



*Design Your Jeep Build*

## Part Two Tires, Axles & Gears

How they all work together in creating your Jeep Build.  
Tire size dictates your entire build!  
The tire size is your Design platform.

*LadyJeepers.com*



# Tires, Axles & Gears

## Time to jump into Part Two of your Design Your Jeep Build.

In part two of this training we are working on understanding axles and gears for your build. As well as how your tire size is your build platform and will dictate what upgrades and modifications you will need to make.

In part one we did a very basic where to start to get to know your Jeep. I hope you took the time to work through your My Jeep Spec's Worksheet. There are so many pieces to it, so many parts and it can get so overwhelming.

What I have done is gone absolutely all the way back to basics. We have broken this up step by step. We are going really slow and in depth into each piece together. By the end you are going to have a really good understanding of what your dream build is going to be and so that you don't make the mistake of having to go back and rebuild your jeep multiple times.

That is a big mistake I see a lot of people make and what we are trying to do is go slow, go all the way back, step by step, slow through this process so that you have a really good understanding of what it means, what you are going to have to do, what you are going to upgrade. You are going to be really prepared and really take the time and build your jeep once so that you don't have to go back and build it again and again and again. (If you have to go back and rebuild or change anything you have already done that is ok, and it does happen. I do not want you to feel bad about that at all! I just want you to feel good and have a plan about those changes you are going to make.)

Ok, let's jump right into **Part Two of the Design Your Jeep Build: Tires, Axles & Gears!**

Some of you ladies might be asking why are we not just jumping into lifts and tires? I know a lot of people want to start with lifts and tires. Remember this a process and we have a methodical method to this approach and program.





## Tires, Axles & Gears

**Tire size is the most important part to deciding on your build. It is going to dictate what other parts and modifications you're going to have to make.**

It's also going to dictate what stock pieces and parts you are going to need to upgrade.

So Yes, the tire size is going to be really the biggest component. It is kind of the key to your entire build. you build everything around that.

Why?

You will build everything around that tire size that decide on for your platform of you build. We are starting at the bottom and working our way up per say. When deciding on your build, your tire size is going to determine not just a lot, but it's going to determine basically everything. This is where knowing and understanding where your jeep is right now and what you will have to change based on what your current specs are comes into play in the design.

This is the build process.

Know where your jeep is now, how you can build it now, uh, and then making the choices based on what platform you are going to build too.

As well as take these other considerations into account. Such as build choices for your budget as well as your projected build time.

Once you have all the information then you are able to decide on what you want to upgrade and what it will take to get to where you want to be.

**There are three things I want you to remember as we are working through this Design Your Jeep Build process together.**


(You are going to hear me say them a lot in every part of this training because they are that important!)

1. **Your Jeep Build is for YOU! No one else! You have to LOVE it and it is ultimately YOUR decision on your build!**



## Tires, Axles & Gears

2. There is no rush to do a build! The slower the process and the longer you wait to design and think through your build the better idea and plan you are going to have. There is NEVER a rush or Deadline!
3. You don't have to do the entire build and all modifications all at one. A build is a process and you can do pieces and parts as you go to break it out over time. This helps to be able to financial save to put the money into the parts that are worth putting the extra money into when you are ready to upgrade them.



### KNOW YOUR AXELS

- Hopefully you were able to fill out your Jeep Spec Sheet so you know what axels you have in your Jeep currently.
- Dana 30
- Dana 35 - rear
- Dana 44
- Dana 60

So why is it important to understand this piece right now?

Well we need to determine what you actually have right now. What gears are you able to run or what gears are you going to be limited to.

Know what gears you have right now in your axle so that way you can understand what tire size you can run right now with this specs that you have without needing to make any changes. And then you are also going to know what gear you will need to move to in order to run a bigger tire size or whatever your desired tire size is going to be for your build.



## Tires, Axles & Gears

This is also to be able to make the most educated decision on designing your build that you can with the understanding of the upgrades and modifications you will need to make.

Know your axles. I shared with you in part one how to find out what axles you have by putting in your Vin number. I did a quick overview chart again just help as a reminder as we jump into this important part together.

What you have learned about your jeep when you did your, My Jeep Spec's is that you either have a Dana 30, a Dana 35 or a Dana 44. The Dana 60 or 14 bolt rear end is going to be an upgrade for a one ton upgrade for your jeep. That means it is upgraded to aftermarket one ton axles. Understanding what front axle and what rear axle you currently have in your jeep is going to be really important as we are diving into axles and gears.

This is the FACTORY SPEC'S and OPTIONS that were or are available from the Factory. If you have a Jeep that was not a brand new purchase or has a build already on it these Spec's will not help you. Inside these overview spec's you will need to look at your particular Jeep as aftermarket packages and upgrades were available direct from the factory as well. This is just an overview to help highlight the options that you could have.

These Jeeps are harder to find still in stock form with no modifications made them;

### **The CJ - 1954 - 1986**

The CJ came stock with a Dana 30 front and an AMC 20 Rear when they were produced.

### **The YJ -1986- 1995**

The Yj came with a Dana 30 Front and Dana 35 Rear.

### **The TJ 1997-2006**

The TJ came with a Dana 30 Front and Dana 35C Rear.

The TJ RUBICON came with Dana 44 Front and Dana 44 Rear and 4.10 Gears equipped with selectable Lockers.

**The LJ 2004 - 2006** this was the longer version of the TJ. They had the same spec's as the TJ.



# Tires, Axles & Gears

## **The JK/JKU - 2007-2018**

The JK/JKU came with different options based on what model you got as well as if you upgraded your order from Jeep. Make sure you know your particular Jeeps Spec's and Factory Build Sheet. Most of the JK/JKU came with a Dana 30 Front and Dana 44 Rear. You could upgrade some of the models if you ordered one. Most came factory with the 3.21 gears but you could upgrade to the 3.73 and if you got the added tow package you got the 3.73.

The Rubicon came stock with the Dana 44 Front and the Dana 44 Rear. Also came with selectable locker front and rear as well as 4.10 gears and 4:1 transfer case. If you order gears for your JK/JKU make sure to tell them you have a JK Generation to get the correct gears.

## **The JL/JLU - 2018 - current**

The JL/JLU has a video dedicated just to the particulars on this new generation Jeep. (Look for JL/JLU Platform Sheet after Part One in the course book for full details.)

They have their own 3rd generation straight axles under them. The Rubicon has a 3rd generation Dana 44 axle with selectable lockers. The Sport and Sahara as well as the New Moab addition have the auto all time 4 wheel drive option so it increases the handling on the road.

The build process for the JL generation is still in the process of parts and option releases so be patient if you have the JL as more and more options and upgrades will become available. Your gearing ratio, and tire size platform build will be the same, the axle carrier and spec's will however be different. Also, remember when ordering gears you need to tell them it is JL gears. As we cover the axle to gear ratio even though you have a new generation axle your spec's will still be very close to what we have put together below.

Gears - the sport, Sahara and Moab came factory with 3.45 gears except the Rubicon that continues to have 4.10 gears in the New Generation Rubicon Dana 44 axle.

When using the guide below your 3rd Generation straight axle will be comparison to the Dana 30 specs and the 3rd Generation Dana 44 will be comparable to the Dana 44.



# Tires, Axles & Gears

## OVERVIEW:

### Axel

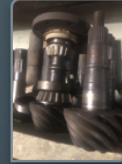


Dana 30

Dana 44

Dana 60

### Gear Options



3.73, 4.10, 4.56

3.73, 4.10, 4.56, 4.88, 5.13

4.10, 4.56, 4.88, 5.13, 5.38

### UPGRADE REAR AXELS;

Dana 35 upgrade to a 8.8 rear end a Dana 44 or Chrysler 8 1/4 versus re-gearing for \$ spent in long run

Dana 60 rear is a 3/4 ton axel so want a aftermarket built Dana 60 like a Pro-Rock Dana 60 or go to a 1 1/4 Bolt Rear End versus re-gearing and building it into a 1 ton rear end.

(In this chart we setting you up on the conservative side. Why? We only want to help you build a quality, long term longevity and best build possible. This chart is the long term set up for long term strength and stability you need to think about. Don't worry we go through all of this below.)

## How they all go together.

When we talk about going to lifts in tires, you need to know your gears. Tires, Gears and axles go hand in hand.

I want to go over the axle and gear relationship first. Then we will go into knowing your tire to axle to gear you currently have as well as understanding what upgrades are going to have to make if you want to go larger.

This can be the most confusing piece.

## Tires, Axles & Gears

That is also the piece where you are going to have the most opinions.

What we are going to do is to lay this out in a way that's going to make the most sense for you. So there are lots of different options, lots of different opinions on what you can and can't do based on your axles in your gears. Some people are going to be actually a little more, um, conservative over the top than what I'm sharing with you tonight. And then some people are going to be a little less concerned about your axle gear options and ratios and, and you know, everyone has their own opinion.

I want to explain this first. The information that I am sharing with you ladies is going to give you the best information to have the most quality build so that you are going to be the happiest with your jeep long term.

I want you to be prepared to know eventually what you are going to have to put in where and to know how to prevent as much possible failure or breakage as possible. I don't want you to have issues, or to have to go back and rebuild things over and over again.

With that said what I am doing is kind of falling in the middle. Being conservative on what I layout and feel like is a real quality build. If you take the time, put the money in, and make the decision to build it once to these specs, it's going to last. **You are going to have longevity of your parts of your jeep.**

### The Dana 30 and Gears

My quality goal is that you are going to enjoy the drive and the daily driver as well as offer more capabilities in your jeep. You are not going to have to go back and continuously reduce something and rebuild the same thing over and over again. (Which in turn makes a build cost a lot more money in the long run! I want to save you money!)

When you did your spec sheet on your Jeep, if you have a Dana 30, the gear options that you are going to have in your Dana 30 when you go to re-gear (conservative for long term longevity!) is you can re-gear to a 3.73, a 4.10 or 4.56 gear. The Dana 30, if you have a JK or JKU came stock with either the 3.73 or the 3.21. It's all going to depend on what model and what make as well as what year, as to what gear you currently have. Also, did you upgrade when you ordered? First thing is being clear on what you have. Next step is knowing what you can re-gear too, given your current axle for longevity. The carrier and differential housing is different based on the axle itself so that is why we recommend different gears based on different axles.



## Tires, Axles & Gears

With the Dana 30 the max that you really should re-gear is the 4.56. Again, there is a lot of opinions on this ladies. Some people are gonna say, no, no, no. You know, you could run a 4.88 with a Dana 30. You know, you probably could. But for how long is going to be your question.

When we are talking about re-gearing options, you really don't want to re-gear a Dana 30 to anything more than a 4.56.

**Understanding how the gears and re-gearing works is crucial.** (We go in depth on differentials and how gears themselves work in this series.) In the gear ratio number, as the numbers get larger, the gear itself gets smaller. It is the same thing on any axles as when we are talking about re-gearing. The difference is as the Axle Number gets the large the actual size of the gear gets bigger.

### **So what does that mean?**

It means that the gear size itself starts out bigger the larger the axle number. The gears in the Dana 30 are therefore already smaller than in a Dana 44 which are smaller than the Dana 60.

As you go up on the Gear, for example if you have a 3.21 gear in your Dana 30 right now, if you re-gear to the 4.10 the gears themselves have now gotten smaller. With smaller comes weakness and a greater chance of failure. That is why the recommendations for the Axle to Gear size are laid out as they are.

So just for an example here, the 4.10 gear in the Dana 30, Dana 44 and Dana 60 are the same gear ratio. The difference is the actual size of the gear itself based on the axle. The 4.10 gear in the Dana 30 is smaller than the 4.10 gear in the Dana 44 and the Dana 60 would have the largest gear size itself.

### **How does that convert to understanding your build?**

If you were to re-gear your Dana 30 to a 4.10 it has a higher chance of mechanical failure due to the actual smaller size of the gear itself versus the 4.10 in the Dana 44. The bigger the tire the more stress you are putting on the axle and the gears. The axle tubing size also gets larger as you go up in the size of the axle. Therefore the axle strength in the Dana 44 is stronger than the Dana 30 but weaker than the Dana 60.

## Tires, Axles & Gears

The bigger the tire the more stress you are putting on the axle and the gears. The axle tubing size also gets larger as you go up in the size of the axle. Therefore the axle strength in the Dana 44 is stronger than the Dana 30 but weaker than the Dana 60.

### **When is this important?**

This is important when you take your Jeep off-road or trail riding.

If you are not doing much trail riding, or easy to moderate trails this is not going to be a big concern.

However, I want you to be aware and understand this because we are trying to save money and make sure to not upgrade something and then have to re-build or upgrade that same piece/part again. If there is a chance you are going to want to do more moderate/challenging trails in your future make sure to design your build NOW, UPFRONT to be set up to function and last long term.

You can re-gear and upgrade your Dana 30 now and then if you decide to upgrade and go with a new Dana 44 axle swap you can sell your upgraded Dana 30 geared and upgraded. BUT keep in mind you will have to find someone who is wanting to stay on the Dana 30 platform and you will not get back all the money you spent putting into it. This is NOT meant to be discouraging in any way ladies!! I need to make sure I am honest, upfront and at times brutally honest so you have the facts and are informed in your decisions.

Again, if this is primarily your daily driver and you do trail riding you will just fine building on the Dana 30 platform. (We go into tire size based on axles below in depth)

### **Dana 44**

If you have a Dana 44, your gear options in running the Dana 44 are going to be a 3.73, 4.10 (most JK and JL era Rubicon came with these), 4.56, 4.88, 5.13.

Again, as in the Dana 30 there are limitations to keep in mind for longevity and long term function. You start to kind of push that that higher end of the gears on the Dana 44.

## Tires, Axles & Gears

Can you have a Dana 44 and run a 5.13 gear in it?

Yes, but as you talk that gear you are getting to the smaller gear size again for this axle. You are also at that tire size platform max for you axle as well. (We talk in depth below about tire size role.)

Those are the things you really need to think about.

For example, when I did my jeep sheet, I have a JKU Rubicon. It has the Dana 44 front and rear and it was custom ordered with the 4.10 gears. That is what I currently have in my JKU, which means when I re-gear it, I could do a 4.56, 4.88. You can re-gear up to a 5.13 in a Dana 44.

### Dana 60

This would be an aftermarket upgrade axle. You see the Dana 60 when you are talking about upgrading to "tons" or one ton axle set up. Keep in mind on the Dana 60 rear axle you will need an aftermarket axle. Such as a pro rock Dana 60 or upgraded aftermarket Dana 60 rear to achieve a one ton axle. You will also see a 14 bolt rear end in a one ton set up as well.

Most of the time you do not see a Dana 60 set up in a Jeep unless you are going to be running 40 inch tires or larger.

In the Dana 60 you can run a 4.10, 4.56, 4.88, 5.13 and 5.38. And I just want to throw this in really quick.

### **Dana 35 Rear** (YJ, TJ and LJ Generation Jeeps.)

If you start talking about upgrading your rear axle, you might have a Dana 35 rear end. This was the stock rear axle in the YJ, TJ and LJ.

When you start talking about doing any work on the Dana 35 rear axle, there are lots of opinions on this.

Some people say they'll run forever. Some people, majority are going to tell you they have had issues when they are trying to build on a Dana 35. Some people love them and swear by them.



## Tires, Axles & Gears

This is our suggestion for you if you have a Dana 35.

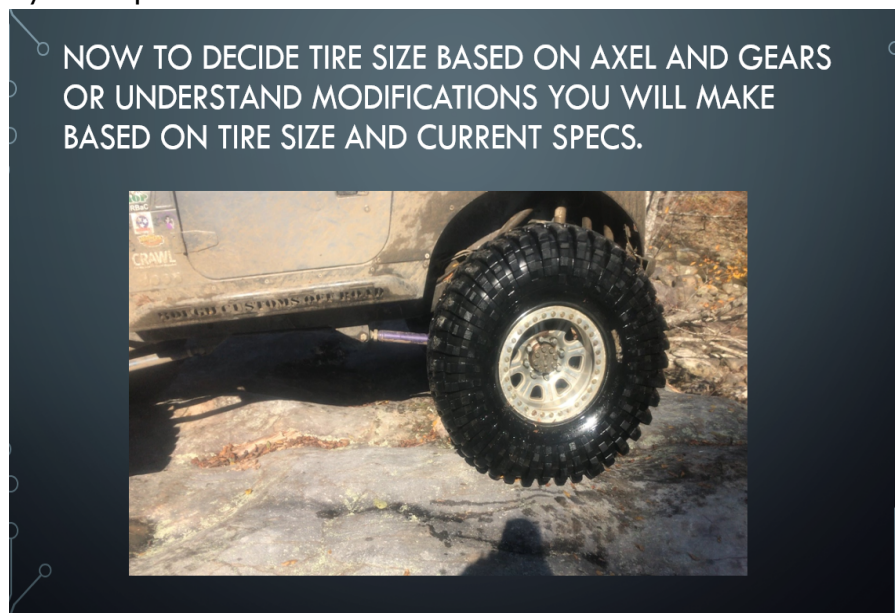
If you are going to try to do any upgrades on it, instead of putting the money in to trust your Dana 35 and do all these upgrades. In the long run it is going to be lesser expensive to go ahead and upgrade to an 8.8 rear end or a Dana 44 or Chrysler eight and a quarter rear. The money that you are going to spend in the long run would be better spent to upgrade the axle upfront. Because depending on what tire size you are going to go with, a probability is at some point down the road and longevity wise, you are going to have to upgrade your Dana 35 anyway.

This is where I am trying to just help you in the long run. As well as the financial side when we are talking about a budget. Because that is something that is important to me.

Those are the important aspects to me for what I am looking at, and what I am sharing with you. I am not telling you to go out and do a \$50,000 build, and that you need to run this. The budget and the time is important to me.

So I am kind of laying it out and sharing with you the way that I would do things and opinions of what my experiences have been. What I have seen work and not work. I am going to do my JKU piece by piece and a slow build. I am not going to go out and put all the money out to do everything at once. I have to pick my pieces so that I don't have to go out and try to just drop my jeep off and get an entire build done.

In this picture, these are 42 stickies of, I think it's kind of funny that in the pictures they never look as big as they are in person.





## Tires, Axles & Gears

Follow the chart to set yourself up for the best quality build and to be happy long term with your Jeep.

Again, I am stressing here long term ladies! You know there are a lots of opinions again on tire size, axle and gear ratios. You can do things, run things short term and run them for a little while. But when we star talking about this long term, at some point you are going to have to make the decision to axle swap or to re-gear based on the build that you are going to decide on.

What I am trying to do is set you up so that you are not going to do a build and then a year or two from now have to go back and completely get rid of the axle or the gear that you have already paid for once. Goal is that you are only going to do it once.

FOLLOW THE CHART TO SET YOURSELF UP FOR THE BEST QUALITY BUILD AND TO BE THE HAPPIEST LONG TERM WITH YOUR JEEP.		
		
<u>Tire Size</u>	<u>Minimum Gear</u>	<u>Axel Options</u>
Stock	3.21	Dana 30 or Dana 44
33's	3.73	Dana 30 or Dana 44
35's	4.10	Dana 30 or Dana 44
37's	4.56	Dana 44
40's	4.88	Dana 44 or Dana 60
42's/44's	5.13	Dana 60 or aftermarket
UPGRADE REAR AXELS; Dana 35 upgrade to a 8.8 rear end a Dana 44 or Chrysler 8 1/4 versus re-gearing for \$ spent in long run Dana 60 rear is a 3/4 ton axel so want a aftermarket built Dana 60 like a Pro-Rock Dana 60 or go to a 14 Bolt Rear End versus re-gearing and building it into a 1 ton rear end.		

We have talked a lot about a tire size and how that is going to dictate your build. The very first part of your build that you need to pick when you sit down to do your build sheet is your tires size. That way your final build and end result is the tire size you are going to build on.

Now here is where it gets a little tricky.

## Tires, Axles & Gears

Sometimes you are going to hear people say, oh well I'm going to go 35's now and then I am going to upgrade and get 37's. When you are going to upgrade to 37's, you don't want to re-gear your jeep more than once if at all possible. As we are laying this out for you from start to finish, we are giving you a plan to try to lay out your build so that it's going to long term be the best build for you and you are only going to have to do at once.

If you are going to pick a 35 you want to do your build on a 35.

Right here, right now on this piece, this is where it is really crucial and important that we talk about this. When you lay out your build, if you think there is ever a possibility that you are going to want to go to a bigger tire, you need to try to think ahead right now. When you start talking about it again, you only want to have to pay to re-gear, your jeep once. You are not going to want to have to re-gear your Jeep for 35 and then drive it and a year or year and a half later decide to change.

If you are set up on a platform for 35's then you are going to have to do a complete rebuild for a second time on your jeep. People do it. I am not saying that it's not right or this wrong or anything like that.

What I am doing is if you have not started your build yet, let's go ahead and address this right now so that you are going to set yourself up for success for the long term.

I will share with you a little bit on my build. It is my daily driver and that is 90% primary use. Is it going to go out on the trails? It will a little bit, but it is not going to be my only trail rig. I want it to be capable so that if I take it out, I want to have good performance off-road, but I really want to make sure I have good performance on the road as well.

Originally, because I'm really short, I'm five foot and it's my daily driver. I wanted to go with a 35 because I have to run to the grocery store or the store and I am going zipping here and there and I'm in and out and in and out. With how short am I said I am going to be at a 35. That is what I am going to do. And that is where it is going to stay. A couple months later, I kind of went, you know, maybe I would want a 37 instead. And I went back and forth on the 35 versus the 37 for quite a while. So what I decided to do is I am going to go ahead and build the platform for my JKU on a 37 inch tire platform.

That means I could run any size tire underneath. If it is smaller than I wanted to that is going to be fine. It is going to run great. It will be a great daily driver



## Tires, Axles & Gears

I can keep it on a 35 but what will happen is if I decided to go buy a set at 37 I can put them on. I am not going to have to go back and change or Redo anything that I did initially in my build. I know that there is probably a 90% chance that I am going to end up on a 37 and that might not be the first tire size that goes on it. But that is probably where I am going to end up. That is my long term build goal for my jeep. As I am building it, I only want to do it once. I only want to spend the money once, so I'm going to make sure that I go ahead and put the platform on it for a 37 and then I can always just run a 35 to start with.

That way I know down the road if I decide to, I can put the 37 on, and everything is going to be where it needs to be. No issues. I won't have to go back, or rebuild anything. I will be good.

Let's talk a little bit. I am giving you minimum gear. When we are talking gears, just like we showed on the other page you have gear options. As we are talking about re-gearing here, this is the minimum gear that you are going to need when you re-gear in your axle to run this tire size. tire. You can kind of see, there is a ratio here that as the tire size gets bigger, the actual gear sizes not getting bigger, but the gear number is getting bigger as you can see.

This chart helps to show the idea of how it works on the tire size platform design. If you build your jeep for a 35 and you have it on a 35 tire platform and then you want to jump to a 37 if you have not built for the 37 platform, you are going to have to re-gear.

Same thing if you start with a 37 and then you say you want to jump to a 40. Really be thinking ahead. If this is going to be long term, your trail rig that you are going to build out, then go ahead and keep that in mind and start by spending the money once and build it out that direction.

If this is going to be primarily or just your daily driver all the time, then you want to build it out from that platform as well. But keep in mind the decisions that you make will affect down the road your long term.

If you try to change your build down the road. If there is a chance at all, that you think you want to run a 33 on a daily driver, but you could possibly want to go to a 35 or 37.

You need to really take the time to sit and think through that now and then decide. You only want to spend the money once to re-gear.

# Tires, Axles & Gears

## Minimum Gear for Tire Size

These are the minimum gears that you need to run with these these size tires.

Stock you want to a minimum of a 3.21 which is the smaller of the stock gears. This was actually the stock gear for the JK/JKU on particular models. Others have the lot of them are going to have the 3.73 so you know you are okay for the minimum gear to run a stock tire. The Rubicons came with a 4.10 but not in all JK/JKU years. You are fine to run a stock size tire on the Rubicon as well.

On a stock jeep to run stock tires, you can run a Dana 30 or a Dana 44 with this stock size tire and you are going to have no problems whatsoever.

Now if you want to jump up to a 33" tire, you want to make sure that you have the 3.73 gear minimum. If you have the 3.21, then you are going to want to re-gear and jump up a little bit bigger. You can do this at some point down the road but just don't plan to run that set up forever without having to do some upgrades. Either a Dana 30 or a Dana 44 will have no problems as an axle.

When you jumped to a 35" tire, you want a minimum of the 4.10 gear and you could run that again on Dana 30 or a Dana 44.

When you jumped to 37" tire things are going to start to change a little bit. Think of 37's and above is kind of your change in your bracket as functionality of daily driver versus kind of making it a trail ring.

Things are going to start to change a little bit when you hit that 37 tire mark and go bigger. When you hit and decide you want to be on 37 you need to have at least the 4.56 gear and be on a Dana 44.

I am not saying everybody does this and I am not saying that people aren't going to disagree with this, but what I am saying is long term, somebody who is going to run a 37 as a daily driver driving around every single day and take it off-road eventually is going to re-gear if they are going to keep that jeep long term.

## Tires, Axles & Gears

Just keep that in mind.

If you hear somebody say,  
*"oh no, you can run 4.10 and a Dana 30 on 37's"*  
you can, but for how long?  
That is the big question.

At what point are you going to have to go back and change that anyway. If you are talking about spending the money to re-gear and to do your build, really think ahead and plan long term. This is so you don't have to go back and change anything.

The last thing I want to see you ladies do is decided to build to a 35 inch Dana 30 inch tire platform. You know, go from a 3.21 gear and pay to re-gear to a 4.10 in your Dana 30 and get a year down the road. You are loving your jeep, you are having so much fun, you are going off-roading all the time. You started having some issues.

You decide you are going to have to axle swap, go to a Dana 44 re-gear to a 4.56, to accommodate those 37 and all of a sudden you are going to have to pay to do it again.

That is what we are talking about and realistically planning for. That is what I am trying to help you avoid.

I am not saying this is the only way, but I am saying that long term this is going to be some of your best choices. I am just saying this is the minimum gear you need to be running.

When you get to 40" tires you need a 4.88 or bigger and it is going to need to be a Dana 44 or a Dana 60. Most people when they start running forties and bigger are going to go ahead and ton their Jeep out, which is the Dana 60 front and either Pr-Rock aftermarket type Dana 60 rear or 14 bolt rear end.

Normally anytime you hit the 40 mark or bigger, your build is really going to start to change. This is putting a big stress and large tires, on parts that were never meant to have to handle something that big. Most of the time you are doing a more in depth build at that point and will have almost all the stock parts to upgrade out.

I will share with you a little bit. The Jeep in the picture above has 42 ain't stickies on it. This is a built YJ, and I know you see lots of pictures of her. I love her.



## Tires, Axles & Gears

She's my baby. But as you can see she is tall and she is wide She has the Dana's 60 in the front 14 Bolt in the rear. She has 5.13 gears. She is no longer street legal and she doesn't drive as well. I have full hydraulic steering to compensate for the 42's and lockers. So I look at forties and bigger, that your build is going to completely change at that point when you start getting that big.

I am not saying you couldn't run a jeep on 40's on the road. I see people do it all the time. But to me, ladies, let's be honest, when we start talking about that kind of build, it is really going to start changing as we get a little farther down the line. What aftermarket upgrade you are going to have to make and the number of aftermarket upgrade you are going to have to make. That is the other thing just to think about.

**I get the question all the time. How many things do I have to upgrade on the rest of the Jeep for my build?**

(we go in depth in that in these classes)

Easiest rule of thumb is the bigger the tire size the more you will be upgrading other parts and mechanics of the Jeep as well.

Leaving the Jeep stock or doing 33's there's nothing that you have to upgrade as you do that build unless you want to.

For each tire size up you add, you are going to start adding in the amount of modifications and upgrades you are going to have to make when you do this build. You need to replace stock parts because you really are starting to change the whole stock structure of the jeep itself. So as the tire size goes up, we talking about a lot more components that are going to start going with that as well.

When you are designing and planning your build out that is another something to think about.

In this Part Two section of Design Your Jeep build we covered your minimum gear to go with your tire size and your axle options. Understanding based on what you have right now how that is going to also dictate your options as far as gears and tire size.

## Tires, Axles & Gears

Our goal is to lay this out for the long term.

I am breaking everything down into little pieces. I am doing shorter sections so that I am trying not to overwhelm you with too much information at once because there are so many different pieces that go into your full build.

The next section we are going to be working on is, design your build section number three. Stock fenders versus aftermarket vendors and bumper options.

My homework for you is to take the time and think hard, go back and forth, ask yourself the questions. I did it for quite a while, back and forth, back and forth. I asked you to do this same thing and really trying to get clear on what tire size you really want to design your build around so that as we start working through each of these sections.



A photograph of a tire shop. In the foreground, a large stack of black tires is visible, with a single tire leaning against them on the left. A bright orange traffic cone with a white reflective band is positioned in the lower center. To the right, a metal tire rack holds several more tires. In the background, a silver metal cart and a black trash can are visible. The entire image has a warm, orange-tinted overlay.

# Part Two of the Ten Part Design Your Jeep Build Series from the Educational and Training Program and Platform brought to you by LadyJeepers.com

*LadyJeepers.com*

Copyright 2019 - All Rights Reserved