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Neat Stuff

Things we've used and liked

By Jimmy Nylund

Photography: Jimmy Nylund

Justice Brothers' Secret Sauces

There are a number of chemicals for automotive uses that can make our life easier. Most of them just work. But there are some that exceed our expectations.

For example, when the water pump on our '46 Willys Go Devil engine lost its seal and water gushed out as fast as the hole in the casting would allow, we figured that replacing the water pump was our only option—until we remembered that we had a can of Justice Brothers (JB) Radiator Stop-Leak on

hand. With nothing to lose, we reluctantly dumped the contents into the radiator and topped it off with water. We say reluctantly because we expected the soupy green Stop-Leak likely would not stop the rather large leak, but probably would clog up every other orifice in the cooling system. A fair amount of JB Stop-Leak and water did indeed spew out during the first three minutes. Then it spewed just sporadically, and eventually it spewed not at all. Naturally we bought a new

waterpump, but this Justice Brothers stuff certainly proved itself, and now, five years later, that new pump is still waiting on the shelf.

Use WD-40 on a regular basis? Well, so did we, until trying JB-80. Showing a little marketing humor, the number "80" was chosen to go with the "Twice as good" slogan on the can. Is it really that much better? After spraying away with JB-80 for some time now, we'd say that it is. Also, this stuff smells really good.

Among, other Justice Brothers products we've had good luck with is the Carburetor Cleaner. We recently needed to resurrect a four-by that had been left sitting for several years with half a tank of that stinky gasoline they sometimes have in Colorado and Utah. We know, we know. Should've drained that crap out as soon as we came back home, rather than let it attack our (then) new aftermarket carb. Instead, we poured half a bottle of JB Carburetor Cleaner and five gallons of less-ancient gas into the tank and proceeded to try firing the sleepy motor up. It sort of fired on starting fluid, but understandably wouldn't run. Once fuel started entering the carb, though, it wouldn't stop there. Gas from the float bowl was dribbling down onto the throttle blade and into the manifold. We managed to get the motor started, but it wouldn't idle or run at over 1,500 rpm. At the end of a 1/4-mile test drive—in low range, First gear—the engine actually ran pretty good between 250 and 2,500 rpm. And after another 1/4-mile trip, it appeared fully cured. To us, pouring some Justice Brothers juice into the tank sure beats disassembling the fuel system to clean it out. **FW**



SOURCE

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