavier duty coils and shocks for extra ground clearance and tire articulation. While these kits are very inclusive, you most likely will need to add a steering stabilizer and drop pitman arm to compensate for the added vehicle dimensions.
- Replace the factory tires and wheels with larger, more aggressive versions for superior traction and trail performance. For the JK, you can fit up to 35" tires while the TJ can fit up to 33" tires on this suspension. Many manufacturers offer alloy or steel rims to fit whatever kind of look is appealing to you.
- Upgrade the vehicle's Ring and Pinion gears. While adding a suspension lift and larger tires creates needed ground clearance and stronger trail performance, it does put more stress on the factory Ring and Pinion. For JK, we recommend upgrading to 4:88 from the factory 4:10. For TJ, upgrade to 4:10 from the factory 3:07.
- Remove your stock factory fender flares and replace with larger, stronger polyurethane flares. With larger tires you will need the added flare size, but the stronger material can also withstand most kinds of trail abuse.
- Change out the factory mirrors to smaller 'quick attachment' mirrors that use your windshield hinges for support. The smaller mirrors provide excellent visibility while protecting your bulky factory mirrors from damage.
- Add a CB radio complete with mounting bracket and antenna. Many trail groups/clubs will require this for safety.
- Lighting upgrades on both the stock halogen headlights and fog lights. Quadratec offers brighter LED lighting options that provide added safety and confidence both on the trail and road.
- Add skid plate protection to various components exposed underneath your vehicle such as: fuel tank, oil pan, transfer case.
- Replace the an older battery with a stronger one designed to power not only the vehicle, but added applications like auxiliary lighting and winches.
- Add a performance-enhancing air intake system and plug in programmer that will boost horsepower and fuel economy, as well as easing the strain on your engine while trail riding.
- Upgrade your stock exhaust and header. Besides providing slightly better horsepower through better exhaust



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flow, you will also see greater lower end torque and hear a more aggressive exhaust note.

Stage 3 – Unsurpassed Off-Road Performance

- *Remove factory installed bumpers and replace with a strong and rugged modular bumper series that will accommodate a winch as well as two d-ring attachment points and has a center hoop for grille and lighting protection. In addition, if your Jeep does not have sidebars we strongly recommend adding this side protection as well.*

- *Add a recovery winch with a pull rating of at least 9,500 pounds. This should satisfy requirements of most off-road clubs/trails, however you still may want to check as some may require a larger capacity recovery winch.*

- *Install a long-arm suspension lift that will provide new heavier duty coils, shocks, and other control arm and track bar hardware for unsurpassed ground clearance and tire articulation. While these kits are very inclusive, you most likely will need to add a steering stabilizer and drop pitman arm to compensate for the added vehicle dimensions.*

- *Replace the factory tires and wheels with larger, more aggressive versions for superior traction and trail performance. For the JK, you can accommodate up to 37" tires while the TJ can fit up to 35" tires on these suspensions. Many vendors offer alloy or steel rims to fit whatever kind of look appeals to you.*

- *Remove your stock factory fender flares and replace with larger, stronger polyurethane flares. With larger tires you will need the added flare size, but the stronger material can also withstand most kinds of trail abuse.*



- *Upgrade your stock exhaust and header. Besides providing slightly better horsepower through better exhaust flow, you will also see greater lower end torque and hear a more aggressive exhaust note.*

- *Add skid plates to various components underneath your vehicle such as: fuel tank, oil pan, transfer case.*

- *Lighting upgrades on both from the stock halogen headlights and fog lights. Quadratec offers brighter lighting LED and High Intensity Discharge options that provide added safety and confidence both on the trail and road.*

- *Add a CB radio complete with mounting bracket and antenna. Most any trail groups/clubs will require this for safety.*

- *Change out the factory mirrors to smaller 'quick attachment' mirrors that*



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use your windshield hinges for support. The smaller mirrors provide excellent visibility while protecting your bulky factory mirrors from damage.

- Remove the factory seating and replace with more supportive and advanced reclining bucket seats that accommodate 5-point seat harnesses.
- Upgrade the vehicle's Ring and Pinion gears. While adding a suspension lift and larger tires creates needed ground clearance and a stronger trail performance, it does put more stress on the factory Ring and Pinion. For JK, we recommend upgrading to 5:13 to compensate for the larger tire size. For TJ, upgrade to 4:88 from the factory 3:07. In addition, we highly recommend the addition of driver controlled air lockers, both front and rear, to prevent wheels from spinning independently, and to give you the added traction when needed to prevent vehicle damage.
- Add a performance-enhancing air intake system and plug in programmer that will boost horsepower and fuel economy, as well as letting your engine breathe easier under trail conditions.
- Replace an older battery with a stronger one designed to power not only the vehicle, but added applications like auxiliary lighting and winches.
- Upgrade the vehicle's cooling system to prevent overheating on the trail either with a new off-road series Aluminum radiator (JK and TJ) or Electric Cooling fan (TJ).

4x4 Clubs and Off-Road Parks

Why ride alone when you can ride with friends or a group? Yes, wheeling can be fun if you decide one weekend to head out to the local trail, but no matter where you reside, there most likely will be a friendly local 4x4 club comprised of people, like yourself, who love their Jeeps and love to take them into the wilderness.

Check out our events calendar:

<http://www.quadratecchannel.com> and visit websites for your local Jeep clubs. You are bound to find sponsored events in your state you can attend and introduce yourself. Don't be shy. You have heard us say before that Jeepers love talking Jeep so head out. Enjoy yourself. You will soon find that trail riding is fun, but much more enjoyable (not to mention safer) with a group.



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Summary

Riding a Jeep Wrangler off pavement and into nature can be a rewarding and beautiful experience. It is also something that many buyers say first when asked why do they want a Jeep.

However, as you have seen, there is a lot that goes into the off-roading experience. From knowing the trail and knowing what to bring, to knowing how to prepare a Jeep, to such common sense things as knowing the weather. Everything is involved. Safety is paramount. And, like many other things, you certainly get out of it what you put in.

Be honest with yourself and do not try things out of your comfort level. Be honest with others about your goals and, when you decide a Jeep is something you want, be honest about the vehicle's capability.

You can do a great many things off road with a stock Jeep, but many people find they want more after getting a taste of wheeling. Others may just want to fix up a Jeep they just bought.

Our next section will show you the world of Jeep aftermarket, what it includes, and why it consistently addresses both the needs and wants of the greatest and most dynamic owners in the automotive industry.

Let's read on and take a look.



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VI. History of the Jeep Vehicle



“This vehicle is going to be absolutely outstanding. I believe this unit will make history.”

-Major Herbert J. Lawes, 1940

A Legend is Born

It was a cold, rainy, raw February day in 1941 when Washington Daily News correspondent Kathryn Hillyer went to cover a military publicity stunt on the steps of the US Capital Building. The event was supposed to unveil a new Army vehicle that boasted all the speed of a modern street car combined with all the strength of heavier general purposed trucks. Yet everyone was skeptical.

Until the test drives began.

For an entire afternoon, Hillyer and others rode around Washington D.C.'s Rock Creek Park with driver Irving Housman,

through all kinds of terrain, and skepticism quickly turned into amazement as that mysterious little vehicle clawed its way up hills, forded streams and bounded across open unpaved fields. Finally, everyone returned to the Capitol Building's steps where Housman slowly worked the vehicle up the stairs until they reached the top landing. Stunned, Hillyer climbed out and pointedly asked what was it that they were driving?

Housman smiled and replied, simply, “It's a Jeep”.

Hillyer's article was published nationally on February 19, 1941 and introduced the American public to this new type of four-wheel drive machine – unlike anything ever seen before. A vehicle which would not only go on to help Allied forces win the Second World War, but one which would revolutionize the way people looked at automobiles forever.



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The vehicle Hillyer rode that day was actually the result of a US Army initiative in response to German military victories throughout Europe early in World War Two.

Army planners saw the way Germany rolled over country after country with its 'Blitzkrieg' tactics and realized this conflict would be a war of machines. Fast machines. And with the majority of their current trucks consisting of heavy troop or cargo carriers, the US Army really needed a lightweight, high-speed reconnaissance machine that could carry both men and weapons on and off-road.

So the Army sent out a list of rigid vehicle specifications in the summer of 1940 to 135 manufacturers asking, among other things: to develop a vehicle weighing approximately 1300 pounds, four wheel drive only, 80 inch or less wheel-base, and a cooling system that would allow sustained low speed driving without overheating the engine. Oh and by the way, it all had to be done within 49 days!

Three companies; American Bantam Car, Willys-Overland, and Ford Motor Company all quickly emerged as competitors for the contract, but only one – Bantam – would deliver its prototype within the 49-day timeframe.

After days of tortuous testing that included over 3,000 miles of off-road driving, engineers determined the prototype met the Army's requirements. However, there was a catch. The Army Quartermaster wanted to diversify production,

plus he felt the Bantam company was too small to deliver the amount of vehicles required, so copies of Bantam's prototype were given to both Willys-Overland and Ford Motor Company.

When both Willys and Ford submitted their vehicles, each also went through extensive testing and the Army finally decided – in a compromise – to order 1,500 units from each manufacturer.

Following that initial production run, though, the Army ultimately elected to have only Willy's and Ford build, mainly to protect against sabotage, but also to increase supply. In addition, by agreeing to the contracts, both manufactures would share plans and use the same parts in order to be easily interchangeable between models.

Sadly Bantam, which did most of the initial heavy lifting and design, was left behind by the Army despite numerous pleas from the company to boost its involvement. In the end, with the Army fearing supply and quality issues from the smaller Bantam, only ended up buying 2,643 vehicles from Bantam while Ford and Willy's ultimately produced nearly 650,000 jeeps during the war.

The British and Soviets begged for as many as they could get once they saw it in action. American soldiers cheered every time they saw the machines unloaded. The Jeep could ford mud and streams as easy as pavement. It could roll up hills at speed, tow airplanes safely into launch positions, set up spotlights for security, travel quickly to the



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front lines for unit resupply and medical evacuations because of its low frame. It was a mobile command post, almost impossible to target while moving. You could also retrofit with flanged steel rims and use it on rail as an engine to pull supply cars.

Simply put, the story went, if you needed anything done right, you did it in a Jeep.

What's in a name?

So now you know more about the origin of Jeep the vehicle. But what about the name? Well, there are several colorful theories. It could be a comic strip character, or some military jargon, or maybe just plain old slang describing a new, unproven vehicle. Because when you ask where the name 'Jeep' came from, you may get any one of these answers.

With the history of Jeep, as we've seen, dating back nearly three-quarters of a century, it is not surprising the origin of the word itself is quite difficult to trace. Which theory is right? We invite you to decide.

Perhaps the most popular notion has the origin coming from the military designation 'GP' for General Purpose or Government Purposes vehicle - which was a term used often back in the late 1930s. The theory simply says that those letters became slurred together the same way the contemporary word Humvee evolved from the phrase 'High-Mobility Multi-purposed Wheeled Vehicle'. Simple. Direct. The result, they say, of many engineers and soldiers just phonetically throwing the letters together

to form Jeep. Sounds feasible.

Some Jeep experts dispute this idea and argue the new vehicle was realistically meant for specific duties and not general ones, and the letters 'GP' were actually derived from the Ford Motor Company's reference as 'G' for Government-use and 'P' for the vehicle's wheel base size at 80 inches. Once more, they say, the average soldier or driver was probably not even aware of any letter designations to slur them together.

Two interesting ideas, but what seems more likely - and a theory many long time Jeep historians endorse - goes something like this: the Jeep name actually came from a Popeye comic strip series character 'Eugene the Jeep' created in 1936. In the popular comic, Eugene was a small dog-like animal who could walk through walls, or ceilings, climb trees, fly, and just about go wherever it wanted in order to solve the most impossible of problems. World War II soldiers, this theory goes, so loved their new vehicle's capability and durability that they informally named it after the versatile comic strip character.

Finally, there are others who claim the actual word 'Jeep' was a slang term pre-dating all of these other ideas; a term going back to World War I as something people used referring to new Army recruits as well as new, unproven motor vehicles. When the Army deployed its new vehicle for testing, the soldiers didn't know what to call it, so they named it 'Jeep'.



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VII. Guide to the Jeep Aftermarket



“Real Jeeps are built – not bought” - Off-Road Bumper Sticker

You’ve seen those built Jeeps out there. You know the ones. Mean looking black 5-spoke rims holding knobby aggressive tires larger than some 7-year-olds. A complicated-looking front bumper complete with integrated fog lights, winch, tow shackles and raised center hoop for grille protection. A small patch of fabric above the driver and passenger area passing for a top; providing just enough coverage to still enjoy the open air.

The saying may go ‘clothes make the man’, but it is also abundantly true that accessories ‘make’ the Jeep. And while you can get several packages straight from the dealer that offer different looks and features, there is only one place you can really go to build and affordable rig exactly the way you want it. The Jeep aftermarket.

*Quadrtec.
(That’s us!)*

It is an industry that has been around nearly as long as the vehicle itself and one that has thrived in large part because of the machine’s popularity, but also thanks to its versatility and do-it-yourself nature which makes it easy for owners to outfit a wide variety of products.

Your part in this ever-continuing story certainly begins when you decide what type of new or pre-owned Jeep fits your budget and needs. Perhaps you took our earlier advice and are looking at a Wrangler Sport with the idea of upgrading into certain products. Maybe you found a good deal on a used Wrangler Sahara that just needs a bit of sprucing up. Regardless, the Jeep aftermarket offers information, products and upgrades all designed to fit anyone’s ideas as well as their finances.



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Following the Wrangler's introduction, this Jeep aftermarket has seen its biggest explosion of growth over the past few decades and we here at Quadratec are proud to be The Trusted Source as the industry leader, and are honored to offer quality products whether you are ordering for your fourth Jeep, or you have just started down the Jeep ownership road.

But we also know you may have questions. Are the aftermarket products out there safe? Reliable? Will they even fit? Will they void my warranty? Are they as good or better than what came with the Jeep?

All good questions. And we know the last thing you want on your potential Jeep is something that may not fit, might cause problems, or otherwise taint your enthusiasm. So let's take a deeper look at this industry - what makes it work, succeed and how it can be a benefit to you as a potential new Jeep owner.

Aftermarket Quality vs. OEM (Original Equipment Manufacturer)

An aftermarket part, simply, is any part for a Jeep that is not sourced from the original manufacturer. It is a part designed to function the same, or better, than the factory version without the corresponding factory price.

Typically, for any individual part, there usually are a number of manufacturers offering a replacement. All have all re-interpreted an original factory design

and re-engineered, so they are often able to create something superior yet cost-effective. Also, as these parts are made to be direct factory replacements, they will not void your factory warranty.

OEM (Original Equipment Manufacturer) parts are just like they say – parts designed and sourced by the vehicle manufacturer and ones that came with the Jeep when it first rolled off the line.

These parts can be replaced at the local dealership, which will either stock or can order for you. However, because the parts department is where a dealer tends to make its highest profit, OEM replacement parts are typically more expensive than aftermarket versions. Plus, with limited shelf space at a typical dealership, it may take time to order and receive the item if not in stock.

The Jeep aftermarket usually does not have this problem as there are dozens of different vendors making the same type of part. So, not only does this give you a great selection, but it also allows you to pick which kind of part best fits your needs and budget. Maybe it is a certain color. Or material type. Or individual feature. Even something as simple as a soft top retaining channel may have several different vendors providing quality options.

So you can rest assured whether it is a simple baseball cap to celebrate your new Jeep, to a full suspension kit complete with tires and new rims for your first Moab adventure. From tinted soft top windows to replace your scratched factory ones, to a replacement axle to fix



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up that last trail mishap; what you find in the Jeep aftermarket will be every bit the safe, quality, and reliable item you expect and deserve.

Value

When you pull the trigger and buy into the Jeep family, you are investing in a vehicle from which you expect great things. It is only natural you would want to add products that are just as nice, both in price and performance.

While the dealership is always an option to add that new towing hitch, or replace your ripped soft top; the price of these parts often make these trips ineffective and frustrating.

Enter the aftermarket industry.

Every conceivable part you can imagine has a quality, affordable aftermarket part out there to replace or upgrade depending on your needs. From front to back. Top to bottom. Interior to exterior. All without that trip to the dealership.

Headlights too dark?

Soft top ailing? Bumper rusting? Axles need replacement? You will find plenty of options out there to take care of those needs. Perhaps you do not like the factory rims, or want more aggressive tires. Or you may want that factory towing option without paying the factory price. Possibly the Jeep club you are looking to join requires a radio or winch, tow straps and an auxiliary battery.

All these things, and more, are out there for you to shop and compare because whether your next adventure is the off-road park, a sandy beach, around town,

or to work and back; these aftermarket products are all designed for everyday practicality, weekend explorations, vehicle restoration and financial stress relief.

And the best part – it is all up to you. You can choose what you like best. No pressure. No worries.

This is why many potential Jeep buyers opt to purchase less expensive vehicles and then call us to buy upgrades and part replacements. With thousands of manufacturers in the aftermarket world, you can easily tailor your needs to a specific product versus having to buy expensive factory-installed packages.

Trust

We get it; your new (or pre-owned) Jeep is your baby. And nobody wants to install something that may not fit or perform on their pride and joy.

With hundreds of thousands of products out there to choose from, how do you choose? What if you are unsure whether a product is right for you? Or what color best matches your vehicle year. Will this replacement seat fit my factory brackets or do I need new brackets too? What about tops – why is one better than another?

Can you see how quickly excitement can turn into frustration?

These days, you can buy an aftermarket Jeep part from almost anywhere and have it shipped right to your door. Certainly convenient, but how often can you ask questions about a part before you click 'add to cart'?



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Isn't it a much better feeling to gather information first, before you buy, so you know what you receive will work right out of the box - rather than hoping you didn't make a mistake?

That is where we come in. For the Jeep aftermarket is a great place to upgrade your vehicle and for over 25 years, we here at Quadratec have worked hard to be The Trusted Source – helping guide you through the aftermarket landscape and into products or accessories that fit your vehicle, needs and finances.

We realize customer service and support is every bit as important as offering quality products at an excellent price. After all, we are Jeepers too and earning trust is something no one in the aftermarket industry should ever take lightly.

We know peace of mind does not simply come from a less expensive price tag; it also comes from trusting what you buy is what you need.

Experience

Where were you 25 years ago? College? Work? Maybe you were not even born yet. Or perhaps you were already in love with a Jeep?

For us here at Quadratec, that was the beginning of a quarter century of providing Jeep owners have their very best Jeep Experience. And in that time we've gone from a small one-room facility to today's multi-warehouse industry leader. In fact, many of us who first started a quarter-century ago are still here today.

Yet no matter how many places we ship, products we offer, or how many orders we process; one thing remains the same as it was from the first day we opened:

We are here to offer you the best selection of parts and accessories for your Jeep at Guaranteed Lowest Prices with the very best Quality, Value and Service.

Nearly 80 percent of us own a Jeep, use the parts ourselves, and have been involved in the industry for years. We are on the trails, in the Jeep clubs and sponsor events.

In short, our experience can also be your experience. We are only a call or a click away.

We know firsthand there may be 20 different front bumpers for your type of Jeep. Or 10 different seat covers. What makes one better than another; why is one waterproof and something else water resistant? What is the difference between Spice and Dark Brown?

As a new Jeep owner, you may feel intimidated by all these choices. So the last thing we want you to do is sit at a checkout screen and wonder if you are buying the right product.

Who needs that frustration?

Helping you have your best Jeep experience is our mission. Rely on Quadratec to help you get the right part, have it work properly and benefit you every time.



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Thank You!

We sincerely appreciate your interest in Jeep and the Jeep lifestyle. We know in today's market there are all types of vehicles out there, but as they say: Jeep – There's only one!

As you've seen, for nearly 75 years Jeep vehicles have continually redefined the automotive industry. They've helped win wars, plow fields, ford rivers and get people to work and back.

The Wrangler is the only four-wheel drive convertible, represented by an adventurous and enthusiastic fan base nearly unmatched in the automotive world.

Hopefully you have decided to become part of this ever growing family. If not, maybe you've got a better understanding of what the vehicle means to so many people.

It is iconic. Magnificent in its simplicity. Rough and tumble despite its size. A vehicle to be seen in, and to wave at.

*"It's a Jeep Thing."
We're glad you understand.*

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