



**You might almost expect the base vehicle for a build like this to be a Rubicon-spec Wrangler, but you're looking at a standard one. Standard but for the uprated halfshafts, internal tubes and C-gussets adding strength to the front Dana 35, of course, and the ARB Air-Lockers in both it and the Dana 44 at the back. A Rubicon would have factory-fit e-lockers, which is good as they mean you don't need to take the aftermarket route but bad in that as a result, you don't get to go the whole hog and fit the gold standard that ARBs represent**

process of trialling and prototyping. That's how this stuff works, right?

Of course, in the off-road world you're never far away from someone who thinks he could do a better (read 'cheaper') job himself. For that guy, Raptor is available in DIY application packs. But if you want it done to the highest standard

by a professional who knows exactly what he's looking at, this is a clear case of spend it once, spend it right.

To be fair, that philosophy has informed the whole build from beginning to end. The Wrangler's owner, Chris Coyle, bought it in 2015 after getting back into off-roading following a

years-long break caused by the pressures of working hard and bringing up a young family, and it wasn't long before he was heading Paul's way.

'When we got it,' says Chris, 'the JK had a winch bumper already fitted, along with a winch, and also a set of 33" tyres. But other than that it was standard. It wasn't going to be a daily

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