

**In-Dash Nav**  
**Kenwood DNX-7120**

**READERS RIGS**

**OFF ROAD LIGHTS COMPARED**

***LIGHTFORCE INSTALL***

A photograph of four off-road vehicles, likely Toyota Land Cruisers, parked in a line on a snowy, mountainous trail. Each vehicle is equipped with a roof-mounted light bar, and all the lights are turned on, casting a bright glow. The background shows snow-covered hills and a clear sky.

***OFF ROAD 101:***  
***EMERGENCY GEAR***

**EXPEDITION WHEELING**

**OVERLANDING HABITS**

# FJC Magazine

January 2009 - Volume II Issue 1

**On The Cover:**  
Four light combinations  
were put to the test in  
late December



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## Disabled Explorers

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

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

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

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

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

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

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

## From The Editor

As we look forward to 2009 and beyond, there are a few things on my mind. First is the future of the FJ Cruiser. While there has been no official word, rumors abound the the FJ will be discontinued soon or may not be 'refreshed'. These rumors mainly come from one source, so the validity of the information is suspect. What does it mean if the FJ is no longer produced?

Some say such a move will make our trucks 'instant classics' and their value will skyrocket. While this may be true in the long run, in the short run I think the effect of a discontinuation could be more serious. With no new trucks to be sold and modified, I would expect the number of aftermarket manufacturers to shrink. While some vendors that specialize in all Toyota vehicles will most likely continue to operate, they may scale back the number of offerings for FJ Cruisers. There is no doubt that many FJ only vendors will disappear, and innovation may die off as well. I certainly hope that these rumors are not true and Toyota keeps the FJ around.

Another topic that weighs heavily on my mind is trail access. Every week I see another post or news article about environmentalist groups trying to limit access to the backcountry. Irresponsible 4x4 drivers, ATV and motorcycle riders just make our job as good stewards that much more difficult. In fact, I know several FJ owners that have witnessed trail damage first hand (luckily none done by other FJ owners), and I find it reprehensible. Luckily there are steps we can take to help the situation.

**1) Stay the trail. Do not create your own way around an obstacle. Stay on the designated trail and don't bypass trail closures. This is easiest way to show the world that we can take care of our lands.**

**2) Get involved! Organizations like Tread Lightly, the Blue Ribbon Coalition, and Stay The Trail are working hard every day fighting for our rights to enjoy our public lands. Support them in any way that you can. Other organizations such as the TLCA and UFWDA also need our support in this endeavor.**

**3) Write your congressmen. Don't wait for a land use emergency, send letters, send e-mails, and make phone calls as often as you can to let your representatives know that we are a voice to be heard. The only way we can ensure access to our lands is to make some noise!**

We here at FJC Magazine wish you the best for 2009 and beyond. We look forward to seeing you on the trail and at many events this year. If you see us please stop by and say hello, we love talking FJ's with anyone that will listen!



**For FJ Cruiser Owners & Enthusiasts**

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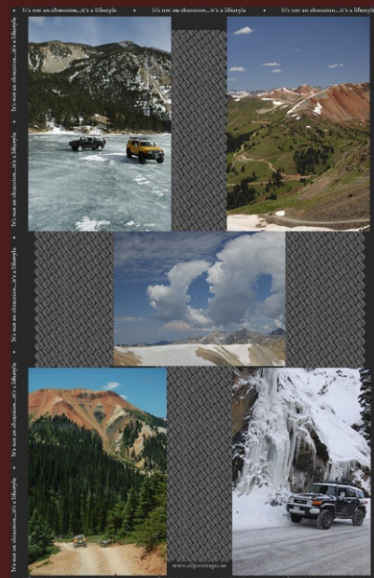
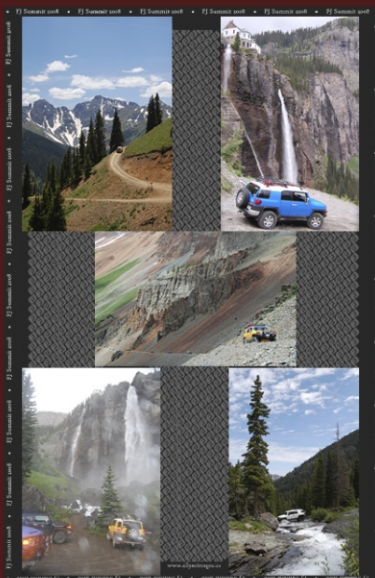
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# Off Road Lights Compared

By Shane Williams



Off road lights are on virtually every FJ owners wish list. Some form of additional lighting is vital if you plan to hit the trails after dark. There are literally dozens of different light combinations available for our trucks, how do you know which one is best? Ultimately the light setup that's right for you depends upon how you intend to use them and your environment. FJ's in the northeast will no doubt have a very different setup than those that spend most of their time in the desert. Combinations of large driving lights, amber lights for greater visibility in dusty areas, and smaller fog lights that are closer to the ground all have their place.



**Make sure your lights are clean before a night run!**

We gathered several FJ's for a night run and light comparison late in December in an attempt to capture how some of the different setups perform. We were not able to test some of the popular brands of off road lights such as IPF and KC, but we did have enough combinations to illustrate some of the options available.

## OUR TEST TRUCKS

### Brian's Sun Fusion:

OEM Off Road Lights

Roof: 2x Hella 500 (55w)

Bumper: 2x Hella 500 (55w)

Total Wattage: 220w



### Athena & Bill's Black Cherry

Roof: 4X 85w PIAA Fog (520)

Bumper: 2x Hella 90mm (55w)

Total Wattage: 450w

**PIAA**

### Stan's Sun Fusion

Roof: 4x 85w PIAA Driving (520)

Bumper: 4x 55w PIAA Driving (510)

Total Wattage: 560w

**PIAA**

### FJC TRD

Roof: 4x Lightforce 170 Striker (2

Spot & 2 Combo filters)

Bumper: None

Total Wattage: 400w

**LightFORCE**  
PERFORMANCE LIGHTING

### Tony & Jackie's VooDoo & Alan's Ti

OEM Headlights only, no aftermarket lights

These trucks were our 'controls'

## Stock Headlights

Obviously, the trucks without aftermarket off road lights showed the dimmest results. This was to be expected, but it was great to have them on the run to really illustrate how little light the stock headlights put out when on the trail. We recommend at least upgrading the stock bulbs to high power halogens, or even converting them to HID's to get maximum visibility on night runs.



**Stock FJ headlights**



### Caution:

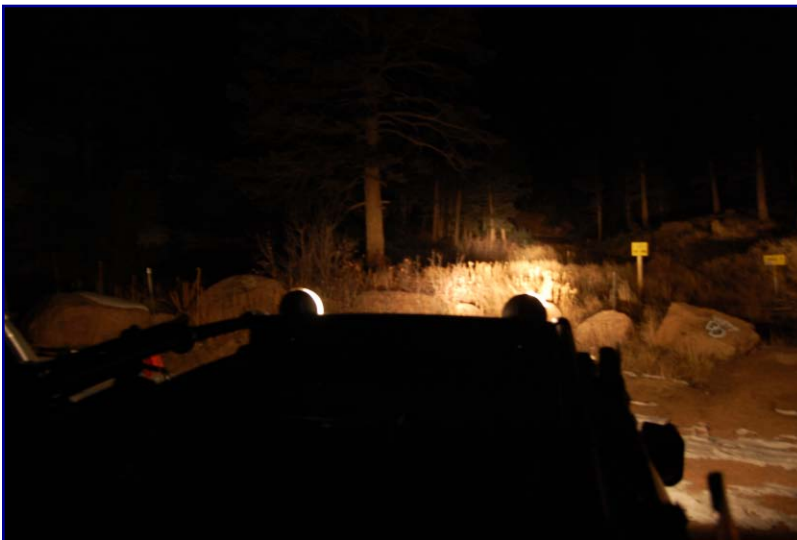
Before we move on to the other aftermarket lights, it should be noted that you should not use the OEM wiring harness to run more than 110 watts. This means that if you're installing four 85w - 100w lights on the roof, the Toyota harness is not designed to handle that much power and could be very dangerous. Please use good judgment and caution when installing off road lights. If you're not 100% comfortable with the install, seek professional assistance.

## Toyota Off Road Lights

The OEM Toyota Air Dam & Off Road Light kit uses 2x 55w Hella 500 lights. Brian also installed 2 Hella 500's on his bumper for additional on/off road lighting. This setup is the easiest to install (or have installed) since it uses existing wiring harnesses. All FJ's are pre-wired to accept 2 55w lights on the roof & 2 55w lights on the bumper. The beam pattern on the Hella 500 is a standard 'spot', which can really be seen in our test photos. They throw out a good amount of light, but since the beam is so focused, the area covered is smaller than the other lights we tested. Only two lights on the roof also contributes to the smaller coverage area.

**Manufacturer: Toyota / Hella**

**Cost: About \$160 for 2 lights, About \$600 for the entire Air Dam / Roof Light Kit.**



**Toyota Off Road Lights really make a difference when on a dark trail**

## PIAA Fog Lights:

We noticed in our test that the PIAA fog lights throw a very distinct yellow light. While this setup doesn't show well in our photos, it's actually a really great way to go for open, dusty, 'baja' style conditions. The yellow light does not reflect off dust as much (and even snow), so these lights will also be much more useful in low visibility conditions. The 520 fogs throw a fairly wide beam for maximum visibility. They do not project light far down the trail, but the wide flood light does a great job of illuminating the sides of the trail. PIAA 520 lights are available in either driving or fog beam patterns.

**Manufacturer: PIAA Lights**

**Cost: About \$500 for 4 lights (2 kits) including switch, wiring & harnesses.**



**PIAA fog lights are great for dust and Baja runs**



**PIAA fog lights from the passenger seat**

## PIAA Driving Lights:

There is no doubt that Stan's light setup is the most powerful we tested. With a total of 560w, this system lights up the entire trail. The four 520's on the roof throw a long driving beam, and the four 510's on the bumper throw a wider driving light beam so the illuminated area is fairly wide and projects very well down the trail. In addition, Stan upgraded his headlights to PIAA halogens to give his stock lights an extra boost. This system works really well for mountainous and treed trails. One thing to keep in mind is that running this much power will certainly require more juice from your FJ's electrical system. Stan's truck has a dual battery setup so that he can use all his lights without the worry of running out of power. PIAA 510 & 520 lights are available in either driving or fog beam patterns.

**Manufacturer: PIAA Lights**

**Cost: About \$500 for 4 roof lights (520), about \$400 for 4 bumper lights (510)**



**PIAA driving lights really light up the night**



**PIAA driving lights from the passenger seat**

## LightForce 170 Striker Lights:

When we were looking into which type of lights to install, our Overlanding Expert Lance suggested we talk to LightForce. After a quick call to Chris Corbett at LightForce USA and a little internet research, we decided four 170's on the WAAG XS Rack would be the best way to go for us. Our intention is to have a versatile lighting setup that will work as good in the desert as it does in the mountains. We wanted a setup that could give maximum performance in low visibility and tight mountain roads, so the versatile LightForce system was perfect.



**The flexibility of Lightforce lights set them apart**

The feature that sets LightForce apart from all others is the interchangeable filters available for all of their lights. They feature three different beam patterns in several colors. The 170 Striker lights ship with a standard spot filter, which throws high intensity light far down the trail. The optional flood filter does exactly that, it disperses the light for maximum side to side illumination. The most popular LightForce filter is their 'combo' that throws a beam fairly far down the trail, but disperses quite a bit of light to the sides as well. All of these filters are available in clear, amber, yellow, and even some specialty colors. The combinations available from LightForce really mean that you can get the exact combination you need, and even change it depending upon where you are and the current conditions.

During our test, the LightForce setup we're using worked very well. We used two standard spot filters for the center two lights, and two combo filters for the outside. The two center lights are pointed down slightly to illuminate the road directly in front of us, and the outside lights are angled out just a little to get maximum illumination on the side of the trail. This setup does a very good job of lighting up the trail and is nearly as bright as 8 PIAA lights.

**Manufacturer: LightForce Performance Lighting**

**Cost: About \$500 for 4 roof lights (2 kits) + LightForce wiring harness**



**Lightforce 170's from the passenger seat**



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Continued Next Page

## Other Options

We certainly did not cover all the different off road light options, but hopefully we've provided enough information to get you going in the right direction. There are other products from each of these manufacturers that may meet your needs better, and there are plenty of other brands and styles of lights available. We want to mention that HID light kits will certainly throw more light than the systems we tested, but most HID kits are at least double the price of traditional halogen systems and are beyond the scope of this article. We encourage you to research the best system for your specific needs and environment. If you plan on running trails at night, we do suggest that you augment your stock headlights in some way. **FJC**



**All six test trucks really light up the trail**

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# Off Road 101

**2008 was a great year for Off Road 101. We covered all the basics that a new FJ Owner should know:**

**January: Know your FJ**

**April: Tires & Wheels**

**July: Trail Armor**

**October: Suspension**

Now that your FJ can handle most trails, we want to talk about being safe on the trail. We've divided emergency gear into Survival and Recovery (Part 2 April 2009). Contents of emergency gear is always debatable. Some of the items included in your emergency kit will ultimately come down to personal preference, however, there are a few basics that virtually everyone agrees on. Please keep in mind that the items included in this article are what we feel are a good place to start. Some of them may not apply to everyone, and most people will certainly include additional items. Our objective is to give the new off road enthusiast a jumping off point for emergency preparedness.

**Our basic survival list includes:**

**First Aid Kit – either personally built or pre-packaged**

**Communications – to include CB, HAM, and Cell Phones**

**Maps – Paper maps and possible GPS / Laptop maps**

**Extra Water – 1 Gallon per person per day**

**Extra Food – enough for at least 3 days, non-perishable. Usually granola bars will do.**

**Extra Fluids – Oil, transmission fluid, power steering fluid, etc.**

**Jumper Cables – A good set that have been tested**

**Gloves – Leather, heavy duty.**

We keep our emergency gear in a few bags (pictured), but some people prefer to use one large tote to keep everything together. Items that we carry depend heavily on the time of year, the expected weather, and the location we'll be visiting. We fine tune our gear nearly every time we hit the trail. Another thing to keep in mind is that some items will expire (especially food & water), so rotate those out frequently.

Beyond this very basic kit, advanced gear such as a full survival kit, recovery equipment, and replacement parts for your FJ are great things to think about. The tool kit you carry will be very specific depending on how your FJ is modified. For example, we require a special allen wrench to remove our snowboard rack.

Multiple communication options are always best as well. We carry FRS, CB, HAM radios, and Spot messenger in addition to two cell phones. Additional important items to consider include an axe, air compressor and/or CO2 tank, and emergency signals.

We've really just covered the tip of the iceberg when it comes to emergency 4x4 gear. We'd love to hear about what you carry in your FJ. Please leave comments to this article at [www.fjc-mag.com](http://www.fjc-mag.com) to let us know what your kits consist of.

**Other resources:**

For more information and ideas for emergency off road gear, Google is a great resource

And 4WD and Sport Utility magazine has a great article as well.



**Not all items on the list are pictured**



# Overlanding Habits

*Discipline Makes the Difference*

*By Lance Blair*

<http://www.disabledexplorers.com>

Those of you who have followed my “Expedition Wheeling” articles know that I have tried to lay out the contrast between overlanding and recreational 4wd use. There is one area that really illustrates those differences. Believe it or not, it has nothing to do with snorkels, fridges or even a roof top tent. The simple daily routines of vehicle dependant overlanding that sets it apart is the discipline to record your route log, backup the camera memory, charge the batteries for tomorrow, look over that rig and fix the little things and most importantly assessing your plan that keeps the “expedition” from falling apart.

When we venture from home on a day trip or long weekend, the risk of getting stranded or having a major breakdown is not really any different than if we are crossing the desert southwest for three weeks. The difference is shown in regard to our remoteness or distance from home & rescue. When overlanding, your trust is put in your rig and your self repair ability. The best way to keep things running smoothly is to fix little problems before they become big problems. And

that requires daily checks. These checks are best done in the daylight and with time for repairs. Obviously, that is not in the morning when everyone else is ready to hit the trail or you are still hugging that steaming cup of caffeine.

If you’re overlanding with a group, it might be best to pick companions who check over all the rigs each day. If they are really into mechanical workings, I suggest looking over each others rigs so things don't get missed in the wake of routine. The key is to catch the lost bolt, loose belt, clogged air filter or other item that could lead to a trip ending failure. Besides, what a great excuse to wear a sporty set of coveralls! Those actually aren't a bad idea, to aid in clean up time after checks are done. This is another area where having on-board air can make checking bolts fun. I know my Extreme Outback setup will tighten loose bolts in a jiffy with that nifty air tool whine!

Another feature of an overland outing is that it usually covers a long distance and requires quite a bit of navigation. The last thing you want to happen is a loss of your previous track or problems with the route ahead. So as soon as you stop for camp, save your data and then take a look at the next days plan to make sure you have the fuel, supplies, stops needed, waypoints marked, and historic sites noted. These are the things you're out there



One warning before we part ways, please be careful of something called "comfy chair syndrome", once you stop and sit it is hard to get moving again, so get the important stuff done immediately so you will sleep well knowing tomorrow brings another exciting overlanding day.

**FJC**

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

to see after all. This applies just as much to paper map people. There is still a need to look ahead and make sure you have the map needed next or to confirm the distance covered. Of course all the travel usually translates into pictures and we all know how fickle the gods of data are. Have the forethought to download your memory cards daily and you will be ready with plenty of megabytes when that perfect shot comes along. If you are a film person, take the time to make a few notes on the rolls and secure them against heat, dust or damage.

Of course that perfect shot and a blank memory card doesn't do any good if the flashing battery symbol on your camera sends your blood pressure sky high. So take the time to setup batteries to charge for cameras, handheld radios, gps units or whatever electron sucking instruments you have acquired.

All these tasks do sound like a lot of work at the end of a hard day of backcountry exploration. However, if you divide the tasks among your group or just get a routine down you will find that there is still plenty of time for dinner, a seat around the fire and discussion about the quality of life on the backside of beyond.



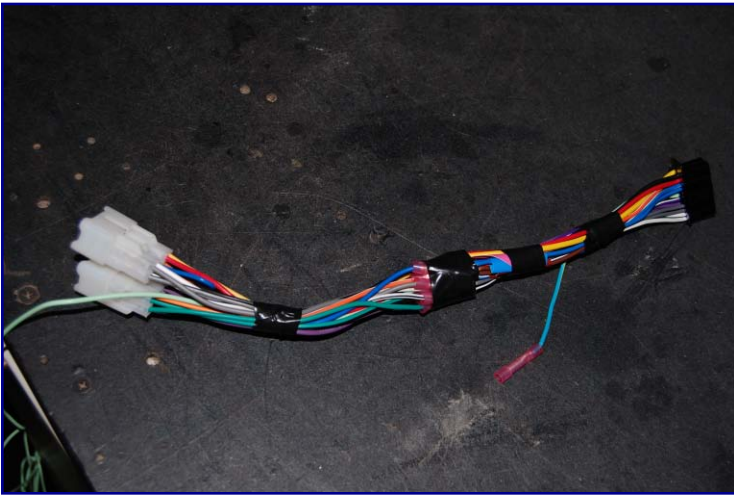
# KENWOOD DNX-7120

## *Installation*

*By Shane Williams*

In the last issue, we discussed several options for in-dash navigation suitable for on-trail use. In that article we chose the Kenwood 8120 as our favorite pick for FJ owners, mainly due to the Garmin navigation and integrated media features. We also briefly touched on the Kenwood 7120, which is virtually identical to the 8120, but with a few less features. When it came time to install a system in our FJ, we ended up going with the 7120. Why? Well, the 7120 can be found for well under \$1000, even after adding the Bluetooth module. For our purposes, the additional upgrades on the 8120 (more input/output options, higher end pre-amp outputs) did not justify the additional \$300-\$400. As it turns out, the 7120 meets our needs perfectly.

We decided to visit our friends at Car Toys of south Colorado Springs for a professional install. Bill Heckard did a great job getting this system set up, despite my taking dozens of pictures and asking a million questions. It is possible to install this system in the garage, but the experience and attention to detail of a professional installer really make a difference. Car Toys has locations in several states, so if you have one near by I highly recommend them for your installation needs.



After unpacking the unit, the first order of business was preparing the wiring harness. We used a harness from Metra that worked perfectly, but there are other harnesses available. One nice thing about the Metra harness is that it uses the same color codes as Toyota, so Bill made quick work of connecting the harness to the head unit.

Once the wiring harness is sorted out, we moved on to the KCA-200BT Bluetooth adapter. There are DIP switch settings on the BT adapter that have to be setup properly, read all documentation to ensure you have the proper settings. The iPod adapter (KCA-ip300v) was the next item to be wired up. We decided to install a USB extension cable into the back of the 7120 to have access to the USB port after the unit is installed.

**Bill from Car Toys did a great job on the entire install.  
This wiring harness will withstand plenty of trail abuse.**



**The KCA-BT200 adapter**

To properly mount the 7120 in the FJ, we used the original mounting brackets and a “Double DIN” adapter kit. This kit fills the 1/2” (+/-) gap on each side of the 7120 when it’s mounted. The adapter bolts on top of the bracket using the original bolts. Once installed it matches the look of the FJ well, the filled in gaps are barely noticeable.



**The adapter kit mounted to the 7120**

Setting up the steering wheel adapter is probably the most complicated part of the install. It involves wiring it up properly for power and so that it sends the right signals to the Kenwood. Once it’s wired, there is a ‘programming’ process that we had to do 5 times for everything to work properly. Once it’s setup right, it works very well. I can change tracks, change modes, and adjust volume on the 7120 from the steering wheel, just like with the FJammer.

The location of the microphone for the Bluetooth was a bit of a challenge. We initially had it behind the rear view mirror, which is pretty standard for this setup. Unfortunately, for us, that location didn’t work for two reasons. First, the FJ is so large inside that the mic was just too far away to properly pickup the driver’s voice.

Second, iPhones have a known problem with most Parrot based BT systems with mic volume, so there was no way the original location would work. We moved it to the steering column, which worked as long as I was leaning forward and yelling at the mic. Then finally, to get the mic as close to the driver as possible, we mounted it behind the grab handle above the driver side door. After a firmware upgrade on the BT200, the system works as expected.

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While many FJ owners decided to mount the GPS antenna on the outside of the vehicle, Bill recommended that we install it under the dash. We placed it very far under the dash, just behind the defrost duct. We used a bit of double sided mounting tape to secure it, so it shouldn’t shift while on the trail. The signal is great, we even had a nearly full signal while in the install shop.



**The GPS antenna works great under the dash**

The last two things we did before putting everything back together was running the iPod cable and tapping into the stock auxiliary input. We initially routed the iPod cable through a hole in the driver's side glovebox. As it turns out, it's easier to make calls directly from the iPhone instead of through the Kenwood, so we re-routed the iPod cable so that it comes out of the parking brake cutout. We also tapped in to the stock Aux jack so that I can plug the laptop, CB, or HAM radio in and use the 7120 as an external speaker. We used the Video 1 input, which we don't plan on using for anything else. This took a bit of custom wiring by Bill, but it works perfectly.



Try to keep your wiring secure, but it'll never stay neat.

After all the wiring was setup properly and secured, we pushed everything back into the dash. Despite how much time you take to make all the wiring 'pretty', as soon as you push it all in the dash & install the unit, it's going to be messy. As long as everything is tight & secure, you should have no problems.

Be sure to read our initial hands-on review of the 7120 on page 20 of this issue. Also look for a test-drive video coming soon at [www.fjc-mag.com](http://www.fjc-mag.com). **FJC**

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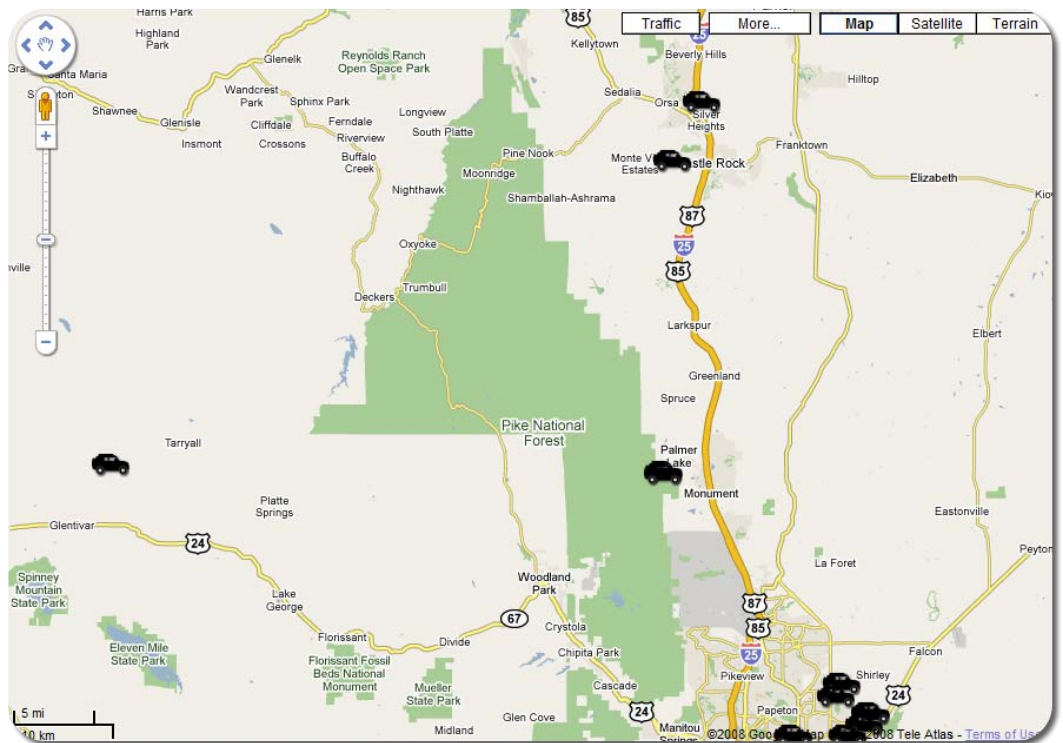
Early last year we learned about a great new device called the SPOT Messenger. This small GPS and satellite enabled device serves several functions. Most importantly, the Spot is an emergency communication device. If you're lost and/or incapacitated in the backcountry, holding down the 911 button on the Spot sends a message to a rescue coordination center that will then send rescue personnel your way. The Spot also features a 'help' mode. Initiating this mode sends a 'please help me' email with your current GPS location to up to 10 pre-selected e-mail addresses, so friends or family will be able to come to your rescue. This is great for getting help in non-life threatening situations.

While these two features are excellent, they're not why we were so excited when the Spot was introduced. We really like the check-in and tracking features. Activating the 'Check In' function sends your GPS location along with a pre-selected message (such as "I'm OK, Everything is fine") to 10 different e-mail addresses. This is great if you're in the back country and wish to let your friends & family know how things are going. The tracking feature is similar, it automatically sends your GPS location to the Spot system every 10 minutes for 24 hours. Anyone with the link to your tracking page can then track your progress while you're on an outing. This is great for extended trips where you don't want to have to worry about checking in all the time. Lance Blair & Disabled Explorers used the tracking feature very successfully during their recent Continental Divide Expedition.

Being a technically inclined group, we thought it would be exciting to extend the functionality of the Spot messenger. We created a system that automatically places multiple Spot messages from multiple Spot devices onto one map, so that interested individuals can track all of them at the same time. We call it SpotCatcher.

SpotCatcher simply turns the 'check in' e-mail message into data that can be displayed on a Google Map or in a Google Earth file. This information (like Spot's Tracking feature) is automatically updated whenever it's received. We can add as many Spot devices as we want to the SpotCatcher system, it only takes about two minutes to setup a new device. Once we configure the device in the system and the device owner adds a special e-mail address as one of the ten 'check in' addresses, that device will be active in our SpotCatcher system. We're hoping that FJC Magazine readers will be interested in joining this program so other readers can see what trails we're all running and when. It is really exciting to see what everyone is up to when they're wheeling locally. We'd like to include as many spot devices as we can during large events such as Cruise Moab, the FJ Summit, and the Thrill on the Hill for 2009.

SpotCatcher is a brand new program, if you'd like to have your Spot Messenger added, simply e-mail us at [fjc@fjc-mag.com](mailto:fjc@fjc-mag.com) for more information. We look forward to sharing our adventures with you, and hope you'll share yours with us!



TRD FJ on the SpotCatcher map

# Jason's Ti "Hermes"

**Hometown:** Dundee, IL

**Home Club:** TOGA

**Year:** 2007

**Color:** Ti Silver

**Trans:** Auto

**Tires:** Stock Bridgestones  
(Nittos soon)

**Wheels:** Blacked out stockies

**Lift:** Rough Country 3"

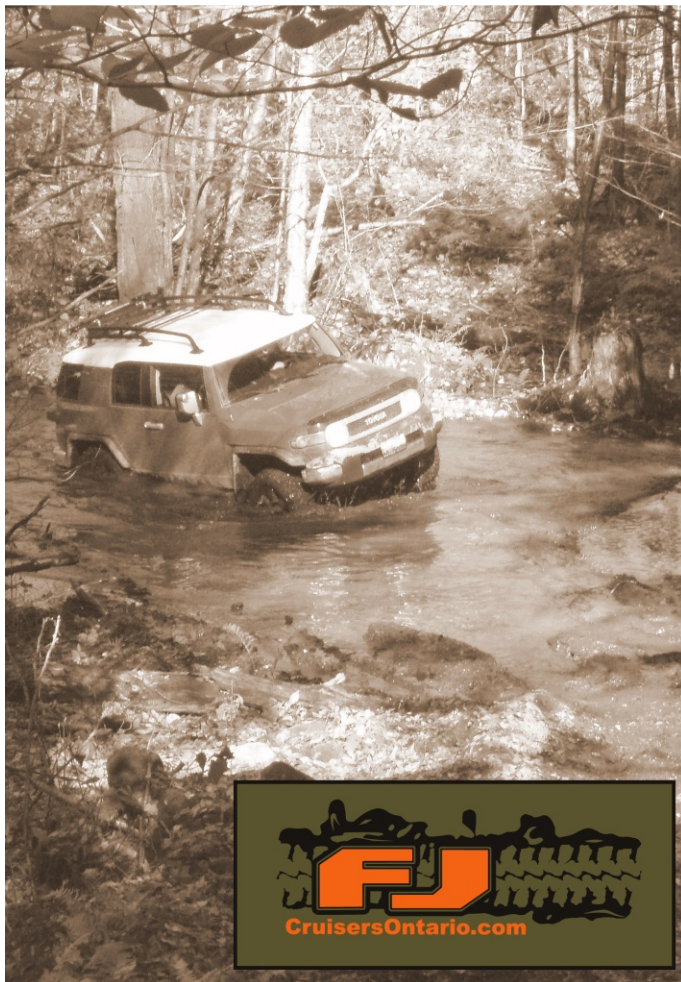
**Shocks:** OEM front, RC rear

**Bumpers:** Blacked out stock

**Rails:** OEM Rock Rails

**Rack:** Stock w/ Tuffy lightbar

**Other Mods:** Window tint, custom sub  
boxes, custom control panel for lights,  
aFe intake and exhaust, hardwired  
GPS, sat radio & radar detector, custom  
rear door storage



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# Matt's Ti "The Tank"

Hometown: Upland, CA  
Home Club: SoCal FJ Cruisers  
Year: 2007  
Color: Ti Metallic  
Trans: Auto  
Tires: 315/70/17 BFG AT  
Wheels: Stock 17" Steelies  
Lift: Icon Front Coilovers / Icon  
Rear Springs  
Shocks: Icon Rear Mono Tube  
Shocks

Front Bumper: Intense  
Fabrication Tube Bumper  
Rear Bumper: Stock (Soon to  
be Intense Fabrication Rear  
Tube Bumper)

Skids: Demello

Rails: Demello Round Tube  
Sliders

Air/Co2: 10 lb. Source Tank w/  
HyperFLO MAX regulator

Rack: Factory Rack w/ Coleman  
Safari Basket, Demello Jack  
Clamps & Home made shovel  
mount

## Other Mods:

Ellis Precision Grab Handles, Off Road  
Concepts Cargo Barrier Net, Cobra 75  
WX ST CB Radio, Contura Light/ Horn  
Switches, Extra 12V Outlets, Elemats,  
Rear Door Mounted Fiskars Axe, Dual  
Mag Light Mounts, Custom Red LED  
Dash/ Guage Lighting, Bandi Mount &  
4' Firefly, Custom Train Horns, 2.5g Viar  
On Board Air Tank, Hella Matador Rear  
Work Light, Spare Tire Gas Can Mount,  
Removed Fender Flares/Mud Flaps

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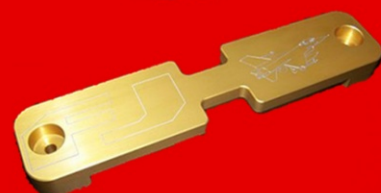
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# KENWOOD DNX-7120

## *Initial Review*

By Shane Williams

***We've had the 7120 installed for about a month now, and so far so good. I've organized this review into a few sections: Entertainment, Navigation, and Phone integration.***

### Entertainment

The "Entertainment" category includes iPod integration, DVD/MP3 Audio, USB Audio, DVD Video, and DivX Video. The 7120 handles just about every type of media you can imagine. The unit is also satellite and HD radio ready, but I don't use either of those services so I cannot comment on their performance.

The standard MP3 audio (WMA and unprotected AAC are also supported) from a DVD or USB thumbdrive sounds great. The interface is only as good as the organization on your disc or drive. I was impressed that you can use a full 4gb DVD of music, but if it's all in one directory it's difficult to find a specific song. This also applies to a USB thumbdrive. The largest I've tried is a 1GB, so I'm not sure how large of a drive can be used. I suggest that if you're going to use either of these to play music, organize the directories in a manner that's easy to find what you want.



**Kenwood 7120 iPod Interface**



**Playing a DVD**

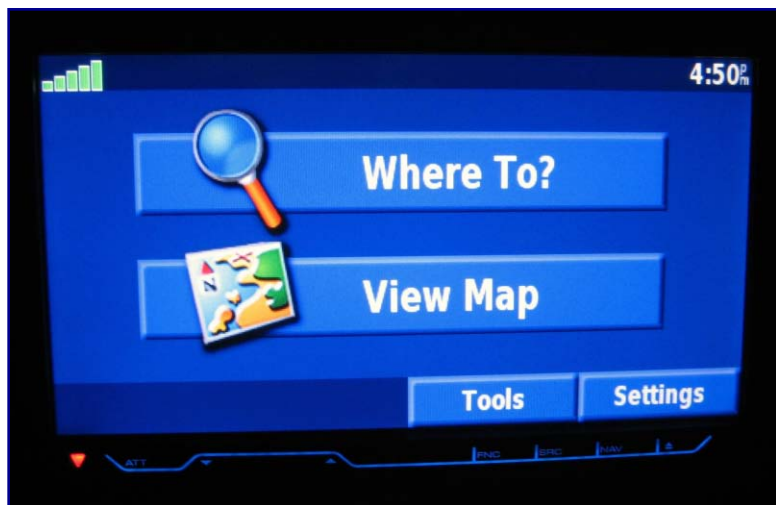
I popped in a standard DVD and after about 20 seconds, the movie was playing. The interface for playing DVD or DivX movies is pretty standard as well. You can fast forward 1x-3x, but you cannot scroll through the movie. The chapter skip works fine for DVD's, but pressing the same button on a DivX movie jumps to the next movie. The nice thing about DivX compression is that up to 4 movies can fit on 1 DVD. This is handy when on a long trip & space is limited. Keep in mind that video only works when the parking brake is pulled. It's illegal in most states to watch video while the vehicle is in motion.

The iPod (in my case iPhone) integration is top notch. While you don't get the 'standard' iPod interface, the Kenwood interface is intuitive and works well. I was

very excited to plug my iPhone in for two specific reasons. First, I'm glad that this system charges the 3G iPhone right out of the box, many aftermarket accessories and head units do not. I was also excited to see a 'Videos' button on the Kenwood interface. I keep a couple of movies and video podcasts on my iPhone at all times, and the picture looks just as good as it does on the phone. Some aftermarket systems don't support video through the head unit, so I'm very happy that this one does. Every once in a while the iPod connection will drop and I either get an 'Authorization' error or it just stops working. Most of the time simply unplugging the phone & plugging it back in fixes the error, but a few times I've had to completely power off the system (which means turning the engine off) to reboot the 7120. Even with this minor bug, the iPod integration is excellent.

## Navigation

The built in Garmin navigation unit really makes the 7120 shine. It uses nearly the same interface that many popular Nuvi systems use, so it's very easy to get going with this system. From the main screen there are just a few options: View Map, Where To, Tools, and Settings. The View Map & Where To buttons are simple enough. Viewing the map shows your current location on the map, you can click anywhere on the map to enter the 'top view' browse mode. From here you can mark a place as a destination, which saves it as a favorite. Pushing the Where To button



Nav Home screen

Custom POI's (Delete only). Using the Routes function, you can setup multiple destination routes and preferred routes with custom waypoints.

The Settings option from the main screen is where all the navigation options are set. Sections under settings include General, Map, Navigation, Traffic (if installed), and About. The General and Navigation sections allow you to change several different preferences such as map mode (2D/3D), map color (Auto, Day, Night), custom vehicle select, and MANY more options. Head over to [fjc-mag.com](http://fjc-mag.com) for a video showing all the different menu options.



Trip computer

shows a list of Points of Interest (POI) Categories, including "Extras" which takes you to any custom POI's that you've loaded (more on Custom POI's below). Entering a category (such as Fuel, Food/Drink, etc) will either show you subcategories or will list the POI's nearest you. If you know what you're looking for you can spell the name and the system will find the closest match. You can also look up a destination by address or intersection, both of which work as expected.

Under the Tools menu are a Trip Computer, GPS Info, My Data, and Clear All. Trip Computer & GPS Info are self explanatory, and Clear All does exactly that and will delete all of your user data. Under My data you'll find Track Logs, Mileage Logs, Routes, Favorites, and



# Colorado

## FJ's



**Monthly Trail Runs**  
**Trip Reports for all of your favorite trails**  
**Trail Conditions**



## Custom POI's

Adding custom POI's to this unit is very easy and worth a little time. There are several websites available that include downloadable POI databases covering everything from state parks to Wal Marts. What's more, if you have a little technical know how (very little, actually), you can create completely custom POI sets with Google Earth and GPS Babel. Garmin produces a free POI Loader program, but I've found that GPS Babel works just as well and allows you to have multiple custom POI Categories. You can even create proximity alerts that will let you know when you're about to reach your favorite POI's. To create a custom POI file, use GPS Babel to create a .gpi file (from GPX, GDB, KML, and MANY others) and add that .gpi file to the POI directory (under the Garmin directory) on an SD card. I currently have Colorado Ski Resorts, Colorado 4x4 Trails, Colorado Rest Areas, and all Colorado Campgrounds in my POI files. All POI's are completely searchable and you can route directly to them using the included navigation maps (the 7120 we're testing includes City Navigator 2008).



Custom POI listing (Colorado 4x4 Trails)



Custom topo maps

## Custom Maps

I've confirmed that in addition to this 7120, the 5120 and 8120 also support custom maps. Some have chosen to purchase Garmin TOPO maps which work well on these units, but one of the reasons I was so interested in this unit is that I've created a complete set of custom topo maps that work with most Garmin devices. These maps cover the western 3/4 of Colorado, and about 1/4 of eastern Utah (including Moab). In addition to excellent topo data, I've included all cities, peaks, roads (not routable), waterfalls, rivers/streams, lakes, and 301 of my favorite Colorado 4x4 trails. This entire data set takes just over 800MB on my 1GB SD Card.



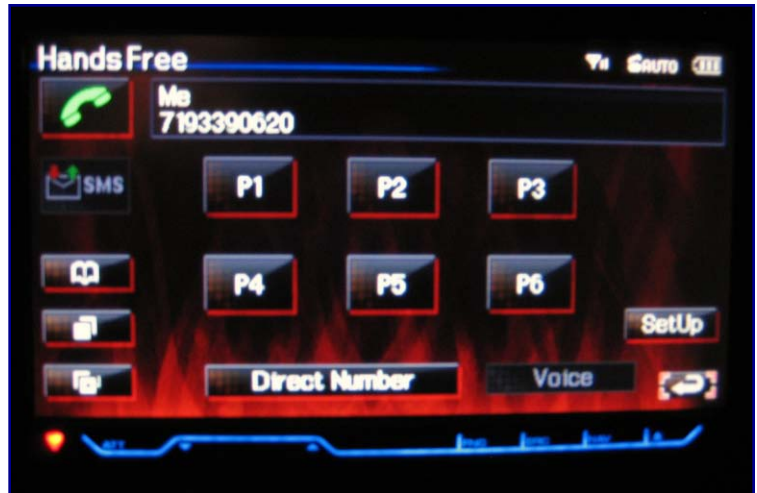
On-trail map

Using these maps is as simple as inserting the SD card into the slot behind the screen, rebooting the system, and waiting for the maps to load. As I mentioned, the roads are not routable, which means that I can't use turn by turn directions, but that's not the purpose of these maps. I can now see exactly where I am on any trail that's included, as well as all forest service roads that are currently in the USFS database. I've also included POI's for all 301 Colorado 4x4 trails, so I can see which ones are nearby. This feature truly sets this unit apart from all others.

## Phone Integration

**NOTE: The only phone we've tested with this unit is the iPhone 3G. The functionality of other phones may differ when connected to the 7120.**

The phone integration on the 7120 is achieved using an add-on Bluetooth adapter, the KCA-BT200 unit. This is a \$95 add on that plugs into the back of the 7120. It includes a microphone with a very long cord, so you can mount the mic anywhere you like in the FJ. Initially the BT adapter would connect to the iPhone and I could dial out & receive calls, but that's it. After searching the internet, I found an update (to firmware version 1.61) that added phonebook support and enhanced sound quality. There's a known problem with the iPhone and this unit that results in poor sound quality from the BT microphone. This has been confirmed (through reports online) to be an iPhone problem, as this system sounds much better with other phones. Once we moved the mic to the back side of the drivers door grab handle, the sound improved greatly and it's now very usable.



Phone Integration

The Kenwood's phonebook feature allows searching for contacts and displays all the numbers entered for that contact. Pressing a number on the screen loads it into the dial area, then pressing the green call button places the call. I actually find that the phonebook on the iPhone is much easier to use, so I normally use that to initiate all calls. When the phone is paired, it will use the Kenwood as the default audio device. This works great except when I try to check visual voicemail, it dials and begins playing the voicemail, but no sound can be heard through the 7120. The options are to manually switch the iPhone to speakerphone, or setup a voicemail quick dial on the 7120, which is what I did. You can setup up to 8 quick dial entries on the 7120, so I highly recommend that for frequently dialed numbers. There is also a manual dial pad (called DTMF) that allows you to dial any phone number. Sadly there is no integration from the POI database into the BT system, so you'll have to manually dial the numbers of any points of interest that you find.

Sound from the BT system can be routed to the front left, front right, or all front speakers. I use all front speakers for the best sound. Another thing I found is that if the volume on the iPhone is all the way up when in BT mode, it will overdrive the sound coming through the Kenwood, making all conversation unintelligible. Simply turning the BT volume on the iPhone down to about 20% took care of this. I regularly have conversations while cruising at over 60mph with no complaints on the other end. This is a Bluetooth system, so don't expect it to sound as crystal clear as a wired headset. Still, it's a pretty good implementation and keeps my attention where it should be.

## Overall Performance

When it comes to in-dash 'do everything' nav/entertainment – the Kenwood 7120 does an excellent job. The entertainment features include more than enough options to keep me busy, and the navigation is second to none. The interface can be a little sluggish at times, but it's fairly intuitive and functional. After looking at pretty much every other option, I have no hesitation in saying this is THE system to get for FJ owners.

Be sure to read the Kenwood 7120 Install article on page 14, it provides a great overview for anyone considering a Kenwood unit. We've also posted a short video of all the menu options in the Videos section at [www.fjc-mag.com](http://www.fjc-mag.com). If you have any specific questions about the 7120, feel free to e-mail us at [fjc@fjc-mag.com](mailto:fjc@fjc-mag.com). We look forward to demonstrating this nav system at many events in 2009, we hope to see you there! **FJC**

# Trip Report: Browns Camp

By Paul Thompson  
<http://www.lastrgreatroadtrip.com>

The Tillamook State Forest, located in the Coast Range mountains of northwest Oregon, offers some of the best Off-Highway Vehicle (OHV) trails in the Pacific Northwest. Browns Camp is one of four areas in the OHV Trail system filled with moderate to extreme rated 4x4 trails, as well as a few that are labeled severe. Connected by logging roads, the wide variety of trails places drivers in some of the more remote and scenic parts of the forest as well as providing excitement for beginners and experts alike.

Browns Camp is in the North West FJ Cruisers Club's (<http://nwfjcc.com>) backyard and the club decided it would be perfect to show off everyone's lighting mods with a night of wheeling under the soft moon glow and blazing off road lights.

At the trail head everyone settled into the business at hand, airing down tires, double checking equipment and



**Meetup at the Browns camp trail head parking lot.**

**Photo by Kevin Callaway - Hula Betty Productions**

front of Jim so I could watch the parade of Fjs through the woods.



**Climbing up the trail in Oregon Coast Mountain Range.**

**Photo By Kevin Callaway -  
Hula Betty Productions**

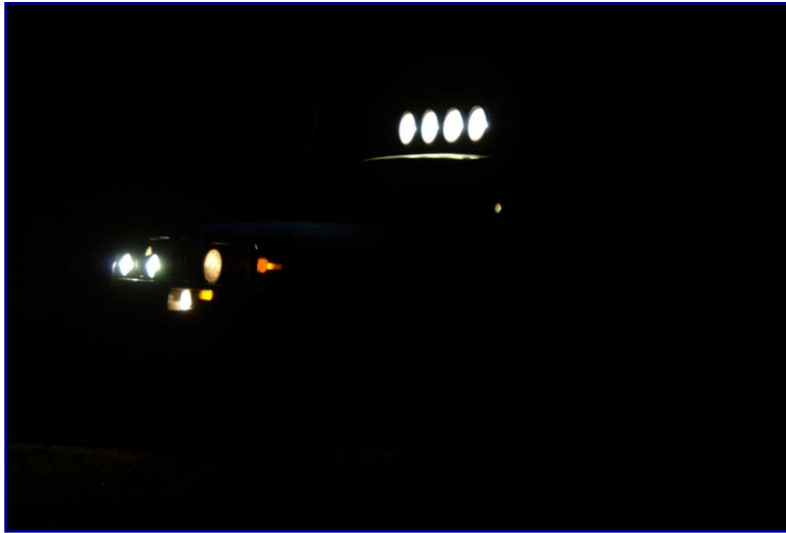
comparing rigs. Bernd, who we met in Ouray, CO at the 2008 FJ Summit, was going to be our leader with Jim, the club president, running as tail gunner. The rest of us... settled into pack as we saddled up for the run. I chose the last slot just in

Bernd took the group out in the early evening so we could get in some trails while the sun was still out and ease into wheeling on the dark side of the moon. Turned out to be a good decision since we came across a motorcyclist stranded on the side of the trail. Those two wheel guys don't have a lot of room for gear and he needed a socket to pull his spark plug. Our group pulled together, found the right socket and helped get him back on the trail. You never know when you're going to need a little trail Karma so we took the opportunity to make a deposit into our Karma accounts.

With the sun hanging low we came up to Hog's Back, a gnarly little climb that provided fun and excitement for drivers who conquered it as well as those who just watched. As the club moved on the sun fell behind the mountains and when night fell, the lights came on.

**SEE MORE PICS AT  
[WWW.FJC-MAG.COM](http://WWW.FJC-MAG.COM)**

As the old saying goes, "size matters" and they are right when it comes to off-road lights. When we turned on the La Paz HID roof lights by Baja Designs the folks in front got a sun tan and I swear a few planes started to divert from their approach at PDX . As you would expect for the trails we only used our Soltek flood lights down on the bull bar since they put out so much light and throw a clean wide pattern. But lets be honest here, we turned them all on just so we could feel our testosterone levels



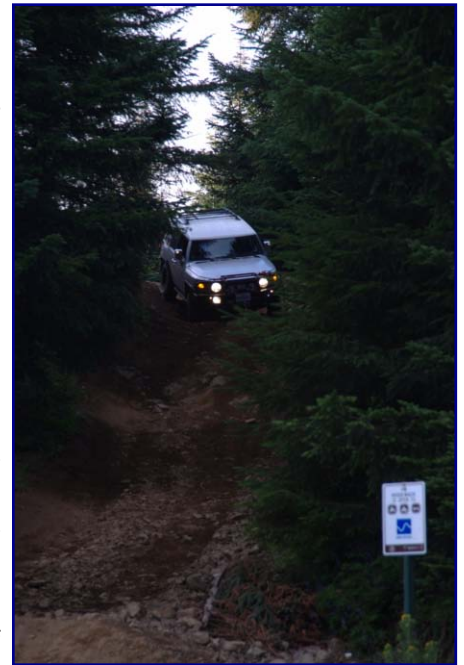
**Last Great Road Trip rig hiding in the dark.**

**Photo By Kevin Callaway - Hula Betty Productions**

spike each time we hit the switches on those bad boys on top.

Running at night on tight, sometimes really tight, trails is a whole different animal. Night runs give you the sense you're in another world with ET lurking just outside of the light's reach. You also find yourself focusing more on the trail since there is none of that beautiful landscape to distract you. And when you do stop to rest, the Milky Way Galaxy seems to spill out of the rig with you, bathing everything in light while still hiding the mysteries of the forest. If you're looking for a little more glow to help your spotter, there are always rock crawler lights, little LEDs that wash the area below your rig in a bright white light.

This run was definitely a hit with everyone in the club. Throwing in the darkness, added a new challenge for those who had run the trails a number of times before. And in Browns Camp, an area normally full of 4WD rigs, when the stars came out we had the trails to ourselves. Based on the success of this run it looks like the NWFJCC will be planning a few more midnight runs.



**Going back down Hog's Back.**

**Photo By Kevin Callaway - Hula Betty Productions**

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### Last Great Road Trip

(<http://www.lastgreatroadtrip.com>) is a collection of stories, pictures and videos based on a father / son team's adventures, friendships, rants and raves on the road of life. Part road trip, part overland expedition and all fun, the blog records the team's exploration of the hidden trails, back roads and diverse cultures that enrich all of our lives.



# FEATURED RIG

For this month's featured rig we have a very unique FJ. To our knowledge, this is one of the only FJ's in our small community to have a complete frame replacement through the dealer. For details on that situation, visit the FJ Cruiser Forums.

Mike's '07 Black Cherry FJ is built for expedition travel. In fact, he was part of the 2007 Disabled Explorers Continental Divide Expedition, so his truck has seen a few miles on the trail. This Black Cherry is easily recognizable, just look for the well used BC sporting a Baja Rack and a few Arizona pin stripes. If it's missing the rear bumper, that's probably Tibaal89's truck.



## Mikes mod list breaks down like this:

For under armor, Mike went all All Pro. The transfer case/exhaust skid, front skid, trans skid, and rock sliders all came from All Pro Off Road. His front tube winch bumper was custom built, as was his 'Ultimate' rear bumper mod. His front end is lifted 2.5" using a FOX system from All Pro with the sway bar removed, and his rear uses All Pro springs, a 2" spacer, and FOX 2.0 shocks. Mike was one of the first to install & review the Baja Racks FJ Cruiser Roof Rack, and it's usually loaded for an extended stay in the backcountry. The FJ rides on 275/70/17 Goodyear MT/R tires mounted to stock alloy wheels.





In the electronics department Mike's Black Cherry is ready for anything. He's using a Radio Shack TRC-447 CB with a 3' Firestik on a Bandi Mount, along with a Kenwood TR-7720 2m Amateur radio for communication. He mounted his laptop on a Jenico mount and runs Topo USA, USAPhotomaps, iGuidance, and Google Earth for navigation. There should be no getting lost when Mike's in the group! He keeps all these electronics, his ARB MT45 Fridge/Freezer, and 2x 7" Kragen/Checker HID lights running smooth with a National Luna Dual Battery System.

**There is no doubt that Mike's Black Cherry is built for the long haul. If you're ever looking for an expedition partner, give Tiball89 a shout, he's ready to go!**

**FJC**



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# Striker 170 Install

When you're ready to install off road lights, make sure you have lots of time and patience, a proper installation will take plenty of both. Dealing with wiring, soldering, electrical connections, switches, and the disassembly off the FJ's interior can be pretty demanding. We only recommend installing lights to those with quite a bit of experience in modifying vehicles. This is about as difficult as it gets.

With that warning out of the way, let's get to it! Please keep in mind that the following is an account of how we chose to install our lights. Every offroad light install will be different, please evaluate your situation and do what's right for your aftermarket lighting needs.

## Things you'll need:

### Switches

The switch(es) you'll need depend upon the type of lights you're installing (roof lights, driving lights, fog lights) and your functional needs. Our goal was to leave the interior of the FJ as stock looking as possible. We didn't want to add non OEM switches, so we paid the extra price for an OEM Roof Light switch and created a custom wire harness for it. If you'd rather use non-OEM switches (and save money), there are plenty of other options available.

### Wiring

Although the harness that comes with your lights may include wiring, you'll want to have some extra so you can route everything properly. Ensure you have a thick enough wire to handle the power you're putting through it. Here are a couple of good resources:



**Lightforce Striker 170's usually come in twin packs**

## Wiring Quick Reference

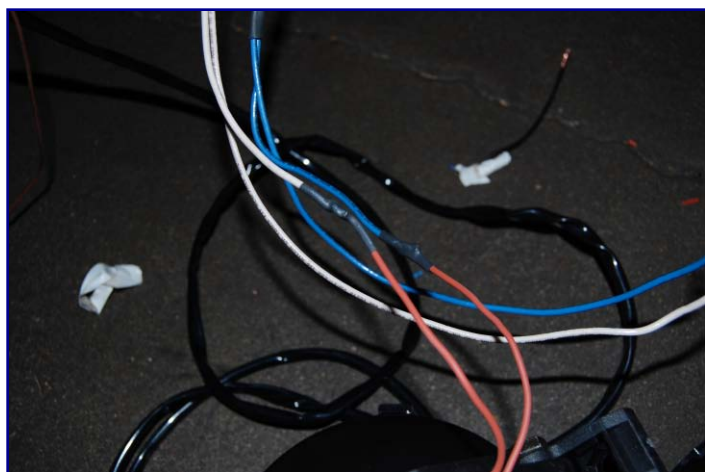
### Automotive Wiring

### Electrical Connectors, Protectors, etc.

We chose to solder & shrink wrap every connector outside the FJ or in the engine compartment. This is not absolutely necessary, but we don't want things rattling loose or getting wet on the trail. We used plenty of small & medium shrink wrap, solder, zip ties, electrical tape, and black tubing to complete our install. You can find all of this at your local auto parts or electronics store. You may also need a drill and rubber grommets. We used these to run the wires from the roof into the interior.

You should also be very familiar with the interior of your FJ. You'll be removing/disconnecting the A-pillar cover, the headliner, and the center console / switch panel (if your putting switches in the stock locations).

Before we began any installing, we mocked up all four lights with our OEM switch (with custom harness) and the relay / fuse assemblies. We wanted to make sure everything worked properly before disassembling the FJ.



**Wiring soldered & shrink wrapped**

**See over 20 photos from this install  
at [www.fjc-mag.com](http://www.fjc-mag.com)**

## Installation Time!

First, disassemble the necessary components in the FJ. We removed the center console and pulled out the switch panel. We also removed the radio and pulled the front fascia off the A-pillar. The last thing was pulling the headliner down slightly. We chose not to remove the entire headliner since we had an electrical 'fish' tape to pull wire through a hole in the roof.

Next, figure out how all of your wiring is going to be routed. We routed the 2 sets of wires (4 total) from the WAAG roof rack through a hole drilled beneath the front left roof rack pad. Once inside the FJ, the wires routed around the airbag and down the A-pillar, down through the dash, and through the grommet in the firewall. A utility knife & metal wiring 'fish' came in very handy to get the wire bundle into the engine compartment.

Drilling a hole in the roof of the FJ is the most permanent thing I've ever done. We chose to put the hole under the front left roof rack pad so that it will be more protected from the elements. We started with a very small bit and worked our way up until we had about 1/2" hole that fit our grommet perfectly. We glued the grommet in and pulled the wires through. Keep in mind that none of the wiring is connected to anything at this point, so the hole won't be sealed until later.



**We routed our wires through a hole under the roof rack pad**

Once the wiring is pulled to where it's needed, it's time to start terminating. I suggest starting at the lights on the roof. We chose to solder all of our lights on the roof so they have the best connection and the cleanest install. We



**Secured, wrapped, & zip tied wiring**

used two wires for one pair of lights (left pair & right pair). You're install may differ depending on your power requirements. Each light was soldered to the appropriate wires then shrink wrapped and taped to ensure a watertight seal. After all the lights were soldered, we pulled the wiring tight and sealed the hole in the roof. We also added black wire loom to really make this a clean install.

We zip tied the wires to the existing wiring harness in the A-pillar to avoid unnecessary movement. We then buttoned up the A-pillar and headliner, the easy part was done. We decided to leave a small 'service loop' in the wiring in the engine compartment. If there are ever any issues with the wiring, we'll have some extra to work with and won't have to worry about splicing new wiring in.

We wired the fuse / +12v (Yellow) wire to an accessory tap on the main 12v line to the battery. The two negative grounds went to an existing connector on the vehicle, and the positive switch wire was routed back through the firewall into the interior. The other end of the switch wire was connected in the main engine compartment fuse box to the DRL fuse. This will ensure that the switch and lights will only come on when the DRL's, low beam, or high beam lights are on. The lights cannot be accidentally turned on or left on when the engine isn't running.

Wiring diagrams and colors will differ with every installation, so we won't cover them here. There is plenty of great technical detail to be found online with a quick Google Search.

After all the wiring in the engine compartment was finalized, soldered, wrapped, and sealed, we rigged up the switch harness in the FJ. We managed to figure out which wires controlled the backlight, the green 'on' light, and the throw on the switch thanks to help from the resources above. It was a little bit of trial and error, but everything managed to work out great. We snapped the switch into the panel and buttoned up the rest of the interior.

After a total of about 5 hours of shop time, all four LightForce 170 lights were working perfectly. It took a few more minutes to adjust & tighten the lights, and we were ready to go! For details on how these lights perform, read the Offroad Lights Comparison on page 6. If you have the time & experience, a do-it-yourself offroad light install is a great way to spend a Saturday.

**FJC**

**Vendor: Lightforce USA**

**[www.lightforceusa.com](http://www.lightforceusa.com)**

**January 2009**



**[www.fjc-mag.com](http://www.fjc-mag.com)**

## LCA Upgrade Options

One of the most vulnerable components of the FJ Cruiser suspension are the rear lower control arms (LCA's).

They're fairly long and are exposed to nearly every obstacle you come across. The OEM LCA's are not very stout and can be easily bent or broken.

Within the last couple of months quite a few new products have been announced to help protect and upgrade your Lower Control Arms. We found three new LCA products that range in price from \$ to \$\$\$, and each provide a different level of protection.

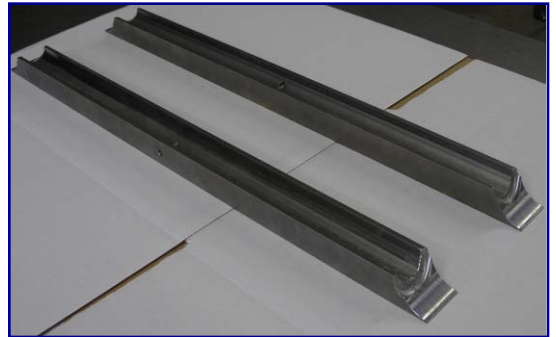
Toytec's new LCA Skids for '07 - '09 FJ Cruisers are a great way to upgrade your existing LCA's without breaking the bank. These weld-on skids reinforce and protect your stock LCA's so they can handle the occasional obstacle. Each set sells for \$199, and installation shouldn't take more than 1 hour of shop time. If you weld these are an even better bargain.

Contact:

**Toytec Lifts**

**303-255-4959**

**[www.toyteclifts.com](http://www.toyteclifts.com)**



Next up are upgraded LCA's from The TOY Outfitters. These LCA's feature 30degree Johnny Joints on the frame side, and urethane bushings on the axle side. They're made of a tough 1.5" .250 wall DOM tubing, so they'll stand up well to most obstacles. They're manufactured in either black or red, but The TOY Outfitters can accommodate other colors as well. For \$265 + Shipping, these are one of the most economical LCA replacements for your FJ.



Contact:

**The TOY Outfitters**

**828-692-1292**

**[www.thetoyoutfitters.com](http://www.thetoyoutfitters.com)**

Our final new LCA upgrade comes from Redline Motorsports. Redline is brand new to the FJ Market, but if their Extreme LCA's are any indication, we'll be writing much more about them in the future. These LCA's are built to handle it all. They're constructed of 1.75" .250 DOM tubing and feature 1" Kevlar lined Heim joints on each end. They're fully adjustable via custom misalignment spacers, so they'll work just fine on lift FJ's. The Heim joints also drastically increase articulation of the rear of the FJ. These are one of the best LCA upgrades available. Visit the Videos section at [www.fjc-mag.com](http://www.fjc-mag.com) for our install video on these LCA's. They're not the least expensive option, going for \$400/pair, but if you want Extreme protection, this is the set to get.

Contact:

**Redline Motorsports**

**719-210-0101**

**[www.redlinerollcagekits.com](http://www.redlinerollcagekits.com)**



## LoD Swing Out Bumper

LoD has been a Jeep accessories specialist for years, and they've just entered the FJ Cruiser Market. Their first product for FJ's is a rear bumper with a swing out tire carrier, and it looks solid!



FJ Owners have looked for a cost effective rear bumper with a tire carrier for while, this could be just the ticket. What we like best is that the tire carrier opens with the back door.

### Features:

Matte Black powder coat finish, 3/16" steel bumper, 1-1/2" massive greaseable hinge pin, 55 watt halogen

reverse lights, Reverse sensor compatible, Opens with door and is absolutely rattle free, Excellent fit and finish, Bolts to frame rails and crossmember with 17 bolts !!!!

Optional bolt on hitch, Optional bolt on Gas / Jerry can mounts, Optional bolt on trail rack.

### Pricing:

FJ rear bumper and tire carrier \$ 1399

55 watt halogen reverse lights \$49

Bolt on Jerry can mounts (pair) \$169

Bolt on Trail Rack \$189

After ordering, expect about a two week lead time before it ships.

### Contact:

**Chris Leuck**

**LoD Offroad**

**765-385-0631**

**[www.lodoffroad.com](http://www.lodoffroad.com)**

## *FJ Cruiser Vendor Directory*

**NOW AVAILABLE AT:**

**<http://www.fjc-mag.com/Vendor-Directory>**

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# FJ CLUBS & GROUPS

## 702 FJ Crew

<http://702fjcrew.net/>

## ATL FJ's

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

## AZ FJ's

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

## Aloha FJ's

<http://s6.invisionfree.com>

## Colorado FJ's

<http://www.coloradofjs.com>

## SoCAL FJ's

<http://www.socalfjcruisers.com>

## FJ Bruisers

<http://www.fjbruisers.org>

## Sin City Wicked FJ's

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

## FJ's Ontario

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

## FJ's Quebec

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

## NWFJCC

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

## FJ Northeasters

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

For more Toyota and FJ Cruiser groups and clubs, visit [www.fjc-mag.com](http://www.fjc-mag.com). Look for the FJ Groups & Clubs link.



## The NON Club

"A random collection of people who have agreed, by tacit consent, not to abide by any principles of governance. We are not a "club", a "group" or an "organization".

We're not a club...  
so you're not a member!

[www.azfj.org](http://www.azfj.org)

## FIRST YEAR

### RUNNING THE MUD AND HAVING FUN

#### TRAIL RUNS & EVENTS

SPOUSAL UNIT BOUNCE AND JOUNCE  
GREEN PUDGE STATE FOREST

SAND IN MY ASS-A-TEAGUE  
HICKORY HOLE STATE PARK

MUDFLING  
GREEN PUDGE STATE FOREST

BRUISERS ON THE BEACH  
OCEAN WARDEN/THORNS ISLAND, CA

#### WRENCH SESSIONS

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ARTWORK BY JOSH "WALUS" KOLLIN

**LEARN AND JOIN IN @ FJBRUISERS.ORG**

# FJ Cruiser Events

## Lone Star Toyota Jamboree

Dates: Jan 15-18 2009

Location: Gilmer, TX

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

## Lone Star Cruiser Roundup

Dates: Mar 18-22 2009

Location:

Contact: Lone Star Land Cruisers

## FJNortheasters 2nd Annual Northeast Run

Dates: Apr 10-12 2009

Location: Rausch Creek ORP

Contact: FJ Northeasters

## Cruise Moab

Dates: Apr 29 - May 3 2009

Location: Moab, UT

Contact: Rising Sun 4x4 Club

**FOR THE LATEST  
INFORMATION,  
VISIT [WWW.FJC-MAG.COM](http://WWW.FJC-MAG.COM)  
AND CLICK ON  
EVENTS CALENDAR**

**CLUB  
FJ CRUISER  
QUEBEC**



**[www.fjcruiserquebec.com](http://www.fjcruiserquebec.com)**

**Le seul club francophone de FJ Cruiser.**



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



# FJ Nation



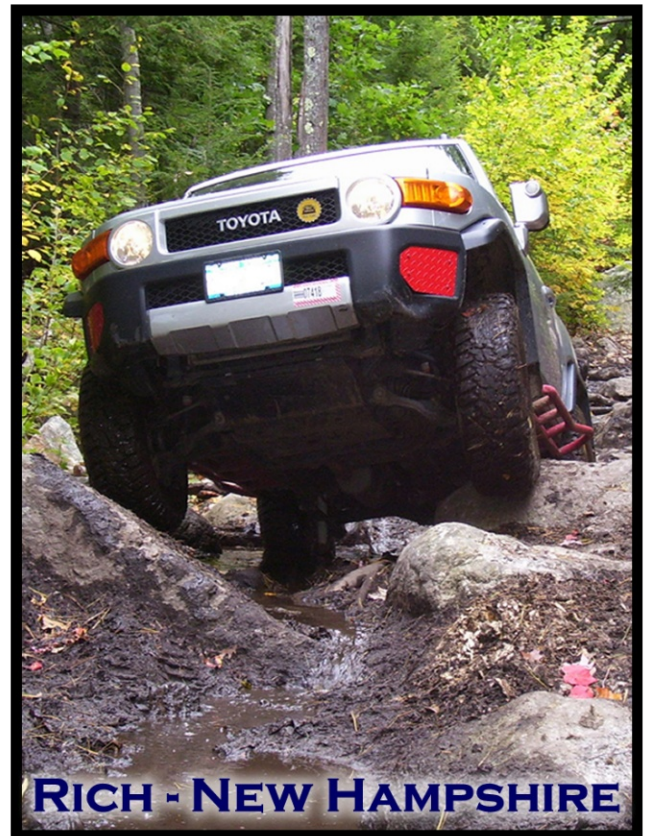
**GIZMO - QUEBEC, CANADA**



**WILL - NORTH CAROLINA**



**MILES - INDIANA**



**RICH - NEW HAMPSHIRE**

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