



TACOMA

MAGAZINE

JUNE 2013 : VOLUME 3 : ISSUE 2



Rock Therapy

Overland Expo

Cruise Moab

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FROM THE EDITOR

Well, that year flew by! Every bit of growth that we have enjoyed is all because of you the readers. With every event attended, with every Tacoma owner we meet on a trail or street, we get the privilege of meeting more and more of you. Seeing and hearing what you guys and girls are up to, checking out, or interested in keeps us looking for what's new and innovative in the Tacoma world.

This coming summer and fall are looking even busier than last year. We have the FJ Summit this July and Toyota will be unveiling a new vehicle at the event this year! In September we will be at Thrill on the Hill in New Mexico and Cruiser Fest in Utah. Then comes Vegas in October and all of the excitement of the SEMA show.

As usual, we have some really awesome projects coming this year. Don't forget to keep up with what products we are testing.

With this issue we have a new introduction for all of you. We would like to introduce you to Laura Esposito, the newest contributor to our great magazine! We are very excited to hear from a female perspective about Tacomas and off-roading. She has already warned us about her learning curve on the terminology, but I think her enthusiasm is awesome! We are hoping for a great feedback from all of you!

As always, if you have something for us to cover or attend, tell us about it! If you have any suggestions, requests, questions, or concerns please drop us an email or PM. We hope that you will be willing to keep sharing your thoughts and pics with us for the magazine, Facebook, and the website. Without you, our readers, making this magazine wouldn't be so rewarding!

Until next time tread lightly, stay the trail, and get out there and enjoy our world!

-Jim Akers

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EDITORIAL

Publisher

Shane Williams

Managing Editor

Jim Akers

Associate Editor

Robert Holliday

Photography

Jim Akers

Robert Holliday

Shane Williams

Angie Williams

Creative Director

Kimberly Proffitt

CONTRIBUTORS

Kurt Williams

CruiserOutfitters.com

Laura Esposito

Tim "Top Tool" Mitchell

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ALONE AT THE TOP OF THE MOUNTAIN.

TRD

New & Noteworthy

A.R.E. Truck Cap

The Newest addition to the ARE Accessories line of Truck Toppers has arrived. ARE has taken an existing model and made a fantastic new style. Their Overland model now offers a more rugged look with a two-toned off-road design. They have incorporated a spray-on protective coating to increase strength in high stress areas. With a carpeted interior, a roof rack on top, side opening windows, and even an optional rod holder this might just be the ultimate truck topper. We just got our topper just in time for the Overland Expo so look for it on a trail in Colorado this summer and look for it in the next issue of Tacoma Magazine! \$2,449 as tested.

Source: ARE
<http://www.4are.com/>





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LIVE Baja Rack & Rigid LED Install

By Jim Akers

This year we made our first attempt at an "onsite live-build" at the Overland Expo. With the help from our friends at both Baja Rack and Rigid Industries we were able to pull it off. The price tag on this build was \$1834.99 with the price of the Baja Rack utility rack at \$535 and the price of the Rigid Industries E-Series 40" LED light bar being \$1299.99.

Specs:

Baja Rack Utility Rack:

- 48" x 60"
- 1", 3/4", and 1/2" steel tubing
- Aluminum wind deflector
- Weight 42 lbs.
- Weight capacity 200 lbs.
- 4 mounting brackets

Rigid Industries E-Series 40" Light Bar:

- 16,800 lumens at 160 watts
- 10 degree spot pattern
- LED lights
- Plug-n-play wiring harness

We had some fairly mild preparations to make the night before. For ease of the build we

made the initial taps through the rubber strip in the rain gutter and started the bolts for the four mounting brackets. When it was time for the build to go live we had a four step build:

Step One—Install the Baja Rack onto the mounting brackets

Step Two—Tighten down the rack mounts down

Step Three—Mount the Rigid Industries LED Light Bar using the mount positions on the rack itself

Step Four—Run the wires and mount the toggle switch

When you have everything prepped and an order to what you are building, it should be a very straight forward build, right? As you can guess, nothing went that easy. We had a few problems with our build. The taps in the roof gutters were gummed up and hard to start, much less thread the bolt in the hole. If we were home or working



Jeff using available tools to shrink wrap wiring



Sergio lending a hand



Alex from BajaRack

in a shop this might be a different story, however, we brought with us a very limited selection of tools. My favorite dilemma was the standard wiring kit, apparently most people just drill a hole and run the wire under the trim by the driver's door. Call me crazy, I didn't want to put another hole in the roof and create a possible leak point. By the time I got home Rigid Industries sent me a wiring kit long enough to run the wire along the Baja Rack down the back of the cab, along the frame, then up into the engine compartment and the cabin.

Now that I am home, I am planning on cleaning up some of the details. I am planning on purchasing a Toyota switch to replace the Rigid Industries toggle to make it look and work in more of a uniform manner.

We definitely have some bugs to work out for the next live build, however, I think it went pretty well, I mean "it got built." Next time we are not doing a live feed unless "EVERYTHING" is on site, pre-fit, and all of the bugs figured out...

We want to thank Sergio Murillo and Alex Burgas at Baja Rack for helping with the installation of their utility rack. It's always nice to have the owner and their engineer help with the install of their part of this build. From Rigid Industries we want to thank Taylor Anderson and Dave Davis for a great light bar and their part in this build. I need to thank Valerie, Marketing Manager from Rigid Industries, for her ability to think on her feet to help with the installation of the light bar and their wiring harness. Of course we couldn't have done any wiring without the great help from Jeff Downer from Expedition Overland. Last but not least, thanks to our publisher Shane for making our digital method work so well.

Now, I can say I am just about ready for summer. Look for the roof top tent and the topper in the next issue...

Sources: Rigid Industries | BajaRack



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CRUISE MOAB 2013



Lockhart Basin Group

Photos by Robert Holliday



Plenty of great trucks on our Dome Plateau Run



Taco climb on Kane Creek



Lockhart is full of amazing vistas



Great Kane Creek Tacoma Shot



Toyotas out in full force at Cruise Moab 2013



Careful crawling on Lockhart Basin

Our camp for the event



FJ 40 Working an obstacle on Kane Creek



Dome Plateau - Mountains in the distance



Outback Proven setup at Vendor Night



Panorama on Dome Plateau



CRUISE MOAB 2013





TACOMA II BUILD RETROSPECTIVE

Part 2: Storage, Electrical, Communication

By Kurt Williams | CruiserOutfitters

In the previous issue I went through how I began my 4-door Tacoma Build. This time I want to cover how I solved storage, electrical, and communication issues.



Exterior/Storage:

Basic Specifications:

- ARB Simpson IIIB RTT
- Front Runner 'Bakkie' RTT Rack System

- Front Runner Windcheetah Slimline Rack
- ARB Touring Awning
- Bedliner and exterior panel coating
- Core-Trax Load Tie Down System



The Helton shower is a great addition for longer trips.

Notes: With a cab loaded with passengers (or a 100 lb dog) and the short bed of a double cab, space instantly becomes a premium on a longer trip. Add tools, recovery gear, camping gear, fuel, water, and some firewood and the DC's short bed quickly becomes stuffed. The RTT mounted above the bed helps in several manners. Not only does it eliminate a tent packed in the bed, it allows for a place to store a couple of sleeping bags and camp pillows, as well as acting as a partial cover over the bed, keeping some degree of the elements off the gear in your truck bed.

I won't go into too much detail about the ARB Simpson III tent, but if you're interested in knowing more about tents and their pros and cons in general see my previous article: Is a Roof Top Tent for me? The RTT Conundrum.



As time has progressed, my trips have gotten longer and I find myself transporting more people and their gear, more often than before. The Windcheetah rack was an effort to find 'more room' for lightweight yet bulky gear: things like camp chairs, clothing bags, etc. The rack is new to me and I have not yet really figured out how much I will use it. With the mounting system I was able to design for it, it comes on and off in just a matter of minutes. Its extruded aluminum design (same as that of the Bakkie Rack) means it is not only strong, but extremely lightweight, so maneuvering it on and off the truck (as well as storing it in the garage) can be easily handled by a single person. If this were a traditional rack that took extended time to install, had a more permanent mounting system, or was heavy and bulky to store, I don't think I would be experimenting with it.

I recently added the Core-Trax tie-down system down both sides of the bed. This allows for infinite mounting configurations and thus easier loading, unloading and reloading. Each mounting ring is rated for 500 lbs., giving me plenty of trust that my fridge isn't going to bounce out of the back of the truck as I scoot down a wash-boarded road.

The ARB Touring Awning is one of my most commonly used additions. It is setup to allow mounting to the Windcheetah rack from either side. When the tent is

deployed it's opened out towards the driver's side, so the predominant mounting of the awning will be from same side. This gives some nice shade under the awning as well as the portion of the tent. I've really been enjoying the shade and rain protection it provides. With the Bakkie rack tent setup, the deployed tent sits just under my walking height, so while it's great for a camp chair or two and keeping gear dry, it's not a comfortable place to stand, cook, etc. out of the sun or rain. With the awning I've got some decent coverage that is at full height that I can walk in and out without problems. Like the rack, I wanted the awning to be removable in a matter of minutes, and in this case with the mounts used it comes off in a matter of seconds and is easily stored out of the way in the garage or bed of the truck.

Electrical/Lighting:

Basic Specifications:

- Odyssey dual batteries
- National Luna Dual Battery system
- IPF 800MSR Front Lights
- Edge Insight CTS Diagnostic and Scan Computer
- gamviti switch bezels
- Panavise dash mount (iPod or GPS)
- OEM fog switches



Notes: Installing dual batteries into the 1st gen Tacoma is a bit of a chore compared to the wide-open engine bays of Land Cruisers that I am accustomed to. I had installed a couple of setups in customer Tacomas in the past; in those cases I used a battery tray mounted on the passenger side and the stock battery size in the stock location on the front drivers side. I wanted to conserve space under the hood for future additions as best as possible, and I wanted to use some of the Odyssey metal jacket batteries—which are only available in a smaller case size—a perfect fit. The smaller batteries allow for a dual battery mount in the stock location using a custom battery tray and clamping system. To control the batteries I utilized a National Luna Intelligent Solenoid, another product I had been familiar with from customer installs and was excited to use on my own vehicle. It's been a fabulous addition to date, with in-cab controls and monitor, and a truly 'idiot proof' charging system that does all the work for you.

The Edge Insight CTS gauge display and monitoring system is one of my latest additions. While it's most useful when you have a check engine light displayed, it's also very functional in detailing the running conditions and parameters of your vehicle—including coolant temp, miles-per-gallon, engine load, intake temp, corrected speed, and much, much more. It simply connects to the OBDII port, meaning if you want to take it in and out for aesthetic or security reasons it's just seconds to install or remove. I chose a more permanent mount for my install, routing the cable behind the dash trim and mounting the provided suction cup mount to the lower left hand corner of my windshield. It doesn't block any visibility and is easily monitored by the driver without distracting much attention from the road. The software behind the CTS is continually being updated by their engineers and is easily downloaded by plugging the head unit into a computer. With their last revision I now have a maintenance manager that keeps tracks of things like oil changes, tune-up needs and the last time I put in an air filter—very handy to have one less thing to worry about forgetting. Future additions to the CTS will allow the user to add their own sensors, which in turn will feed digital gauges on the CTS. This means I can have the single CTS unit monitor my supercharger boost or trans temp, two things Toyota never included in their diagnostic parameters. At one point I had planned to add a gauge pillar for these same two variables, and thankfully I put it off as the CTS is a far cleaner implementation and allows me to set audible alarms if/when I have any out-of-bounds gauge readings.

Communication/Audio:

Basic Specifications:

- Yaesu 2M Ham Transceiver
- Cobra CB Transceiver
- Alpine DVD system w/ XM Satellite Radio
- Byonics Micro-Track Vehicle Tracking System

Notes:

Choosing electronics can be a major headache. I don't deal with them on a daily basis like other vehicle accessories, so when it came time to choose my components I made a few calls to those that do—Ratio Electronics and Communication Products. Between the two I made a game plan for a dialed-in system that handled not only my current needs but future needs as well. The Yaesu ham radio units are time-tested and reliable radios, simple as that. I wanted a small unit—the Yaesu FT-1500M fit the bill and was in fact small enough that I was able to mount it in the location of the stock ashtray, out of the way and visible to both the driver and passenger. My mounting took several hours with the dash torn apart and I no longer have an ash tray, but the simple and clean install was well worth the cons, and I have a console with plenty of room for the

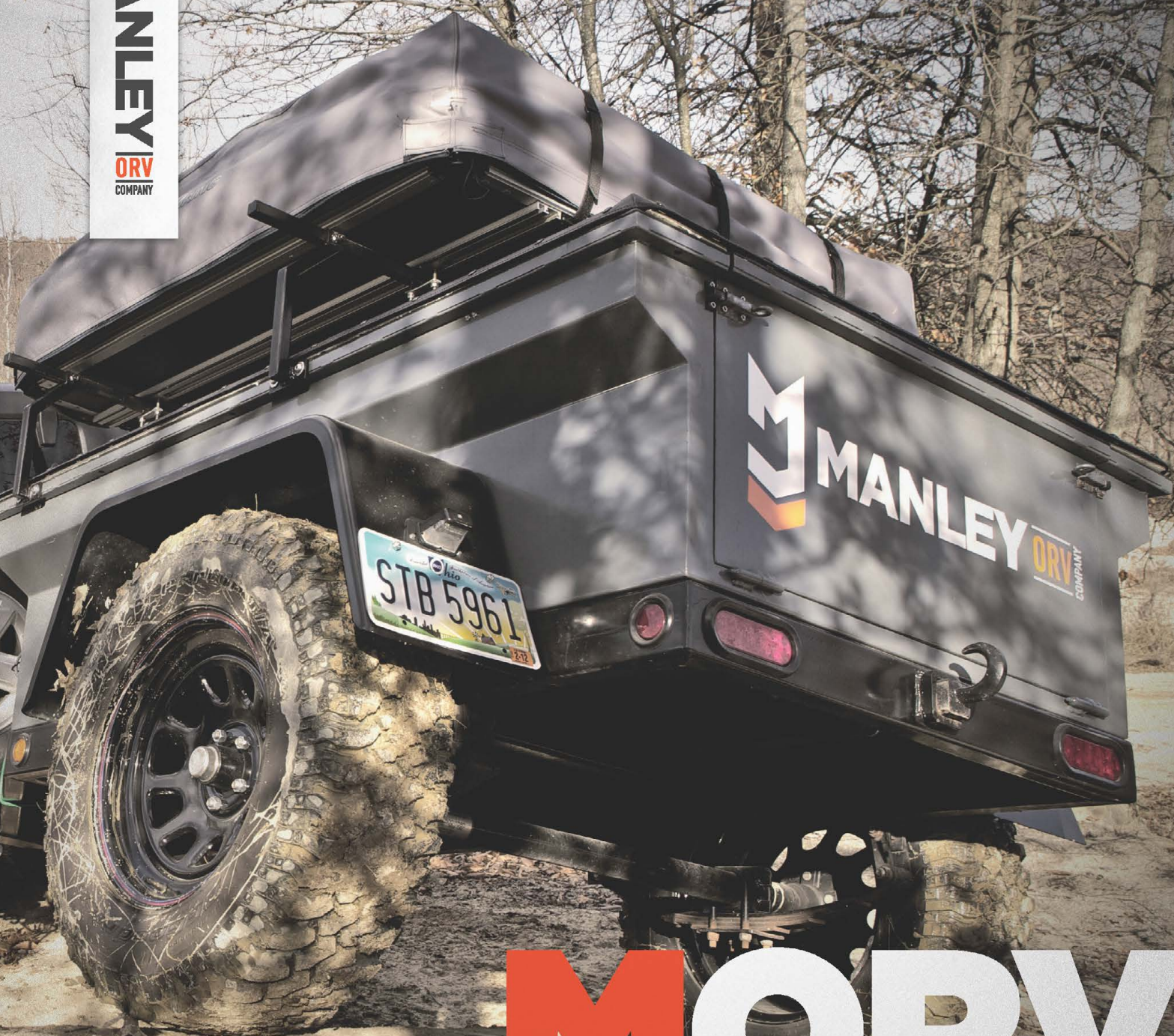
inevitable junk that would have ended up in the ashtray. To keep up with the clean and un-cluttered approach to electronic mods, I went with the Cobra 75WXST CB radio. I used one in my previous Tacoma and I like the way it mounted, for the most part, behind the dash. When not in use the mic can be stashed in the console or glovebox, leaving just a single connector visible. The Alpine DVD/Stereo system came about due to the fact that my factory head unit failed. When removing it from the dash, dust was literally dumped out of every hole in the thing which I'm sure lead to its demise. I must admit it's been nice to watch a movie while waiting out a rainstorm in the mountains or for my wife in the mall. I've since added satellite radio and an IPOD interface to the setup, allowing me to have music in the middle of nowhere or listen to my favorites off the IPOD, all controlled by the head unit.

The APRS tracking system is the latest electrical addition to the truck. By utilizing the 2M ham radio repeater system, the APRS (Automatic Packet Reporting System) sends out a digitized GPS coordinate and time stamp to a 2M ham repeater every few minutes. That repeater in turn basically re-broadcasts that coordinate and time to digital systems, allowing the real-time location of the truck to be viewed by anyone with internet access. For example, I can be in the middle of the Nevada desert, out of cell phone range, but my wife back home can see exactly where I am and (good or bad) can even see how fast I am driving. Other uses include allowing late parties to catch up to our group, or see where we camped that evening, and it allows me to view my track when I'm back in front of a computer. The system can be disabled at will, and for those wanting more from the APRS system it can even send outgoing status messages or other data. You can read more about the APRS system on wiki here: http://en.wikipedia.org/wiki/Automat...orting_System.



In the next issue I'll complete this build retrospective by covering performance, parts, and repairs with my Taco. Make sure you check it out in the September 2013 issue of Tacoma Magazine!

Kurt Williams has been a Land Cruiser owner since he was 15 and a Tacoma enthusiast for over 10 years. His strong love of 4x4s combined with business management skills has made Cruiser Outfitters a strong competitor in the four wheel drive retail industry. ■



MORV TRAILERS

A LEGEND IN THE (RE)MAKING.



TACOMAS AND COMPANY

MOAB, UTAH
2013

By Bob Holliday and Kayla Kotash

After all of the Jeeps, cruisers, Broncos, side-by-sides and Nissans had their turns and the dust has settled in America's off-road mecca, it was T.a.Co.'s turn to unravel the red rock carpet for the Tacomas in Moab, Utah. Their second installment, Rock Therapy, took place once again in the very unique Area BFE, located 13 miles south of Moab, Utah. Rock Therapy is a place for all those (Toyotas) who need to get away and clear their minds, or for those who need to feed their Moab addiction and wheel some of the best trails America has to offer...



With a successful first year, T.a.Co. came back even stronger in 2013 with 17 sponsors and nearly 60 trucks in attendance. Thanks to sponsors like Toytec, Sierra Expeditions, ARB 4x4 Accessories, Pelfreybilt and Undercover Hidden Winch Mount System for helping to cover all of the related expenses of the gathering, the attendees enjoyed convenient campground amenities and Rock Therapy koozies at no cost to them. Sierra Expeditions along with design work by fellow Tacoma owner Phil Swanson, were able to provide outstanding Rock Therapy t-shirts in a variety of colors this year that became a big hit at the gathering.

Once again the giveaway was a huge success and with the help of the contributing sponsors (Toytec, Sierra Expeditions, ARB 4x4 Accessories, Pelfreybilt, Undercover Hidden Winch Mount Systems, Box Rocket Fab, Low Range Off Road, Bay Area Metal Fabrication, Ironman 4x4, Trail-Gear, Asfir 4x4, Toywerx, Total Chaos, Southeast Overland, KM Fabrication, Stay the Trail and Tacoma Magazine) providing over \$5,000 of gear to give away, Rock Therapy was able to raise over \$2,000 to help out Area BFE and Moab Friends For Wheeling for their ongoing work to create and maintain trails, and help promote and protect the off-road community.



Rock Therapy has been a fun journey to see unfold over the past few years. T.a.Co. and all of the contributors have been able to turn a simple idea of a Moab weekend getaway into a gathering of attendees from 13 states and even reaching above the borders north to Edmonton, AB. Although T.a.Co. organizers took care of most of the planning and setting up, this event truly has been for the wheelers by the wheelers.





Something that sets the gathering apart from other events is the community feeling that is built around the gathering. If you needed some ice, many were willing to pick some up while coming through town; if you blew an inner and outer tie rod, someone was there willing to give up their spare so you could get back on the trail; if you came rolling into camp with a busted lower control arm, there would be many willing mechanics on the ground jacking your truck up before you even step out of your truck.



As early as the Saturday before the official start to the gathering, trucks began to roll in from Arkansas and Arizona. For the early goers, they were able to enjoy a laid back atmosphere, being able to soak in all that Moab has to offer. Some took advantage of the numerous hiking trails that can be found around Moab, while others started early in knocking some trails off their wish lists.



For so many around the country, they can only dream about hitting trails around Moab, getting their fix by scanning the internet for recent trip reports and videos. There were many Moab veterans in attendance willing to share as much knowledge as needed by those making their first trip. In addition to world class trails, ample camping and breathtaking views of the La Sal Mountains, Area BFE has their playground area that is home to countless obstacles from small ledges and rollovers to huge waterfalls that even the most capable crawlers have to work at. Many new comers, and many veterans took advantage of the playground and local trails in BFE to test out some new additions to the rigs and to get their Moab feet back under them.



What better way for nearly half of this year's attendees to begin their experience than a run up Hells Revenge on Wednesday. Appealing to all drivers, the trail leaders made sure to make the highly desirable side trips to Hells Gate and Escalator. It truly is amazing what these Tacomas are capable of. While most of the trucks were at Hells Revenge, others took advantage of trails closer to camp like Behind the Rocks that is conveniently located across the street from Area BFE. Both are great trails to get a feel of what Moab has to offer—one trail being a must-do-slickrock trail that is synonymous with Moab and the other trail showing more of what southern Moab has to offer with an up close view of the Behind the Rocks Wilderness Study Area made up of rugged



fins, domes, arches and hidden gardens along with vast views from the La Sal range to the east and Canyonlands to the west.



Thursday was headlined with two groups tackling the long combination of trails known as the Trifecta. Comprised of Poison Spider, Golden Spike and Gold Bar Rim, this trio of trails will take most groups all day to complete but offer no shortage of challenging obstacles and amazing scenery. While there are numerous obstacles that tested the Tacomas, the most notable of the obstacles was the Golden Crack. Here your truck's travel and articulation was put to the absolute test.



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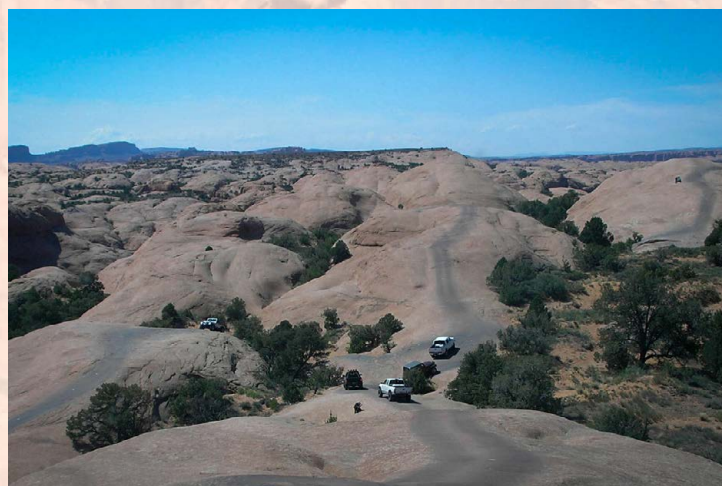
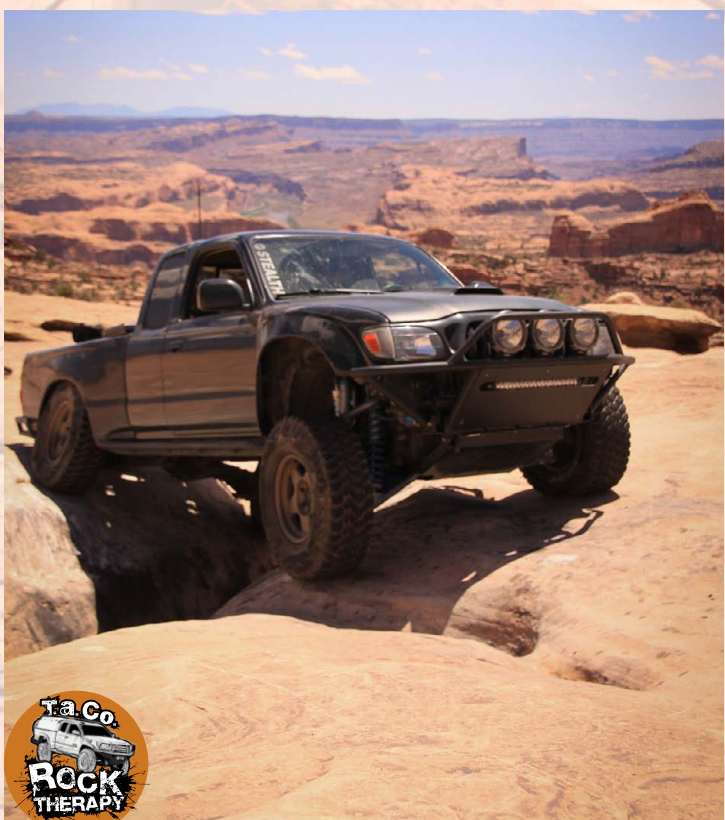
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As people were out putting their trucks to the test on Trifecta, the rest of the groups had their hand at numerous other trails around Moab. One of the popular choices was Fins and Things, another notable trail within Moab featuring the famous slickrock that the area is known for. Although the trail can be fairly tame, there are numerous optional lines that can be taken to keep anyone occupied while enjoying the one-of-a-kind scenery that the Sand Flats Recreation Area has to offer.



As if the first days of the gathering didn't have enough excitement, Friday and Saturday was used by a handful of trucks to test their cliff walking skills and nerves at the infamous Moab Rim trail. A trail that not to be taken lightly, is known for its difficult initial climb out of the canyon bottom that begins along the Colorado River. The Devil's Crack and Z-turn are the trails two most notable obstacles. Both of which test your nerves and skills as you climb these difficult obstacles next to a cliff that would send you plummeting over a hundred feet down into the Colorado River. Upon completing the intimidating climb out of the canyon, visitors are rewarded with endless views that surround the Moab region and miles of fun trails that also bring you up close to the Behind the Rocks Wilderness Study Area.





While we couldn't be everywhere at the same time, others in attendance were able to experience much of what the area had to offer. Many went on an adventure through Kane Creek Canyon and its many water crossings, while others went outside of the area and ventured into Canyonlands to explore Elephant Hill. As with any trip to Moab, the allure of Top of the World and its unique views drew numerous groups to travels its path to get their photo on top of the famous cliffs above Fisher Towers.



So as another year passes, another year of modifications and anticipation will begin as many begin the countdown until next year's journey back to the promise land of Moab, Utah. Until then, thank you to all of the sponsors and organizers who made this all possible and to those in attendance who truly make this gathering what it is today and something worth coming back to year after year.

Photo credits: Kayla Kotash, Bob Holliday, Peter DeSantis ■





Overland Expo 2013

By Jim Akers

This year we spent a lot more time getting to know the people at Overland Expo! We were given our own camping area for Tacomas and FJ Cruisers. We had Demello Off-road and Icon Vehicle Dynamics join us as well. It was great to be able to camp with and get to know some of our amazing readers and better yet, we can now call them friends! The American Adventurist forum and their group camped in the same section as us.

American Adventurist is an online social media community that promotes the values that are core to the American experience: Liberty, personal responsibility, self reliance, family, honor and integrity. American Adventurist is committed to achieving maximum positive social, environmental, and economic benefit to its members through its dissemination of information, discovery, and collaboration. (Copied from their site.) They and their group of like minded Toyota enthusiasts showed up and showed off their awesome setups. They had some great stories to share with us about their journeys, just getting to the event, from all over the country. We do hope to hear more from them in the future!

The classes at the event covered a broad array of topics and were extremely informational. The categories were:



- ◆ Driving, Riding, Recovery
- ◆ Maintenance
- ◆ Planning & Logistics
- ◆ Communications & Navigation
- ◆ Safety & Security
- ◆ Health & Housekeeping
- ◆ Food & Cooking
- ◆ Families & Kids
- ◆ Art of Travel
- ◆ Doing It
- ◆ Consumer Panel Discussion

The classes that caught my eye all had to do with getting the entire family involved including: navigation for kids, family friendly cooking, and the art of travel—all of which are focused on getting the entire family excited about the experience.

Having pros teach some tips and procedures helps make overlanding something that you will want to continue enjoying. They not only teach these classes for vehicles like 4x4's but also for the motorcycle group. The interesting part of this is that if you go to some of the preparation classes for the motorcycle group you might learn to pack a little lighter.

The night life at Overland Expo is very mellow. The Expo puts on a film festival every night and there is always a happy hour event going on somewhere. After all of the organized events are done it's time to find a camp fire and a good conversation. Other options for something to do is taking the 40 minute drive up to Flagstaff and enjoying some great food and more importantly a good beer!

The vendors this year were really loving on the Tacoma platform (as they should).

- ◆ Expedition Overland had one of our favorite new builds for sure!

a favorite



- ◆ Four Wheel Campers showed up with 7 Tacomas.



7 Tacomas!

sweet set of rigs

- ◆ Baja Rack showed up with a sweet set of rigs in their booth.



- ◆ Outback Proven had their new Tacoma built to the nines.



Built to the nines!

- ◆ ARB brought their new Tacoma and all of their gear!

Lots of gear!



- ◆ XP Campers had a beautiful setup with their Tacoma.



beautiful setup

Saturday was a lot of fun. This year we made our first attempt at an on-site, live build. With the help from our friends at both Baja Rack and Rigid Industries we were able to pull it off. We definitely have some bugs to work out for the next live event; however, I think it went pretty well—it got built. After the build I talked Clay



Croft from Expedition Overland into joining me on the “Land Rover Test Track.” We both had a chance to take my truck out for a spin. The track was an eye opener to say the least. Inclines, declines, off cambers, and a log bridge were some of the

obstacles. I must say that it was a little surreal watching someone else take my truck out and put it through its paces. Then it was my turn. Land Rover runs the course nicely and requires that a

wow, these trucks are really put together well

Land Rover trainer be in the truck for the ride along and their instruction. “Turn left now ... let’s see how your truck will handle



this obstacle ... wow, these trucks are really put together well” are some of the comments that I heard. My favorite comment was “Thanks for the ride I am truly impressed with how you have built this truck!”

Even though there was more fun to be had, it was time to hit the road. I wanted to dream about future adventures, but there was an 11 hour drive ahead of me. I made it all the way to

I have to admit that I am already

thinking about and planning

for next year’s Expo trip.

Santa Fe, New Mexico, where I caught 4 hours of sleep. I was home before noon on Sunday with just enough time to catch up with the family before heading back to work.

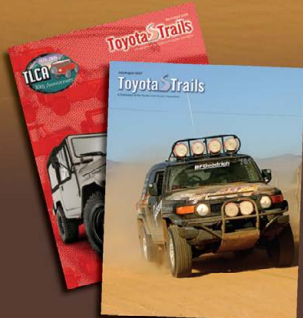
I have to admit that I am already thinking about and planning for next year’s Expo trip. My biggest hope is that more of you camp with us. The invite is there! ■

Dreaming of your next adventure?



We sure are.

The Toyota Land Cruiser Association is a club dedicated to bringing Toyota 4-Wheel Drive enthusiasts together. Visit us at www.tlca.org to learn more.



TLCA membership includes a subscription to **Toyota Trails** magazine, featuring in-depth tech and trail articles, event listings, TLCA merchandise and Land Cruiser classifieds.

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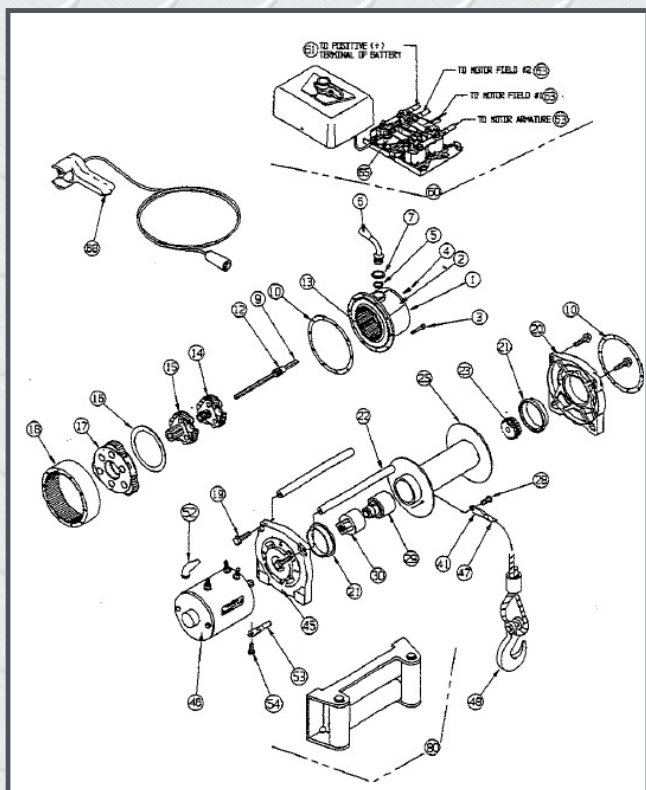
Winch Revitalization

By Bob Holliday

Recently I had the urge to upgrade my Warn M8000 winch with a 3/8" synthetic rope by Southeast Overland. Unfortunately, as I was spooling in the new rope, my winch decided to check out (better in the lot and not on the trail at least!). With all signs pointing to the motor, my fingers got to searching the local for-sale sections for other options. After a bit of looking, I came across a used Warn XD9000 that was in decent shape for the price. After hearing from a friend of a recent successful rebuild of his winch, I figured it's time to see how these things work on the inside and see what condition the new purchase was really in. Rebuild time!

Whether it's to inspect and rebuild a new winch, rebuild a tired winch or just to clean out years of gunk out of your current winch, when it comes time to tear down and rebuild a winch, it's actually much easier than you may think. With some common hand tools, new grease, cleaning solution and a couple hours, you can give your winch a new lease on life.

No matter the manufacturer, you can find a diagram on most manufacturers' websites (for Warn, http://www.warn.com/store/service_parts.jsp).



During the disassembly process, it is useful to be organized in laying out the parts as you remove them from the winch for easy reassembly (this is where the manufacturer diagram can come in handy as well). Take note of the orientation of the clutch lever/end housing relative to the drum support as you will want to keep the same orientation when you reassemble to ensure proper alignment of the clutch lever when you reinstall on your truck.

1. Start the disassembly process with the removal of the clutch engagement lever, metal retainer and O-ring. Remove the clutch lever detent screw to release the lever.



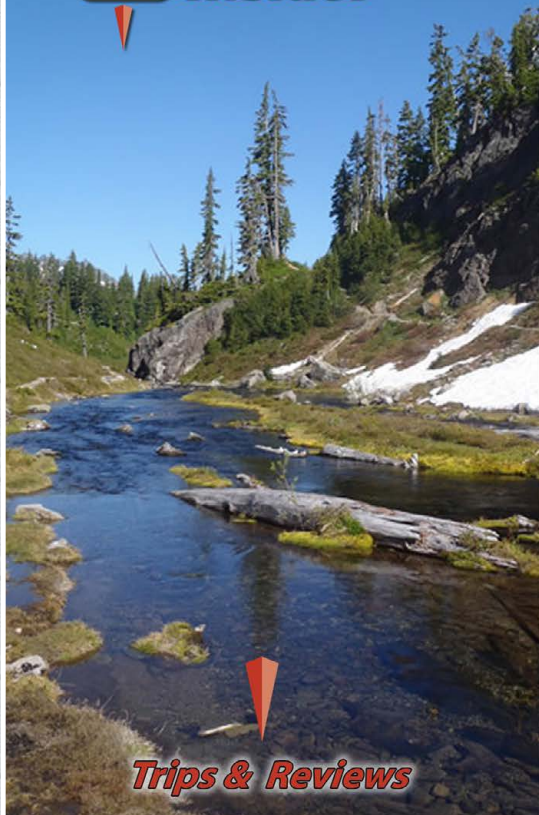
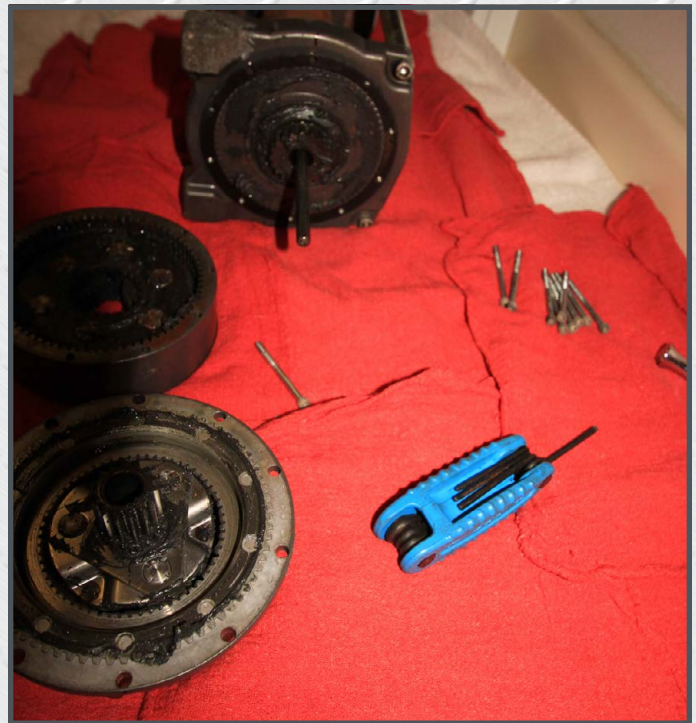
2. Loosen the 10 hex screws holding the end housing on. This will free up the end housing that holds the sliding ring gear and several planetary gear sets.



3. With the end housing removed and the planetary gears pulled off the hex shaft, you can begin to see how the winch gets its pulling power. Through the use of the planetary gear sets, the winch is able to have massive gear reduction providing the necessary torque to pull your truck out of that thick mud hole you got yourself into!



4. This is when organization comes in handy. As you are taking the gears apart, keep track of the order in which you pull each part off as you will be reassembling in the reverse order.

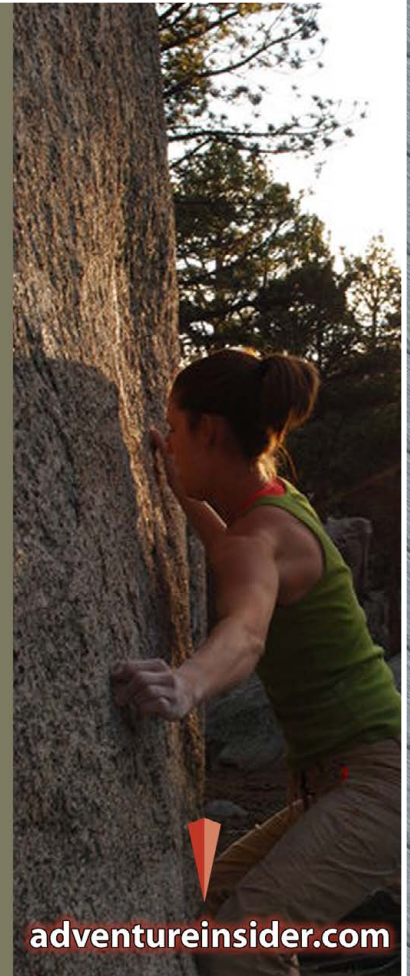


Trips & Reviews

***The inside scoop
on outdoor adventure***

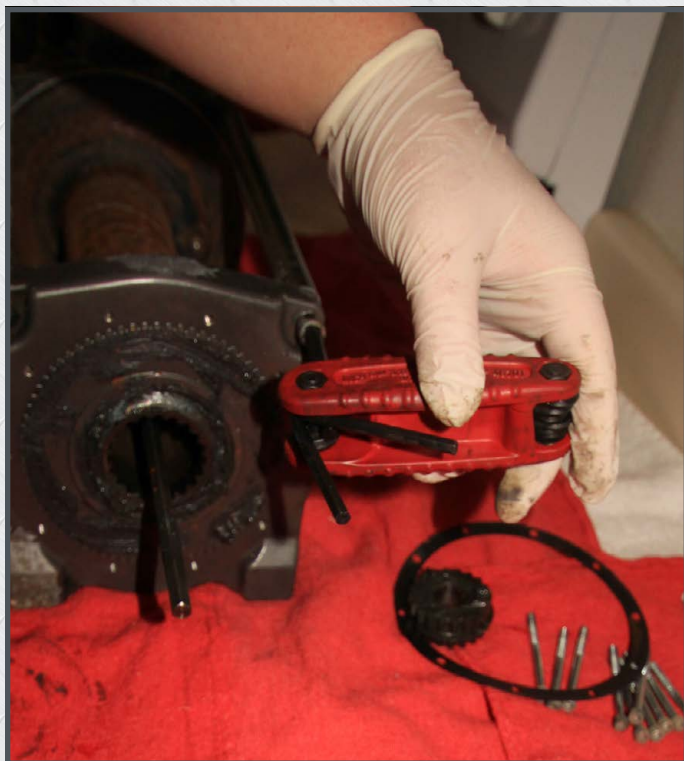


Information & Instruction

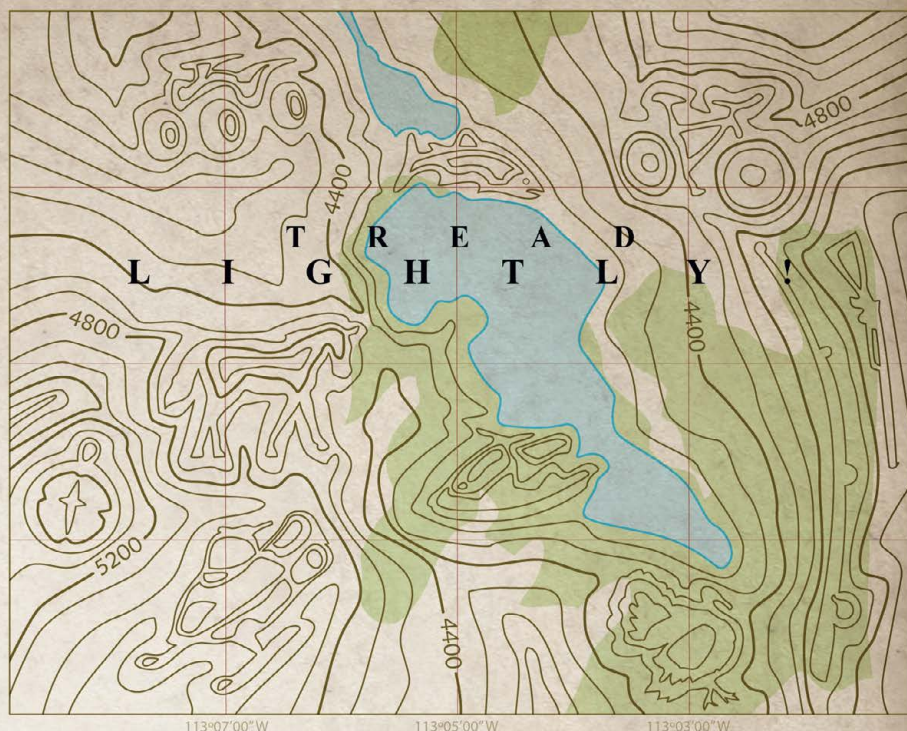
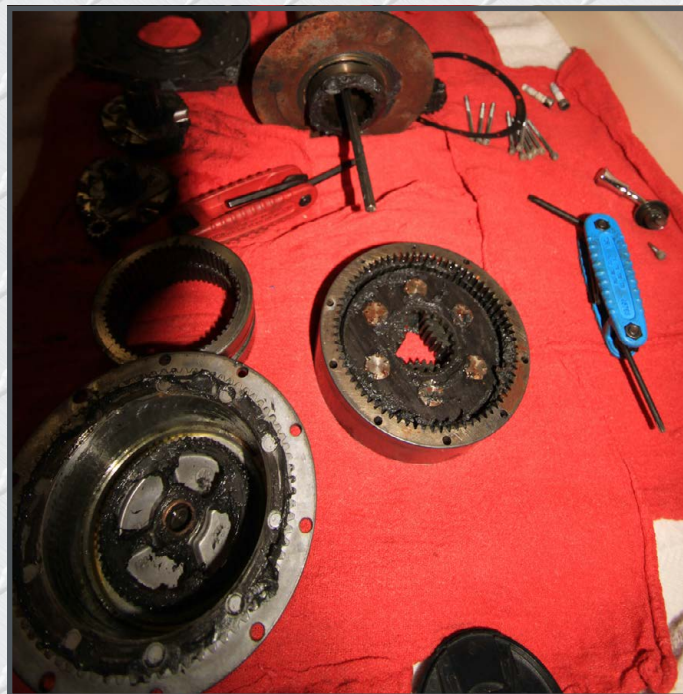


adventureinsider.com

5. After removing the gear sets and drive gear from the hex shaft, the two hex screws can be removed and separate the drum support from the two support rods.



6. Now that the drum has been exposed, it can now be separated from the motor end and the disassembly process is nearly complete. Once again, pay close attention to where you took all the parts from and the order in which they came off.



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7. At this point, the motor coupler and splined motor shaft can be inspected for signs of wear. Check for cracking or damage as well as any play or looseness in the bearing. This is a good point to replace the motor assembly if needed. Do not remove the brake or apply any lubrication to the brake!
8. Now that you tore your prized trail tool apart and is sitting on your work space in pieces, this is the time to go over the parts and inspect them as well for signs of wear and replace any part if necessary. Check the bronze bushing in the end housing for excessive play between the bushing and housing. Inspect the drive shaft for any excessive play or signs of wear. Check the gear sets for excessive wear and tear.
9. After inspecting and cleaning all of the winch parts and gears, it is time for reassembly.

10. Using your favorite gear grease (Warn recommends using Molybube 1 or Aeroshell 17 or 33SM), lightly grease the motor-side drum support bushing and splines then press on the support and motor coupler. At this point the drum can be installed and the second drum support bushing can be lightly greased and installed. Reinstall the outside drum support to the support rods with the two hex screws. Make sure the drum spins smoothly at this point before you go any further. Almost there!



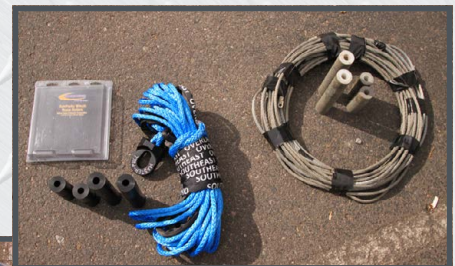
11. The hex shaft can now be slid back through the drum into the brake assembly. Apply grease on the splined drive gear and install over the hex shaft and into the drum end.
12. Apply a light coating of grease on the end housing bushing and on the inside of the end housing where the sliding ring gear will sit. Keep in mind that the beveled spline ends on the sliding ring gear should face the back of the end housing.
13. This is where you get to test your organization skills!
14. Apply grease to each of the gear sets before reassembly (Warn recommends that the gear assemblies be liberally greased but not to pack the end housing with grease). Place the small sun gear into the end housing. The two planetary gear sets can then be placed into the end housing. Place the thrust washer on top of the planetary gear sets (step-side up).

15. Place the larger planetary gear set over thrust washer and smaller gear sets, followed by the large ring gear. At this point you will have a complete end housing ready for assembly onto the drum support and secure with the 10 hex screws. Tighten the screws down evenly around the end housing. Finally the clutch lever, seal and retainer can be installed.



16. Now you have a winch with a new lease on life!

With the winch ready to get back to work, you can now reinstall on the truck and spool up your cable or rope. To finish off the upgrade to my recovery setup, I finally was able to spool up my 3/8" synthetic rope, new Daystar rollers and Masterpull thimble stop that have been collecting dust! ■





CAUTION:

Woman on the Trail

The better half's take on four wheeling

By Laura Esposito

On a girl's weekend in Denver last fall, my friends and I parked on a busy city street and hopped out of my car, ready to take on a full day of shopping. As I rounded the rear driver side, I stopped in disgust at the sight of a small stock SUV with a shiny new Hi-Lift and winch haphazardly mounted to the front. "Now that's a waste of a perfectly gorgeous Hi-Lift," I said.

"That's it. He's finally converted you," my best friend replied.

I've been four wheeling with the better half for a little over a year now. At first, it fed my addiction to getting out and in to the mountains as often as possible. Now, it's in my blood.

But before I met my better half, I would have laughed at you if you told me that a few years from now I would be saving up for a second gen Tacoma that I could drive up the side of mountain.

Four wheeling, to many of my female counterparts, seems pretty pointless. Most of my friends still tilt their heads to the side when I mention the weekend trail runs we have planned. To them, it sounds like sitting in a truck for hours on end, tirelessly debating how to drive over a rock.

I'll admit I had a bit of a slow start learning the sacred language of four wheeling. I made up names for parts I didn't know, like a scuba tube (snorkel), and made the better half use ridiculous hand motions to show me how things worked (rear differentials).

As a disclaimer, I'm the kind of woman who has a basic working knowledge of my car. I know what the crucial parts of my car's engine are, what happens when they break, and that buying and changing my own oil is significantly more cost effective.

When it comes to the outdoors, I love the taste of cheap camp food and a good hike or day fishing on the river makes me feel like million bucks. I don't care if I get covered in mud, and I embrace the windblown hair.

After a while, it all just sort of clicked. I would volunteer to help with spotting so I could understand why we needed to take certain lines over obstacles, or how to use sliders as a pivot point if we needed to. Suddenly, it wasn't just driving over rocks anymore.



The odd look of amazement and confusion on my friends faces told me that I had just spoken in a foreign language.

The truth is, four wheeling is a liberating experience. Not only do you get to see some of the most breathtaking scenic views, but you also have the opportunity to control a vehicle in a rather (do I dare say it?) graceful way.



Ok maybe graceful isn't the right word, but it's definitely calculated.

My first time behind the wheel was unfortunately anything but liberating. It was more short-lived and comical. But once I got the feel for the wheelbase and the overuse of skinny pedal, I was hooked.

When you're on the edge of Black Bear Pass or Moab Rim, with a few thousand feet between you and the ground, there is no room for error. It shoots adrenaline through your veins and makes the trip exhilarating and terrifying all at once. And at the end of the day, you feel like you got quite the workout – mentally and physically.

I finally understand the pride that goes into modifying a truck in order to make it traverse through trails otherwise cut off from the general population. It's about evaluating your surroundings, computing angles and acceleration on the fly, and challenging yourself, and your truck, to go above the realm of possibility.

So if you're a woman like me, yes, we will still want you to stop the truck so we can jump out and take a scenic picture. We will still squeal under our breath when the truck is tipped past a 45-degree angle on the passenger side. It's an experience you don't fully appreciate until you install a rear bumper or feel the trail beneath your tires.

Oh, and if you're also a woman like me, we still don't like being in the desert for eight days without a shower. ♦



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And now Stay The Trail is growing.

We need you to be a part of the community that is actively helping to improve trails and educating others about responsible use. You can be part of a statewide network of volunteers who are ready to be examples for others and help improve OHV trails on public lands.

Visit our web sites to learn more and for useful information and detailed trail maps.

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Introducing: Pelfreybilt Off-Road

By Jim Akers

We want to welcome Pelfreybilt, a new Armor Manufacturing business specific to the Tacoma off-road industry. They are a husband (Tyler Pelfrey) and wife (Satin) team with a dream. The entrepreneurial bug has been nibbling at them for the last few years, but they hadn't figured out what they were passionate enough about to "go for it." That was, until they bought their white 2012 Double-Cab TX Pro Tacoma in December of 2011.

We sat down with the Pelfreys (well on the phone) to bring you a little interview and introduction of Pelfreybilt.

So what was the trigger? Within the first week of ownership they had already started modifying their truck. They started with the sound system and installed subs, amps, 100 sq. ft. of Dynamat, a JL Audio Clean-Sweep into the factory head unit, and JL Audio satellites. They wanted an incredible sound system with the illusion of being factory stock. Then they tinted the windows and installed a Kenwood 2-Meter Race Radio and a Cobra CB. After that, they tried a couple of different suspensions, making alterations as they kept adding gear. They picked their favorite set up including a shock relocation kit and 2-inch bump stops. Then they moved on to re-gearing to 4.56s and a front air locker.



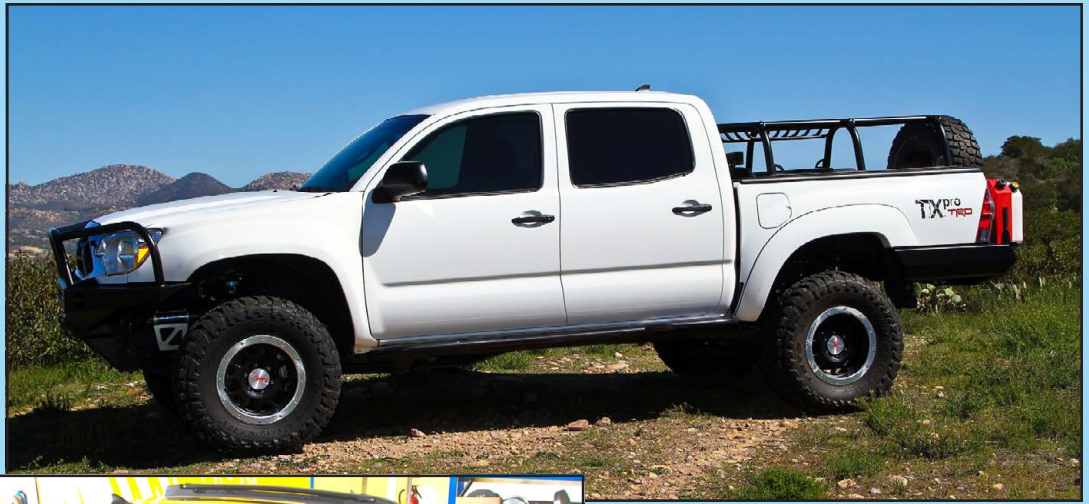
With Tyler having a talent for fabrication, accompanied with years of off-roading experience, he began building armor, starting with a set of rock sliders. Then the couple found Tacoma World where they met some locals and quickly realized there was a large market for the products they were making for their own truck. They began designing and fabricating IFS, mid, and transfer case skids.

Next it was time for a front plate bumper that integrated the 20-inch LED light bar and



a hidden mount for a winch. Even though this would be enough to do some serious wheeling, the bug had sunk its teeth in deep. The couple kept designing and fabricating. A rear light bar, a bed rack, a high-lift mount, a shovel and axe mount, a high-clearance rear bumper, and a roof rack followed. I asked about what their dream rig was and they responded back that they were building it . . .

Pelfreybilt started from pure desire. They simply wanted to take their Tacoma, that could already go anywhere and do just about anything, to incorporating a little "Pelfreybilt Style" and making it a "Clean, Mean, Off-Roading Machine!" I find it very interesting that a Tacoma truck can change your life, "If You Let It!"



I asked what sets their company apart from some of the others out there offering similar products and they gave a pretty good response. "We believe in quality over quantity, accuracy over speed, and satisfaction over sales. We are passionate about making a product that each of our customers will be stoked to use and more importantly ABUSE and then recommend to others."

From everything that I have seen, their work looks very clean and well "Bilt!" I want to hear from our readers! If you know their products I want to hear from you! What do you think?


Within their first year of being in business they are able to offer a wide selection of products:

- Plate front bumpers for 2005–2011 and 2012+
- Plate rear bumpers—high clearance or non-wrap around
- Pre-Runner front bumper 2005+
- Hybrid front bumpers 2005–2011 & 2012+
- Skid plates
- Rock sliders
- Bed racks
- High lift mounts
- Shovel and axe mount
- Roof rack
- Rear shock/bump stop relocate kit


We wanted to know what the direction of Pelfreybilt is for the next year. They are looking to expand their product line further and expand to other platforms as well.






For more information please check out their web site and find them on Facebook . . . ■

www.pelfreybilt.com




"A journey is best measured in friends, rather than miles."
— Tim Cahill



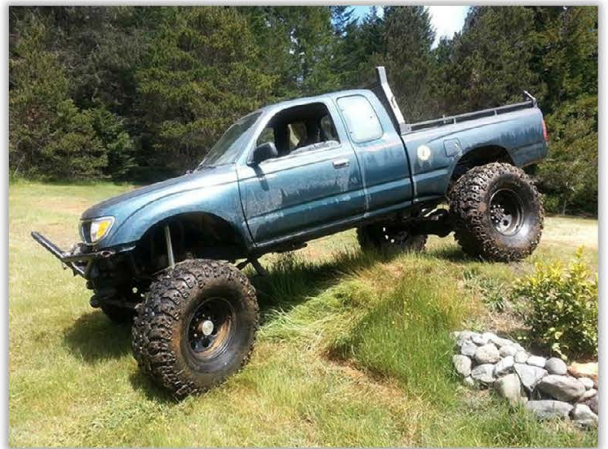
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GREAT SHOTS



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