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SHOVEL. So basic, so cheap, so important. We wheel in dirt, sand, and mud, thus we need to move dirt, sand and mud sometimes. This photo is from the Expedition Cure journey (see this issue for the full story) where Brent and Hanley had their FZJ80 deep in a sandbank. The other shovel is shown held by the trick clamp system from FourTreds.com.

TIRE REPAIR KIT



TIRE REPAIR KIT. Although a spare is the first solution, what if you get another flat or pick up a nail on the way home? Get a tire repair kit that is made to repair large-size off-road tires such as this one from ARB. Read the instructions (they're simple) and you'll be in no trouble the next time your big, mud-eating tires go flat. Note: sidewall tears can be impossible to repair.



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REAR BUMPER. Going up or coming down ledges are moments when your flimsy stock bumper is most vulnerable. The impacts can be harsh. A well-constructed bumper is made to take such abuse, may have recovery points and corner hoop protection, and just generally look good while protecting your back end.



LOCKING DIFFERENTIALS

LOCKING DIFFERENTIALS. Note how just one of the rear tires is spinning wildly, the other is immobile, and the Yota is going nowhere. The front right tire is down in the mud hole, doing the same thing—spinning uselessly. Locking diffs would force the other tires to turn, especially the front left, which is all this truck would need to escape from this flex-inducing, treacherous mud trap.



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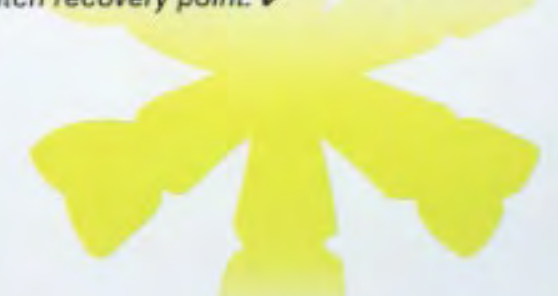
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GO WHEELING!

Let's wheel! This 2006 TRD-package Tacoma has a unique rack system to hold a Hi-Lift, Max-Ax and shovel. Then there's the large tool box, and let's not forget the good off-road tires, rock sliders, and rear hitch recovery point. ✓



Twenty days to travel the Continental Divide from Montana to New Mexico, and never leaving the dirt. Could it be done? The Expedition Cure 1994 FZJ80 Land Cruiser proved that it could.

THE EXPEDITION CURE

A worthy cause in a worthy truck



Words and photos: The Expedition Cure team

Full Old Man Emu suspension, 35" Goodyear MTR tires, and custom bumpers and sliders from Outback Offroad Gear adorn the Expedition Cure FZJ80. Lightforce 240 Blitz driving lights were installed on the Outback Offroad Gear roof rack, along with extra supplies and an Autohome Overlander tent.



SPECS: 1994 FZJ80 Toyota Land Cruiser

Drivetrain:	Interior:	Storm Case (Used for Laptop, Camera, Clothes, and Food)
Stock 4.5L inline-6 engine	Custom pull out drawer system	4 Hella Utility Lights underneath the vehicle
4-spd automatic transmission	Automotive/Marine Fire Extinguisher	4 Lightforce 240 Blitz Driving Lights
Stock Gears	400-watt Inverter	Safari Snorkel
Front and Rear Differential Lockers	CO2 Tank	60" Hi-Lift Extreme Jack
Center Differential Locker	Engel 12-volt Freezer-Fridge with Sliding Tray and Transit Bag	Adventure Medical Kit Comprehensive Watersports Kit
Suspension:	Stereo/Electronics	Hellon Hot Water Shower Kit
OME 850J Front Coil Springs	Pioneer Premier P9 Combo (Head Unit and Processor)	Pull Pall 11,000 Land Anchor
N73L Front Nitrocharger Shock Absorbers (Extended Length)	MB Quart QSD 216 Component Set	Warn XD9000 Winch
OME 863J Rear Coil Springs	Image Dynamics IDMAX 10" Subwoofer	Winchline.com 3/8" Synthetic Winch Line with Thimble and Treesaver
N74L Rear Nitrocharger Shock Absorbers (Extended Length)	ARC Audio 4150 and 1500 amplifiers	Staun Tire Deflators
OME CA77B Caster Correction Kit	Panasonic Toughbook CF-51	Counter Assault Bear Spray
OME SD24 Steering Damper	Delorme Earthmate LT-20	Shell Rotella 5w40 Synthetic Motor Oil
Body:	National Geographic TOPO! State Series Maps	Redline 75/90 Gear Oil in Axles
Outback Off-Road Gear Front Bumper with Swivel Shackles	Cobra CB Radio	Redline 75/90 Gear Oil in Transfer case
Outback Off-Road Gear Rear Bumper with Swing Out Tire Carrier and Swing Out Jerry Can Carrier	Sprint Mobile Card	Redline Automatic Transmission Fluid in Power Steering
Outback Off-Road Gear Rock Sliders	Other:	Optima Red Top (Starter)
Outback Off-Road Gear Roof Rack with Adjustable Jerry Can Carrier, Accepts 4 10" Aux Lights, and fully supports Roof Top Tents.	Goodyear MTR's 315/75R16 on stock wheels	Optima Yellow Top (Accessories)
Outback Off-Road Gear Transfer Case Skid Plate	Autohome Overlander Roof Top Tent	Coleman Camp Stove
	Scepter Military Jerry Cans (Water and Petrol)	Mountain Safety Research Pots and Pans

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Expedition Cure was an off-roading expedition down the North American Continental Divide in support of the Michael J. Fox Foundation for Parkinson's Research. Hanley Noel and Brent Hatherill were the pilots for this charitable journey. They traversed the Continental Divide from Canada to Mexico in a mad dash of twenty days, while avoiding all tarmac like the plague. From their launch point near Glacier National Park in Montana, through the uninhabited trails of Idaho, down across the Red Desert Basin of Southern Wyoming, through the abandoned mining trails of Colorado and finally to their destination in Antelope Wells, New Mexico, it proved to be the adventure of a lifetime. Take it away, fellas.

FROM THE CREW

The truck we chose was a 1994 FZJ80 Toyota Land Cruiser equipped with front and rear factory locking differentials, an Old Man Emu suspension lift, 35" Goodyear MTR's, and custom bumpers, sliders, and roof rack. The truck was superbly set up and built by Outback Offroad Gear. But the journey, as expected, tossed a few curve balls our way.

From the expedition's conception just eight months prior to our arrival at the Mexican border we found ourselves working out the kinks inherent in any adventure. Nearing our starting point in Montana we suffered lost GPS signal. We re-routed our DeLorme receiver from the dashboard through the sunroof and secured it above the safari rack, allowing it unhindered

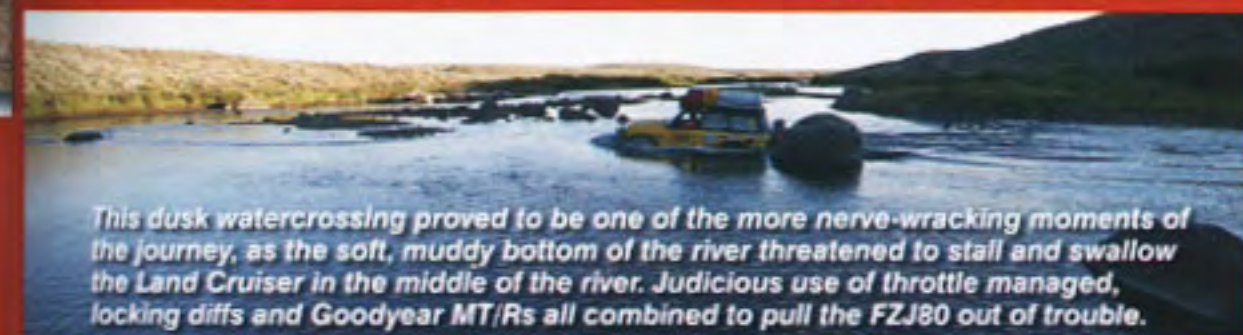
access to the sky. Even the morning of our launch found us in a parking lot with tools scattered about, mounting four rock lights to the undercarriage. Once you've caught the mod bug, there is no escape.

After a first day of trails, the night leaves us both in no mood for sleep. With a stop in White Fish, Montana for some grub we call upon the Engel freezer/fridge (similar to having a 24-hour convenience store in your back seat) and proceed to over-caffeinate with a few Monster Energy drinks. Four million candlepower later we're making awesome time winding through the maze that is Flat Head National Forest. Calling out turn-by-turn directions with the National Geographic software and seeing only one other truck in our nocturnal five hour run, fun has never tasted so sweet.

WATER CROSSING TERROR

Though the expedition had no shortage of moments of sheer terror, nothing compared to the scary water crossing of Wyoming's Green River. After losing track of our trail, we finally found a practical use for the Safari Snorkel we'd been looking for. The National Geographic "Topo!" software showed the trail we needed to be just on the horizon, but with one formidable obstacle in the way: 100 feet of Green River.

Wanting to film the attempt with the sun sinking behind the hills to the west, it was now or never. Brent waded in chest deep to a boulder in the center to set up the camera while Hanley stepped the nose of the Cruiser into the drink and pressed on the skinny pedal. It wasn't long before the FZJ80's nose plunged and a wave of water came pounding over the hood. The Cruiser soldiered on



This dusk watercrossing proved to be one of the more nerve-wracking moments of the journey, as the soft, muddy bottom of the river threatened to stall and swallow the Land Cruiser in the middle of the river. Judicious use of throttle managed, locking diffs and Goodyear MTRs all combined to pull the FZJ80 out of trouble.



A wall of sand posed a considerable problem for the crew. With no solid anchor points for the winch and facing hours of digging, Brent and Hanley used their trusty Pull-Pal land anchor to help them get out. It worked beautifully, and they were soon on their way again.

with Hanley now yelling with delight and aiming for the opposite side of the river. But looks can be deceiving. What seemed like an exit strategy was in actuality a solid bank of

silty mud. With water rising above the fenders, the Cruiser came to a sluggish stop, digging itself deeper and deeper into the mud as Hanley held the rpm's to keep her alive. In a last-second decision, Hanley

threw it into reverse and while sawing the wheel back and forth (the engine now sputtering as the water had begun to force its way back through the exhaust), he broke the river's grip on the truck.

Free at last, he kicked her into Drive heading upstream to a rocky section of the shore and reached dry land. With hearts still pounding, we both waited in silence as the engine sputtered back into normality. We were elated, jumping up and down like school girls. With nothing to winch from and hours from any real help, that's as close to the edge as we came.

STRANGE DAYS HAVE FOUND US

Taking solely trails from border to border, you're bound to see some bizarre stuff. That moment met us head-on as we made our way away from southern Colorado's Stony Pass. Rounding a bend in the road around noon we both went silent when we saw a flipped Saturn and two long-john clad locals looking a little shaken. Slowing down to a mere creep both of these guy's heads began to tilt in confused contemplation.

"Hey", said one of the locals in a dull monotone voice. "Hey," we replied. "How much you boys reckon that winch you got there can pull?" he asked. Still sizing the situation up, Hanley responded,

"Enough to pull that Saturn out of the ditch". These guys seemed to have been burning it at both ends.

We set up the Winchline.com tree saver and snatch block to an aspen and ran the winch line above the car and then down to the frame. Throughout this process a few more people pulled over to watch the theatrics as Hanley flipped on the winch motor. Slowly the Saturn began to upright itself as the crowd ran to help push it right side up. With the A-pillars smashed in and glass shattered throughout someone yelled out, "Think she'll run?" The driver looked up as if contemplating this for the first time and yelled, "Let's find out!"

It's not till the crowd realized this guy was serious that everyone slowly began backpedaling for safety. With fluids openly dripping he fired it up in a plume of white smoke and pulled back onto the road. While in an ideal world nothing would have given us more pleasure than recovering a Jeep, sometimes life gives you Saturns. Nevertheless we're thanked as if we had been guardian angels.

ON THE TRAIL AGAIN

Bearing south, the thick greens of Colorado gradually give way. Before us lies New Mexico's barren and dry terrain fraught with rough trails and deep ruts just waiting to test our Goodyear MTR's true durability. Test they did. Despite countless abusive, nose-dropping ruts that slammed us forward in our seats, the Goodyears never gave way. While providing the tires their full due credit would force us to admit our true recklessness, we'll just leave it that they know how to take some punishment.

Dropping into one of New Mexico's deepest sand ravines, we faced a seriously steep exit and no real winching anchor in sight. We decided to give it a go before finally beginning to bury the truck into the sandy wall. The Land Cruiser has locking diffs front and rear, but it wasn't enough to get it done.

Getting out and peering over the incline provided little encouragement and left the Pull-Pal our only potential out. That, or two days of shoveling. The Pull-Pal is a land anchor with a shark-like demeanor.

Though we had our doubts in the sandy conditions, we were able to find a solid spot and set it in. It plunged at a 45-degree angle before biting to a stop. With the synthetic Winchline.com lifesaver crawling in and a soft creak from the truck, the Cruiser began inching her way up the face. With each foot climbed representing hundreds of shovels worth of sand, we both sighed with nervous relief when she finally crested the top.

TO THE END AT LAST

It wasn't until we'd reached the border when we realized how great of a time we'd had and how fast it had gone by. For two flat-landers from Indiana this was the adventure of a lifetime and filled with moments we could and will never forget. We'd like to thank out many sponsors and supporters who helped raise many thousands of dollars for Parkinson's disease research. The accomplishment however has left us with an odd feeling. It was the adventure of a lifetime, yet who'd want it to be your last? We're planning our next trip even now! ✓



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