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There's no debating that this Scrambler looks menacing while at the same time proportional. It features Metal Cloak 6-inch Overline tube fenders, 6-inch rear flares, and front Frame-Built bumper; GenRight corners and rocker armor; a Hanson rear bumper; custom hood vents; a Baja Designs Stealth LED light bar; NCD paint, Custom Coatings powdercoating; Daystar 1-inch body lift; and a Warn 12,000-pound winch. The rig rolls on 40x13.50-17 BFGoodrich Mud-Terrain KM2 tires on 8.5-inch-wide Walker Evans beadlock wheels.



## An '83 Scrambler that's smokin' hot

By Ken Brubaker Photography: Ken Brubaker

**EVERY VEHICLE HAS A STORY. SOME TALES ARE MORE INTERESTING** than others, and this 1983 Jeep CJ-8 Scrambler is one of those. You see, when Dustin Chernoh, owner of DC Customs in Ukiah, California, was only six years old, his cousin purchased this Scrambler brand spankin' new from a Jeep dealer in Sacramento, California. "I always thought it was the coolest rig ever," he says.

As the years passed, Chernoh would see the Scrambler at their annual family get-together. He wanted it, but coercing his cousin to sell

the rare machine wasn't easy. "For the past 10 years, I had been asking my cousin to sell it to me. Finally, in 2008, he gave in and the build began," Chernoh says.

Thus began a new chapter in the Scrambler's story. Chernoh used his in-depth off-highway knowledge to intricately restore the machine and fit it with some of the most proven components available. The result speaks for itself and the amazing rig is at home blasting through the sand, taming the trail or flying over a jump. Chernoh's Scrambler is clearly one hot machine.

# CHERNOH INFERNO



→ "FOR THE PAST 10 YEARS, I HAD BEEN ASKING MY COUSIN TO SELL IT TO ME. FINALLY, IN 2008, HE GAVE IN AND THE BUILD BEGAN."



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1. The Dana 60 front axle is out of a '79 Chevy 3500 and it was procured for only \$500. The axle was completely disassembled and then rebuilt using a variety of Yukon components. The axle features include Yukon chrome-moly axleshafts with 35-spline outers, Yukon chrome-moly Super Joints, TeraFlex T-Locker, Yukon 5.13:1 gears, and Warn Premium lockout hubs. The hydraulic-assist high-steer system was fabbed by DC Customs using a custom pitman arm; Ballistic Fabrication high-steer arms; PSC TC power steering pump and reservoir; 1.5-inch-diameter, 0.250-inch-wall drag link and tie rod; and Redneck Ram Stage II system.

2. Locating the front axle is a custom three-link setup made from 2-inch-diameter, 0.250-inch-wall tubing with Ballistic Fabrication billet 1.25-inch spherical rod ends.

3. The front suspension is built to take just about anything Chernoh can dish out. It uses a combination of Fox 2.0 14-inch-travel remote-reservoir coilovers, custom Fox 2.5 14-inch-travel three-tube bypass shocks and Fox 2.0 3-inch-travel bumpstops. Chernoh says, "The reason I chose the shock combination of a bypass shock, coilover and bumpstop is the wide range of adjustability and the ability to go wheeling slow in the rocks or high-speed in the desert. I chose a remote-reservoir coilover so I could split some of the dampening between the bypass shock and the coilover. Mark Bayerle and Todd Tenbroek from Fox Racing Shox helped me valve and engineer the bypass coilover combination."

4. A custom six-point rollcage protects passengers as they sit safely restrained by MasterCraft belts in MasterCraft Baja RS seats. In a nod to retro goodness, Chernoh chose to keep the factory dash intact. Interior mods include a Max-Bilt console, custom DC Customs shifter console, Grant GT steering wheel, and cargo area-mounted Powertank.

5. Power is most definitely not a problem, thanks to the smog-legal GM 6.2L E-ROD LS3 V-8 crate engine. It's wired up using the GM Performance E-ROD wiring harness and features a custom dual exhaust system featuring 2.5-inch-diameter,

mandrel-bent, 304 stainless-steel tubing, custom mufflers, and Stainless Works tips. The engine is cooled via a Be Cool four-row radiator with 16-inch-diameter cooling fan. This engine produces approximately 430 horsepower at 6,000 rpm and 424 lb-ft of torque at 4,000 rpm. Also under the hood is a Premier Power Welder system and Optima battery. Power is routed through a DC Customs-built 4L80E automatic transmission with Derale cooler and a slew of TCI components including Breakaway torque converter and transmission controller with paddle shift upgrade. Also visible in this photo is the front shock tower connecting crossmember that adds strength to the DC Customs frame rail reinforcement kit with integrated coil/bypass shock mounting.

6. Residing out back is a Dana 70 from an '02 Dodge Ram and it was narrowed four inches so its track would be slightly narrower than the front track for handling purposes. This axle has Yukon 5.13:1 gears, a Detroit Locker, Yukon chrome-moly axleshafts, disc brakes, and a Fab Fours Dana 60-application diff cover.

7. DC Custom built the ¼-inch-thick transfer case skidplate and it protects the Atlas 3.8:1 transfer case. Sprouting from the 'case are a pair of custom Cornay driveshafts.

8. Whether crawling or jumping, the rear suspension is up to the task with Deaver leaf springs, Fox 2.5 14-inch-travel three-tube bypass shocks, and Fox 2.0 3-inch-travel air bumps. An M.O.R.E. traction bar help keep the rear axle planted and it uses a Currie Johnny Joint at the frame and a poly bushing at axle.

9. Here's a look at one of the custom rear mounts that holds the upper end of the Fox three-tube bypass shock. Helping to provide strength to the mounts is a DC Customs shock tower connecting crossmember that mounts to the top of each mount. This crossmember is made from 1.75-inch-diameter, 0.120-inch-wall tubing. FW

## » The Details

### GENERAL

Owner/Hometown: Dustin Chernoh/Ukiah, California  
Vehicle/Model: 1983 Jeep CJ-8 Scrambler  
Estimated value: \$100,000

### ENGINE

Type: GM 6.2L E-ROD LS3 V-8  
Aspiration: TBI, custom 2.5-inch-diameter dual exhaust with custom mufflers and Stainless Works tips  
Output, hp/torque (estimated): 430/424

### DRIVETRAIN

Transmission: 4L80E w/TCI torque converter and controller, Derale cooler  
Transfer Case: Atlas 3.8:1

### SUSPENSION

Front: Three-link, Fox 2.0 14-inch-travel remote-reservoir coilover shocks, Fox 2.5 14-inch-travel triple bypass shocks, Fox 2.0 3-inch-travel air bumps  
Rear: Deaver leaf springs, Fox 2.5 14-inch-travel triple bypass shocks, Fox 2.0 3-inch-travel air bumps

### AXLES/DIFFERENTIALS

Front: Dana 60, Yukon chrome-moly axleshafts, Yukon chrome-moly Super Joints, custom crossover steering with Ballistic Fabrication high-steer arms and Redneck Ram components components/TeraFlex T-Locker  
Rear: Narrowed 2002 Dodge Dana 70, Yukon axleshafts/Detroit Locker  
Ring and pinion: Yukon 5.13:1

### WHEELS/TIRES

Wheels: 17x8.5 Walker Evans beadlock