

Made the pine 212 cab myself a while ago but never used it and in the mean time I either bought or made so many pedals I decided to change it into storage. All three drawers can be pulled out.

So, first question, how useful will it be to have front and rear lockers on a rig that will see mostly Florida trails with the occasional trip to areas like TN, NC, TX and perhaps UT to ride some ...

We're going to explore innovative ways to breathe new life into lockers and turn them into pieces that will wow your guests, add functionality to your spaces, and even reflect your unique ...

You don't need (or want) a front locker in snow. A front locker in snow will disable your ability to steer the jeep. For the type of offroad situations you said you encounter (steep uphill climbs, ...

I'd love to have selectable lockers if the price was reasonable. A lot of folks prefer front lockers only for daily drivers due to not being engaged in 2wd, but most say rear lockers offer better ...

The real answer is saving your lockers until you truly need them. It's another tool in your toolbox that would be applied downstream after you've done the basics.

You can't convert an open carrier, the closest thing to use in an open carrier is a Spartan locker and I don't know if they make them for this application. You would have to likely change the ...

A: We need lockers for tough terrain because the standard "open" differentials installed in our axles have a characteristic that can turn our 4x4 Jeeps into 4x2 Jeeps in tough traction situations.

There are two main types of automatic lockers. The first is the "drop in" or "lunch box" locker. It is designed to replace the gears inside of a regular open differential. Everything is contained within the ...

I did see someone in a 4th gen here convert his CTD to power wagon axles and or adapt the lockers from one into his diff houses. This was back a couple years so my memory about it is foggy.

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