

Statement of Work:

Law Enforcement Jeep Off-Road Modifications

Vendor & Qualifications:

This build must be done by a qualified and competent shop that has specifically modified jeeps for first responders or State & Federal off-road use. They also must be able to service and upfit emergency/first responder vehicles or off-road vehicles for government use out of the same shop. It is preferred that one or more of the employees have a degree in manufacturing technology, and that the shop not only sell parts but also offer fabrication as well. The place where work is to be done must not be a residence and must have a valid local municipality business license.

The business must have either both or (depending on contracting regulations) a DUNS/UEI number and or Tax ID number. The business must have built a jeep for state or Federal use in the past.

Delivery & Completion:

The delivery for this work can be negotiated. The funds to pay for this work have to be spent by December 31, 2022 11:59 pm Pacific Standard Time. As long as the work is paid for by that deadline, Forest Service Law Enforcement does not care if the delivery date is before or after 12/31/2022. The vehicle will be driven from the Sierra National Forest Supervisors Office located at 1600 Tollhouse Rd, Clovis, CA 93611 to WFO Concepts. WFO Concepts will then house the vehicle under their insured enclosed and secured shop.

Build:

The off-road modification build may follow or precede another build that will also be modifying the jeep. That build is the emergency lights & sirens build. Some items with the off-road modification build might have to be installed before or after and may require multiple trips to complete. This is a very fluid build and most items can be substituted or rearranged with the Contracting Officer's approval.

- The vehicle that is to be outfitted is a 2021-2022 Jeep Wrangler Diesel 4 door Rubicon. The Jeep will be lifted and will ride on 37" tires
- Jeep will have an S pod, 240-Amp Alternator, 700-Amp Battery, 7- and 4-Pin Wiring Harness and Auxiliary Switches. More or additional equipment can be added to meet power demands if needed.
- Vehicle is to have safe stop installed
- Vehicle is to be programmed to have "blackout" function for officer safety of both exterior and interior lighting.

Axles

- Complete replacement of front and back to Dana Spicer Jeep JL Ultimate Dana 60 Front Axle w/ E-Locker, 5.38 Ratio. Axles will be 1 ton

Electronics & Lighting to Include:

- sPOD Bantam X Touchscreen for JL/JT
- Poison Spyder Hawse Fairlead 10 Inch

- Rigid LED Light Bar Mount (Black)
- Rigid E-Series Pro 10" Flood LED Light Bar

Suspension & Body

- WFO Jeep JL Long Arm Upgrade Kit
- JL4101 / JL Full Bellypan - 4 door 3.6L ALUMINUM
- JL Extreme Tierod for ULT60 AXLES, 2" DOM w/Rare Parts Ends
- Jeep JL / JT Front, 2.0 Performance Series Shock, for 3.5-4" of lift, 28.45" ext - 17.85" col

Driveline

- JL/JT, Front HD CVO Driveshaft, 1350 ujoints, 2" tube, 35.25" Long
- JL, Rear 4 door, HD CV Driveshaft with 1350 ujoints, 45 5/8 " Long

Tires

- HUT60669-017-01 / Hutchinson D.O.T. Beadlock, 17x8.5 with 8 on 6.5 Bolt Pattern

Accessories

- Warn Zeon 10-S Winch with 100 feet of Synthetic Rope • On board air

Other options that may be substituted or discussed

Body armor – metal cloak or poison spyder /

Air compressor - ARB on board air /

Transfer Case - Atlas or stock depending on model of jeep and build recommendations /

Rock Rails - Poison Spyder or similar /

Interior Mounts - Ram mount - Mobile /

Bumper - Garvin G2 /

Rollcage - Rockhard 4X4 cage interior /

Exoskeleton cage exterior /

Lights - all LED. Ambers also for fog / Headlights - JW Speaker – will entertain others /

Reid Racing knuckles Dana 30/Rubicon 44 or similar if suggested /

RCV Couplers /

Hood - Truckmaster or avenger vented hood or will entertain other makes and styles /

Tuning - American Expedition Vehicles (AEV) pro cal tuner /

Gears - 488 or 538 or whatever builder recommends /

Wheels Spyderlock or other recommendation /

Winch - Warn 9.5 ti synthetic rope and factor 55 prolink /

Suspension – Teraflex or Genright – same or similar to the following = Long flex arm kit / 6.5" lift / larger coils / hydro bump stops with walker Evan 2.5" adjustable shocks with external reservoirs / quick

disconnect sway bar in the front /

Rear – possibly a Currie anti-rock swaybar which will run all the time, so it does not disconnect / TIRES - 37 – 40” /

Driveshaft - 4340 or higher chromoly shafts, Adams 1310 or similar greased or solid at recommendation of builder /

PSC Reservoir for Hydraulic assistance / Beadlocks /

axles – 1-ton front& rear Currie or Dana ultimate 60 Front/rear /

Fenders – smittybuilt armor /

electrical – S pod