

TACOMA

m a g a z i n e

JUNE 2012 : VOLUME 2 : ISSUE 1



Overland Expo Operation: MOAB FJ T-Case Finale!

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From The Publisher

It's been an interesting few months and I'm very excited to announce the 'rebirth' of Tacoma Magazine. We've made some changes to the Tacoma Magazine staff and are looking forward to providing even more amazing Tacoma Truck content in the coming issues!

Earlier this year Jeff Blackwell decided to step down as Editor in Chief of the magazine, but he'll be sticking around as an Associate Editor so look forward to more of his great content. We've brought Jim Akers in as our new Managing Editor, some of you may have met him at SEMA last year or at the Overland Expo in May. Jim has a great background in cars, trucks, and all things powered going back to his days working in his dad's garage. He'll be a great asset to the team and I'm stoked to have him on board!

Bob Holliday needs no introduction in the Tacoma community! You may know him as "NYCO" on the forum, and his Taco "Black & Blue" (on the cover) is notorious for its capability and love for rocks. Bob has agreed to join us as an Associate Editor, and has authored two articles for this issue. You'll be seeing much more from Bob as we go forward.

Finally, I was able to convince my good friend Kimberly Proffitt to help out as Associate Creative Director. Kimberly has many years of experience in the layout & graphic design world and will help us take Tacoma Magazine to the next level. We're excited to have her on board & maybe I can learn a thing or two from her :)

I sincerely hope you enjoy this issue of the magazine, and I'd love to hear what you think! You can send comments & questions to shane@tacomamag.com. If you have something nearly ready, an event, or idea for a great article, send those directly to jim@tacomamag.com

Until next time: Stay the Trail, Tread Lightly, and HAVE FUN!

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On The Cover: Bob's Taco "Black & Blue" just back from Operation Moab. Near Nederland, CO

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EXPO TACOS



A sweet Colorado rig sporting an ARB, IPF lights & many other upgrades.



First & Second Gen with solar, tents, and all the overland toys.



All Pro brought two Tacos outfitted with their new rack.

"Storm Trooper" on the Land Rover sponsored test track.



EVENTS

Cruiserfest

June 22-24, 2012

Miller Motorsports Park, UT

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

Colorado Toyota Jamboree

July 20-22, 2012

Salida, CO

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

15th Annual Black Hills Cruiser Classic

July 18-21, 2012

Black Hills, South Dakota

<http://www.dakotacruisers.com>

SMOR Fall Crawl'N with TAC

September 21-23, 2012

Seymour, MO

<http://www.tornadoalleycruisers.org>

FJ Summit #6

July 18-22, 2012

Ouray, CO

<http://www.fjsummit.org>

2012 Fall Gathering

September 27-30, 2012

Southern New Hampshire

<http://yankeetoys.wordpress.com/>

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New & Noteworthy



2005+ Aluminum Skid Plates from Ricochet Off Road

We just got this in from Brad at Ricochet to test out, what a great piece of hardware! Here are the specs on the skid:

Integrated Front Bash & Engine Skid Plate
Fits Toyota 2005-2012 Tacos
Constructed from .250" 5052-H32 Aluminum
All Mounting Hardware Included
\$375.00 + \$40 for Black Anodized

Ricochet also sent over their Taco front LCA skids, which are the same as the FJ skids. They're made from 3/16" aluminum and retail for \$129.00 + \$30 for anodized finish in many different colors.

SOURCE

Ricochet Off Road
<http://www.ricochetoffroad.com>

We stumbled into the booth of a manufacturer called Bubba Rope at SEMA 2011. There were ropes everywhere in every size and every color. After talking to their representatives for a few minutes we realized this had to be on our review list for 2012! Their motto is "More than just a good ol' Mudders rope". Elastic recovery ropes, humm we'll see . . .

The quick specs on this recovery 'snatch' strap are:

- 100% double braided nylon rope
- Urethane Polymer coating
- Commercially spliced and seized at both ends
- Water, UV and abrasive resistant

And of course, it's made in America !!!

Bubba Rope has been developed from military specs for safely pulling off-road vehicles out of mud, sand or snow. It is the only snatch rope with a polymer coating so it should stand the test of time in the back of your rig.

We'll be reviewing this rope in the next couple of months, so look for updates both here and in FJC Magazine.

SOURCE:

<http://www.bubbarope.com>



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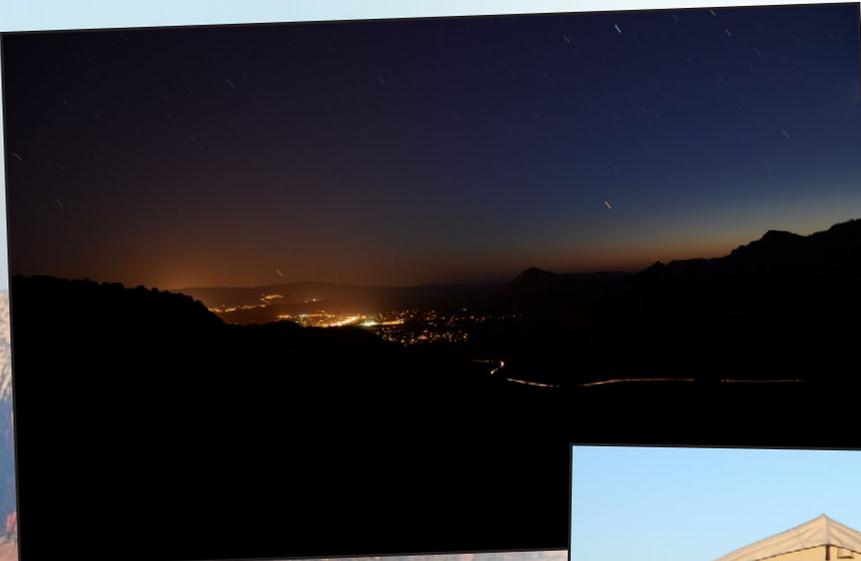


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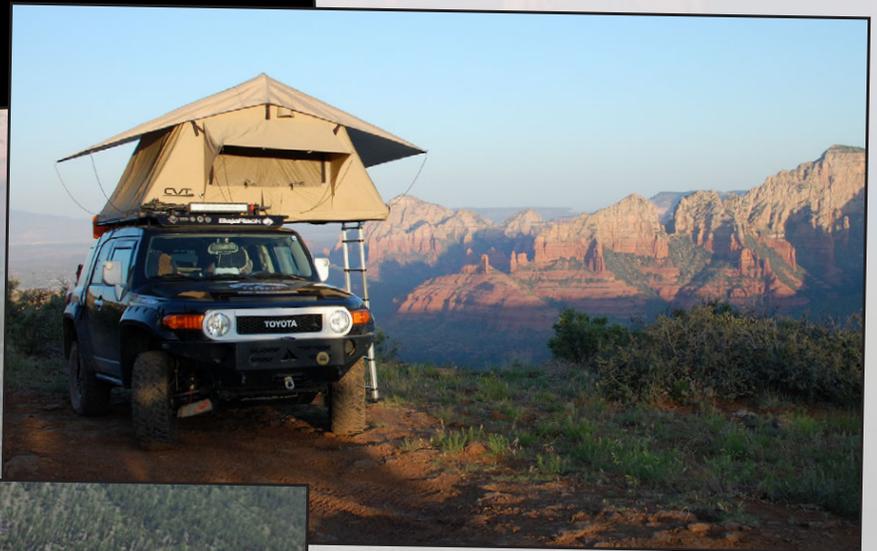
Overland Expo 2012

By Jim Akers



If off-road adventure travel interests you, then find a way to get to the Overland Expo in 2013! This year the expo was held at a tranquil 300-acre ranch called Mormon Lake Lodge in the middle of a pine forest, about an hour southeast of Flagstaff.

Now, the definition of *overlanding* usually brings a different answer from every person that is asked. However



most agree that the best all encompassing definition is “the journey, not just the destination.” It’s all about getting out there.

Talk about an overlanding adventure! An eleven hour drive, over 600 miles, set up camp in the dark, slept in a CVT Cascadia Vehicle Rooftop Tent, and you wake up to true inspiration and the real meaning behind *overlanding*! We set up camp on a trail quite literally on a cliff overlooking Sedona, AZ.

And the Expo was nearly as amazing as the surrounding landscapes.

Seminars, workshops, classes, and demos: Holy understatement! There were over 140 vendors in attendance this year. It was great to check out & test the latest and greatest in overland gear.

Inspirational programs such as “Planning Your Overlanding Adventure” to “Getting Involved



as You go: Volunteer Opportunities and Challenges for Overlanders.” There were great courses for experienced drivers as well, such as the vehicle roll recovery demonstration.

Discussion panels were scheduled throughout the event as well, setup to discuss topics from travel medicines and wellness to borders, checkpoints, and bribes. Tacoma Magazine Publisher Shane Williams was asked to sit





in on a discussion panel covering how to get published.

Due to limited space and maximum interest, demonstrations and training classes required pre-registration to participate. With classes like “Advanced Riding” at the Rawhide/BMW training course and “Overlanding Driving Skills” at the Land Rover Experience On-site Driving Course, you could be trained using your own equipped vehicle or use on-site equipment (Land Rover brought 6 brand new vehicles for testing).



For the adults there were classes ranging from “How to Prep Meals for your Journey” to “Choosing and Outfitting your Overlanding Vehicle.” For the family, there were classes on “Couples Survival” and “Kids Can Navigate Too.” The variety and amount of information was truly an experience beyond belief.

The evening entertainment was just as great, from the Adventure Travel



Film Festival to the mellow gatherings put on by some of the vendors. It was really a perfect way to wrap up the end of each day.

Even being new to the Tacoma Magazine crew, I knew the Tacoma was an amazing platform for off-roading. I didn't fully believe it until I saw it for myself, it is a truly amazing “all around platform” for overlanding as well. From aftermarket modifications to overlanding



quite some time. And yes, the cousin drives a Taco as well! The next morning it was off to the airport and back to Colorado and my family. Next year, the girls are coming with and we can't wait! Though there will be quite a few adventures between now and then!

The Overland Expo crew put it best about their event :

Get outfitted. Get trained. Get inspired. Get going . . . The world is waiting! ■

accessories, the options and possibilities are endless.

Unless they are stock, no two Tacoma's are identical!

Of course we want to make our magazines our full-time gig, but until we figure this part out, it's back home and to work. I wrapped up my adventure with a three hour drive down to Phoenix to hang out with family and friends that I haven't had the pleasure of seeing for



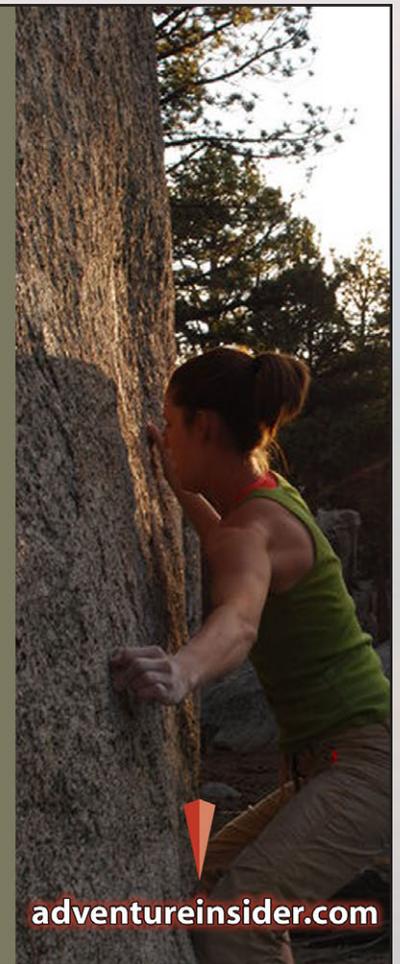


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Information & Instruction



adventureinsider.com

EXPEDITION OVERLAND TACOMA

By Shane Williams
& Clay Croft

We've all had great memorable vehicles over the years. The hand-me-down family car (or truck) when you first got your license. Your first jalopy you saved every penny of your minimum wage job for two summers to purchase. Your first 4x4 vehicle, which you probably spent more time fixing than wheeling.

When we met Clay Croft at SEMA last year, the very first episode of Expedition Overland had just been released. The three vehicles they use in the series (a Dual-

sport bike, Land Cruiser, and Tacoma) have been known as amazing 4x4 and overlanding platforms for years, but it wasn't until we asked Clay to feature his truck in this issue did we realize how truly special his Taco is.

The short story Clay told us about his Taco and what it means to him and his family is what makes this a very, very special truck.

The list of mods for this truck is certainly notable, and the places it's been (and will be going) makes everyone at TacomaMag very envious. However, the short story Clay told us about his Taco and what it means to him





and his family is what makes this a very, very special truck.

Clay has owned his 2001 4 Door Tacoma TRD for 8 years, and to date has logged over 130,000 miles behind the wheel.

In addition to starring in Expedition Overland, the truck has plenty of experience in both Search and Rescue and as a work truck for Clay's HiLine Productions. This 'Montana/Mountain truck' as Clay puts it has been from Canada to Mexico and back, and has not 'always' stayed upright. For details on the snowy night Clay and Jeff rolled it, see the



2001 Toyota Tacoma 4door Limited TRD edition w/E-Locker

- 180,000 mi
- ARB bullguard
- IPF safari lights
- Warn VR10,000 winch w/ steel cable
- Custom made rock sliders
- Hitch
- ARB rooftop tent and Annex on Yakima rack
- Safari Snorkel
- Undercarriage reverse floodlights and rock lights
- ARB air compressor CKMA 12 mounted under hood
- 3 gal propane air tank conversion
- Nitro charge sport shock absorbers and coil springs
- Emu Dakar leaf springs with an extra leaf
- Greasable shackles
- IPF 800 spotlights mounted on roof
- Cobra WX ST 2 CB
- Garmin 60 GPS navigation
- Wilson fiberglass antenna on heavy spring
- ARE topper with LED light conversion
- Optima yellow top battery
- Gun rack mount in topper
- Outback solutions drawer system
- Marathon seat covers
- MSA lumbar support front passenger
- ARB 47 liter fridge
- Rear brake light covers
- 06 Tacoma wheels powder coated satin black
- 235/85/R16 BF Goodrich All Terrain TA KO Tires
- Ruger 10/22 long rifle with volquartsen barrel, Nikon scope, and Hogue stock
- Gerber Ax
- Coldsteel machete
- 2 x 1000ft parachute flares
- Global star satellite phone
- Adventure medical weekender med kit
- Full Mobile 1 synthetic oil
- Valvoline synthetic differential fluid
- 4 x Maxtrax
- ARB 'Easy' Air down too
- ARB Speedy Seal tire repair kit
- Sylvania Silver Star Ultra headlights
- MSA tool roll

Recovery gear:

- ARB snatch block
- 4 D shackles
- ARB tree saver
- ARB snatch strap 24,000lb
- ARB recovery dampers
- Bushranger x-jack

Mods:

- Rear diff breather to fuel filler location
- Grey wire for locker
- Running K&N air filter
- 2 full time 12V power outlets in topper

Mods to come:

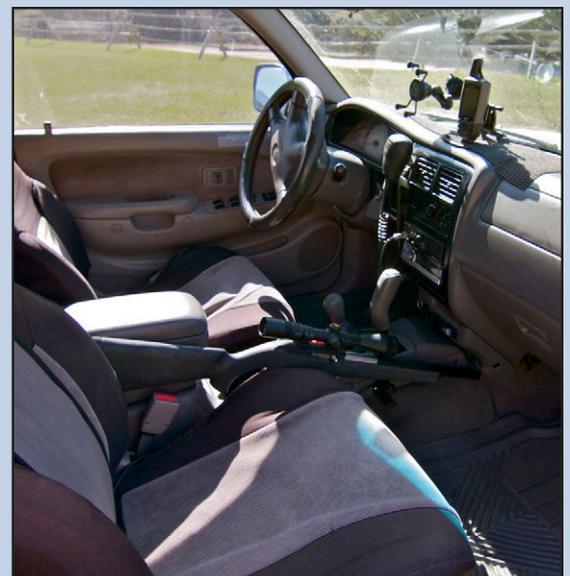
- Front ARB air locker
- MSA fridge slide
- 2 meter radio
- Upgraded skid plates
- Custom rear bumper



Expedition Overland website. Suffice it to say that they winched it back onto all 4 wheels and drove her home. The truck has never had major



mechanical problems and the only repairs to date center around tie rods and e-locker cleanup. She's had new wheels, tires, and a wrap added but other than that the truck has been built to be functional, not pretty.



As a daily driver, the XO Taco has certainly carried it's fair share of groceries, home improvement supplies, dirt, rocks, and just about anything else you can imagine. It's also carried very precious cargo: Clay & Rachelles first born child home from the hospital. It's taken family & friends to furthest reaches of our country, and will no doubt continue to serve the Crofts and Expedition Overland for years to come. We look forward to seeing Clay and his Taco on the trail! ■



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Operation Moab

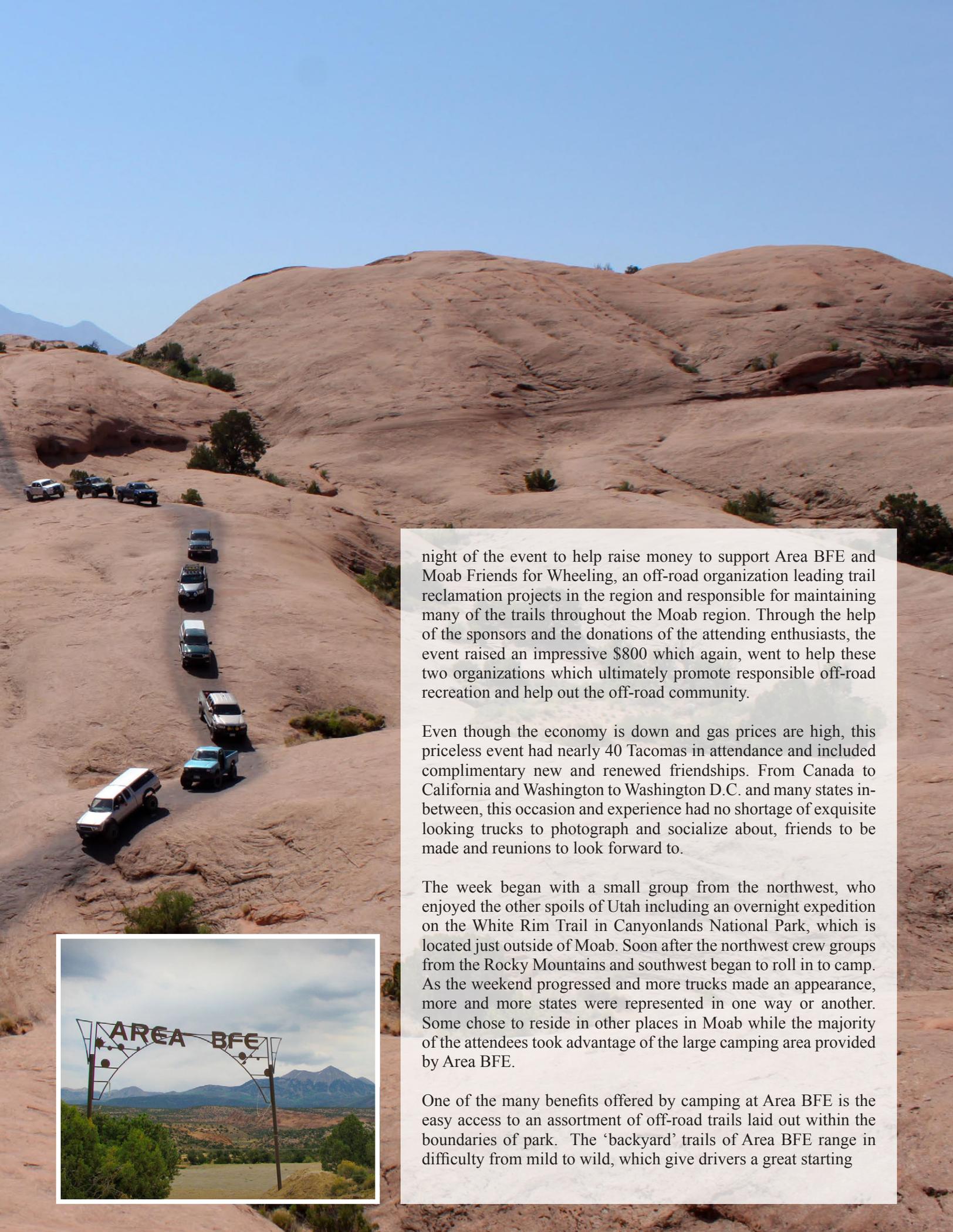
By Bob Holliday & Kayla Kotash

In the red slickrock filled desert of Moab, Utah, nearly 40 Toyota Tacomas gathered over a 5 day period for a long weekend of camping, socializing, hiking and extensive wheeling. Exploring new terrain around every turn, the drivers crawled through the dangerous environment as photographers documented the experience. The weekend was also filled with countless laughs, beers, barbecue, campfires and storytelling, topped off with some of the greatest off-road trails that Utah has to offer, all at the drivers' fingertips.

In the spring of 2011, a meet was scheduled in Moab through TacomaWorld (TW) – a Tacoma online forum. While this meet was smaller in nature, with only 8 Tacomas in attendance, it was the precursor to what is now known as the T.A.Co. (Tacomas And Company) Gathering. Driven by the desire to have a reunion in Moab and spend another weekend camping and wheeling, two veterans of the 2011 Moab meet created a feeler for a potential meet in the spring of 2012. Little did they know that “Operation Moab”, the first installment of the T.A.Co. Gatherings, would become so widespread and a popular reality. Through the use of the forum, the event expanded to include members from 13 U.S. States and several members from Canada as well. Through the efforts of the organizers, Area BFE and four sponsors (Toytec Lifts, Trail-Gear, Bay Area Metal Fabrication (BAMF), and Tacoma Magazine), were recruited so that all of the attending members had something to look forward to and hopefully never forget.

Toytec Lifts was the first sponsor to offer assistance. Their contributions included facilities and garbage disposal at the main campsite, which was a necessity to help maintain Area BFE, the host of the campsite and off-road park. Toytec, Trail-Gear and BAMF also graciously donated items that would be given away on the final





night of the event to help raise money to support Area BFE and Moab Friends for Wheeling, an off-road organization leading trail reclamation projects in the region and responsible for maintaining many of the trails throughout the Moab region. Through the help of the sponsors and the donations of the attending enthusiasts, the event raised an impressive \$800 which again, went to help these two organizations which ultimately promote responsible off-road recreation and help out the off-road community.

Even though the economy is down and gas prices are high, this priceless event had nearly 40 Tacomas in attendance and included complimentary new and renewed friendships. From Canada to California and Washington to Washington D.C. and many states in-between, this occasion and experience had no shortage of exquisite looking trucks to photograph and socialize about, friends to be made and reunions to look forward to.

The week began with a small group from the northwest, who enjoyed the other spoils of Utah including an overnight expedition on the White Rim Trail in Canyonlands National Park, which is located just outside of Moab. Soon after the northwest crew groups from the Rocky Mountains and southwest began to roll in to camp. As the weekend progressed and more trucks made an appearance, more and more states were represented in one way or another. Some chose to reside in other places in Moab while the majority of the attendees took advantage of the large camping area provided by Area BFE.

One of the many benefits offered by camping at Area BFE is the easy access to an assortment of off-road trails laid out within the boundaries of park. The 'backyard' trails of Area BFE range in difficulty from mild to wild, which give drivers a great starting

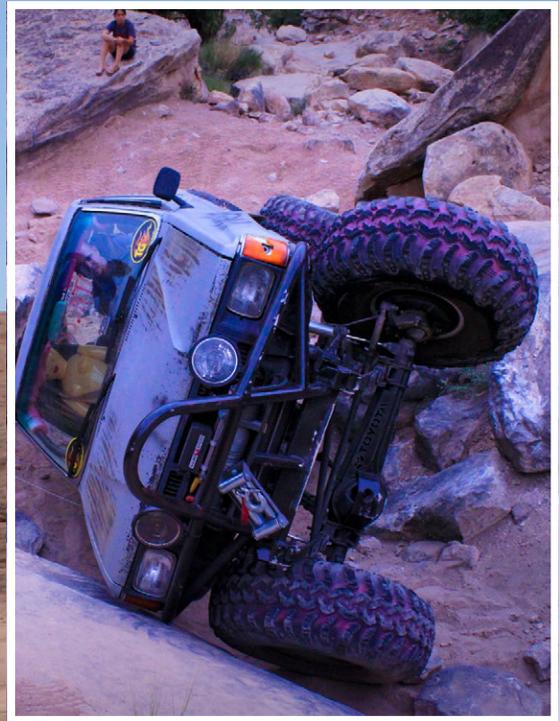


point to get familiar with new trucks, new upgrades or to simply clean out some of the cobwebs from the winter months. In addition to the wide variety of obstacles offered at Area BFE, the area has no shortage of views, wildlife and entertainment.

A perfect example of some of the early excitement and entertainment that transpired at Area BFE was a trip to the infamous trail called Britney Spears. Unfortunately this trail is not meant for many in full sized vehicles, however, an attendee of Operation Moab with an '85 Toyota pickup crawler took on the challenge. After approximately two hours and extensive body damage including, two windows, the truck bed and more, the driver made it in and out of the Britney Spears trail successfully and without aid of a winch. According to one of the owners of Area BFE, this driver was one of the first full bodied rigs to make it out of the trail unassisted. Rest assured there were many photos and videos to accompany this edgy accomplishment.

From scenic off-road drives to rock-crawling, from the bottom of canyons and through rivers to high above on canyon cliffs, the trails were numerous as were the choices for drivers. Some of the trails that were driven during the event included but were not limited to: White Rim Trail, Sevenmile Rim, Hells Revenge, Tip Toe Behind the Rocks, Greenday, Britney Spears, Strike Ravine, Cliffhanger,





Kane Creek, Helldorado, Top of the World, Onion Creek, and the Trifecta (Poison Spider, Golden Spike, Gold Bar).

Due to the fact that most of the trucks are used as daily drivers, some drivers did not push their trucks to their full limit; but trail damage was still imminent or in some cases inevitable. Some of the trail damage that occurred during the event included three broken CV axles, five tire failures, a spider gear failure, a few side and rear windows, bedside damage and other various cosmetic damages. Most drivers took advantage of their additional truck armor. From bumpers to skids and everything in between, the armor was sure put to the test during the week, and sustained the battle scars to portray the adventurous drivers and aftermath of the obstacles of the trails.

The event wrapped up with a celebration at the main campsite and campfire with awards and product giveaways. The awards were given on a comical level, for instance the driver who crawled Britney Spears deserved an unusual and amusing award as well as another driver with the most body damage, also a deserved an unexpected award. These awards ranged from a roll of tape to an old rusted 18mm wrench and from a tiara to a set of blue “items” to hang from a truck’s bumper.

The highlight of the evening was the sponsors’ giveaways. The additional items that were distributed in thanks to the sponsors included:

Toytec Lifts:

- Catalogs, pens, stickers and a bag for every attendee
- Toytec t-shirts
- Set of bilstein adjustable coilovers

Continued on page 24

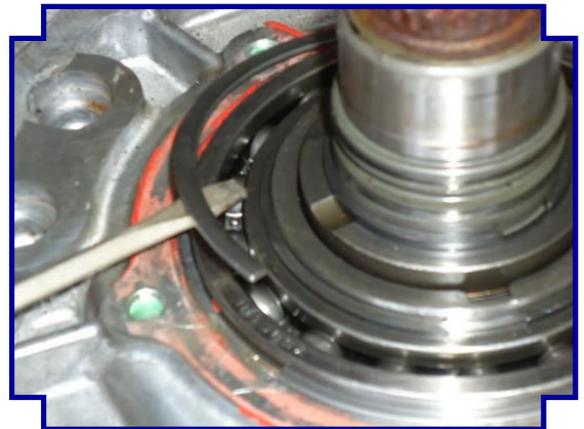
FJ Cruiser Transfer Case Install

By: Wyatt Scott

FINALE



15) Once those are off you flip the case over and unbolt the cover plate and pull it off. Then there is a c clip that holds the gearset in and you remove that and the gearset will pop out through the back of the case.



In this final installment of our FJ Cruiser Transfer Case Swap, we'll actually be installing everything into the Tacoma. For details on how we got here, see previous issues of Tacoma Magazine.

14) While you have both of your case's out you'll need to open them both up and take the input gear set from the Tacoma case and swap it into the the FJ Case. It's simple to do really. With the case open you remove the oil pump and screen from the front half of the case. Here you can see the oil pump and pick up in front of the planetary gear set. They have to come off.



16) Another thing your going to need to do when you swap geasets is to swap the large gear that runs the oil pump from the auto geatset onto the six speed gearset or you wont have a proper functioning hi/lo shifter. It is easy to do as well. Just take the c clip out that holds it in and pull it out and swap in the other big gear from the auto case put the c clip back in and your good to go. Here are the two gearsets side by side. The one on the left is from the automatic and the one on the right is from the six speed.



mount on the cross member to lower your t case a bit. I'm working on a low profile twin stick shifter to solve this problem but it is taking some work. In the six speed and 5 speed manual transmission models, it is much easier to do because you can come up right behind the transmission shifter like this picture.



17) Swap the two big gears around and then install your new gaset into the FJ case and close the case back up and your ready to install it into your truck.

Installing the case into your Tacoma is not difficult. The hardest part will be cutting a hole in your floor for the shifter. If your putting this into your Tacoma with the automatic transmission then yours is the hardest install. You see, the shifter is going to want to come up right under your transmission shifter and we can't have that so you'll need to get it to come up in the coin slot next to the transmission shifter. Another challenge with this is the slot is too small to get a J pattern shifter to work in there so you'll need a twin stick. The problem with that is there is not enough room the get the handles to come over under the truck so you'll need to have a 1" body lift to get this to work or modify your transmission

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.

Toyota Land Cruiser Association
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18) Here is a picture of a 4th gen 4Runner with a twin stick FJ Case with the levers coming up in the location next to the shifter with only only difference being the slot is on the opposite side of the shifter as it is on the Tacoma.



19) Now installing one behind a Crawler box is easier as you just need to bring the shifter up in one of the cup holders and away you go.



Now once you have this in your truck your going to need to do some computer work.

So now you've swapped in your FJC manual shift case into your Tacoma but you need to figure out all the wiring that needs to be done. Here's the answer to all your questions, there will be two variations depending on your model year Tacoma. One will be for 05-07 and the other for 08-current.

The first thing to do is locate your 4wd ECU which is tucked away above the glove box in the passenger side dash. First remove the glove box and set it aside. (pretty standard, no need for explanation I hope).

Now if you lay down on your back in the floor and look up behind the dash you will see the 4wd ECU, you can identify it by the two white plugs going in the bottom.

With all the changes you've made to the drive train the 4wd ECU is no longer needed, unplug both white connectors. You can then choose to either leave the ECU in place or remove. If you choose to remove there are two phillips head screws holding the bracket to the dash.

Now to swap some wires around so the dash lights work properly. Here is where there are different variations depending on model year. Basically you will need to cut the 4wd indicator light wire, 4lo indicator light wire, 4wd sensor wire, and 4lo sensor wire then connect together.

20) The final step is to confirm that you have the sensors installed and connected properly at the transfer case. The 4wd sensor will go into the passenger side of the transfer case and the plug should have two wires (red w/ blue stripe and white w/ black stripe). The 4lo sensor will go into the drivers side of the transfer case, be careful though as it will go into the opening closest to the front of the truck, and the plug should have two wires (yellow w/ black stripe and white w/ black stripe).

Now you can turn on the ignition and test to make sure the dash lights work correctly when you shift the transfer case.

LEAVE BOTH CONNECTORS UNPLUGGED FROM THE 4WD ECU!

THIS NEXT SECTION IS FOR ALL OF THOSE THAT HAVE MADE THIS SWAP INTO AN IFS TRUCK.

Ok so now that you've got your dash lights working properly you need to be able to engage the ADD for the front differential. Here we will outline the simplest way to achieve this however I'm sure there are quite a few different options as far as switches go.

This writeup will describe how to wire it using a Carling DPDT Momentary switch (Double Pole Double Throw Momentary switch). Here's a link where you can purchase such a thing. Also note that these switches will fit in the blanks in the dash. <http://www.otrattw.com/proddetail.php?prod=VLD1A60B-00000-000>

Carling DPDT Momentary switch note: this is the switch body only, you would need to purchase a cover in the color of your choice which they also have.

All the wires you will need to tap into are located in the same two plugs you disconnected from the 4wd ECU in the previous post.

If you purchase the switch from the link above they will send a diagram that illustrates what for the switch connections, and will label each connection with a number. This writeup will use those numbers to correspond with each wire it connects to.

You will need to take the solid red wire and the black w/ white stripe wire and branch each of them into a Y, each wire will need to terminate in two separate spots on the switch.

All Tacomas 05-11

on plug diagram - wire color - location in factory plug

- 1 - red - B 3
- 2 - purple (IGN +) - A 5
- 3 - black w/ white stripe - B 4
- 4 - black w/ white stripe - B 4
- 5 - white w/ black stripe (GRND -) - A 6
- 6 - red - B 3

The next step will be an indicator light to tell you when the ADD is "locked" or "unlocked". You can either use the indicator light that's built into the switch or wire up your own light for this.

To use the light that is built into the switch these are the terminations you'll need to make.

- 7 - light green w/ black - B 26
- 8 - purple (IGN +) - A 5

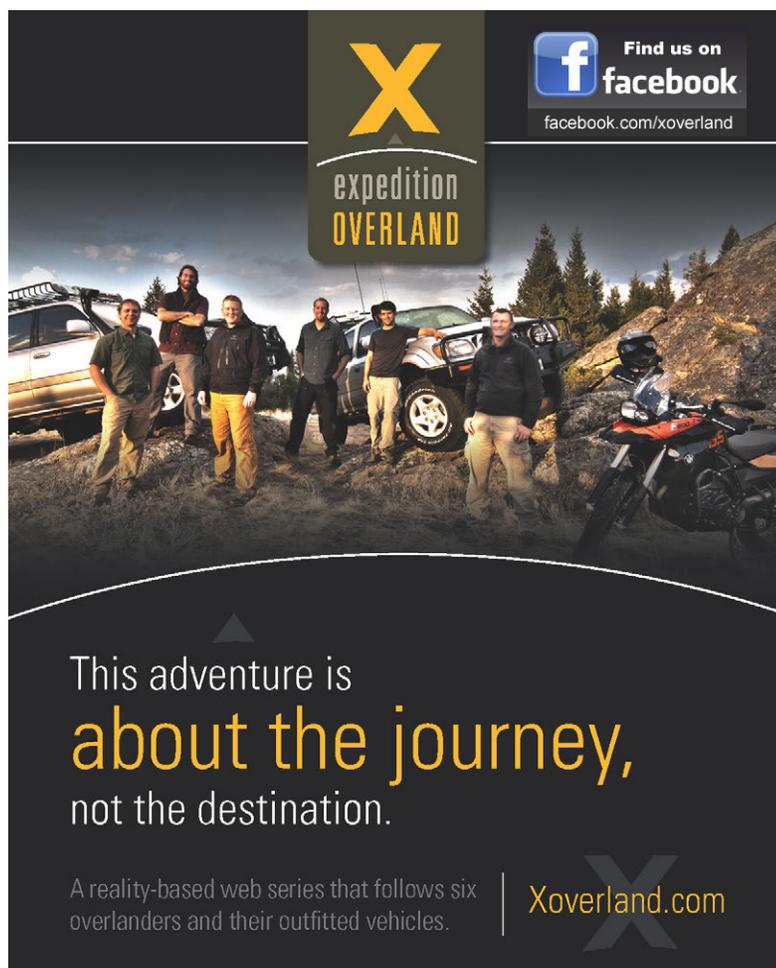
If you choose to use your own indicator light you will need to power the light with an IGN hot wire, then run the ground wire to the light green w/ black stripe wire.

Now turn on the ignition and test it out. You should be able to rock the switch one way, hold it for a few seconds until the indicator light comes on then release. The ADD is now "locked" for 4wd. Then rock the switch back the other direction and hold for a few seconds and the indicator light should go off. The ADD is now "unlocked" for 2wd.

LEAVE BOTH CONNECTORS UNPLUGGED FROM THE 4WD ECU!

So there you have it. You've gotten rid of that troublesome electronic t case and if you were smart you took advantage of the twin sticks and now not only have 4wd lo but you have 2wd lo as well.

For more information on this swap you can go to RockSolidToys.com.



The graphic features a central photograph of six people standing in front of a silver SUV and a motorcycle on a dirt trail. Above the photo is a logo with a large yellow 'X' and the text 'expedition OVERLAND'. In the top right corner, there is a Facebook logo with the text 'Find us on facebook' and the URL 'facebook.com/xoverland'. Below the photo, a dark curved banner contains the text 'This adventure is about the journey, not the destination.' in white and yellow. At the bottom, it says 'A reality-based web series that follows six overlanders and their outfitted vehicles.' and 'Xoverland.com' with a large 'X' logo.

Operation Moab

Continued from page 19

Trail-Gear:

- Stickers for every attendee
- Calendars
- Tire repair kit
- Hi-lift isolator
- D-ring shackle receiver kit
- Tow strap

Bay Area Metal Fabrication:

- BAMF T-shirts
- BPV relocation brackets
- Cab mount chop plates
- CB antennae mount
- LCA Skids
- Rear differential skid

As the giveaway wound down, the crowds retreated to the giant campfire that would become the main stage for the rest of the night. Many more laughs and stories were shared over the roaring fire as the event was coming to an end. When morning rolled around, camps were packed up and trucks made their way back to their respective states, many trucks made side trips along the way to squeeze in one or two last trails before leaving the area.

Through the help of the sponsors, the help of the supporters and attendees, the first installment of T.A.Co. was a success in many ways. Drivers drove away from this experience with new friendships and contacts, old friendships rekindled, and invaluable memories and photographs, all because of their common ground, the love for their vehicles, the Toyota Tacoma, which has been proven to overcome whatever obstacle they deem probable. Planning and development for the next T.A.Co. Gathering is already under way, and future plans may include expanding the venue to different off-road meccas throughout the country. With the continuous help of the sponsors and supporters, and participating members, the upcoming events will continue to portray great potential for a more expansive turnout in future gatherings; where every year is better than the last. ■



XPCAMPER V2 *Sneak Peek*

The XP Camper has been one of the top expedition style campers for full size trucks for years. The folks at XP have sent us information on the brand new XP Camper V2, which is meant for mid-size trucks and is shown here mated to a late model Tacoma. We can't wait to see this camper in action!

Approximate Retail Price: \$30,000



Specifications:
 82" floor lengths
 72" wide
 55" collapsed
 154" overall lengths
 95" floor overall lengths
Headroom:
 85" inside floor to ceiling at rear
 70" inside floor to ceiling front
 Estimated weight depending on options: 850Lbs

The XP V2 Features:

- All Composite monocoque construction
- Seamless composite roof
- Outside storage compartment
- Fiberglass countertop
- Composite storage system
- SMEV 2 burner cooktop
- Spinflo Kitchen Centre
- Electric Water Pump from Shurflo
- 130 L (4.2cuft) 12 V Danfoss compressor refrigerator
- 110V System w/ Power Converter
- Interior LED lights
- 12V Porch Light
- 20lb Composite Propane Tank
- Fire extinguisher
- 33 Gallon heated fresh water tank
- Water gauge
- Standard queen bed (option @ \$ 425.00 European spring mattress system)
- Under bed storage
- Dining table
- Dinette seating with Sun-

- brella fabrics and high quality foam
- Under seat storage
- Dual pane windows with privacy shades and mosquito netting
- Safety Exit
- Electric roof vent reversible
- Heki sky hatch with privacy shades and mosquito netting
- Insulated XPTent walls with large windows and quadruple insulated coverings
- Propex HS 2000 Heater 6500 BTU
- Tank less Hot water heater
- Cassette toilet
- Interior Shower set up
- Outside shower
- Built in access steps on entry door
- 150 amp AGM battery from Lifeline
- Marine breaker panel and wiring throughout
- 3 x 12 v outlets
- 125 Watt Solar panel with charger



Interior of the full size XP Camper

B.A.M.F LCA Skid Install

By Bob Holliday

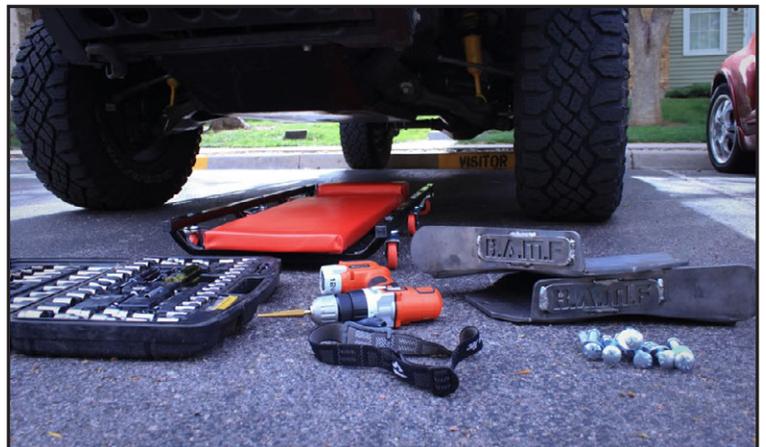
Based out of the Bay Area in California, Bay Area Metal Fabrication (BAMF) is one company that listens to customers and makes changes to truck armor to fit our needs. One example is the recently released BAMF Lower Control Arm (LCA) Skid Plates. The major improvement over current market products is in the added protection of the adjustment bolts located in the front of the LCA. There were complaints out there by frequent off-roaders in the Tacoma community about damage incurred to the adjustment bolts while contacting rocks, making alignment much more difficult down the road. To prevent further damage, BAMF has extended the front protection on the LCA skid to cover the bolt from rock damage. BAMF offers this skid in both 3/16" and 1/4" thickness options and the skids are shipped with all the necessary hardware needed for installation. There is a slight modification to an existing LCA hole required in order to fit the LCA skid bolts, but it's a minor operation. Also note that trucks with the factory front skid plate will need to make a slight modification to prevent rubbing with the new LCA skid plates. Installation time should be expected to take approximately 30 minutes initially, and removal and reinstall time can be done in less than 10 minutes.

Supplied Items:

- BAMF LCA skid plates (2)
- (2) 3.5" bolts
- (2) 3" bolts
- (2) 2.5" bolts
- (6) washers
- (6) lock washers
- (6) 9/16" Nylock nuts

Tools:

- Drill
- 1/2" drill bit (step down bit works best)
- 9/16" socket
- 9/16" wrench
- Primer and paint of choice (prep, prime and paint skids prior to final install)





1

Step 1: With the 1/2" drill bit or step down bit, enlarge the hole closest to the lower ball joint. This allows room for the supplied short bolt to pass through.

2

Step 2: Apply a coat of paint or primer to the enlarged hole to provide protection on the newly exposed surface.



3

Step 3: Insert a 2.5" bolt in the hole closest to the lower ball joint, slide washer, lock washer and nut onto the top of the bolt under the CV boot. Hand tighten.



4

Step 4: With the skid plate flush with the bottom of the LCA, insert the 3" bolt through the hole closest to the BAMF name plate, then insert the 3.5" bolt through the rear LCA hole. Slide washer over the top of the bolt, then lock washer and finally the nut.

Installation

Hand tighten.



Installation

Step 5: Using a 9/16" wrench, tighten down the nut closest to the lower ball joint (wrench is suggested due to the CV boot being so close to the area over the nut). A 9/16" socket can be used on the remaining two bolts. Secure all three nuts and check for clearance issues.



ADDITIONAL STEPS (if applicable): Factory skid plates and certain aftermarket skid plates that extend over the cam adjustment bolts may need to be trimmed back in order for the skid to properly fit without rubbing.





Painted skid plates showing protection against further damage to LCAs.

installation



We asked, you delivered!

This is Colin's 2007 Double Cab Short Bed Sport in Speedway Blue
Built by Armor Tech offroad
<http://www.armortechoffroad.com>

Want your truck featured on the back cover? E-Mail it to pics@tacomamag.com or post it on our Facebook page! We want to drool!!

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Uniquely for Toyota Tacoma Trucks

