

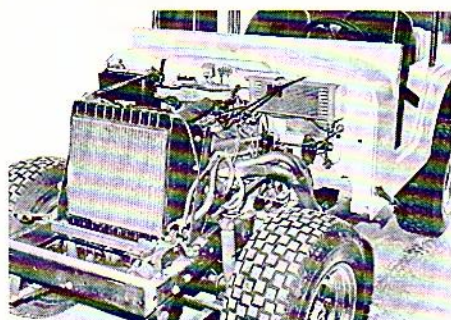
125 MPH, STREETABLE AND
VIRTUALLY BOMBPROOF, IT'S...

SUPER JEEP!

BY JOHN CHRISTY



Turbo-Hydramatic transmission is backed up by a Dana transfer case. Frame rails have been boxed from end to end.



The powerhouse; a 350 Hi Perf Chevy with upswept headers. Hayden Trans Cooler keeps things cool in Turbo-Hydro.

**Re-prints and Photo's
Courtesy Petersen Publishing, Inc.
Rod & Custom Magazine,
September 1969**

Let's not ponder on the morality of stuffing the price of a small house into a vehicle like a Jeep even though the result will put most muscle cars to shame on the road and do the same to nearly anything you care to name except a Baja Boot off the road. When you hire other folks, particularly specialists, to do your work for you and you want it done *now*



and you crank in more running changes than a woman dealing with an architect, it's going to cost, baby.

The point is that with a modicum of one's own labor, the help of friends and neighbors and a rational approach to the whole thing almost anyone can come up with the equivalent of the example under discussion at less than half the cost. Either way you cut it the result is desirable property.

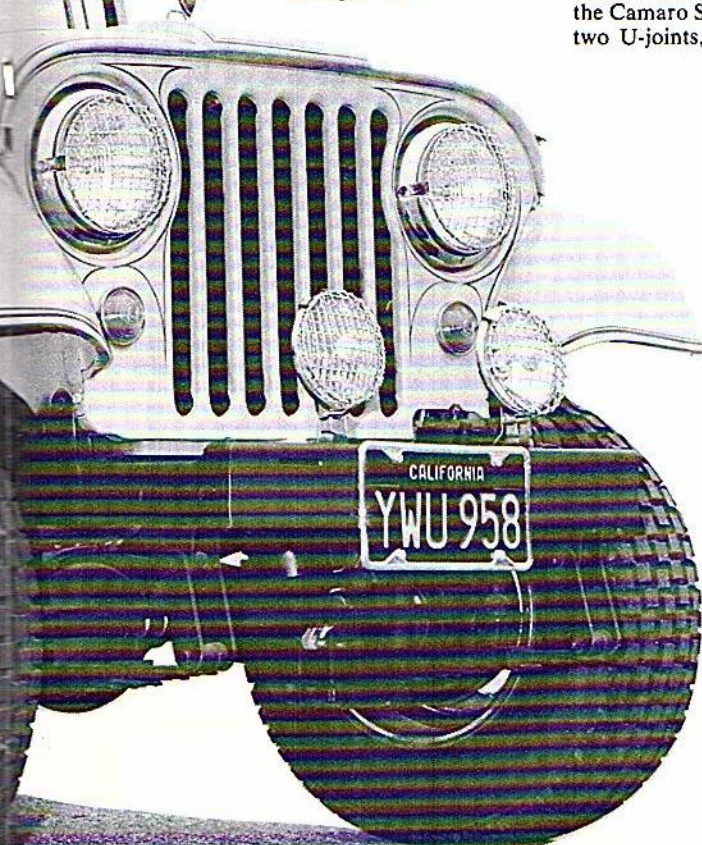
Super Jeep came into being when a customer who shall remain nameless came to Con-Ferr, Inc., of Burbank, California and told owner Pete Condos that he wanted the ultimate Jeep. It had to be fast, it had to be safe, it had to handle with the ease of a sports car, it had to look good and, above all else, it had to be owner-proof. This last was the kicker; the customer is known for a weighty right foot and more guts than a packing plant. An additional request was that all parts be new which, in the light of the construction techniques that followed, was hardly a necessity.

For opens the customer purchased a basic V-6 Universal Jeep, the stripped variety that retails for *circa* \$3,000 and then said "go." Condos trundled the thing over

to his manufacturing plant where it was dismantled totally to the bare frame. Plant Foreman Chuck Atkinson took the latter item in charge and boxed every rail including the crossmembers. Every juncture that was riveted he also arc welded, leaving the rivets in place for added security. At the rear, two fabricated plate spring perches were added outboard on each side and an extra shock mount was welded at each corner. A bracket to carry a Saginaw power steering unit was added to the left front. At each side on the rear a pair of three-leaf springs was installed, each carrying a pair of flat, unclipped overload or anti-bottoming leaves. Special fabricated boxed shackles held these at the rear. Springs at the front are standard but held with heavy plate shackles. Under these went the standard Jeep front axle equipped with Warn hubs. At the rear is a Jeepster rear axle, used because it carries its 3rd member in the center instead of being offset.

The reason for this last is that the entire powertrain was discarded, being replaced by a high performance 350 Chev engine with a Turbo Hydramatic transmission. The long tailshaft extension and the Dana transfer case which has its rear output shaft at the

STREET ROD OF THE YEAR POLL
3
 OFFICIAL ENTRY
 ROD & CUSTOM MAGAZINE



door were chromed; a full set of Stewart Warner instruments was let into the dash. A central console was made up out of sheet stock to carry the Hurst shifter and special brackets and rails made from one-inch square tubing to carry the wiggly Solar Plastics bucket seats. These last, when properly upholstered, have to be the most comfortable, body supporting seats ever to be put into an off-road vehicle. Running up from the Camaro Saginaw power steering unit via two U-joints, the steering shaft terminates

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 September 1969

**UPDATE
 1988**

Now It Can Be Told!

*The owner was
 Steve McQueen.*

*This is only one of six
 off-road vehicles built
 for Steve McQueen
 at CON-FERR®*



Front end was strengthened by welding front member to frame horns. Special plate spring shackles were substituted.

Standing tall on 10-inch wide Inglewood Stagger Block tires, Super Jeep fairly shouts muscle and power. This is final version.

top, required that the rear axle carry a centrally located 3rd member. Beginning to get the picture? A bullet-proof chassis coupled with the kind of total power that propels the Chevy Baja Boot. To further the hard-landing capability, vertical plates were welded across the tops of the axle tubes to the 3rd member cases to prevent axle-tube buckling. Double Koni shocks were mounted on all four corners. Wide rimmed wheels with Inglewood Stagger Block tires completed the rolling gear.

Now came the trimming. And the running changes that we won't detail here. Suffice it to say that the "take-it-off, put-it-back, take-it-off" routine sent the man-hour cost into an orbit that would confuse Houston Control. Con-Ferr's wiring whiz, Dick Bowman, replaced all the stock conduits with quick-disconnect looms and an open fuse block so that if one circuit went out only that circuit would be affected and any part of the body could be removed without disrupting the whole system.

The body, which unbolts with ridiculous ease, had been sanded and repainted and been given a whole gaggle of detail changes. The stock gas-fill port on the left was covered over. Hinges, clamps and glove-box

with a small foam padded wheel. This 13-inch item is all that's necessary thanks to the power steering and imparts a sensitivity totally incongruous with the sheer beef of it all.

In place of the stock under-seat fuel tank, two 15-gallon saddle tanks are stuffed up into the rear corners behind the wheels and one big stainless steel 30-gallon tank rides under the rear of the body behind the rear axle. We don't have any figures at hand but it would seem reasonable to suspect that cruising range would be from 300 miles in rough country to 600 on-the road and you know there has to be a gas station somewhere in a radius that large.

Due to the fact that the car was originally scheduled to be raced, and just for peace of mind, a full Con-Ferr roll cage was constructed. This is a stock item available from Con-Ferr and is, when mounted as intended, in accordance with the strict rules of the National Off Road Racing Association. Sharp-eyed, rules-conscious readers may spot something haywire about this particular installation, however. Chrome on a stress part, especially a roll bar, is looked upon with deep suspicion by tech inspectors and is subject to a thumbs-down unless ac-

companied by a certificate to the effect that it has been baked to alleviate any hydrogen embrittlement that may have occurred during the plating process. Not only is this cage chromed but the plater cut it apart at the upper corners to get it into the plating tank and then put it back together with bolts and flanges with bolts placed in sheer!

The customer accomplished this bit of instant turn-down all by himself over Con-dos's kicking and squirming body. The result is great for kids to swing on but it would be laughed out of any responsible inspection lane on sight. Imitators be warned.

Originally a 'glass hood and fender assembly was installed for a significant reduction in weight but an unfortunate prior experience with a hasty installation on another vehicle brought a decision by the customer to revert to the stock item. Not that the 'glass front end is a poor unit — it isn't. It just needs proper hold-downs due to its light weight.

As noted, underneath the hood lies a Hi Perf 350 Chev V8. Except for headers and a Carter AFB it's box-stock. The control words here are Hi Perf; this isn't the little-old-ladies'-and-schoolmarm's 350 but a hulking, brutal torque producer that'll pull stumps and still rev up a storm on demand. It sits in the hole as though it had been built for just that purpose. Up on the left side of the firewall is the Hayden trans-cooler, keeping the Turbo-Hydro cool when the going gets rough. The header installation, thanks to the room available has branches that sweep up and out, allowing welcome access to the plugs.

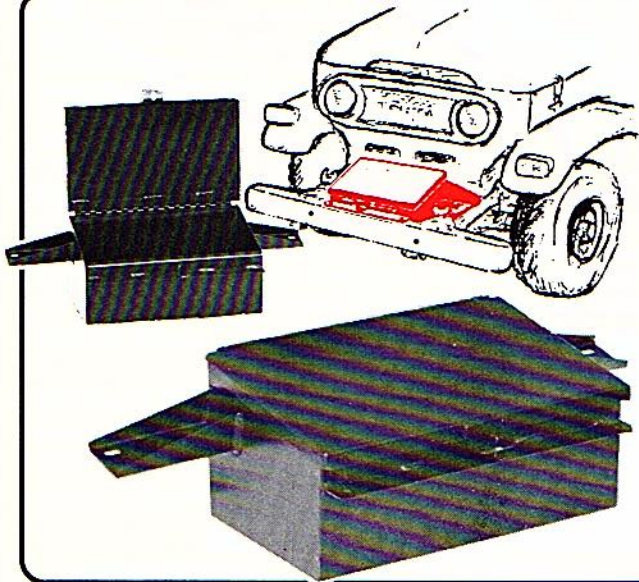
Looking back on the whole assembly operation, it was, except for the pressure and the necessary cut-and-try entailed in such a total rebuild, remarkably simple once all the factors were known. Very much reminiscent of building a roadster back in the days when good, fresh roadster bodies were available. The result, in terms of raw brutality, has to be the greatest virility symbol since the Cadillac-Allard.

CON-FERR® TOOL BOXES

FACTS ABOUT CON-FERR® QUALITY TOOL BOXES

Do you often wish you had a more secure place, or compartment, to store your valuables, hunting gear, carbine, camping gear, canned goods, or as the name implies, tools? Few vehicles come equipped with such an area and even when they do, the original equipment storage spaces often prove to be inadequate. The all steel, (not plastic or particle board) tool boxes from Con-Ferr® are a solution to this problem.

This section lists our complete line of tool and security boxes. All are completely heli-arc welded. Made of quality heavy gauge steel. A wide variety of styles and sizes are available to fit your needs. All tool boxes from Con-Ferr®, except our Front Center Tool Box CF# T-1062, have provisions for at least one flush mounted key cylinder lock (lock and key included where applicable).



ULTRA HEAVY DUTY FRONT CENTER TOOL BOX

Want a convenient place to carry tire chains, jacks, or tools on your 1963-up Toyota Land Cruiser FJ40?

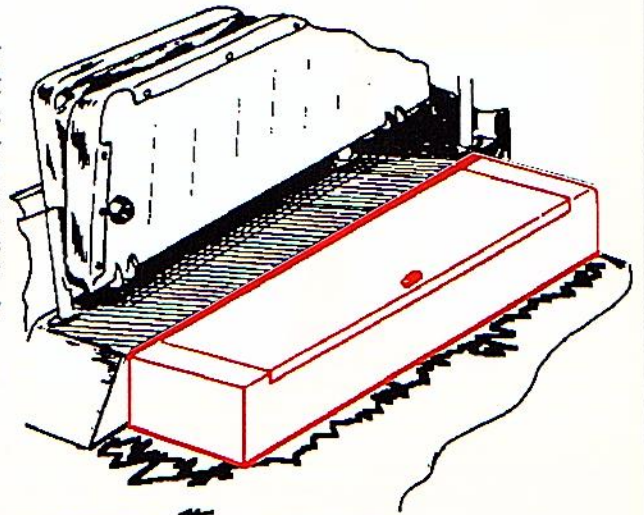
This Con-Ferr® Front Center Tool Box is our answer. Manufactured of strong 12 gauge (.105") thick steel. Mounts between the frame horns and behind the factory front bumper. Bolts to bumper and existing frame holes. Tool box measures 16 1/2" wide x 8 3/4" high in rear tapering to 6" high in the front, x 9 3/4" deep (front to rear). Lid overlaps on three sides, full length piano hinge on back. Can be locked with an ordinary padlock (lock is not included).

Part No. **T-1062** Ship Wt 24 lbs..... **\$85.80** EA.
UPS-able!

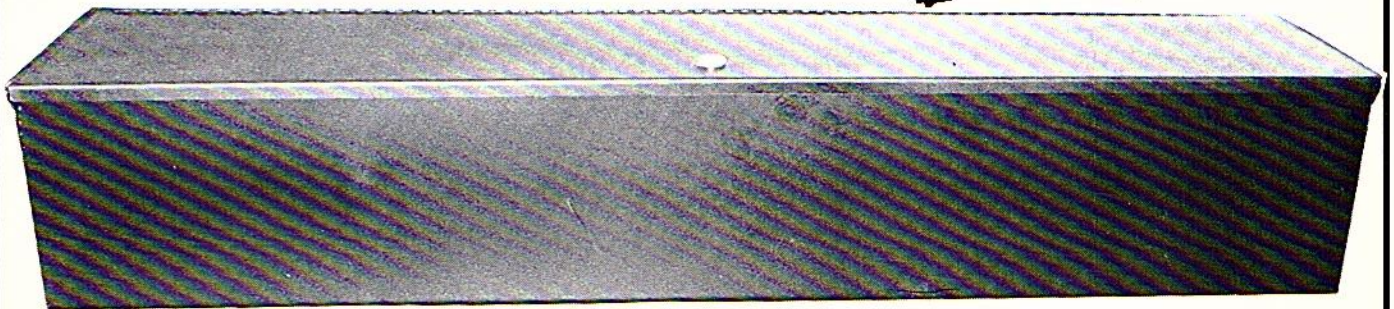
REAR SEAT AREA TOOL BOX — STANDARD MODEL

Tool box fits all models of 1963-up Toyota Land Cruiser FJ40, easily under rear factory side seats. Will not interfere with "stock" rear passenger seating. Tool Boxes can not be installed if vehicle is equipped with any other type of rear seat (e.g.: CF rear bench seat). These Tool Boxes are manufactured of 18 gauge (.050") thick, all steel construction and is fully heli-arc welded. This Con-Ferr® Tool Box measures: 39" long x 7" high x 8 1/4" wide. Also features universal, left or right mounting, key lock, and mounting hardware.

Part No. **T-1065** (1 EACH) Ship Wt. 24 lbs **\$82.25** EA.
Part No. **T-1410** (2 EACH) Ship Wt 48 lbs **\$149.75** PR.
All Are UPS-able!!



Not To Scale



CON-FERR® TOOL BOXES

"FULL LENGTH" REAR SEAT AREA TOOL BOXES — DELUXE MODEL

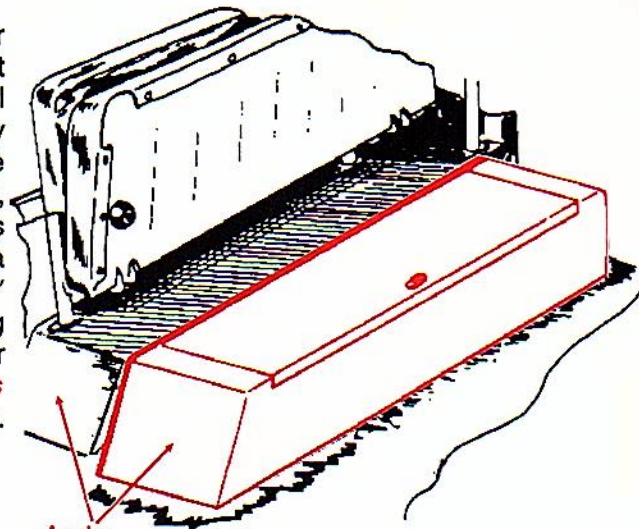
Tool box fits all models of 1963-up Toyota Land Cruiser FJ40, easily under rear factory side seats. Will not interfere with "stock" rear passenger seating. Tool Boxes can not be installed if vehicle is equipped with any other type of rear seat (e.g.: *CF rear bench seat*). These Tool Boxes are manufactured of 18 gauge, (.050") thick, all steel construction and are fully hell-arc welded. This Con-Ferr® Tool Box covers the full length of the area under the rear factory side seat. Tool Box measures: 42" long at the bottom x 7" high x 10" wide, providing maximum storage space. Also features universal, left or right mounting, key lock (*when purchased in pair set locks in both boxes are "keyed alike"*), and mounting hardware.

Part No. **T-1066** (1 Left Side) Ship Wt 25 lbs **\$107.80** EA.

Part No. **T-1067** (1 Right Side) Ship Wt 25 lbs **\$107.80** EA.

Part No. **T-1400** (1 Right & Left) Ship Wt 50 lbs **\$195.85** PR.

All Are UPS-able!!



Angles Are Not The Same



"UNIVERSAL — LOW PROFILE" TOOL BOXES

These Con-Ferr® Tool Boxes were originally designed to fit under the hood and on top of the wheel wells of all full size Chevrolet Blazer/GMC Jimmy, and 1965-1977 Bronco with 6 or 8 cylinder engines. However; over the years the compact sizes of these Tool Boxes allowed them to take advantage of wasted spaces in many of today's vehicles. Easily mounted to a Minimum Flat Mounting Area equal to Length by (x) the width of the Tool Box; or the top flat area of the inner wheel well; right or left side, or both, with minor relocation of wires, etc. Two LENGTHS to choose from — x 8 1/4" WIDE x 4 1/2" HIGH. Each Tool Box includes a key lock (*when purchased in pair set locks in both boxes are "keyed alike"*), and mounting hardware.

24" LONG Tool Box ①

Part No. **B-4031** (1 Each) Ship Wt 12 lbs **\$54.90** EA.

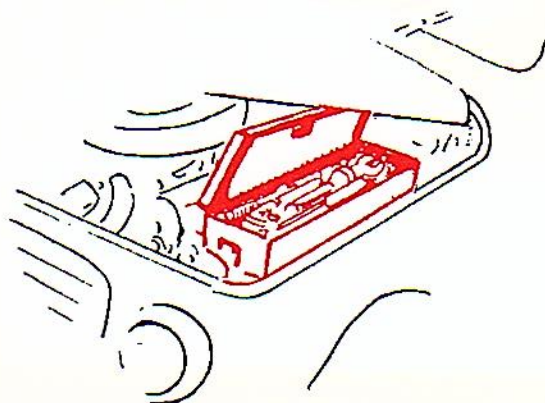
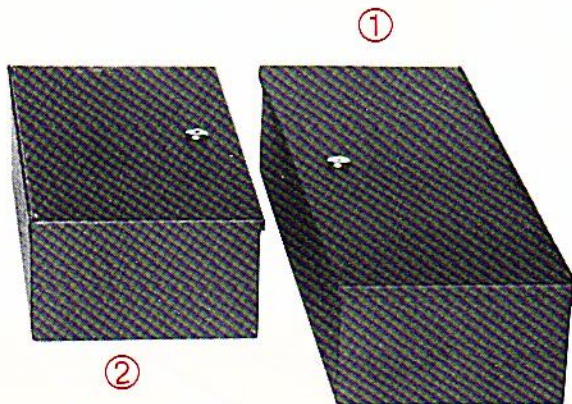
Part No. **B-4200** (2 Each) Ship Wt 24 lbs **\$100.30** PR.

18" LONG Tool Box ②

Part No. **B-4032** (1 Each) Ship Wt 9 lbs **\$53.65** EA.

Part No. **B-4400** (2 Each) Ship Wt 18 lbs **\$93.30** PR.

UPS-able!!



CON-FERR® TOOL BOXES

CON-FERR®'S EXCLUSIVE 4x4 "GEAR BOX"

Con-Ferr's 4x4 "Gear Box" features thick 16 and 18 gauge, cold rolled, **all steel** (not plastic or wood) construction. All our 4x4 "Gear Box"s are fully heli-arc welded into a tough single unit. For added security all Con-Ferr's 4x4 "Gear Boxes" are fitted with two, **[A]**keyed alike" H/D security locks and a set of two keys. The 4x4 "Gear Box" lid overlaps on three sides, and will hold up to four standard size rifles, with scopes, along with ammunition, tools, or other camping gear. Painted with durable powder coat (baked enamel) matte black outside/inside, includes mounting hardware - not weather proof.

CON-FERR®'S 4x4 "GEAR BOX" REAR SECURITY STORAGE COMPARTMENT FOR JEEP®S

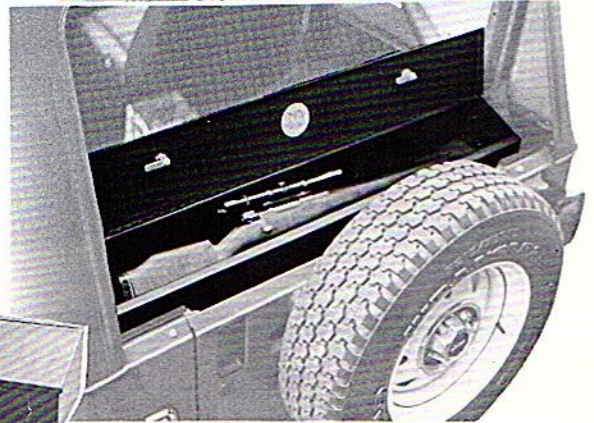
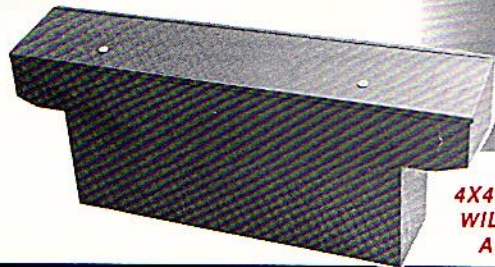
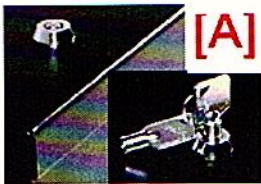
4x4 "Gear Box" Security Storage Compartment will fit all models of Jeep® CJ7s, CJ8s (Scrambler) and Wranglers, **with or without** factory or Con-Ferr® rear bench seat. Fills the space entirely and tightly between the factory rear bench seat and tailgate in the CJ7s, CJ8s (Scrambler), and Wrangler models however; will not interfere with the seats "folding" action. 4x4 "Gear Box" will fit CJ5 models **without any** rear bench seat. Mounts between factory Roll Bar with out interference.

Part No. J-2076 (All CJs / 1986-91 Wrangler) SHOWN [upper portion measures: 7 1/4" high in the front tapering to 5" x 46 1/2" wide x 8 1/2" deep — the bottom portion measures: 11" high x 35" wide x 8 1/2" deep. All measurements are outside to outside of the tool box. Some vehicle models require minor modifications of left and right tailgate "hook loop" brackets - instructions for modification is included.]

Ship Wt 43 lbs **\$191.75 EA.**

Part No. J-2600 (1992-UP Wrangler) [upper portion measures: 7" high in the front tapering to 5" x 42 1/2" wide x 7" deep — the bottom portion measures: 10 1/2" high x 33 1/2" wide x 8 1/2" deep. All measurements are outside to outside of the tool box.] Ship Wt 43 lbs **\$189.50 EA.**

UPS-able!



4X4 "GEAR BOX" STORAGE COMPARTMENTS WILL HOLD UP TO 4 FULL SIZE 30-06 RIFLES AND SCOPES ALONG WITH OTHER ITEMS

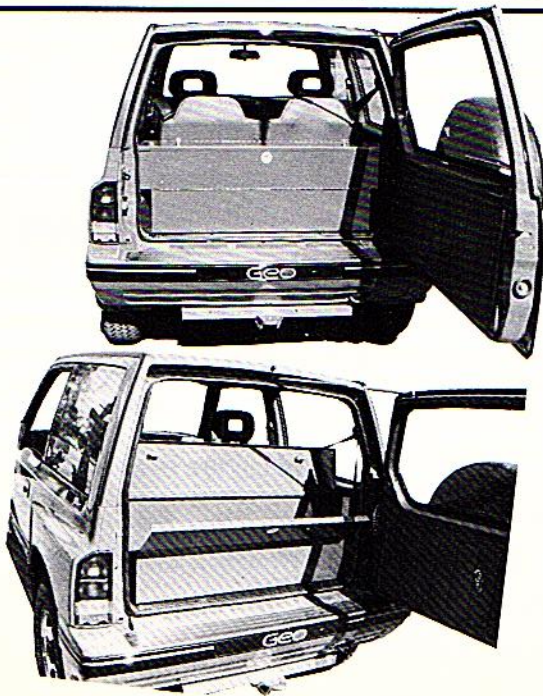
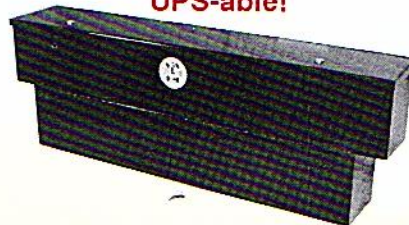
CON-FERR®'S 4x4 "GEAR BOX" REAR TOOL BOX FOR SUZUKI SIDEKICK AND GEO TRACKER

This 4x4 "Gear Box" model for Suzuki and Geo will fit 1988 and up **with factory hard top** SideKick and Tracker models, **with or without** factory rear bench seat. Fills the space entirely and tightly between the factory rear bench seat Hatch Door, however; will not interfere with the seats "folding" action. Mounts between factory Roll Bar with out interference. Two convenient ways to access the tool box: 1st the fully hinged "swing up" top locking lid, which must be unlocked and open first in all cases; 2nd the fully hinged "swing down" tool box body access door.

This 4x4 "Gear Box" model upper portion measures: 7 1/4" high in the front tapering to 7" x 46 1/8" wide x 8 1/8" deep - the bottom portion measures: 9 1/4 high in the front tapering to 8 1/2" x 40 1/8" wide x 8 1/8" deep. Second Access Door: 39 1/2" long x 7" high. All measurements are outside to outside of the tool box. Includes installation screws, two keys, and installation instructions.

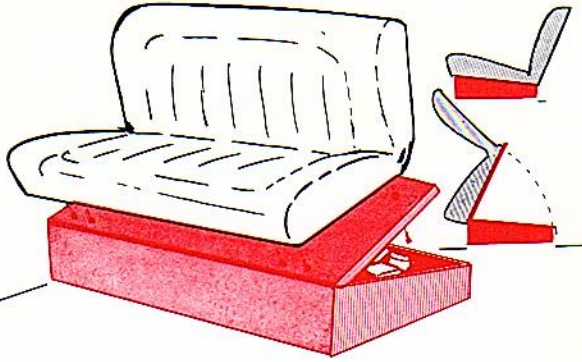
Part No. F-0056 Ship Wt 43 lbs **\$199.95 EA.**

UPS-able!



CON-FERR® TOOL BOXES

UNDER REAR SEAT TOOL BOX FOR 1976-UP JEEP® CJs



The stationary, non folding factory rear bench seat will bolt to the braced lid of this Con-Ferr® designed Tool Box. The rear factory seat will remain very near the original height. Manufactured of thick 16 gauge cold rolled steel. This Tool Box measures: 6" high in the front, tapering to 5" in the rear x 35" wide x 25" deep. Equipped with two lockable latches (*padlocks are not included*) that, when released, allow the factory rear seat to be tilted forward, exposing the tool box interior. Lid is pre-punched to match 1976-UP Jeep® seat bolt pattern. Earlier year CJ owners can simply drill additional mounting holes in the lid to match their seat bolt pattern. This Tool Box uses existing factory seat mounting hardware.

Part No. **J-2226** **CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE**



Note: This Con-Ferr® Tool Box Cannot Be Used With The Factory "Tilt Forward" Model Rear Bench Seat.

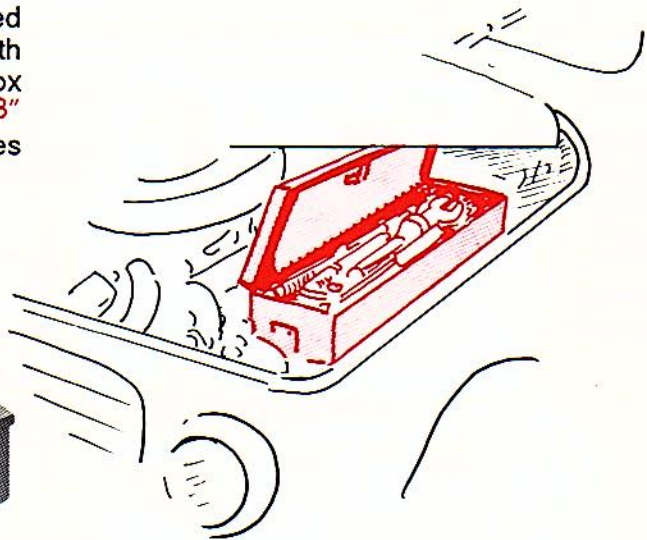
UNDER HOOD TOOL BOX

Features thick 18 gauge **all steel**, heliarc welded, construction. Designed to mount under the hood in the engine compartment to the top of the right, or left, and some vehicle models - both fender wells. Easily mounted to a **Minimum Flat Mounting Area of 12" x 3 1/4"**, with minor relocation of wires, etc. in most cases. Tool Box measures: 5 1/2" high in the rear tapering to 3 1/2" x 23" long x 7 1/4" wide. Painted industrial flat black, includes key lock, two keys, and mounting hardware.

Part No. **J-2075** (1 EACH) Ship Wt 10 lbs..... **\$59.60** EA.

Part No. **J-2500** (2 EACH) Ship Wt 20 lbs **\$107.30** PR.

UPS-able!



Not To Scale — General Installation Illustration.

CON-FERR® SKID PLATES

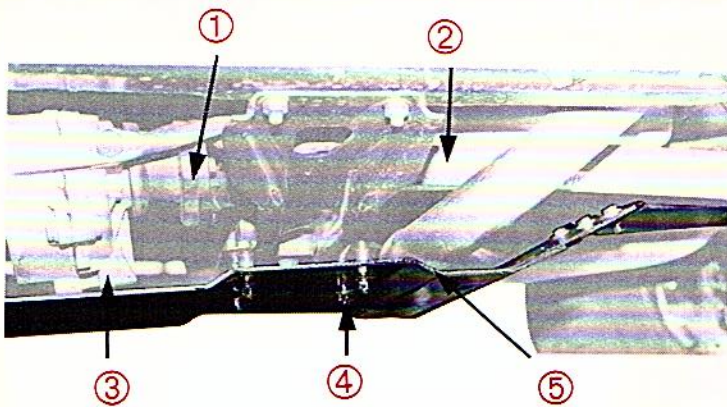
The term "Skid Plate" comes from the fact that they are designed to slide or "skid" over rocks and other obstacles which may damage vulnerable transmission and transfer cases, differentials, gas tanks, spring shackle u-bolts, or other expensive and vital undercarriage components. This type of damage can occur even at the low speeds of most off road maneuvering. Also, damage of this nature is often impossible to repair in the field and may mean a long walk to the nearest point of help.

Since early 1961, we at Con-Ferr® have been designing and building skid plates to provide the maximum protection possible with the minimum amount of extra weight. All Con-Ferr® skid plates are manufactured from high strength 3/16" or thicker steel plate, and specifically designed for the vehicle models listed. Please read this section

carefully. There may be a Con-Ferr® skid plate designed to help protect you from having that serious undercarriage breakdown in the back country.

TRANSFER CASE SKID PLATES

This type of Skid Plate started Con-Ferr® designing a much needed thicker, stronger, and over-sized "skid" plate. Next to the differentials, the transfer case and some parts of the transmission hang down the lowest. Often these are the most vulnerable components of the undercarriage. These Skid Plates, for most vehicle models, will bolt to existing holes in the stock crossmember. Con-Ferr® Transfer Case Skid Plates, unless noted, are painted industrial flat black, and include mounting hardware.



- ① — Front Transfer Case Output Yoke and Drive Shaft "U" Joint
- ② — Transmission, And Control Linkage For Transmission And Transfer Case
- ③ — "Low" Hanging Transfer Case
- ④ — Bolt On Installation No Welding Needed
- ⑤ — Full 3/16" Thick All Steel

— IMPORTANT WARRANTY INFORMATION —

All Con-Ferr® "Skid Plates" and "Super Skid®" Axle Truss Bars, no matter the vehicle year/make/model or usage listing in our catalogs and sales materials are one of a few products that we manufacture that will be subject to knowing abuse and damage and are therefore; under all circumstances, excluded from our Warranty. Since all off-roading and off-road vehicles have enormous variables as to what exact circumstances will cause any given Con-Ferr® "Skid Plates" and "Super Skid®" Axle Truss Bars to suffer damage, it is impossible to offer the customer or user any warranty whatsoever. "Skid Plates" and "Super Skid®" Axle Truss Bars are designed, with the thought in mind, that you will become involved in an unavoidable situation that will inflict a damaging force (*hopefully and entirely*) on

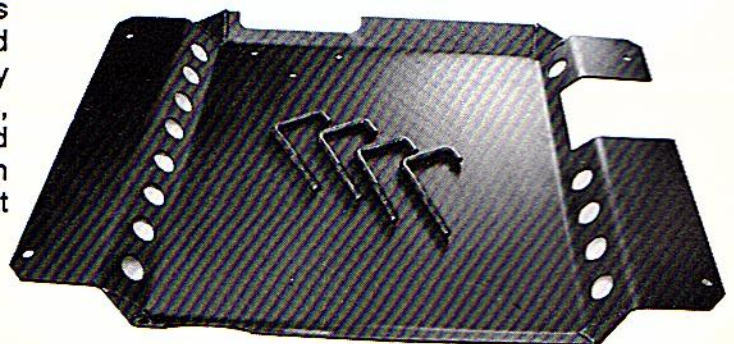
the "Skid Plates" or "Super Skid®" Axle Truss Bars instead of the vulnerable vehicle's transmission and transfer cases, differentials, gas tanks, spring shackle u-bolts, rocker panels, or other expensive and vital undercarriage components. Con-Ferr® cannot and does not guaranty nor imply that any "Skid Plates" and "Super Skid®" Axle Truss Bars it manufactures are an impregnable "shield" that guarantees that vehicle components will not be damaged or free of damage in any or all vehicle usage situations. Our customers have told us that it was more economical to replace damaged "Skid Plates" or "Super Skid®" Axle Truss Bars than repairing damaged vehicle components *costing 20 to 30 times* as much.

SUZUKI — 1986-UP SAMURAI

All Samurai models. Completely covers transmission and transfer case. Oversize Skid Plate extends from left to right frame rails. Easily installed with four frame rail "J"-hanger bolts, *included*, and has side ventilation holes. Skid Plate can be removed in minutes for transmission or transfer case servicing. Painted industrial flat black.

Part No. **F-0002** .. Ship Wt 37 lbs..... **\$92.25** EA.

UPS-able!



CON-FERR® SKID PLATES

1979-UP TOYOTA 4WD MINI TRUCKS And 4RUNNER



This Con-Ferr® "Oversize" Skid Plate completely covers the low hanging transfer case — frame rail to frame rail. No drilling or welding required. Easily installs into position with a specially designed bolt / clamp brackets to the factory stock transfer case mount/crossmember assembly. Has "all sides" ventilation holes, and Skid Plate can be removed in minutes for transmission or transfer case servicing. Includes special bolts, hardware, and bracket set. *See important product information on page 47.*

Part No. **T-1190** Ship Wt 35 lbs..... **\$92.25** EA.

UPS-able!

1964-73 TOYOTA LAND CRUISER ALL FJ40 And FJ45 MODELS

This Skid Plate provides "frame rail to frame rail" Protection to the factory "stock" 6 cylinder engine, 3 speed transmission, and transfer case combination. Mounts to original factory side rail holes using existing bolts and hardware (*most year models*). Has drainage holes for transmission and transfer case to match most year models, or can be easily removed for lube draining/filling and cleaning. *See important product information on page 47.*



Part No. **T-1036** Ship Wt. 36 lbs..... **\$94.80** EA.

UPS-able!

CHEVROLET And GMC K5 BLAZER/JIMMY And 1/2 TON TRUCKS

Skid Plate fits all "stock" factory 3 or 4 speed manual, and automatic transmission. All vehicle models must be equip with the "flat" straight across crossmember/ transmission mount combination

1969-72 Models

Installation requires drilling two 3/8 holes in frame side rail to accommodate skid plate side mounts.

Part No. **C-0005** *CUSTOM ORDER — CALL FOR PRICE*

1973 - 84 1/2

Some vehicle models require drilling two additional 3/8 mounting holes in stock crossmember.

Part No. **C-5029** *CUSTOM ORDER — CALL FOR PRICE*



CON-FERR® SKID PLATES



1988-UP FORD F250 4x4 TRUCK

This Con-Ferr® designed transmission and Transfer Case Skid Plate gives needed protection to low hanging transfer case.

Part No. **B-4100** (Painted Black) Ship Wt 45 lbs **\$181.40** EA.
 Part No. **B-4103** (Gold Zinc Plated) Ship Wt 45 lbs **\$191.75** EA.

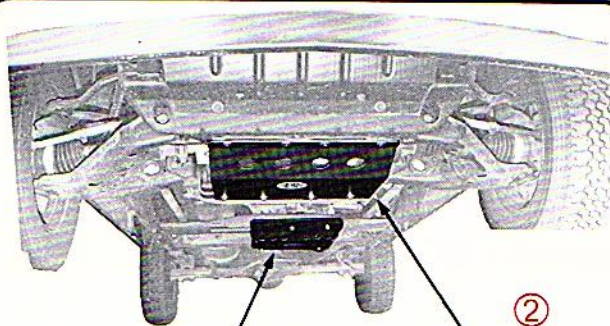
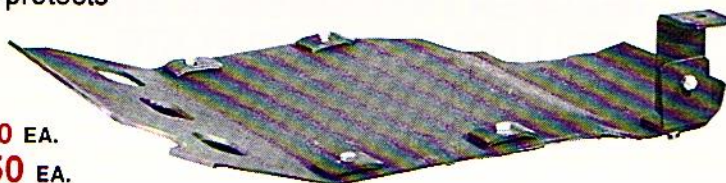
UPS-able!

1978 - 1979 ALL FULL SIZE BRONCO MODELS And F250 TRUCK

Heavy duty, full 1/4" thick steel plate. Skid Plate protects transmission and transfer case. Includes specially designed bolt-on mounting brackets and hardware.

Part No. **B-4058** Ship Wt. 45 lbs..... WERE .. **\$100.80** EA.
 (LIMITED TO STOCK "ON HAND") NOW! **\$75.50** EA.

UPS-able!



1988-UP CHEVROLET And GMC TRUCK — FRONT DIFFERENTIAL - TRANSMISSION And TRANSFER CASE - SKID PLATES

These heavy duty Con-Ferr® Skid Plates cover 150% more area than stock "off road package" units do on the new 1500 and 2500 Series "full size" 4x4 trucks. Both made of hi-impact 3/16" formed steel — triple the impact resistance of the stock aluminum units, and feature easy bolt on installation.

Transmission and Transfer Case Skid Plate ①

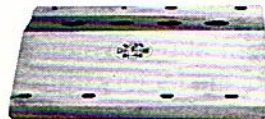
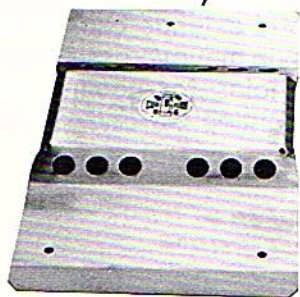
Part No. **C-5601** (Painted Black) Ship Wt 27 lbs **\$99.25** EA.
 Part No. **C-5604** (Gold Zinc Plated) Ship Wt 27 lbs **\$109.35** EA.

Front Differential Skid Plate ②

Also designed to protect vulnerable — wires, switches, cables etc. and inner CVC joints.

Part No. **C-5603** (Painted Black) Ship Wt. 26 lbs **\$82.90** EA.
 Part No. **C-5606** (Gold Zinc Plated) Ship Wt. 26 lbs **\$93.25** EA.

UPS-able!



1946-69 JEEP CJs

With 4 cylinder engine, and factory 3 speed manual transmission. Installation requires a 3/8" hole to be drilled in frame rail for Skid Plate side mounting arm.

Part No. **J-2039**

CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE



CON-FERR® SKID PLATES



Installation
Illustrated Below



1988-92 SUZUKI SIDEKICK And GEO TRACKER TRANSFER CASE SKID PLATE

This "oversized" skid plate offers extra protection for the low hanging transfer case. Side ventilation holes for cooling and cleaning. Easy replacement of factory unit, or a quick and much needed complete bolt-on installation. Includes special mounting bracket, and hardware — two finishes to choose from:

Part No. **F-0026** (Flat Black) Ship Wt 9 lbs..... **\$39.40** EA.

Part No. **F-0030** (Gold Zinc Plated) Ship Wt 9 lbs **\$47.25** EA.

See Important product information on page 47.

UPS-able!

SPECIALY DESIGNED SKID PLATES

1988-92 SUZUKI SIDEKICK And GEO TRACKER TRANSMISSION AND BELLHOUSING SKID PLATE

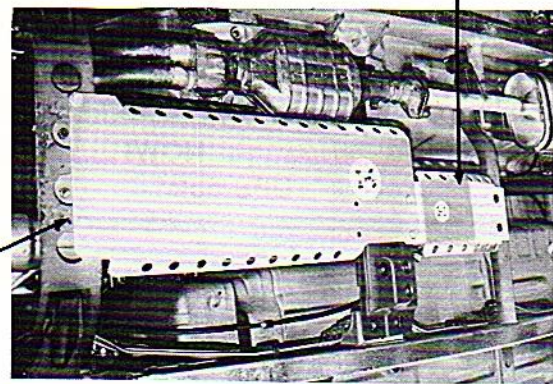
This "oversized" skid plate offers needed protection for the factory manual 5 speed transmission and low hanging engine bellhousing. Bolts to front "A"-arm support member and extends back to the rear most of the factory transmission mount/crossmember combination. Side ventilation holes for cooling and cleaning. Includes special mounting hardware — two finishes to choose from:

Part No. **F-0028** (Flat Black) Ship Wt 19 lbs **\$81.90** EA.

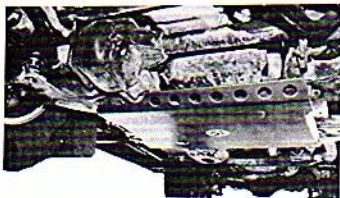
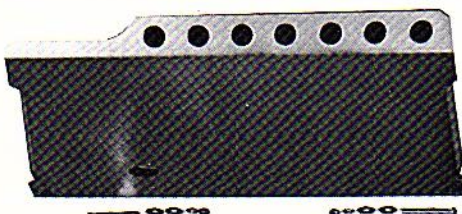
Part No. **F-0032** (Gold Zinc Plated) Ship Wt 19 lbs **\$91.25** EA.

See Important product information on page 47.

UPS-able!



F-0030 Transfer Case Skid Plate
(Sold Separately — See Above)



1988-UP ISUZU AMIGO TRANSMISSION SKID PLATE

This "oversized" skid plate offers protection not only for the transmission; also the front left and right "A"-arm torsion bars, and rear most of the engine oil pan. Bolts to front "A"-arm support member and extends back to the rear most of the factory transmission mount/crossmember combination. Side ventilation holes for cooling and cleaning. Includes special mounting hardware. See Important product information on page 47.

Part No. **I-0120** **CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE**

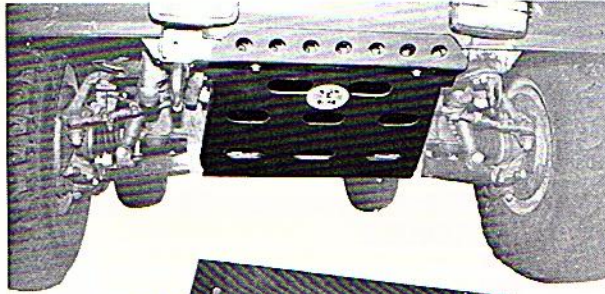
1969-72 CHEVROLET/GMC 4x4 K5 BLAZER/JIMMY AND 1/2 TON TRUCKS

Fits vehicle models with factory standard V8 engine, and automatic transmission. Easy bolt-together two piece design. Bolts to transfer case crossmember and front crossmember. Requires drilling two 3/8" holes in frame side rail to accommodate side mounts.

Part No. **C-5005** **CUSTOM ORDER - CALL FOR PRICE**



CON-FERR® SKID PLATES



1986-UP TOYOTA 4x4 MINI TRUCKS AND 4RUNNER With INDEPENDENT FRONT SUSPENSION

This heavy duty use 3/16" thick formed steel skid plate replaces the standard duty stock splash plate. Ventilation holes, and uses factory hardware. *See Important product information on page 47.*

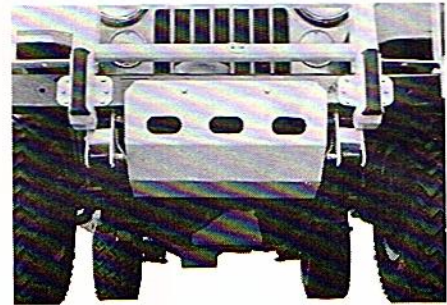


Part No. **T-1306** (86-UP Black) Ship Wt 29 lbs **\$90.70** EA.

All Are — UPS-able!

FRONT STEERING GEAR SKID PLATES FOR 1972-UP JEEP® MODELS: CJ5, CJ6, CJ7 AND CJ8 (Scrambler)

Helps protect vulnerable factory front mounted steering gear, and deflects blows from steering tie rods. Features 1/4" thick formed steel plate with lightening vent holes for engine compartment cooling. Bolts (*some drilling needed*) to the "stock" factory front bumper, and side frame rails. Painted black - includes specially designed brackets and mounting hardware. *See Important product information on page 47.*



Part No. **J-2065** Ship Wt 25 lbs **\$84.95** EA.



1965-77 All Ford Bronco Models

This unit bolts (*some drilling needed*) to the "stock" factory front bumper, and front crossmember. Includes new mounting for stock steering stabilizer. Painted black, and includes mounting hardware. *See Important product information on page 47.*

Part No. **B-4009** Ship Wt 33 lbs

**CUSTOM ORDER PLEASE CALL
FOR CURRENT PRICE**

CON-FERR® SKID PLATES



CON-FERR®'s EXCLUSIVE — ROCKER PANEL SKID PLATES (Body Armor) FOR 1984-UP JEEP® — "DOWN SIZE" — CHEROKEE

These heavy duty 1/8" thick formed steel skid plate panels give much needed protection to the vulnerable vehicle lower rocker panels. Can help prevent and possibly save hundreds of dollars in body repairs. Con-Ferr® tough, yet easy screw on installation; electric drill motor, bits, and screwdriver are all the tools needed. Gold zinc plated to enhance your vehicle with "Hi-Tech" looks. *See important product information on page 47.*

① **Body Armor Kit I:** Left and right Skid Plate Panels (max. each: 63" long x 5 3/4" high), fits below doors between front and rear fender wells, and includes installation screws.

Part No. J-2058 Ship Wt. 32 lbs..... WERE..... ~~\$97.25~~ SET

NOW **\$64.99** SET

② **Body Armor Kit II:** Includes "Kit I" plus left and right rear quarter panel extension Skid Plate panels (max. each: 12 1/2" long x 5 3/4" high), and additional installation screws.

Part No. J-2067 Ship Wt. 36 lbs..... WERE..... ~~\$107.50~~ SET

NOW **\$76.95** SET

CLOSE-OUT!! All Are — UPS-able!

THE - ORIGINAL - CON-FERR® SPRING SHACKLE "U-BOLT" SKID PLATES



FACTS ABOUT CON-FERR® SPRING SHACKLE "U-BOLT" SKID PLATES

Ever bent or broken a spring shackle U-bolt from hitting a rock or ???

Well, plenty of 4 wheelers have, because spring shackle u-bolts are very vulnerable in their exposed positions. Even if you don't break or bend the U-bolt you may get hung up because the bolts extend below the spring shackle plate.

Con-Ferr® kits provide new heavy duty 1/4" thick steel replacement spring shackle plates with built-in braced 3/16" skid plates that fit Jeep®, and

Toyota Land Cruisers models. We have been manufacturing these unique designed Spring Shackle "U-Bolt" Skid Plates *since 1965*. Easy bolt-on installation, no special tools needed. Spring Shackle Skid Plates are painted black. Each kit includes a pair of left and right Spring Shackle "U-Bolt" Skid Plates. Some kits also include replacement shock absorber and/or factory sway-bar mounting pins, where required. Front and rear pairs available. *See important product information on page 47.*

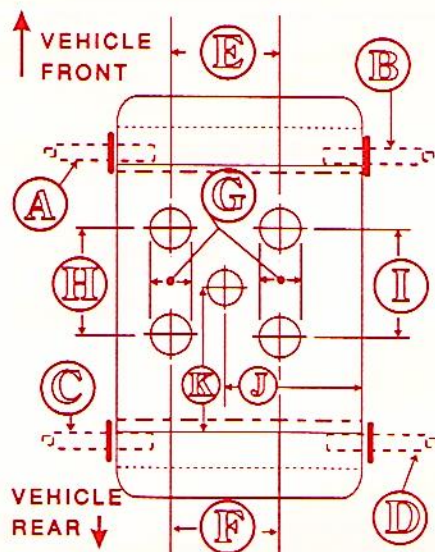
Application Chart is On The Following Page

CON-FERR® SKID PLATES

PLEASE NOTE

All Con-Ferr® Spring Shackle "U-Bolt" Skid Plates are designed and manufactured to fit the **specific: YEAR MAKE MODEL VEHICLE**; as listed below, *equipped WITH*: "stock - standard" suspension and related component as provided by the vehicle manufacturer.

YEAR	VEHICLE / MODEL	IMPORTANT NOTES	SHIP WT (LBS)	PART NO.	PRICE EACH (FOB)
JEEP® — Front Pairs					
1946-71	M38, M38A1, and All CJs	Lower Shock Mount On Skid Plate	7	J-2123	\$37.95
1972-75	CJ5, and CJ6	Lower Shock Mount On Skid Plate	7	J-2334	\$38.50
1976-81	CJ5, CJ7, and CJ8 Scrambler	1: WITHOUT Factory Front Sway Bar 2: WITH Front Lower Shock Mounts on Spring Shackle Plates	10	J-2335	\$46.25
1976-81	CJ5, CJ7, and CJ8 Scrambler	1: WITH Factory Front Sway Bar 2: WITH Front Lower Shock Mounts on Spring Shackle Plates	10	J-2338	\$51.30
1982-UP	CJ5, CJ7, and CJ8 Scrambler	1: WITHOUT Factory Front Sway Bar 2: WITH Front Lower Shock Mounts on Front Axle Housing	10	J-2370	\$40.95
1982-UP	CJ5, CJ7, and CJ8 Scrambler	1: WITH Factory Front Sway Bar 2: WITH Front Lower Shock Mounts on Front Axle Housing	9	J-2372	\$47.25
1986-UP	All Wrangler	1: WITH Factory Front Sway Bar 2: WITH Front Lower Shock Mounts on Front Axle Housing	11	J-2434	\$51.95
JEEP® — Rear Pairs					
1946-69	M38, M38A1, and All CJs	Lower Shock Mount On Skid Plate	7	J-2333	\$37.95
1970-75	CJ5, and CJ6	Lower Shock Mount On Skid Plate	7	J-2336	\$38.50
1976-UP	CJ5, CJ7, and CJ8 Scrambler	EXCEPT Rear Factory Model 44 Axle 1: WITH Lower Shock Mounts on Spring Shackle Plates	10	J-2337	\$46.25
1986-UP	All Wrangler	WITH Rear Lower Shock Mounts on Axle Housing	11	J-2438	\$47.95
TOYOTA — Front Pair					
1963-UP	Land Cruiser FJ40, and FJ45	WITH Front Lower Shock Mounts on Axle Housing	10	T-1250	\$35.45
TOYOTA — Rear Pairs					
1963-73	Land Cruiser FJ40, and FJ45	WITH Lower Shock Mounts On Axle Housing	10	T-1250	\$35.45
1974-UP	Land Cruiser FJ40, and FJ45	Non-Stocked Item — Custom Manufacture ONLY!	11	T-1252	CALL



If you do not find your vehicle year, make, and model listed in the above Application Chart, write us and we will send you special information sheets. When completed and returned to us we will send to you a quote, and then Con-Ferr® can manufacture a set for you, on a "custom" basis, to your specifications. As a rule of thumb prices start at 2 1/2 x \$, or more, of Part No. J-2434.

Please mail your requests to:

Con-Ferr®, Inc.
123 South Front Street
Dept.: C43CUSTP53
Burbank, CA 91502-1983

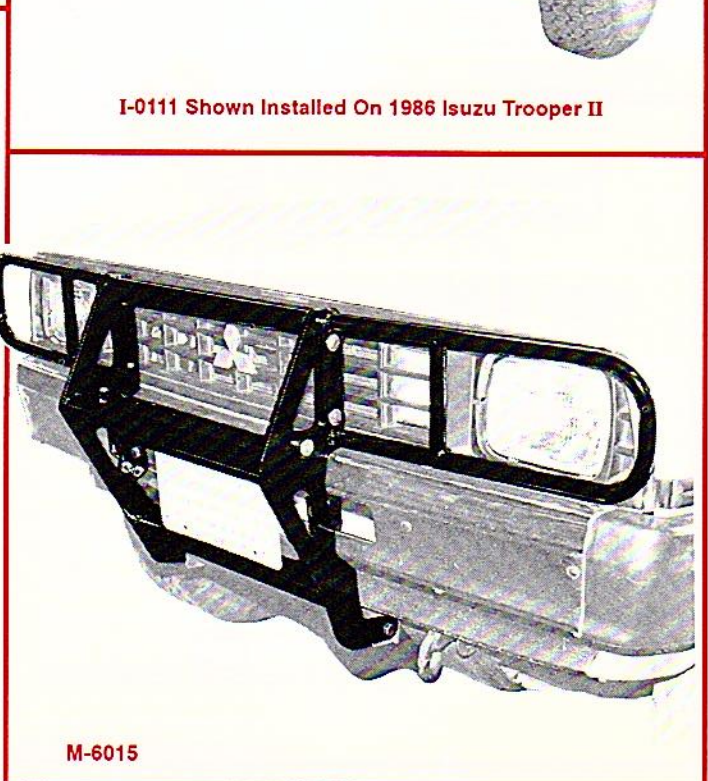
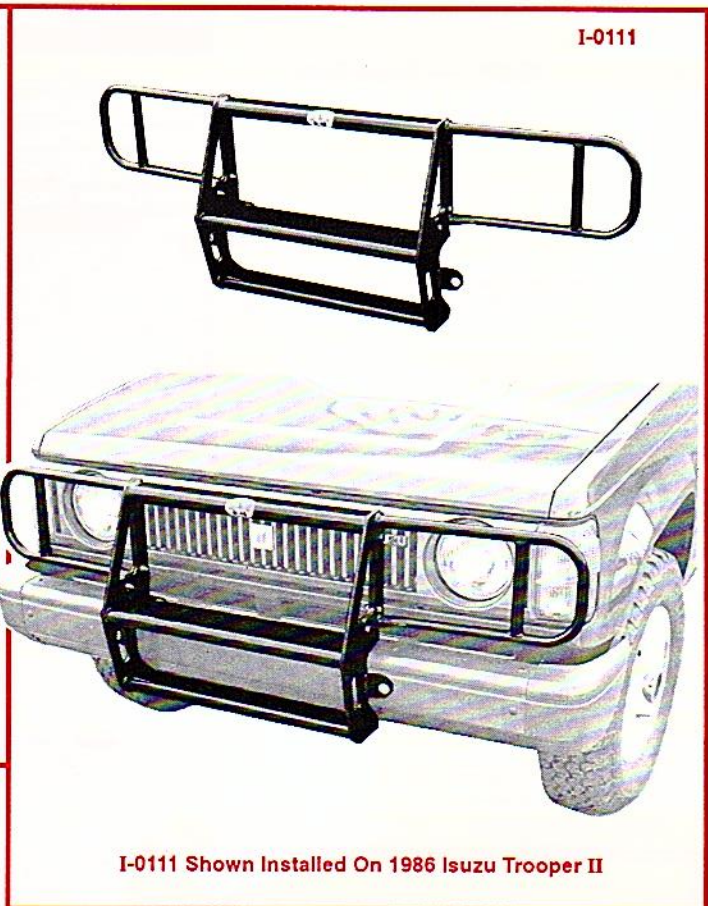
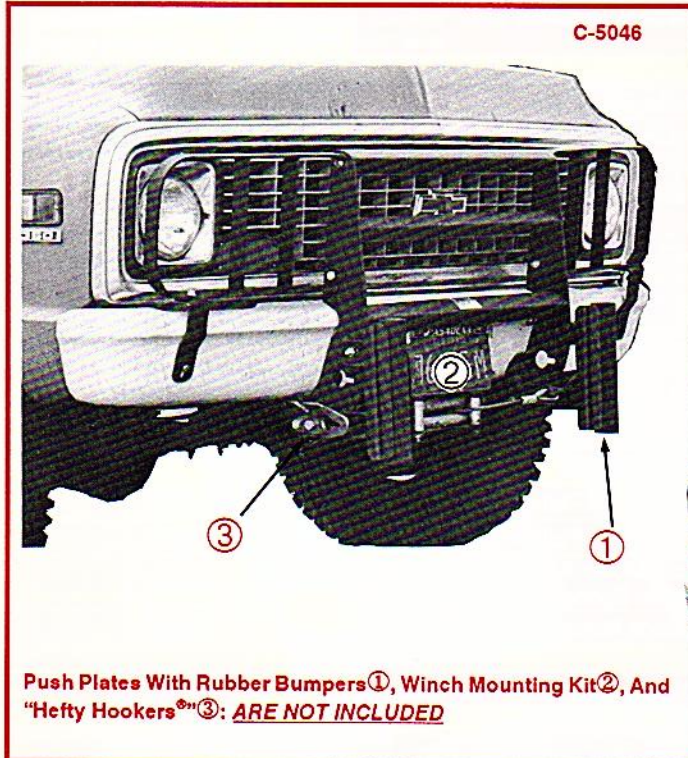
Thank You,
Con-Ferr® Management

CON-FERR® GRILLE GUARDS

CON-FERR®'S EXCLUSIVE "BAJA BRUSH BUSTER" GRILLE GUARDS

Here is an item that not only looks great; but is built for heavy duty, rugged use. Con-Ferr's "Baja Brush Buster" Grille Guard standard features include; three exclusive Con-Ferr® designed heavy 1/8" wall, oval shaped steel cross bars welded in place. The center cross bar is pre-punched with 5/8" holes for most add-on road lights. Our 5/16" thick

steel plate up-rights have bolt-on provisions for optional headlight and fender guards. No special tools are needed to install Con-Ferr® "Baja Brush Buster" Grille Guard, in most cases a drill motor and hand wrenches will complete installation. Painted gloss black, and includes mounting hardware.



CON-FERR® GRILLE GUARDS

"BAJA BRUSH BUSTER" GRILLE GUARD — "COMBO" To VEHICLE



YEAR	VEHICLE	NOTES	PART NO.	WERE!	PRICE EACH (FOB)	SHIP WT (LBS)
CHEVROLET/GMC						
1973-75	Blazer/Jimmy, and 2/4x4 1/2/3/4 Trucks	② ③	C-5046	\$145.25	\$108.99	73
1976-UP	Blazer/Jimmy, 2/4x4 1/2/3/4 Trucks (see below "Center Section Only" Listing)					
DODGE						
1984-89	4x4 Raider	③	M-6013	\$159.60	\$119.95	51
FORD (see : "Center Section Only" Listing)						
ISUZU						
1984-89	All Trooper - Models WITH Chrome Bumper Requires Additional Drilling	① ③	I-0111	\$167.65	\$124.99	45
MITSUBISHI						
1984-89	4x4 Montero	③	M-6013	\$159.60	\$119.95	51
1984-88	4x4 Mini Trucks		M-6015	\$159.60	\$119.95	46
TOYOTA						
1979-83	2x4 Mini Trucks (see below : "Center Section Only" Listing)					
1979-83	4x4 Mini Trucks	②	T-1142	\$150.80	\$113.50	45
1984-85 1/2	4x4 Mini Trucks WITH stock height, and most models with up to 3" body lifts, — EXCEPT ALL models with front independent suspension.	②	T-1149	\$150.80	\$113.50	45

"BAJA BRUSH BUSTER" GRILLE GUARD — CENTER SECTION To VEHICLE



YEAR	VEHICLE / MODEL	GRILLE GUARD (Center Section — ONLY)				
		NOTES	PART NO.	WERE!	PRICE EACH (FOB)	SHIP WT (LBS)
CHEVROLET/GMC						
1973-78	4x4 Blazer/Jimmy, and 1/2-3/4 Trucks	② ④	C-5031	\$77.25	\$59.95	37
FORD						
1966-77	2x4 or 4x4 F100/F150, and 2x4 F250	④	B-4034	\$94.60	\$74.95	37
1978-79	2x4 or 4x4 F100/F150, Bronco, and 2x4 F250	④	B-4080	\$96.25	\$76.50	37
DODGE and MITSUBISHI						
1984-89	4x4 Raider, and Montero	③	M-6010	\$99.45	\$78.99	34
1984-89	4x4 Mitsubishi Mini Trucks		M-6004	\$92.75	\$72.99	33
ISUZU						
1984-89	All Trooper — Models WITH Chrome Bumper Requires Additional Drilling	① ③	I-0113	\$103.25	\$82.99	34
TOYOTA						
1979-83	2x4 Mini Trucks	②	T-1145	\$92.75	\$74.99	32
1979-83	4x4 Mini Trucks	②	T-1148	\$92.75	\$74.99	32
1984-85 1/2	4x4 Mini Trucks WITH Stock Body Height and With 0" To 3" Body Lifts — EXCEPT Vehicle Models with Front Independent Suspension (FIS)	②	T-1284	\$92.75	\$74.99	32

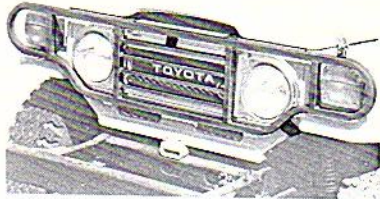
PLEASE NOTE: All "BAJA BRUSH BUSTER" GRILLE GUARDS: ARE POWDER COATED GLOSS BLACK • DESIGNED TO BE INSTALLED TO FACTORY "STOCK" FRONT BUMPER • **ARE NOT** DESIGNED FOR USE WITH ANY TYPE OF WINCH, WINCHING ACTION, OR PULLING OF ANY KIND. • ① FACTORY

CHROME BUMPER REQUIRES ADDITIONAL HOLES TO BE DRILLED • ② MOUNTS TO FRAME RAILS AND FACTORY BUMPER • ③ MOUNTS TO FACTORY BUMPER ONLY. • ④ PAINTED "SPRAY" GLOSS BLACK.

CON-FERR® GRILLE GUARDS

SQUARE TUBE GRILLE GUARDS

CON-FERR® SQUARE TUBE BRUSH GUARD FOR TOYOTA LAND CRUISERS



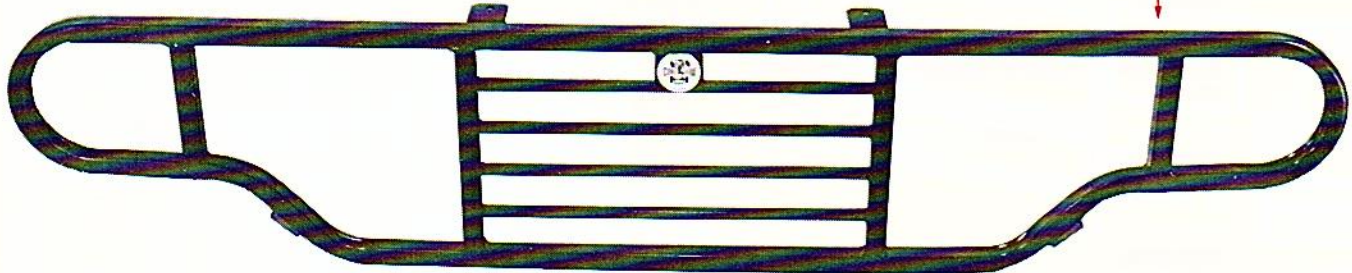
1/2" - 16 GA. SQUARE TUBE GRILLE WORK AFFORDING MAXIMUM RADIATOR AND GRILLE PROTECTION



EASY BOLT-ON INSTALLATION

WELDED "ONE-PIECE" CONSTRUCTION — NO ADDITIONAL ASSEMBLY REQUIRED!

HEAVY DUTY 1" - 16 GA. WALL SQUARE TUBE



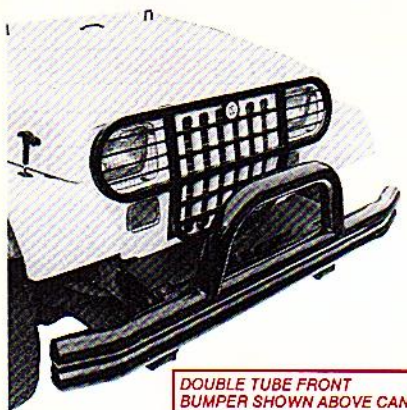
This one piece 1" square tubing brush guard protects the grille and head lights from damage, also protects the turn signal lamps mounted on the front fenders. Fits FJ40 models, and FJ45 stationwagon and truck models. A 1/4 inch electric drill motor and common hand wrenches are the only tools needed. Painted gloss black, includes mounting hardware.

Part No. **T-1175** Ship Wt 15 lbs **\$112.25** EA.

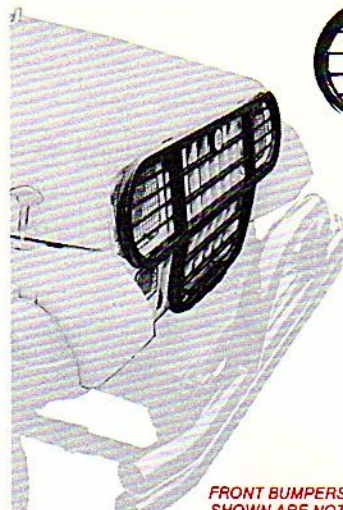
-- UPS-able! --

NEW!

CON-FERR® SQUARE TUBE BRUSH GUARD FOR JEEP® WRANGLER SQUARE TUBE GRILLE GUARD



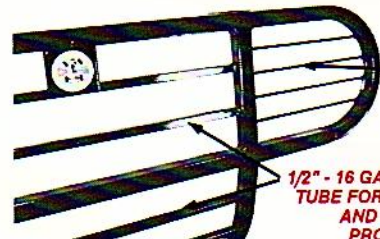
DOUBLE TUBE FRONT BUMPER SHOWN ABOVE CAN BE PURCHASED SEPARATELY — SEE PAGE 16.



FRONT BUMPERS SHOWN ARE NOT INCLUDED



STRONG 1" - 16 GA. WALL SQUARE TUBE MAIN FRAME



1/4" ROUND SOLID STEEL HEAD LIGHT GRILLE

1/2" - 16 GA. WALL SQUARE TUBE FOR EXTRA GRILLE AND RADIATOR PROTECTION

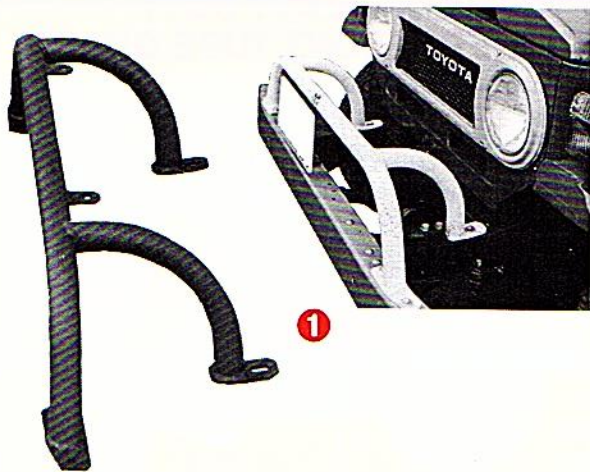
This one piece 1" and 1/2" square tubing brush guard protects the grille from brush damage, also helps protects the head lamps and turn signal/parking lights mounted into grille panel. Fits all Jeep® Wrangler models. An electric drill motor and common hand wrenches are the only tools needed. Painted gloss black, includes mounting hardware.

Part No. **J-2424** Ship Wt 15 lbs **\$115.95** EA.

-- UPS-able! --

CON-FERR® GRILLE GUARDS

ROUND TUBE GRILLE GUARDS FOR JEEP® CJs And TOYOTA LAND CRUISERS



①



②

CON-FERR® ROUND TUBE GRILLE GUARDS

These Con-Ferr® Grille Guards are manufactured from 1 3/4" OD. x 1/8" wall steel tubing. We use a "mandrel bender" for less deforming of the tubing when forming the grille guards into shape. Both Grille Guards feature rear "kicker" braces that bolt to the left and right side frame rails, which makes for an extra strong Con-Ferr® tough Grille Guard. All tube joints and mounting plates are welded a full 360°. Painted flat black primer.

① TOYOTA LAND CRUISER

1964-UP All FJ40 And FJ45 Models

Part No. T-1077 ...Ship Wt 16 lbs **\$55.95** EA.

② JEEP®

1946-UP CJ, All Models

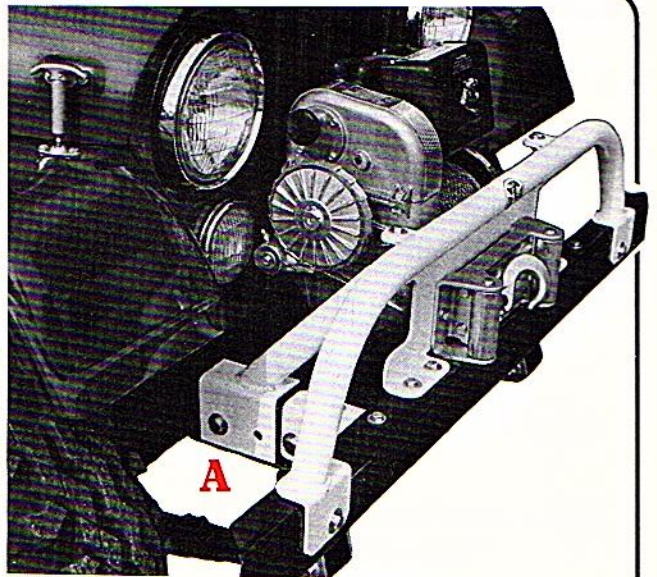
Part No. J-2073 .. **CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE**

— UPS-able! —

CON-FERR® TUBE GRILLE GUARD And WINCH MOUNTING PLATE — "COMBO" For JEEP® And TOYOTA LAND CRUISERS

Need a hefty Grille Guard and an easy, economical way to mount a winch? The answer: a Con-Ferr® Round Tube Grille Guard with Winch Mount Plate -- "Combo" for your 1970-up Jeep® CJs (with front splash plate between front frame rails), or Toyota FJ40 and FJ45. These Con-Ferr® "Combo" kits include; our Tube Grille Guard listed above, and our an extra strong 1/4" thick hot rolled steel Winch Mounting Plate.

"Combo" kits will accept Warn M-8000, M-6000, M-5000 series, or Ramsey REP 6000 electric winches. The Con-Ferr® Winch Mount Plate simply bolts to existing brackets welded in place on our Tube Grille Guards, then to the top of the factory front bumper. No welding needed! A hand drill motor, and hand tools complete easy bolt-on installation. Tube Grille Guard and Mount Plate — "Combo" kits are painted black, and include hardened mounting hardware.



A

[A] 1970-UP JEEP®

ALL CJ MODELS with: factory splash plate between front frame rails (kit includes frame extension brackets needed to move factory bumper out for winch installation).

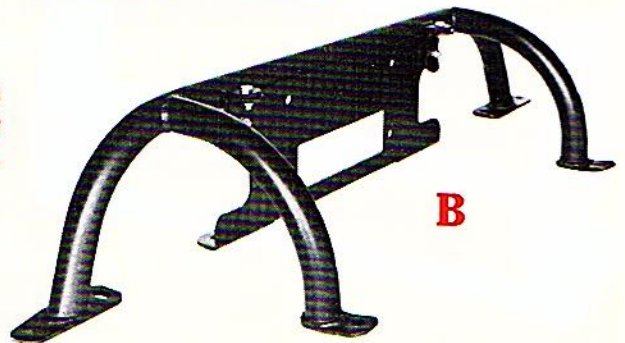
Part No. J-2121 ...Ship Wt 13 lbs **CUSTOM ORDER**

[B] 1963-74 TOYOTA LAND CRUISER

All FJ40 and FJ45 Stationwagon and Truck models

Part No. T-1154 ...Ship Wt 10 lbs **\$92.75** EA.

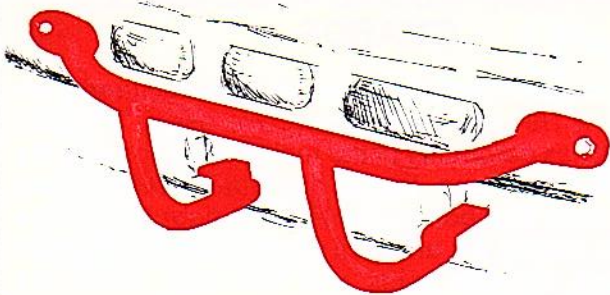
— UPS-able! —



B

CON-FERR® GRILLE GUARDS

ROUND TUBE GRILLE GUARDS For TOYOTA MINI-TRUCK And 4RUNNER



CON-FERR® HEAVY DUTY "PRE-RUNNER" FRONT TUBE GUARD

Bolts to front bumper and frame rails of all 1979-85 Toyota 4x4 mini truck and 4Runner *without* independent suspension or body lifts. Manufactured from full 1 3/4" OD. round, heavy 1/8" wall tubing. Mandrel bender used on all radius bends. Welded into a strong single piece, that will enhance and protect vulnerable front end. Installs with existing hardware. Painted gloss black.

WERE!.....~~\$79.55~~ EA. **CLOSE OUT!**
Part No. **T-1107**Ship Wt 22 lbs..... **\$59.95** EA.
— UPS-able! —

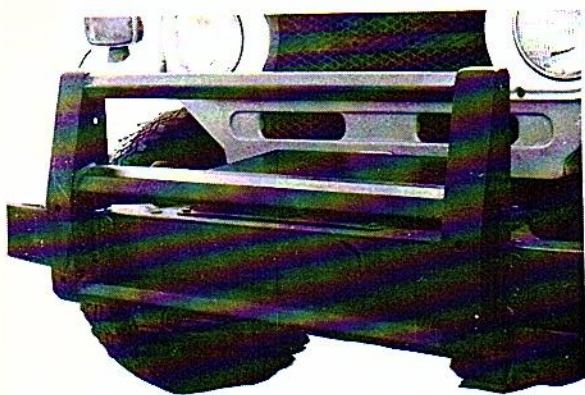
CON-FERR® TUBE GUARD AND WINCH MOUNT For 1979-85 1/2 TOYOTA 4WD MINI TRUCKS And 4RUNNER

Manufactured from heavy 1/8" wall, hot rolled electric welded steel tubing. The winch mount plate is extra strength 3/16" thick formed hot rolled steel plate. Guard features mandrel bends for less tube deforming. Fully Mig welded 3/16" thick frame and bumper mounting plates. Bolts to stock factory bumper and frame rails (*except models with front independent suspension or body lifts*). The following Warn winch numbers will simply bolt to our winch mounting kit including the Warn Roller or the Hawse-type Fairlead: Models M-8200, M-6000, M-5000, series, or Ramsey model REP 6000, Mount is painted gloss black.



WERE!.....~~\$123.25~~
Part No. **T-1180**Ship Wt. 30 lbs **\$92.99** EA.
— UPS-able! —

CUSTOM DESIGNED GRILLE GUARDS For JEEP® And TOYOTA



CON-FERR®'S ULTRA HEAVY DUTY "BRUSH BUSTER"

Specially designed to provide the "ultimate" strength and protection for body, grille, and fenders when traveling in thick heavy brush. Features 2 5/8" wide heavy gauge bar and formed steel up-rights, with provisions to accept our optional Push Pads, *please refer to page 61*. These Con-Fer® Ultra Heavy Duty "Brush Buster" Grille Guards also feature our exclusive oval cross bar design for vehicles without winches. The center oval cross bar has provisions for mounting most types of road lights. Drilling, of the factory bumper is required to install these units. Painted black, includes mounting hardware. Ultra Heavy Duty "Brush Buster" and Bolt-On Optional Fender Guards are also sold separately - see below:

ALL CJs

Ultra Heavy Duty Grille Guard and Headlight/Fender Guards - "Combo"

WERE!.....~~\$149.90~~ EA.
Part No. **J-2008**....Ship Wt 43 lbs..... **\$99.99** EA.
⊗ Ultra Heavy Duty Grille Guard Only

WERE!.....~~\$97.95~~ EA.
Part No. **J-2090**....Ship Wt 29 lbs..... **\$78.95** EA.

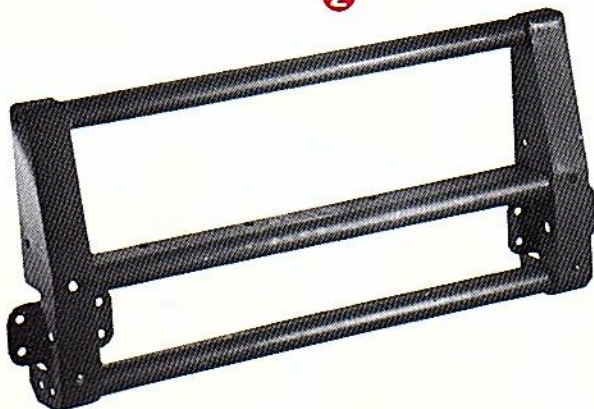
ALL FJ40 And FJ45 Models

Ultra Heavy Duty Grille Guard and Headlight/Fender Guards - "Combo".

WERE!.....~~\$140.90~~ EA.
Part No. **T-1024**...Ship Wt 45 lbs..... **\$99.99** EA.
⊗ Ultra Heavy Duty Grille Guard Only

WERE!.....~~\$97.95~~ EA.
Part No. **T-1060** ...Ship Wt 29 lbs..... **\$78.95** EA.

UPS-able!

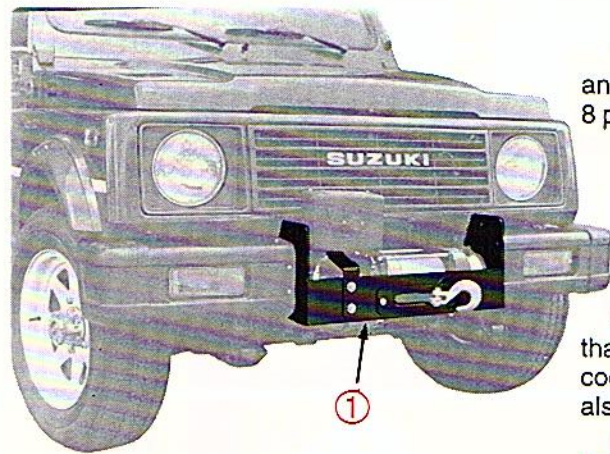


CLOSE-OUT PRICES — Limited To Stock On Hand.

CON-FERR® GRILLE GUARDS

CON-FERR® WINCH MOUNT / GRILLE GUARD--"COMBO" FOR 1984-UP SUZUKI SAMURAI — All Models

① CON-FERR®S "TOUGH STUFF® WINCH MOUNTING KIT

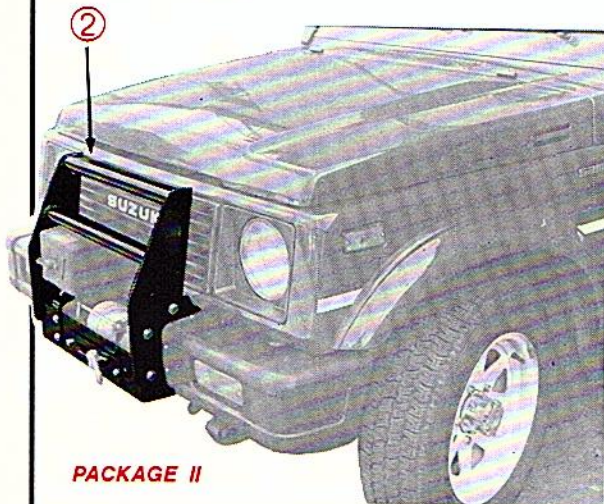


This kit is a Con-Ferr® exclusive design ensuring you of strength and quality throughout. Con-Ferr® Winch Mounting kit features; a full 8 point frame mounting system for those tough pulling jobs, a saddle type mount -- that provides the maximum surrounding protection for the winch, and the mount is fabricated from 3/16" thick high-strength all steel plate. The Con-Ferr® Winch Mount enables the Samurai owner to mount the high pulling capacity of a Ramsey Electric Winch model 5000-R (*not included*). Winch Mount uses the "stock" factory front bumper for that clean -- "built-in" look. A big plus with this Con-Ferr® design is that it keeps the winch at "bumper height" -- not restricting vital cooling air flow to the radiator. Mounting the winch at bumper height, also provides the winch with a better performance angle.

Kit includes: Winch Mount, Frame Mount Brackets, All Painted Black, Mounting Hardware, And Mount Installation Instructions.

Part No. **F-0011** Ship Wt. 45 lbs **\$174.99** EA.

② Bolt-On Con-Ferr® Grille Guard



PACKAGE II

This all steel Con-Ferr® "Baja Brush Buster" type Grille Guard features hefty 5/16" thick up-rights, and two of our exclusive design 1/8" wall oval Crossbars. Grille guard bolts easily to mounting holes provided with our "Tough Stuff" Winch Mount Kit (*CF# W-9023 -- required*). Grille Guard is painted black and includes mounting hardware.

Part No. **F-0001** Ship Wt. 15 lbs **\$78.75** EA.

③ Light Guard Extension Kit

Con-Ferr® fabricates this left and right pair set from 1" OD. -- heavy 1/8" wall, round steel tubing, welded into tough single units. Provides added protection for the headlights, fenders and outer grille work. Light Guard Extension Kit bolts quickly to mounting holes provided in our Grille Guard (*CF# F-0001 -- required*).

Part No. **F-0003** Ship Wt. 13 lbs **CUSTOM ORDER ONLY —**
CALL FOR CURRENT PRICE
-- SAVE !--

Winch Mounting Kit and Grille Guard with Light Extensions -- Complete "Combo"

Package I: (Includes ①②③)

Part No. **F-0015** Ship Wt. 57 lbs **CUSTOM ORDER ONLY —**
CALL FOR CURRENT PRICE

Winch Mounting Kit and Grille Guard -- "Combo"

Package II: (Includes ①②)

Part No. **F-0018** Ship Wt. 46 lbs **\$228.50** EA.

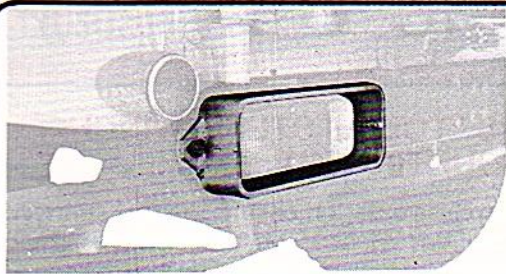


PACKAGE I

All Winches Shown ARE NOT Ramsey 5000-R And Are Not Included With Any Con-Ferr® Mount Or Combo Kit — Ramsey Winch NOT Shown.

All Winch/Grille Guard Kits Are — UPS-able!

CON-FERR® GRILLE GUARDS



A

HEAVY DUTY FRONT AND REAR TURN SIGNAL LAMP GUARDS FOR 1974-UP TOYOTA LAND CRUISER

Designed to prevent signal lamp lens and housing "brush" damage. Fits all FJ40 models. These Con-Ferr® signal lamp guards are manufactured from high quality 1/4" thick x 2" wide steel bar stock. Guards are painted black, installs with existing factory hardware.

— Sold In Pair Sets Only —

[A] REAR GUARDS: Mount to existing holes and bolt in the rear crossmember. Cannot be mounted with rear bumpers, or factory bumperettes.

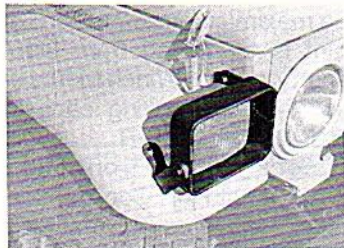
Part No. **T-1088** ...Ship Wt. 9 lbs..... **\$38.75 PR**

[B] FRONT GUARDS: Mount to the engine compartment cowling panel and fender.

.....~~WERE~~..... ~~\$36.25 PR~~

Part No. **T-1089** Ship Wt. 11 lbs..... **\$27.50 PR**

— Both Are UPS-able! —



B

CON-FERR®S EXCLUSIVE DESIGN "HEFTY HOOKER®"

(PATENT NUMBERS 241506 AND 241507)

Formed and welded from heavy duty 5/16" thick hot rolled steel plate. Features double non-slip chain locks for either 5/16" or 3/8" chain. Unlike many conventional type "tow hooks", Con-Ferr®s "Hefty Hooker®" will grip and hold onto bare chain without a hook on the end, or two straps, snatch blocks, and winch hooks when tension is lost.

Con-Ferr®s "Hefty Hooker®" are available in two design types to allow you to mount this item in any position needed. Both types are painted black, bolts are not included.

"Hefty Hooker®" — Type A

Ideal For The Top Of A Frame Horn, Bumper, Or Bed Mounting.

Part No. **G-8850** Ship Wt 2 lbs..... **\$4.40 EA.**

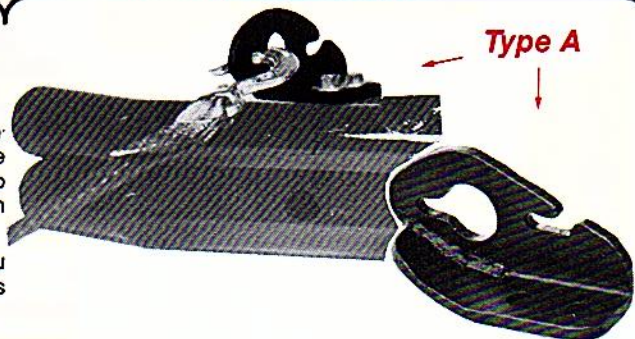
Part No. **G-8360** Ship Wt 4 lbs..... **\$8.25 PR.**

"Hefty Hooker®" — Type B

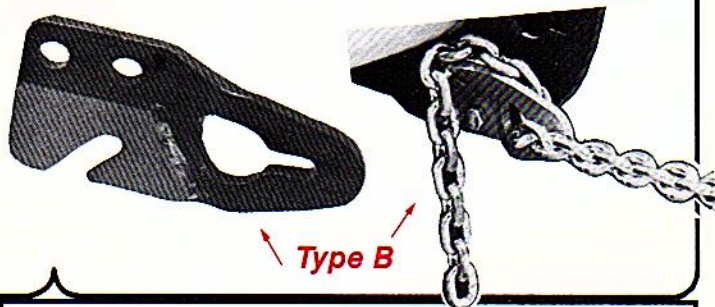
Is Best For Grille Guards, Or Mounting On Side Frame Rails.

Part No. **G-8853** Ship Wt 2 lbs..... **\$4.40 EA.**

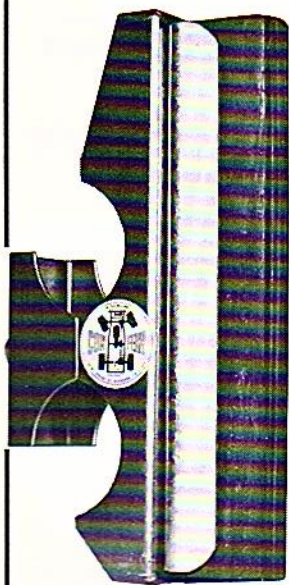
Part No. **G-8370** Ship Wt 4 lbs..... **\$8.25 PR.**



Type A



Type B



BUMPER GUARD WITH PUSH PADS FOR 3" OD. DOUBLE TUBE BUMPERS

Exclusive Con-Ferr® clamp / bolt-on design. Made from full 1/8" thick • die formed box bracket, and includes our heavy duty Push Pads part no. G-7236. Fits aftermarket 3" OD. double tube bumpers with 1 5/8" space between the tubes. Two Bumper Guard finishes to choose from, gold-zinc plated for hi-tech good looks, or "dress up" bright chrome plated. **Sold in Pairs Only.**

Bumper Guards-Bright Chrome Plated - with Push Pads

Part No. **G-8301** Ship Wt 14 lbs
..... **\$64.55 PR.**

Bumper Guards-Gold-Zinc Plated - with Push Pads

Part No. **G-8305** Ship Wt 14 lbs
..... **\$61.25 PR.**

CON-FERR® FRONT BUMPER GUARDS WITH PUSH PADS FOR 1946-79 JEEP® CJs

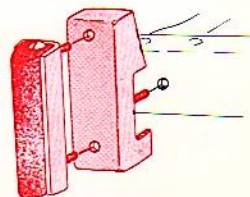
Here is an ideal accessory for the CJ series, bolts in minutes to existing holes, most models, in stock front bumper. The 4" wide Bumper Guards include our heavy duty Push Pads part no. G-7231. Two Bumper Guard finishes to choose from, gold-zinc plated for hi-tech good looks, or "dress up" bright chrome plated. **Sold in Pairs Only.**

Bumper Guards-Bright Chrome Plated - with Push Pads

Part No. **G-8302** Ship Wt 14 lbs
..... **\$55.95 EA.**

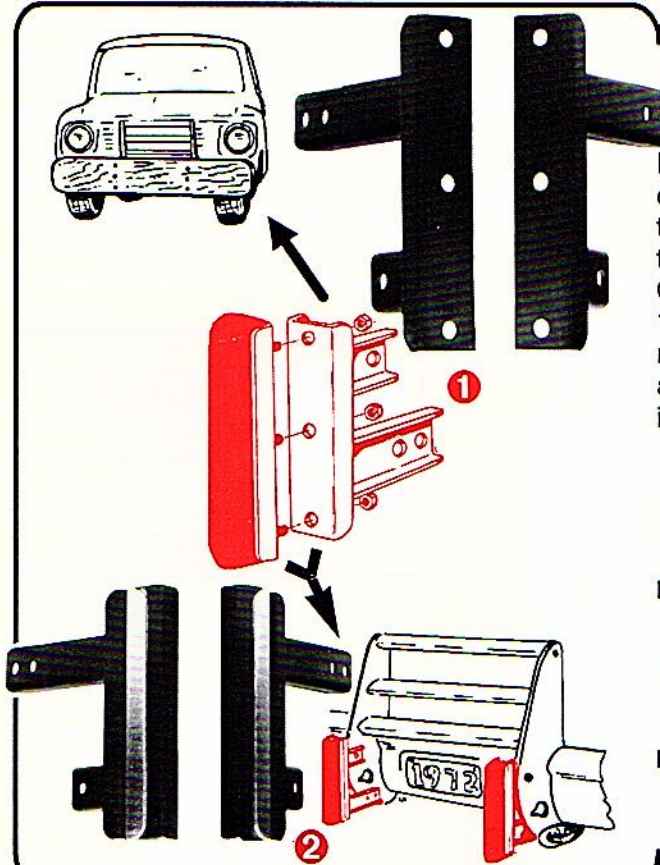
Bumper Guards-Gold-Zinc Plated - with Push Pads

Part No. **J-2089** Ship Wt 14 lbs
..... **\$51.35 PR.**



CON-FERR® GRILLE GUARDS

"PUSH" PLATES And "PUSH" PADS



"PUSH" PLATES And "PUSH" PLATES WITH HEAVY DUTY "PUSH" PADS

These Push Bar Plates for Con-Ferr's "Baja Brush Buster" Grille Guards are designed for rough, day after day usage by service stations and garages; but we think that anyone who uses their vehicle for pushing will find these the best yet. Our Rubber Push Bumpers, Part No. G-7236, will bolt directly to these plates. Or a 2" thick x 12" wide plank can be mounted to them for those extra rough jobs. Will fit Con-Ferr® Grille Guard No.s.: C-5030 and C-5031, B-4034 and B-4080. Painted black and includes mounting hardware.

All Plates and Push Bumpers Are Sold In Pair Sets Only.

① Push Plates — Only

Part No. C-5529 Ship Wt 11 lbs **\$25.25 PR.**

② Push Plates with G-7236 Rubber Push Pads

Part No. C-5530 Ship Wt 19 lbs **\$52.25 PR.**

— UPS-able! —

RUBBER PUSH PADS

1 3/4" of hard rubber, press fitted into heavy duty 3/16" formed steel sleeve. In most cases, these push pads will allow you to push another vehicle without damaging your front bumper or grille guard. Rubber is *black*, steel sleeve is *blue zinc plated*. Includes mounting nuts and washers.

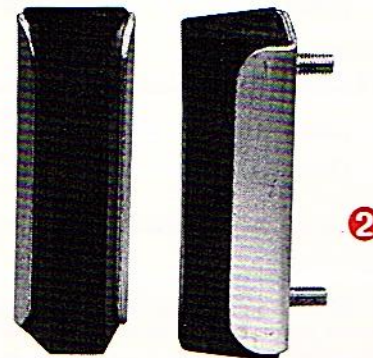
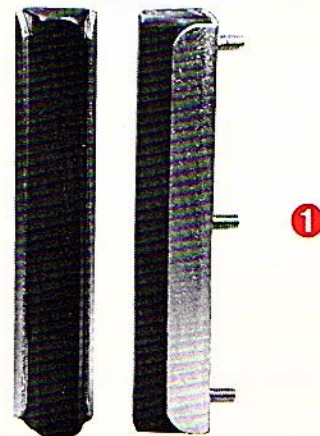
① Rubber Push Pads 11 1/2" long, with three 7/16" mounting studs.

Part No. G-7236 . Ship Wt 8 lbs..... **\$30.35 PR.**

② Rubber Push Pads 6 1/2" long, with two 7/16" mounting studs. Will also fit holes in Con-Ferr® Grille Guards CF#s T-1060, and J-2090.

Part No. G-7231 Ship Wt 6 lbs..... **\$24.85 PR.**

— UPS-able! —



Pictures ARE NOT To Scale!

THE — ORIGINAL — CON-FERR® BLITZ - CAN CARRIER

FACTS ABOUT CON-FERR® BLITZ - CAN CARRIERS

“Why didn't I think of that?!”

Was the reaction we received when we first came out with this truly original, new concept for a “blitz” can carrier. The hook from the bottom, top clamping, lockable type of “Blitz” can holder was introduced by Con-Ferr® way back in March of 1963. Let them call it what they want “Blitz”, “Jerry”, or “G.I.” can carrier, it's still the Con-Ferr® design. The clamping system concept is so simple that we didn't think it was patentable. Since that time this

Con-Ferr® design has been copied and imitated by many, and some variations have even been patented. However, no matter the claim, there is still only one “original” of this type can carrier, and that's the one manufactured by Con-Ferr®. We thought customers should know the facts.

The Con-Ferr® Blitz Can Carrier is one of the few to be tested and approved for government use. The Blitz Can Carrier from Con-Ferr® has been tested by hundreds of thousands of miles of off-road use.

Check these 13 features and you will agree that only a genuine Con-Ferr® Blitz Can Carrier can do the job for you:

1. Construction - 12 gauge (.105") formed steel body.
2. Eight-inch-wide formed steel base to give maximum rattle free support.
3. Positive spring loaded clamp. When you release the can, the clamping device goes up automatically.
4. Completely lockable with standard size padlock.
5. One-piece assembly. No pieces to lose or misplace. You don't have to take the can carrier apart to release the can.
6. Direct pull locking device is interlocked to body. No wobble or offset in direct pull. No fumbling in tight places for parts or mounting.
7. Heavy duty blue zinc plated.
8. Eight mounting holes give you any number of mounting combinations.
9. Strong; so tough we back our can carrier with the Con-Ferr® warranty for a full year.
10. Minimum projection - only 2 1/2" thick.
11. Tested and approved for US. Government use.
12. Plated mounting bolts are provided.
13. **Low price?** Mass production, new machinery, and modern design have made it possible to market the better mouse-trap for less. UPS-able, makes the ideal gift.

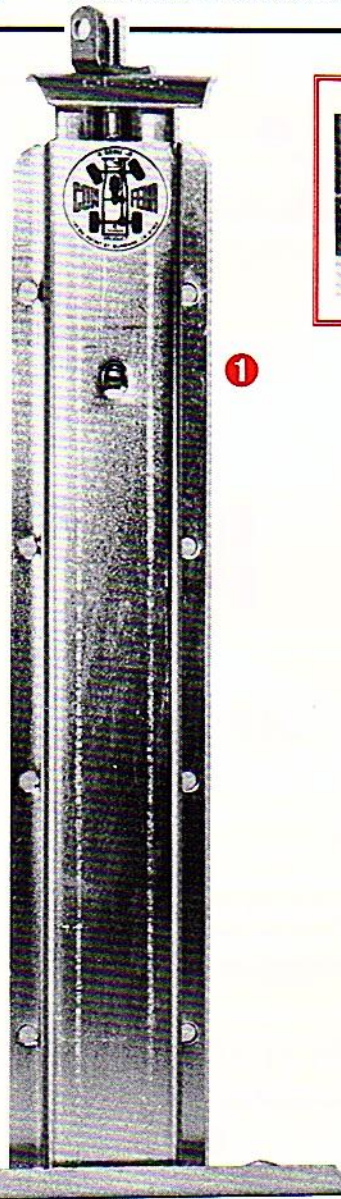
For Steel 5 Gallon Size “US G-I Style ①” Gas or Water Can

Part No. G-8007 (One) Ship Wt 5 lbs **\$29.25** EA.
Part No. G-8009 (Two) Ship Wt 10 lbs .. **\$52.99** PR.

For Steel 2 1/2 Gallon Size “G-I Style ②” Gas Can

Part No. G-8078 (One) Ship Wt 4 lbs **\$19.45** EA.
Part No. G-8019 (Two) Ship Wt 8 lbs **\$34.99** PR.

— UPS-able! —



Both Size Con-Ferr® Blitz - Can Carriers Are Lockable With Customer Optional (not included) Master® Pad Lock # 391 Or Equivalent.

SPECIAL NOTE: ① = Accepts and holds “US standard” can with lip-rimmed bottoms that measures, from bottom lip to top of the handle, NOT: Less Than 18 1/2" OR More Than 19 3/8". ② = Accepts and holds “US standard” can with

lip-rimmed bottom and measures, from bottom lip to top of the handle, NOT: Less Than 13 1/2" OR More Than 14 5/8". Both sizes of Con-Ferr® Blitz Can Carrier can be locked with Master®: # 391 (or equivalent) padlock: customer optional, not included or available from Con-Ferr®.

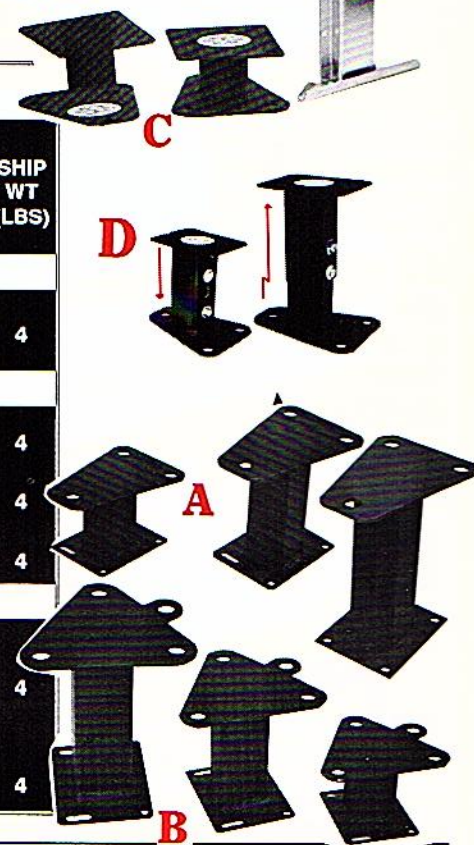
THE — ORIGINAL — CON-FERR® BLITZ - CAN CARRIER

BLITZ - CAN CARRIER ADAPTER MOUNTS

SPARE TIRE - CAN CARRIER ADAPTER MOUNTS

With these special Con-Ferr® Can Carrier Adapter Brackets, you can mount one of our Can Carriers; either C-F# G-8007 or G-8078, to your spare tire using the spare tire's lug nuts. This is an ideal out of the way place for that extra gas or water can.

Can Carrier Adapter mounts in minutes, no drilling required. Models for 4x4 Jeep®s and most Scout, and Bronco with rear mounted three (3) lug mounting on spare tire mount, or Con-Ferr® Swing-aways, most of our stationary mounts, and Toyota Land Cruiser FJ40/45 with stock factory tire mount.



Adapter Bracket To Vehicle Application	WHEEL WIDTHS						SHIP WT (LBS)
	Factory 5" to 6"		Aftermarket Wheels 7" to 8"		Aftermarket Wheels 10" Only		
VEHICLE: YEAR / MAKE / MODEL	PART NO.	PRICE EACH (FOB)	PART NO.	PRICE EACH (FOB)	PART NO.	PRICE EACH (FOB)	
"LARGE"(4x4) FIVE LUG BOLT PATTERN — 5 LUGS ON 5 1/2 Bolt-Hole-Centers							
All Jeep® CJs, All IH Scout 80/800 and most IIs, And Ford Bronco 1965-77	G-8010 ① A	\$20.40	G-8145 ③ D	\$29.75	G-8013 ② A	\$21.95	4
"SMALL"(4x4) FIVE LUG BOLT PATTERN — 5 LUGS ON 4 1/2 Bolt-Hole-Centers							
Jeep® 4Cyl. Wrangler w/ 205x78R-15 Spare Tire	G-8050 ① C	\$21.75	G-8137 ③ D	\$31.00	G-8137 ③ D	\$31.00	4
Jeep® 4Cyl. Wrangler to 245x78R-15 Spare Tire	G-8058 ① C	\$22.00	G-8137 ③ D	\$31.00	G-8137 ③ D	\$31.00	4
All Jeep® 6Cyl. Wrangler	G-8062 ① C	\$23.75	G-8137 ③ D	\$31.00	G-8137 ③ D	\$31.00	4
"LARGE"(4x4) SIX LUG BOLT PATTERN — 6 LUGS ON 5 1/2 Bolt-Hole-Centers							
1963-76 Toyota Land Cruiser FJ40/45 With Factory Or Con-Ferr® Tire Mount AND Blazer/ Jimmy With Con-Ferr® Tire Mount.	G-8015 ① B	\$21.55	G-8149 ① D	\$30.50	G-8149 ⑥ D	\$30.50	4
1977-UP Toyota FJ40 With Factory Tire Mount	G-8072 ① B	\$23.25	G-8073 ① B	\$23.95	G-8143 ⑥ D	\$30.50	4

NOTE KEY: ① = Adapter will fit steel wheels with a rear space (Measured from the rear edge of wheel to the wheel center plate with lug holes) equal to vehicle manufacturer's original specifications. ② = Adapter will fit aftermarket steel wheels with a rear space (Measured from the rear edge of wheel to the wheel center plate with lug holes) of not less than 3 3/4". ③ = Adapter will fit aftermarket steel or 'mag' wheels with a rear space (Measured from the rear edge of wheel to the wheel center plate with lug holes) of not less than 3 3/4". ⑥ = Adapter will fit steel or 'mag' wheels with a rear space (Measured from the rear edge of wheel to the wheel center plate with lug holes) equal to vehicle manufacturer's original specifications.



"GI" Gas Can, And Padlock Shown Are Not Included, Or Sold By Con-Ferr®, With Any Can Carrier Or Adapters.

"ADD-A-CAN" ADAPTER MOUNT KIT FOR NISSAN PATHFINDER

With this special Con-Ferr® Can Carrier Adapter Bracket kit, you can mount one of our Can Carriers; either C-F# G-8007 or G-8078 (not included), to your Pathfinder's factory installed "swing-a-way" spare tire carrier. When the can is installed into the optional Con-Ferr® Can Carrier; the can will be located along side the standard size factory spare tire. Can, when mounted will not interfere with factory tail lamps. Brackets blue-zinc plated finish, and includes hardware and installation instructions.

Adapter Mount Kit (no Can Carrier)

Part No. **N-3100** Ship Wt 5 lbs..... **\$32.50 EA.**
Adapter Mount Kit And 1 Can Carrier (G-8007)

Part No. **N-3108** Ship Wt 10 lbs..... **\$54.99 SET**

— UPS-able! —

CON-FERR® ORIGINAL "OFF-ROAD" REAR SEATS

"STANDARD" MODEL — REAR BENCH SEAT With FOLDING BACK

The Con-Ferr® rear Bench Seats featured in the first part of this section are basically all of the same design, in that they mount to, and are suspended from the rear wheel wells. The seat "back", will fold down when not in use, allowing added storage and ease of access in or out. Besides getting top quality and original design in our rear seat, the price is right. Experience and in-house production allow us to sell these seats for less than half the cost of a "stock factory" version.

Con-Ferr® invented the "wheel well" suspended rear bench seat. We originally designed the "wheel well" suspended rear bench seat back in 1961 for the early IH Scout 80/800 models. In fact our Rear Seats design was so successful that International Harvester, within the year, came out with "their version" of our design and offered it as an "option" in the early Scout models. Now, most major aftermarket manufacturers of seats incorporate (copy) Con-Ferr®'s original design in one way or another.



The bottom supporting frame¹ construction, is manufactured of 12 gauge steel welded into a single strong and sturdy unit in order to take the pounding that a seat has to in the back country.

The seat back feature: all steel construction. Frame is of formed 3/4"-16 gauge square tube ². Thick 18 gauge sheet metal, full coverage backing and mount plate³ is welded to the tube frame for maximum support, and mounting of the back cushion. The seat back assembly⁴ will fold forward enough to allow for easy "reaching over", or for easier loading of long packages, boards, or etc. Painted gloss black.

All seat cushion covers are of top quality naugahyde with thick cotton "inside" padding and true sewed pleats. Con-Ferr® seat backs and cushions are designed with upper-curved side

ends⁵ that enhances the seat's appearance. Top quality thick foam padding is used for cushion foundation: full 2" for the back cushion⁶, and 3" for the bottom cushion⁷. The cover and foam is then assembled to a real "exterior grade" plywood backing (not press or particle board).

Padded armrests^{8,9} are provided as "standard" with our Rear Seat; --- not at an "optional additional cost". The armrest is manufactured from a single piece of 1 1/2" x 3/16" thick strap steel, formed into a hi-tech sweeping design⁸. The armrest pad⁹ is 1 1/2" high x 2" wide x 12" long. Armrest cover material is the same as cushion covers.

The vehicle floor area under the standard bench seat is left clear to permit additional "slip under" storage of gear; such as rifles, fishing rods, and etc.

YEAR	CUSHION COLOR	PART NO.	PRICE EACH (FOB)	SHIP WT (LBS)
JEEP® CJs — 36 Inch Span Between Wheel Wells ① ③				
1946-UP	BLACK	J-2063	\$232.95	38
TOYOTA FJ40 — 40 Inch Span Between Wheel Wells ② ③				
1963-82	BLACK	T-1073	\$241.75	41
1963-82	"STOCK" GRAY	T-1046	\$241.75	41

NOTE KEY: ① = Will not fit CJ5 with Con-Ferr® J-2076 Tool Box installed. ② = Will not fit with factory "side seats", or with the following Con-Ferr® Tool Boxes installed: T-1065, T-1066, or t-1067. ③ = Will fit with factory and most aftermarket roll bars. ④ = Optional carpeting may require custom alterations to complete seat installation.

CON-FERR® ORIGINAL "OFF-ROAD" REAR SEATS



Bench Seat With Hidden Compartment

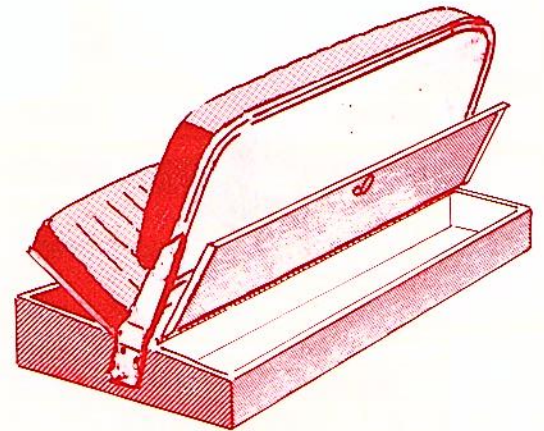
This Con-Ferr® Rear Seat model includes all the features of our "Standard" — Bench Seat *plus* a special, 18 gauge steel, compartment pre-assembled to the bottom frame work of the seat. The compartment is designed to match the seat's 16" depth x span between vehicle wheel wells, and extends from the bottom of the seat frame to within ± an inch of the vehicle's floor; *most vehicle models*. Con-Ferr®'s Rear Seat with Hidden

Compartment has approximately 2 cubic feet of additional needed storage space. Compartment stores tools and other valuables preventing damage or loss. Accessing the compartment's storage area is as simple as lifting the bottom seat cushion. Seat frame and compartment box are painted gloss black; available cushion colors are listed below.

YEAR	CUSHION COLOR	PART NO.	PRICE EACH (FOB)	SHIP WT (LBS)
JEEP® CJs — 36 Inch Span Between Wheel Wells ① ② ③				
1946-UP	BLACK	J-2064	\$306.25	38
TOYOTA FJ40 — 40 Inch Span Between Wheel Wells ② ③ ④				
1963-82	BLACK	T-1028	\$306.25	41
1963-82	"STOCK" GRAY	T-1047	\$306.25	41

NOTE KEY: ① = Will not fit CJ5 with Con-Ferr® J-2076 Tool Box installed. ② = Will not fit with factory "side seats", or with the following Con-Ferr® Tool Boxes installed: T-1065, T-1066, or T-1067. ③ = Will

fit with factory and most aftermarket roll bars. ④ = Optional carpeting may require custom alterations to complete seat installation.



"DUAL COMPARTMENT" - (LOCKABLE) - REAR SEATS

Like our standard bench, and hidden compartment rear seats, this Con-Ferr® seat is manufactured of heavy duty 18 gauge and thicker steel. The dimension of the main seat box: 23 3/4" deep x span between vehicle wheel wells x 6" high at the front tapering to 4" in the rear. The seat box has two separated compartments. The forward compartment measures 16" deep x span between the wheel wells, and the rear compartment measures 7 3/4" deep x span between the wheel wells. Each compartment has a steel locking lid, and one key fits both locks. This exclusive Con-Ferr® designed seat has a stationary back

that cannot be folded forward. All steel frame and compartments are painted gloss black. Shipped semi-assembled.

1946-UP JEEP CJs

Part No. J-2069 (Black Cushions) Ship Wt 76 lbs **\$347.70 EA.**

1963-UP TOYOTA LAND CRUISER FJ40

Part No. T-1092 (Black Cushions) Ship Wt 78 lbs **\$363.50 EA.**

Part No. T-1049 (Gray Cushions) Ship Wt 78 lbs **\$363.50 EA.**

All Seats Are UPS-able

CON-FERR® CENTER CONSOLES

FACTS ABOUT CON-FERR® —“OFF-ROAD TOUGH” — CENTER CONSOLES

Since early 1966 Con-Ferr® has been manufacturing a truly tough off-road console. If you have bucket seats in your vehicle, with dead area between them, our center consoles are a good way to enhance that wasted space and will give you a great storage area. All our center consoles are designed specially for each vehicle listed, for that “custom” fit between the seats. Two types of consoles are available for most vehicles; center console, and center console with backrest.

Con-Ferr® center consoles, and backrests are fabricated from

top grade 18 gauge (.048") cold rolled steel, **not** particle board or plastic, completely hell-arc welded into a sturdy, attractive unit. Console box and backrest are painted gloss black.

All Con-Ferr® center consoles include key type lock. Center Console cushions are pleated in handsome durable 32 oz. naugahyde over 2", and Backrest 1 1/2" of foam padding. The only tools needed for installation are a hand drill, and screwdriver, mounting hardware provided. Unless otherwise noted all upholstery color is rich "grained" black.

— PLEASE DO NOT CONFUSE AN ALL STEEL CON-FERR CONSOLE BOX WITH OTHERS MADE FROM INFERIOR PARTICLE BOARD, OR THIN (22 or 20 GA.) SPOT WELDED DESIGN —



YEAR	VEHICLE / MODEL	CONSOLE DIMENSIONS (Outside)	CONSOLE TO VEHICLE APPLICATION			CONSOLE		CONSOLE With BACKREST	
			PART NO.	PRICE EACH (FOB)	SHIP WT (LBS)	PART NO.	PRICE EACH (FOB)	SHIP WT (LBS)	
JEEP®									
1972-75	CJ5, CJ6	9"W x 16"L - 12"H Front 10"H Rear	J-2262	\$ 99.85	14	J-2265	\$129.75	20	
1976-UP	CJ5	10 1/2"W x 18"L - 9"H Front, 5 3/4"H Rear	J-2080	\$ 99.85	14	J-2084	\$129.75	20	
1976-UP	CJ7, CJ8	10 1/2"W x 18"L - 9"H Front, 5 3/4"H Rear	J-2081	\$105.30	14	J-2086	\$135.25	20	
1986-90	Wrangler YJ	10 1/2"W x 18"L - 9"H Front, 5 3/4"H Rear	J-2450	\$109.60	14	J-2455	\$139.40	20	
1991-UP	Wrangler YJ	10 1/2"W x 18"L - 9"H Front, 5 3/4"H Rear	J-2454	\$111.99	14	J-2452	\$141.95	20	
CHEVROLET / GMC									
1968-72	Blazer / Jimmy	9 3/4"W x 20"L - 12 1/2"H Front, 9"H Rear	C-5014	\$115.25	16	C-5514	\$149.65	20	
1973-UP	Blazer / Jimmy	11"W x 18 1/2"L - 11"H Front, 7 1/2" H Rear	C-5039	\$109.85	15	C-5521	\$142.80	20	
TOYOTA Land Cruiser									
1974-UP	FJ40	7 1/2"W x 16"L - 6 1/2"H	T-1176 ①	\$101.25	15	②			
1974-UP	FJ40	"Stock" Gray cushion color 7 1/2"W x 16"L - 6 1/2"H	T-1172 ①	\$100.80	15	②			

NOTE KEY: CENTER CONSOLES WITH BACKREST ARE NOT INTENDED TO BE USED AS A SEAT WHILE VEHICLE IS IN MOTION ① = Con-Ferr® Console installation requires factory console box mounted in stock location. ② = NOT AVAILABLE.

TOUGH STUFF® "NERFF" BARS AND "NURFF"® BOARDS

CON-FERR® 2 1/2" OR 3" OD. "OutRigger" STYLE "NERFF" BARS

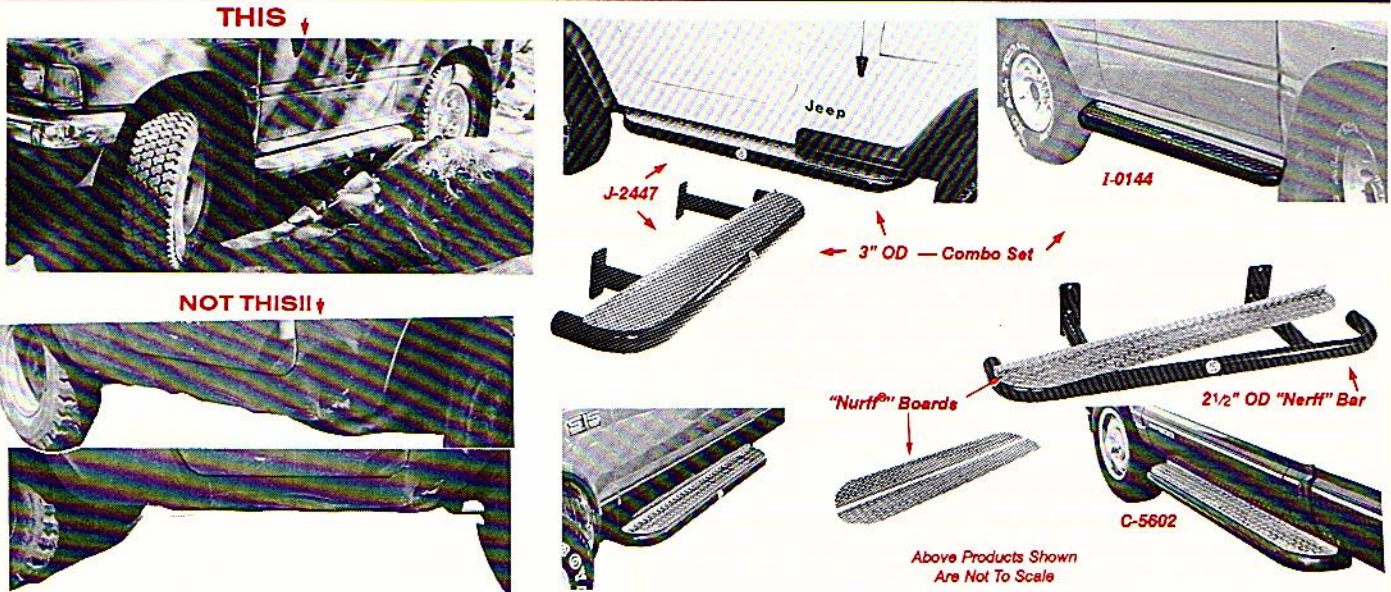
Our exclusive designed heavy duty "OutRigger" style "Nerff" Bars models are manufactured from either 2 1/2" OD. • 11 gauge (.120") wall tube; or 3" OD. • 13 gauge (.090") wall tube. Our "Nerff" Bars feature 100% welded 12 gauge steel capped ends (*not plastic*), and all bolt-on installation • no welding is needed! Powder coated gloss black for a tough durable finish. Besides performing as a convenient, and in cases of lifted vehicles a very needed side step; our "Nerff" Bars also provide

needed lower and under body panel protection, which help to save thousands of dollars in body repairs.

HEAVY DUTY "NURFF"® BOARD SET

These Con-Ferr® "Nurff"® Boards are manufactured from Tough 1/8" Thick • "Bright" Aluminum Diamond Plate • rivets to Con-Ferr® "Nerff" Bars. "Nurff"® Board kits include 12 "easy install" special rivets, and installation instructions. Installation requires customer optional drill motor, #30 drill bit, and hammer.

All "Nerff" Bars and "Nurff"® Boards - ARE SOLD IN PAIRS and Are UPS-able! —



PRODUCT TO VEHICLE APPLICATION CHART — OutRigger "NERFF" BARS						"NURFF"® BOARDS		
YEAR	VEHICLE / MODEL	TUBE OD. SIZE (INCHES)	PART NO.	PRICE PAIR (FOB)	SHIP WT (LBS)	PART NO.	PRICE PAIR (FOB)	SHIP WT (LBS)
CHEVROLET and GMC								
1988-UP	4x4 1500 and 2500 Series, <i>Standard Cab</i> , Trucks	2 1/2	C-5608	\$122.85	58	C-5611	\$94.85	12
ISUZU								
1989-UP	Amigo, All Models	2 1/2	I-0121	\$122.85	59	C-5611	\$94.85	12
JEEP®								
1987-91	Wangler, All Models	3	J-2440	<i>Custom Order - Only</i>		N/A	N/A	
1992-93	Wangler, All Models	3	J-2603	\$119.99	60	C-5611	\$94.85	12
1994-96	Wangler, All Models	3	J-2611	\$119.99	60	C-5611	\$94.85	12

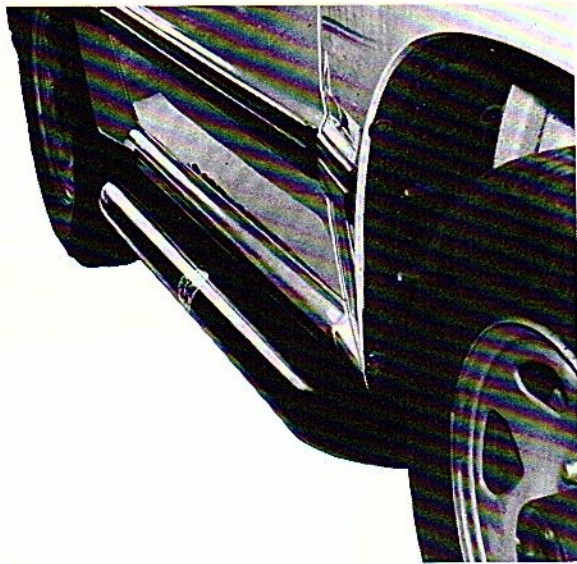
CON-FERR® HEAVY DUTY "NERFF"® BAR AND "NURFF"® BOARD — COMBO SET

Combo set includes "Nurff"® Board Set Pre-Assembled At Our Factory To either 2 1/2" or 3" "Nerff"® Bar Set

— SAVE \$15.00 or More! — (Plus Additional Assembly Charges)

OutRigger "NERFF" BARS / "NURFF"® BOARD — COMBO SETS					
YEAR	VEHICLE / MODEL	TUBE OD. SIZE (INCHES)	PART NO.	PRICE PAIR (FOB)	SHIP WT (LBS)
CHEVROLET and GMC					
1988-UP	4x4 1500 and 2500 Series, <i>Standard Cab</i> , Trucks	2 1/2	C-5602	\$201.99	70
ISUZU					
1989-UP	Amigo, All Models	2 1/2	I-0130	\$201.90	70
JEEP®					
1987-91	Wangler, All Models	2 1/2	J-2442	<i>Custom Order - Only</i>	
1992-93	Wangler, All Models	3	J-2605	\$198.99	64
1994-96	Wangler, All Models	3	J-2613	\$198.99	64

TOUGH STUFF™ "NERFF" BARS AND "NURFF"™ BOARDS



CON-FERR® 2 1/2" Or 3" OD. "OutRigger" STYLE "NERFF" BARS With BUILT-IN STEP/SPLASH PLATE FOR 1987-UP GEO TRACKER AND SUZUKI SIDEKICK

Our exclusive designed heavy duty "OutRigger" style "Nerff" Bars are manufactured from either 2 1/2" OD. • 11 gauge (.120") wall tube; or 3" OD. • 13 gauge (.090") wall tube. Our "Nerff" Bars feature 100% welded 12 gauge steel capped ends (*not plastic*), and all bolt-on installation • no welding is needed! This model has a heavy duty 16 gauge steel step-splash plate welded to each "Nerff" Bar. The assemblies are powder coated gloss black for a tough durable finish and includes "non-skid" safety strips on the top of the step-splash plate. Our "Nerff" Bars provide needed lower and under body panel protection, which may save hundreds of dollars in body repairs, and enhances vehicle looks.

— SOLD IN PAIRS —

Part No. **F-0300** (3" OD. Pair) Ship Wt 60 lbs. **\$199.99** PR

Part No. **F-0305** (2 1/2" OD. Pair) Ship Wt 60 lbs. **\$190.95** PR

— UPS-able! —

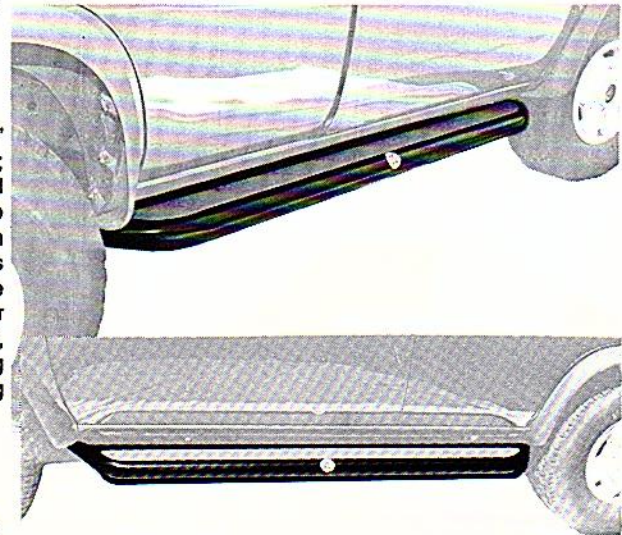
CON-FERR® 2 1/2" Or 3" OD. Adjustable "OutRigger" STYLE "NERFF" BARS With BUILT-IN STEP/SPLASH PLATE FOR 1988-UP NISSAN PATHFINDER

Our exclusive designed heavy duty Adjustable "OutRigger" style "Nerff" Bars are manufactured from either 2 1/2" OD. • 11 gauge (.120") wall tube; or 3" OD. • 13 gauge (.090") wall tube. Our "Nerff" Bars feature 100% welded 12 gauge steel capped ends (*not plastic*), and all bolt-on installation • no welding is needed! This model has a heavy duty 16 gauge steel step-splash plate welded to each "Nerff" Bar. The assemblies are powder coated gloss black for a tough durable finish and includes "non-skid" safety strips on the top of the step-splash plate. Our "Nerff" Bars provide needed lower and under body panel protection, which may save hundreds of dollars in body repairs, and enhances vehicle looks. Can be adjusted inward or outward 3" allowing customer control of amount of "Nerff" Bar "stick-out". Features easy mounting - similar to stock \$400.00 units. — SOLD IN PAIRS —

Part No. **N-3402** (3" OD. Pair) Ship Wt 60 lbs. **\$199.95** PR

Part No. **N-3407** (2 1/2" OD. Pair) Ship Wt 60 lbs. **\$190.99** PR

— UPS-able! —



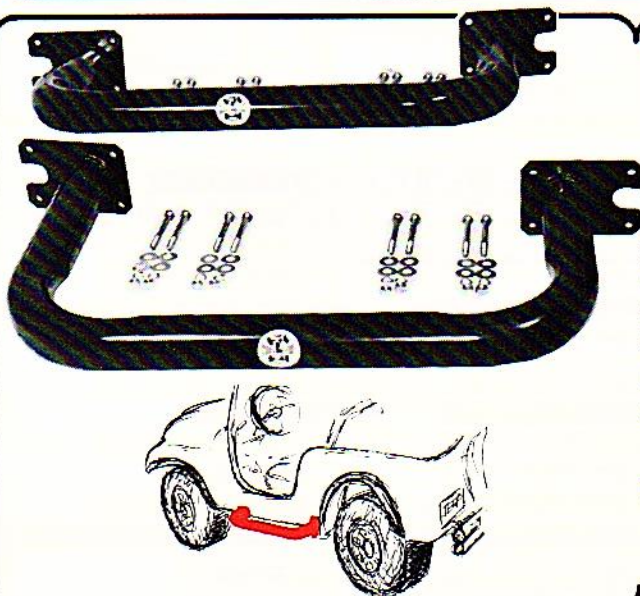
CON-FERR® SIDE-"NERFF" BARS FOR JEEP® CJ7

(Heavy Duty Step And Body Protection)

Enhance your 1976-UP CJ7 with these heavy duty 2 1/2" O.D. - 11 gauge walled tube Side-"Nerff" Bars. Con-Ferr® Side-"Nerff" Bars provide needed lower side body panel protection, and the added advantage of serving as side steps for easier access in and out of the vehicle. Easy installation with hand tools, some drilling may be required on some models. Painted easy touch-up gloss black and include mounting hardware.

Part No. **J-2238** Ship Wt. 36 lbs **\$89.25** PR.

UPS-able!



CON-FERR® FUEL TANKS

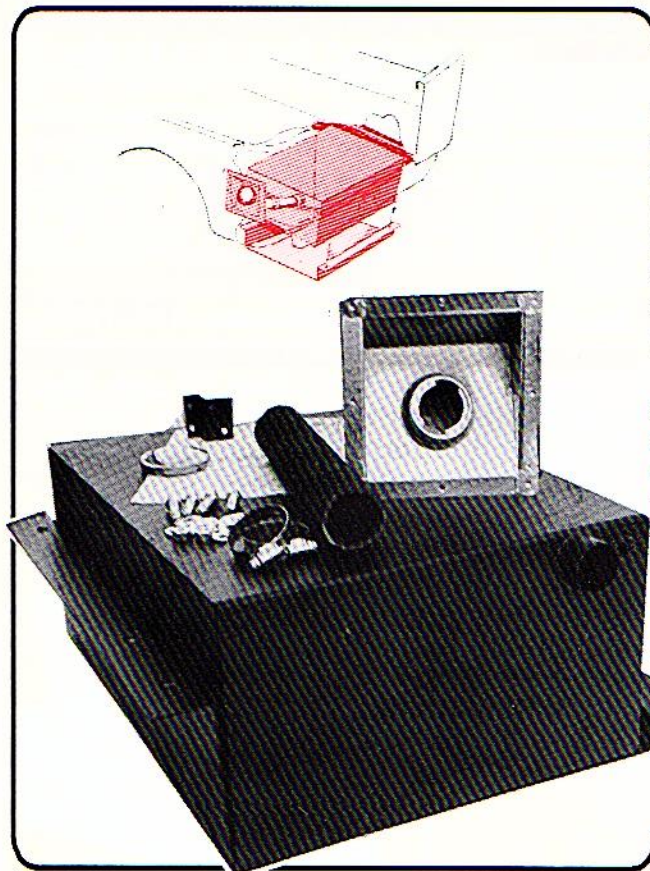
FACTS ABOUT CON-FERR® AUXILIARY FUEL TANKS

Con-Ferr® Auxiliary tanks are designed to make maximum use of unused space on your vehicle. They are made of a minimum of 16 gauge, (.060") steel. Fully heli-arc welded, and baffled to help prevent undue "sloshing". All tanks are pressure tested at 3 psi to insure leak free, satisfactory service.

When you purchase an auxiliary gas tank or gas tank accessory from Con-Ferr® you can be sure it's the best production type off road tank available.

Just when you're running low on fuel, you will be able to flip a switch or turn a valve and be certain that a full auxiliary tank of gas is at your disposal.

All Con-Ferr® Auxiliary Tanks have female standard pipe threaded fittings welded in place for fuel pick-up, and vent ports, to accept 1/4" male -- standard pipe fittings. Con-Ferr® also offers the Auxiliary Tank Kits with, or without optional fuel line kits to suit most customer installations.



1955-69 Jeep® M38-A1, CJ5, and CJ6

This approximately 13 gallons capacity tank is designed to mount under the rear body floor boards behind the rear axle and in the front of the rear cross member. Installation of this tank requires removal of two sheet metal "V" type frame braces, and moving a rear portion of the exhaust pipe system on some models. Installation of the tank with the heavy duty Skid Plate, (included), gives approximately double fuel range. Tank fills conveniently from the driver's (left) side.

Basic tank kit includes: heavy duty mount/skid plate combination; recessed fuel neck (C-F# G-8024) with chrome "E.C.S." type gas cap, rubber connecting hose, related mounting hardware, and detailed installation instructions. Tank is ready for customer optional fuel line and switch valve hook-up.

Basic Tank Kit

Part No. **J-2011**Ship Wt. 42 lbs..... **\$192.50** EA.

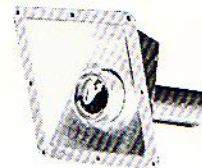
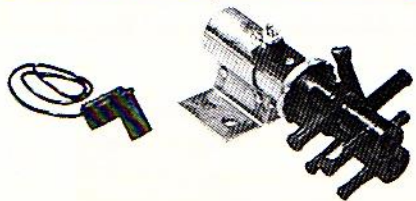
— UPS-able! —

Note: Due to the necessary anti-sloshing baffle design, and placement a gas gauge sender unit can not be installed in this model tank.

12v DC ELECTRONIC "SWITCH OVER" VALVE

All vehicle models with "Smog" Canister E.C.S. and Fuel Return Systems - most 1969-UP vehicle models. This electronic valve will prevent "factory tank overflow" when operating Con-Ferr® Auxiliary Fuel Tank. Valve switches between two incoming fuel sources to one output; while simultaneously switching the one fuel "return" input to back to the "source" tank. Valve includes special connector lead and universal "hook-up" installation instructions.

Part No. **G-7234** ..Ship Wt 2 lbs **\$24.95** EA.



CON-FERR®'s RECESSED FUEL NECK

Manufactured of heavy gauge steel, and thick walled 1 5/8" ID. - 1 3/4" OD. tube. Requires a 5 3/4" square mounting hole. When installed Fuel Neck Tube angles 30°. Tube extends 7 1/2" from the rear of the mounting panel and includes "unleaded" nozzle restrictor washer (removable for leaded gas systems).

Fuel neck has blue zinc plated finish for enhanced looks. Recessed Fuel Neck include: chrome gas cap (meets E.C.S. standards), and 8 #8 sheet metal mounting screws.

UPS-able!

Part No. **G-8024** Ship Wt. 3 lbs **\$30.60** EA.

CON-FERR® FUEL TANKS

TOYOTA LAND CRUISER FJ40 MODELS

Since Con-Ferr® first developed the "original" Auxiliary Fuel Tank kits early in 1963, they have become one of the most popular and practical add-on accessory for the FJ40 model Land Cruisers. This 22 1/2 gallons (*approximate capacity*) tank mounts under the rear floor boards behind the rear axle and in front of the rear cross member, as not to interfere with valuable interior space. Con-Ferr® designed the shape of this tank so that the majority of FJ40 models will not need additional frame or body brace removal to complete bolt-in installation.

Some 1975-up models, may require muffler shop re-routing of the rear portion of the exhaust system after auxiliary tank installation.

The outside fuel neck is located in the rear of the passenger side of the rear wheel well, same side of the vehicle as the factory fuel neck for convenient filling.

"Standard" Basic Tank Kit includes: Tank, Recessed Fuel Neck Assembly (*blue zinc plated finish*) With Chrome Gas Cap (*meets E.C.S. standards*), Flexible Connecting Hose (*tank to outside fuel neck*), Two Tank Mounting Straps, Mounting Hardware, and Detailed Installation Instructions. Tank and mounting brackets are painted easy touch-up flat black.

① Part No. **T-1005** Ship Wt 42 lbs . **\$308.85** EA.

"DELUXE" Basic Tank Kit includes: The "Standard" Basic Tank Kit plus Con-Ferr's heavy duty Skid Plate (C-F# T-1076 in place of standard mounting straps)

①③ Part No. **T-1177**. Ship Wt 42 lbs ... **\$332.99** EA.

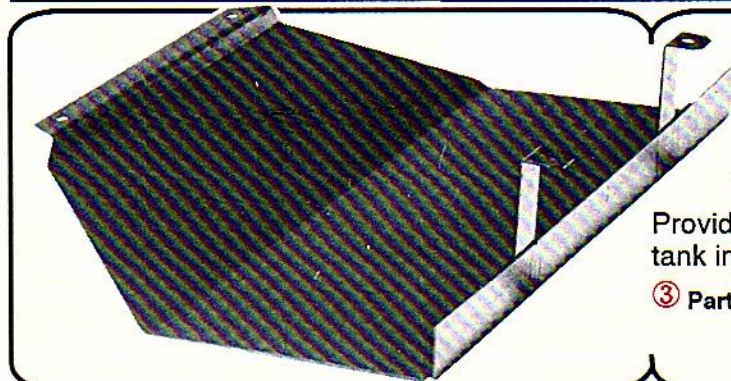
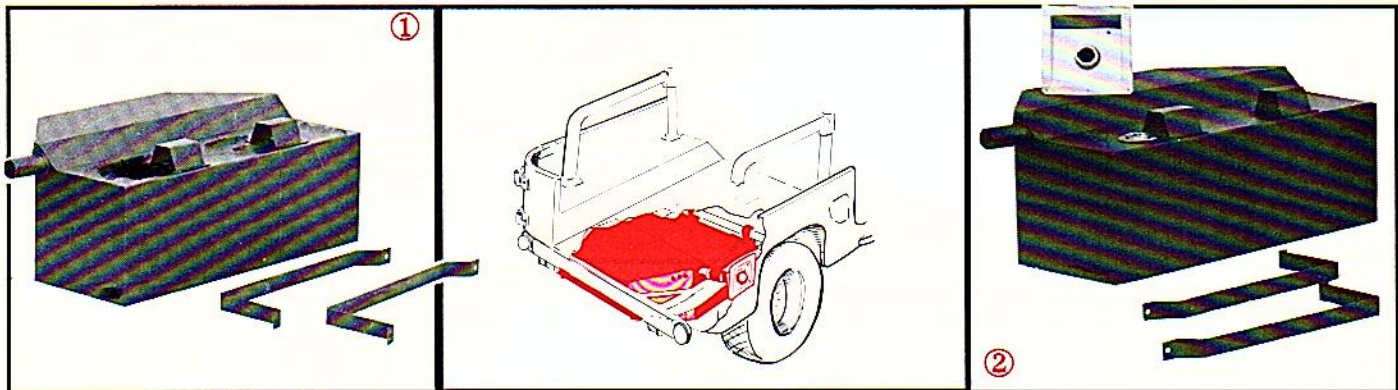
"Standard" Tank Kit With Sender Gauge Includes: The "Standard" Basic Tank Kit plus "In" Tank Mounting Provisions For Sender Gauge, Sender Gauge Unit (1963-68 Toyota "Stock" Model - *customer installation to tank required*), Electrical Switch (*allows reading of either factory or auxiliary tank*), 20' Electrical Wire, Wire Connector Lugs For Sending Gauge Unit Hook-Up To Factory Dash Gauge Unit.

② Part No. **T-1006**.....Ship Wt 42 lbs.... **CALL!**

"DELUXE" Tank Kit With Sender Gauge Includes: The "Standard" Tank Kit with Sender Gauge plus Con-Ferr's heavy duty Skid Plate (C-F# T-1076 in place of standard mounting straps)

②③ Part No. **T-1162** Ship Wt 42 lbs **CALL!**

—All Are UPS-able! —



OPTIONAL HEAVY DUTY SKID PLATE FOR LAND CRUISER AUXILIARY GAS TANK

Used with all Con-Ferr® Auxiliary Tank kits for the FJ40 models. Thick 16 gauge all steel Skid Plate. Provides additional tank bottom protection, and makes tank installation easier (*replaces mounting straps*).

③ Part No. **T-1076**Ship Wt 13 lbs..... **\$34.25** EA.

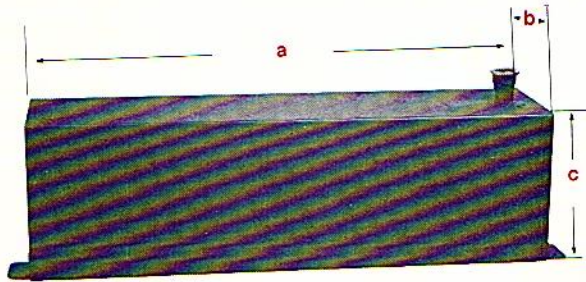
— UPS-able! —

CON-FERR® FUEL TANKS

UNIVERSAL AUXILIARY FUEL TANK

Fits most makes and models of full size, and mini trucks. Mounts in the truck bed behind the cab forward of the rear wheel well, and will fit between most roll bars.

Tank measures: 47 1/2" wide(a) x 14" high(c) x 12" deep(b), and has large 35 gallon capacity (approximate capacity due to E.C.S. requirements). Primary fuel neck extends 2 3/4" from the top of the tank. Tank can be universally mounted allowing positioning of the fuel neck on either the driver's or passenger's side. Female threaded ports will accept 1/4" male standard pipe threaded fittings (not included). Tank includes: chrome gas cap (meets E.C.S. standards), mounting hardware, and "universal" instructions. Tank is painted easy touch-up flat black.



Part No. **T-1158** **CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE**

NOTE: (1) When using this Gas Tank in a vehicle that is equipped with factory submerged fuel pump in the "main" tank, an additional electric fuel pump will be needed to complete installation. (2) Not designed for water storage, or usage.

CON-FERR® REPLACEMENT FUEL TANKS

Con-Ferr® Replacement Fuel Tanks are double in strength, and the capacity, in most cases, is increased by almost 75% over that of stock factory tanks. All seams are heli-arc welded. Each tank is pressure tested to 3 psi to ensure leak free seam weld integrity.

Most Con-Ferr® Replacement Fuel Tanks require no special tools for installation. Con-Ferr® exclusive designs

keep loss in ground clearance to a minimum. These tanks meet emission control standards.

Replacement Tanks include: tank, new fuel and vent line ports and fittings, sending gauge provision in the tank, sending gauge unit, and all mounting hardware. Painted easy touch-up black.



SPECIAL PRICES SUBJECT TO SUPPLIES ON HAND. TO BE DISCONTINUED.

YEAR	VEHICLE/MODEL	APPROX. GALLONS	PART NO.	WERE	PRICE EACH (FOB)	SHIP WT (LBS)
CHEVROLET / GMC						
1973-UP	K5 Blazer/Jimmy (Tank Mounts Through Floorboards and Tank With Rod Studs) ①	40	C-5210	\$234.75	\$164.50	65
FORD						
1978-UP	Bronco, Full Size ②	44	B-4055	SOLD OUT		66
Note: Above Replacement Fuel Tanks Include a New Sending Gauge Unit Ready For Installation Into The Tank.						
TOYOTA — 2x4 and 4x4 MINI TRUCK						
1975-78	"Short" Bed ③ (Includes "stock" fuel pump/pick-up adapter kit)	23	T-1130	\$209.25	\$145.95	46
1975-78	"Long" Bed ④ (Includes "stock" fuel pump/pick-up adapter kit)	29	T-1146	\$222.60	\$155.99	58
1979 Only	"Short" Bed ③ (Includes "stock" fuel pump/pick-up adapter kit)	27	T-1133	\$209.25	\$145.95	46
1979 Only	"Long" Bed ④ (Includes "stock" fuel pump/pick-up adapter kit)	29	T-1150	\$222.60	\$155.99	58
1980-83	"Short" Bed ③ (Includes "stock" fuel pump/pick-up adapter kit)	27	T-1140	\$209.25	\$145.95	46
1980-83	"Long" Bed ④ (Includes "stock" fuel pump/pick-up adapter kit)	29	T-1161	\$222.60	\$155.99	58

GENERAL ACCESSORIES

CON-FERR® UNIVERSAL STATIONARY TIRE MOUNTS

(Adjustable Off-Set For Rim Depth)

For the do-it-yourselfer, here is an economical way to mount your spare tire to a trailer, camper, or your vehicle. These adjustable rim off-set depth, universal tire mounts have 3 off-sets positions; 4", 4 1/2", and 5 1/8", allowing this tire mount to accept most wide rims. Manufactured of quality 1/8" thick formed, braced, and welded steel. Painted easy touch-up black. Includes mounting hardware.

Tire Mount For Wheels With The Pattern of 5 Lug On 5 1/2" Bolt Hole Centers

(4x4 Jeep® CJs, IH Scout, Suzuki Samurai, and Ford)

Part No. **G-8043** . Ship Wt. 7 lbs..... **\$34.50** EA.

Tire Mount For Wheels With The Pattern of 6 Lug On 5 1/2" Bolt Hole Centers.

(4x4 CHEVROLET / GMC BLAZER / JIMMY and 4x4 TRUCKS; TOYOTA: LAND CRUISER, 4x4 MINI TRUCK AND 4RUNNER)

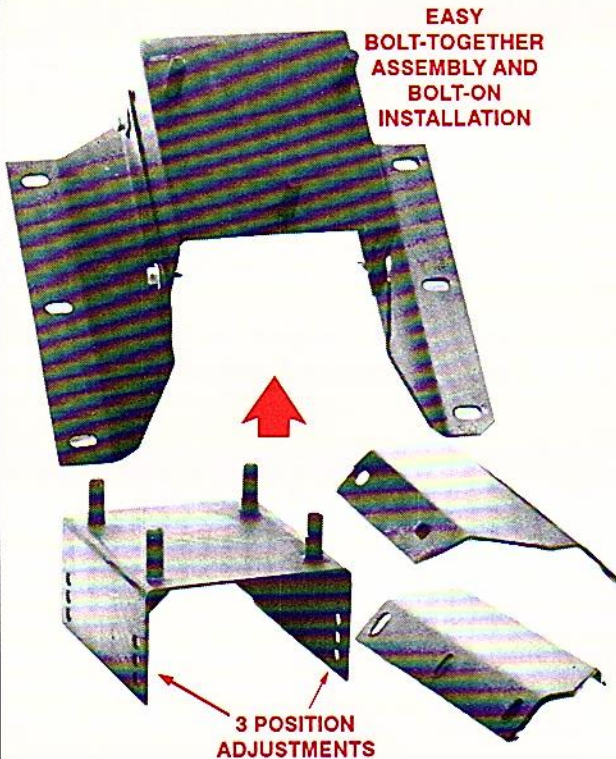
Part No. **G-8044** . Ship Wt. 7 lbs..... **\$30.85** EA.

Tire Mount For Wheels With The Pattern of 8 Lug On 7" Bolt Hole Centers.

(MOST FULL SIZE 3/4 AND 1 TON TRUCKS)

Part No. **G-8068** .. Ship Wt. 7 lbs..... **\$34.50** EA.

UPS-able

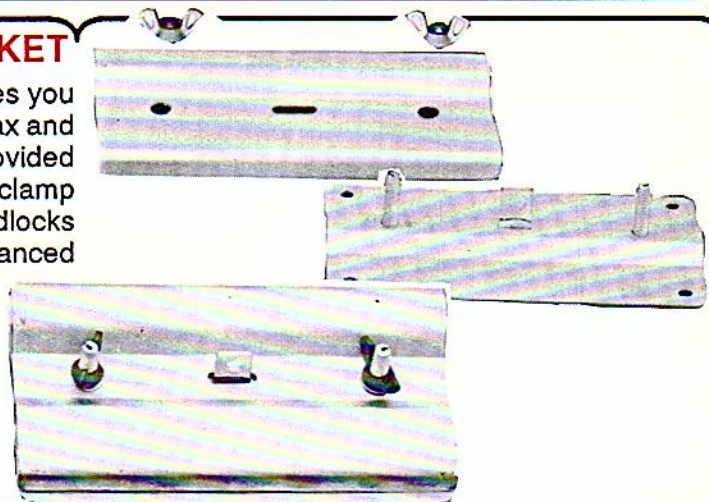


UNIVERSAL AX AND SHOVEL BRACKET

This specially designed Con-Ferr® bracket enables you to mount one each of most types of "short handle" ax and shovel, on almost any flat surface with customer provided hardware. Made of heavy gauge steel formed to clamp over handles, and is lockable with most common padlocks (*not included*). Electro blue zinc plated finish for enhanced looks.

Part No. **G-8005** ..Ship Wt 3 lbs **\$17.40** EA.

UPS-able!



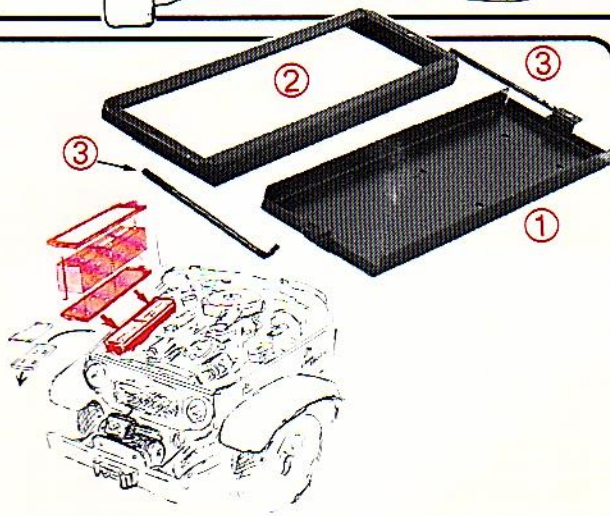
CON-FERR® DUAL BATTERY BOX MOUNT FOR TOYOTA LAND CRUISER

For the FJ40 Land Cruiser owner who wants to play it safe and carry two batteries. Ideal for use when you have added electrical loads, such as an electric winch, air conditioning, road lights, etc. Easy bolt-on design, bracket kit replaces factory holder. Measures inside: 7" wide x 22 7/8" long, with maximum height of 9 1/4". Holds two full size *stock* batteries.

Kit includes: ①Bottom Holding Plate, ②Top Retainer Bracket, and two ③"J" Mounting Bolts, Nuts and Washers. Painted black.

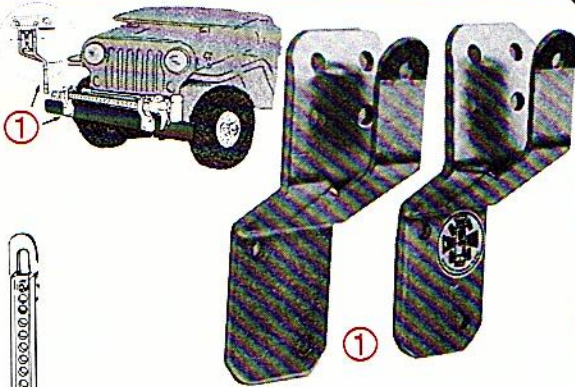
Part No. **T-1086**... Ship Wt. 11 lbs..... **\$40.95** EA.

UPS-able!



GENERAL ACCESSORIES

CON-FERR® DESIGNED ACCESSORIES FOR THE "HIGH LIFT" JACK

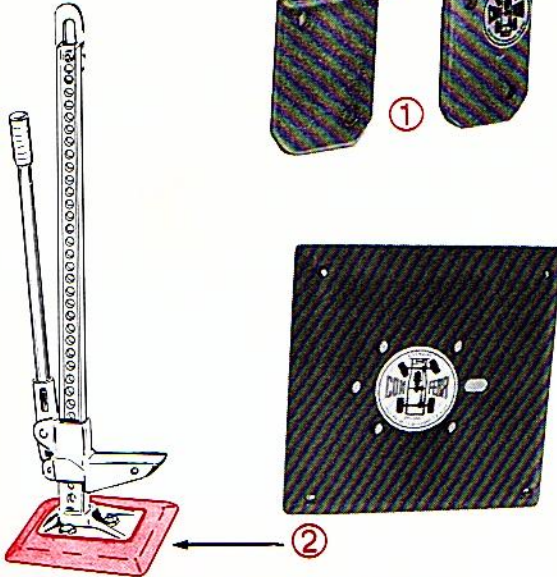


CON-FERR® BUMPER MOUNTING BRACKETS FOR "HIGH LIFT" JACK

These mounts for "High Lift" jack bolt or weld to front bumper, or bolt to any flat surface. Holds jack rigidly in place, and has provision for a padlock (*Not Included*). Blue zinc plated for good looks.

— Sold in Pair Sets Only —

① Part No. **G-7031** .. Ship Wt 6 lbs **\$33.70** PR



CON-FERR® HEAVY DUTY USE "OVER-SIZE" JACK BASE PLATE

Extra wide base for "High Lift" jack, bolts directly to the stock base of the jack. A must when using your jack in sand, mud, snow, or soft terrain. Adds stability on hard ground too. Made of formed 3/16" thick steel, pre-punched to match existing holes in most jack bases. Base Plate measures 9" square. Painted black and includes mounting bolts.

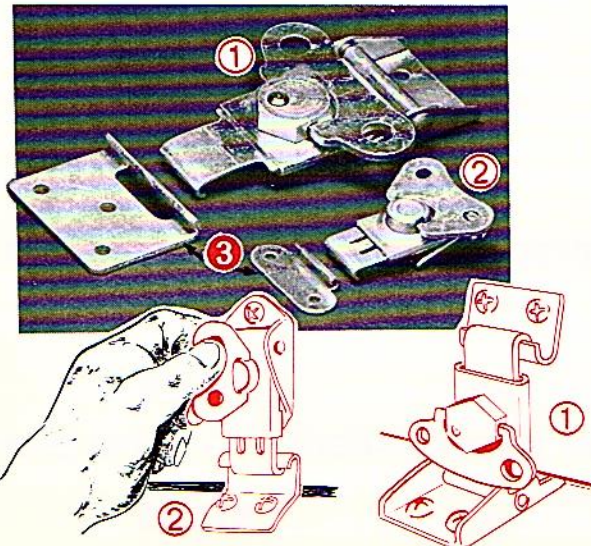
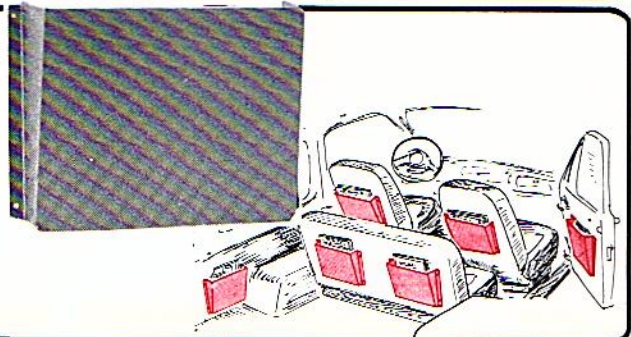
② Part No. **G-7030**... Ship Wt. 5 lbs..... **\$23.60** EA.

All Are UPS-able

CON-FERR® UNIVERSAL "MAP" POCKET

Heavy duty 18 gauge steel, mounting area 12" wide by 8" high, handy out of the way mini storage area. Mounts to back of rear seats, doors, etc. Painted primer flat black, (*good prep-undercoat for vehicle color matching over painting*), and includes mounting screws.

Part No. **G-8031** . Ship Wt 3 lbs..... **\$13.75** EA.
Or (*Two*) Part No. **G-8245** Ship Wt 3 lbs..... **\$19.99** PR



UNIVERSAL "CAM" LOCKS

There are hundreds of uses for these items; as hold downs for tops, tool boxes, etc. Made of heavy duty spring steel with cam type non-slip-grip construction. Cam Lock includes Catch Plate ③, plated for enhanced looks. Mounting hardware not included (*not manufactured by Con-Ferr®*), and are sold singularly.

LARGE CAM LOCK ①

2 3/4" wide x 3 3/4" long, approximate *holding capacity* 450-1,000 pounds.

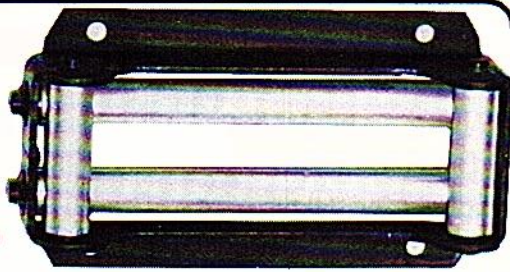
Part No. **G-7089** (1 UNIT) Ship Wt 1 lb..... **\$15.50** EA.

SMALL CAM LOCK ②

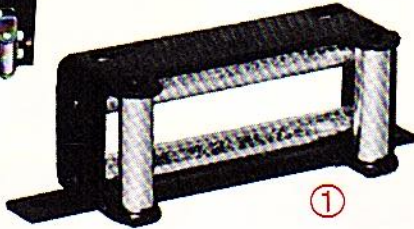
1 1/2" wide x 2" long, approximate *holding capacity* 90-300 pounds.

Part No. **G-7090** (1 UNIT) Ship Wt 1 lb **\$7.25** EA.

GENERAL ACCESSORIES



②



①

CON-FERR® STEEL UNIVERSAL ROLLER FAIRLEADS

Blue zinc plated rollers are housed in formed 3/16" extra strength hot rolled steel plate.

Two models available:

① "TOP / BED" MOUNT ROLLER FAIRLEAD

Designed To Mount To The Top Of Bumpers, Or Truck Beds.

Part No. **W-9014**..... Ship Wt 9 lbs **\$37.65** EA.

② "BUMPER / "L" PLATE" MOUNT ROLLER FAIRLEAD

Designed To Mounts On Front Of Flat Bumpers, Or Flat Winch Mount Plates. Includes mounting hardware, the housings are painted black.

Part No. **W-9017** Ship Wt 10 lbs **\$37.85** EA.

UPS-able!

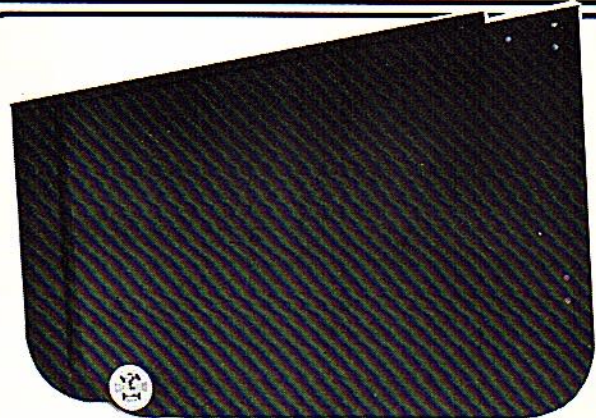
CON-FERR® 1/2 DOORS FOR TOYOTA LAND CRUISER

Con-Ferr®'s custom Half Door set are all steel 14 gauge construction. Ideal for the Toyota Land Cruiser FJ40 owner who likes to travel "open" but wants the protection of doors. Includes inside lockable slam type latches. Half Doors are pre-punched with the bolt hole pattern to accept the factory "soft top" door hinge assembly (Dealer optional and not included). Painted industrial primer flat black (easily repainted to vehicle color).

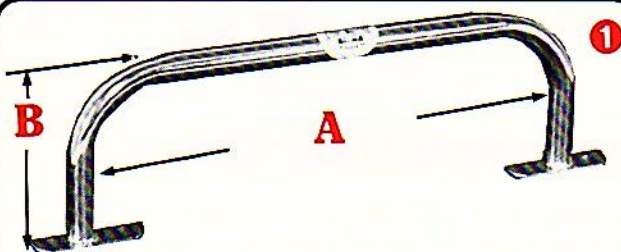
— Sold In Match Left / Right Pairs —

Part No **T-1085**

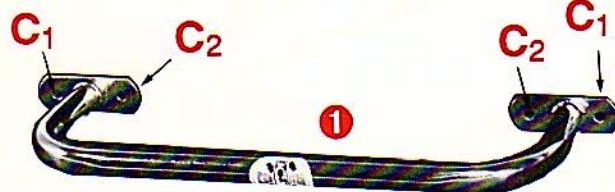
CUSTOM ORDER PLEASE CALL FOR CURRENT PRICE



"REACH-IN" — "SLAM-SHUT"
MATCHING LEFT AND RIGHT
LOCKING DOOR LATCHES ARE
INCLUDED



①



①



②

CON-FERR® "MINI-NERFF" GRAB BARS — (SAFETY RAILS)

Here's a Con-Ferr® item that literally has hundreds of uses. Hand or "grab" rail for bouncy rough roads -- entering on existing cabs, trailers -- even as a "foot" step. Formed heavy walled 7/8" OD. tube with oversize 1/8" thick mount plates -- bright chrome plated. Measurements: (A) = "inside" length between tube ends, (B) = depth that tube extends from mounting area, and (C) = mounting hole distance (center to center). Mounting hardware not included.

① STANDARD SIZE "MINI-NERFF" — GRAB BAR

measures: (A) 15 1/2" (B) 5 3/4" (C1): 18 1/4" (C2): 13 1/2" (when installed as a Grab Bar replacement for 1968-up Toyota FJ40 will not interfere with glove box door).

Part No. **T-1071** (1) Ship Wt 2 lbs **\$16.25** EA.

② LONG SIZE "MINI-NERFF" — GRAB BAR

measures: (A) 20 3/4" (B) 4 1/4" (C) 24 1/2"

Part No. **G-8030** (1) Ship Wt 2 lbs **\$19.65** EA.

CHEVROTA



Re-print courtesy Petersen's Hot Rod Magazine — JULY, 1967 -

photography: Eric Rickman

Here's another for the 4-wheel-drive group. A near drop-in, the Chevy 327/Toyota swap for nifty "land-cruising"

Pete Condos and Gary Holdstock put another Chevota together for hillclimbing, stump pulling, or just for fun. The Chevy/Toyota swap is a very tidy installation.

By John Thawley ■ Currently, one of the best-selling imports is a no-nonsense off-the-road vehicle from the island of Japan called the Toyota "Land Cruiser." If you happen to pull up beside one of these four-wheel-drive go-toys, you get the idea that Toyota scaled down the old "six-by" truck that hauled just about everything at one time or another during WW II. Then the light changes, you leave the Toyota to get out of its tracks, and you promptly forget about scaled-down trucks.

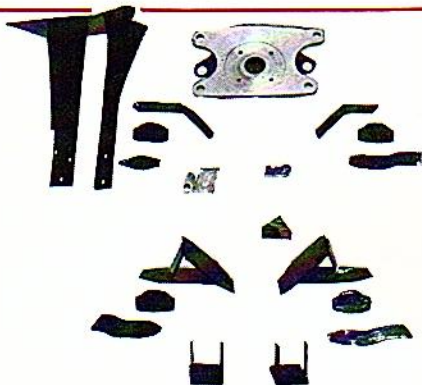
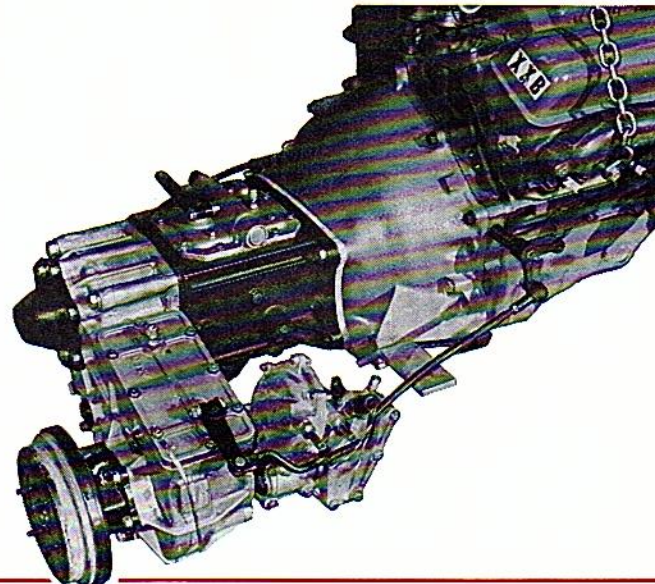
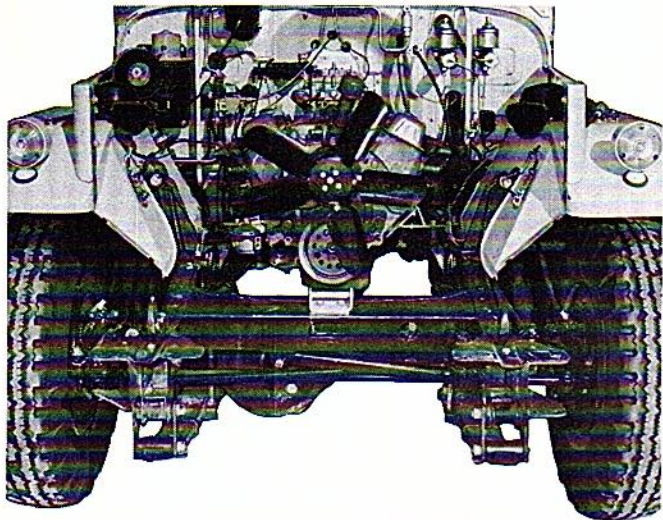
This situation leads to one of the slickest and most practical engine swaps to come down the 'pike in a long time. What kind of animal would the Toyota Land Cruiser be if a small-block Chevy V8 was used for power? Hmmmm. If we

use the 275-horse version of the 327, we'll gain 140 horses over the 135-horse, 237 cubic inch six that comes in stock Land Cruisers. Additionally, the small-block Chevrolet is about fifty pounds lighter than the Toyota engine.

Pete Condos of Con-Fer in Burbank, California, continues with the good news by supplying a kit which allows an almost "drop-in" engine swap. HOT ROD's Eric Rickman snapped away while Condos completed a conversion which should enable you to decide in a hurry if you desire the kit or prefer to do your own "hot rod engineering."

The kit contains four motor mounts to be welded to the frame, floor-shift conversion, hydraulic clutch slave-mount-

CHEVROTA



The Toyota transmission and transfer case bolt to the Chevy bellhousing with an adapter plate. Transfer case linkage swings from a stud positioned on the right rear of block. Complicated clutch linkage is eliminated with the use of a hydraulic unit which comes stock on Toyota. Con-Fer's kit includes mounts, brackets, adapter plates and new battery box. Machine work required includes drilling and tapping block for transfer case bellcrank and cutting both drive-shafts. New battery box goes under driver's seat. Bodywork is limited to a couple of man-size taps to right corner of firewall and part of the floor pan. Throttle linkage gets turned over and bent to line up with Chevy carburetor.

ing bracket, radiator lower brackets, bellhousing adapter plate, bellhousing aligning plate, battery box and floor-shift cover plate. In addition, the kit contains a set of instructions, including measurements to be used to locate the motor mounts on the frame so the installation may be done without firewall surgery. Sheet metal "bashing" is limited to bumping the lower right corner of the firewall, a stiffener and part of the floor pan to clear the vacuum shift control on the transfer case.

The input shaft of the Toyota gearbox is $\frac{3}{8}$ -inch too long to mate with the Chevy engine "as is." This is one reason for the $\frac{3}{8}$ -inch aluminum plate used as a spacer and adapter plate between the bellhousing and the gearbox. Another bellhousing aligning plate is included to locate and center the bellhousing on the front of the transmission. In order to properly support the tip of the transmission input shaft, the pilot bushing must be installed flush in the end of the Chevrolet crankshaft.

On the right side of the bellhousing mounting boss on the block, a hole must be drilled and tapped to accept the high/low-range shift bellcrank. Take a look at the picture for this operation. On the left rear side of the block, the clutch arm is heated with a torch and bent forward about an inch-and-a-half in order to line up with the slave cylinder's rod

travel. A bracket included in the kit also comes into place in locating the Toyota slave cylinder onto the Chevrolet bellhousing.

The Toyota throttle arm on the firewall gets disconnected and turned over, making the arm point upward instead of down as in the stock position. The arm then gets bent toward the center of the engine, in order to align it with the carb.

The stock motor mounts get cut from the Toyota and the new Con-Fer. mounts welded into place. With the stock Toyota rubber motor mounts bolted to the new mounts, the engine (complete with transfer case) is lowered into place. Now the two drivelines may be measured and cut. The Chevy rests about three inches ahead of the Toyota six's mounting position, which means the rear driveline needs to be lengthened and the front shaft shortened. While this job is being done by a local machine shop, you can be dropping that new battery box into place under the driver's seat. Lowering the radiator is not necessary, but the operation makes a neat job even more so. Lowering the core also centers the big cooler in relationship to the new fan location for more efficient cooling. And, friend, after you get this "perker" perking and have made up a long list of every hill, gully, trail, mountain, and barn you plan to climb with the new toy, you'll need this help in the cooling department. ■ ■

JULY 1967

CON-FERR® "CHEV-OTA" CONVERSION KITS

FOR TOYOTA LAND CRUISER FJ40 1964-73 WITH FACTORY 3 SPEED TRANSMISSION

These famous Con-Ferr® conversion kits have been featured in Hot Rod and Four Wheeler magazines. The end result of this very popular conversion is the "Chev-ota", a truly high performance vehicle. At Con-Ferr®, as of *February 1975*, we had completed over eight hundred and fifty successful installations on both new and used vehicles with very gratifying results.

Con-Ferr®'s "Chev-ota" conversion kits provide most everything you need to make that tired Land Cruiser FJ40 models into a top notch performer, capable of towing a trailer or running competition. We've made it simple by providing the most complete "Weld-In" or "Bolt-In" kits ever offered to a small garage, or the home mechanic.

The small block Chevrolet V8 engine (283 - 350 cu. in.) is readily available in wrecking yards and it does the job superbly. It is so popular with Con-Ferr® customers, that the "Chev-ota" has become a nationally known name from Con-Ferr®. Thousands have made this conversion in their own garage and were somewhat amazed when they discovered how much performance and mileage was improved.

Most Con-Ferr® "Chev-ota" conversions can be done by someone who has a general mechanical background. In some

cases you must visit your local welding shop if you do not have these facilities.

Both kits require the installer to use Chevrolet Bellhousing; part number **3755343** (*imprinted on the bellhousing*), which has been **discontinued** by Chevrolet and must be located in wrecking yards, as well as may other parts listed in our "Required Customer Optional Parts Listing" that is supplied with each conversion kit. Also, many aftermarket "**explosion proof**" replacement bellhousing will work fine and are available at most "Speed Shops".

Both Con-Ferr®'s kits include the following: **front and rear motor mounts, adapter plate with seal and gasket-bellhousing to transmission, slave cylinder adapter mount, alternator adapter mount, battery box adapter bracket, radiator mounts, step by step instructions covering engine installation, drive shaft alterations, and a listing of additional parts needed to complete the installation.** A **factory floor shift conversion**, available from most Toyota Dealers, will also be needed with both our kits, if your rig does not already have one.

NOW!
\$249.99^{EA}

**PJ Says
"CLOSE 'EM
OUT! TO BE
DISCONTINUED
WHEN
PRESENT
STOCK IS
EXHAUSTED".**

**Both Are
UPS-able!**

The image displays two sets of conversion kit components, labeled 1 and 2. Set 1 (Bolt-In) includes a large black metal frame component, a silver metal adapter plate, and various smaller bolts and nuts. Set 2 (Weld-In) includes a large black metal frame component, a silver metal adapter plate, and various smaller bolts and nuts. A central price tag and a warning message are overlaid on the components.

① CON-FERR® BOLT-IN "CHEV-OTA" KIT

This exclusive Con-Ferr® designed kit utilizes the existing factory frame motor mounts. No cutting or welding of frame motor mounts is needed.

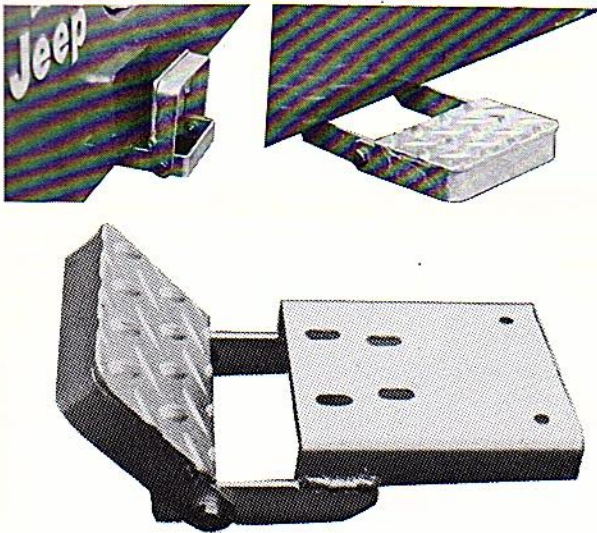
Part No. **T-1015**... Ship Wt. 57 lbs.... ~~\$382.25~~ EA.

② CON-FERR® WELD-IN "CHEV-OTA" KIT

This Con-Ferr® kit requires removal of the factory frame motor mounts, and welding in of the new mount plates supplied in the kit. We recommend that all welding be done by a qualified or certified welder or business.

Part No. **T-1010**... Ship Wt 50 lbs..... ~~\$344.50~~ EA.

SIDE STEPS



CON-FERR® "MINI" FOLD DOWN STEPS FOR 1946-74 JEEP® CJs

All steel fabricated construction and specially designed for Jeep® CJ5 and CJ6. Steps are 6" wide, mounts to the underside of the front floor boards. Step folds up against body when not in use. Top of the step is even with the bottom of the body when in down position. Steps also feature 1/8" diamond plated top, and are blue zinc plated for enhanced looks. Mounting hardware is included.

— Sold In Pair Sets Only —

..... Were! ~~\$34.75~~ PR.

Part No. **G-8038** Ship Wt 7 lbs **\$24.99** PAIR

UPS-able!

CON-FERR® STEP - RUNNING BOARD "COMBO" FOR 1976-UP JEEP® CJ5 And CJ7

These Side Step / Body Armor Running Boards are manufactured from heavy duty thick 14 gauge, cold rolled steel. Heli-arc welded into a sturdy one piece unit. Covers the full expanse between front and rear fender wells. Gives added body side protection, and makes getting in or out of the vehicle much easier. No special tools are needed for installation. Includes anti-slip strips and mounting screws. Painted baked white enamel.

— Sold In Pair Sets Only —

CJ5 Only

Part No. **J-2068** ...Ship Wt 22 lbs ~~\$57.80~~ PR.

CJ7 Only

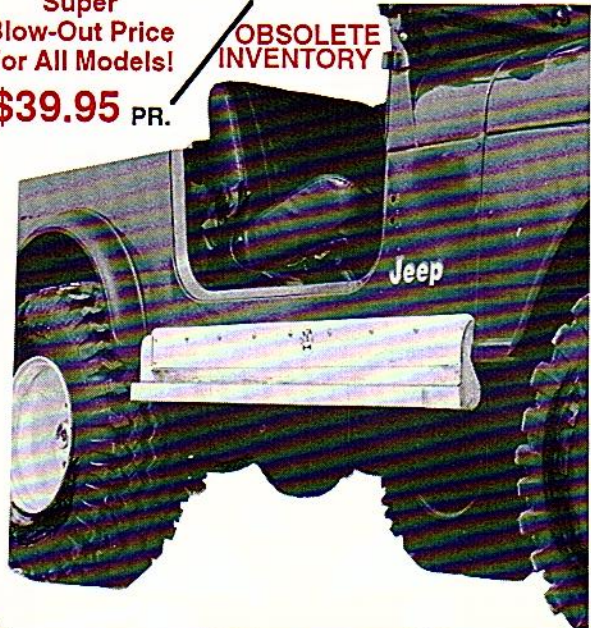
Part No. **J-2071** ...Ship Wt 26 lbs ~~\$59.85~~ PR.

UPS-able

Super
Blow-Out Price
For All Models!

OBSELETE
INVENTORY

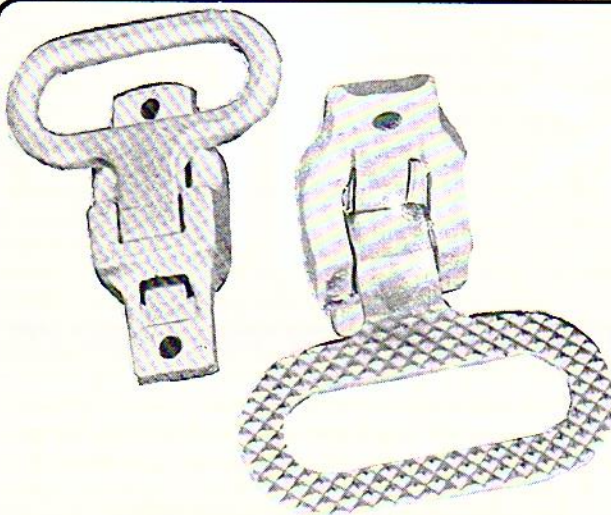
\$39.95 PR.



UNIVERSAL FOLD DOWN STEP (Ideal For Limited Area Mounting)

This step is 4 3/8" wide by 2 1/8" deep 4" by 4" mounting area is required. Protrudes only 1" when folded up, and has non-skid footing area. Ideal for trucks, campers, Jeep®, and many other vehicles and uses. Plated, sold *singularly*, and mounting hardware is **not included** (*Not manufactured by Con-Ferr®*)

Part No. **G-7088 (1)** ... Ship Wt. 2 lbs **\$13.99** EA.



CON-FERR® ROAD LIGHT MOUNTING SYSTEMS

CON-FERR® "OFF-ROAD" TOUGH-- LIGHT BARS

Con-Ferr® Light Bars are specially designed tough enough to handle the biggest lights with the least unwanted "bar twisting, or flexing" -- an important factor needed for "optimum" light performance.

However, Con-Ferr® Light Bars have been used many other ways: as heavy duty strength ladder, lumber, or canoe racks, and "emergency" light mounts, just to name a few.

All Con-Ferr® Light Bars, end covers, and mounts are blue zinc plated for enhanced looks. End covers also feature wire exit holes with grommets, on either end for easy electrical hook-up.

Vehicle owners with solid steel drip rails can use easy Con-Ferr®

clamp-on models. Clamp-on type Light Bars include a pair of our famous heavy duty "Bulldog®" Clamps (CF# G-8099). Vehicle owners without solid steel drip rails can use Con-Ferr® Light Bars with "Adjust-A-Mounts" bolt to the roof mounts (CF# G-8107). Both "Bulldog®" Clamp or "Adjust-A-Mount" mounts are adjustable inward or outward (referred to as "maximum or minimum mount adjustment range" for ease of installation.

Both types of Con-Ferr® Light Bars are available in four popular lengths to better fit your vehicle, without excessive "overhang". When ordering your Con-Ferr® "Off-Road" Light Bar Kit be sure to check measurement from driver's side to passenger's side to ensure shipment of the proper Light Bar for your vehicle model.

60 INCH "LONG" LIGHT BARS — \$59.50 EA.
(11 Light Mounting Positions)

(66" Maximum, 48" Minimum Mount Adjustment Range)

- ① Part No. **G-8028** Ship Wt 16 lbs
- ② Part No. **G-7001** Ship Wt 13 lbs

54 INCH "LONG" LIGHT BARS — \$55.95 EA.
(5 Light Mounting Positions)

(58" Maximum, 43" Minimum Mount Adjustment Range)

- ① Part No. **G-8064** Ship Wt 15 lbs
- ② Part No. **G-7003** Ship Wt 12 lbs

46 INCH "LONG" LIGHT BARS — \$53.50 EA.
(5 Light Mounting Positions)

(48" Maximum, 38" Minimum Mount Adjustment Range)

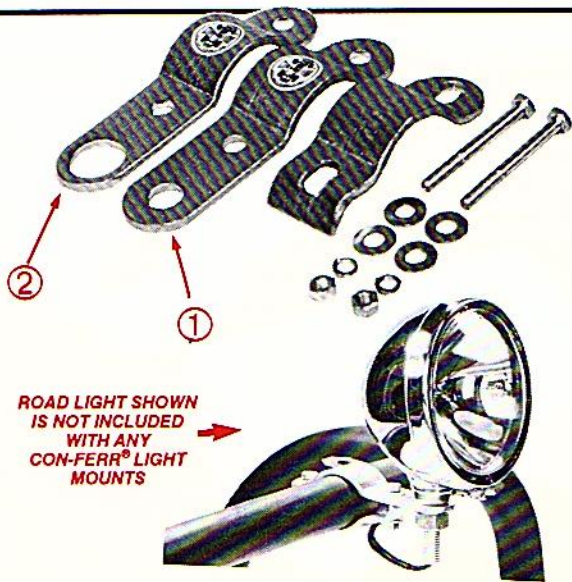
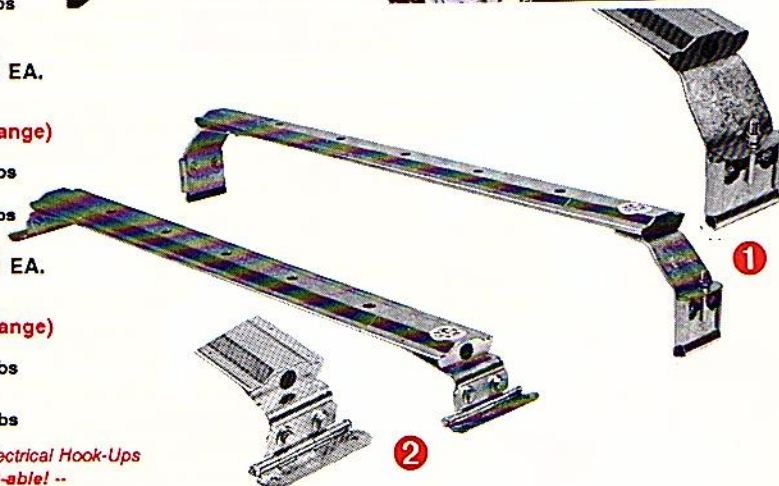
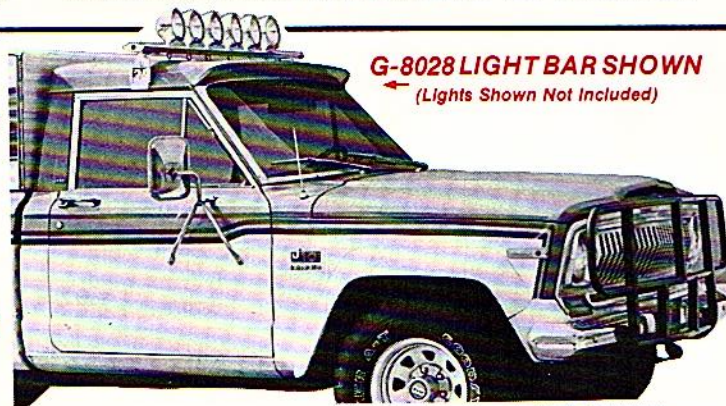
- ① Part No. **G-8066** Ship Wt 14 lbs
- ② Part No. **G-7002** Ship Wt 11 lbs

42 INCH "LONG" LIGHT BARS — \$50.75 EA.
(5 Light Mounting Positions)

(47" Maximum, 37" Minimum Mount Adjustment Range)

- ① Part No. **G-8079** Ship Wt 13 lbs
- ② Part No. **G-7000** Ship Wt 10 lbs

NOTE: Lights, Electrical Wiring, Switch, Connectors, Or Any Other Electrical Hook-Ups Are Not Included With Con-Ferr® Light Bars. -- All Light Bars Are UPS-able! --



CON-FERR® STANDARD "CLAMP-ON" "LIGHT MOUNT -- TYPE III

Manufactured from heavy duty 3/16" thick x 1 1/2" wide high quality steel bar. This specially designed Con-Ferr® bracket will clamp to 1 3/4" to 2" OD. tube type: grille guards, push guards, bumpers, roll bars, and light bars. Blue zinc plated for good looks and include mounting hardware.

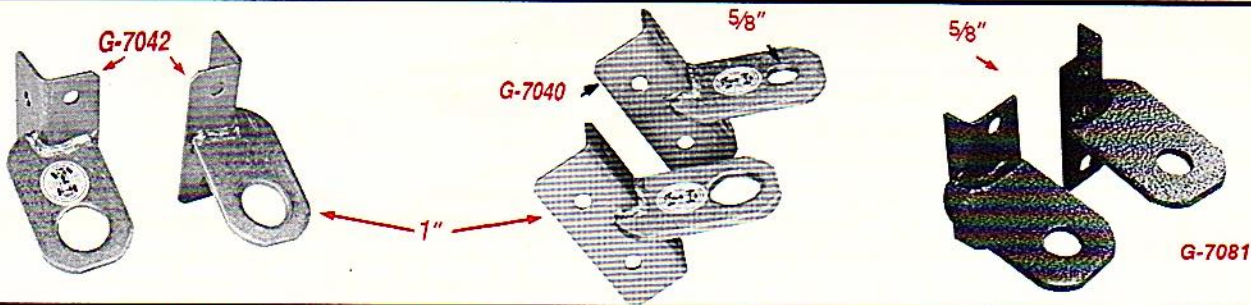
One Light Mount With 5/8" Hole ①

Part No. RA-0009..... Shipping Wt. 1 lb..... **\$7.50 EA.**

One Light Mount With 1" Hole ②

Part No. RA-0016..... Shipping Wt. 1 lb..... **\$7.75 EA.**
UPS-able!

CON-FERR® ROAD LIGHT MOUNTING SYSTEMS



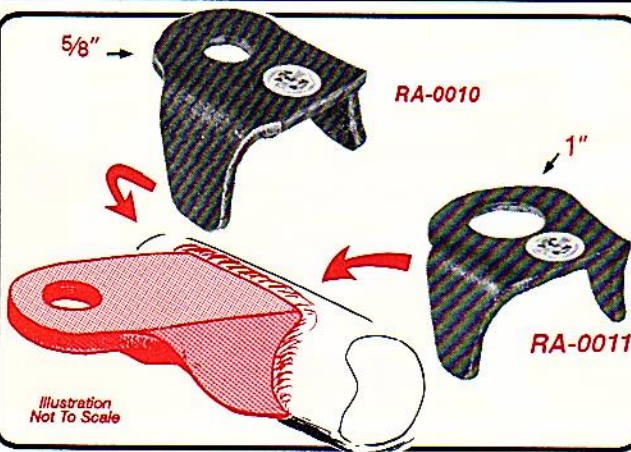
CON-FERR® WINDSHIELD LIGHT MOUNTS FOR JEEP® AND TOYOTA

These handy Con-Ferr® compact designed Road Light Mounting Brackets bolt to the sides of the vehicle windshield frame. Mounts the light unit up

high for greater usage. Pair sets are available for lights with either 5/8" or 1" OD. stud mounting.

— Sold In Pair Sets Only —

YEAR	VEHICLE / MODEL	5/8" ID. Hole			1" ID. Hole			SHIP WT (LBS)
		PART NO.	COLOR / FINISH	PRICE PAIR (FOB)	PART NO.	COLOR / FINISH	PRICE PAIR (FOB)	
Jeep®								
1965-UP	CJs, All Models	G-7079	Gold Zinc Plated	\$13.75	G-7080	Gold Zinc Plated	\$14.25	2
1987-UP	YJ Wrangler, All Models	G-7040	Gold Zinc Plated	\$16.85	G-7042	Gold Zinc Plated	\$17.40	2
Toyota								
1965-UP	All Land Cruiser FJ40/FJ45	G-7081	Gold Zinc Plated	\$13.75	G-7082	Gold Zinc Plated	\$14.25	2



CON-FERR® WELD-ON LIGHT MOUNT — TYPE I

These heavy duty Con-Ferr® 3/16" thick formed steel brackets provide the easiest method for permanently mounting a road light to round tube roll bars, grille guards, and front or rear bumpers. Available for lights with either 5/8" OD. or 1" OD. stud mounting, and are shipped unpainted ready for welding. **Sold Singularly.**

Mount With 5/8" OD. Hole

Part No. **RA-0010** ... Ship Wt 1 lb..... **\$7.80** EA.

Mount With 1" OD. Hole

Part No. **RA-0011** Ship Wt 1 lb..... **\$8.55** EA.

— UPS-able! —

CON-FERR®'S "BRIGHT-LITE" CLAMP-ON LIGHT MOUNTS — TYPE II

Con-Ferr®'s exclusive designed "Bright-Lite" is a clamp-on type light mount bracket making them an ideal adjustable and easily installed mount for 3" OD. tube products: Roll Bars, Tube Bumpers, Grille Guards, and etc. Full 1/8" thick die-formed box bracket to handle the biggest road light. "Bright-Lite" features positive spring load clamping action, chrome or gold zinc plated for good looks, includes mounting hardware, and convenient rear wiring exit -- grommet included. Available for lights with either 5/8" OD. or 1" OD. stud mounting. **Sold Singularly.**

"BRIGHT LITE" MOUNT — TYPE II With 5/8" ID. HOLE

Part No. **RA-0023** (Chrome Plated) Ship Wt 2 lbs ... **\$22.75** EA.

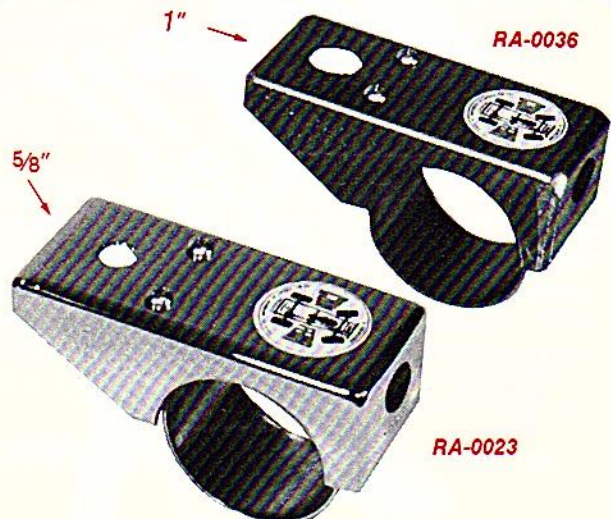
Part No. **RA-0031** (Gold-Zinc Plated) Ship Wt 2 lbs..... **\$17.95** EA.

"BRIGHT LITE" MOUNT — TYPE II With 1" ID. HOLE

Part No. **RA-0024** (Chrome Plated) Ship Wt 2 lbs **\$22.75** EA.

Part No. **RA-0036** (Gold-Zinc Plated) Ship Wt 2 lbs..... **\$17.95** EA.

— UPS-able! —



elected president. He was an early member of the "California Association of 4WD Clubs", and the "National 4WD Association". In 1967 he was co-founder with Ed Pearlman of the "National 'Off Road' Racing Association" (NORRA), and has been credited with coining the term "Off Road" when he named their new enterprise. As a 50/50 partner, Pete was an active planner of the early "Baja 1000" races. He later relinquished his



MEXICAN 1,000 1967

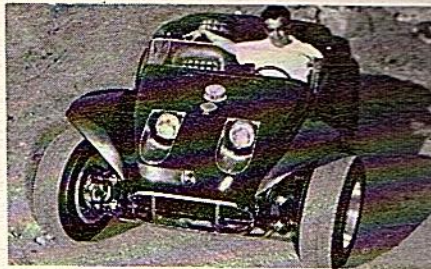
interest in "NORRA" to devote more time to Con-Ferr product development, and the opportunity to compete in the races rather than promoting them, he was also elected president of the "Off Road Drivers and Owners Association" (ORDOA).

In 1976 Pete became active in founding the "Off Road Equipment Association" (OREA), a "new" national organization composed of manufacturers, distributors, and dealers in the 4-wheeled "off road" industry. After formal organization, he was elected to the Board of Directors and its 1st Vice President. Pete and Con-Ferr were also members of the "Specialty Equipment Manufacturers Association" (SEMA).



PETE AND PRIZE TOYOTA 1967

In 1978 Pete, along with a select few, was accepted into the "Off Road Hall of Fame" for his contributions to the sport and the industry. Among the others who were accepted into the "Hall of Fame" that initial year were such notables as Parnelli Jones, James Garner, Thurston Warn, Steve McQueen, Vic Hickey, and Bill Stroppe, who was also named "Off Road Man of The Year" 1977/78. Pete also accepted chairmanship of SEMA's new "Off Road" Division, and in this capacity, was successful in uniting the two organizations. The following year, Pete was honored at SEMA's "Off Road Hall Of Fame" banquet as the "Off Road Man

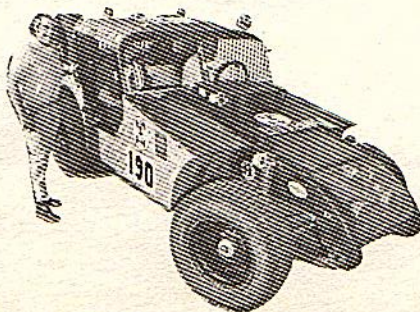


"THE THOMAS CROWN CAR" 1966 Of The Year" 1979/80. This was one of the highlights of his career.

Pete has custom built "off road" cars for dozens of celebrities including Stella Stevens, Dick Smothers, Dick Van Dyke, Dub "Cannon Ball" Taylor, and Buck Taylor of "Gunsmoke". He built four specialized cars for his friend Steve McQueen, one of which you can still see on TV. It co-starred with Steve and Faye Dunaway in "The Thomas Crown Affair". Pete has also designed and built off road vehicles and special accessories for Walt Disney, Warner Bros., Universal Fox, and other movie and TV producers as well as many not so famous personalities, companies, and government agencies.

Pete's interest in off road racing resulted in several 4 W.D. racing machines, two of which are nationally known. One is his "Cougar" which used Chevrolet, Jeep, and Dana Spicer components as running gear. The frame and body were designed by Pete and built at Con-Ferr from raw steel and aluminum. It was first raced by Pete in 1965 in Brian Chuchua's Riverside "Grand Prix". Later one Con-Ferr "Cougar" driven by Bill Haddad proved so effective in "short" track "off road" racing, that no other 4 W.D. racing machine has ever approached its start-win ratio (21 starts - 18 wins).

His second favorite is the "Brick Privy" which graced the covers of several "off road" magazines, and the inside pages of many automotive periodicals. A new, unique, approach to the longer type of cross country racing, this machine finished a solid second in the 1969 "Baja 1000". Since then the "Brick Privy" has been retired to Con-Ferr's Product Development Center near Lake Arrowhead, California.



BRICK PRIVY 1970

Although the opportunity to "tie in" with some of the "Big 6" 4-wheel drive vehicle manufacturers in both racing and product promotion has presented itself several times in the past twenty-odd years, Con-Ferr and its management have elected to remain independent of their influences and preferences.

This is why Con-Ferr has raced Toyotas, and Jeeps, as well as their own designed vehicles, and prepared Blazers, Broncos, Scouts, and others for both racing and world wide exploration. Con-Ferr's quality and versatility reflects this total independence.



CUSTOM CAR FOR STELLA STEVENS 1971

Con-Ferr recognizes that 99% of its customers are not racers; but are off road enthusiasts, hunters, ranchers, or business persons who need reliable, well built products. Con-Ferr offers facts and invites comparison, not only of variety available; but especially of quality.



RIVERSIDE 4WD GRAND PRIX 1966

As you read this catalog, you will come to realize that "Con-Ferr built", means just that, in house, on the premises manufacturing with few exceptions (nuts & bolts, etc.). From the start, raw material to shipping, all accessories are manufactured at Con-Ferr's own facilities. No "farmed out" or sub-contract fabrication is used. This keeps "quality control" and responsibility under their direct control. This policy has made Con-Ferr built accessories the most desired and imitated in the "off road" industry.

NOT THE END

