

"RED REVIVAL"

Dad never dreamed his CJ would ever look like this!

Base Vehicle: 1981 Jeep CJ-7
Engine: '93 YJ 4.0L Straight 6 conversion by "Jeep Thrillz"
Transmission: '93 YJ 5 Speed Manual
Suspension: Rubicon Express 4.5" extreme-duty
Shocks: Bilstein 5100 Series
Wheels: Factory White Spoke 15 x 8
Tires: Dick Cepek Radial FC-2 33-12.50-15
Steering Skid: Kilby Enterprises Trail Boss Series
Intake: AFE (Advanced Flow Engineering)
Exhaust: AFE (Advanced Flow Engineering)
Throttle Body Spacer: AFE (Advanced Flow Engineering)
Bestop: Full soft top w/tinted rear windows
Olympic: Side step bars

Dave still remembers riding in his dad's shiny red CJ-7 in younger years. Flash forward to 2010. Dave's dad has since passed on, but his CJ (alive & well), is passed on to his son. The Jeep was sound but tired. The once peppy 4 cylinder engine and 4 speed manual transmission were feeling their almost 30 years of service. It's time for a **"REVIVAL"**.

After some research, Dave chose Jeep Thrillz in Southern CA to perform an engine/transmission upgrade. The guys at Jeep Thrillz found a low mileage donor '93 YJ and went to work. The 4 cylinder engine & 4 speed manual were swapped for a 4.0L injected 6 cylinder & 5 speed manual. The factory transfer case was retained. Once finished, the CJ was emission certified and brought to Dave's friends at X-Treme Toyz for the balance of work.

The guys at X-treme Toyz tore into the CJ and performed a long list of work. The end goal wasn't a total restoration, rather a complete clean-up and check so the Jeep would once again be it's old reliable self.

The interior was treated to a new full carpet kit, Grant Steering Wheel, and some electrical work. The factory seats were trashed and the frames were broken. Javier at Chatsworth Upholstery completely rebuilt the seats including frame repairs and covered them in Marine Grade Vinyl with red piping for a finishing touch.

The exterior looked like it "used to be red". Ed Espinosa of "Ed Did It" Professional Detailing was able to bring the red back to life after several hours of work. The dent in the middle of the hood (the result of a date with the tow bar), was left since Dave thought it gives the CJ "personality".

On the drive train side, X-treme Toyz swapped the troublesome 2-piece rear axles with a Superior one-piece conversion kit. Both differentials were completely torn down, inspected and re-sealed along with new brakes.

Once the drive train was deemed sound, the guys @ X-Treme Toyz installed a Rubicon Express 4.5" Extreme-Duty Suspension along with a set of Bilstein 5100 Series Shocks. Lastly, the factory wheels were sandblasted and powder coated gloss white by Ismael @ Universal Powder Coating in North Hollywood. As a finishing touch, Mike Venditto from Venditto's Pinstriping laid a clean red stripe around the wheel perimeter for a factory look. The wheels were then wrapped with Dick Cepek's 33x12.50x15 Radial FC-2 Tires. This completed the project for now, but as any Jeep owner will tell you, they're never finished! We look forward to watching as the CJ goes through its next phases



The CJ was sound, but tired.



New front brakes are always good!



New rear brakes aren't bad either!



New carpet added a finished look.



Javier @ Chatsworth Upholstery did his magic.



Even w/the front sway bar connected, it flexes.



The red piping was a nice touch.



Owner: Dave Howey, Long Beach, CA

Text & Images Courtesy of X-Treme Toyz

www.x-tremetoyz.com