

Design Your Jeep Build

Part Three Bumper & Fender Upgrades

LadyJeepers.com

Bumpers & Fenders

It is time for your Design Your Jeep Build Part Three.

In this section we are focusing on upgrading your fenders and bumpers because those go together.

When we are talking about aftermarket bumpers and fenders tonight, I want you to remember that **this is your build and it is unique to you.**

There is not one way or one answer on what to get. You need to make sure that it is your taste and the look that you love. That is the most important thing!

Ladies, there are so many different brands out there, so many different designs. Lots of different opinions. Just remember that this is your build. Your jeep is going to be unique just like you. There are so many different options and ways that you can do your build. This really is important that it is something that you really love the look of and that you are drawn to. This is all about you. Remember that, especially as we are going through our training tonight.

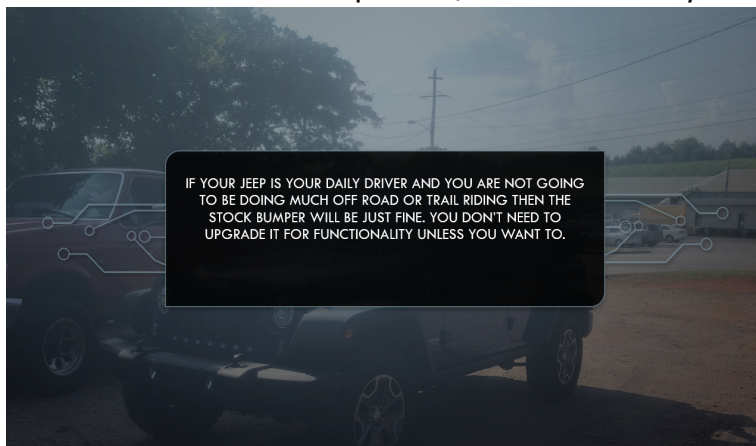
This is one of those times where you need to make the choice of what you really love for you and so that you can enjoy your build.

Do you have to upgrade from your stock fenders and bumpers?

You know the answer is no, you don't have to upgrade.

So why should you upgrade your stock fenders and bumpers?

We are going to start with bumpers. Let's dive in with bumpers. If your Jeep is your daily driver and you are not going to be doing a ton of off-road and trail riding this is a personal choice in upgrades. That is significantly what you are going to be using your Jeep for, a stock bumper, will be just fine. You don't have to upgrade it for functionality unless you want to. This is a stock bumper on a JKU from the factory.



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If you are going to be driving off-road and going on trails, then you do you want to consider a bumper upgrade. Why? You want to be able to run a winch. You are going to need to get a winch bumper that you can mount a winch to. Most of the aftermarket bumpers that they make have specific holes already for you to be able to just mount your winch to that bumper. They have come out with some really neat recessed winch bumpers where the, which actually will sit down in the bumper as well.

YOU WANT TO BE RUN A
WINCH SO YOU NEED TO
GET A WINCH BUMPER
THAT YOU CAN MOUNT
A WINCH ONTO.



You also want to have upgraded strength and support to be able to mount and use your D-rings or soft shackles on the bumper for recovery.

In the photo the bumper is an aftermarket Motobilt bumper on my YJ. You can see the D-rings and the way that they are mounted on this aftermarket bumper so that you are going to have more strength. They are sturdy if you need to use those for a recovery on this bumper. Another reason to do an upgrade is to upgrade from the plastic bumper to a steel or aluminum. That is for durability and strength. If you happen to hit anything with it, the plastic bumpers are going to crack and break a little bit easier. If you are going to be doing any off-road driving, or little more trail riding, you want to try to upgrade from the plastic bumpers and go ahead and move onto something that is going to have a little more strength.

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UPGRADE FROM THE PLASTIC FOR DURABILITY AND STRENGTH IF YOU HAPPEN TO HIT ANYTHING WITH IT.

THERE ARE SO MANY DIFFERENT BUMPERS AVAILABLE TO CHOSE FROM THAT WILL ALSO ADD PROTECTION TO YOUR JEEP AS WELL.



AS YOU CAN SEE WITH THE RUNS IN THIS BUMPER IT HELPS TO PROTECT THE FRONT AND RADIATOR OF THIS JEEP.

There are so many different bumpers available to choose from that are also going to add protection to your Jeep as well.

With the runs in this bumper, this is again a Motobilt bumper on my JKU, you can see that it is going to help to protect the front of the Jeep. The way that the line runs, it is also going to help to protect my radiator. I have a lesser chance of getting sticks or limbs or anything that is going to puncture my radiator through the front of my jeep. The top run is also protecting the very top of my hood as well in my Jeep. I want you to also notice the difference in the length of this aftermarket bumper versus the stock bumper. These are still stock fenders on this picture with this bumper and you can see how narrow this bumper is comparative to the stock bumper that was on it, that was full width. This new bumper is a "stubby" bumper.

The stubby bumper gives my tire the ability to mount an obstacles such as a rock without interferences of the bumper. My bumper is not going to be the first part that is going to make contact with the obstacle or the rock anymore. It is going to be my tire. There is not going to be interference from any of my pieces on my Jeep. With a full width bumper when I would go to mount something that bumper would hit before the tire. The tire now has nothing in front of it. You can see the amount of the room the tire now has to make first point of contact. This is especially helpful if you trail ride somewhere that has a lot of rocks.

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I don't have to worry about hitting the bumper anymore as I pull up to the obstacle.

Why is this important?

If the bumper hits first and then that blocks the tire from actually getting to the obstacle, like the rock to make contact, then you can get stuck or have a much harder time mounting. The stubby or narrow bumper allows for the off-road and trail riding capability of having the tire mount an obstacle first. This is going to just make drivability out on the trail a little bit easier.

The term drivability is really a two-word term rooted in the words "drive" and "able." Reverse these words for a clearer understanding—able to drive.

I also want you to notice part of the reason I did a difference in length for this aftermarket bumper versus a stock bumper is because in my design plan. I will be running aftermarket high clearance fenders. That way the lines of the fender and the bumper are going to follow just a little bit better. That is another reason why I went with the design cut of this bumper in particular.



So which bumper is right for you?

As you can see, these are three different examples, but there are hundreds of different designs of aftermarket bumpers.

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They make bumpers in steel as well as in aluminum. There are absolutely custom fabricated like in the center picture on our CJ five.

There is also a choice in the hoop like the JKU on the right has more of a Stinger added onto the bumper. The stinger is going to help if you were to make contact with a tree or go through wooded area where there is a lot of limbs that are hanging down. The goal of the hoop or stinger is to try to help protect the Jeep itself. Especially anything from puncturing in through the front of the Jeep where you are going to get your radiator or anything that is going to be functionally important.

The second function of the stinger or hoop is to protect the hood and radiator area if you were to have a roll over accident. The goal is that less damage would occur with the hoop or stinger helping to keep the impact and weight off of the hood and front of the Jeep to keep it from collapsing in on the Jeep.

There are hundreds of different designs that you can choose from.

This is where taking the time to design your build first, know what direction you are going to go and then start to add your modifications and your upgrades and your pieces is going to be important.

The bumper and hoop or stinger is also your personal preference as to what you like the look of. Start by deciding if you want steel or if you want to aluminum.

Next decide if you want a full stinger or if you don't want to singer. If you want a hoop or no hoop.

This is all your personal preference. There is no right or wrong answer on this. This is all going to be what you personally like the most.



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In the photo above you see the Jeep on the very bottom, the CJ 5. This bumper is a completely custom fabricated bumper that we have in the front. The options of what you decide to do on your own build are really limitless. On this bumper there is a horseshoe, we were horse people, but you can see again that this is a much narrower bumper. The hoop and protection has not been added on this bumper yet so it sits with just the bumper and the winch in comparison to the other Jeeps bumpers in the photo.

My suggestion is that you know your fender options, and if you are going to run a winch before you start to decide on a bumper. If you are going to drive off-road, you really want to think about a stubby bumper or the more narrow bumper. The narrow bumper is going to have more options for mounting your obstacles without your bumper being in the way.

Along those lines, if you want to drive on the trails, a winch is recommended for safety and recovery. You need an aftermarket bumper upgrade (unless you have a steel JL bumper) to be able to mount your winch and anchor correctly. You are also going to have less chance of damage during winch or recovery. Plastic is not the ideal choice if you are going to be in any awkward situation where you are either going to have to get winched or be a recovery by somebody else. Those front plastic bumpers, this sock ones just, don't have that durability and strength that you see in the aluminum and the steel bumpers.

Side note: JL Rubicon and Moab have steel bumpers so look to see what you have.

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Now it is time to talk about fenders.

Fenders go hand in hand with the bumper concept and that is why we are talking about them together in this section. The way that the lines are and how they are going to look together depending on the cut of the bumper and the cut of the fender really go together. Moving in to now talk about fenders it is the same ideas we just talked about in the bumper section.

If your Jeep is your focus daily driver and you are not going to be driving off-road or trail riding this upgrade is not something you have to make for functionality. It could be something if you want to make the upgrade for the look.

Honestly, when we start talking about functionality in a fender it is for driving it off-road and trail riding. With that said, if you do want to be driving off-road more and going trail riding then this is an upgrade that you are going to want to make. The biggest aspect is upgrading the plastic fenders. Upgrading from plastic to a steel or aluminum is a really smart idea. The change in material is going to give you more durability when you go to an aluminum or steel fender versus a plastic.

Just like we talked about with a plastic bumper, a plastic fender can crumble, crack or tear when put into a situation off-road where the fender makes contact with trees, brush or rocks.

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The worst thing that can happen is accidentally sliding into a tree due to loose or wet terrain and the plastic fender breaks and the quarter panel of the body takes damage. A steel or aluminum fender is going to help protect the quarter panel of your Jeep body should that occur. It is not a guarantee that you will not get body damage, but it another way to help protect your Jeep as much as possible. That is just one of the many many reasons to think about upgrading your fenders for trail riding.

The type of options as well as the number of options and vendors who offer fender upgrades is amazing. There are a lot of options out there available to you. This is where you are making your decisions for what you like the most. You go on what material, look and functionality you like the most for YOU.

Common Types of Fenders



The photo above shows one common type of fender upgrade. This is the full fender delete. The pictured fender delete is from ace to engineering.

The full fender delete actually removes the fender so there is no fender whatsoever left on this jeep. It is obvious the difference in the look. This particular fender upgrade gives you more travel room for your tire. That means that you are going to have more clearance with less lift within after market fender as well. You can see the clearance and lack of interference difference here, in this picture really clearly. The tire has a lot of room to come up and not have a fender to "get the tire into" or scrub or hit. You see this particular upgraded fender delete

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in the rock crawling builds. The fender delete is going to be the absolute most clearance that you are going to get when talking about aftermarket fenders because there is nothing that is going to impede or interfere with the tire.

Why do you want flex and travel on your Jeep?

When you driving an obstacles, so say you are going up on a rock or up on a tree or uneven terrain, when you start talking about flex, the tire and the suspension working and traveling upwards, that is how you can mount and drive up and over larger sided rocks. It also allows you to be more off camber (lean) and have more travel room before you would put a tire in the air and risk a flop or roll over. The fender actually plays a role and helps to give you clearance for more flex and travel to enable your off-road capabilities. about fenders, fenders help to also give you clearance for how much flex.

Fenders also give you clearance based on what fender you go with. A high clearance fender means you have more room in the fender well for a larger size tire. Depending on what after market fender you go with will depend on how much additional clearance you gain just from upgrading the fender.



In this photo I have a high profile fender upfront and fender delete in rear, to allow room for this 42" tire. The bigger the tire the more lift you need or the more room in the wheel well you have to create to give the tire room to move. This of course is just one piece in the larger overview build scale.

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Just like any other piece in your build overview, you want to take the time to look, think through and decide on the overall build and how each piece will go together first. keep in mind your build overview as you're making a decision on fenders as well. You are putting everything together based on your end build goal, functionality and how you want it all to look together as well.

I wanted everything to match. I wanted everything to be in unison. I had decided for my build design that with the purple JKU my accent color was silver. I went ahead and decided to do everything accent in silver or aluminum.



KEEP IN MIND YOUR
BUILD OVERVIEW AS
YOU MAKE A DECISION
ON FENDERS AS WELL.

- I wanted everything to match and be unison. I decided on silver accents for my build so I went with the Motobilt aluminum bumpers and the Poisonspyder aluminum fenders so I can stay with the all silver matching.

In this photo I went with the Motobilt aluminum front bumper painted silver and the poison spider aluminum high clearance outer fender and the black mesh inner fender from poison spider. (Ok. the inner fenders may or may not end up with silver on it too.) Another piece I considered when putting the JKU build together was the lines and symmetry I wanted. I did my research to find the functionality with the look I wanted to accomplish so that the way the line of the fender and the line of the bumper come together flow to me.

What I looked at is the side of this bumper the way that it is cut and how it serves to kind of angle in. Then that is matching also the angle in the front part of this fender. The fender where it starts to come down to the front of the Jeep and the side cut taper line in the bumper flow and match each other to create unison from the front in the curve.

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THERE ARE MANY FENDER CHOICES JUST LIKE BUMPER CHOICES. THIS IS YOUR BUILD SO YOU NEED TO GO WITH WHAT YOU LOVE THE LOOK OF.

There are Fender Deletes, Armor, Steel, custom and aluminum in various choices.



A quick re-cap. There are fender deletes, which is going to be like this white JKU here second from the left. It is the one where there is no fender, and means you have nothing sticking out from the Jeep to impede with your tire. Then there is steel which is normally black, on the far left white JKU. You can go a complete custom route like the CJ5 second from right. You also have the choice of aluminum, far right.

Everything can be painted or powder coated and that gives you different color choices you can go with to make it your own. This is the fun stuff to plan out and think about.

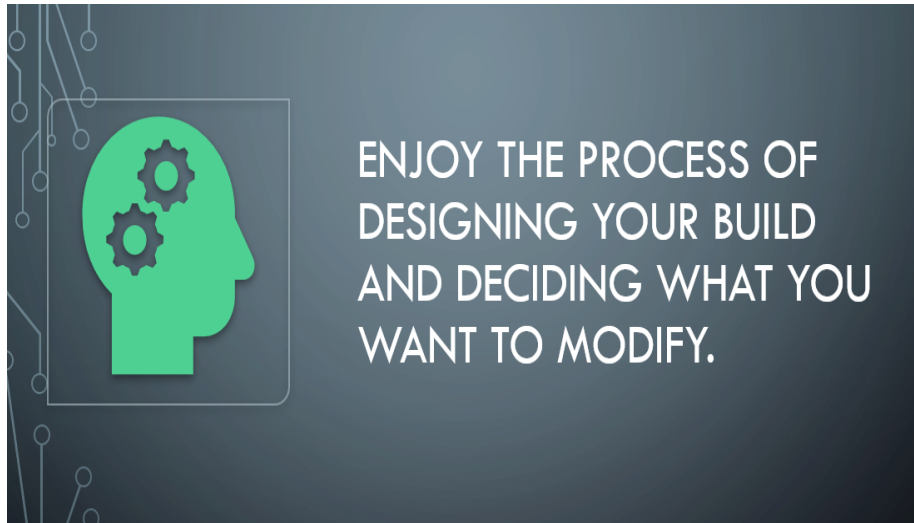
There are so many fender choices, just like bumper choices so keep in mind that this is your build.

You need to go with what you love!

YOU need to love the look and lines.

Enjoy the process of designing your build and deciding what you want to modify. Make sure that you take the time to sit down and build out the entire build process, which we still have more sections left. At the end of this you will have your custom build sheet for your build for your Jeep. All these pieces are all going to fit together.

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When it comes to the fender and bumper upgrades take your time. Look online, do your research and see what looks and lines you really like.

If you see a Jeep somewhere that you like the fender or you like the bumper, ask them what they are running. Find out where they got it, who the maker is, and kind of start to get your wheels turning.

The next section we are going to move into is Section Four and that is wheels and tires. After all those goes together.....well like a tire on a wheel.



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