
















Jeep and Sufa in Israeli service

General note: The original Jeeps are most often wrongfully referred to as M38 or M38A1. The Jeeps were in fact civilian model CJ-5's, with features of the M38A1 series added later on in its service life. The Jeeps in the Anti- Tank role were modified in much the same manner as the M38A1c. The Jeeps were license built in Israel and eventually led to the development of the AIL M-240 Sufa (Storm).

Basic vehicle	Description	Picture
<p style="text-align: center;">CJ-5</p>	<p>This is the basic CJ-5, used in liaison, communications and general purposes. The placement of the spare tire atop of the hood is not standard.</p>	
<p style="text-align: center;">CJ-5 Siyur סיור</p>	<p>The reconnaissance version of the CJ-5 differed from the standard version by the installation of a machine gun mount in front of the co-driver. This version could also be equipped with a snorkel, enabling it to ford through water. The vehicle was equipped with a radio set above the left rear wheel.</p>	
<p style="text-align: center;">CJ-5 Tolar</p>	<p>The lay-out of this version is the same as the American M38A1c and is fitted with a 106-mm recoilless rifle M40A1. The ammunition was stored in a rack, accessible via the tailgate. In order to provide access to shells, spare wheel and jerry can of water had been moved to right side of the vehicle. Due to its ineffectiveness this version was withdrawn from service shortly after the Yom Kippur War.</p>	

<p>CJ-5 with Ashaf פשא</p>	<p>(Wizard) CJ-5 jeep with Messerschmitt Bölkow Blohm COBRA Anti Tank Guided Missile. This version was used in small numbers during the Six Day War (1967) with the 80th Airborne Brigade.</p>	
<p>CJ-5 Tagar with SS.11 ATGM</p>	<p>This version of the CJ-5 is fitted with the French developed SS.11 Anti Tank Guided Missile. These machines were issued to the anti tank company of the 755th Paratroop Battalion.</p>	
<p>CJ-5 Orev With BGM-71 T.O.W.</p>	<p>Shortly after the Yom Kippur War a small number of CJ-5s was fitted with the BGM-71 T.O.W. missile, known as Orev in IDF use. Lay-out of the vehicle resembled that of the US Army M151A2 with T.O.W. The vehicle could carry three spare rounds. The launch tube at first had a long barrel, shortly after being replaced by the more common short muzzle.</p>	
<p>CJ-6 Magav</p>	<p>The CJ-6 was a CJ-5 with a long wheel base. It was in use with the Israeli Border Guard, (Mishmar ha'Gvul- Magav) and was used as a troop carrier. It had two longitudinal rear benches.</p>	

<p>CJ-7</p>	<p>CJ-7s were issued to IDF units in small numbers. In fact, the CJ-7s were produced in Israel and were a prelude to the development of the M-240 Sufa. It had a foldable tilt, made from "Shimshon" materiel.</p>	
<p>M240 Sufa סופה</p>	<p>This is the basic version of the Sufa, a further development of the Jeep CJ-7. It is in use as a liaison and patrol vehicle within the IDF. All basic vehicles in use have a rigid roof.</p>	
<p>M-240 Sufa (Early Model) סופה</p>	<p>The Israeli police used a version of the Sufa where the roof and side walls are made of transparent polycarbonate, which provides all-round view and protection from stones and small fragments. It has a longitudinal rear bench and double rear door, holds 6 to 8 fully equipped police officers. This example is one of the first vehicles with a different grill and headlights placed directly in front of the wheels.</p>	
<p>M240 Sufa סופה</p>	<p>The later police model has a roof that resembles that of the standard Sufa jeep. It has longitudinal inward facing benches and egress and access is granted through the rear by use of two doors.</p>	

<p>M-240 Sufa Memugan סופה ממוגן</p>	<p>The Sufa Memugan is an anti-riot version and is fitted with a more powerful gasoline engine and fully armored cab. The interior has two longitudinal rear benches and double rear door. The vehicle can be equipped with windows that have firing ports, and also has two roof hatches from which weapons can be fired.</p> <p>It is being replaced in IDF service by the Land Rover Defender based MDT Armor David Ultra Light Armored Vehicle.</p>	
<p>M-240 Sufashi't סופשית</p>	<p>The name Sufashi't is derived from the Hebrew words "Sufa" and "Batashev". This vehicle is used as a patrol vehicle and was developed as a stopgap measure to replace the outdated "Batashev" (M-325). The Sufashi't has a higher roof without side walls. In the rear a MAG machine gun is fitted on a rotating pedestal with a seat for the gunner. The spare wheel moved forward, the left side. The equipment is completed with floodlights and additional radio equipment. It has a crew of three.</p>	
<p>M-240 Sufa 2 סופה 2</p>	<p>The Sufa 2 was issued to the IDF as a staff car for commanding officers up to batallion level as well as for liaison roles. It has a higher roof, made from fibre glass with an integral roll cage.</p> <p>Unlike the previous Sufa model the Sufa 2, as issued to the IDF, has five doors as opposed to the three fitted to the Sufa.</p>	
<p>M-240 Sufa 2 Memugan</p>	<p>The Sufa 2 also served a modification for an armored version with the same superstructure as the M-240 Sufa Memugan. (It was envisaged to transpose the armored superstructure from decommissioned M-240 Sufa Memugan jeeps).</p> <p>This version has not entered IDF service as it seems to have lost out on the MDT Armor Ltd built Land Rover Defender based David ULAV (Ultra Light Armored Vehicle).</p>	

Sufa 3
סופה 3

The Sufa 3 is used as a liaison and staff car. The vehicle is fitted with upgraded communications and electrical systems, a special system to keep water and sand out of the engine, night vision equipment, and other systems designed by the IDF. There are no derivatives in IDF service.



*Research and texts by
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