

FJCMAGAZINE



JANUARY 2013 • VOLUME 6 • ISSUE 1



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FROM THE PUBLISHER

Our sixth year! This is pretty amazing!!

When we launched FJC Magazine in January 2008, I never thought we'd be going this strong (and growing this much) six years in. We've gone from around 1,000 readers to over 10,000 per issue (over 40,000 per year), and the FJ Cruiser community is as amazing as ever. As our magazine has grown, so has our reach, our friends, and our family.

Tacoma Magazine is turning two this year and is on pace to outreach FJC before long. We're OK with that because both communities work well together and are very intertwined. We've met so many amazing people along this journey and can't wait to make many more friends in the future. Allow me to say THANK YOU for supporting our project (and my addiction) with so much enthusiasm.

I'm also very excited to announce that we're expecting a 4th member of the Williams family to arrive next July. Alas this may mean a very abbreviated trip to Ouray for the FJ Summit this year, but I'll do everything I can to make it out for at least one day of the event. A new baby also brings about another change in our lives. As of last week, our '07 TRD FJC will no longer be my daily driver. We're approaching 100,000 miles and we want the truck to last as long as possible. That fact, combined with the less-than-desirable performance in the infant seat area (when another child seat is in the truck), meant a new DD for daddy. Luckily my amazing wife and our Editor in Chief (Angie) fell in love with our new Family Hauler, a 2007 Lexus GX 470, as much as I have. The GX is built on the same Prado 120 frame as the FJC, so eventually you'll see it at an event or two.

I hope you enjoy our first issue of year #6, and I really hope to see old friends and make plenty of new ones at events this year when we can. As always, PLEASE send us your stories, pics, install, and review articles. We would love to include you in these pages!

Until next time, Stay the Trail, Tread Lightly, and Have Fun!

Shane



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For FJ Cruiser Owners & Enthusiasts
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New & Noteworthy

River Raider Snorkel for 2007-2009 & 2010+ FJ Cruisers



The River Raider Expedition Snorkel system was designed with military-style snorkels in mind. Instead of a 'safari' style mount through your fender, it mounts above the engine bay to increase fording depth and allow cooler air

into the engine. The lower profile snorkel won't interfere with roof racks or other modifications, and does not increase the width of your truck. Plus you don't have to drill a hole in your fender. We're excited about this new option and will be including it in our Extreme Makeover: FJC project this year.

Price: \$399 + Shipping/Tax

Availability: Pre-orders ship in January

Source: River Raider

WWW.RIVERRAIDER.COM

Redline HD FJC Sliders

Red Line has developed new FJC sliders to ensure a simple and very strong slider that has style. The straight outer rail design has been integrated into these sliders to slide along an obstacle with out being stopped, also allowing the truck to stay on the chosen line through the obstacle. These design functions are very important in allowing the FJC to complete an obstacle quickly & easily. The larger outer tube can also be used as a step rail from the front of the truck to the back, allowing easy access to the rack for tools and gear such as roof top tents.



The sliders are built from 1.750 x 120 wall DOM and the frame plates are plasma cut from 1/4" stock. Gussets include rock light mounting holes and the entire kit ships with stainless hardware. All rails come powder coated gloss

black and run \$669.99/pair. Each set is built to order and these sliders are available now.

SOURCE: Redline Land Cruisers

WWW.REDLINELANDCRUISERS.COM

EVENTS

Rocky Mountain River Shiver 2013
February 2013
Waiparous, Alberta, Canada

Lone Star Cruiser Roundup
March 2013
Mason, TX

Lone Star Toyota Jamboree
April 2013
Gilmer, TX

37th Annual Mud N Yer Eye Frolic
April 2013
Hollister Hills, CA

Cruise Moab 2013
May 2013
Moab, UT

FJ Summit #7
July 18-21 2013
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2013 Thrill on the Hill
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2013 Trail Teams Special Edition

By Jacque Arnondin, TRDParts4U.com, Photos By Steve Wilson



Sometimes it's the little things.

In 2011 when I first saw the cement gray, Toyota color code (1H5) on the Scion I commented to the Famous "Wilson" of FJCruiserForums.com, that if Toyota ever made an FJC or Tacoma in that color "I had to have one."

So here we are at the end of 2012, vehicle model year 2013 and I have my (1H5) FJC. I'm no stranger to the 120/150 platform, but this is my first FJC. I sold a built



Hill descent in action.

Ironman Bumper and lights give a great look to the TT.



Cement Gray is a great color for the FJC.

2006 Double cab Tacoma to purchase the FJC as my daily driver, light duty camping, and exploration vehicle. So far I love it!

The FJC will get a host of modifications as time and money allow. I ordered an Ironman front bumper along with a set of Ironman HID lights, as well as a Baja Rack utility rack before the FJ arrived at Toyota of Dallas. In addition to the above, I've already installed a



A little
tire lift.



Hanging
with my
first FJC.



The Bajarack fits my needs perfectly.

set of Icon remote reservoir coil overs in the front to help support the weight of the bumper and a future winch.

Not too much has changed with the FJC for 2013, however the larger back up camera in the rear view mirror and overhead console are a nice addition. The

crawl control is actually a nice feature that I got to try out at Northwest OHV Park in Bridgeport, TX. Since TRDParts4U has been a title sponsor for the last 6 years, I look forward to having my own FJC at the FJ SUMMIT this year. ●



Icon
remote
reservoir
coilover.



All new FJs need a posing shot.

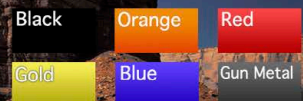


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Your First \$3,000 in Mods

So many new FJC owners spend hours contemplating where the first \$3,000 in modification money will go, so inspired by this thread (<http://www.fjcruserforums.com/forums/4x4-off-road-tech/60034-first-2000-a.html>) on FJCruserForums.com, we put together a few different lists to help you decide where to start. FYI, we upped the amount from the \$2,000 to \$3,000 to accommodate new tires, since the OEM tires are basically useless off-road. (Editor note: We know many people use stock tires off road and they work just fine, so feel free to ignore these tire recommendations)



The reality is that there's no simple answer to the "First \$3k" question. How you start your mod journey greatly depends on what you plan to do with your FJ Cruiser. Like all things, your initial plan may change over time, but the first step is definitely to think about how your truck will live in the offroad world. In most cases the tires recommended are a 'plus one' size, 285/70R17, which is about 1" taller than OEM FJ Tires.



Recovery Gear

The first \$300 or so should go to a standard set of recovery gear that is a 'must have' regardless of where your exploring. Since you should always travel with another vehicle these items will enable you to recover from many hang ups and 'stuck' situations. After your recovery gear, you'll have about \$2,700 to work with.

Hi-Lift Jack & Slider Adapter: A Hi-Lift can be used in dozens of ways and the WabFab adapter will allow you to safely use it with virtually any FJC slider. \$100-\$150



Recovery Kit: From companies such as ARB or Ironman 4x4, include shackles, straps, gloves, and other basic recovery items. You can also build your own to save a little \$\$ \$100-\$150

The Hardcore Rock Crawler

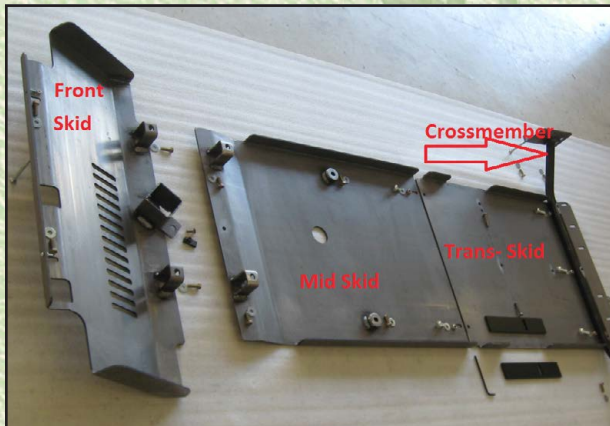
If you're the type that loves to go slow and take your time on moderate to difficult challenges, mostly on rocks, this list is for you. It focuses on protection that will be needed to keep your FJ looking new if you happen to 'tap' a rock.

Lift Kit: Toytec 3" Adjustable w/Bilstein 5100 \$910



Tires: Great All Terrain or Mud Terrain tires will run at least \$200 per tire for 32" or larger sizes. \$1,000

Protection: Skid plates from Budbuilt \$725 bare metal (Minus the gas-tank skid which is recommended but not essential)



TOTAL: \$2635

The Mud Hound

For those more interested in blasting through puddles, water, and other viscous fluids (read thick mud), this list will help keep you high and dry so you can wheel another day.

Lift Kit: OME Full Suspension 2.5" - 3" Lift \$770

Tires: Goodyear Wrangler MT/R Kevlar \$273 X 5= \$1385



Protection: Snorkel to keep mud & water out of your intake \$440

TOTAL: \$2595

The Desert Racer

Wheeler in the great southwest know all about what it takes to go fast & stay safe in the desert. This list is rather short because sand tires are expensive, as are suspension systems that work best in the sand. Baja, here we come!

Lift Kit: Icon Stage 1 Suspension (easily upgradeable for high-speed use): \$1593

Tires: Nitto Dune Grappler DT \$245 X 5 = \$1225

Protection: Out of money, protection starts at \$400 for a front skid plate

TOTAL: \$2818

The Overland Adventurer

A tamer list for those looking to maximize time in the backcountry. Perhaps more than any other set of mods, this list can be tweaked and expanded upon almost to no end. You can easily put \$10,000 into your truck for overland duty over the course of a couple of years. Here's how to get started.

Lift Kit: OME Full Suspension 2.5" - 3" Lift \$770

Tires: Nitto Terra Grappler AT \$239 X 5 = \$1195

Protection: Ricochet Standard Aluminum skid set \$850



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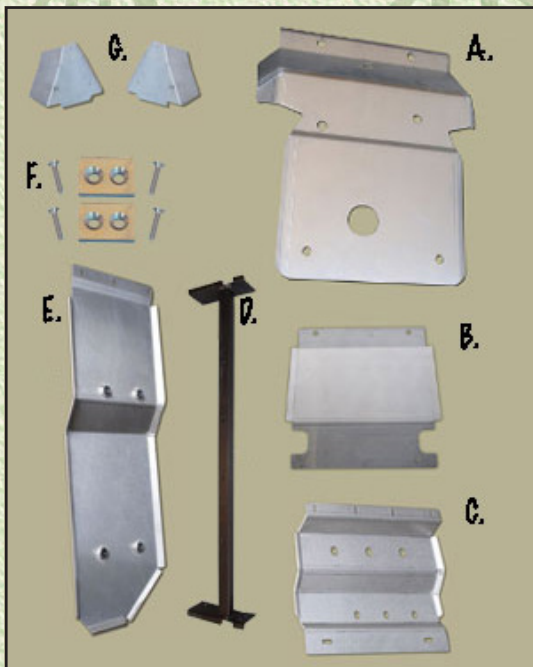
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front locker cruisermike 11-16-2010 09:14 AM		11-16-2010 01:15 PM by MR2D14	7	181	4x4 / Off-Road
big news. Toyota CJ Cruiser in the yuryz 11-16-2010 10:36 AM		11-16-2010 01:15 PM by MR2D14	2,078	313,718	Picture/Media Post
2010 Slider Spacing Question TG Smith 11-16-2010 12:34 PM		11-16-2010 01:15 PM by MR2D14	74		Introductions & Welcome
2010 Slider Spacing Question TG Smith 11-16-2010 12:34 PM		11-16-2010 01:15 PM by MR2D14	106		Maintenance & Repairs
2010 Slider Spacing Question TG Smith 11-16-2010 12:34 PM		11-16-2010 01:15 PM by MR2D14	458		Off-Topic Discussions
2010 Slider Spacing Question TG Smith 11-16-2010 12:34 PM		11-16-2010 01:15 PM by MR2D14	7		General Discussions
2010 Slider Spacing Question TG Smith 11-16-2010 12:34 PM		11-16-2010 01:15 PM by MR2D14	3	84	Wheels and Tires



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TOTAL: \$2815

Ok, so we may be at \$3,100 for some of these items. If you are friendly with many of these companies on

forums, Facebook, or other social networks – you can find coupons that can save you some cash and keep you below the \$3,000 mark.

Of course other mods such as rear lower control arms, sliders (if your FJ didn't include OEM sliders), storage, and other items can add to your initial \$3,000, but for the 'big ticket' items, this is what our readers have told us work the best.



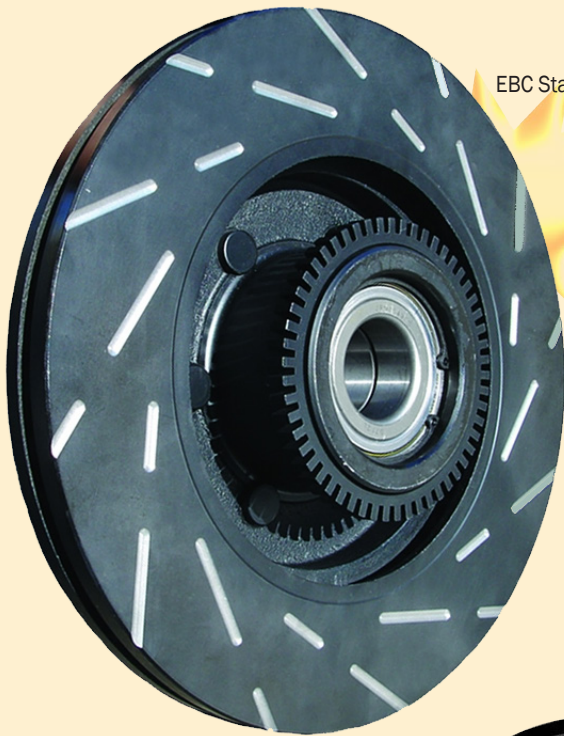
PLENTY OF WAYS TO MOD YOUR FJC

What mods were first for your FJ? We'd love to hear back from you about how you spent the first \$3,000 in FJC additions. E-mail use at FJC@FJC-Mag.com or hit us up on Facebook! ●



Extreme Makeover: FJ Cruiser

By Shane Williams



EBC Stage 4 Rotor

With nearly 100,000 miles on our TRD FJ Cruiser, we've decided to rework and upgrade several items to get us ready for year #6 of the magazine and all the excitement that will come with it. In addition to the 100k milestone, our FJ will no longer be a daily driver due to a new member of the Williams household that will be arriving in July. With those things in mind, we've decided to work out a list of upgrades we'll be doing on the truck over the next year. Since this is quite an extensive checklist, we'll cover aspects of installs in future issues as well as through live streaming and on our website at www.fjc-mag.com. You can also follow us on Facebook to keep track of our progress.

Here's a short list of things we're upgrading for this project:

New / Upgraded mods

- LED Tail Lights & Parking Lights
- ANZO Headlights w/HALO (PIC)
- Toytec BOSS Lift
- Light Racing Upper Control Arms
- Ricochet Off Road complete skid set
- New clutch from URD (PIC)

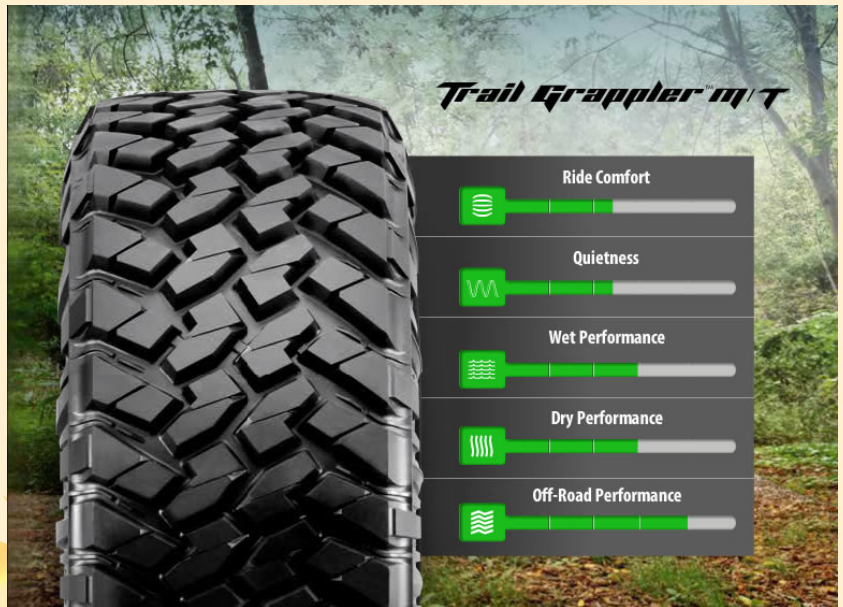


ANZO
Headlights
With Halo

- Throwout Bearing Upgrade from URD (http://urdu.com/p1260519022/Throwout-Bearing-UPGRADE/REPAIR-KIT,-FJ-Cruiser,-2005+-Tundra/product_info.html)
- EBC Stage 4 Brake Kit <http://bit.ly/RSz3xG> (PIC)
- Rear storage drawer from Springtail Solutions (See page 24)
- River Runner Snorkel (See New & Noteworthy)
- Outback Roof Console
- Yaesu Quad Band Ham Radio (PIC)
- Custom APRS system w/Garmin TOPO Navigation
- Custom in-dash entertainment system install (See page 32)

Other standard maintenance items:

- New Iridium Plugs
- New serpentine belt
- Synthetic fluid throughout



Nitto Trail Grappler 33inch





URD Stage III Clutch Kit

- Radiator flush
- 285/75/16 Nitto Trail Grappler Tires (PIC)

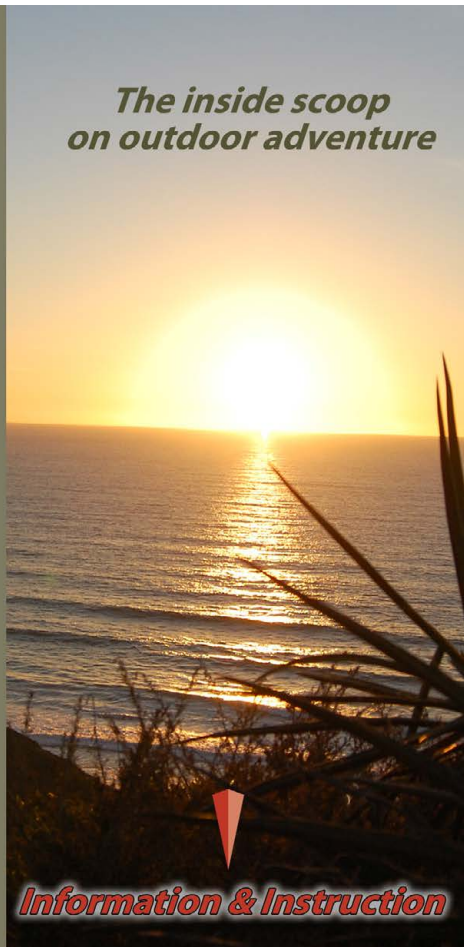
While many of these upgrades will enhance the usefulness of our FJ, others are general maintenance items that should be replaced or upgraded when any FJ is around the 90,000 - 100,000 mark. We look forward to hearing your thoughts on our choices, and discussion which options you went with for your well broken in FJ Cruisers. ●



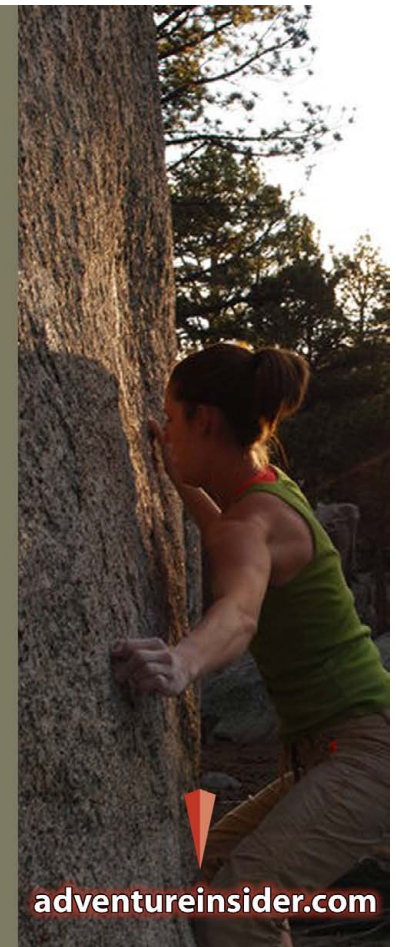
Yaesu FT-8900R Quad Band



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Photos: Exploring Egypt by Land Cruiser (Roseann Hanson) and aerial shot of Overland Expo 2012 (Rob Martinson) showing exhibitors, campers, driving and riding courses



SEMA 2012

By Shane Williams

Unlike 2011, we actually found a couple of FJ Cruisers on the SEMA floor this year! We once again made the trek to Vegas (this time we made it an epic road trip: 6 states in as many days) to see get the skinny on the latest and greatest in the off-road (and automotive) industry. We certainly were not disappointed.

Toyota event had an FJ in their booth this year, the same prototype supercharged Quicksand model we saw at the FJ Summit. We would've loved to see a 2013 TT in the booth, but we'll take what we can get. Rutledge Wood from Top Gear USA was in the Toyota booth for their press conference,



Rutledge Wood from Top Gear in the Toyota booth

covering the Toyota Dream Build challenge. No FJC's were built, but a couple of cool trucks were on the floor, along with a super techy Prius.



Warrior Products new Filler Plate

Warrior Products brought the only other FJC into the building at SEMA, this time showing off their very-much-requested bumper filler plate. This new plate covers the gap between their low profile bumper and 'most' skid plates, protecting your radiator from rocks.



TG FJC with Tent

In addition to scouring the floor for FJ's and FJ related goodies, it was great to meet up with familiar faces and make new friends in the industry. We got to spend some time with Superwinch, Asfir 4x4, Trail Gear, and of course our great friends at Outback Proven & Maxtrax. Toytec Lifts also exhibited at the show for the first time this year and had fun experiencing SEMA for the first time.

Trail Gear had a huge booth as usual, but they also had their very well outfitted FJC parked out front. This truck is fully ready for rock crawling and/or overland duty. Trail Gear is working on adding a tent to their lineup,



Expedition One FJC

to come out with a washer fluid bottle replacement, but many weren't excited about the cost & low capacity aluminum option. This new version uses a cost effective plastic bottle with a custom mount. Pricing & availability have not been announced.



Trail Gear has a cool rock crawler game

so they brought the prototype (with over 100 nights on it) to the show. Back in their booth, they setup a really cool rock crawling RC game which had a constant line of people all 4 days of the show.

Expedition One has a new bottle option

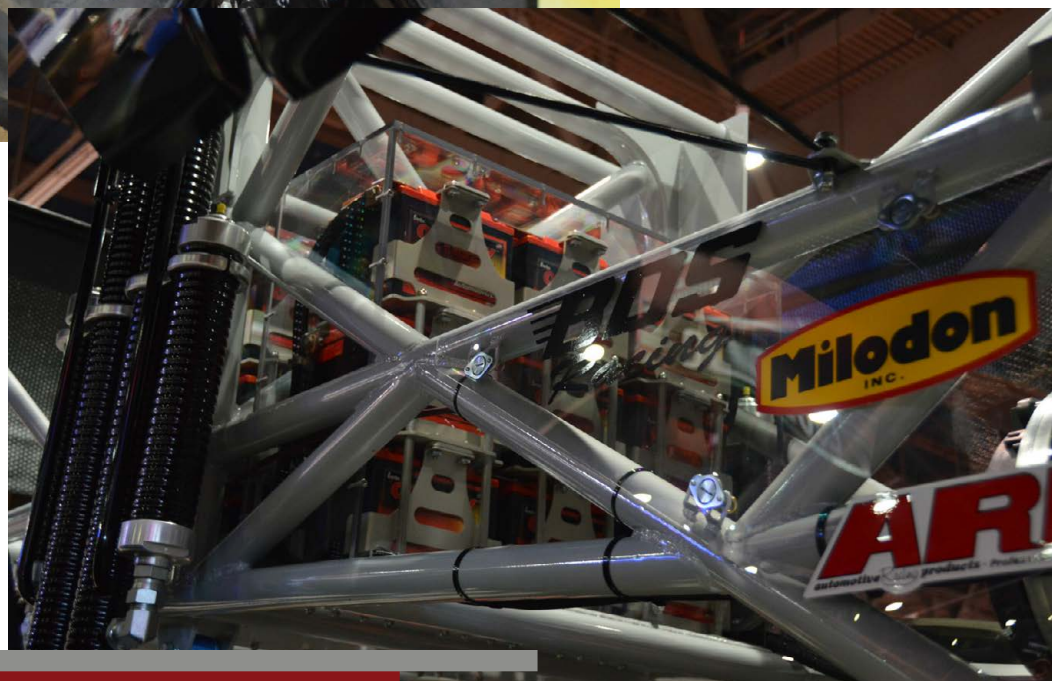




Odyssey Bat Bigfoot

page 28). This year they launched their performance series, a more consumer friendly battery that will meet the needs of most users at a more economical price. We really

Odyssey Bat Bigfoot



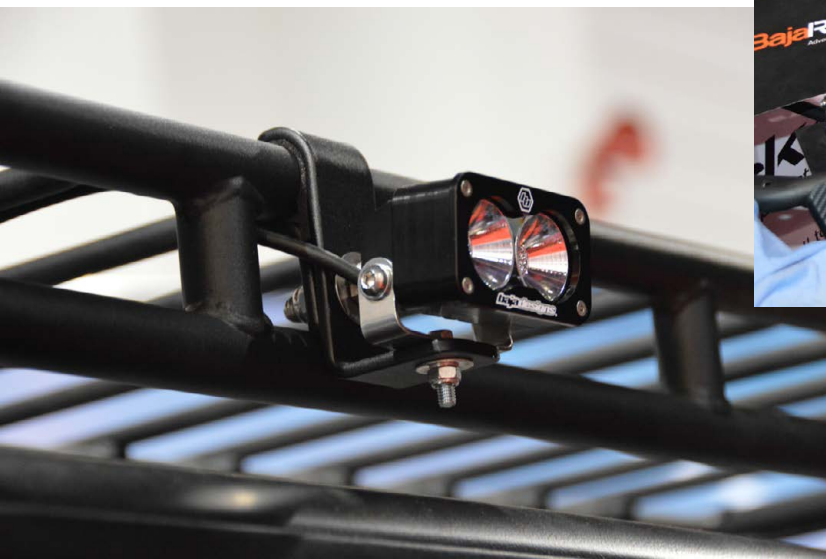
loved the Battery Powered Bigfoot in their booth. Maybe we can build a battery driven FJ Cruiser someday? We visited the Baja Rack booth & saw the new prototype electric hideable light bar, and really cool side LED



Bajarack Hidden LED

lights. Finally, our favorite interior/exterior cleaner, 303 Aerospace was showing off their wipes and brand new

Bajarack Side LED





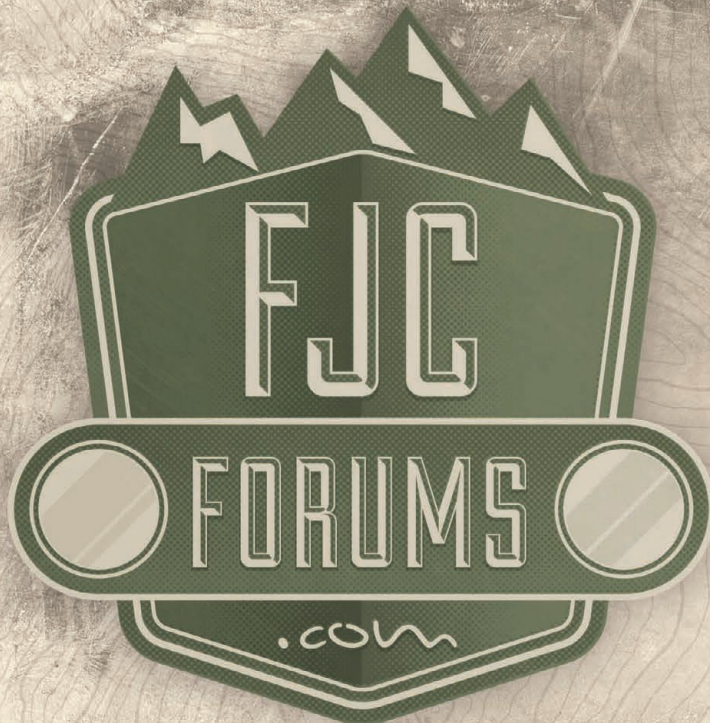
303 Aerospace
Speed Detailer

Speed Detailer. We'll be testing these products out for our April "Annual FJC Cleaning" article.

It was another tiring, but very exciting trip to the SEMA show. It's great to see more FJs in the mix this time, and we did hear from our sources that Toyota will produce a 2014 FJC for sure. We can't wait to see what's at the show next year! See you next fall in Vegas! ●



303 Aerospace Wipes



WWW.FJCFORUMS.COM

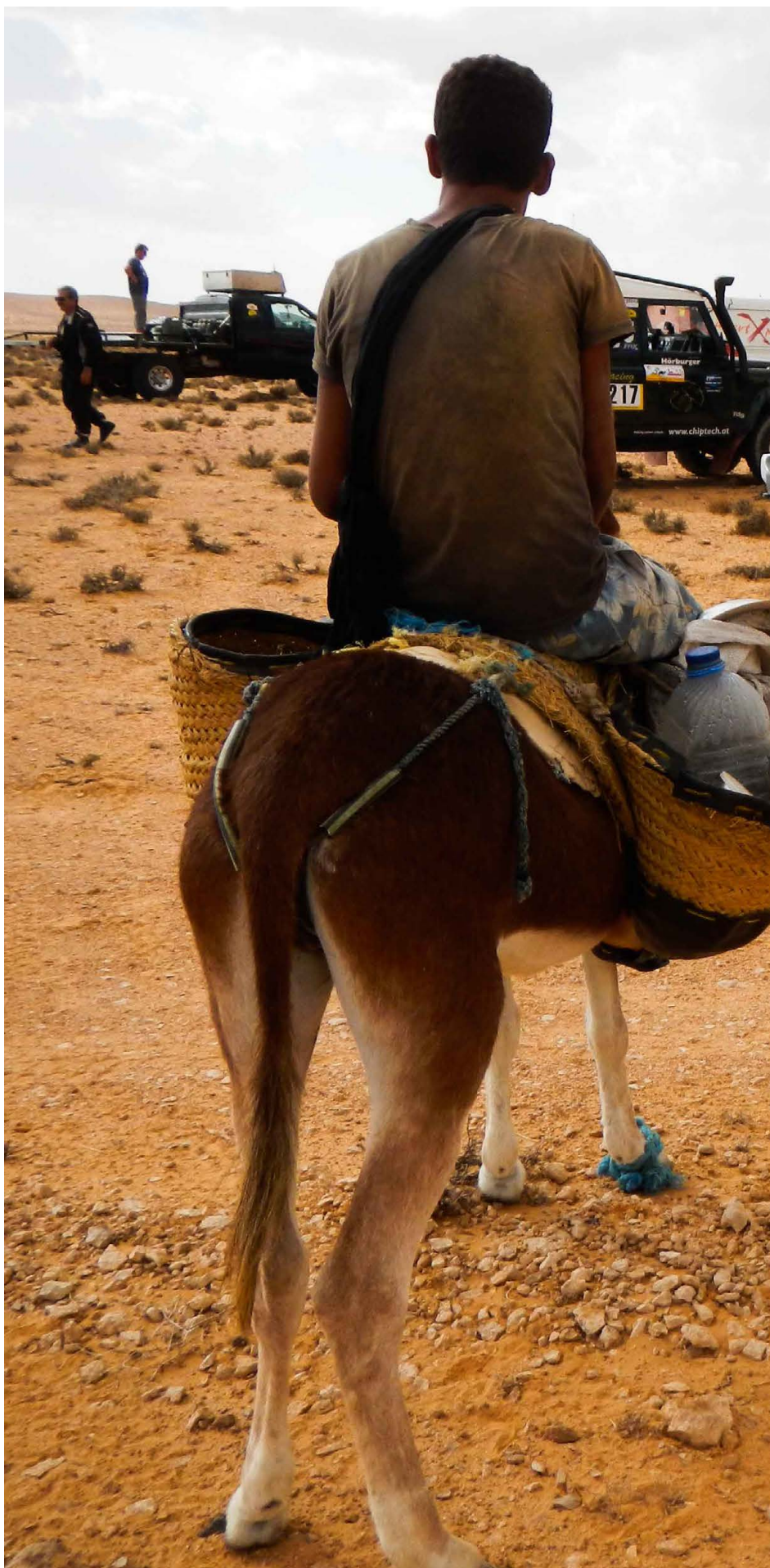


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CENTERFOLD

FJ's participating in El Chott Rally 2012 in Tunisia
Photo by Pavel Mothejl





MPAC FJ MSM

By Shane Williams

FINALLY! A commercially available drawer system for the FJ that doesn't take up the entire rear storage area. If I come across as very excited, it's for good reason. We all know that storage in the FJC is an issue. Add mandatory gear (recovery, maintenance, etc), add kids, add dogs, and a fridge and very quickly your truck will be popping at the seams.

Since we've owned our TRD, storage has always been a work in progress. I built the homemade storage box in 2009 (See January 2010 issue) to compliment our MPAC rear door storage and Roll-Top console cover. Later, I upgraded the bags to the quick release, and used the old MPAC bags for storage in the box and around the FJ. The storage box was very inexpensive (about \$40) to build and has served fairly well. It was bulky and getting things in and out of it proved very cumbersome most of the time.

A couple months ago we saw the new MPAC MSM on IH8MUD and immediately contacted Doc over at Springtail Solutions. While new boxes weren't shipping until January (and most of them were already spoken for), he was able to get a us a slightly used version in time for this issue. The drawer arrived well packaged and (like all Springtail Solutions products), the hardware was separated very well.



► The well packaged drawer.



► Old storage system



► The hardware arrived in separate bags.

Installation of the system itself is super easy. Four bolts into existing locations is all it takes to secure the box to the truck, and a quite a few bolts & nuts secure the drawer to the 500lb rated slides. Of course, before I could install the drawer, I had to remove the jack from its storage location since it will not be accessible. Easy enough. The hardest (and most time consuming) part of the install was relocating the power outlet since our FJ is equipped with the OEM inverter.




► The new hole for the outlet.


The outlet pops right out and after removing the connector I decided to re-mount it on the same panel, on the top side. This required careful measuring and cutting the plastic to make a hole large enough for the outlet to fit it. A couple of self-tapping screws (that will eventually be replaced with bolts) and the outlet was re-mounted. This process took about an hour.



► This is the final outlet location.

Four bolts into the truck, drawer bolted in, and the included combo lock installed. The entire drawer installation took less than an hour. The final item was re-mounting the fridge on the new platform.





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about the journey,
 not the destination.

A reality-based web series that follows six overlanders and their outfitted vehicles.

Xoverland.com



► It is important to line up all holes before tightening.



► The lock is installed.



► This is a shot of the inside bolts and nuts.



► Drawer is installed.

Our unit shipped with ½ of the mini-grid attached, Doc left the passenger side grid off so our fridge would fit properly. I ended up using a piece of the mini-grid on the front of the drawer to secure the fridge. The rear of the fridge uses the same hook as before since the hooks behind the seat are retained when the drawer is installed. I kept the same tie-down straps as well so that the fridge is easily movable to the garage or another vehicle.

So after a total of about 2 hours, the new drawer system is installed and functioning perfectly. The super duty 'Accuride' sliders are smooth and lock in several positions, so your drawer will work fine even on a hill. The system is very secure and very heavy duty, weighing in at over 100lbs. It's definitely an upgrade on our old solution and I can't wait to use it on the trail. While pricing with shipping runs about \$965 (with Mini-Grid, \$915 without), this drawer is well worth it. Other drawer systems are either overkill or are not meant for heavy duty use, so in many ways this is a bargain.



► The drawer installed and loaded up with gear.

Source: Springtail Solutions

Website: <http://www.springtailsolutions.com> ●



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ALONE AT THE TOP OF THE MOUNTAIN.

TRD

By Shane Williams



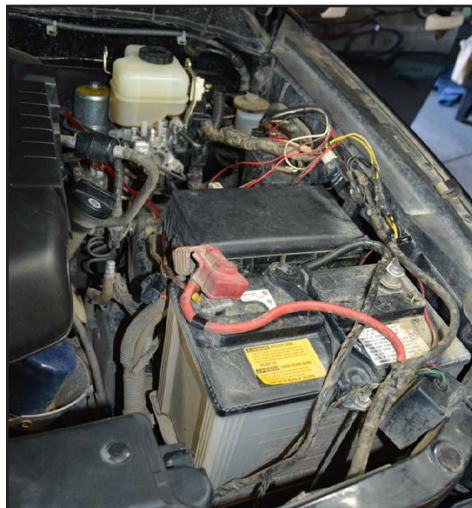
Dual Battery Management

INSTALL



A dead battery as a result of the wrong setting at Overland Expo (twice) reinforced the need for a dual battery system in our TRD. While running LED lights and manually disconnecting items we don't use every day worked ok, in reality any truck that may perform overland/camping duty will need an auxiliary battery eventually.

After attending Paul May's overland electronics class at the Expo I was sold on the National Luna system. The fact that you don't have to match batteries was one of the main selling points, but the easy to use controller and automated nature of the system are huge advantages over other systems. I called Equipt Expedition Outfitters and got a kit on the way.



The OEM setup clearly needed an upgrade

It's apparent from the packaging that National Luna has been doing this for a while. The kit is put together very simply, and the instructions while a little complicated, are easy to follow. There are many steps involved to properly install a dual battery kit, so if you're not 100% comfortable with major electrical work, we recommend you have a professional shop do the install.

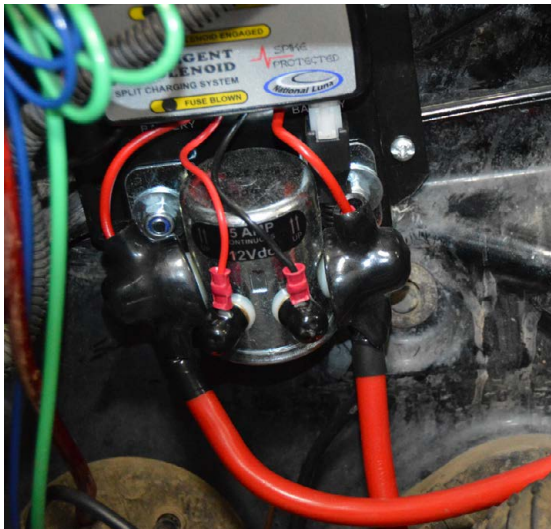
INSTALL TIME: 4+ Hours depending on ability & help on hand

TOOLS: Standard hand tools plus specialty electrical tools (soldering iron, heat gun + heat shrink tubing, voltage testers, etc)



To make things go smoother, all accessory wires were labeled

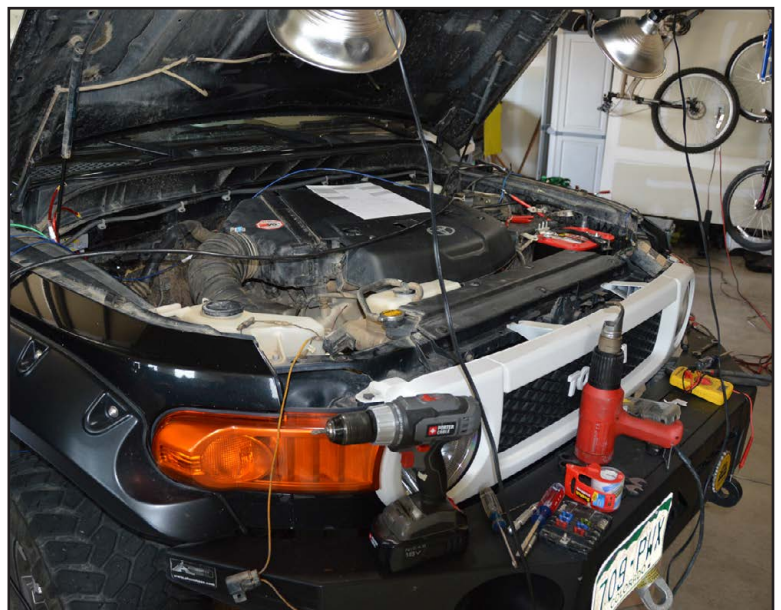
Intelligent Solenoid mounted to the firewall.



I was lucky enough to have Jim Akers from Tacoma Magazine, and the illustrious Tim Mitchell to help make this project a reality. Without their help I fear it would've taken days instead of the 4 or so hours on a sunny

Sunday afternoon. The major issue with the install is that all the cables from the kit have to be cut to length, and finding enough room in the FJ can be difficult.

In addition to the intelligent solenoid from the National Luna kit, we installed a Blue Sea fuse block to handle all the accessories. I labeled all the wires from the original install to make it easy to setup the block. We also had to extend quite a few of the original wires



Install in progress: quite the mess!

SOURCE:





The Odyssey Extreme mounted in its final location

since we moved to the other side of the engine bay. It's important to use good soldered connections and heat shrink whenever possible with this type of install, so that took quite a bit of time.

We sourced an Odyssey Extreme series for the auxiliary battery. It's heavy duty deep-cycle capability means it'll hold a charge and take the abuse of all the accessories attached to it for years. For the main battery we used an Optima Red Top, it's perfect for the primary job of starting in the cold Colorado winters. Together these two really are the perfect setup for our needs.

One great feature of the intelligent system is that it automatically switches to dual-charging 5 minutes after the truck is started. This allows the main battery to get charged up after starting. You can bypass this feature using the controller if needed. The controller also shows levels for each battery, and features a low battery alarm if either voltage drops too low. The intelligent solenoid also automatically uses the auxiliary battery for starting if the



The controller makes it easy to see how both batteries are performing

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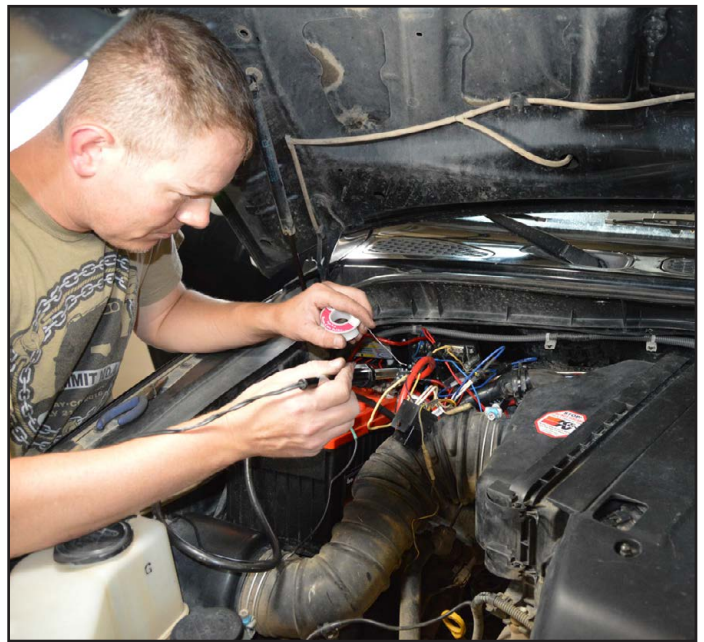
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main drops too low, so you're assured a start even on the coldest days.

An issue anyone with an early model FJC dual battery system has dealt with is where to mount your auxiliary battery. While we had a general idea during the install, there was no way to mount the Odyssey battery tray to the truck with my limited fabrication skills. Luckily I was able to drop the FJ off at Armorology here in Colorado Springs for a day and Jed fabricated an awesome custom mount. It's now solid and won't move an inch either on the road or on the trail. If you're lucky enough to drive a 2010+ FJC, the right side of the truck is already setup for a battery, so mounting is much easier to accomplish.

So how does it work? Well, so far I've managed to leave my lights on & drain the Optima a little too much on one occasion. The system worked flawlessly and the FJ started right up. I'm very happy to see battery levels all the time, although I may have a drain on the main battery I have to track down.

This system really provides great functionality and peace of mind. The first step in our Extreme Makeover: FJC project for 2013! ■



TOP:
Soldering connectors is essential

ABOVE:
Heat shrink ensures secure connections

ABOVE LEFT:
The custom tray before powdercoat

LEFT:
Optima Red Top main battery

Ouray isn't the only place FJ Cruiser
& Toyota Truck enthusiasts gather.

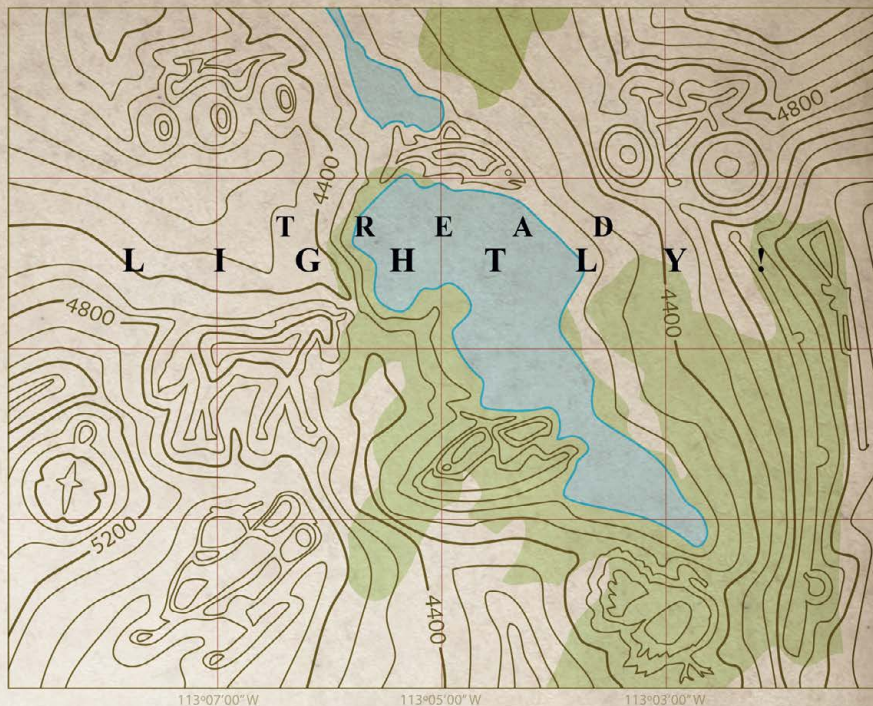
This past September, a group of
FJs and other trucks got together
Jarabacoa, Dominican Republic, for
the FJ Summit: Caribbean event.

From the photos they sent over,
it sure looks like everyone had an
awesome time.

Enjoy!







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TrekPak

For years I've struggled with the best way to carry camera gear and all the associated accessories. Often times everything has ended up in a pile in the bottom of a backpack, sometimes in a standard (small) camera case, but most times not. Our current gear consists of:

- Nikon DSLR
- 35mm Portrait Lens
- 18-200 Multi-Purpose lense
- Charger + 2 extra batteries
- SD card holder
- Nikon Point & Shoot rugged camera with batteries/charger
- ContourHD video camera w/batteries, mounts, and charger
- Camera cleaning kit
- Multiple camera straps & slings

Getting all this gear organized has been on my 'to do' list for a while, but I've never been a fan of the standard (and expensive) camera case/backpacks. The Velcro/padding used to separate components is cumbersome at best. It usually slips and never seems to stay in place. I carry such a variety of gear that no bag has ever been worth the money.

When I saw TrekPak announced on Kick-starter last spring, then saw the prototype first hand at Overland Expo last may, I knew this was the system to try out. With such a huge response through Kickstarter & around the outdoor photography world, Georgia and her team had to re-work their manufacturing process before production could begin. Luckily, just before SEMA show they were able to get one of the first full-production units down to Colorado Springs before our journey.

Fully loaded TrekPak





RolliPak

The TrekPak system uses a unique design of panels that are connected with clips, allowing you to completely customize your bag or Pelican case to the exact size you need for your gear. What's even better is that while we're using their standard can use to retrofit your existing backpack or bag.

You can see how I've configured the backpack to handle all of our gear, with the DSLR taking top spot. I use standard felt bags to hold smaller items and keep things organized, and most of the time I can get to the item I need very quickly. My intention was to carry the bag through the halls at SEMA show, but in reality this is a great system for hiking / outdoor work (it fits great in the back of the FJ), but isn't the best for trade-shows since space is such an issue.

So far I have about 100 hours into this setup, and it's worked out perfectly. I've re-arranged the components a few times and I'm thinking of adding a TrekPak RolliPak to my messenger bag for event work where I don't need all my gear with me. Visit our website and our Facebook page for updates over the next few months!

SOURCE: TREKPAK.com

Pelican Case System



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PHOTO BY NICOLE PHELAN**



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DUNES IN CA.
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