



EXPEDITION WHEELING:
Expedition Economics

ARTICLE:
What we do and why

Overhead CB Install

**MAGGIOLINA ROOF TOP
TENT REVIEW**

- TRD -
"White It Out"

**Lone Star
Toyota Jamboree**

OFF ROAD 101: RECOVERY GEAR

FJJC Magazine

April 2009 - Volume II Issue 2

On The Cover:
Early spring conditions
were just right to practice
recovery techniques



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It is said that "what doesn't kill me makes me stronger", but that doesn't mean it leaves you happier or able to do everything you once could. However, we at Disabled Explorers believe that there is a peace and joy to be found in the wilderness, and regardless of physical mobility issues we want to help get you out there!

Our goal is to create a resource for vehicle based back country access by the disabled. Our motto is Adapt, Overcome, Explore and we are working to live up to that motto in the following ways:

Adapt: Vehicle modifications, equipment reviews, recovery methods, driver training, and more.

Overcome: Feature stories of those who are out there already, from amputees to those with spinal cord injuries

Explore: Trail ride-along events to introduce the disabled to the outdoors, presenting at land meetings to fight against trail closure, adapted trail guides and more.

For those of you who are currently able bodied, we could use your help with many of our activities while providing you with a chance to learn how to wheel with the disabled. Our desire is not to change the trails that already exist, but to keep them open so that people with mobility impairment can enjoy the same wilderness access that the able bodied have.

To find out how we can help you, or how you can help us, go to our website (www.disabledexplorers.com), email us at info@disabledexplorers.com, or call 602-451-6079.



From The Editor

2009 has started off really great for FJ lovers around the world and we're no different. This issue of FJC Magazine has some of our best articles to date. As we continue to grow, we want to take a moment to thank all of the supporters who've joined our cause since we started that program late last year. Your donations help keep us going and are very appreciated.

We're also very happy to announce that we've partnered with MagCloud.com to offer a PRINTED version of the magazine that is mailed directly to your house. The price of \$9.99 per issue covers the cost of printing each copy on demand, it's better for the environment and much more cost effective than other methods of printing. Not all of our issues are available in printed version yet, it takes a little time to convert them for this new service. We expect to have ALL previous issues available on MagCloud very soon.

FJC Magazine thrives on the thoughts, ideas, and experiences of our readers. If you have a trip report, install guide, or other article related to FJ Cruisers, we invite you to submit it for consideration for a future issue of the magazine. You can send your submissions to fjc@fjc-mag.com and we'll let you know if your content is right for a future issue. If you have ideas for articles or any other content for the magazine or our website, you can e-mail those to the same address or fill out our online feedback form.

We're always adding features to the FJC-MAG.COM website. Since the last issue, we've added a FJ Cruiser photo gallery and a real-time feed of FJ Cruiser news that we call FJC Universe. If you have a photo that you'd like to contribute to the gallery, look for the 'Submit Photo' link on fjc-mag.com to submit it. FJC Universe is a real-time live feed of FJ Cruiser news from a variety of sources including: Google News, fjcruiserforums.com, Twitter, IH8MUD, Yotatech, TTORA, and myfjcruiser.com. If you know of another resource we can add to the mix, let us know & we'll get it added.

As always our sincere thanks go out to all subscribers, supporters, contributors, and advertisers for helping us grow. We look forward to a great wheeling season and to seeing everyone on the trail. Until next time, Stay the Trail, Tread Lightly, and Have Fun!

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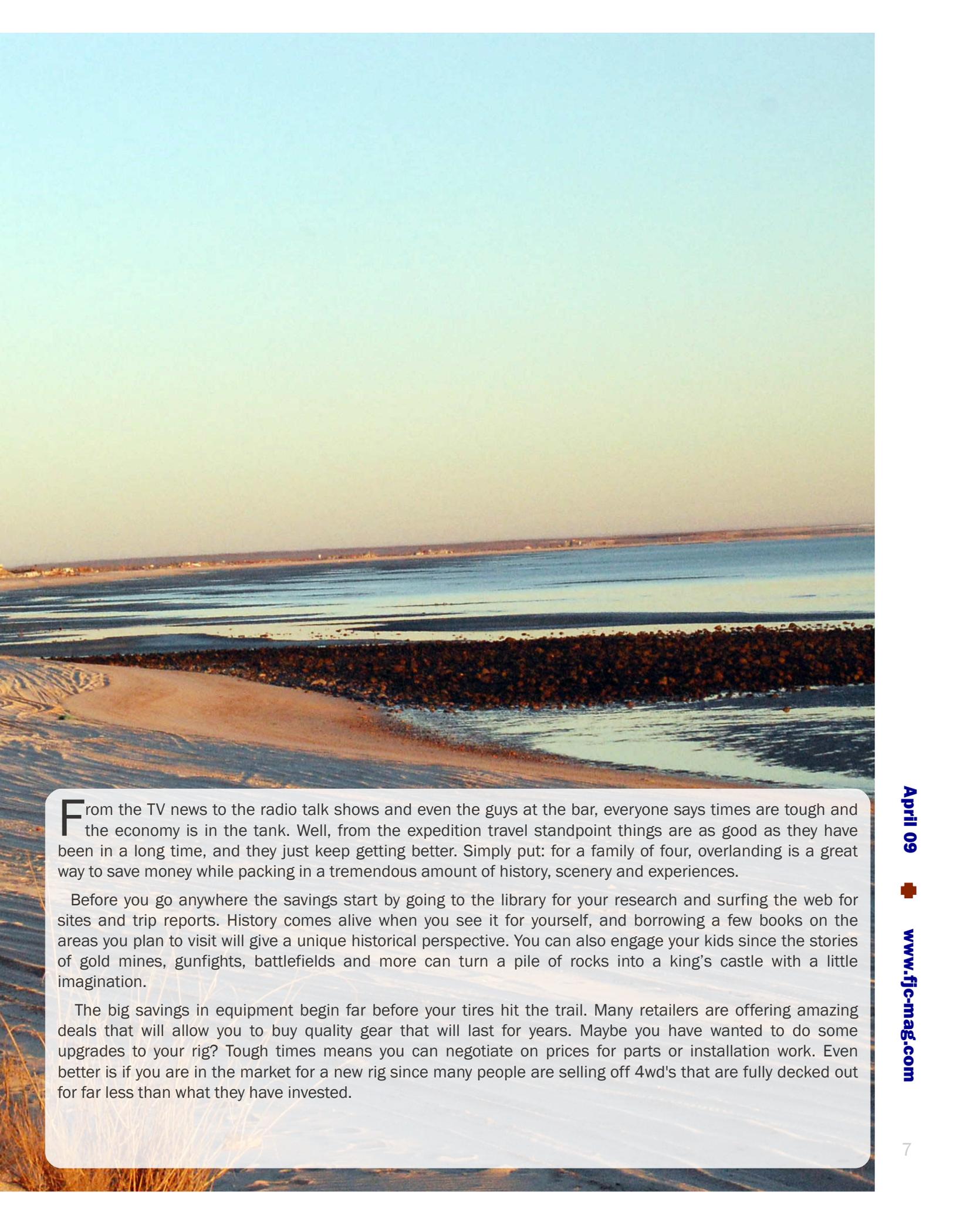


Expedition Economics

By Lance Blair
<http://www.disabledexploreres.com>



Baja Mexico, Free beach camp



From the TV news to the radio talk shows and even the guys at the bar, everyone says times are tough and the economy is in the tank. Well, from the expedition travel standpoint things are as good as they have been in a long time, and they just keep getting better. Simply put: for a family of four, overlanding is a great way to save money while packing in a tremendous amount of history, scenery and experiences.

Before you go anywhere the savings start by going to the library for your research and surfing the web for sites and trip reports. History comes alive when you see it for yourself, and borrowing a few books on the areas you plan to visit will give a unique historical perspective. You can also engage your kids since the stories of gold mines, gunfights, battlefields and more can turn a pile of rocks into a king's castle with a little imagination.

The big savings in equipment begin far before your tires hit the trail. Many retailers are offering amazing deals that will allow you to buy quality gear that will last for years. Maybe you have wanted to do some upgrades to your rig? Tough times means you can negotiate on prices for parts or installation work. Even better is if you are in the market for a new rig since many people are selling off 4wd's that are fully decked out for far less than what they have invested.





Free info at BLM office, save money on maps & research

Let's take a look at some of the ways you can save money by overlanding vs. a typical family resort vacation. First, fuel cost for 4 people in a 4wd is the same as 1, but plane tickets don't work that way. Campsites range from free to fancy and the choice is yours. Want a pool and hot showers? Many campgrounds have those too for around \$20/night for all 4 of you. Want pine trees and squirrels? Well that's as easy as free dispersed camping all over the country.

Food is another area where you save by cooking or eating at small town restaurants vs. resort bars and buffets. This thought doesn't even touch on the benefits of hunting and fishing or food you cook yourself. Both of these options are often healthier than resort meals and nearly free. A fishing pole or small rifle matched up with some time spent as a family could save serious money on a week long trip. Not to mention the time spent as a family trying new recipes, teaching your kids the art of camp cooking or just laughing at each other as the

marshmallows burst into flames. All these things come at little to no cost in cash, just time and effort.

Time away from the city can save money simply because you won't be attending concerts, movies, shopping or other 'tourist trap' activities. There is no charge to write in your journal on a cliff edge looking over the Canyon lands, take a digital picture of a waterfall in Colorado, or explore a ghost town in Arizona. Without sounding like a commercial, the memories and experiences you get as a family crawling around some ruins then talking about the history, culture and demise of those who inhabited the area, well, that is priceless.

**Example Trip - El Camino Del Diablo
(The Devils Highway)**

**3 day trip 440 miles/12mpg=37gal*\$2.10:
\$78 gas**

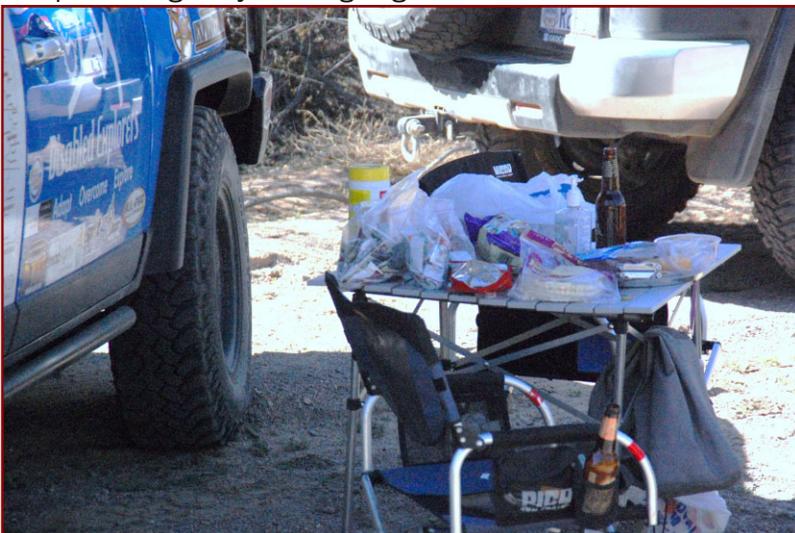
**All food from home except for final restaurant
meal \$25 & station snacks \$10: \$35 for food**

Permits: FREE

Gear (already had): FREE

\$120 total trip cost for 2 people/3 days

Another often overlooked aspect of overland travel is the impact it has on the small rural communities that we travel through. Major resort destinations are usually owned by huge companies that have tremendous cost, and profits are paid elsewhere. However when you gas up, buy groceries at the local farmers market, or get an oil change or tire service, you're putting money directly into that small town. The great thing is that your dollars will often move around that area many times. You can directly make a difference in a small business owner's bottom line by traveling the back ways of our country.



Cheap lunch on the Devils Highway



Lance Blair is an overlanding enthusiast, expedition leader, and Tread Lightly trainer. He's also the founder of Disabled Explorers, a non-profit group dedicated to helping mobility impaired outdoor enthusiasts gain access to the backcountry. He's a regular contributor to FJCruiserForums.com, the Expedition Portal, and of course FJC Magazine. Lance can be contacted through the Disabled Explorers website.

All bought used or on sale, stainless will last forever, plates are actually stove burner covers!!

Remember that you don't have to be rich to overland, but you will come back rich in experiences and memories. Your gear cost is spread out over years of service so each trip gets cheaper as you get outdoors. Finally, the money often stays right where you spend it: in small towns that preserve the very thing you ventured out to see in the first place.

See more pics online @ www.fjc-mag.com

The cover of Adventure Insider magazine features a photograph of a forest with tall, thin trees and a dirt path. The text on the cover includes:

- Adventure Insider** (with a globe icon)
- The inside scoop on outdoor adventure*
- ° Trip Reviews**
- ° Gear Reviews**
- ° Information & Instruction**
- www.adventureinsider.com

April 09  **www.fjc-mag.com**

Maggiolina AirLand Roof Top Tent Review

By *Corey Tando*
<http://www.yotatech.com>

My intentions with my FJ are setting it up for daily driver, off roading, overlanding, and expeditions. In this article I'm going to discuss the the Maggiolina AirLand medium tent, which was purchased in March of 2008. Most of the mods I have done to the rig are to make it self sufficient when away from home, so the AirLand is a very necessary item. This roof top tent allows me to camp on a whim so to speak, since it only takes a few minutes to set it up once you are parked.

I did an extensive amount of research online and in various outdoor forums, and came to the conclusion that this tent was the right one for me. Since it will pretty much be on the rig full time, a hard shell model was the best choice. I decided that other options that have canvas tops may not hold up quite as well to the elements. This style is also easier to setup than most others on the market, and it is a well proven model used by many overland/expedition teams around the globe. Setting it up is as simple as inserting a hand crank in the side and

turning it to lift the lid up and raise the canvas. Storing the tent is also very simple, just reverse the crank and stuff the canvas inside of the unit. It doesn't get any simpler than that.

The Manufacturers website lists the fabric as 'very breathable', so it can be put away wet then aired out later. That feature is a big plus to me since it's always a little damp up here in the northwest.

Sleeping in the tent brings back childhood memories of building tree forts (if you were into that sort of thing). It's a cool/safe feeling being up off of the ground and not having to worry about rain puddles or mud entering your tent. I've been camping my entire life, and I love that this tent stays much cleaner than tents on the ground. It would be very hard to go back to a ground style tent after spending time high and dry.





Comfortable and roomy inside

The Maggiolina AirLand model I own has an insulated ceiling and a nice thick mattress, which keep it warm and cozy even on the coldest of nights. I spent a few nights in it up at Mt. Rainier National Park last summer, the temperature dropped to near freezing. Luckily the design of this tent helps hold in the heat, so I wasn't cold at all. It was a little chilly outside the down comforter, but I slept like a baby under the comforter with flannel sheets. It was

just like sleeping at home.

I can't think of any negative issues at all with this tent. I do wish I had more vacation time so I could be out enjoying it even more. I look forward to many years of use I plan to get out of the AirLand, and can't wait for the 2009 camping season to arrive.

Corey Tando is the admin/co-founder of the popular Toyota truck/SUV forum YotaTech.com.

He's an avid outdoorsman / overlander, and FJ Cruiser owner.

Corey can be reached at www.yotatech.com or via email at corey@yotatech.com.



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April 09



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TRD -White It Out-

By Shane Williams
TRD Photography:
Angie Williams



Many FJ Owners have painted the silver on the outside of their FJ. The most common mod of this type is to rattle can the mirrors, door handles, bezel, and bumper wings in flat or matte black. TRD's that are 'blacked' out are very popular, so we thought we'd try something different. When we started discussing doing this mod to our TRD, Angie reminded me of an awesome FJ we saw on the trail. Early in 2008 we did a couple of

runs with Jock (RockyMtnHigh), who has an awesome 'whited out' Brick FJ. Instead of the traditional black, he painted most of his silver trim pieces bright white. What Angie & I both loved about this mod is that it not only makes the truck stand out more, but it also really enhances the 'retro' FJ-40 look. Which we feel is commemorated in the "white out" of our TRD.

This is one of the least expensive mods you can do, but it does take quite a bit of time and patience. You'll need to have a well ventilated, dust free environment to properly paint all of your silver pieces. While most owners choose to paint external silver accents only, we decided to paint ALL the silver on the FJ including the interior parts. . This increased the amount of paint we needed by about four times, we blasted through 8 rattle cans to get three coats on everything. The key to making our TRD unique was consistency. All silver accents that are typically blacked out, we painted white. But added black matte paint to the silver portions of both bumpers. It really changed the look and feel of the whole truck and we love it!



Jocks Brick FJ, all white

In addition to a proper work area, other safety precautions include a VERY good respirator, you'll need something more than a paper filter to ensure you don't inhale paint fumes. And a rattle can handle, which makes using the paint cans much easier and results in more consistent coats.

First step, remove your pieces

Removing all your interior & exterior trim pieces is not as difficult as you may think. There are plenty of resources online to assist you with that. We really like Steve's interior parts removal writeup (<http://tinyurl.com/bwr3ru>) and this writeup on how to remove the mirrors (<http://tinyurl.com/bgb75g>). Removing the interior door handles is as simple as popping the door panel off & unscrewing the handle from the back side.

Prepare Your Parts

After all the parts you're working on are off the truck, you'll need to get them ready for painting. The more time you take with this, the better the end product will be. Make sure you sand each part to 'rough' it up so that paint will stick to it. Although we used 'Plasti-Kote' paint, which is designed to go straight on plastic with no preparation, we thoroughly sanded & cleaned each part before we masked it.



plenty of time to properly tape off anything you don't want painted. A small utility razor (Xacto knife) with a sharp blade is ESSENTIAL in preparing many of your parts. Make sure you get tape as far into the cracks & crevices of your parts as you can. Pay particular attention to the steering wheel cover, vents, and side marker lights on the mirrors. If you're not sure you've covered something adequately, add a little extra tape. You don't want white paint anywhere it doesn't belong.

Hanging Parts

We got the best results out of our rattle cans by hanging the parts on a bungee cord attached to the ceiling of the garage. This system allows 360 degree access to the part and cuts down on the amount of 'paint dust' that

falls on the item. Not all parts have a good place to hook a bungee, but most items can be suspended this way.

Take Plenty of Time

Next to proper masking, the patience to use many light coats is the most important tip. Start early in the day so you have plenty of time between coats for proper drying. We had to re-do several pieces because we didn't wait long enough between coats and/or used too much

paint at once. We used a minimum of three coats on most pieces, but went up to 5 on others. Even then we had to re-do the mirrors a few months later due to chipping. The bottom line is, the more coats you put on now, the less chance you'll have to re-do this process later.

Curing Time

Once you get all your paint on, we recommend letting your parts dry at least overnight, longer if you can manage it. If you try to remove the mask and/or install the parts before the paint has had enough time to properly cure, you risk chipping or peeling the paint in critical masked areas. The temperature of your work area will also affect cure time. If you're using a garage, consider adding a portable heater to help the paint cure completely overnight.

Reinstallation

Once your parts have cured enough, very carefully remove the tape. Peel it back slowly along the edges to avoid chipping & peeling. It's a good idea to have some Goo Gone or mineral spirits handy to wipe up any overspray. You'll also want a light soap & water solution & lint free rag to wipe off any paint dust that remains. At this point you can re-install all your parts, just reverse the process you used to remove them.

You'll really be amazed at how this mod (especially in white) transforms the truck. We really love the 'Whited Out' TRD and hope you love your new truck too!

Have you painted your silver parts? We'd love to see it! Send pics of your whited/blacked out FJ to pics@fjc-mag.com. Visit the FJ Cruiser Gallery at <http://www.fjc-mag.com> to see other examples of de-silvered FJ Cruisers.



Overhead CB INSTALL

By Charles Davis
<http://www.OffRoadSurvivalCamp.com>



This method of install will take about six to eight hours to complete, so make sure you have plenty of time. You will need basic tools and help from the feminine persuasion if available (I'll explain that detail later). Wear hospital type gloves when working around the headliner to keep it clean. As each component is removed, use painters tape to wrap the threads to secure the bolt or screw to the component (Fig 1). If you're going to paint the radio mounting bracket, it's best to do that several days before you start the install.

Read all instructions before you start!

1) Measure the radio bracket length and add one inch. That will be the length of your wood block. Find the thickness of the wood block by attaching the radio bracket to the radio. Place painters tape on the headliner where the radio will be mounted (Fig. 2). Now hold the radio to the headliner where you want it located. Allow enough room behind the radio for wiring and proper function of the sun visors. Using a sharpie permanent marker, mark the painter's tape showing the location of the radio mounting bracket. Now separate the radio from the mounting bracket. Again hold the mounting bracket to the headliner and mark the mounting holes. Place a long needle or equivalent on one of the locations you marked for a hole and push it through the tape and headliner until it touches the metal roof (fig. 3). Holding the needle at the headliner withdraw the needle and measure it (Fig. 4). Now subtract 3/16th" from your measurement and that's the thickness of your wood block. The width is not critical; 2.5 inches will work well. I know this seems like a lot to go through to get dimensions for a wood block, but if the thickness dimension is off you'll risk distorting the headliner!

Tools:

- Ratchet, 3/8" drive
- Extension, 3/8" drive
- 10mm, 3/8" drive deep socket
- Philips #2 screw driver
- Small blade screw driver
- Wire cutters
- Crimp tool
- Side cutter pliers
- Hand drill (use a drill press if available)
- Assorted Drill bits
- Soldering iron
- Plastic container for parts
- Sharpie permanent marker
- Razor knife
- Needle

Supplies:

- Painters tape
- Electrical tape
- Duct tape
- Shrink tubing
- Crimp connectors
- Soldering flux
- Solder
- Zip ties
- Plastic bushing (Available at many hardware stores)
- Hospital gloves
- Inserts nuts, (1/4" - 20) (available at Home Depot, Lowes, and hardware stores)
- Epoxy
- Permatex silicone adhesive or equivalent (Automotive stores)
- Wood block (use maple if available, size to be determined)



Fig. 1



Fig. 2



Fig. 3



Fig. 4

2) Now center the mounting bracket on the wood block and mark the location for each hole to be drilled (Fig 5). Using the package instructions that came with your insert nuts, drill appropriately sized holes through the wood block. Apply epoxy to the to insert nuts and screw them into the wood block (Fig. 6, 7).



Fig. 5



Fig. 6



Fig. 7

3) Drill 5/16" holes in the headliner where previously marked in step (1) (Fig. 8). Use gentle pressure on the drill as the headliner has a foam core. As soon as the drill penetrates the headliner stop the drill and pull it from the headliner.



Fig. 8

4) Remove all cosmetic bolt covers on the handholds, rear view mirror, and door latch covers (Fig. 9) using a small blade screw driver. Wrap the screw driver blade with a layer of electrical tape to protect the plastic from scratches (Fig. 10). Using a 10mm socket, remove the bolts under each cover (Fig 11). After the A-pillar handholds are removed, remove the A-pillar garnish. Disengage two fasteners by pulling the A-pillar garnish inward. (Fig 12)



Fig. 9

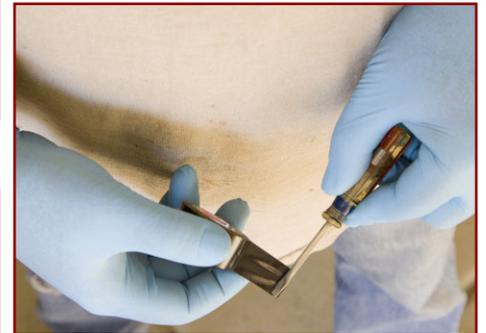


Fig. 10



Fig. 11



Fig. 12

5) Remove both sun visors and rear view mirror using a #2 Philips screwdriver.

6) Partially remove the rubber seal on both doors so it does not interfere with the headliner. To remove the rubber seal start in the middle of the door (Fig. 13).

7) Remove the sun visor hooks by turning them 90 degrees clockwise and gently pulling down.

8) The headliner is now loose! DO NOT PUSH or Pull the headliner down any more than necessary! Here's where the female comes in handy. Her feminine arms are much better for the task at hand. Have her place the wood block between the headliner and the roof while you start the bolts through the bracket/headliner and thread them into the wood block. You may have some small kinks in the headliner at the back by the half door. They will disappear within a few days. Cut a stick to fit between the CB/Ham radio bracket and the center console (Fig. 14). Place a small towel under the stick; Test fit the stick and then remove it. Now apply the silicone adhesive to the top of the wood block. Again have your feminine counterpart do this, as she will be neater than you will and her arms are better suited for this task. You may be wondering why you should apply the silicone adhesive after you attached the wood block to the headliner. Because attaching the wood block to the headliner can be time consuming and silicone skins over rapidly! Install the sun visor hooks. The sun visor hooks precisely locate the headliner, which will position the wood block. Now place the stick between the console and the bracket. Use cloth under the stick to apply firm pressure to the bracket. Now do something special with your feminine counterpart, she earned it! After several hours you can remove the stick and mounting bracket bolts. Remove the sun visor hooks as you did in step (7). Do not mount the radio at this time!

9) Now you'll get the wiring done. This is something you should do ONLY if you understand basic electricity! If you don't have this basic knowledge, get help with this part of the installation. I recommend connecting the positive side of the radio to an aftermarket fuse block. The next choice would be a backup battery. The last choice would be the main battery. There are other locations such as the FJ's fuse block, but if an electrical problem shows up down the road, Toyota could decline warranty coverage. Use grommets when routing wires through sheet metal such as the firewall. A good place to run wires through the firewall is on the passenger side (Fig. 15). This location works well when a second battery is installed. Use quality crimp connectors and shrink tubing on all wire connections. This will save you a lot of grief down the road!

10) This step applies to those who are permanently installing a CB antenna using the Bandi mounting bracket. Time to run the Coax, RG-58 is good but RG-8X is better! The dB. loss of RG-8X is one third that of RG-58 and the difference in cost is only a few bucks. When routing the coax be absolutely certain it will not interfere with the side curtain air bags! Start by removing the driver's side rear cargo panel. Now drill an appropriate size hole for the coax grommet in the rear door (fig. 16). There are two layers of sheet metal separated by about 3/16"; you will need to drill through both layers. Use a small file to remove any sharp edges around the hole. Use touch-up paint on the bare metal; let dry and then install a grommet.



Fig. 13



Fig. 14



Fig. 15



Fig. 16

Step 10 Continued

Now detach the wire boot on the door and body (Fig 17). To remove the boot from the body open the jack compartment and reach behind the boot; disengage the clip at the bottom of the boot (Fig 18) Using window cleaner, 409, or equivalent, spray a towel then wipe it onto the coax for lubrication. Now feed the coax through the grommet. Looking through the large hole where the wire boot was attached to the door, continue feeding the coax until you can fish it through the hole for the wire boot. Lubricate the inside of the wire boot with the soap solution and feed the coax through the boot. Reattach the wire boot to the door and body. Using wire ties, secure the coax to the existing wiring harness. It will lead to the half door on the driver's side and up to the headliner. Run the coax across the headliner to where the CB/Ham radio will be mounted. Using a razor knife, make a hole in the headliner behind the CB/Ham radio. This hole should be



Fig. 18

just large enough for the plastic bushing to fit into. Plastic bushing are available at many hardware stores (Fig 19). Feed the coax/electrical wires through the bushing. Secure the coax to the top of the headliner using duct tape. Replace the rear cargo panel.

11) All of the wiring should be complete before you continue. Now reinstall the sun visor hooks, front sun visors, rear view mirror. Reapply the door seals and then attach the door latch garnish and cosmetic bolt covers. Install the inside A-pillar garnish on both sides and then attach the handholds. Attach the side sun visor/handholds. Now cover the dash with a towel to protect it from solder splatter and solder the antenna plug to the coax as directed by the manufacture. Mount the CB/Ham radio bracket. Install the radio and connect the electrical wires to the CB/Ham radio. Connect the antenna wire to an Appropriate CB/Ham radio SWR (Standing Wave Ratio) meter. Follow the SWR meter instructions. Checking the SWR is important! If the SWR is high (>3:1) it can substantially reduce your effective range and damage your transmitter! Adjust the SWR via the CB antenna instructions. SWR is typically less than 2:1. If the SWR is higher than 2:1 and you can't adjust it down via the antenna, check all coax and ground connections. After the SWR is set, disconnect the SWR meter and attach the antenna wire (coax) to the back of the CB/Ham radio.

12) Have fun with it!

Charles Davis is the founder of OffRoadSurvivalCamp.com. His love is to guide trips into areas seldom visited by the general public. He also teaches photography on guided trips. Charles can be contacted at ChuckDavis@OffRoadSurvivalCamp.com.



Fig. 17

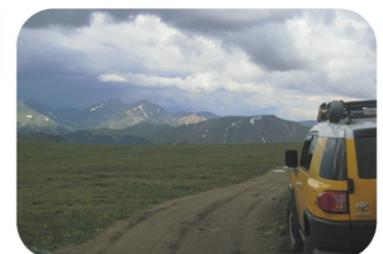


Fig. 19



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Hometown: Moneta, VA
Home Club: Smokey Mountain
Cruisers

Year: 2007

Color: Black Cherry

Trans: 6 MT

Tires: 285 BFG All Terrain

Wheels: TRD

Lift: OME 883 Fronts w/Spacer
Plate

Shocks: Stock

Front Bumper: Stock

Rear Bumper: Stock

Rails: Toyota Rock Rails

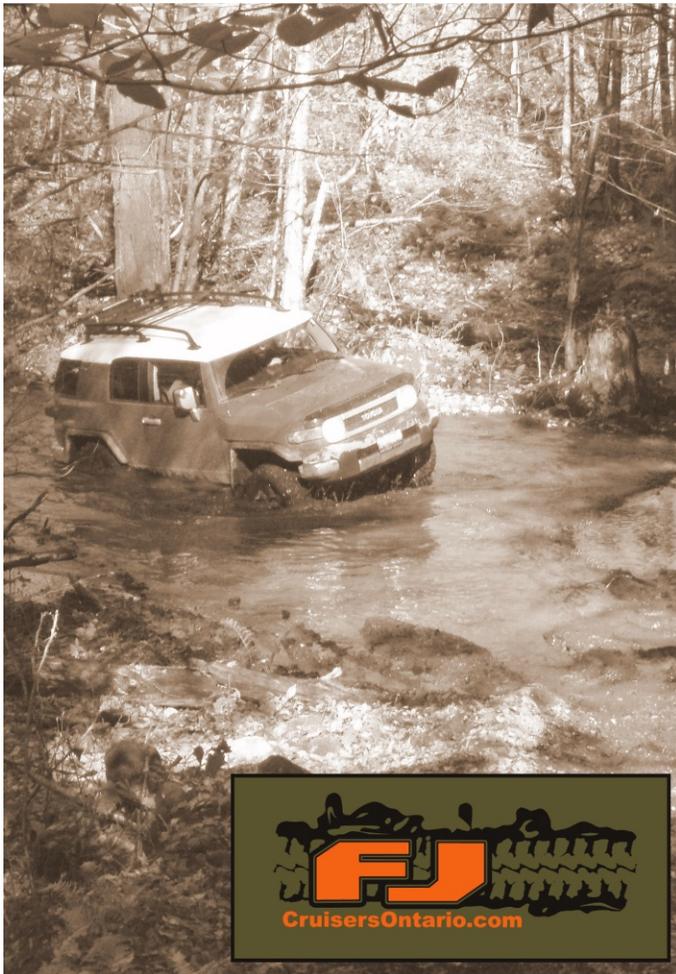
Rack: ARB Half Rack

Other Mods:

Doug Thorley LT Headers, AFE
CAI, TRD Exhaust, Wicked CAS
Sub Box, Alpine W200 HU w/
NAV & XM. MB Quartz
speakers, couple Amps.



Justin's BC
"Eggbert"



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Pete's "Slithers Ti"



Hometown: Woodbury, Connecticut
 Home Club: FJNortheasters- Lead Organizer
 Year: 2007 Purchased July 06
 Color: Titanium Metallic
 Trans: 6MT
 Tires: 35" TOYO OPEN COUNTRY M/T's
 Wheels: 17" Weld Racing Dune 6 alloys
 Lift: 3" ICON, Front Coilovers, Billet UCA's
 Shocks: ICON Piggybacks and Coilovers
 Front Bumper: AllPro Front 1 piece
 Rear Bumper: AllPro Rear

Skids: Rasta full aluminum skids
 Rails: AllPro rock sliders
 Winch: Warn M8000
 Air/Co2: PowerTank CO2 10 lb
 Rack: OEM
 Other Suspension: Toy Outfitters rear LCA's, AllPro
 HD front sway links
 Other Mods: Real Wheels light bar w/4 PIAA 520's
 Body Mount Mod, TRD CAI

NORTHWEST FJ CRUISER CLUB

Promoting responsible 4-wheeling in the Pacific Northwest



www.nwfjcc.com



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April 09



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RECOVERY DEMO RUN

Off Road 101

One of the most important aspects of being in the wilderness is recovery. What I mean by that is having the proper gear and know-how to get yourself (or a companion) out of a 'stuck' situation. Many times this knowledge goes unused, but it is crucial to being self-sufficient in case of an emergency. Having the right equipment is essential and learning how to properly use it is the next step.

We took the opportunity to brush up on these skills during a "Recovery Run" with the Colorado FJ's. We practiced a few recovery techniques that some of us had heard of but have never done. It's highly recommended that you make yourself familiar with these recovery techniques prior to actually having to use them on the trail. A demonstration run is the best way to get people together to pool ideas and techniques that you may use down the road.

While we were not able to practice every technique you may have to use in different situations, we did cover the use of the most popular recovery devices: the Hi-Lift jack and the winch. Both of these devices (and their associated accessories and attachments) should only be used while following the manufacturer's instructions. Appropriate safety precautions and gear must be worn at all times, and do not attempt anything you're unfamiliar with.

We once again took one for the team and managed to get the TRD buried axle-deep in snow. We enlisted the help of a fellow Colorado FJ'er to winch us out from the front. After

The TRD axle deep in snow



a couple of tries, his aging Mile Marker winch with synthetic line was able to pull the TRD out of the snow. For the sake of this demo, we didn't assist the winch by

trying to drive out of the snow, we just let him pull us out. Once we were free of the snow, we unhooked everything & began to rewind the winch. Since the winch line was old and not used much, it didn't want to wind back on the drum properly. The line ended up binding on the drum & that took a good 20 minutes to get worked out. By that time the winch had over heated and the motor kept giving out. The good news is that we were recovered; the bad news is that the winch was out for the rest of the day. Please see the sidebar on winch choice & maintenance.

Winching out



A NOTE ABOUT WINCH CHOICE

Any discussion about which winch to choose will undoubtedly spark a roaring debate. The fact is that there are dozens of great winch vendors out there, and which one you choose will depend on your expected use patterns, budget, and FJ setup. There will never be one universal choice for everyone. Whichever winch you choose, make sure you maintain it properly. While synthetic line is stronger, lighter, and in some cases less dangerous than wire winch rope, it does require a little extra care. When you wind it on to the drum, it must have a proper load (usually around 500lbs) to seat properly. Failure to provide a good load can result in the line binding on the drum. Regardless of the type of line or brand of winch, you should always keep it as clean and dry as possible. Also, inspect the winch regularly for proper operation, and follow all manufacturer guidelines for preventative maintenance.

Probably the most common recovery device among off road enthusiasts is the Hi-Lift. It's inexpensive, durable, and very versatile. Just like all recovery gear however, if you don't practice with it you will be at a disadvantage when it comes time to use it. For our demonstration we used some of the most common accessories for the Hi-Lift: The WabFab slider adapter, the Off-Road Base, and the Lift-Mate.

Using a slider adapter makes the Hi-Lift much safer on rails. (Bill Innis pictured)



The slider adapter fits over the tongue of the jack and bolts on so you can safely lift from the rock rails. There are several adapter sizes available, ours fits the stock rails perfectly. Failure to use this type of adapter can be dangerous, as the truck can slip right off the jack, greatly increasing the chance of injury. We were able to lift "Fa-Jay-Jay" very well using the adapter, with no chance of slippage at all.

The off road base makes the jack much more stable



We then added the off road base to the demonstration. Its purpose is to provide a larger footprint for the jack, which makes it much more stable and will minimize how far the jack

sinks into the ground. Since the base is so much larger than the jack base, it may require a little digging to get it to site properly on the ground. If you're in soft dirt, sand, or snow, the off road base can really save the day.

Lifted FJ's with big tires pose another problem to the Hi-Lift (especially the 48" version). Lifting from the bumper or rails may not give enough height to properly recover the vehicle. That's where the Lift Mate comes in. The lift mate is an attachment for the Hi-Lift that allows you to lift from the wheel, directly at the axle. We were able to lift the FJ quite a bit higher off the ground using the Lift-Mate. That

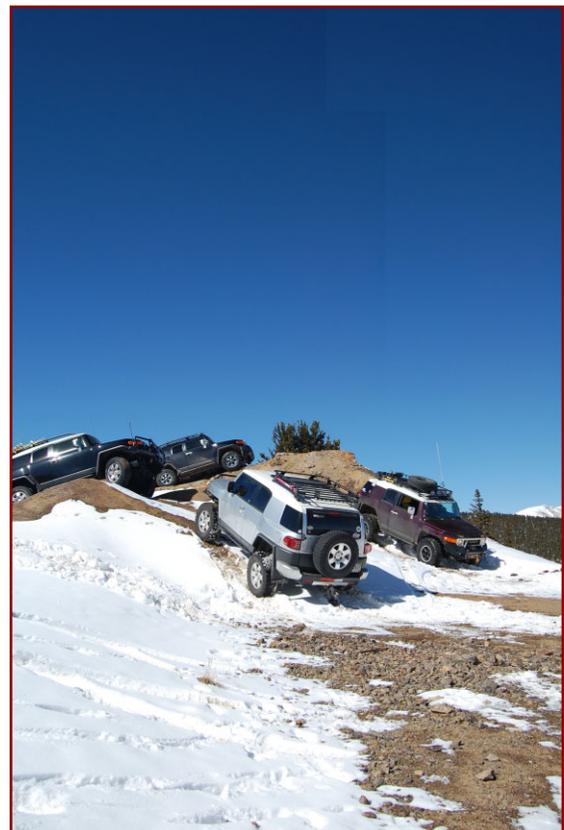
extra height allowed us to shove enough rocks under the tires to keep the skid plates off the ground, allowing the truck to drive right off the obstacle.

Using the lift mate is a good idea for lifted FJ's with large tires



One test we didn't perform with the Hi-Lift is using it as hand winch. Hi-Lift sells a winching kit that includes everything you need to use your jack as a winch. While it's much slower than a powered winch, it'll certainly work in a pinch. You can find a great article on using your Hi-Lift as a winch in the March 2009 issue of Off Road Adventures.

Some of the items we didn't get a chance to test still need to be mentioned. A good recovery strap is an essential part of any recovery kit. You'll want to choose a strap that has a very high maximum load, around 20,000lbs is a good place to start. Also look for a strap that has loops (rather than hooks) on the ends, these can be used with a quality shackle to attach the strap to the vehicle.



The other item we ran out of time to test is the X-Jack, by ARB. This jack can be placed virtually anywhere under the vehicle and inflated to raise the vehicle as needed. It supports two methods of inflation: via the exhaust from the FJ, or with onboard air/CO2. We look forward to testing it in the near future, so look for our take in an upcoming issue of FJC Magazine.

Whether or not you find yourself on difficult trails, it's very important to practice recovery techniques before you have to use them in an emergency situation. Planning & attending a recovery demo run is a great way for you and your local group or club to brush up on these skills in a 'controlled' environment. If you have a recovery story to tell, e-mail it to fjc@fjc-mag.com, we'd love to hear how you did!



Resources:

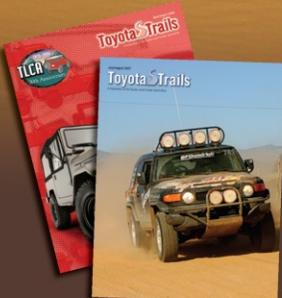
- Hi-Lift Jack**
- Lift-Mate**
- Off Road Base**
- Mile Marker Winch**
- Warn Winch**
- Superwinch Winch**
- Recovery Strap**
- X-Jack**

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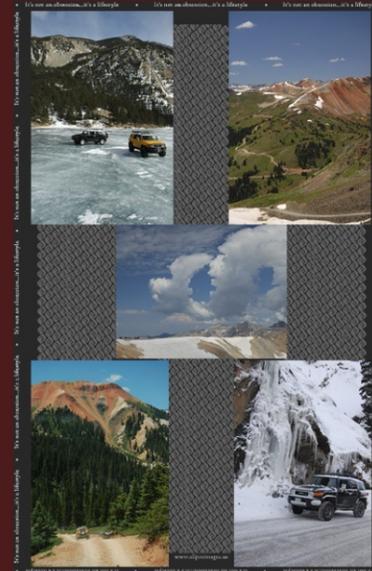
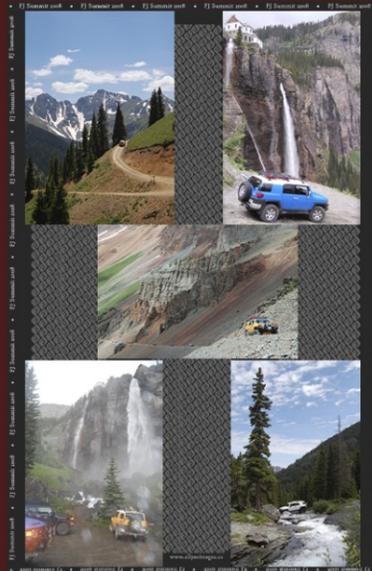
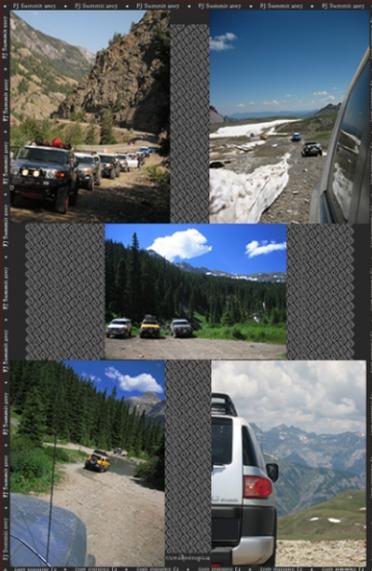
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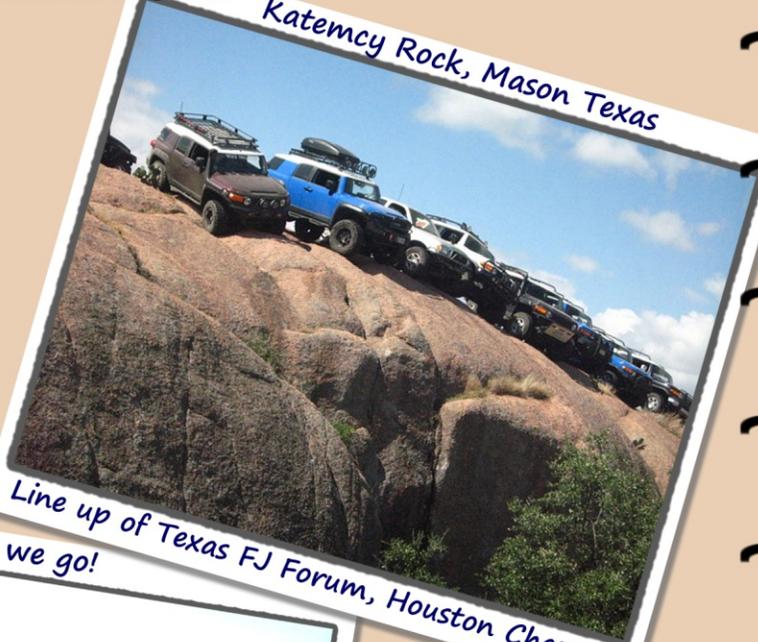
Lone Star TOYOTA JAMBOREE

On the way to Katemcy Rocks



Texas FJ Forum Group / Houston Chapter

Katemcy Rock, Mason Texas



Line up of Texas FJ Forum, Houston Chapter
Up we go!

Barnwell Mountain, Gilmer TX

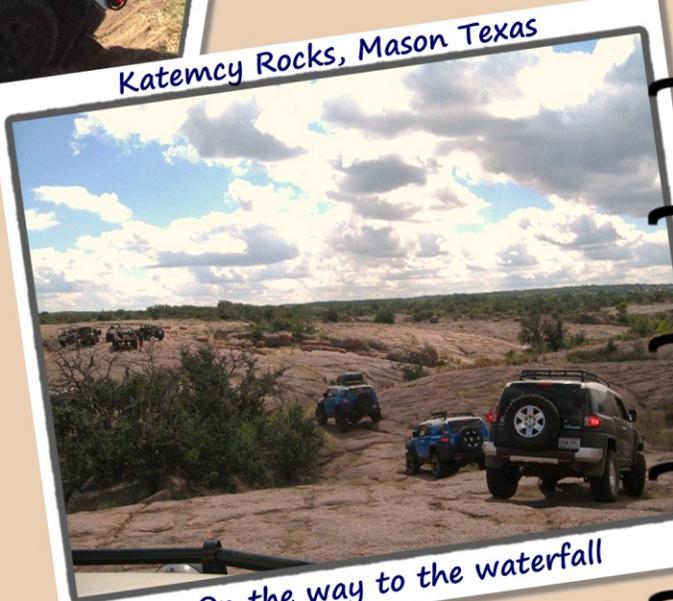


Having some fun!

FenceKeeper TT



Katemcy Rocks, Mason Texas



On the way to the waterfall

All photos on this page compliments of TheKeeper TT Edition
Sean & Melissa Sykora owner of FenceKeeper, LLC
<http://www.fence-keeper.com>

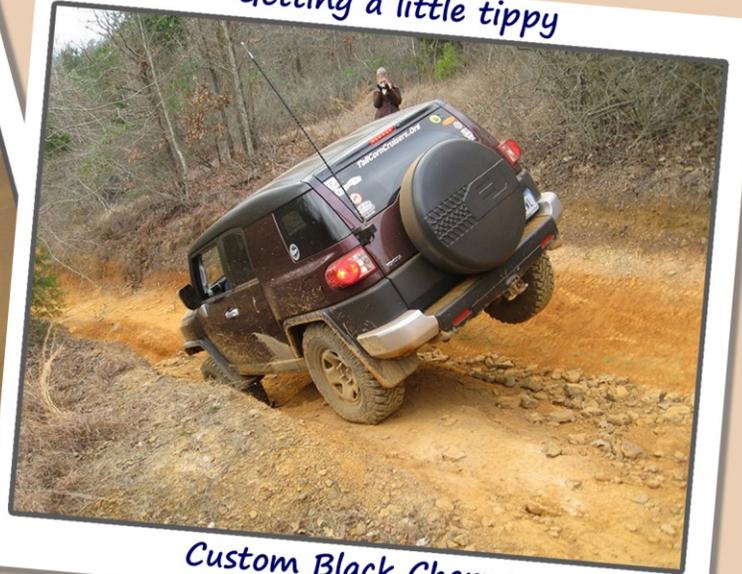
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On the way!



Three FJ Cruisers

Getting a little tippy



Custom Black Cherry

Bad to the Bone!



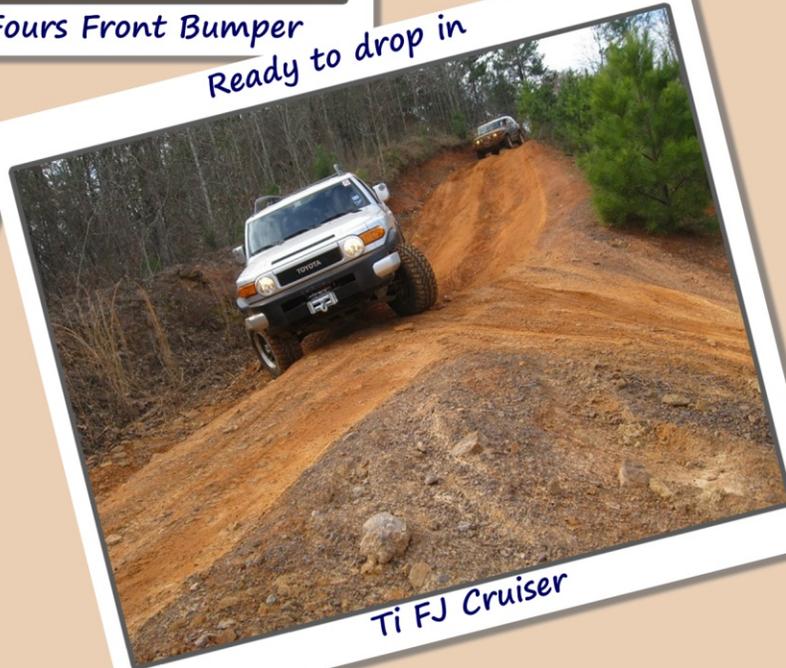
VDB with a Fab Fours Front Bumper

Leading the way



VooDoo Blue FJ

Ready to drop in



Ti FJ Cruiser



<http://www.wheelersforthewounded.com>

**Jason Havlik &
Eric Ross**

Wheeler's for the Wounded is part of a non-profit organization that will provide weekends of off-road driving, camping, and in some cases fishing, to our country's wounded military members (past and present) all over the United States. They will experience much deserved fun and excitement as they traverse the most extreme terrain our great country has to offer in a variety of the best off-road capable vehicles ever built.

Upon the completion of Jason Havlik's tour in Iraq, he will return to the United States and begin a 6-month off-road driving and camping adventure across our great land. This portion of the program will start in April 2009. The wounded servicemen and women will get to experience the beautiful country they have unselfishly given up so much of their lives for.

Along the way, members of off-road clubs all across America will host special events for the brave men and women and will accompany them on the trails. Riding with the groups will surely bring smiles to the faces of their esteemed passengers. At nightfall, they'll be treated to a terrific meal with everyone, and some will also be able to enjoy their peaceful surroundings by camping out in the most beautiful national parks in the country.

To increase the sensation that an open-air vehicle provides, a 2008 Jeep Wrangler Unlimited Rubicon has been purchased. The doors will be removed throughout the adventure, which will benefit those who have lost partial eyesight and/or hearing; a common occurrence resulting from rocket, mortar, and other explosive-type attacks. The Jeep is currently in the process of being customized and will truly be a one-of-a-kind vehicle.

Even though the main portion of the event will not begin until the weekend of April 4-5, 2009, several charity events will be held between now and then in each State where a main event is scheduled. The charity events will not only help increase awareness of the program, but also help raise funds for use during the main events for expenditures such as food, campsite fees, special activities, medical personnel, and more. All of the money raised at charity events, 100% of it, will be used to fund the main events.

Wheeler's for the Wounded is seeking sponsorships from various companies who are leaders in their industry to provide things such as items for raffles and geo-cache events, food and

entertainment. Wheeler's for the Wounded is part of a non-profit organization with a 501(3)c designation. Wheeler's for the Wounded is currently proud to have the support of the following partners and supporters: TeraFlex, KC HiLiTES, Tread Lightly, Smittybilt, Hi-Lift,

True Flow, Trail Duty, High Country Performance 4x4, Overbuilt Customs, Outlander Trailers, Mombasa Outdoors, Raingler, Warn, Bushwacker, and Tuffy. In addition, Four Wheeler magazine is a supporter of the program.

Jason will be writing an article upon the conclusion of each month of the program, which will be printed in Four Wheeler magazine. Photographs will accompany the articles. A multi-media company has contacted the organization with the goal of filming a documentary about the program with plans to release it on DVD as well as have it televised on a cable television network. The details for this are currently being worked out and both parties involved are motivated to see this through. Press releases to newspapers and television news networks will be sent out prior to each event.

Colorado

The July WFTW Colorado event is slated for July 18, 2009 from 10:00 am to 7:00pm in the Buena Vista Area and will include a late morning meet & greet and staging at the Chinaman Gulch/BV Carnage trailhead, trail runs including Boulder Mountain and/or Mount Antero, Chinaman Gulch, Grizzly Lake and/or Iron Chest, Mount Princeton, and Tincup Pass, and then an evening BBQ for all participants.



The July WFTW Colorado event is being hosted by a number of Colorado 4-wheel drive clubs and the number is growing. The Colorado chapter of the Toyota Territory Off-Road Association began the effort in 2008 and since that time members of the Colorado4Wheelers, Colorado4x4.org, Front Range 4x4 and Rising Sun, among others, have jumped at the opportunity to make this happen. We are constantly on the lookout for participants from all facets of the off-road community and strongly encourage folks from any of these veins join us. Anyone who would like more information about the July Colorado event can contact Eric Ross at fjcruser123@yahoo.com or through the Wheelers for the Wounded forum in the Colorado section.

For those interested in attending this event elsewhere in the lower 48 states, to the right is a schedule of the 2009 main events, along with their host clubs.

About The Founder/President

Jason Havlik enlisted in the Army Reserves in 1989 at the age of 17. Upon graduating from high school in Jacksonville, Florida in 1990, he attended Basic Training and Military Police School at Ft. McClellan, Alabama. Upon completion of his training, he volunteered to deploy to serve in the Gulf War.

After returning from the war in July 1991, Jason enlisted in the active duty Army and spent the next 10 years serving his country. During his enlistment, Jason served two tours in the Bosnian peacekeeping mission and one tour in support of the Kosovo peacekeeping mission.

Jason exited the military in May 2001 and was hired by the Collier County Sheriff's Office located in southwest Florida as a Law Enforcement Officer. In time, he was promoted to corporal and later to Investigator when assigned to the Criminal Street Gang Unit.

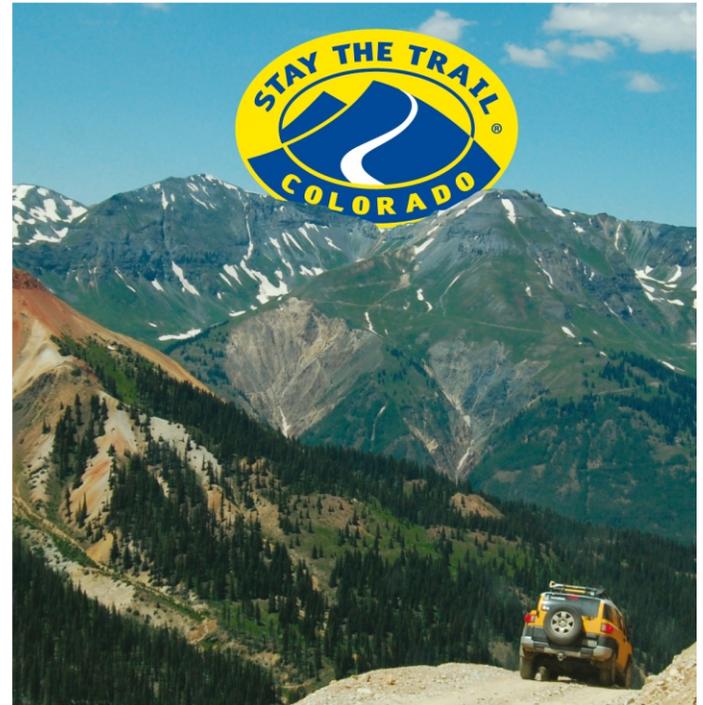
In February of 2007, Jason made the decision to go to Iraq to serve his country once again. He left for training in May, and arrived in Baghdad on June 5, 2007. He is a private contractor for the U.S. Department of State and is assigned to various Army and Marine units in Fallujah, Iraq.

Rather than return to the States on June 4, 2008 upon the completion of his contract, Jason elected to extend his contract and remain in Iraq until March 2009. He is looking forward to going home at that time and beginning his trip around the country in support of wounded military members.

Jason is 37 years old, has no children and has never been married, but is close to his immediate and extended family and misses them daily. When back in the United States Jason enjoys off-roading, camping, traveling, jogging, and spending time with family and friends.

2009 Main Events

- Florida (Hummer X Club & Venture Jeeps) - April 4-5**
- Arkansas (Mid-South Jeeps) - April 18-19**
- Texas (Midnight Four Wheelers) - May 2-3**
- New Mexico (Las Cruces Four Wheel Drive Club) - May 9-10**
- Arizona - (Disabled Explorers) - May 16-17**
- Utah (Non-Official Event) - May 20-24**
- The Rubicon Trail (Pirates of the Rubicon) - June 6-7**
- Nevada (Sands Regency Casino Hotel) - June 17 - 21**
- Oregon (Pacific Northwest 4-Wheel Drive Association) - June 27-28**
- Washington (Timber Tamers) - July 3-5**
- Idaho (Hillbilly Rock Krew & Snake River Off-Roaders) - July 11**
- Colorado (TTORA) - July 18-19**
- Oklahoma (Jeep Thing) - July 25-26**
- Kansas (Brush Beater Jeep Club) - August 1-2**
- Colorado (Mile-Hi Jeep Club) - August 1-8**
- Missouri (Ozark Mountain 4x4 Club) - August 7-9**
- Kentucky (Kentucky Mountain Crawlers) - August 14-16**
- Kentucky (Muddy Buddy's Jeep Wrangler Club) - August 21-23**
- Tennessee (Clarksville Off-Road Enthusiasts) - August 22-23**
- New Jersey (North Jersey Jeep Club) - August 29-30**
- Maryland (FJ Bruisers Off-Road Club) - September 12-13**
- Virginia (Tidewater Four Wheelers & Beltway Jeepers) - September 18-20**
- Georgia (Matanzas Jeep Club) - September 26-27**
- Texas (TTORA) - October 3-4**



**In Colorado,
We Stay the Trail**

www.staythetrail.org



N e w P r



The new OEM light bar from BajaRack is made of 0.061" Carbon Steel with Zinc primer coating and black powder paint. It includes all of the mounting hardware for installation on the FJ Cruiser factory roof rack. Four lights (7" diameter max) can be installed and BajaRack also sells a harness that supports up to four lights. The harness is made with TXL high temp wire, Nylon split loom and weather proof mating connectors.

The light bar retails for \$190.00 and is available by contacting BajaRack at 760-621-0171, it will be available for order on their website soon.



This looks like a great solution for an inexpensive & robust light bar. We look forward to seeing it on the trail.



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**FJC
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o d u c t s

In case you haven't seen it yet, Aluminess has just come out with one of the most exciting products for the FJ: An all aluminum front bumper. This bumper weighs in at only 43lbs (with no brush guard), less than 1/3 of some of the other bumpers available.

The bumper is winch compatible and includes a black powder-coat finish, tow hooks, and built in light mounts. It's offered with no brush guard, with a full brush guard, and with a bull bar.



While aluminum bumpers are new to the FJ Cruiser, they've been available for a variety of vehicles for many years. We're currently working on an install article for this bumper, and it'll be part of our Front Bumper Comparison in the July issue of FJC Magazine. You won't want to miss it!

A blue Toyota FJ Cruiser is shown from a front-three-quarter view, parked on a blue background. The vehicle is equipped with a silver bumper and brush guard. The text "FJCRUISER FORUMS.COM" is overlaid on the image in large, white, bold letters. There are also smaller images of the vehicle in the background and foreground.

FJCRUISER FORUMS.COM





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702 FJ Crew

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<http://www.atlfjc.com/>

AZ FJ's

<http://www.azfj.org/>

Aloha FJ's

<http://s6.invisionfree.com>

Colorado FJ's

<http://www.coloradofjs.com>

SoCAL FJ's

<http://www.socalfjcruisers.com>

FJ Bruisers

<http://www.fjbruisers.org>

Sin City Wicked FJ's

<http://www.sincitywickedfjs.com/>

FJ's Ontario

<http://www.fjcruisersontario.com/>

FJ's Quebec

<http://www.fjcruiserquebec.com/>

NWFJCC

<http://www.nwfjcc.com/>

FJ Northeasters

<http://www.fjnortheasters.org/>

For more Toyota and FJ Cruiser groups and clubs, visit www.fjc-mag.com. Look for the FJ Groups & Clubs link.



May 22 - 25, 2009
George Washington National Forest
Harrisonburg, VA

WWW.FJBRUISERS.ORG

FJ Cruiser Events

FJNortheasters 2nd Annual Northeast Run

Dates: Apr 10-12 2009

Location: Rausch Creek ORP

Contact: FJ Northeasters

Mud N Yer Eye Frolic

Dates: Apr 24-26 2009

Location: Hollister Hills, CA

Contact: Mountain Transit Authority, <http://www.mta4x4.com>

Overland Expo

Dates: Apr 24-26 2009

Location: Prescott, AZ

Contact: <http://www.ovexpo.com/>

Cruise Moab

Dates: Apr 29 - May 3 2009

Location: Moab, UT

Contact: Rising Sun 4x4 Club

Great Smokey Mountain Trail Ride

Dates: June 15-21 2009

Location: Tellico ORV Park

Contact: Upstate Cruisers, <http://upstatecruisers.net>

21st Annual Rubithon

Dates: June 16-21 2009

Location: Rubicon Trail, CA

Contact: TLCA, <http://www.tlca.org>

2009 FJ Summit

Dates: July 15-19 2009

Location: Ouray, CO

Contact: FJ Summit, <http://www.fjsummit.org>

**FOR THE LATEST
INFORMATION,
VISIT WWW.FJC-MAG.COM
AND CLICK ON
EVENTS CALENDAR**



www.fjcruiserquebec.com

Le seul club francophone de FJ Cruiser.

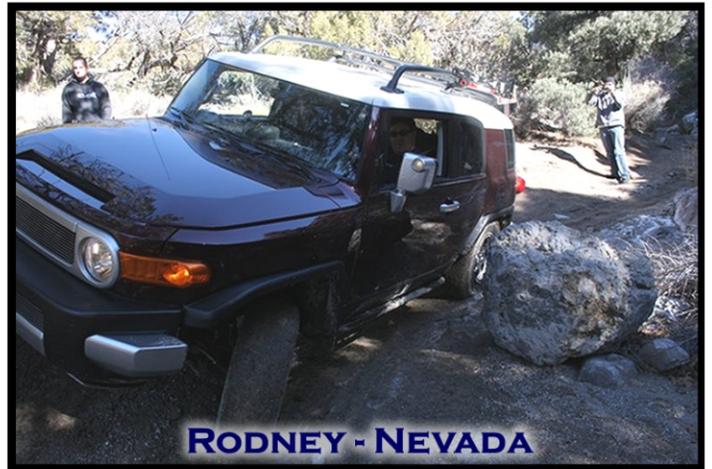
**The only french speaking FJ Cruiser club invites
all FJ owners to come ride with us and
discover our beautiful province.**

April 09



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FJ Nation



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