



Above: Ever since the Rubicon first came out, UK Jeep fans have been yearning for a diesel version. We're set to get our wish when the next-generation Wrangler comes here next year... just as society at large is starting to fall out of love with oil-burners. So those who've bought JKs like this with the V6 petrol unit might not feel as if they're missing out – it's not as if this engine is exactly second-rate, after all, even if it's not what most of us would have chosen over the decade or so in which the Rubicon has been coming to the UK

Right: A first-owner Rubicon is way too nice to go drowning in stupid depths of water. But a Safari Snorkel makes complete sense nonetheless – one of those what-if modifications you're happiest using when you're not actually using it



sale.' Makes it sound easy, doesn't he?

Now, the Rubicon is a sensationally capable vehicle even in factory-standard form. But it's also perfectly set-up for being modified, and Andrew wasn't in the mood to waste time. 'I had been told about

PB Customs by Bob Seaborn, and as they are just down the road from me I got in touch and we began to put together a spec for the build. I knew the Wrangler was pretty effective off-road, but I wanted a vehicle that would stand up to some serious punishment. The modifications would be to enhance the Jeep's performance off-road – I wasn't interested in producing a vehicle that just looked good!

We'd say there's no such thing as a modified Wrangler that doesn't look good, but you could say the word 'chrome' and we'd be straight on

No build is complete these days without a bit of LED goodness. Here we have a pair of 4" Scene compacts from Wilderness Lighting, bracketed tidily to the base of the A-posts, and a mighty great 50" Duplex 5 bar at the top of the windscreen. Don't turn these on near an airport or someone might land a plane on you

