



**AMERICAN EXPEDITION VEHICLES
JEEP WRANGLER PARTS & ACCESSORIES**







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AEV’S COMMITMENT TO QUALITY

AT American Expedition Vehicles, we are committed to producing quality, innovative products, manufactured using the same level of technology, processes, and materials that the Original Equipment (OE) manufacturer uses. There has been a big push over the last 10-15 years in many industries, ours included, to move production overseas and cut corners in manufacturing. It’s part of a trend towards lower costs, even at the expense of quality, that we reject. While cost is certainly a factor for us, value and quality are the key drivers in our design and manufacturing decisions.

Over the years, we have found that there is no comparison to the craftsmanship of automotive products that are made here in the USA and Detroit, Michigan has always been the heart of the US automotive industry. There is

manufacturing capability and capacity here that only exist in a few other places worldwide, which made it the obvious place to locate AEV’s manufacturing. Being in Detroit gives us the unique advantage of having access to many of the same resources, technology and production facilities that the OEM manufacturers use. And we are proud to say that over 80% of our products are manufactured within 200 miles of Detroit.

At AEV, we pioneered the use of stamped steel in the aftermarket, in products such as our Bumpers, Hood and Corner Guards. Our parts are trimmed, welded and hemmed robotically, and put through our two stage OE-grade coating process for superior corrosion resistance.

Our suspensions are tuned on a professional proving ground by professional dynamics engineers, while other products are put through rigorous test procedures, from durability shakers and salt spray booths, to wheel impact and crash tests. We do this so that when we stamp the AEV name on a product, we know that the level of quality is second to none.

WARRANTY

AEV products are warranted for 1-year.

AEV wheels have a 1-year finish warranty and a lifetime structural warranty.

The AEV Supercharger Kit has a 1-year electronics warranty and a 3-year/36,000 mile hardware warranty.

For complete warranty information, please visit aev-conversions.com/warranty.



I. EXTERIOR



FRONT BUMPER SYSTEM

PREMIUM FRONT BUMPER

AEV's Premium Front Bumper is built to withstand all the rigors of off road use, while maintaining a stylish and sophisticated appearance. The Front Bumper's full width design, integrated grille and radiator guard and optional Skid Plate offer superior front end protection from rocks and brush without compromising approach angle. The standard heavy duty, chassis mounted tow points and optional Winch Mount will help get you out of trouble, but still look good doing it.

Our Premium Front Bumper includes auxiliary light mounts and factory fog light mounts. The OE crush cans are retained to help correct low speed air bag deployment. It also receives an OE-grade two stage paint process to protect your bumper from the elements. As the industry's only stamped steel bumper, AEV's Premium Front Bumper offers unparalleled protection and styling.

PN: 10305055



AUXILLIARY LIGHT MOUNTS

Included brackets make mounting a pair of off-road lights simple. Not only a stylish addition to your front end, but a must have trail utility.



FACTORY FOG LAMP MOUNTS

AEV's Front Bumper utilizes the JK factory fog lamps and integrates them seamlessly into its stamped design.



RECOVERY POINTS

Chassis-mounted, 1/2" thick steel tow points provide reliable and safe recovery out on the trail.



WINCH COMPATIBLE

The optional AEV Winch Mount gives you the ability to add a winch. Engineered to be used in conjunction with the WARN 9.5cti winch, but other low mount winch models may be compatible.



AIR BAG CRUSH CANS

No need to sacrifice safety with the AEV Front Bumper. OE crush cans are retained to help ensure correct low speed air bag deployment.



MAXIMUM APPROACH ANGLE

The unique profile of AEV's Front Bumper allows for a maximum approach angle and for fitment of 37" tires with no rubbing.





TUBELESS FRONT BUMPER

Based on the tried and true design of our Premium Front Bumper, the stylish stamped steel face of the Tubeless Front Bumper is built to withstand all the rocks, mud and brush you can throw at it while providing a very sleek, sophisticated look.

PN: 10305056



WARN 9.5 CTI WINCH

The WARN 9.5cti is 9500 lbs. of pulling capacity packed into a massive aluminum die-cast body. This winch is sealed for extreme-duty water resistance, powered by a new generation Bosch motor, and controlled by WARN's first thermometric indicator that gives the operator motor operating temperature information. This is the perfect winch for the serious off-roader. The WARN 9.5cti is the same winch we install on every AEV built vehicle.

PN: 10305135



WINCH MOUNT

AEV's Winch Mount is constructed from 1/4" steel and given an e-coat finish for industry leading durability. It tucks neatly between the frame rails and is compatible with our Premium Front Bumper and Tubeless Bumper. AEV recommends the WARN 9.5cti for their ease of installation and proven performance.

PN: 10305060



NON-WINCH COVER PLATE

AEV's Non-Winch Cover Plate will close out the opening on the top of your AEV Front Bumper if you run the Bumper without a winch. The Non-Winch Cover Plate is compatible with our JK Premium Front Bumper and Tubeless Front Bumper

PN: 10305064



FRONT SKIDPLATE

AEV's 1/8" thick, stamped steel Front Skid Plate is not only good looking, but protects your sway bar, impact beam, and steering as well. The Front Skid Plate is designed to work with both our Premium Front Bumper and Tubeless Front Bumper. It has two dedicated lift points for a Hi-Lift Jack that holds the tongue in place beneath the bumper safely and prevents the jack from sliding sideways during use.

PN: 10303005



BLACK TEXTURED TOUCH-UP PAINT

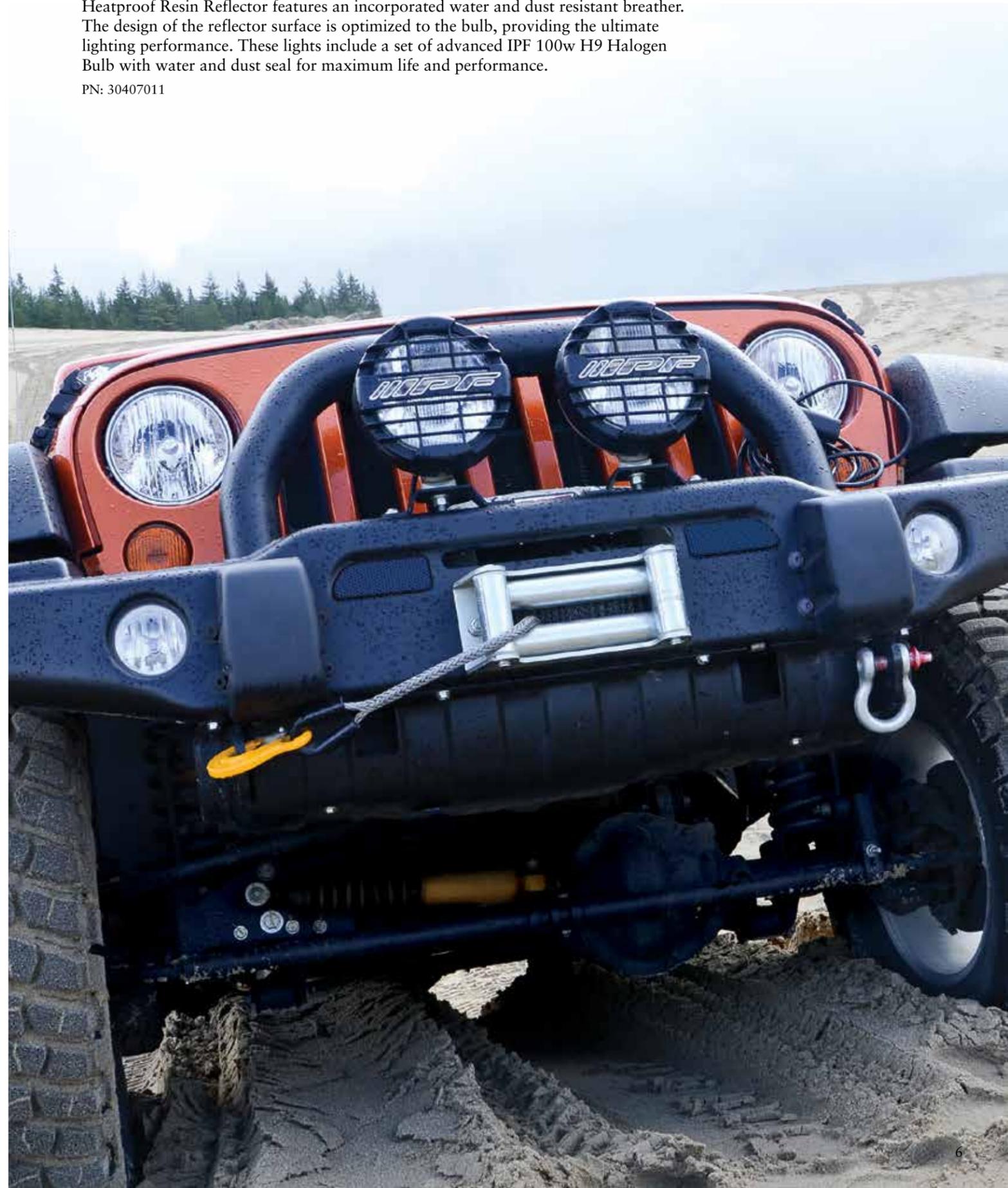
AEV offers specialized touch up paint for our textured black powder-coated products like Bumpers, Corner Guards, Skid Plates, Suspension components, and more. This textured paint will blend in perfectly to cover trail scars and keep your AEV components looking good and protected from the environment.

PN: 60306010

IPF 901 DRIVING LIGHTS

The IPF 901 Driving Lights feature a tough, heavy gauge steel body and hardened glass lens that is submersible up to 11.8 inches for up to two minutes! The advanced Heatproof Resin Reflector features an incorporated water and dust resistant breather. The design of the reflector surface is optimized to the bulb, providing the ultimate lighting performance. These lights include a set of advanced IPF 100w H9 Halogen Bulb with water and dust seal for maximum life and performance.

PN: 30407011



REAR BUMPER SYSTEM

REAR BUMPER/TIRE CARRIER

AEV's Rear Bumper and Tire Carrier is like having a giant Swiss Army knife on the back of your JK Wrangler. It is the perfect solution for carrying all of the necessities for a successful overland or backcountry excursion. Our system begins with the Rear Bumper, which provides robust protection against highway and trail impacts. Included in the Bumper are dual 2.4 gallon liquid storage tanks—which are particularly handy on multi-day trips—and mounting provisions for our AEV Splash Guards.

Where our system really shines is with the chassis-mounted Tire Carrier, truly AEV's most versatile product. Not only does it provide a strong, vibration-free and effortless means of carrying tires up to 40", but it also accommodates numerous accessories such as our Hi-Lift Jack/Pull-Pal Mount, 10-Gallon Fuel Caddy, and a shovel.

Rear Bumper: 10305010

Tire Carrier: 10305020



CORNER TANKS

Two 2.4 gal tanks are built into the bumper corners, providing extra water storage for long trips. The two tanks are plumbed together and utilize an optional hand pump for water extraction.



BUILT-IN STEP

Strong, non-slip step offers easy accessibility to the top of your JK. Perfect for loading cargo on to your AEV Roof Rack.



RECOVERY POINTS

Chassis-mounted, steel tow points provide reliable and safe recovery out on the trail.



CORNER PROTECTION

Heavy-duty, mandrel bent steel tubing offers maximum protection and bolts to the chassis in two locations.



NO-SLIP TONGUE

Using a Hi-Lift jack is safe and easy with the AEV Rear Bumper, thanks to the no-slip tongue welded to each of the corner tubes.



TAILGATE SWINGOUT

AEV's Tire Carrier takes the weight off your tailgate, yet still swings open in tandem with it for easy access to your cargo.



FUEL CADDY

Made of tough cross-link polyethylene, the same material as many factory fuel tanks, the ingenious design of AEV's Fuel Caddy seamlessly integrates with the AEV Tire Carrier and takes full advantage of the unused space both inside the wheel of the spare tire and just behind it. The result is 10.2 gallons of secure and nearly invisible fuel storage. The high mounting position isolates the Fuel Caddy from trail impacts and makes it ideally suited for gravity fed deployment into the main tank. A fully vented, OE-quality cap means radical changes in elevation are no problem and fill-ups are fast. A built-in step allows for easy access to roof racks. Works with up to 37" tires.

Available in Red or Black "Gasoline", Red or Black "Petrol", and Black "Diesel"



SPLASH GUARDS

AEV's Splash Guards for the JK Rear Bumper are the ideal solution for AEV Bumper owners who need to meet local highway regulations for adequate tread coverage, or who simply want to keep mud and debris under control.

AEV has molded these Splash Guards to perfectly match the contour of the Rear Bumper's rock tubes and water tanks. The installation and removal of the guards is fast and simple, however the durable polyethylene construction has proven that it's not even necessary to remove them for most off-road ventures. These things are amazingly durable!

PN: 10305016

CHMSL (3RD BRAKE LIGHT)

The AEV CHMSL (Center High-Mount Stop Light) is a necessity for on and off-road safety when you've added a larger spare tire to your tire carrier. The addition of a larger spare tire will often block or require the removal of the factory 3rd Brake Light. The

CHMSL is designed to work with all AEV wheels and most factory five spoke wheels. Long life, super bright LED's are directed in three different directions ensuring that other motorists and fellow off-roaders will see you.

PN: 10404001



IPF 8161 BACKUP LIGHT

The IPF Backup Light is perfect for illuminating a large area while backing up. The kit comes with everything you need to tap into your existing reverse lights. The unique 3-position switch allows for automatic or manual control. This powerful 55W halogen light also makes a great work light.

PN: 30407010

WATER PUMP KIT

This water pump allows you to quickly access the 4.8 gallons of water stored in the integrated water tanks included with your AEV Rear Bumper. Now when you're out in the back country you can enjoy washing your hands, floor mats, dishes, dogs and so much more! The Water Pump kit includes the hand pump along with all the necessary tubing and fittings to plumb your tanks together.

PN: 10305015

HI-LIFT/PULL-PAL MOUNT

This rugged bolt-on mount is engineered to install quickly, fit snugly, and provide a solid, vibration-free storage solution for the popular Hi-Lift Jack and Pull-Pal Land Anchor.

We've carefully placed this mount directly above the large, chassis-mounted spindle-housing of the Tire Carrier. This takes the load of these tools off the Tire Carrier and tailgate and puts it right into the chassis where it belongs. This means your Tire Carrier and tailgate will continue to work easily and you'll get years of reliable service from both.

PN: 10305017

HI-LIFT X-TREME 48" JACK

The Hi-Lift X-TREME jack is the top of the line jack offered by Hi-Lift, and includes line all-cast construction, charcoal metallic powder-coat finish, gold zinc-coated hardware and handle, and a special top winch-clamp-spreader attachment. This jack attaches securely to your Tire Carrier via AEV's Hi-Lift/Pull-Pal Mount.

PN: 10305130

PULL-PAL WINCH ANCHOR 11,000 LB

The Pull-Pal Winch Anchor is designed to be used as a winch anchor in situations where a tree or another vehicle is not available. Its hefty plow blade sets firmly and safely into the sand, clay, hardpan soil and snow. The Pull-Pal Winch Anchor is painted with AEV's textured black powdercoat to match the finish of your Rear Bumper and Tire Carrier.

PN: 10305018



-  SPARE TIRE (UP TO 40 IN)
-  HI-LIFT JACK
-  BACKUP LIGHT
-  5 GALLONS OF WATER
-  PULL-PAL
-  SHOVEL
-  10 GALLONS OF FUEL
-  SAND FLAG
-  CB ANTENNA

HEAT REDUCTION HOOD

AEV's all steel Heat Reduction Hood provides both fresh intake air and critical under hood cooling. With its clean, fluid lines, this hood's design is not only functional but also adds distinctive styling to your JK.

The central vent of the Heat Reduction Hood is positioned to take advantage of the low-pressure area created at the front edge of the Hood when the vehicle is in motion. Since air moves from high pressure to low pressure areas, the placement of the center vent causes cooler outside air to be drawn through the radiator and up through the Hood.

The stamped steel Heat Reduction Hood features OE-style crumple zones and comes ready to paint in an e-coated finish. The side mesh inserts are removable to accommodate the installation of AEV's Snorkel Kit.

PN: 40303001

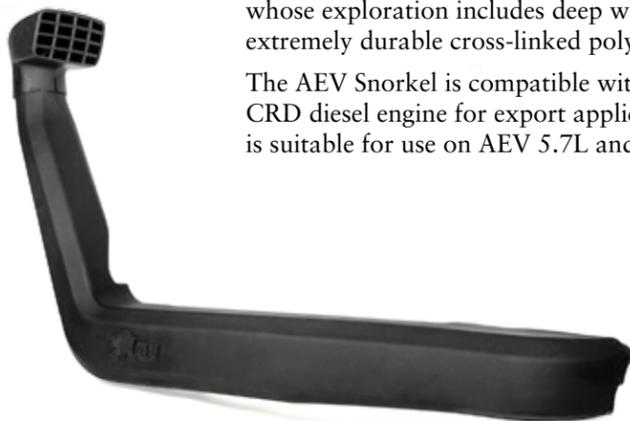




SNORKEL

Providing your engine with a clean supply of air is critical to your vehicle's performance and longevity. AEV's JK Snorkel air intake system is the essential engine protection accessory for overland adventurers whose exploration includes deep water crossings and dusty dirt roads. This snorkel is manufactured from extremely durable cross-linked polyethylene for maximum durability on the trail.

The AEV Snorkel is compatible with both the 3.8L V6 and 3.6L Pentastar V6 engines, as well as the 2.8L CRD diesel engine for export applications. It is compatible with both right and left hand drive models and is suitable for use on AEV 5.7L and 6.4L HEMI V8 applications when used with our HEMI Air Box Kit.



The AEV Snorkel Kit includes an Air Ram inlet. An optional, self-cleaning Pre-Filter assembly is sold separately for use on vehicles that are exposed to high dust environments. Installation requires only minor modifications to the stock JK hood or it fits perfectly with AEV's Heat Reduction Hood with no cutting necessary.

2012+ Gas Engines: 40306160
2007-2011 Gas and 2007+ Diesel Engines: 40306220



PRE-FILTER

AEV's Pre-Filter Assembly is designed to draw in air, while separating rain and dust from the air charge. It is well suited for dry, desert terrain where this dust is likely. Used in heavy duty military and commercial vehicles worldwide, this rugged Pre-Filter is self-cleaning and will last for the life of the snorkel.

PN: 40306108



REAR CORNER GUARDS

Built for ultimate protection, AEV's Rear Corner Guards are not your run-of-the-mill corner guards. With options for either the 2-door or the 4-door JK Wrangler, they feature thick 1/8" stamped steel construction to protect the rear corners of your Jeep from all sorts of off-road abuse. In order to distribute impacts evenly, we match the surface of the corner perfectly to the contour of the Wrangler's corner. Corner Guards come with all hardware and have AEV's 2 stage coating—e-coated then finished with a durable textured black powdercoat.

2 Door: 10303012

4 Door: 10303014

BUILDERS REAR CORNER GUARDS

These are intended for customers who want to run LED tail lamps or do other custom modifications with the corner guards. Raw unfinished steel with no tail lamp cutout.

2 Door: 10303045

4 Door: 10303044



ROOF RACK

ROOF RACK PLATFORM

The AEV Roof Rack for the 4-Door JK Wrangler features a sleek, low profile design for minimal wind noise, but it's most important feature is the mounting system hidden beneath the JK's roof. The Roof Rack utilizes mounting brackets that pass through the hard top and attach securely to the Jeep's roll bar. This creates a very strong, secure mounting system that evenly distributes the weight of your cargo directly to the roll bar, placing no load on the hard top itself. The AEV Roof Rack is easily strong enough to be used as a sleeping platform or in conjunction with a roof top tent.

All visible surfaces feature AEV's black textured powder coat finish for a very clean look that will compliment your other AEV products. The aluminum floor planks feature an anodized finish to reflect heat, keeping the vehicle's interior cooler in hot climates. This combination of extruded aluminum and a quality surface coating, work together to make the AEV Roof Rack highly corrosion resistant.

Please Note: The AEV Roof Rack is not compatible with 2-Door JK Wranglers.
PN: 10307010

Key Features:

- Cargo platform measures 76" X 55".
- Total installed weight is 68 lbs.
- Adds approximately 5" to the overall vehicle height.
- Mounts through the hard top, directly to the OE roll bar creating the ultimate mounting system.
- Does not interfere with the OE overhead soundbar.
- Rack does not interfere with OE Freedom Top panel removal.



“...AN AWESOME ADDITION. I CAN CARRY TWO KAYAKS OR AN AMAZING AMOUNT OF GENERAL CARGO. THE OPTIONAL EYEBOLTS MAKE SECURING CARGO A BREEZE”

-TOM MCCONNELL (AEV CUSTOMER)



FULL RAISED RAIL KIT

This Full Raised Rail Kit offers a touch off-road look and superior cargo management. The extruded aluminum, full length rail features a durable black powdercoat finish which complements the Roof Rack as well as your other AEV accessories. The Full Raised Rail Kit will add an additional 3" to the overall height of the AEV Roof Rack.

PN: 10307020

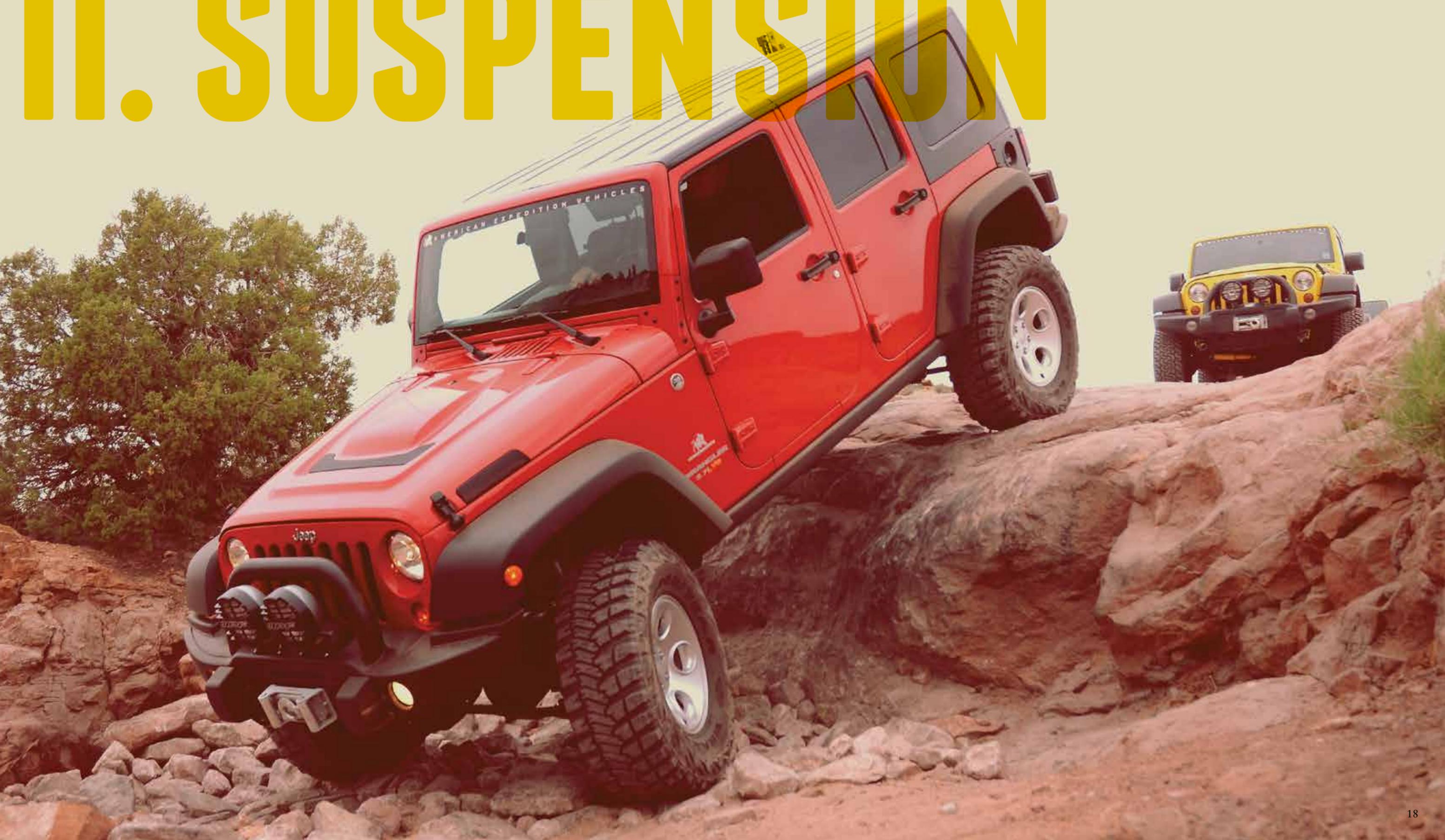
ROOF RACK EYE-BOLT TIE DOWNS

These Eye-Bolt Tie Downs easily install into the floor of the AEV Roof Rack and provide a secure tie down point for your cargo. Sold as a set of 2.

PN: 10307021



II. SUSPENSION



DUALSPORT SUSPENSION TUNING

More so than any of its predecessors, the JK Wrangler is not just a trail-mastering off-road specialist, it is also a very well-mannered vehicle on the street. The majority of JK owners will spend a great deal of their time on-road – even if they go off-road every single weekend, making a true dual-mode suspension what they really need. For this reason, we set out to design a suspension system that is extremely capable off-road, while also offering unparalleled on-road performance and handling. Our design team includes former Jeep dynamics and development engineers who combine technical OE knowledge with decades of off-road experience. Here are some of the critical areas that we focused on when developing our line of DualSport Suspension Systems for the JK Wrangler:

1. FREQUENCY-BASED, PROGRESSIVE RATE SPRINGS

When designing our coil springs we made sure to take into consideration the sprung weight of the vehicle, wheelbase, load-carrying requirements and the relevant speeds the vehicle will encounter. We then use this data to manufacture progressive rate, frequency-tuned coil springs to ensure the best possible combination of ride quality and handling.

2. EXTENSIVE SHOCK TUNING

Rather than just settling for a generic off the shelf shock, we teamed up with Bilstein to develop a shock that brings out the best in AEV's geometry and spring rates. Tuned at the track, these custom valved shocks allow your vehicle to remain on course over washboard surfaces and carve corners with racecar-like confidence – all without compromising ride quality.

3. STEERING GEOMETRY

To eliminate roll-steer in our JK suspension systems, AEV engineers developed our High-Steer Kit. The High Steer Kit provides significant improvements to steering precision and handling by correcting the roll center height of the front suspension. Bringing the steering geometry back into factory alignment reduces body roll, bump steer, and roll steer, all major contributors to the loose or sloppy steering and driver fatigue commonly associated with many lift kits.

4. ROLL-CENTER GEOMETRY

In both our 3.5 and 4.5-inch DualSport Suspension Systems, the front and rear track bars have been significantly repositioned to place the roll-centers in the optimal locations, significantly reducing body roll for increased driver confidence under hard cornering.

5. CONTROL-ARM GEOMETRY

Our Geometry Correction Brackets are designed to optimize the front end control arm geometry in our DualSport suspension systems. These brackets not only improve the approach angle of the front control-arms, they change the location of the instant-center and create a significant anti-dive quality under hard braking. Geometry Correction Brackets are included in all AEV 3.5 and 4.5-inch DualSport Suspensions Systems, but can also be added to AEV's 2.5-inch DualSport Suspension System.

6. ELECTRONIC CORRECTION/CALIBRATION

Now that Electronic Stability Program (ESP) is standard on every new Jeep, a suspension system must be designed to work with these stability programs. Consequently, a programming device is needed to recalibrate the parameters so that these systems can function properly with the lift, tires, etc. in place. This is why we developed the ProCal module which is included in certain versions of our JK suspension systems.

7. MOTION RATIOS AND INTERNAL CLEARANCES

Motion ratios are simply the relationship between one moving part and another. Internal clearances are the myriad of places where the moving parts of the suspension would contact other parts of the chassis if allowed to move too far beyond the normal range. AEV has carefully checked the clearance all components to ensure bind and noise-free movement in all of its JK suspension systems.

8. DURABILITY

If you evaluate the bracketry and other components in AEV's JK suspension systems, you will notice that they are robust and factory-like in appearance. All AEV components have been specifically designed to work in conjunction with various factory components, without sacrificing long-term durability.

We painstakingly evaluated every aspect of the JK's performance in relationship to the added lift height our suspension systems create. Because of this, AEV's customers get exactly the right content in the kit to deliver the performance and durability that they expect. AEV DualSport suspension systems deliver off-road capability without compromising on-road drivability. These true dual-mode suspension systems elevate the enjoyment of driving a lifted Jeep every day.



3.5"/4.5" DUALSPORT SC/RS

AEV's DualSport SC & RS Suspension Systems bring OE-level suspension engineering to the aftermarket, creating a true do-anything "dualsport" suspension—one that is both extremely capable off-road, while offering unparalleled on-road performance and handling.

To achieve this balance of on-road performance and off-road capability AEV relied on proven factory engineering methodology. The control arm, steering, and track bar geometry has been optimized to significantly improve the cornering and braking characteristics of the vehicle.

AEV's frequency-tuned coil springs are paired with a set of track tuned Bilstein 5100 series shock absorbers (SC) or 5160 series remote reservoir shock absorbers (RS) to achieve the best possible ride quality. Since the suspension and steering geometry has been optimized, this allowed for the shocks to be tuned with a focus on damping suspension movement—rather than on trying to mask unwanted handling problems resulting from poor geometry or spring tuning.

Available in 2 door or 4 door configurations for Left and Right hand drive.

KIT CONTENTS:

- Frequency-tuned, progressive rate springs
- AEV-tuned Bilstein 5100 series shocks (DualSport SC)
- AEV-tuned Bilstein 5160 series shocks (DualSport RS)
- Bump-stop spacers
- Rear stabilizer end links
- Rear track-bar tower
- Custom rear track bar
- Brake line drop brackets
- Geometry Correction Front Control Arm Brackets
- AEV High Steer Kit
- Heavy-duty steering damper
- ProCal Module
- Jack Base

Recommended Tire Size:

- 3.5" suspension lift can work with up to 35" tires.
- 4.5" suspension lift can work with up to 37" tires.

Notes:

- 2012 Exhaust Clearance: Installation on a 2012 JK requires a minor exhaust system modification to clear the driveshaft, which can be done at your local exhaust shop.
- 2007–2011 Driveshaft: For installation on a 2007–2011 automatic transmission JK, we recommend a narrower drive shaft.
- Diesel Compatibility: To install on a 2011+ Diesel JK with a Diesel Particulate Filter (DPF), you will also need AEV's custom DPF tube.



2.5" DUALSPORT XT

AEV's DualSport 2.5-Inch XT Suspension System was designed to appeal to Jeep JK Wrangler owners who want the added highway and trail performance of AEV's taller 3.5 and 4.5-inch DualSport Systems, but with a reduced lift height.

As with AEV's 3.5 and 4.5-inch systems, painstaking attention was paid to tuning and geometry. Not content to simply borrow the same spring rates and shock valving of the taller systems, we specially tuned the coil springs and shocks that are unique to the needs of the new, lower ride height. The result is new frequency-tuned, triple-rate coils at all four corners and custom-tuned Bilstein shocks matched to the coils. Additionally, we evaluated the new system for cornering and braking and determined that a new, geometry-corrected rear Track-Arm Tower would be needed to help create the kind of handling AEV suspension systems are known for.

The DualSport XT Suspension System is then rounded out with everything else needed to complete the package. This includes a custom rear track-arm, front stabilizer end link relocation brackets, bump-stop extensions and brake line relocation brackets. Combined with the springs and shocks, these components allow AEV's DualSport 2.5-Inch XT Suspension System to deliver classic AEV on and off-highway performance, exceptional reliability and a lower, more user-friendly lift height.

Available in 2 door or 4 door configurations for Left and Right hand drive.

KIT CONTENTS:

- Frequency-tuned, progressive rate springs
- AEV-tuned Bilstein 5100 series shocks
- Bump-stop spacers
- Rear track bar (LHD only)
- Rear track bar tower
- Brake line drop bracket set
- Front stabilizer end link relocation brackets

Recommended Tire Size: 33"-35"



3.5" DUALSPORT ST SUSPENSION

The AEV DualSport ST Suspension System is designed for those on a budget who still want a high performance suspension. It utilizes all of the same key engineering concepts as our Dual Sport SC Suspension System, but does not include the High Steer Kit, Pro Cal Module and Jack Base.

Available in 2 door or 4 door configurations.



GEOMETRY CORRECTION BRACKETS

AEV's Front Control Arm Drop Brackets pack a lot of suspension performance improvements into a small and affordable package. These drop brackets will improve front impact ride quality (expansion joints, ledges), increase anti-dive for improved braking performance, decrease the operating angle range of the front driveshaft, and eliminate the need for adjustable control arms or cam bolts for caster correction. AEV Front Control Arm Drop Brackets are included in all AEV 3.5"/4.5" DualSport suspensions, but can also be added to AEV's 2.5" DualSport suspension as well as other manufacturer's suspensions.

PN: Nth20410



JK HIGH STEER KIT

AEV's High Steer Kit provides significant improvements to steering precision and handling by correcting the roll center height of the front suspension. Bringing the steering geometry back into factory alignment reduces body roll, bump steer, and roll steer, all major contributors to the loose or sloppy steering and driver fatigue commonly associated with many lift kits. The kit includes a flipped draglink to improve ground clearance as well as a heavy duty steering damper.

AEV's High Steer Kit is included with our 3.5"-4.5" DualSport SC and RS suspensions, but can also be added on to suspensions in the 3.0"-4.5" range from other manufacturers. Minimum of 3.0" of jounce bump spacing is required.

Key Features:

- Corrects steering geometry
- Improves steering precision
- Improves ground clearance
- Includes OE-grade draglink
- Includes heavy duty steering damper

PN: Nth20405



REAR DIFFERENTIAL SLIDER

The AEV JK Slider is a smooth differential skid plate that is designed not only to keep you from getting hung up on your differential, but also to protect the lower CV joint. Built for the Dana 44 rear axle, this slider is made of 1/4" steel and comes with a black powdercoat finish.

PN: Nth24220



2.0" SPACER LIFT

AEV's 2.0" Spacer Suspension System was designed for JK owners who want the quality associated with AEV's suspensions, but only need 2-inches of lift at an economical price. Typical of AEV products, this system has been engineered to integrate seamlessly with the JK. It retains the quality and tuning of the JK's factory shocks, which in testing have proven superior to many of the aftermarket shocks sometimes included with systems in this price range. This system provides a more aggressive appearance, AEV quality and an economical price without compromising the factory handling that drivers have come to appreciate in their JKs.

KIT CONTENTS:

- Front and rear polyurethane spring spacers
- Front and rear bump stop spacers
- Sway bar end links (RHD Only)
- Front and rear shock extension brackets
- Front brake line drop brackets

Recommended Tire Size: 33"-34"

PN: N0221000



REMOTE RESERVOIR SHOCKS

AEV-tuned Bilstein 5160 Remote Reservoir Shocks offer increased performance for our customers who regularly travel over long distances of rough terrain. The AEV 5160's feature a custom tune developed jointly by Bilstein and AEV engineers specifically for AEV's DualSport Suspensions.

The key to the 5160 is its remote reservoir which provides a much larger gas chamber than the conventional Bilstein 5100 Series Shocks. This larger chamber allows for far greater tolerance to the oil expansion and pressure increase that occurs as operating temperatures climb inside the shock. Greater tolerance means reduced oil foaming and ultimately more consistent ride performance.

These shocks are included with our DualSport RS Suspension kits, but are also available as an upgrade to existing owners of our DualSport SC or DualSport ST kits.

PN: Nth22232



PROCAL

AEV's ProCal Module is a hand-held powerhouse! This essential tool provides JK owners an easy, low-cost way to make a variety of useful changes not offered by the dealer or any other re-programmer. Topping the list is the ability to correct the speedometer and gear ratio when larger tires are installed. When the speedometer is left uncorrected, there is a major degradation in the performance of the stability control (ESP) and transmission shifting.

The best part of the ProCal is that it isn't just for correcting the speedometer. The Tire Pressure Monitoring System can now be recalibrated to better suit aftermarket tires without triggering the dash light. Further, the ProCal Module makes it possible to activate daytime running lamps, "one-touch" turn signals, enable a temporarily increased engine idle speed for winching, clear engine codes, and even has a feature to help alignment technicians align the vehicle perfectly for optimal ESP performance.

The ProCal Module is equipped with a series of easy-to-use DIP switches. By reading the simple Quick Reference Guide included with the ProCal module, a user can quickly dial in a code for the desired recalibration. Once the DIP switches are set, simply plug the Module into the vehicle's OBDII port. The whole process can be completed in mere.

Key Features:

- Correct speedometer
- Optimize ESP performance
- Recalibrate tire pressure monitor
- Clear engine codes
- Increase engine idle speed
- "One touch" turn signals
- Easy to use DIP switches

PN: 30406007

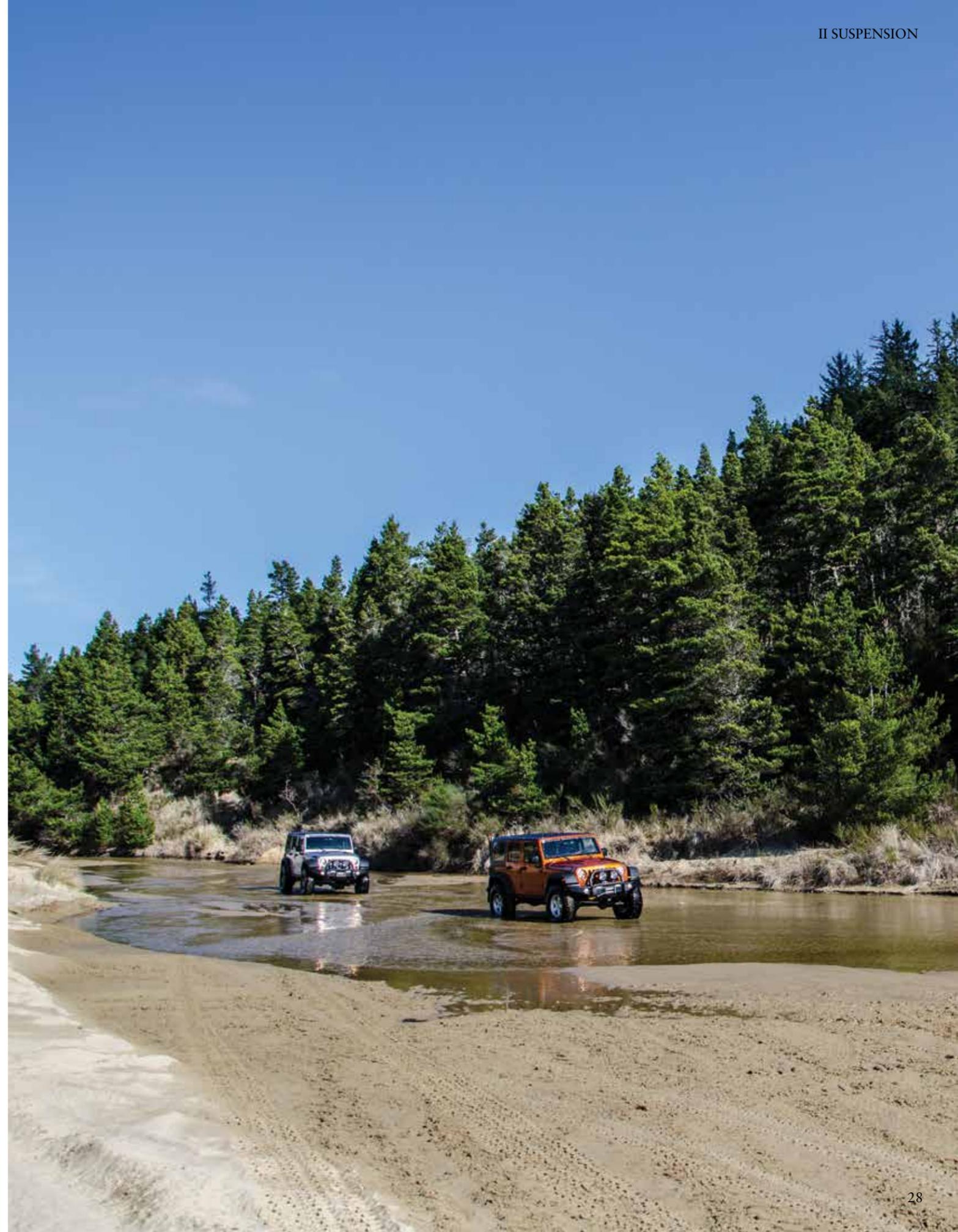
**JACK BASE**

AEV's Jack Base provides 3-1/2 inches of additional lift height to the stock Wrangler's "scissor" jack - allowing tires of up to 37" or more to be changed with ease and stability. Many people don't realize that the stock jack won't work to change larger tires until it's too late, leaving them stranded on the side of the road or worse, on the trail. The large 7.5" x 10.5" base gives the jack better stability in off-road and soft soil conditions. Handy compartments in the base store your AEV lug nut extension and the OE wheel lock key. The Jack Base is shaped to fit neatly into the JK's rear floor compartment and can also double as a wheel chock to prevent a disabled vehicle or trailer from rolling.

Key Features:

- Fits into JK cubbie
- Change up to 37" tires
- Doubles as wheel chock
- Holds lug socket and wheel lock key
- Provides floatation in soft soil or snow
- Extremely strong and durable

PN: 30406002





III. WHEELS



PINTLER

AEV's classic wheel design, the Pintler combines timeless styling with the innovative features and off-road strength that you've come to expect from AEV. We pioneered the idea of recessed valve stems, which come in pretty handy when you're dragging your wheels across rocks or other obstacles. They have a JK specific offset, which provides the optimal balance of tire clearance (up to 37" tires), scrub radius and handling. Available in Argent, Silver and Black finishes.

Key Features:

- Compatible with Tire Pressure Monitoring System (TPMS)
- Recessed valve stems
- Tested to stringent SAE J2530 standards
- Lifetime structural warranty

Size: 17" x 8.5"
 Bolt Pattern: 5x5
 Offset: +10mm
 Approximate Backspacing: 5.2"





SAVEGRE

Style and performance in one sweet package, AEV's Savegre wheels offer the best of both worlds. Hub-centric mounting takes the load off of your studs and places it squarely in the hub where it belongs. The result is a better ride and longer lasting bearings. Our recessed valve stems are a feature that helps to ensure trouble-free off-roading. Designed for up to 37" tires, the JK Savegre wheels give heightened looks and performance to any JK Wrangler. They have a JK-specific offset, which provides the optimal balance of tire clearance (up to 37" tires), scrub radius and handling. Available in Argent, Silver and Black finishes.

Key Features:

- Compatible with Tire Pressure Monitoring System (TPMS)
- Recessed valve stems
- Tested to stringent SAE J2530 standards
- Lifetime structural warranty

Size: 17" x 8.5"
 Bolt Pattern: 5x5
 Offset: +10mm
 Approximate Backspacing: 5.2"





PINTLER BEADLOCK

AEV's classic wheel design, the Pintler combines timeless styling with the innovative features and off-road strength that you've come to expect from AEV. The beadlock version of the Pintler is a true two-piece wheel meant to stand up to heavy off road abuse. Our beadlocks are cast – as opposed to cut and welded – to ensure structural integrity and to comply with DOT regulations for two-piece wheels. They also feature our recessed valve stems, which come in pretty handy when dragging your wheels across rocks or other obstacles. They have a JK-specific offset, which provides the optimal balance of tire clearance (up to 37" tires), scrub radius and handling. Available in Argent and Silver finishes.

Key Features:

- Compatible with Tire Pressure Monitoring System (TPMS)
- Recessed valve stems
- Tested to stringent SAE J2530 standards
- Lifetime structural warranty

Size: 17" x 8.5"
 Bolt Pattern: 5x5
 Offset: +10mm
 Approximate Backspacing: 5.2"



RAISING SAND

AEV was proud to sponsor Team Lerner Reina, the only returning USA based team at the 2012 Rallye Aicha des Gazelles (Rally of the Gazelles) in Morocco. We built Team Lerner Reina a Jeep that we knew would help them compete at a high level in this incredibly demanding race.

Over 9 days, from March 17th—31st, sisters Amy Lerner and Tricia Reina competed amongst 300 women in one of the most difficult off-road races in the world. Teams are provided with a daily “Road Book” containing geographic coordinates, headings and distances. With only a compass and a 1:100,000 scale map they were required to plot the shortest passable route and plan their itinerary. Taking place in the foothills of the High Atlas Mountains and the dunes of the Northern Sahara, the race is a demanding test of navigation, driving skill, endurance and vehicle durability. Here is Amy’s account of the Rally and the team’s AEV-equipped Wrangler.



The objective of the Gazelle Rally is to take the shortest path possible from checkpoint to checkpoint, which makes the ability to drive over – instead of around – any terrain you encounter an important key to success. Comfort is another major factor. The Gazelle Rally is 9 days of competition, days that start at 4 am and can end 14 hours later, with up to 250km of rough terrain in between. Minimizing driver fatigue definitely helps a team’s performance and decision making.

2011 was our first time competing in the Gazelles Rally, and we drove a 2007 H3. It unfortunately suffered electrical problems mid-competition, and left us with no controls for any of the functions you’d want to use off road. We finished 52nd out of 110 teams, but came home feeling like our vehicle held us back.

After my sister Tricia and I decided we would come back to compete again in the 2012 Rallye Aicha des Gazelles, I started conducting my research to try to figure out what the perfect vehicle would be for such a unique competition. I spent hours poring over stats and reviews and looked at many different vehicles, but kept coming back to the Wrangler. I had driven one for the first time during our initial off road training session in 2011. It was nimble and capable, but seemed a bit underpowered. After learning of the upgrade to the engine and transmission for 2012, I decided the JK was the way to go.

Our experiences with the H3 taught me that there were some aftermarket modifications that were needed to make the Jeep even more suitable for the Rally. Back to my research... after countless hours on Jeep forums and many news articles later, I had my wish list of names to build our Jeep. It had one company on it: AEV. Knowing what we would be facing in Morocco, AEV’s ability to modify a Jeep and significantly improve its off road performance while still maintaining its integrity and comfort was something I looked forward to experiencing.



“...I HAD MY WISH LIST OF NAMES TO BUILD OUR JEEP. IT HAD ONE COMPANY ON IT: AEV”

In terms of the specifics of our build, every AEV component gave us benefits. The Heat Reduction Hood (aside from being a thing of beauty from the driver’s seat) and Snorkel meant we never were one of the teams waiting at a checkpoint with their hood up for their engine to cool down. Overheating was just not an issue. I was a tad nervous about the 3.5” DualSport RS Suspension, having never spent time in a lifted vehicle, but I could not have been more pleased with the performance. The Suspension made crossing fields of camel grass a breeze compared to the struggle we had in the H3. Tight, quick turns at speed at the top of a sand dune felt stable and secure. We had none of the ‘seat of the pants’ sensation we felt last year. Having our recovery gear secured, yet easy to access on the Rear Tire Carrier freed up valuable storage space inside the vehicle. Even the Rear Bumper’s water reservoir made us happy. It stored our required 5 liter emergency water supply much better than the leaky plastic container we had bouncing around in the back the year before.

Our first chance to test the vehicle’s capabilities came during the Prologue, the half day warm up. My sister and navigator Tricia kept guiding me around the dunes and other obstacles. I wanted to go over them. By the end of the first few hours, we both had the confidence in our AEV JK to know that our competitive strategy was going to be “Just go straight”. And that’s what we were able to do. The driving was so enjoyable that by the last couple of days of the Rally, I was looking for terrain challenges and hoping our route would take us there just for the fun of driving them.

We finished 8th out of 129 teams in the 4x4 category. To make the top ten means that you kept up with professional drivers, Olympic medalists, custom built vehicles, automotive manufacturer sponsored teams, and some very experienced Gazelles. In the Gazelle Rally, your vehicle really is your third teammate, and our AEV built Jeep performed well above our expectations. It was easy to drive, it was fun to drive, and most importantly, I never felt our route choices were constrained by our vehicle. Wherever we needed to go, the Jeep went with ease, confidence and a heck of a lot of enjoyment.

—Amy Lerner

IV. POWERTRAIN

HEMI BUILDER KIT

Whether you are rock crawling at Moab, racing across the sand dunes at Glamis, or even running the quarter mile at your local drag strip, an AEV 360HP 5.7L HEMI V8 or a 470HP 6.4L HEMI V8 engine conversion is exactly what you need to unlock the true potential of your Wrangler.

If you've dreamed of having a V8-powered JK and are something of a do-it-yourself type, look no further than AEV's HEMI V8 Builder Kit. Designed for shade-tree mechanics and professionals alike, AEV's V8 HEMI Builder Kit includes everything you need to complete the swap with factory-like results.

When considering a V8 conversion, it's important to look at more than just the power potential. AEV's HEMI V8 Builder Kit also provides ease of installation, with great features like no-measure motor mounts, a perfectly fitted exhaust, a custom radiator bottle that means no clumsy relocation, and a wiring harness that is literally plug-and-play. AEV's wiring harness uses all OE connectors, all factory color-coded wires and has every single circuit computer tested before you receive it.

5.7L

6.4L



360 HP

470 HP



390 LB-FT

465 LB-FT

Key Features:

- The most comprehensive do-it-yourself HEMI Kit on the market
- Custom AEV Intake Manifold supplied with 6.4L HEMI kits
- Plug and play wire harness simplifies the entire process
- Wire harness is 100% computer tested
- Engine functions as stock, can be serviced and diagnosed by any Chrysler/Jeep dealer
- "No measure" motor mounts index off holes in frame
- Leaves dash cluster, warning systems, accessories and overdrive intact and fully functional
- ProCal calibrates the pedal, no need to go to dealership
- Includes complete Bill of Materials indicating all Chrysler parts needed to complete the conversion

Kit Contents:

- AEV Motor Mounts
- AEV Transmission Mount
- AEV Transmission Crossmember
- AEV Wire Harness (100% computer tested)
- Flowmaster High-Flow Exhaust with Catalytic Converters
- AEV Intake Manifold (6.4L HEMI Kits Only)
- AEV Aluminum Cross-Flow Radiator
- Custom Flashed PCM
- AEV ProCal Module
- AEV Steel Battery Tray (OE or Optima Group 31)
- AEV Steering Relocation Bracket
- Heavy Duty Transmission Cooler
- AEV CNC-Bent Fuel Line
- AEV CNC-Bent 3-Piece Air Conditioning Line Set
- AEV CNC-Bent 2-Piece Power Steering Line Set
- AEV Air Box Bracket
- K&N Air Filter
- AEV Coolant Recovery Bottle
- AEV Front Spring Spacers (to correct ride height)
- AEV Decal Package



3.8L SUPERCHARGER

AEV has partnered with Magnuson to develop a supercharger for the 2007–2010 Jeep Wrangler JK 3.8L. The AEV Supercharger utilizes the latest in EATON's line of Twin Vortices Series (TVS) superchargers, and offers many performance benefits over other existing blower designs. Its advantage lies with its four-lobe, 160 degree high helix rotors, which provide increased air flow with a wider operating range and a higher pressure capability while maintaining cooler operating temperatures and a quieter operation.

Known worldwide as the industry leader in supercharger technology, EATON has become the only supplier for manufacturers such as Audi, GM, Ford, Mercedes, Jaguar and Nissan. EATON's TVS hybrid-roots supercharger system offers many advantages over centrifugal superchargers when being used on daily driven applications. The EATON TVS hybrid-roots supercharger is completely self-contained, virtually maintenance free, and delivers power earlier in the rpm range and in a more linear fashion. The end result is a supercharger system that compliments the driving habits of most JK owners whether it is on the trail or in rush hour traffic.

With this technologically advanced system, your Jeep Wrangler 3.8L can achieve extreme torque levels while maintaining its everyday drivability. The AEV Supercharger delivers horsepower and torque across the entire rpm band — giving you more power on tap whenever and wherever you need it. During testing, vehicles equipped with a factory air box and a 2.8" supercharger pulley gained an impressive +58.4 horsepower and +59.6 lbs./ft. of torque at the wheels. That translates into a 37% increase in horsepower and a 33% increase in torque!

Whether on the streets or blazing a new trail in the great outdoors, you will never be at a loss for power with the AEV Supercharger installed on your JK.

Application:

2007–2010 Jeep Wrangler 3.8L V6

PN: 40307060



Features:

- Eaton TVS hybrid-roots supercharger
- 50-state emissions legal
- Installs in 8-10 hours
- 100% complete bolt-on system
- Fits with the stock hood or the AEV Heat Reduction Hood
- Internal Bypass Valve virtually eliminates parasitic loss
- High thermal efficiency
- High helix four-lobe rotors with 160 degrees of twist
- Improved air-handling characteristics
- Acoustically designed for noise and vibration reductions
- Utilizes all factory "push-lock" connectors

Included Components:

- 6th Generation MP1320 TVS supercharger with integral bypass valve
- High flow fuel injectors
- Liquid-to-Air Intercooler
- Diablo Sport Predator Handheld Programmer
- Large front-mounted heat exchanger
- All necessary fittings, lines, belts, and hardware required

For customers seeking additional power, an optional 2.6" supercharger pulley upgrade and an open element air intake system are also available.



V. TOOLS

AEV prides itself on manufacturing quality-crafted products, and respects other companies that do the same. So we've teamed up with a couple of our favorites to offer AEV editions of some very sharp items that you'll find essential on the trail. Yes, that pun was totally intended.

AEV EDITION SAWS BY SILKY SAWS



KATANABOY



BIGBOY



ONO

AEV KATANABOY

The AEV KatanaBoy is an essential piece of safety gear for the off-road enthusiast. Unfolded, this saw measures nearly four feet long and makes clearing downed trees a breeze, which can be especially useful if Jeeping on a wooded trail.

The AEV Katanaboy features a long, well-balanced, taper-ground blade with an impulse-hardened, non-set tooth design that provides extended working reach, faster cutting and handles large limbs and trunks with virtually no effort. The non-slip, two-handed, rubberized cushioned handle provides a sure and comfortable grip even in the muddiest, wettest 4WD conditions. Includes a sturdy nylon case.

Blade Length: 19 3/4"
Overall Length: 46 3/8"
Weight: 2 lbs
PN: 70501105

AEV BIGBOY

The little brother to the KatanaBoy, the AEV BigBoy will be right at home under the seat of your Jeep, but is small enough to also be packed on a motorcycle or snowmobile. With 5.5 teeth per inch and rubber-cushioned, double-fist handle, you'll have all the cutting power you need to clear a trail or cut firewood in a compact package.

The BigBoy features a low angle curve, hard chrome-plated blade, well suited to cutting branches and limbs. Its well-balanced taper-ground blade with impulse-hardened non-set tooth design provides extended working reach, faster cutting and handles large limbs and small trunks with no effort. It is an ideal multi-purpose folding saw.

Blade Length: 14 1/5"
Overall Length: 30 1/8"
Weight: 1 lb
PN: 70501104

AEV ONO

Looking for a Jeepers best friend? While small and compact, this feisty chunk of Japanese craftsmanship won't let you down when it comes to clearing trails or cutting up small timber for that evening fire. From the moment you handle the AEV Ono, you'll know that it's destined for your next venture into the great outdoors and will become a regular part of your camping gear for years to come. Includes a custom-fitted carrying case.

Blade Length: 4.7"
Weight: 1.76 lbs (2.09 lb with sheath)
PN: 70501106



"THE AEV KATANABOY HAS EARNED ITS SPOT AS ONE OF THE FIRST PIECES OF GEAR I GRAB WHEN PREPARING FOR A TRIP. HERE WE WERE, WELL PAST OUR FUEL TURN AROUND POINT. KATANABOY MADE THE DIFFERENCE BETWEEN BEER AND WINGS THAT NIGHT OR A VERY LONG, DANGEROUS 20 HOUR WALK OUT."

— DAVE HARRITON | AEV FOUNDER AND PRESIDENT

AEV EDITION KNIVES BY BENCHMADE

These premium AXIS® spring-assist opening knives are the ideal choice for someone looking for a high end, general purpose pocket knife. They feature an ambidextrous thumb-stud design that allows you to easily open and close the knife with either hand. Both the 3.6" Barrage® and 2.9" Mini-Barrage® are available as a plain edge blade or the serrated combo-blade.



BARRAGE®

MINI-BARRAGE®

VI. INTERIOR



CORDURA® SEAT COVERS

Made from one of the toughest materials on the planet, AEV Seat Covers offer the ultimate protection for your seats. They're made to stand up to toughest conditions, from the rainy season in Costa Rica to a Jeep full of rambunctious kids and pets. Made of 1000 denier Cordura® with a waterproofing element that is "milled" into the backside of the fabric, they are more durable and longer lasting than neoprene seat covers and offer better water protection by repelling water away from your seats. Treatment using a product like Scotch Guard is never required. These covers will last for years.

Saddle, Black, Khaki, 4 door or 2 door, Front or Rear, '07-'10 or '11+

Key Features:

- Made of waterproof, 1000 denier Cordura®
- More durable than neoprene
- Machine washable
- Simple installation with hook-and-loop fasteners
- Will not interfere with seat positioning
- Map pocket on passenger side cover



CORDURA® HEADREST COVER

In addition to protecting your seats, AEV offers a matching headrest cover. The same high quality Cordura® with AEV's signature Bison logo embroidered in the lower corner of the front headrests. Saddle, Black, Khaki, 4 door or 2 door, Front or Rear, '07-'10 or '11+

FLOOR MATS

AEV Floor Mats add protection and styling to the interior of your JK. These injection molded, rubberized Floor Mats are precisely engineered to contour the floor pan of the JK for an exact fit and are deep enough to trap mud, snow or water without being obtrusive. Our unique locking hook attachment keeps these Floor Mats securely in place while still allowing for easy removal.

Front Floor Mat Kit: 30502001
Rear Floor Mat Runner (4dr): 30502103



CARGO LINER

The AEV Cargo Liner offers maximum protection for your carpet when hauling cargo in the back of your JK. The texture provides ample skid resistance to reduce shifting cargo while driving. This heavy duty Cargo Liner compliments the rugged styling of our Floor Mats, while offering the same level of protection.

PN: 30502104



STOCKED UP

PREPARING FOR AN OVERLAND EXPEDITION

Exploring remote locations and interacting with other cultures is the beauty of overland travel. Overlanding is a vehicle-supported, self-reliant form of adventure travel, so it is critical to make sure that your vehicle is well stocked with all the necessary tools, spare parts, fluids, recovery equipment, emergency equipment and personal supplies that you may need before embarking on any multi-day trip. These supplies will prove to be essential should the unexpected occur and will give you piece of mind when venturing to remote back country locations. Below is a basic list of key items that we recommend for a 1-2 week overland trip.



TOOLS

- Socket set, box wrenches, crescent wrenches, vise-grips, screw-drivers, allen wrenches, pipe wrench, pliers, channel-locks, C-clamps, hammer, multi-meter/test light, tire air pressure gauge, siphon, and a funnel
- Tire plug kit
- Electrical tape and duct tape
- Axe, wood saw, hacksaw, pry-bar, and shovel
- Flash light
- Safety glasses
- Jumper cables
- Plastic tarp (approximately 6'x 6')
- 50 to 100 feet of 1/4" or 3/8" nylon cord

PARTS

- Accessory (fan) belts, radiator hoses, spark plugs u-joints, wheel bearings, tie-rod ends, fuses, spare nuts and bolts, bailing wire, zip-ties, and JB-Weld
- Fluids such as engine oil, differential fluid, transmission fluid, power-steering fluid and bearing grease
- Specialty anti-freeze (if required for your vehicle)
- Five gallons of water for the vehicle
- 10 gallons of extra fuel in an EPA certified container

RECOVERY

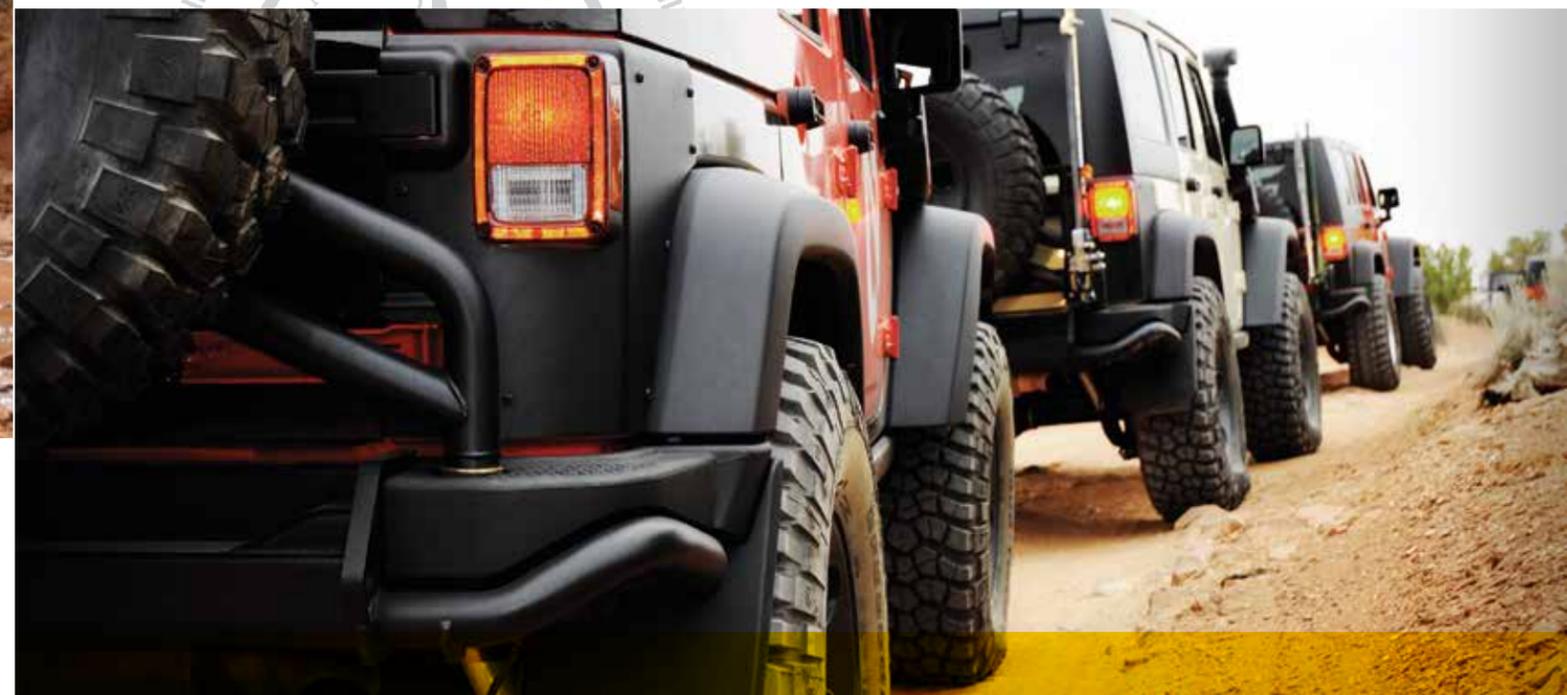
- Snatch strap, winch extension strap, tree strap, (4) D-shackles and a snatch block.
- Hi Lift Jack, Hi-Lift Jack winching accessory kit, Hi Lift Jack Base
- Spill kit (Instazorb or equivalent), plastic bags and rubber gloves
- Leather gloves
- CB radio (if traveling in a group)

PERSONAL

- Weather-appropriate tent, sleeping pad and sleeping bag
- Weather appropriate clothing (including hats, gloves, sunglasses, shoes...)
- Medications (with enough supply to last beyond expected dates of travel)
- Adequate food to last beyond the expected dates of travel.
- One gallon of water per person, per day

EMERGENCY

- SPOT beacon or other satellite locator device
- Maps and compass and the ability to triangulate
- Cellular or satellite phone
- Bandages and other first-aid supplies
- Informed contacts at home who know where you will be traveling
- Fire extinguisher
- Road flares
- Functional spare tire
- Optional firearm or pepper spray
- (4) Ratchet straps and (4) cinch straps (beyond those holding down your cargo)
- Water filtration device



Obviously, there will be certain gear that is required that is specific to the terrain on which you will be traveling (such as sand or snow) so it is always recommended to thoroughly research the area before packing for your trip. You will want to evaluate how technical the terrain is that you will be encountering, and also be aware that certain areas may experience dramatic weather changes. The quantity of items on this list

will also vary, depending on the number of vehicles in your group. We recommend that you take an assessment of the specific demands of your trip and add or subtract from this list as necessary. An overland trip can be a very rewarding experience, but being well prepared to overcome whatever obstacles you may encounter will ensure that you are able to make the most out of your journey.



VII. TJ WRANGLER



TJ BRUTE KIT

This is the truck that made us famous. By combining the creature comforts and 4WD prowess of the Jeep TJ with the rugged practicality of a truck, AEV produced this one-of-a-kind pickup truck conversion.

Winner of the prestigious Daimler/Chrysler Design Excellence Award, the Brute conversion incorporates stamped steel body components, industry-leading corrosion protection and transforms the Jeep TJ into a show-stopping utility vehicle that can work and play like no other.

The Brute conversion kit arrives over 90% assembled. It also includes detailed instructions and precise frame jigs to eliminate guesswork and keep the build time to approximately 60 hours. For heavy trail use, the Brute conversion can be upgraded with Tubular Rocker Guards and Highline Fenders.

PN: 41003022

TJ HIGHLINE BODY KIT

The Highline Body Kit was designed with performance in mind...and not just off-road performance. This kit consists of all new stamped steel front fenders, Heat Reduction Hood and tough, polypropylene fender flares. The Highline Body Kit gives you the ability to run larger tires with less lift, resulting in more ground clearance with a lower center of gravity. Add the Highline Body Kit to your 97-06 TJ Jeep Wrangler and notice dramatically improved ride quality, climbing ability, and traction with absolutely no compromises.

The entire kit is made from the highest quality steel, and comes e-coated, ready to paint. AEV didn't stop at making an all new steel fender; we improved the strength as well. The fenders included in the Highline Body Kit are made from 14ga. steel (nearly 3 times as thick as the stock fenders) and provide 3.5" of additional fender clearance.

Key Features:

- Doesn't require relocating any under-hood components
- OE styling, fit, and finish on all components of the kit
- Allows for larger tires with less lift (33" tires with no lift)
- More ground clearance with a lower center of gravity

Note: Paint, and some minor trimming on the rear wheel opening are required depending on tire size.

PN: 41003011



running in REYKJAVIK

by Dave Harriton

I can't remember when I first heard about crazy guys in Iceland building Landcruisers with 44-inch tires and traveling over the glaciers, but the thought of using our Jeeps to drive over thousands of feet of snow in an exotic location in the far north has always held a certain draw for me. My friends and I had been using big tire and extreme low pressure wheeling techniques where I live near the Montana/Idaho border for years, driving over deep snow to access various rivers for whitewater kayaking early in the season. After years of merely thinking about a trip to Iceland, it finally came to fruition last June, and it was everything I had thought of and more.



Iceland is a small volcanic island about the size of Kentucky located in the middle of the North Atlantic, halfway between the US and Europe and fittingly, it seems that everything in the culture is also halfway between the US and Europe. Some things, like big V8 engines and sandwiches named The Big Texan or Route 66, are distinctly American and undoubtedly influenced by the US servicemen based on the island. Other things, like road signs, electrical sockets and people's willingness to talk to absolute strangers is much more European, and virtually all Icelandic people speak at least one other European language in addition to Icelandic and English. The population is only about 300,000, with 100,000 people living and working in Reykjavik alone. Once outside the cities, Iceland is sparsely populated and very rural, with expansive open spaces that reminded me of Montana.

The logistics are what takes the most time and effort in doing these types of trips, and Iceland was no exception. After months of planning, and with the details starting to fall into place, I was tasked with setting the itinerary. I could have spent hours researching, sending emails, and looking at maps, but with

one very well placed phone call I hired Aron Reynisson, a professional guide at Arctic Trucks (and one of the very same crazy guys I had heard of years earlier). He would show us around, arrange hotels and permits, and help us navigate the country, not to mention teaching us how to operate the gas pumps. Next to the decision to go to Iceland in the first place, hiring Aron was the best decision I made. His local knowledge and expertise came in handy in more than one situation.

The next step was to set up the Jeeps for our trip. At first I considered building two special vehicles specifically set up for Iceland, with larger-than-normal tires, snorkels, beadlock wheels etc. But then I had a thought, "let's take two of our normal AEV Jeeps, the same ones that most of our customers have in their garage." No snorkels, no beadlocks, and relatively small, by Icelandic standards anyway, 37-inch tires. I chose two Jeeps: a 2012 Dozer 2-door Rubicon with a 6.4L HEMI, and a 2012 Silver 4-door Rubicon with the new 3.6L V6. Both vehicles were set up nearly identically, with AEV Bumpers and Hoods, Warn Winches, AEV Suspensions, Tire Carriers, Fuel Caddy's and more.

The four wheeling in Iceland is unique to say the least. Every geological feature revolves around volcanic activity and it's not hard to see why, you are rarely out of sight of a major volcano. Although the constant daylight of the far northern summers is hard to get used to, it has two distinct benefits: first, it provides "2 for 1" days, which made it possible to accomplish a lot in our 10 day trip, and second, with the sun low on the horizon at night, the lighting is nearly perfect for photography.

On our second day in Iceland, Aron received a phone call from a friend who said the conditions were very difficult that morning, even for his 2006 Dodge truck with 46" tires. We decided late in the day to go up to the Langjökull glacier to check snow conditions before attempting to cross the glacier the following day. The Langjökull, Icelandic for "long glacier", is the second largest glacier in Europe. When we arrived, we aired down to 10 psi and slowly ventured onto the snow where our forward progress ceased in less than 100 ft. "Not a good sign," we all thought. We then aired down to 3psi and luckily it was a night and day difference. We settled into a comfortable pace for a few miles and



pulled up to a hut that was built on a rock outcropping. At this point Aron said to me “we’re going along pretty well, would you like to cross the glacier right now?” At first I sort of looked at him in disbelief since it wasn’t the plan and it was already 8:30pm, but managed to blurt out a “Yes!” It would be a late night, returning to Reykjavik at 6am, but it was truly amazing.

One particularly memorable part of our first glacier crossing came with about 20km to go when the low fuel light chimed on the 6.4L Jeep I was driving. I had been breaking the trail and it was hard work. Having already drained our reserve fuel in the Fuel Caddy, we did some quick calculations and still thought we could make it off the glacier and to a fuel station, but it would be close. We decided to let the 3.6L Jeep break trail for a while since they were doing slightly better on fuel having been following us up to this point. With Aron guiding Kyle Evans, one of the designers at Jeep, via radio commands, Kyle worked to maneuver the Silver Jeep around us. But just as he started getting off track, the radio stopped working, with Kyle heading down into a crevasse area where several vehicles and lives have been lost. After a few panicked moments and seemingly just in time, the radio began working again and Kyle managed to turn into a less dangerous area. The crevasse danger is very real and very dangerous and once again, proved just how critical it was to have a proper guide.

When we reached the other side of Langjökull, everyone was feeling a huge sense of accomplishment, so much so that we didn’t even notice it was 3:30am. The vastness of the glaciers is indescribable. The middle of Iceland must be what Mars is like... virtually lifeless, yet stark and beautiful in its own way. What looks like its 15 minutes away can be hours away, and with virtually no reference to distinguish sky from ice, or uphill from downhill, it can even become disorienting. We had perfect weather, but I can only imagine being up there in a storm.

Going into this trip, the glaciers were the primary attraction for me, and crossing them was certainly an experience of a lifetime, but I was surprised to find out that the glaciers were just one small



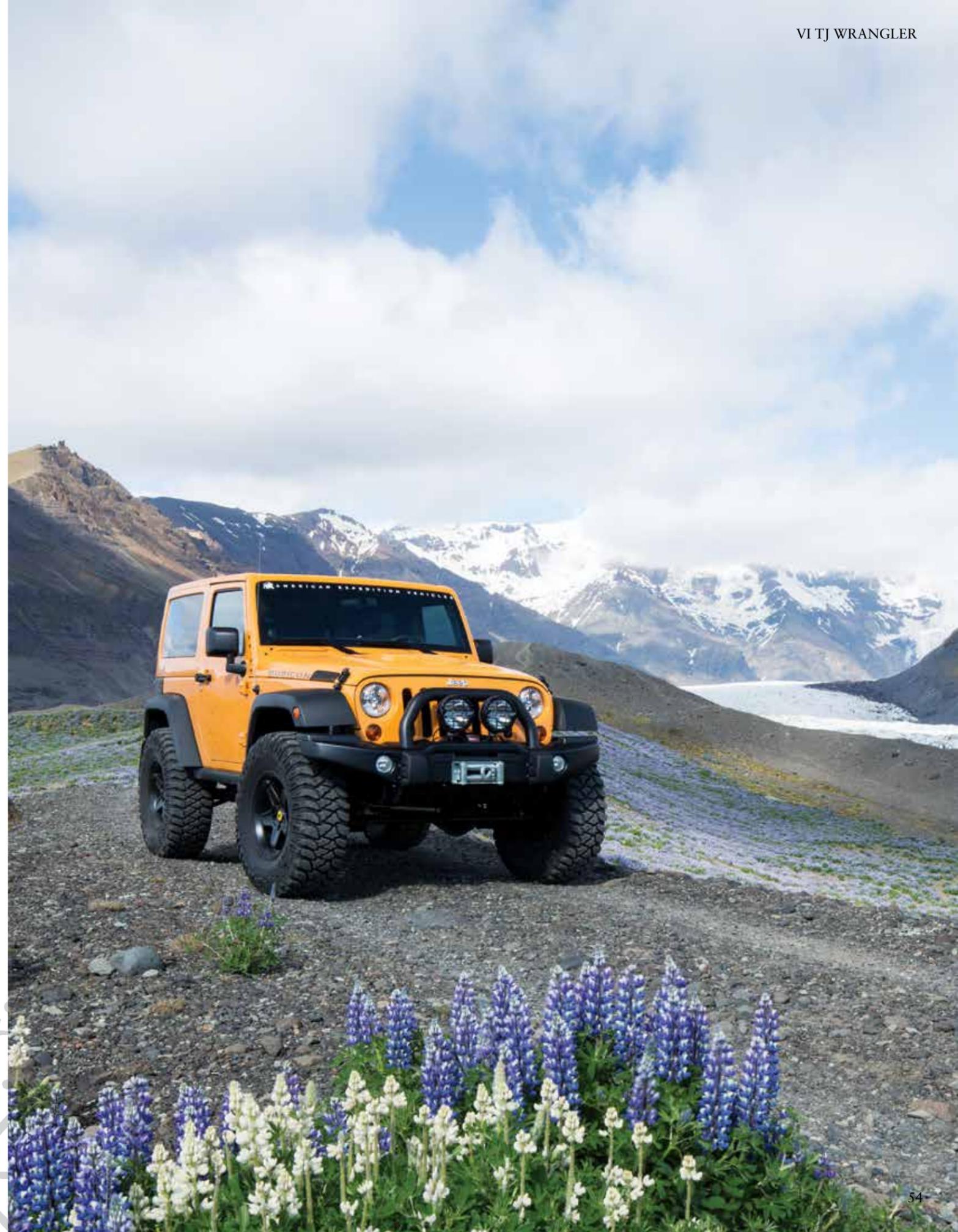
facet of the four wheeling to be had. Throughout the entire trip, we crossed four foot deep streams and rivers that were 300 yds across, drove to the top of volcanoes and across black sand beaches, and also spent hours at a time on the paved roads. Through it all, the vehicles performed flawlessly.

In the last 18 months, the Dozer 2-door that we brought had now crossed some of the biggest glaciers in Europe, climbed to the top of the Eyjafjallajökull volcano, traversed the Rubicon trail several times, driven in commuter traffic in Detroit, wheeled in Moab, been displayed to SEMA, and driven from Las Vegas to Montana and more. When I chose to bring two of our standard AEV Jeeps to Iceland, my hope was to prove that the everyday parts and vehicles we build are also capable of tackling the challenges offered by some of the more remote places in the world, and the vehicles didn’t disappoint. We never had to open the hoods or crawl under the vehicles to fix or tighten something. We never got stuck

or even had to unspool a winch. This was also the first time I got to use the new AEV Fuel Caddy in the real world. Since developing it, we had only tested it, never really tested it. What a reassuring feeling it was to run out of gas in literally the middle of nowhere, get out the super-siphon and in just minutes have a half tank of fuel.

In the end, we were in Iceland for 10 days and we only explored a tiny fraction of the country, mostly the southern edge from west to east, a small section of the northwest, and a bit of time crossing through the interior. I loved our time in Iceland. I left with a newfound appreciation for its people and the landscape, and best of all I left knowing that I’ll be back.

But don’t take my word for it, to see Iceland in all its jaw-dropping beauty, check out the video from our trip at www.aev-conversions.com/iceland.



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