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- 22x9.5 +18



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BRIGHT PVD- DURABLE ALL-WEATHER SYNTHETIC CHROME



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70



48



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Tons of cool homebuilt 4x4s owned by readers like you.

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ON THE COVER: Contributing editors Harry Wagner and Ricky Berry caught a clean black Wrangler and a high-flying RZR 1000 for our cover, while Tom Morr rounded up 40 readers' rides for our annual bonanza starting on page 18.

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10th Anniversary Wrangler Rubicon
By [Cristian G. Diaz](#) Feb 26, 2013 11:11 AM ET



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MOST RECENT ARTICLES




1962 Willys - Short Bed A Vintage Adventure Willys
By [Pete Traskery](#) June 18, 2013
Has our freedom with cooler-outer Jeeps gone too far? Look, we aren't and haven't been saying that if you find a build that works for your platform and intended usage, do

FEATURE | 4 WHEEL DRIVE | LIKES (1) | COMMENTS (1) |




1972 GMC 2500 Suburban - Sir 'Burban
By [Ken Brubaker](#) May 18, 2013
The Suburban, in production for a staggering 78 years, holds the record as the industry's longest-running model and the large GM SUV has dominated other would-be competitive vehicles since and went through the years.

FEATURE | FOUR WHEELER | LIKES (1) | COMMENTS (1) |




2014 Chevy Silverado High Country - All Classed Up
By [Agustin Jimenez](#) February 01, 2013
Chevrolet has just unveiled its latest Silverado High Country model which will join the LTZ and Z71 models in the Silverado lineup this fall. We have to admit, we are

FEATURE | 4 WHEEL OFF ROAD MAGAZINE | LIKES (1) | COMMENTS (1) |




Rigs To Remember
By [Four Wheeler Staff](#) February 01, 2013
It's always fun to reminisce and think back about old rigs, trail holes, and seemingly impossible ideas that never quite came to be. Sometimes a quick glance in the proverbial rearview mirror can remind us of things we've

FEATURE | FOUR WHEELER | LIKES (1) | COMMENTS (1) |



1975 Jeep CJ-5 - Apple Green A One-Of-A-Kind Classic
By [Yvonne Givens](#) April 2013
There is no doubt that Jeep is an American icon. Almost anyone from just about any part of the world knows what a Jeep is, what it's good for, and what it looks like.

FEATURE | 4 WHEEL DRIVE | LIKES (1) | COMMENTS (1) |



2013 Pickup Truck Of The Year
By [Al Messner](#) February 01, 2013
For over 24 years we've put the latest and greatest vehicles in our head-to-head battle that is Pickup Truck of the Year. To participate in the 18th-annual truck showdown, the pickup has to be all-new or significantly

FEATURE | 4 WHEEL OFF ROAD MAGAZINE | LIKES (1) | COMMENTS (1) |

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I LIKE THEM BIG & ROUND

BY Fred Williams

I LOVE TIRES, AND SPECIFICALLY I LOVE BIG KNOBBY tires. But if it's bigger than those little spare tire donuts and knobbier than a warty toad, then that's better than nothing! It's obvious that big aggressive rubber is the name of the game when it comes to building any off-road machine. This is proven every time I drive one of my lifted 4x4s down a suburban street and some little tyke points and yells, "Monsta truck! Monsta truck, Mommy!" Big tires are the single most significant upgrade that the layperson sees when we rumble down the street. As such, when I'm describing my job to someone who knows nothing about the off-road world, I simply say, "I write a magazine about all those trucks with big tires you see driving around. Those are my readers, my people."

This month is our tire issue, and I'm really stoked about some of the new rubber we're seeing on the market. There are plenty of new all-terrain and mid/tweener-terrain tires coming out, plus rumors of many new aggressive mud- and rock-terrain tires in the works. The fact is I want them all! If I could, I would stack them in my living room or drop a sheet of glass on a half-dozen muddies and call it my dining room table. I once had a guy tell me that tires smell bad and that you wouldn't want to live in a place with a bunch of tires. That guy apparently had zero taste and no style, or was just a nimrod. Tires smell great and look cool! Especially those found in the ads and on the trucks in this magazine.

Another thing I've learned is that for a lot of people, tires are like boots or sneakers (athletic shoes, or whatever you call them in your neck of the woods). Looks are more important than performance for those people, but not for everyone. I love a mean-spirited tire that takes no gruff from a rock or rutted trail when wrapped around a battered old beadlock rim on my trail rig, but I also want that perfect tow rig/daily driver/do-anything tire that gets a gazillion miles, doesn't drone me to sleep like a double-prop plane, rides smooth as glass, but still looks gnarly so it scares hybrids from wandering into my lane. There really isn't a perfect all-around tire, but that's fine because there also isn't that perfect all-around 4x4 or perfect pair of boots, sneakers, flip-flops, or whatever you wear to work, church, school, the gym, and while camping or 4-wheeling.

I say get the tires you want that work in the terrain you like to go, and run them hard until they wear out. Put miles on your 4x4. Go see some distant place you've never seen, run an obstacle you've always wanted to try, explore a canyon or mountain track that you've always wondered where it leads. Don't worry about your tires. They are expendable, plus they get old, so use 'em, abuse 'em, and know that the tire guys are out there working on new ones. 🍷



EDITORIAL

NETWORK CONTENT DIRECTOR Rick Péwé
EDITOR Fred Williams, fred.williams@4wheeloffroad.com; Instagram & Twitter: @4xfredwilliams; Facebook.com/4xfred
MANAGING EDITOR Craig Johnson
SENIOR EDITOR Verne Simons
CONTRIBUTORS Ricky Berry, David Hamilton, Drew Hardin, Jay Kopycinski, Trenton McGee, Tom Morr, Harry Wagner

ART DIRECTION & DESIGN

ART DIRECTOR Alan Huber

MANUFACTURING & PRODUCTION OPERATIONS

VP, MANUFACTURING & AD OPS. Greg Parnell
SENIOR DIRECTOR, AD OPS. Pauline Atwood
ARCHIVIST Thomas Voehringer

READER SERVICES

4WHEELANDOFFROAD@EMAILCUSTOMERSERVICE.COM; or write to *4-Wheel & Off-Road*, P.O. Box 420235, Palm Coast, FL 32142-0235; or call **800.800.4294**. International: 386.447.6385. Please include name, address, and phone number on any inquiries.

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STEER CLEAR OF THAT GREEN, JOHN

I caught some Nov. '14 issue "oops." On page 24/25 there's a poorly photo-shopped cover up of the towline attached to the Dodge truck. Question on page 30: Did the M715 take out the pot plant in front of it? Ha ha. Gotta love a good M715.

JOHN

Via email

Hey John, you got one out of three on this one. On page 24/25 there was no winch rope or towline pulling the big Tug-Truck across the river, just Cummins torque and Nitto traction. There was a Voodoo Rope pulling a little Jeep, however! On page 30 there was indeed some "ditch weed" about to get trampled by Nitto's, but they were on a Dodge M37, not a Jeep M715.

TWO-BY'S OR FOUR-BY'S?

Hello. Not sure if you are interested in posting and sharing my Toyota truck



that we just put in drive for the first time. It is a one-of-a-kind Toyota for sure.

ROBERT COELLA

Wow, that looks really nice. Almost like a full-blown race truck. But is it two wheel drive? Do you other readers think we should cover two wheel drive off road trucks or just 4x4's?

Y'ALL GOT ANY FREE STUFF?

Do y'all do giveaways y'all or dirt every day I think it would be awesome you could give some arb air locker I know some one on a fixed income would greatly appreciate them I would gladly except them just a thought

ERIC S DIAMOD

We don't actually do any giveaways, but we have thought about it. It's the thought that counts, right?



WARNINGS FROM DISTANT WHEELERS?

We received this message on our Facebook page, facebook.com/4wheeloffroad. It is probably pretty serious, so we figured we had better comply.

Thy have com in peace. to keep it that way. thy wont in your mag. thank you 4x4 s of outer space

Translation: "They have come in peace.

To keep it that way, they want to have their vehicle in your magazine."

Thank you,

4X4S OF OUTER SPACE

PROUD TO SUPPORT YOU

I just wanted you to know your publication was my only comfort during my numerous deployments to Afghanistan. I have read every issue for as far back as I can remember. Also, what is going to happen to the Ultimate Adventure Tug? That is the greatest truck I have ever seen! If you plan on getting rid of it let me know. Thanks again for the awesome magazine.

JEFF MOORE

Via email

Thanks to you and all who served! If our little magazine helps you guys get the job done then we are more than glad to help. We have no plans to get rid of the Ultimate Tug-Truck just yet, but if it ever goes on the market we'll let everyone know.

Here is something we never showed before. This is the original proposal for last year when we were planning on building a big hemi-powered Ram Charger. We are glad we went with the diesel Tug-Truck, but maybe one of you readers would like to build this idea.



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4"	Coil Lift w/ shocks	\$575.99
2"	Body Lift	\$119.99

JEEP 97-06 TJ LIFTS

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4.25"	Combo Lift	\$529.99
1.25"	Body Lift	\$94.95
2"	Body Lift	\$108.75
3"	Body Lift	\$114.22

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2"	87-95 YJ Body Lift	\$89.99
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4" Suspension Kit

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JEEP 84-01 XJ LIFTS

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4.5"	Coil/Rear Leaf w/shocks	\$749.94

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4.5"	86-92 Lift Kit	\$548.95
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05-13 FORD F250 & F350

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4"	Radius Arm Kit w/shocks	\$1055.95
4"	4WD w/shocks	\$799.95
2"	Leveling Kit	\$99.99
1"	Budget Boost	\$69.99



6" Radius Arm Kit

99-04 FORD F250 & F350

4"	4WD Lift w/shocks	\$809.95
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1"	Front Shackles	\$74.95
1-4"	Adjustable Track Bar	\$99.95

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2"	04-08 Lift Kit	\$169.95
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2"	97-03 Leveling Kit	\$99.95
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3"	07-13 Tundra Lift Kit	\$169.95
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4"	05-12 Tacoma Suspension Lift	\$1195.95
2.5"	05-11 Tacoma Leveling Kit	\$98.95
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6"	06-08 4WD w/shocks	\$1295.95
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2"	02-05 Leveling Kit	\$99.95

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5"	03-09 4WD w/shocks	\$770.95
5"	94-02 4WD w/shocks NEW	\$839.95
2.5"	94-12 Leveling Kit	\$99.95

11-13 CHEVY HD & 3500

LIFT	DESCRIPTION	PRICE
5"	2/4WD Lift w/shocks	\$1399.95
2"	Torsion Bar Leveling Kit	\$99.95
	Shock Relocation Kit	\$19.95

01-10 CHEVY 2500 HD & 3500

6"	2WD/4WD Lift Kit w/shocks	\$1295.95
2"	Lift Kit	\$159.95
2"	Torsion Keys	\$99.95
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4.5 & 6.5"	2WD Lift w/shocks	\$999.95
3.5"	2WD/4WD Combo Lift	\$199.95
2"	Lift Kit	\$129.95
2"	Leveling Kit	\$69.95
3"	Body Lift	\$374.95
1.5"	Body Lift	\$149.95

99-06 CHEVY 1500 4WD

6"	4WD Lift w/shocks	\$1299.95
3.5"	Combo Lift	\$249.95
2"	Lift Kit	\$149.95
2"	Torsion Keys	\$99.95
3"	Body Lift	starting @ \$307.95
1.5"	Body Lift	starting @ \$159.95

88-98 CHEVY 1500 4WD

6"	4WD Lift w/shocks	\$1195.95
2"	Lift Kit	\$149.95
2"	Torsion Keys	\$99.95
3"	Body Lift	starting @ \$176.95

73-87 CHEVY 1/2 & 3/4 TON PICKUP & 73-91 1/2 & 3/4 TON BLAZER, JIMMY, SUBURBAN

6"	4WD Lift w/shocks	\$599.95
4"	4WD Lift w/shocks	\$499.95

04-12 COLORADO/CANYON

2"	Leveling Kit	\$99.95
2"	Lift Kit	\$149.95

07-14 SUBURBAN/TAHOE/YUKON

6.5"	4WD Lift w/shocks	\$1739.99
4"	Combo Lift	\$379.95
2"	Leveling Kit	\$69.95
2"	Body Lift	\$319.99

92-06 SUBURBAN/TAHOE/YUKON

6.5"	00-06 4WD Lift w/shocks	\$1679.95
2"	92-06 Torsion Bar Keys	\$99.99
2"	92-98 Lift Kit	\$149.99
3"	00-06 Body Lift	\$339.95
3"	92-98 Body Lift	\$199.99

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BY Drew Hardin



GM CORP.

SPECIAL EDITIONS FROM GM

It's that time of year—between the model-year change-over and the upcoming SEMA Show, several automakers are releasing special and/or limited editions of their pickups and SUVs. General Motors has been especially active lately, as you'll see from the roundup here.

SIERRA ELEVATION EDITION

GMC sees the Elevation Edition as a "new entry for the sport pickup market," with both exterior and interior upgrades. Based on standard 1500 double-cab models (in either 2WD or 4WD), the Elevation models have a monochrome look thanks to the use of body color on the grille surround, bumpers, door handles, mirror caps, and side moldings. Optional LED headlamps are here, as is an LED cargo-box lighting. Inside, buyers will find a 4.2-inch IntelliLink color touchscreen audio system and Bluetooth phone connectivity.

BASS PRO SHOPS TUNDRA

General Motors isn't the only truck maker offering special edition pickups these days. Toyota's Gulf States Region teamed with outdoors retailer Bass Pro Shops to create a Tundra 4x4 CrewMax SR5 with an upgraded suspension, 20-inch wheels, fender flares, spray-in bedliner, step tubes, and Bass Pro Shop graphics. The truck will be available only in Arkansas, Louisiana, Mississippi, Oklahoma, and Texas, with pricing starting just under \$44,000.



GM CORP.

COLORADO SPORT CONCEPT

Revealed at the State Fair of Texas, this Colorado is upfitted with Chevrolet's GearOn accessory system, which allows owners to mount big items, such as bikes and kayaks, over the bed, leaving the bed open for smaller gear.

The truck's assist steps, wheel-lip moldings, cargo divider, and other accessories are also available through Chevrolet, and as such are covered by the truck's warranty. The wheels, however, are prototypes that are "being evaluated for future production," says Chevy.



“Elevation Edition is a new entry to the sport pickup market”



GM CORP.

SIERRA CARBON EDITIONS

GMC is offering three different versions of the Carbon Edition, each fitted with carbon-fiber graphics; a black-painted grille; and body-color door handles, mirror caps, and other trim pieces. The standard Carbon Edition is based on the standard Sierra 1500 double-cab. The Carbon 20 Edition applies to the SLE double-cab and features 20-inch alloy wheels. The Carbon 22 edition, available on either double- or crew-cab SLE models, gets 22-inch alloy rims plus tubular sidesteps and foglamps. All Carbon models are available on two- and four-wheel-drive Sierras.

LINGENFELTER REAPER

Chevrolet worked with Lingenfelter Performance Engineering and Southern Comfort Automotive to produce a Raptor fighter that's available in select Chevy dealerships now. The Reaper is a Silverado pickup modified with a 3-inch lift, long-travel suspension, Fox racing shocks, and a Lingenfelter performance exhaust system. A custom hood and grille, wide-body fender flares, and rock guards with removable steps are the external tip-offs that this is no average Silverado. An optional 17-inch beadlock wheel/General Tire package is available, as are supercharged 5.3 or 6.2 V-8 engines.

CHEVY TEXAS EDITIONS

Chevrolet sells more fullsize SUVs in Texas than in any other state, so the automaker has come out with special editions of the Tahoe and Suburban just for Lone Star buyers. These trucks, available in LT and LTZ trim levels, are equipped with a max trailering package, 20-inch wheels on LT models (22s on LTZs), and special badging. Chevy also made navigation radio standard on LT versions (it's already part of the LTZ trim level) and added nine months to the buyer's satellite radio subscription.

THIS JUST IN

● ALUMINUM WRANGLERS?

According to *Automotive News*, Sergio Marchionne, CEO of Fiat Chrysler Automobiles, said at the recent Paris Auto Show that the company is considering a total redo of the Wrangler when it is redesigned for 2017. Changes could include the use of unibody construction, aluminum body pieces, and small-displacement turbocharged engines, all in the name of helping Wrangler meet stricter fuel economy mandates. Should it come to pass, it would likely spell the end of Wrangler production in Toledo, as refitting the plant to switch from body-on-frame to unibody assembly would be cost-prohibitive, said Marchionne.

● MIKE ANSON, A LONGTIME

fixture in Southern California automotive media who also served as the first editor of this magazine, has passed away. Anson started his auto journalism career at *Road & Track* and moved to *Four Wheeler* before joining Petersen Publishing and acting as *4-Wheel & Off-Road's* first editor. After leaving Petersen he worked in automotive public relations and cohosted a radio show, *America on the Road*, with fellow Petersen alumnus Jack Nerad.

● RAM TRUCK HAS ANNOUNCED

a partnership with the Texas Rangers, aiding the preservation of the history of the renowned law-enforcement organization. The announcement was made at the State Fair of Texas, where Ram Truck Brand President and CEO Bob Hegbloom presented the Texas Ranger Hall of Fame and Museum with a check for \$100,000.



GM CORP.

CHANGES FOR NEXT NORRA 1000



As the NORRA Mexican 1000 rally has grown in popularity, organizers have felt the need to make some changes to the event “to stay true to NORRA’s ‘Honoring the Past. Forging the Future’ event theme.” So next year’s rally will separate the Vintage four-wheel classes from the more modern Evolution and Rally categories. Beginning in 2015, the unlimited-style Vintage class vehicles must represent vehicles (and some technology) that were built by 1992 or earlier. More modern historic unlimited off-road vehicles built after 1992 will run with the

Evolution and Rally-Raid-based vehicles in a newly named Historic Trophy category. NORRA will also offer separate routes used on each of the four rally days to better suit both types of four-wheel vehicles.

The sanctioning body will also institute new tire size rules. Next year all Vintage four-wheel classes will be limited to 35-inch-tall tires, while all Evolution, Rally, and Historic Trophy vehicles cannot use any tire larger than 37 inches tall. This year’s event will take place April 25-29 and run the length of the Baja peninsula from Ensenada to San Jose del Cabo.

FULL METAL SPOKESMAN

R. Lee Erme, best known as the Marine drill sergeant in Stanley Kubrick's *Full Metal Jacket*, has signed on as the celebrity spokesman for Jeep parts maker Omix-ADA. Erme will represent the company in promotions and at events across the country.

"Being a long-time Jeep enthusiast myself, I am thrilled to be working with a company that not only produces quality products for the Jeep enthusiast, but also has taken the steps to preserve the Jeep history with their collection," said Erme.

Erme's persona, The Gunny, comes not only from his acting roles. He is a Vietnam vet who served in the Marine Corps as a staff sergeant and drill instructor. Following his retirement, Erme received an honorary promotion to gunnery sergeant because of his longstanding contributions to the Corps.



RECORD DONATION FROM LAND ROVER EBAY AUCTION

Land Rover North America recently auctioned on eBay a restored Range Rover Great Divide Expedition replica to help raise both awareness of the Expedition's 25th anniversary and also funds for land use advocacy group Tread Lightly! When the auction ended, the sale of the Rover brought in \$55,000, the largest single donation in Tread Lightly! history. The successful bidders were Shannon and Angie Davis, longtime Land Rover enthusiasts who took part in the recent 25th anniversary running of the Great Divide Expedition.



COOLEST READING PLACES



ANONYMOUS OUTHOUSE EDITION

The reader wasn't identified in the message. The photographer's name wasn't, either. Just this photo, with the message: "He froze his butt off so I could get this picture. LOL." Considering the sacrifice, we had to run the photo.



IN THE AFGHAN AIR FORCE

This picture was taken while I was working in Shindand, Afghanistan, helping to train the Afghan Air Force to work on the Mi-17 aircraft in the background. This is the work I do so I can improve my truck when I do get home. Thanks for the great magazine. I have enjoyed every issue, and the Afghan soldiers get my old copies. They help them learn English.

JIM DEVASURE



UNDERWATER

This picture was taken while deployed on the USS *San Juan* (SSN 751). The magazines kept me entertained and brought some nice conversations. Thanks.

PO3 ALEX MCNAIR
Petty Officer Third Class

For those of you who don't speak Navy, the San Juan is a Los Angeles-class (nuclear-powered, fast-attack) submarine.



GREEK EDITION

My wife and I were in Europe last month and I was told to bring reading material in case lines were long. Well, I couldn't think of any books that offered me the same pleasure as reading your magazine, so I brought a few! The picture is taken in front of the Temple of Zeus in Athens, Greece.

TIMOTHY C. BOUSLAUGH

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EARTH WATCH

● **THOUSANDS OF JEEPS** gathered at Daytona Beach for the MidFlorida Jeep Club's Jeep Beach event last fall. Those in attendance donated some \$150,000 to various charities, including \$30,000 to the BlueRibbon Coalition. Del Albright, BRC director of operations, said, "BRC depends on supporting clubs and individuals—and wow, Jeep Beach just plain knocked our socks off! We thank each and every member of the MidFlorida Jeep Club, all their supporters and partners, and all the attendees who made this such a huge, record-breaking success. You have made a tremendous impact to our efforts."



Mt. Olympus, Greece



Cabo da Roca, Portugal

TURTLE EXPEDITION ON THE ROAD AGAIN

Those of you who have followed Gary and Monika Wescott (aka the Turtle Expedition) over the years might be wondering where they are these days. In April 2013 they shipped Turtle V to Europe and toured through several countries, winding up at Cabo da Roca in Portugal, the westernmost point of the Eurasian land mass. At that point they began their Trans-Eurasian Odyssey, following the legendary Silk Road. The route will take them back into Europe, then the Middle East, and into China, where they'll begin a 33-day route to the Yellow Sea just east of Beijing. From there it's up into Mongolia and Russia in the winter and then, frankly, they're not sure where. On the expedition's website (turtleexpedition.com) you can sign up to receive their latest blogs.

MORE RAM ECODIESELS

Getting "overwhelming response" to its half-ton diesel truck, Ram has increased the production volume of EcoDiesel models to fully 20 percent of the Ram 1500 lineup. That's double the automaker's initial expectation. The 3.0L V-6 EcoDiesel engine, mated to a TorqueFlite eight-speed automatic transmission, delivers 240 hp, 420 lb-ft of peak torque, and 9,200 pounds of (max) tow capacity (9,030 in 4x4 models) while achieving 28-mpg highway fuel economy.



ECOBOOST GOOF

When we make a mistake we don't mess around. In the Dec. '14 Drivelines column we talked about Ford adding a new 2.7L EcoBoost engine to the '15 F-150 and wondered how buyers would react to a four-cylinder engine in the F-150. Turns out the question was moot, as the turbocharged 2.7 is a V-6, not a four.



Ford's aim with the new engine is to provide the performance of a midrange V-8 but with improved efficiency—efficiency that comes from high-tech features ranging from variable valve timing to an Auto Stop-Start system that shuts off the engine when the truck is stopped. (It is disabled when towing or in four-wheel drive.)

The result is a small-displacement V-6 that puts out 325 hp and 375 lb-ft of peak torque and has a tow rating of 8,400 pounds in the '15 F-150 4x4.

CALENDAR

- **JAN. 10:** Truckhaven Challenge by the California Off-Road Vehicle Association, Ocotillo Wells, CA. Info: corva.org
- **JAN. 10:** Getting Started Off-Road Driving Clinic by Badlands Off-Road Adventures, Hungry Valley SVRA, Gorman, CA. Info: 310.374.8047, 4x4training.com

- **JAN. 11:** Getting Started Off-Road Driving Clinic by Badlands Off-Road Adventures, Mojave, CA. Info: 310.374.8047, 4x4training.com
- **JAN. 16-17:** Superstition 17 by San Diego 4 Wheelers, Superstition OHV area near El Centro, CA. Info: sd4wheel.com
- **JAN. 22-25:** SCORE San Felipe 250, San Felipe, Baja California, Mexico. Info: score-international.com

- **JAN. 23-25:** Winter Fun Festival by California Association of 4WD Clubs, Nevada County Fairgrounds, Grass Valley, CA. Info: 800.4X4.FUNN, cal4wheel.com
- **JAN. 24-25:** Getting Started Off-Road Driving Clinic by Badlands Off-Road Adventures, Borrego Springs, CA. Info: 310.374.8047, 4x4training.com
- **JAN. 31:** Tire Repair/Hi-Lift Mini Clinic by Badlands Off-Road Adventures, Hawthorne, CA. Info: 310.374.8047, 4x4training.com

● **NOTE:** If you have a 4WD event you want us to publicize, please send the date, location, a description of the event, and contact info—phone numbers and/or email/website address—to Calendar, *4-Wheel & Off-Road* magazine, 831 S. Douglas St., El Segundo, CA 90245; fax 818.566.8501; email 4wheeloffroad@enthusiastnetwork.com. Please submit your info at least four months in advance of the event due to our press lead times. 🚗

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2"	Front Leveling Strut Spacers	\$64.95
3.5"	Complete Kit w/Upper Arms	\$479.95
4.75"	Combo Kit (3.5" Susp / 1.25" Body)	\$549.95
5"	Complete Kit w/2.2 Rear Shocks	\$999.95
7.5"	Complete Kit w/2.2 Rear Shocks	\$999.95
■ 1999-2006 1500 PU 4WD		
1.5-2"	Front Leveling Torsion Keys	\$99.95
4"	Complete NTD Kit w/2.0 Shocks	\$999.95
6"	Complete NTD Kit w/2.0 Shocks	\$999.95
■ 2011-2015 2500 HD PU 4WD		
1.5-2"	Front Leveling Torsion Keys	\$159.95
7.5"	Complete Kit w/2.0 Shocks	\$1399.95

DODGE



■ 2009-2014 1500 Ram PU 4WD		
2.5"	Front Leveling Kit	\$129.95
3.75"	Combo Kit (2.5" Susp/1.25" Body)*	\$249.95
4"	Complete Kit w/2.2 Rear Shocks	\$1249.95
6"	Complete Kit w/2.2 Rear Shocks	\$1399.95
■ 2014 2500 Ram PU 4WD		
2.5"	Front Leveling Coil Spacers	\$99.95
5"	Complete Kit w/Radius Arms	\$999.95
■ 2003-2013 2500/3500 Ram PU 4WD		
2"	Front Leveling Coils	\$179.95
2.5"	Front Leveling Spacers	\$99.95
5"	Complete Kit w/2.0 Shocks	\$699.95
5"	X-Series Kit w/Adj Arms & Shocks	\$899.95
5"	Long Arm Kit w/2.0 Shocks	\$1299.95

FORD



■ 2004-2014 F-150 4WD		
2.5"	Front Leveling Strut Extensions	\$99.95
4"	Complete Kit NEW LOW PRICE! *	\$999.95
6"	Complete Kit NEW LOW PRICE! *	\$999.95
■ 1997-2003 F-150 4WD		
2.5"	Front Leveling Torsion Keys	\$99.95
4/5"	Complete Kit w/2.0 Shocks	\$999.95
■ 2005-2015 F-250 Super Duty 4WD		
1.5"	Front Leveling Coil Springs	\$159.95
2"	Front Leveling Coil Spacers	\$99.95
3"	Complete Kit w/Front Spacers	\$379.95
3"	Series II Kit w/Coil springs	\$499.95
4.5"	Complete Kit w/2.0 Shocks	\$649.95
6"	Radius Arm Drop Kit w/Shocks	\$799.95
6"	4-Link Radius Arm Kit w/Shocks	\$1299.95

JEEP JK



2.5"	Coil Spacer Kit	\$139.95
2.5"	Coils w/shock relocation	\$249.95
2.5"	Coils w/Perf. 2.2 shocks	\$349.95 - \$329.95
3.25"	Coils w/Perf. 2.2 shocks	\$399.95
3.5"	Complete Kit w/N2.0	\$499.95
3.75"	2.5" susp. / 1.25" body	\$449.95 - \$419.95
4"	Complete Kit w/shocks	\$575.95 - \$499.95
4"	X-series Kit	\$1249.95 - \$1199.95
6"	X-series Kit	\$1339.95
4"/6"	07-14 Long Arm Upgrade*	\$1199.95
4"	07-14 Long Arm Susp.*	\$1999.95
6"	07-14 Long Arm Susp.*	\$2099.95

JEEP TJ



*2009-2012 models ONLY!		
0.75"	Leveling Spacers	\$39.95
1.5"	Coil Spacer Kit	\$199.95
2"	Coil Spacer Kit	\$129.95 - \$109.95
2.5"	X-series Kit w/X-Flex arms	\$949.95
3.25"	Coils w/2.2 shocks	\$399.95 - \$369.95
3.75"	2" susp. / 1.25" body	\$429.95 - \$389.95
4"	Complete Kit w/N2.0	\$549.95 - \$499.95
4"	X-series Kit w/X-Flex arms	\$999.95
6"	X-series Kit w/X-Flex arms	\$1049.95
2.5"	Long Arm Suspension	\$1499.95
4"	Long Arm Suspension	\$1599.95
6"	Long Arm Suspension	\$1649.95

JEEP XJ



*2004-2013 models ONLY!		
1.5"	Coil Spacer Kit	\$249.95
3"	Coils w/ N2.0 Shocks	\$255.95
3"	Series II Kit w/N2.0 Shocks	\$345.95
4.5"	Complete Kit w/N2.0	\$499.95 - \$459.95
4.5"	X-series Kit w/X-Flex arms-N2.0*	\$829.95
6.5"	X-series Kit w/X-Flex arms-N2.0*	\$899.95
4.5"	Long Arm Suspension	\$1299.95
4.5"	Long Arm Suspension*	\$1399.95
6.5"	Long Arm Suspension*	\$1449.95

*Includes new rear leaf springs

*2012-2014 models add \$190 to long arm kit cost

JEEP WJ/ZJ



■ 1999-2004 WJ Grand Cherokee		
2"	Coil Spacer Kit w/N2.0 Shocks	\$249.95
4"	Complete Kit w/Perf 2.2 Shocks	\$649.95
4"	X-series w/X-Flex Arms	\$799.95 - \$749.95
4"	Long Arm Suspension	\$1499.95
■ 1993-1998 ZJ Grand Cherokee		
1.5"	Coil Spacer Kit w/Shocks	\$205.95
3.5"	Complete Kit w/N2.0 Shocks	\$399.95
4"	Series II Kit w/arms & Shocks	\$599.95
4"	X-series Kit w/X-Flex arms - N2.0	\$779.95
4"	Long Arm Suspension	\$1499.95

NISSAN



■ 2004-2014 Titan 4WD		
2"	Front Leveling Strut Extensions	\$99.95
3"	Front Leveling Kit w/Upper Arms	\$349.95
6"	Complete Kit w/2.0 Rear Shocks	\$1199.95
■ 2005-2014 Frontier / Xterra 4WD		
1.5"	Rear Lift Shackles	\$64.95
2.5"	Front Leveling Strut Extensions	\$99.95
2.5"	Complete Kit	\$149.95
■ 1986.5-1997 D21 Hardbody PU 4WD		
1.5-2"	Complete Kit w/Upper Arms	\$339.95

TOYOTA



■ 2007-2014 Tundra 4WD		
2.5-3"	Front Leveling Kit	\$129.95
2.5-3"	Leveling Lift Kit w/rear blocks	\$169.95
4.5"	Complete Kit w/2.0 Rear Shocks	\$1249.95
6"	Complete Kit w/2.0 Rear Shocks	\$1299.95
■ 1999-2006 Tundra 4WD		
2.5"	Leveling Lift Kit w/rear blocks	\$269.95
■ 2005-2014 Tacoma 4WD		
3"	Leveling Lift Kit w/rear blocks	\$249.95
4"	Complete Kit w/2.0 Rear Shocks	\$999.95
6"	Complete Kit w/2.0 Rear Shocks	\$999.95





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14-15

CHEVY / GMC 1500 PICKUP

What better way to deck out that brand new 2014 GM 1500 you worked so hard for than with the aggressive stance and jaw-dropping ride height of a Rough Country Suspension Lift Kit? Kits are all-inclusive and all at a price that'll leave plenty of room for new tires and wheels!

- 2" LEVELING KIT - **\$64.95**
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- 3.5" LIFT KIT - **\$499.95**
- 5" & 7" LIFT KITS - **\$1199.95**
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- GM 50"/54" Windshield **\$59.95**
- Dodge 20" Bumper (Hidden) **\$29.95**



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- 2" - 07-15 GM 1500 **\$64.95**
- 2.5" - 07-15 Ford F-150 **\$99.95**
- 2.5" - 94-13 Dodge 2500 **\$99.95**



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- Jeep JK Wrangler **\$59.95**
- 88-98 GM 1500 PU **\$49.95**

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50" Straight Cree LED Light Bar
 23040 lumens / 288 watts **\$499.95**



12" Straight Cree LED Light Bar
 5760 lumens / 72 watts **\$159.95**

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- 9500LB [STEEL] **\$299.95**
- 9500LB [SYNTHETIC] **\$449.95**
- 12000LB [STEEL] **\$399.95**
- 12000LB [SYNTHETIC] **\$549.95**

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THE ROCK RAT

VEHICLE: '87 Toyota Pickup **OWNER:** Zach Malone, Bailey, CO **TIRES & WHEELS:** 33x12.5R15 Goodyear MT/R Kevlars **SUSPENSION:** Factory Toyota IFS, 51-inch third-gen Toyota pickup rear leaf springs, 6-inch shackles, Pro Comp shocks **DRIVETRAIN:** W56C 5-speed transmission, Marlin 4.7:1 single transfer case with twin sticks, welded Toyota 8-inch rear axle, 4.10 gears **DRIVETRAIN:** 22R bored 0.030 over, 32/36 Weber carb **OTHER DOODADS:** Recaro seats from a '91 Jetta GLI **FUNNIEST WHEELING INCIDENT:** The engine and tranny separated on the trail. I had no clutch and managed to finish the rest of the trail. **DOES EVERYTHING WORK THE WAY YOU WANT?:** It works pretty well for what it is. The factory IFS does well for being essentially factory. I have tuned it to perform well on the rocks. **ANYTHING YOU WOULD CHANGE?:** Weld up the front end, go with 4.88s, add chromoly CVs.



CHAINED UP

VEHICLE: '65 Jeep Gladiator J2500 Thriftside **OWNER:** PFC Michael Zimmermann, Liberty, NY **TIRES & WHEELS:** Stock **SUSPENSION:** Stock **DRIVETRAIN:** Hi-Torque 232 I-6; 3-on-the-tree T-90, Dana 20, Dana 44 axles **OTHER DOODADS:** Snowplow **FUNNIEST WHEELING INCIDENT:** The first day I drove her I almost got her stuck in a large hole in a creek—had the water over the ends of the bedrails. I found out the hard way the floor was not as solid as I thought when water came rushing in. **ANYTHING YOU WOULD CHANGE?:** Need to fix the rust hole on the body, but other than that I am leaving her the same way she sits now **ANYTHING TO ADD?:** I have always wanted a Jeep pickup, and when I stumbled upon this truck for a great price I couldn't resist. It needs a little more TLC but not much. It amazes me that she still has her factory paint.

READERS' RIDES ANNUAL GALA BLOWOUT

COMPILED BY Tom Morr



FUTURE BIG-BLOCK BLAZER

VEHICLE: '86 Chevy K5 Blazer **OWNER:** Stephen Silvernail **TIRES:** 37x14.5s **SUSPENSION:** 4-inch Rough Country lift **DRIVETRAIN:** Stock **OTHER DOODADS:** Custom bumper **DOES EVERYTHING WORK THE WAY YOU WANT?:** Mostly **ANYTHING YOU WOULD CHANGE?:** Big-block



BEACH BUGGY

VEHICLE: '90 Chevrolet Suburban 2500
OWNER: Paul Andrew, Flowery Branch, GA
TIRES & WHEELS: 315/75R16 BFGoodrich mud-terrains on Pro Comp wheels **SUSPENSION:** Pro Comp 4-inch lift kit **DRIVETRAIN:** Stock **OTHER DOODADS:** Chopped-off roof, cage, custom canvas top, Rhino-lined interior **ANYTHING YOU WOULD CHANGE?:** Nothing, except maybe winch, lockers, better gas mileage **ANYTHING TO ADD?:** 50-year-old women stop me at gas stations and say, "I love your truck." It's the world's greatest convertible/beach buggy.



MACHO MAN

VEHICLE: '77 Dodge (Macho) Power Wagon
OWNERS: Mike & Kathy Grant, Sullivan, MO
TIRES & WHEELS: 33x12.5R15 BFGoodrich Radial All-Terrain KOs on 15x10 steel wagon wheels **SUSPENSION:** 2-inch add-a-leaves, Rancho shocks **DRIVETRAIN:** Stock 727 transmission, NP203 transfer case **PERFORMANCE MODS:** Rebuilt 360 V-8, Holly Pro-Jection, Malory ignition **FUNNIEST WHEELING INCIDENT:** Getting stuck on Thanksgiving Day when a buddy and I went for a quick spin before dinner. The wife didn't think it was funny. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Of course not—it's an old Dodge. **ANYTHING YOU WOULD CHANGE?:** Drivetrain and suspension

COLD WAR FIGHTER

VEHICLE: '11 GMC 3500 **VEHICLE:** Dan Roe, Moscow, ID **TIRES & WHEELS:** 37x12.5R18 Pro Comp Xtreme mud-terrains, 18x9.5 XD Thumps **SUSPENSION:** 7 1/2-inch/6-inch Fabtech kit **DRIVETRAIN:** Stock **PERFORMANCE MODS:** Duramax V-8, H&S Minimax tuner, Proflo exhaust, K&N intake **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works great! **ANYTHING YOU WOULD CHANGE?:** Need less offset **ANYTHING TO ADD?:** A perfect addition to my \$3,200 '99 Powerstroke Super Duty



DENVER BRONCO

VEHICLE: '70 Bronco **OWNERS:** Jeff & Noelle Kerridge **TIRES & WHEELS:** 35-inch BFGoodrich T/As on 17-inch MB wheels **SUSPENSION:** Wild Horses 3 1/2-inch lift kit **DRIVETRAIN:** Stock (rebuilt) **PERFORMANCE MODS:** 302 V-8, dual exhaust with black chrome exhaust tips **OTHER DOODADS:** Corbeau seats, original(?) Koenig PTO winch, emblems powdercoated black, power steering conversion, shifter moved from column to floor, Rock Blocker rear bumper/carrier/rack, Rhino lined interior, rollcage **ANYTHING TO ADD?:** The guys at Wild Horses 4x4 were very supportive





MICHIGAN STATE TROOPER

VEHICLE: '91 Isuzu Trooper **OWNER:** Matt Brooks, Newaygo, MI **TIRES:** Goodyear Wrangler A/Ts **SUSPENSION:** Stock **DRIVETRAIN:** Stock, 2.8L V-6, rear Spartan Locker **OTHER DOODADS:** Custom winch bumper made from 2x4x0.25-inch steel, Badlands 9000K winch. **DOES EVERYTHING WORK THE WAY YOU WANT?:** The Trooper does everything I want it to do **ANYTHING YOU WOULD CHANGE?:** 3-inch suspension lift, 31-inch mud-terrains, front locker, roofrack



CHOCOLATE THUNDER

VEHICLE: '78 F-150 shortbed **OWNER:** Mitchell Hull, Pleasant Grove, UT **TIRES & WHEELS:** 35-inch BFGoodrich KM2s on 15x10 Level 8 wheels **SUSPENSION:** 4-inch Rancho lift **DRIVETRAIN:** 4-speed manual with granny gear, 4.11 gearing, Dana 44 front axle, Ford 9-inch rear axle **PERFORMANCE MODS:** Edelbrock Performer intake, Holley 4-barrel carb, Hedman headers **FUNNIEST WHEELING INCIDENT:** My buddy got stuck in a mud hole, then we buried four more trucks trying to get him out **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** Put on 38-inch tires. It's my daily driver even though it only gets 7 mpg.

ROLLING WRANGLER



VEHICLE: '95 Wrangler YJ Sahara **OWNER:** Brian Berglund, Firestone, CO **TIRES & WHEELS:** 40-inch BFGoodrich Krawlers, Trailready beadlocks **SUSPENSION:** Leaf springs, Bilstein shocks **DRIVETRAIN:** Stock engine and transmission, Atlas 4.3 transfer case, Tera CRD 60 axles, ARB Air Lockers, 5.38 gears **OTHER DOODADS:** Mercenary Off-Road subframe/bellypan, front fenders **DOES EVERYTHING WORK THE WAY YOU WANT?:** It works great on the trails of Colorado **ANYTHING YOU WOULD CHANGE?:** I'm looking to jump to a V-8 and those coilover things **ANYTHING TO ADD?:** I rolled it at the EJS



CHINESE TAKEOUT?

VEHICLE: '90 Toyota FJ62 Land Cruiser **OWNER:** Bridger Hayes, Prince George, VA **TIRES & WHEELS:** 35-inch Mickey Thompson MTZs on painted MT Classic Locks **SUSPENSION:** 10-inch lift: SOA flip with OME 3-inch heavy springs, 2 1/2-inch OME inversion shackles, Rancho RS5000 shocks **DRIVETRAIN:** Stock, 4.88 gears, lockers **PERFORMANCE MODS:** 3FE1-6, K&N air filter, high-performance coil, DUI distributor, Mean Green high-output alternator, Man-A-Fre ceramic-coated header, custom exhaust **OTHER DOODADS:** Hi-steer kit, six 55-watt Hellas, roof rack, ARB front bumper, custom rattle-can paint job, custom redneck microwave (a .50-cal ammo can mounted next to the headers—warms my lunch on cold days hunting) **DOES EVERYTHING WORK THE WAY YOU WANT?:** I bought this truck from some hippie who migrated from Los Angeles. Only got 80 miles to the tank. I did all the work myself. Never would know it had 212,000 on it. **ANYTHING TO ADD?:** Everyone wants to know about the license plate: I was a huge *Dukes of Hazzard* fan growing up and always thought General Lee was a cool name for a vehicle. Living in the South, I would be shot dead if I named an import vehicle after a Confederate general. The only Asian general I knew of is General Tso. I like his chicken dinner.





MUD MASTER

VEHICLE: '93 Ford F-250 **OWNER:** Sam Thomas, Princeton, WV **TIRES:** 37x12.50R16.5 Military BFGoodrichs **SUSPENSION:** SAS, 6-inch suspension lift **DRIVETRAIN:** Stock **OTHER DOODADS:** Ramsey 8,000-pound winch **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** Shack-le reversal in front, bigger tires, Dana 60



CLEAN COMMANDO

VEHICLE: '69 Jeepster Commando **OWNER:** Terrance Peeks, Holtville, CA **TIRES & WHEELS:** 33x12.5R15 Bridgestone Duelers, Falken Rocky Mountains on American Eagle wheels **SUSPENSION:** 4-inch Hell Creek front springs, rear Pro Comp 4-inch YJ springs **DRIVETRAIN:** Dauntless 225 V-6, T14 transmission, Dana 20 transfer case, Dana 30 front axle, Dana 44 rear axle with Trac-Loc **PERFORMANCE MODS:** Advance Adapters fenderwell headers, K&N filter, FlowKooler water pump **OTHER DOODADS:** Power steering conversion, power brake conversion, CJ Dana 30 front axle with disc brakes, Northwest AutoWire wiring harness, Raptor-lined interior **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works the way I want for now **ANYTHING YOU WOULD CHANGE?:** Wider axles, full cage, tire carrier, TH400, maybe a Chevy 4.3L V-6 **ANYTHING TO ADD?:** Thanks to all the friends and family as well as everyone in the JCCA for their help in getting this on the road



FRANK THE TANK

VEHICLE: '13 JK Unlimited Rubicon **OWNER:** Scott McNamara, Rhododendron, OR **TIRES & WHEELS:** 35x12.5R16 Goodyear Duratracs on MTB TKOs **SUSPENSION:** OE coils, 2 1/2-inch TeraFlex spacers, Bilstein shocks **DRIVETRAIN:** Stock **OTHER DOODADS:** Artec D44 axle armor kit, Evo Rockstars, Bushwacker fender flares, Truck-Lite LED headlights, JW Speaker fogs, ARB diff covers, Bestop Trektop NX top, Warn stubby front bumper with Zeon 8K winch running Spydura rope, custom Renegade replica decals **FUNNIEST WHEELING INCIDENT:** Wheeling with friends on Cedar Tree during the 2013 Pistons Wild Poker run, trying to squeeze under the tree. All my spotters said I was clear—until I heard a loud crack and pop as the tree took a chunk out of my brand new top. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Absolutely **ANYTHING YOU WOULD CHANGE?:** I will be upgrading the lift to a long-arm kit



BRITISH BLAZER

OWNER: Steve Kay, Castle Rock, CO **VEHICLE:** '86 K5 Blazer **TIRES & WHEELS:** 38.5x14.5R16.5 TSL SXs (grooved) on Trail Worthy Fab-re-centered 12-bolt H1s with rock rings and PVC inserts **SUSPENSION:** 52-inch front springs with DIY4x EZ Inch and axle moved forward one inch, 14-inch-travel Pro Comp ES3000 shocks on modified Ford shock towers, 56-inch rear springs with EZ Inch, ORD shackle flip, DIY4x 6-inch UDSR shackles **DRIVETRAIN:** 700R4, NP241 with JB Conversions SYE, Dana 60 front axle with Spartan Locker, 14-bolt full-floating rear axle with Detroit Locker, 4.56 gears, DIY4x flat-back diff covers **PERFORMANCE MODS:** TBI 350 out of an '89 K5 Blazer **OTHER DOODADS:** DIY4x A-bomb bumper, homemade sliders, homebrewed hydro-assist steering with ORD crossover steering and ORD steering braces, really fancy flat-black spray-can paint job **FUNNIEST WHEELING INCIDENT:** Catching my old K5 Blazer on fire while out wheeling **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works really good, but always something to change on it **ANYTHING YOU WOULD CHANGE?:** Full interior cage to protect my wife and kids, build a tube rear bumper **ANYTHING TO ADD?:** I have built this whole thing on a pretty tight budget. Money doesn't always mean more fun in this sport—but I could always use some more money!



COLORADO MASTER

VEHICLE: '01 Jeep Cherokee **OWNER:** R.M. Allen **TIRES & WHEELS:** 30x9.5 Pro Comp A/Ts on Rock Crawler wheels **SUSPENSION:** 4-inch Rancho lift kit, RS9000 rear shocks, XS9000 front shocks **DRIVETRAIN:** Dana 30 front axle, 8¹/₄ rear axle, ARB Air Lockers **PERFORMANCE MODS:** Banks header, Banks intake, Magna-Flow cat-back exhaust, Optima battery **OTHER DOODADS:** Warn 9500K winch, Warn front bumper, Rusty's body armor and skidplates, Yakima roofrack, 60-inch Hi-Lift jack, custom rear bumper with Class 4 receiver **DOES EVERYTHING WORK THE WAY YOU WANT?:** Drives great. Would climb a tree if I asked it to. **ANYTHING YOU WOULD CHANGE?:** It's a Jeep, so there's always something to change somewhere sometime. Invested over \$24,000 so far, not counting the Jeep's original cost. **ANYTHING TO ADD?:** Took the summer off when we purchased it and did 90 percent of the trails south of I-70 in Colorado



TOY SUZI

VEHICLE: '87 Suzuki Samurai **OWNER:** Steve Marlow, Hibbing, MN **TIRES & WHEELS:** 35x12.5R15 Goodyear MT/Rs with Kevlar, repainted steel rims **SUSPENSION:** SOA with YJ leaf springs, Missing Link front shackles, Bilstein shocks, Ford front shock towers **DRIVE-TRAIN:** Trail Gear 6.5:1 transfer case gears, Toyota axles, 4.88 gears, 4340 chromoly Birfields, Spartan lockers, disc brake conversions **PERFORMANCE MODS:** 1.6L Sidekick engine, K&N air filter, Flowmaster exhaust, header, 100-amp alternator **OTHER DOODADS:** Home-made rear bumper and tube doors, Optima battery, 2,500-pound Badlands winch, Trail Gear diff guards, Toyota power steering box with Saginaw pump, Toyota crossover steering, Viair compressor and semi air tank, O'Reilly seats, Grant steering wheel, 6-point rollcage **DOES EVERYTHING WORK THE WAY YOU WANT?:** So far, yes **ANYTHING YOU WOULD CHANGE?:** Smittybilt RC8 winch, longer wheelbase **ANYTHING TO ADD?:** Did 95 percent of the work myself, 10 years to get this far (had to build the garage first)



HALF-TON TRIBUTE

VEHICLE: '91 GMC K1500 **OWNER:** Jordan Heimer, Lindsborg, KS **TIRES & WHEELS:** 38.5x11R16 Super Swamper Boggers on 16x8 Raceline Raptors **SUSPENSION:** 6-inch lift kit **DRIVETRAIN:** TH350, NP208, Dana 60 front axle, 14-bolt rear axle with spool, 4.10 gears **PERFORMANCE MODS:** 500-hp 406-ci V-8, custom headers **OTHER DOODADS:** Custom dash, seat, fuel cell in bed **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, will do some wicked burnouts **ANYTHING YOU WOULD CHANGE?:** True-Trac in front, coilover suspension **ANYTHING TO ADD?:** The truck was fixed up in loving memory of its owner, Jordan Heimer



TEEN'S WRANGLER

VEHICLE: '95 Jeep YJ Wrangler **OWNER:** Brandon Smith, Traverse City, MI **Tires:** 33x12.5R15 Wildcat M/Ts **SUSPENSION:** 2-inch lift shackles, 2-inch body lift **DRIVE-TRAIN:** Stock, 2.5L I-4 **OTHER DOODADS:** Cut fenders, Rhino-lined, KC lights, full steel bumpers **FUNNIEST WHEELING INCIDENT:** Was going down a trail and hit a bump, and my rear track bar ripped out of the frame. A tree hit my top and saved me from rolling. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, it works amazing for what it is **ANYTHING YOU WOULD CHANGE?:** Lift kit, front locker **ANYTHING TO ADD?:** I'm 17 and love changing and modifying this rig. Now it is my daily driver, but it goes where I want it to. Love Jeeps; won't ever go back to any other brand.

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RETRO TOY

VEHICLE: '94 Toyota Pickup **OWNER:** Doug Maloy, Strafford, NH **TIRES & WHEELS:** 36x13.5R15 Interco Iroks on 15x10 Mickey Thompson Classic Locks **SUSPENSION:** 5-inch Superlift kit, 2-inch balljoint spacers, 1½-inch rear shackle lift **DRIVETRAIN:** 22RE, stock **OTHER DOODADS:** Double roll bar, fullsize spare on custom bed mount, 3-inch body lift, on-board air for the 3-foot air horns. **DOES EVERYTHING WORK THE WAY YOU WANT?:** It's a show piece, standards are low **ANYTHING YOU WOULD CHANGE?:** Regear to 5.29 (hills are tough without a tailwind) **ANYTHING TO ADD?:** This was my first vehicle. It was bone stock when I bought it and it had a broken e-brake. I left it out of gear one day and it rolled down the driveway into a tree. That is what started my entire rebuild.



NO. 1 BRONCO II?

VEHICLE: '87 Ford Bronco II **OWNERS:** Rebecca Erickson & Nick Oille, Fernley, NV **TIRES & WHEELS:** 33x10.5R15 BFGoodrich KM2s on 15x8 Black Rock steel wheels **SUSPENSION:** 4-inch lift: Skyjacker rear springs, Rancho XJ front springs, boxed and extended radius arms **DRIVETRAIN:** FM145, BW1350, Dana 35 front axle with Spartan Locker, Ford 8.8 rear axle with Trac-Loc, 4.88 gears **PERFORMANCE MODS:** Thrush muffler **OTHER DOODADS:** OBA plumbed into the sliders, 21½-inch LED light bar **FUNNIEST WHEELING INCIDENT:** Before the drivetrain swap we blew the retaining clip off the stock CV-style rear driveline and drove home with duct tape holding the CV joint together **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, I am always surprised how well this little rig does on the trail **ANYTHING YOU WOULD CHANGE?:** 5.0 swap would be nice **ANYTHING TO ADD?:** Built this rig for my girlfriend so she could have a nice daily driver and trail rig (and so I could have another toy)

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C-52

VEHICLE: '01 Cherokee XJ Sport **OWNER:** Max Ablicki, Belchertown, MA **TIRES & WHEELS:** 29x8.5R15 Super Swamper TSL bias-plyes, Plymouth Voyager steel rims **SUSPENSION:** 2-inch Skyjacker Budget Boost, Nitro 8000 shocks **DRIVETRAIN:** Stock **OTHER DOODADS:** JCR Offroad PreRunner bumper, KC HiLites, Rage Powersports roofrack, trimmed fenders, bedlined rockers **DOES EVERYTHING WORK THE WAY YOU WANT?:** Definitely. It's a blast to drive on and off the road, and I get a lot of compliments on it. **ANYTHING YOU WOULD CHANGE?:** 3-inch lift, full roof rack, snorkel, longer brake lines, sway bar disconnects **ANYTHING TO ADD?:** The C-52 nickname comes from my father's old 4x4. He had a Nissan Pathfinder that we called "C-5" because the tire sound reminded us of a plane. This XJ is C-5 reborn, hence the nickname C-52.



LIL BLACK

VEHICLE: '02 Chevy Trailblazer **OWNER:** Juan Rios, Del Rio, TX **TIRES & WHEELS:** 33x13R16 Super Swamper TSLs on 16x8 Pro Comp 52 series wheels **SUSPENSION:** 7-inch Mark MC lift kit, Moog front coil springs and control arms, stock rear springs, Rancho shocks **DRIVETRAIN:** 4.3L V-6, 4-speed automatic transmission, NP226 transfer case, Cardone 32-spline front CV axles, 3.80 axle gears **PERFORMANCE MODS:** K&N air filter, Airaid throttle body spacer, Optima battery **OTHER DOODADS:** ARB on-board air compressor, custom grille, Mark MC wheel spacers **DOES EVERYTHING WORK THE WAY YOU WANT?:** Most definitely: midsized ride, fullsize at heart **ANYTHING YOU WOULD CHANGE?:** Off-road lights, nerf bars **ANYTHING TO ADD?:** The project was tedious, but worth it. I dedicated it to my sis, Catalina Rodriguez, and family.



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CANADIAN CRAWLER

VEHICLE: '97 Jeep Wrangler TJ Sport **OWNER:** Rob Butt, Barrie Ontario, Canada **TIRES & WHEELS:** 35x12.5R15 Goodyear Wrangler MT/R Kevlars on 15x8 Classic D-Windows **SUSPENSION:** 4-inch Rough Country lift, Currie Enterprises adjustable upper control arms, Rusty's Offroad Products adjustable front track bar, JKS rear track bar bracket, Daystar bushings, Rough Country rear shock relocation brackets **DRIVETRAIN:** 4.0L I-6, NP231 with Rugged Ridge SYE and Tom Woods CV rear driveshaft, Dana 30 front axle with Lokka Lunchbox locker, RCX diff guard, Dana 35 rear axle **OTHER DOODADS:** Homebrew front winch bumper, Superwinch LP8500 Winch, in-cab winch controls, Dodge Dakota steering box, Trail Head Customs front tube fenders, Rubicon rock rails, ZJ tie-rod upgrade. Rough Country 1¼-inch body lift, Daystar 1-inch-lift motor mounts, TeraFlex steering stabilizer, Big Boy Jeeps cargo netting, Moose Knuckle Customs OBA system, Warn steering box skidplate, Super Wader snorkel, retrofitted Morimoto projector headlights **DOES EVERYTHING WORK THE WAY YOU WANT?:** It does really well on the trails, but I have a strange clunking in 4-Hi that I need to sort out **ANYTHING YOU WOULD CHANGE?:** If I had my time/money back, I would opt for a long-arm suspension system. I have a Ford 8.8 that I'm getting ready to swap in and am currently on the hunt for a D44 front axle. **ANYTHING TO ADD?:** Thanks to the great group at JeepCentral.ca for their help and ongoing knowledge



EVERYDAY XJ

VEHICLE: '88 Jeep Cherokee **OWNERS:** John & Ventura Young, Pomona, CA **TIRES & WHEELS:** 35-inch BFGoodrich KM2s on 16x9 Eagle Alloys **SUSPENSION:** RCX front brackets, Rubicon Express 4½-inch-lift springs with JKS arms and spacers, rear 6½-inch-lift Rubicon Express leaf springs, TeraFlex revolving shackles **DRIVETRAIN:** AW4, NP231 with SYE, Dana 30 front axle, Dana 44 rear axle with Lock-Rite, 3.55 gears **PERFORMANCE MODS:** Spectre intake, Mustang 5.0L injectors, E3 spark plugs **OTHER DOODADS:** JCR skidplates, Body Armor TJ rock slides, TNT frame stiffeners, TeraFlex rear disc brakes, Wilwood master cylinder and prop valve, rock lights, roof rack **FUNNIEST WHEELING INCIDENT:** Driving through the rockiest trail part of San Gabriel OHV area with 40 psi in our tires with everyone's teeth chattering **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, it crawls, it mobs through the desert, and daily drives the streets **ANYTHING YOU WOULD CHANGE?:** Coilovers, bumpstops, front 4-piston calipers, rollcage **ANYTHING TO ADD?:** The stickers added about 50 hp



FIRST JEEP

VEHICLE: '95 Jeep Wrangler YJ **OWNER:** Jeremy Patterson, Knoxville, TN **TIRES & WHEELS:** 33x12.5R15 BFGoodrich All-Terrain KOs on 15x9 Pacer Classic IIs **SUSPENSION:** 4-inch Rough Country lift kit **DRIVETRAIN:** Stock **OTHER DOODADS:** Custom bumpers, off-road lights **FUNNIEST WHEELING INCIDENT:** Getting crossed up in some ruts and slinging mud all over my dad **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** Front and rear lockers, 6-cylinder engine **ANYTHING TO ADD?:** I'm 16. This is my first Jeep. I bought it bone stock and I'm still adding stuff to my rig.



FUNCTIONAL FORD

VEHICLE: '93 Ford F-150 **OWNER:** Frank Morris **TIRES & WHEELS:** 33x12.5 Goodyear Wrangler MT/Rs on factory wheels **SUSPENSION:** Leveling kit **DRIVETRAIN:** Stock **PERFORMANCE MODS:** 4.9L V-8, K&N air filter **FUNNIEST WHEELING INCIDENT:** Following a lifted Jeep that was using 4-wheel drive, and I never left 2-wheel drive **ANYTHING YOU WOULD CHANGE?:** Gear it lower, lift it a little, add a larger camshaft **ANYTHING TO ADD?:** I want to thank my brother for not getting rid of this truck while it was his

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MUDDY EDDIE

VEHICLE: '95 Eddie Bauer Bronco **OWNER:** Ryan Vaillancourt, Dracut, MA **TIRES & WHEELS:** 33x12.5R15 BFGoodrich All-Terrain T/As on 15x10 Cragar V-5s **SUSPENSION:** Rough Country 2½-inch lift **DRIVETRAIN:** Stock 351W, E4OD transmission, BW1356 transfer case, Dana 44 TTB front axle, Ford 8.8-inch rear axle with limited slip, 3.55 gears **PERFORMANCE MODS:** Flowmaster 40 Series exhaust, dumped before axle **OTHER DOODADS:** Tow hooks **FUNNIEST WHEELING INCIDENT:** Tried to drive over old tires, but they got stuck between the bumper and tires. That was fun to remove them. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Goes everywhere I want it to go **ANYTHING YOU WOULD CHANGE?:** Bigger lift, regear to 4.10s, lockers, Rock Solid prerunner bumper



ENGINEERING EXERCISE

VEHICLE: '87 Toyota pickup **OWNER:** Stacy Suter, Harrisonburg, VA **TIRES & WHEELS:** 35x12.5R15 Dick Cepek Fun Country IIs on 15x8 Mickey Thompson Classic IIs **SUSPENSION:** Front custom 4-link with Johnny Joints, Panhard bar, Fox 2.0 10-inch-travel coilovers, Marlin Crawler tie rod, crossover steering, custom-bent steering arms; rear custom 2-link with Johnny Joints, stock leaf springs, special pivot between link and spring, Pro Comp MX6 shocks **DRIVETRAIN:** '85 Toyota front axle with FJ80 high-pinion third member, stock '87 rear axle, limited-slip, 5.29 gears **DRIVETRAIN:** Stock, original 22R motor has 283,000 miles **OTHER DOODADS:** Roll-cage, removable sunroof **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** New rear fiberglass bed sides, new paint, rock sliders **ANYTHING TO ADD?:** I bought this truck new in 1987 to go to college. As an engineer I did all suspension research, CAD, design, machining, and fabrication over two years. I also learned how to TIG weld. I was able to make the suspension mods a completely bolt-on system with only holes to drill and IFS to cut off.



BACKWOODS RAM

VEHICLE: '06 Ram 1500 Sport **OWNER:** Nathan Legradi, Yeagertown, PA **TIRES & WHEELS:** 35-inch Nitto Trail Grapplers on 18-inch Fuel Kranks **SUSPENSION:** 6-inch RCX lift **DRIVETRAIN:** Stock **PERFORMANCE MODS:** 5.7L Hemi V-8, CAI, throttle-body spacer, Flowmaster Series 10 mufflers, Hypertech programmer **OTHER DOODADS:** SRT hood scoop, Mopar decal, eyelids, Mopar nerf bars, Rhino liner, tonneau cover, LED taillights **FUNNIEST WHEELING INCIDENT:** Got stuck pulling my mom's neighbor out of the mud, so my stepdad pulled me out and got stuck the same place I did. I got to redeem myself and pull him out. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works great, rides great, and everyday driver



ROCKIN' XJ

VEHICLE: '96 Jeep Cherokee Sport **OWNER:** Samuel Leguee, Gold Beach, OR **TIRES & WHEELS:** 33x12.5R15 Hankook Dynapro MTs on 15-inch Ultra rims **SUSPENSION:** Rough Country 4½-inch X-Flex lift, extra 1-inch spacers, quick-disconnect front sway bars **DRIVETRAIN:** Stock 4.0L H.O. I-6, NP231 with SYE, custom rear driveshaft, Dana 30 front axle, Chrysler 8¼ rear axle with a Lock-Rite **OTHER DOODADS:** Custom aluminum bumpers with built-in receivers, rock sliders, light bar, taillight guards, trimmed rear fenders **DOES EVERYTHING WORK THE WAY YOU WANT?:** For the most part **ANYTHING YOU WOULD CHANGE?:** A front locker, a winch with quick-connects front and rear **ANYTHING TO ADD?:** I'm only 17 and I got this Jeep bone stock and built it myself in my garage and metal shop at school



XCELLENT XJ

VEHICLE: '98 XJ Cherokee **OWNER:** Daniel Quintana II, Las Vegas, NV **TIRES & WHEELS:** 31x10.5R15 BFGoodrich All-Terrain T/As on 15x8 Pro Comp Extreme Alloys **SUSPENSION:** Rough Country 4½-inch lift **DRIVETRAIN:** Stock 4.0L I-6, AW4 transmission, Dana 30 front axle, Chrysler 8¼ rear axle with Solid Axle cover, 3.55 gears **PERFORMANCE MODS:** K&N air filter, Triple Threat electric fans, 3-core aluminum radiator **OTHER DOODADS:** Smittybilt nerf bars, Rough Country front winch bumper, GenRight hood louvers **DOES EVERYTHING WORK THE WAY YOU WANT?:** For the most part. Still getting hot in the summer months but goes anywhere I ask her to. **ANYTHING YOU WOULD CHANGE?:** Upgrade axles to Dana 44s with lockers, replace the rear factory bumper with a spare-carrier type; put a cage with lights on the roof **FUNNIEST WHEELING INCIDENT:** When it snowed in Las Vegas and everyone was going 5 mph all over town, I just wheeled through no problem

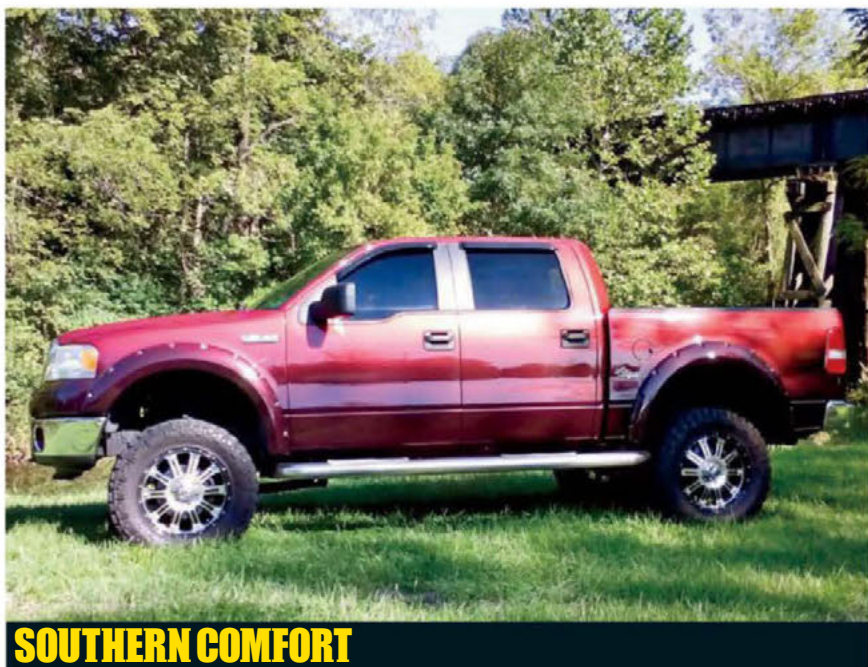


ROXANNE

VEHICLE: '95 Toyota Tacoma **OWNER:** Kyle Todd **TIRES & WHEELS:** 31x10.5R15 BFGoodrich KOs on stock rims **SUSPENSION:** Stock (sway bar removed) **DRIVETRAIN:** Stock **PERFORMANCE MODS:** Drop-in AFE filter **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works great **ANYTHING YOU WOULD CHANGE?:** Winch, front hybrid bumper, sliders, snorkel, OBA with ARB lockers, but college comes first **ANYTHING TO ADD?:** The truck's name is Roxanne

FROZEN TUNDRA

VEHICLE: '10 Toyota Tundra **OWNER:** Mike Simonelli, Bordentown, NJ **TIRES & WHEELS:** BFGoodrich Rugged Trails on stock wheels **SUSPENSION:** Stock **DRIVETRAIN:** Stock 5.7L iForce V-8, stock 6-speed automatic, 4.30 axle gears **DOES EVERYTHING WORK THE WAY YOU WANT?:** Very nice tow vehicle for my RV trailer, handles light off-road conditions when hunting or fishing **ANYTHING YOU WOULD CHANGE?:** Leveling kit, air intake **ANYTHING TO ADD?:** I feel the Tundra can run with any of the Big Three 1500s



SOUTHERN COMFORT

VEHICLE: '07 Ford F-150 Southern Comfort Conversion **OWNERS:** James & Heather DeWitt, Kokomo, IN **TIRES & WHEELS:** 35x12.5R20 Nitto Trail Grapplers on 20-inch XD Hoss wheels **SUSPENSION:** 6-inch Pro Comp kit, MX6 shocks **DRIVETRAIN:** Stock **PERFORMANCE MODS:** Edge Programmer, Spectre intake, MagnaFlow exhaust **OTHER DOODADS:** Boss bars, Rhino lining **FUNNIEST WHEELING INCIDENT:** Pulled buddy's truck out after Cummins failed to **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, so far **ANYTHING YOU WOULD CHANGE?:** 4.10 gears **ANYTHING TO ADD?:** This is my first Ford truck, loving it so far



GILA MONSTER

VEHICLE: '94 Ford Bronco **OWNER:** Jake Bare, Lake Elsinore, CA **TIRES & WHEELS:** 35x12.5R15 BFGoodrich Baja T/As on wagon wheels **SUSPENSION:** 4-inch Rancho lift kit **DRIVETRAIN:** Stock, E4OD automatic transmission **PERFORMANCE MODS:** 351W V-8 tuned up, Flowmaster muffler, 3-inch exhaust **OTHER DOODADS:** Caged rear window **FUNNIEST WHEELING INCIDENT:** Wheeling with friends and scaring everyone with some gnarly trails **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes, it never gets stuck and always goes where I want **ANYTHING YOU WOULD CHANGE?:** More lights, new rear bumper, rear locker, a cage, a stronger tranny, and torque converter **ANYTHING TO ADD?:** I love this truck. Built not bought.



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NEVER STUCK. NEVER STRANDED.

**THE STRONGEST MILITARY
GRADE ROPES ON THE MARKET.**

DO WHAT YOU DON'T DARE TO DO ...

7/8IN X 20FT 38,000 LBS CAPACITY - \$149.99

7/8IN. X 30FT. - 38,000 LBS CAPACITY - \$189.99

1-1/4IN. X 30FT. - 60,000 LBS CAPACITY - \$289.99

1/2IN X 16FT - 11,700LBS LBS CAPACITY - \$65.99

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VOOD00OFFROADROPES.COM



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ENTHUSIASTS UNITED
TO ADVANCE
AUTOMOTIVE FREEDOMS

ENLIST NOW!
SEMASAN.COM





FAB FORD

VEHICLE: '94 Explorer **OWNER:** Austin Gonzales **TIRES:** 35x12.5R15 Super Swampers **SUSPENSION:** 4-inch suspension lift, 2-inch body lift **DRIVETRAIN:** Stock 4.0L V-6, C4 transmission, stock axles, 4.10 gears, lunchbox lockers **ANYTHING YOU WOULD CHANGE?:** SAS up front with a 3-link



ROCKY

VEHICLE: '13 JK Rubicon Tenth Anniversary **OWNER:** John Stickley, St. Joseph, MO **TIRES & WHEELS:** BF Goodrich Radial Mud-Terrain T/As on stock wheels **SUSPENSION:** Stock **DRIVE-TRAIN:** Stock **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** It needs a winch



SEXI LEXI

VEHICLE: '97 Lexus LX450 **OWNER:** Seth Workman, Fayetteville, WV **TIRES & WHEELS:** 41.5x13.5 Pitbull Rockers on 17-inch Black Rock wheels with weld-on beadlocks **SUSPENSION:** Mix of OME and Ironman parts—3-link front, stock 4-link with Panhard rear **DRIVE-TRAIN:** Stock 4.5L I-6, transmission and transfer case, Dana 60 front axle with chromoly shafts, Synergy drive flanges, 14-bolt rear axle, 5.13 gears, spools **OTHER DOODADS:** Garrett Fab Works cage, Metaltech sliders and front bumper, West Texas Offroad hydro-assist steering, Warn 9.5XP winch **DOES EVERYTHING WORK THE WAY YOU WANT?:** Yes **ANYTHING YOU WOULD CHANGE?:** Coilovers, lower transfer case gears



LUCKY M1008

VEHICLE: '86 Chevy M1008 **OWNER:** Michael Birkeneder, Morgan Hill, CA **Tires:** 37-inch Goodyear Wrangler MT/Rs **SUSPENSION:** Front BDS 4-inch front springs, DIY 4x rear shackle-flip **DRIVETRAIN:** Stock gutless 6.2L diesel with original 24-volt system, TH400, NP208, Dana 60 front axle, 14-bolt rear axle with Detroit Locker, 4.56 gears **PERFORMANCE MODS:** ORD crossover steering, steering box brace **OTHER DOODADS:** ORD high-clearance crossmember, racing seats,

ORD brake lines, totally awesome P.A. system **FUNNIEST WHEELING INCIDENT:** Guy rolled right next to my parked truck and landed 6 inches from me. His tire kissed my fender. **DOES EVERYTHING WORK THE WAY YOU WANT?:** Works well enough to have not gotten stuck yet **ANYTHING YOU WOULD CHANGE?:** Front locker, hydro-assist **ANYTHING TO ADD?:** Thanks to my woman for letting me neglect her to go work on my truck 🙏

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Sell GREAT QUALITY Tools
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20% OFF

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LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67139), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 3/28/15. Limit one coupon per customer per day.



SCISSOR SUPER COUPON

FREE

WITH ANY PURCHASE
PITTSBURGH
1" x 25 FT.
TAPE MEASURE

ITEM 69080
69030/69031

Item
69080
shown

\$6.99

VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 3/28/15. Limit one coupon per customer per day.



SUPER COUPON!

PITTSBURGH

LOT NO. 68048/69227/62116

Item 68048 shown

SAVE \$85

**RAPID PUMP®
3 TON
HEAVY DUTY
STEEL FLOOR JACK**

• Weighs 74 lbs.

\$74.99

REG. PRICE \$159.99

10299372

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SUPER COUPON!

Not for overhead lifting.

**3/8" x 14 FT. GRADE 43
TOWING CHAIN**

Item 97711 shown

SAVE \$24.99

44% OFF

REG. PRICE \$44.99

• 5400 lb. Capacity

10293632

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SUPER COUPON!

2 PIECE VEHICLE WHEEL DOLLIES

• 1500 Lb. Capacity

Item 67338 shown

SAVE 50%

\$39.99

REG. PRICE \$79.99

10303971

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SUPER COUPON!

**32 PIECE
SCREWDRIVER SET
PITTSBURGH**

LOT NO. 61259/90764

Item 90764 shown

SAVE 60%

\$5.99

REG. PRICE \$14.99

10268170

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SUPER COUPON!

**90 AMP FLUX
WIRE WELDER**

• No Gas Required

Item 68887 shown

WE CARRY A FULL LINE OF WELDING WIRE

LOT NO. 68887/61849

SAVE \$50

\$99.99

REG. PRICE \$149.99

10303042

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SUPER COUPON!

"Voted the Best Deal in Winching"
- Off-Road Magazine

**12,000 LB. ELECTRIC WINCH
WITH REMOTE CONTROL AND
AUTOMATIC BRAKE**

Item 60813 shown

SAVE \$200

\$299.99

REG. PRICE \$499.99

LOT NO. 68142/61256/60813/61889

10301858

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SUPER COUPON!

For off-road use only.

**OFF-ROAD LONG-RANGE
TRUCK LIGHT SYSTEM**

Item 3029 shown

SAVE 50%

\$19.99

REG. PRICE \$39.99

10309319

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SUPER COUPON!

**4000 PEAK/
3200 RUNNING WATTS
6.5 HP (212 CC)
GAS GENERATORS**

• 70 dB Noise Level

Item 69729 shown

SAVE \$200

\$299.99

REG. PRICE \$499.99

LOT NO. 69676/69729
LOT NO. 69675/69728
CALIFORNIA ONLY

10293964

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SUPER COUPON!

NEW

"We Are Impressed With the Quality...
The Price is Incredible!"
- Car Craft Magazine

LOT NO. 68784
69387
62270

Item 68784 shown

SAVE \$330

**44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

• 2633 lb. Capacity • Super High Gloss Finish
• Weighs 245 lbs.

\$369.99

REG. PRICE \$699.99

10282788

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SUPER COUPON!

4-1/2" ANGLE GRINDER

Item 60625 shown

SAVE 50%

\$9.99

REG. PRICE \$19.99

10298775

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SUPER COUPON!

The Perfect Compressor with Powerful, Quiet and Consistent Airflow...
Plus We Love the Low Price!
- Street Trucks Magazine

LOT NO. 67847
61454/61693

Item 67847 shown

SAVE \$70

\$149.99

REG. PRICE \$219.99

10278282

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SUPER COUPON!

**42" OFF-ROAD/
FARM JACK**

Item 6530 shown

LOT NO. 6530/60668

• 3-1/2 Ton Capacity

SAVE 33%

\$39.99

REG. PRICE \$59.99

10296319

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Top of Its Class in Quality at a Really Great Price!
— Hot Bike Magazine

1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH

• 700 ft. lbs. Max. Torque
LOT NO. 68424

\$1499 \$999
REG. PRICE \$129.99

10399751

SAVE \$55

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WIRELESS WINCH REMOTE CONTROL
BADLAND

SAVE 50%

LOT NO. 69229/61474
Item 69229 shown

\$2999 REG. PRICE \$59.99

10388228

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HIGH LIFT RIDING MOWER / ATV LIFT
PITTSBURGH

NEW

LOT NO. 61523
shown

Item 61523 shown

• 300 lb. Capacity

\$8999 REG. PRICE \$149.99

10388699

SAVE \$60

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2" x 20 FT. TOW STRAP
HaulMaster

• 2800 lb. Working Load

LOT NO. 36612
60675/61943

Item 36612 shown

\$999 REG. PRICE \$19.99

10387154

SAVE 50%

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6 TON HEAVY DUTY STEEL JACK STANDS
PITTSBURGH

SAVE 50%

LOT NO. 38847/62393
69596/61197

Item 38847 shown

\$3999 REG. PRICE \$79.99

10312933

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ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET
PITTSBURGH

SAVE 55%

Item 46092 shown

LOT NO. 46092/61611

\$3599 \$4999 REG. PRICE \$79.99

10315976

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8 CHANNEL SURVEILLANCE DVR WITH 4 INFRARED CAMERAS
Dunker Mini Security

NEW

LOT NO. 68332/62463
61229/61624

Item 61229 shown

Over 2500 hours of recording time.

\$25999 REG. PRICE \$399.99

10338580

SAVE \$140

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20 TON SHOP PRESS
American Iron Magazine

Great Press for an Incredible Price!

LOT NO. 32879
60603

Item 60603 shown

• Pair of Arbor Plates Included

\$15499 \$19999 REG. PRICE \$299.99

10373621

SAVE \$145

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12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
CHICAGO ELECTRIC

NEW

LOT NO. 69684
61776/61969/61970

Item 69684 shown

\$13999 REG. PRICE \$299.99

10387337

SAVE \$160

WINNER Best Value Award The Family Handyman

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STEP STOOL / WORKING PLATFORM
HaulMaster

LOT NO. 66911

\$2299 REG. PRICE \$34.99

10314185

SAVE 34%

• 350 lb. Capacity

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TORQUE WRENCHES
PITTSBURGH

Impressive Accuracy, Amazing Value!
— Car Craft Magazine

LOT NO. 2696/61277
807/61276

Item 239 shown

\$999 REG. PRICE \$29.99

10320108

SAVE 66%

• Accuracy within ±4%
YOUR CHOICE!

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40 LB. CAPACITY FLOOR BLAST CABINET
CENTRAL PNEUMATIC

NEW

LOT NO. 68893/62144

Item 68893 shown

\$18999 REG. PRICE \$299.99

10329816

SAVE \$110

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SUPER-WIDE TRI-FOLD ALUMINUM LOADING RAMP
HaulMaster

LOT NO. 90018
69595/60334

Item 90018 shown

\$8999 REG. PRICE \$149.99

10346313

SAVE \$60

• 1500 lb. Capacity

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4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS
HaulMaster

LOT NO. 90984/60405/61524/62322

Item 90984 shown

\$799 REG. PRICE \$19.99

10373633

SAVE 60%

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1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)
drillmaster

NEW

LOT NO. 96289/62340

Item 96289 shown

\$899 REG. PRICE \$29.99

10384337

SAVE 70%

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45 WATT SOLAR PANEL KIT
TRONDOL solar

SAVE \$150

LOT NO. 68751/62443

Item 68751 shown

\$19999 REG. PRICE \$299.99

10327394

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3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS
HARBORFREIGHT

• Drill 28 Hole Sizes

Item 91616 shown

LOT NO. 91616
69087/60379

\$799 REG. PRICE \$19.99

10335269

SAVE 60%

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350 LB. CAPACITY SERVICE CART WITH LOCKING DRAWER
US GENERAL

Item 90428 shown

LOT NO. 90428/61161

\$5499 REG. PRICE \$149.99

10350994

SAVE \$95

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By Fred Williams
PHOTOGRAPHY FRED WILLIAMS

A N ADVENTURE TRUCK IS something that must be able to run down the highway, get you across town in traffic, take you down dirt roads, and deliver you to a new campground, a backwoods cabin, or a remote beachfront shack. It's more capable than your average truck but not as extreme as your rock buggy. If you are building an adventure truck then these Toyo Open Country R/Ts are

the tires you want. These Toyos are a Swiss Army knife tire, good at getting you through rough terrain and long road days. Not as extreme as Toyo's M/T nor as tame as its A/T, but a perfect blend of both. Two treads combined to make a lovechild of sorts between that smart, nerdy, well-mannered Open Country A/T and the outrageous, rugged, handsome Open Country M/T, resulting in a well-rounded tire (excuse the pun).

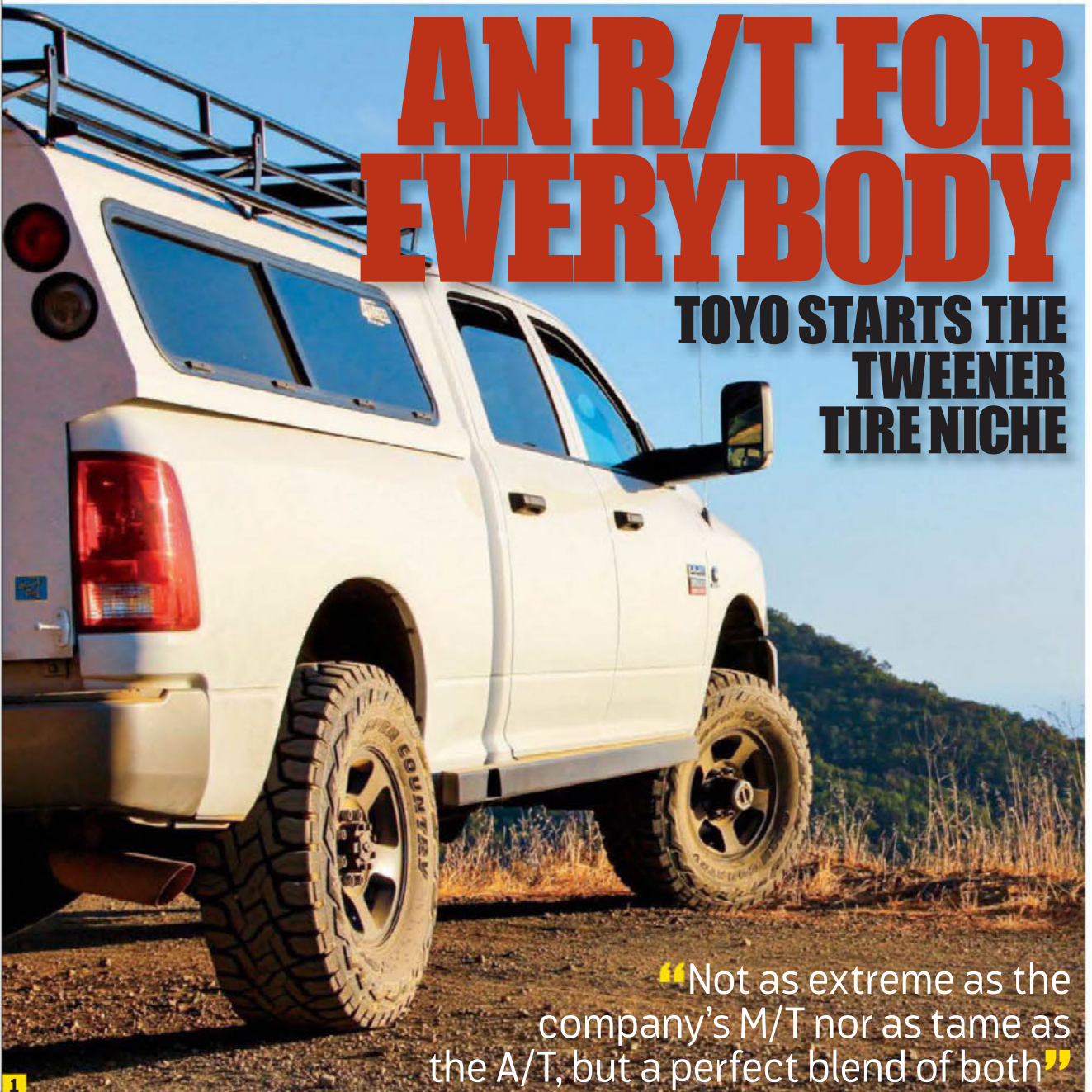
We bolted a set of 35x12.50R17 R/Ts onto our big white Ram 3500 and hit the road. We towed with them, we cruised with them, we explored with them, and we got compli-

mented on them. People really seem to like the look of these tires, with their aggressive sidewall and large tread lugs, and we almost feel bad that people don't realize how civilized these tires are. They are a perfect fit for a truck like ours, a truck that has to work all week just to play all weekend and that may see dirt in both activities.

Toyo's goal with the R/T is a crossover tire. The company has done much better than most automakers who call their spruced-up mini-vans a "crossover" SUV. These tires ride great, have minimal noise, and perform well in moderate off road challenges.

AN R/T FOR EVERYBODY

TOYO STARTS THE TWEENER TIRE NICHE



1



2

TIRE SPECIFICATIONS

MAKE/MODEL: Toyo Open Country R/T
SIZE TESTED: 35x12.50R17
TYPE: Commercial Grade All Weather Tire
LOAD RANGE: E
MAX. LOAD (LB): 3,195 @ 65 psi
SIDEWALL CONSTRUCTION: 3-ply polyester
APPROVED RIM WIDTH (IN): 8.5 to 11
TREAD DEPTH (IN): 0.57
TREAD WIDTH (IN): 10.5
SECTION WIDTH (IN): 12.5
DIAMETER OVERALL (IN): 34.8
WEIGHT (LB): 75
SIZES AVAILABLE (IN): LT285/70R17,
 35X12.50R17LT, LT285/65R18,
 33X12.50R18LT, 35X12.50R18LT,
 33X12.50R20LT, 35X12.50R20LT,
 37X12.50R20LT



3



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1 The new Toyo Open Country R/T tire is available in sizes up to 37 inches for a 20-inch rim and 35 inches for a 17- or 18-inch rim. We opted for the 35s and had them mounted on factory Ram truck wheels at a Discount Tire/America's Tire store in Paso Robles, California.

2 The first thing you'll notice about the R/T is the aggressive sidewall, but it really reveals itself with a coating of dust. The sidewall is made of a special compound for additional cut resistance and durability and is offered with a different design from side to side, giving you choices of appearance.

3 As you move from the sidewall to the tread you'll notice a very square profile with wide shoulder grooves, scalloped corner tread lugs, and recessed stone and mud ejectors at the base of the tread void. The design aids in on-road stability, off-road traction, and cleaning because it keeps the voids open with each tire rotation.

4 We wish our Cummins Ram 3500 was a full-time camping, exploring, overlanding truck, but the fact is it lives half its life with a heavy red trailer behind it. And this means highway miles are more common than dirt. The R/T is aggressive enough to keep the Ram pulling in loose gravel or wet grass, but the tight center blocks give it a quieter ride than a full-blown mud tire has when running 8- to 10-hour days towing. It's not silent, but it's quiet enough to blend in with the diesel clatter and not drive you crazy on long trips to off road destinations. Toyo calls this Optimized Pattern Arrangement; we call it Quiet Tire Thingymahoozits.

5 We took the big white crew cab down to a local riverbed that was dryer than pocket lint and filled with deep gravelly sand. We quickly realized we may end up walking home. This wash is softer than a mixture of marbles and baby powder. We were worried the Ram would dig in and strand us, but the Toyo's just stayed on top. They kept clawing forward, didn't bury themselves, and allowed us to wander and explore with ease.

6 We're suffering major drought in our hometown these days, so mud, rain, and snow testing didn't happen. We did get plenty of loose gravel, deep sandy washes, and hillclimbs. In all of those places a lack of traction can quickly stop a 1-ton truck with a heavy camper shell on it and a torque-spewing diesel under the hood, but the R/Ts didn't disappoint.

7 The Open Country R/T tire is opening a whole new segment in the truck and off-road tire world. The tire will fulfill a niche that many buyers have been looking for with on-road comfort and off-road capability. We're not saying the R/T will replace your good old-fashion mud tire for severe off-road performance, but if your vehicle is a crossover itself and lives both on and off the road, then you should consider these as your next set of adventure truck rubber. 🍷

SOURCES

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All Terrain T/A KO

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103 Black

103 Matt Black	
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17x8	\$164.99
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By Trenton McGee

PHOTOGRAPHY COURTESY OF BFGOODRICH AND TRENTON MCGEE

YOU CAN'T GET INTO MUCH OF a discussion about truck tires without mentioning BFGoodrich. The company is one of the major players in the light truck market because it offers an excellent selection of tire designs and sizes that appeal to different aspects of the market. The company is also heavily involved in many forms of racing, but none more so than Baja. With 26 of the past 27 overall winners of the Baja 1000 riding to the podium on BFGs, it is obvious that the company puts a lot of time, energy, and money into desert racing. The good news for consumers is that much of the cutting-edge technology that

goes into BFG's race tires trickles down to the regular tires that get us to work during the week and up the trail on the weekend. So when it came time to update the All-Terrain T/A KO, the company naturally drew on what it had learned in Baja and combined those lessons with some new technology that improves an already good design with the new All-Terrain T/A KO2.

THE SAME BUT DIFFERENT

At first glance the All-Terrain T/A KO2 doesn't look a whole lot different from the old T/A KO. The sidewall looks more aggressive, but the tread pattern itself looks largely the same. This isn't really that surprising, since the KO and the previous generations of the BFG All-Terrain have all been extremely popular. BFGoodrich wisely didn't see a need to fix what wasn't broken. But looking more closely at both the

tread design and the construction of the tire reveals some significant differences.

As already mentioned, the sidewall of the KO2 looks very different from the KO. We feel it is a welcome change. It's much more aggressive, with Side Biter lugs that protrude away from the sidewall. These lugs are also offset from one another, which results in significantly more bite at the edges of the tire. These are features you would expect in a more aggressive mud tire, and as a result, the profile of the tire looks meaner from a distance. In addition to more bite, these gnarly shoulder blocks are constructed of an exceptionally strong rubber compound that was developed for BFG's racing tires, so there is additional protection for the shoulder and the sidewall of the tire. The engineers even designed the new shoulder lugs to deflect objects away from the sidewall rather than

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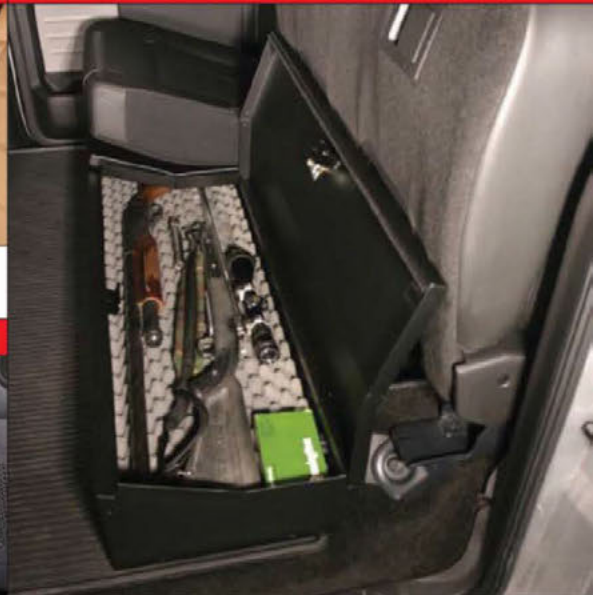
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snagging an object that could cause a sidewall split. In short, they beefed up the tire's "kill zone," which BFG equates to 20 percent tougher sidewalls than the KO.

The changes to the tread pattern of the KO2 may be more difficult to see unless you compare one side-by-side with the KO, but the focus for BFG was improving both traction and tread wear. If you look closely you'll notice that the tread blocks have a more interlocking shape than the old tire, which BFG says increases the stability of the individual tread blocks and results in more even wear. This is especially good news for trucks that spend most of their time on the pavement hauling heavy loads. The tires also incorporated the same raised bars between the tread blocks we first saw on the Mud-Terrain T/A KM2, which are designed to break the suction of mud packed between the tread blocks so that the tire can clean itself out more easily. This, plus some cool new siping features and some other items, give the tire more traction in the mud and significantly more traction in the snow.

HOW DO THEY WORK?

We could go on spouting all the specs and stats that surround this new tire, but most of you probably just want the bottom line. We had the opportunity to go down to Baja with BFGoodrich and spend two days flogging on Wide Open Baja buggies and Ford Raptors shod with the new KO2. BFGoodrich intentionally went light on the marketing hype and heavy on the experience—we put nearly 300 miles on the tires, the vast majority of which were off-road. In other words, BFG let the tires speak for themselves. We've spent quite a bit of time behind the wheel of a variety of vehicles equipped with the previous generations of All-Terrain T/As, so our expectations were high on what the tires could do.

The trouble with any all-terrain tire is that it is supposed to perform well on every type of terrain, but features that make a tire better on one type of terrain come at the cost of performance on another. Compromises have to be made, and when they're poorly executed you end up with a tire that is underwhelming everywhere. It's similar to a universal product that universally fits nothing. A really good all-terrain like the old T/A KO will do pretty well in most environments but have notable shortcomings in one or two areas. We are happy to report that the on-road manners of the KO2 are every bit as good as the old tire's, and the build quality is just what you would expect from BFGoodrich in terms of construction and balancing. This was to be expected. The



1



2



3



4



5

1 The most obvious visual difference between the new All-Terrain T/A KO2 and its predecessor is the sidewall, which we really like. Not only does it give the tire a much more aggressive look in profile, but the offset lugs and the extra-thick shoulders contribute to strength and traction improvements.

2 The tread pattern is different from the old All-Terrain, but it's subtle. The raised ribs between the lugs visible on the shoulder are borrowed from the Mud-Terrain and help break the suction that can cause mud to pack into the lugs. The small raised triangular nubs between the tread blocks are the stone ejectors. This tire had already been flogged on for several days by journalists and industry types, yet it still looked brand-new.

3 What better way to show off the capabilities of a new off-road tire than by testing them in the Baja peninsula? We spent two days flogging on the All-Terrain T/A KO2 in Baja Challenge buggies. Powered by four-cylinder Subaru boxer engines, these nimble machines have gobs of front and rear suspension travel and the strength to stay

together when the driver runs out of talent.

4 In addition to the buggies, we also spent some time behind the wheel of Raptors shod in KO2s. Though obviously heavier than the buggies, the KO2s were equally impressive and had no problem keeping all of the extra weight and inertia under control. It was in the Raptors that we noted the improved cornering traction and the absence of the annoying clanks of small rocks getting picked up and thrown into the wheelwells. The KO2s kept biting when pitching the trucks into corners, where the old A/T would often lose traction entirely and simply want to slide.

5 Midway through our testing the skies opened up with a tropical storm, and things quickly got real with flash floods, trails that became rivers, and huge mud holes. The KO2 passed the impromptu mud test with flying colors and kept us churning through the soupy clay and mud all the way to our destination for the day. The outside of the buggy was probably cleaner than the inside. Yet no one needed a tug, and the tires kept digging even when water was up over the 35-inch tires.

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performance on dirt roads is also very good, as we were soon pitching them into corners at speeds well above normal. Cornering traction in the dirt seems much improved over the previous tire, which had a tendency to wash out once traction broke loose and would not return until enough cornering momentum and speed had been scrubbed off. The KO2s were surefooted and confident in hard-pack dirt and did a great job of floating on loose dirt, silt, and sand without digging in like a mud tire would do.

The one area in which we have always felt the old KO fell short was in the mud; once things got a little sloppy, they had a tendency to pack up and not want to clean themselves out. As if on cue, Mother Nature provided an impromptu mud test with a series of torrential downpours midway through day one that had our group negotiating flash floods, roads that became mud bogs, and water crossings that were above the door openings on the Wide Open Baja cars. Though we ended up throwing away all the clothing we were wearing that day, it was during the rains and the resulting mud when the KO2 really stood out. In both the lightweight buggies and the heavier Raptors, the KO2 provided plenty of traction in everything from slippery clay to seemingly bottomless mud puddles. Though BFGoodrich claims a 10 percent increase in mud traction, we'd be willing to bet it is actually a lot more. Though the performance is probably still short of what you'd get with a dedicated mud tire, we feel the KO2's mud performance was the most improved feature over the KO.

We were also happy to see that BFG addressed our one complaint with all of the previous All-Terrain T/As. Referred to as stone drilling by the tire engineers, the old tires had a tendency to pick up small rocks; they would get wedged into the sipes and in between tread blocks. These stones would either eventually get ejected with annoying, paint-chip-inducing clunks once up to road speed, or they would bury themselves in the tire crevices and degrade tire life. They fixed this problem with a combination of small triangular nubs called stone ejectors strategically placed between the tread blocks and revised 3-D sipes. Instead of the sipes in the tread block running straight down and perpendicular to the tread face, they now have an S-shape when viewed in profile. The design not only prevents small rocks from burying themselves in the sipes but is also said to improve the stability of the tread blocks and reduce chunking. Due to these and other design improvements, BFGoodrich says it has



6 Though the focus of the testing was off-road performance, we had just enough time on paved roads to verify that the KO2's pavement manners are every bit as good as the old All-Terrain T/A. They were quiet and well balanced, even after spending a few hundred miles in the dirt. It's easy to understand why Ford Raptors come with the current BFGoodrich All-Terrain right from the factory.

7 In addition to all the other types of terrain, we had an opportunity to briefly experience the KO2 in the rocks, where they had a surprising amount of grip for an all-terrain tire. Are they going to keep up with a set of sticky Krawlers? Probably not, but they did a good job of holding the rocks rather than sliding off to one side or another. This was one more area that shows just how well-rounded and capable these tires are in all environments.

been able to double the tread life of the KO2 on gravel—and after examining a set of them that survived the Baja 1000 and a few thousand subsequent off-road miles, we have no reason to doubt this.

At the end of the day, it's hard to talk about the new KO2 without sounding overly critical of its predecessor. In reality, we felt that the All-Terrain T/A KO was one of the best all-terrain tires on the market, and we often recommended them to people with dual-purpose rigs that spend much of



8 To give you an idea on durability, this KO2 has been through a Baja 1000 race and then has been subjected to several thousand miles in the dirt leading Wide Open Baja expeditions. It might look a little rough around the edges, but it's still holding air and looks to be good for several thousand more miles of Baja.

9 We didn't get to spend any time towing with the KO2, but there's nothing to indicate that the new All-Terrain will be anything less than excellent for haulers and people who tow big trailers. Expect the same good coverage of tire sizes as the KO, and we confirmed that the largest KO2 will be 37 inches in diameter. Tire sizes will be released in three phases, with the first hitting the market by the time you read this. All sizes will be available by mid-2015.

their time on the street with the occasional off-road excursion. With even more off-road traction on tap, tougher construction, and a more aggressive sidewall, the KO2 is well suited to just about any application that spends a lot of time off-road but still needs good pavement manners. 🚗

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By Harry Wagner

PHOTOGRAPHY HARRY WAGNER

WE THOUGHT THAT Nitto had all the bases covered with the Terra Grappler all-terrain tire (now available in the G2 flavor with revised tread design and compound), the Trail Grappler, which has become our tire of choice for the Ultimate Adventure, and the uber-aggressive Mud Grappler. Yet Nitto saw room in its

product line for a tire that is more aggressive than the Terra Grappler, with excellent wet-weather performance and high load ratings. The Exo Grappler AWT (All Weather Tire) is currently available in 11 sizes total for 17-, 18-, and 20-inch rims. All sizes are rated Load Range E and come with a Three Peak Mountain Snowflake rating, exceeding the industry standard for a snow tire.

Nitto is targeting the commercial and service market with the Exo Grappler AWT, so we mounted a set on our '06 Chevy 2500, which sees daily driving and towing

duties and acts as a chase truck for desert racing. While we did not get the opportunity to test the Exo Grappler in snow and ice before we went to print, this truck lives in the Sierra Nevada mountains and sees plenty of adverse road conditions. We found the E-rated Nitto Exo Grapplers to be stiffer than the all-terrain tires we replaced, which provided increased confidence when we were towing but made tire pressure critical for a comfortable ride when off-road. This was a small price to pay for having a stronger tire, and we would expect to see more Exo Grappler AWT tires on more work trucks in the future. Nitto might not have had a gap in its product line after all but, rather, created an entirely new segment designed for trucks that work hard regardless of weather conditions.

GRAPPLING WITH SUCCESS

WE PUT NITTO'S NEW ALL WEATHER TIRE TO THE TEST



WHAT DOES IT TAKE TO GET A THREE PEAK MOUNTAIN SNOWFLAKE RATING?

You may be familiar with mud and snow (M+S) tires, but Three Peak Mountain Snowflake takes winter traction to a whole other level. In 1999, the U.S. Rubber Manufacturers Association (RMA) created a performance based standard based on a traction index. 100 was considered the reference for traction, and tires that obtained a trac-

tion index of 110 or greater in ASTM traction tests on packed snow received the Three Peak Mountain Snowflake rating. Most of these tires are dedicated snow tires, making it even more impressive that Nitto was able to engineer the Exo Grappler AWT with a tread pattern and compound that perform so well in freezing temperatures while still excelling on the pavement and dirt, resulting in a traction index of 120 or higher.

TIRE SPECIFICATIONS

MAKE/MODEL: Nitto Exo Grappler AWT
SIZE TESTED: 35x112.5R17
TYPE: Commercial Grade All Weather Tire
LOAD RANGE: E
MAX. LOAD (LB): 3,195 @ 65 psi
SIDEWALL CONSTRUCTION: 3-ply radial
APPROVED RIM WIDTH (IN): 8.5-11
TREAD DEPTH (IN): 19³/₃₂
TREAD WIDTH (IN): 9.94
SECTION WIDTH (IN): 12.52
DIAMETER OVERALL (IN): 34.76
WEIGHT (LB): 71
SIZES AVAILABLE (IN): 32 to 35 inches for 17-, 18-, and 20-inch rims



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“Nitto may have just created an entirely new tire segment”

1 The interlocking tread blocks ensure that rubber is always on the road, providing a stable contact patch and cutting down on road noise. The tread consists of natural rubber, wear-resistant materials, and high-strength polymers over a three-ply radial carcass with a 10-ply equivalent load rating.

2 When towing we ran the maximum 65 psi in the Exo Grapplers, up from the 40 psi we used for daily driving. This pressure resulted in a rough ride off the pavement, so we lowered the pressure to 20 psi, which allowed the sidewall to flex and conform to the terrain and smoothed out the ride. Not rockcrawling pressures, but then again this truck is not a rockcrawler.

3 Nitto designed the Exo Grappler AWT with two sidewall designs so you can choose how your tires look. Keep this in mind when you are having the tires mounted so that they all match. Both sidewall designs help protect the tire and provide increased traction in deep snow.

4 We must confess, our Duramax truck spends more time on the pavement than it does in the dirt. Often with a trailer in tow. The E load range rating of the Exo Grapplers offered a welcome increase in sidewall stiffness over the tires we were previously running, but were slightly louder as a tradeoff for the added traction and stability.

5 We did not encounter any snow during our testing, but we look forward to the opportunity to put the Exo Grappler AWT to the test this winter. The tire has performed admirably in all conditions we have subjected it to, and we expect the same results in snow and ice.

6 The Exo Grappler is a great choice for commercial and utility vehicles that are heavy and spend a lot of time on the rural roads found throughout America. The proprietary compound was designed to prevent chunking and provide extended tread life.

7 The Exo Grappler AWT's generous siping and large lateral grooves provide biting edges that evacuate water to resist hydroplaning and remain surefooted in snow and ice. These tread features are combined with a new compound, resulting in the Three Peak Mountain Snowflake rating. For even more traction on ice, the Exo Grappler accepts studs as well. ❄️

SOURCE

NITTO TIRE USA
 nittofire.com

BY Verne Simons
PHOTOGRAPHY VERNE SIMONS

D OESN'T IT SEEM LIKE THINGS that are retro or old-school, when well executed, are always cool? We think so, but then again we might be a bit old-school ourselves. When it comes to 4x4s, retro is cool, so when it was time to test some tires we figured what better way to go than old-school?

With a little digging you can pretty

easily find tires and wheels that hearken back to a simpler time. We've been running a set of retro 900-16 STA Super Lugs by Coker from Summit Racing Equipment (PN COK-71014, \$260) on an old Jeep truck for a few years. The truck is cool and looks cooler running chromed wheels with dog dish caps (we had the front dog dishes machined to clear the locking hubs). It just so happens that this truck shares the 6-on-5½ wheel bolt pattern with our '49 Willys CJ-3A (no, that is not the stock bolt pattern; we changed axles on the flattie), which is

pretty retro all by itself. Built in the ilk of old-school flatties that have frequently graced the pages of *4-Wheel & Off-Road* over the past 15-20 years, our Willys seems to be a head turner. Add to that the fact that we actually use the old Jeep both on the road and off (we drove it to, during, and back home from Easter Jeep Safari in Moab last year), and it is definitely unique.

We usually run beadlocks on the old Willys because she is our go-to gal when it comes to reliably hitting any and all off-road trails at the drop of a

OLD-SCHOOL TIRE TEST

TESTING OUT SOME RETRO TREADS



hat, but we always wondered how the old Jeep would perform running a set of vintage STA Super Lugs. This seemed like the perfect opportunity. We swapped some wheels and tires around and loaded the camping gear into the '49 flattie for a little old-school tire bashing.

What is our plan, you may ask? Have fun and test these tires everywhere we usually use the old flattie and, oh yeah, snap a few pictures along the way. Once loaded, we hit a few mining roads in the Bradshaw Mountains of Arizona, just northwest of Phoenix.



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1 We stopped at the parts store to gather last-minute things we had forgot. Before buzzing down the highway from Phoenix to Wickenburg, Arizona, our desert adventure on old-school rubber would commence in the Bradshaw Mountains north of town. On-road the STAs wander a touch like all bias-ply tires do, but the tires have worn well for the time we've been using them. As for the brown CJ-7, that's our buddy Trent McGee's Jeep. McGee is very suggestible when it comes to goofing off in the desert when we promise adventure, and we like having his company and recovery skills when things go sideways.

2 Next step, dirt! We pulled off the road in a wash to air down the tires. We dropped the Coker STA Super Lugs in 900-16 flavor from Summit Racing Equipment to about 10 psi for our 3,700-pound flatfender. That smoothed out the Jeep's ride and gave the tires ample grip in the packed dirt, loose rock, and sand. These tires are bias-ply so their carcasses are pretty firm even with this low air pressure. If we wanted to go any lower, beadlocks would add a level of safety and assurance. Without beadlocks and over the course of the day on rough roads and trails, we did burp out some air from these tires. Our flattie has a couple sources of compressed air on board for when the need to air-up arises.



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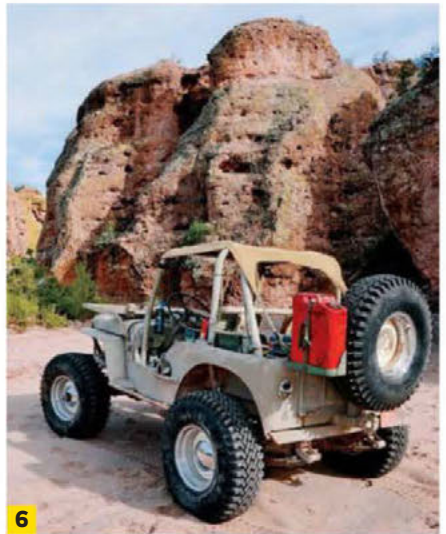


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3 We came across this old cab from a Ford truck. The door says Clare Electric, and from the look of the rust (and a few other hints) we are betting the truck was originally from back east. Finding objects like this in the middle of nowhere always makes us wonder what might have happened to the rest of the truck.

4 Luckily our retro tires are in a bit better shape than this old off-road bias-ply tire we came across in the desert. Maybe this tire came off that old Ford truck when it was on mining duty after the electrical repair days. Our STA Super Lugs do pretty well in the rocks. They are not quite as aggressive as some modern bias-ply mud-terrains, but the tread is durable and the moderate lug spacing and chevrons help the treads grab rocks when aired down. The sidewalls are relatively thick but not quite up to the task of regular heavy rock use or sharp rocks.

5 Our plan was to drive from Wickenburg back towards Phoenix on dirt, all while checking out some old town sites and what remains of a few mining areas. There are plenty of old roads in these hills to play on. Just be sure to respect both public and private property. That includes staying on open roads and trails and respecting signs, wildlife, livestock, and any other users



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you may come across. If we all do what we can to protect this land we can continue to use it.

6 In sand the Coker STAs do just what you want and need on a light weight Jeep at proper off-road pressure. The relatively narrow tread face does tend to follow ruts easily in sand and in what mud we've experienced (it's the desert, folks!). The 16x8 Wheel Vintiques wheels are also from Summit, which offers several wheels that have a stamped steel look, even some with relatively modern bolt patterns. Backspacing on these wheels is shallow for modern cars and trucks, but check out what Summit has if you love the old-school dog dish or steely wheel look. We love the look of these retro tires. Coker, please make us more old-school/vintage/retro off-road tires (Armstrong Mud and Snow, Armstrong Tru-Trac!)

7 As the sun set in the west we rushed to our final destination, Crown King, Arizona, a lively little mining town north of Phoenix packed with characters, interesting places, and history. If you are ever in the area, Crown King is worth checking out either via one of a handful of well-maintained dirt roads or, for the more adventurous type (with a 4x4), by running The Back Road to Crown King. That's a pretty easy three- to five-hour run unless something has washed out, it's raining, or the trail is coated in snow. Otherwise even a stock 4x4 with a skilled driver can handle it. ☺

SOURCES

COKER TIRE
800/251-6336
cokertire.com

SUMMIT RACING EQUIPMENT
800/230-3030
summitracing.com

By Harry Wagner
PHOTOGRAPHY HARRY WAGNER

WHEN WE FIRST SAW the spare tire in our Volkswagen Touareg we didn't know whether to laugh or cry. The Touareg is admittedly a pretty soft-roader, blurring the line between car and truck. It has independent suspension

front and rear and unibody construction, but it also has a true low range and height-adjustable air suspension, with a rear selectable locker as an option. Oh, and did we mention that it has a V-10 twin turbodiesel engine? Still, no matter how many cylinders Volkswagen crammed under the hood there is no excuse for the dinky donut of a spare. The issue is that space is limited under the rear cargo compartment, where the spare sits inside the vehicle and shares space with the muffler,

which is mounted directly under the tire.

In order to travel into the backcountry we needed a set of tires that inspired more confidence than the factory all-season street tires. Our criteria were simple. We wanted a tire that had better puncture resistance, was slightly taller for increased ground clearance without rubbing the sheetmetal, was quiet on the street, provided increased traction in the dirt, was surefooted in snow and ice, and did not cost an arm and a leg. Hmm, maybe our criteria weren't so simple after all.

Fortunately General had what we needed in the form of the Grabber AT2. The 255/60R18 Grabbers are 5 percent taller than stock, which provides a slight boost in ground clearance without concerns about rubbing or needing to regear the differentials. 4Wheel Parts mounted up the AT2s on our factory 18-inch rims, and we set out in search of fall colors.

ATTENTION GRABBERS

PUTTING THE GENERAL GRABBER AT2 TO THE TEST





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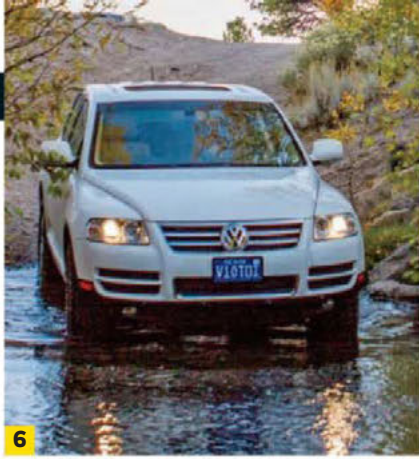


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“Maybe our criteria weren’t so simple”



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1 Adam Carrion at 4Wheel Parts in Reno mounted the Grabber AT2s on our factory 18-inch rims. We would have switched to 17-inch rims in order to increase the sidewall height of our tires, and with over 50 sizes to choose from General had us covered; however, 17-inch rims would not clear the brakes on our VW.

2 The General Grabber AT2s run incredibly true, only requiring half an ounce of weight each to balance. This may not be a priority for an old farm truck, but for a late-model SUV that sees a lot of road miles it is appreciated, as even the slightest imbalance can be heard and felt in this vehicle.

3 Grabber AT2s use a five-row tread pattern that is quiet enough for daily use, yet has deep lugs and wide enough voids to handle anything our Touareg is going to see. If you need even more traction, General's Grabber is probably a better choice for your needs.

4 The General Grabber AT2s are excellent winter tires with their generous siping, and accept studs as well. Within the AT2 line, select sizes feature a 60,000-mile treadwear rating

and some are Snowflake approved, with all sizes M+S rated.

5 The size we chose is 5 percent taller than the factory tires that we replaced, providing more ground clearance and increased sidewall height. The Touareg has air suspension, but even at the low ride height there were no clearance issues.

6 We are grateful that our '06 Touareg is not equipped with a tire pressure monitoring system (TPMS), allowing us to air down the tires from 40 to 25 psi for trail use without annoying warning lights on the dash. The air suspension on our VW even comes with its own compressor that lets you air the tires back up at the end of the trail.

7 Our search for fall colors took us on backroads in the eastern Sierra Nevada Range. Much of this area is comprised of pine trees, but there are aspen groves near creeks and streams. The fall colors were a great excuse to hit the trail with our picnic lunch.

TIRE SPECIFICATIONS

MAKE/MODEL: General Grabber AT2
SIZE TESTED: 255/60R18
TYPE: All-Terrain
LOAD RANGE: XL
MAX. LOAD (LB): 2,469 @ 51 psi
SIDEWALL CONSTRUCTION: ?-ply
APPROVED RIM WIDTH (IN): 7.0-9.0
TREAD DEPTH (IN): 13/32
TREAD WIDTH (IN): 8.6
SECTION WIDTH (IN): 10.2
DIAMETER OVERALL (IN): 30.0
WEIGHT (LB): 38.5
SIZES AVAILABLE (IN): 53 available from 27 to 35 inches for 15- to 20-inch rims

8 Someone at Volkswagen thought that this was an acceptable spare tire. We disagree, and did not want to head off the beaten path until we had confidence that we would not need this donut to get home. ☹️

SOURCES

4WHEEL PARTS
775.386.2100
4wheelparts.com

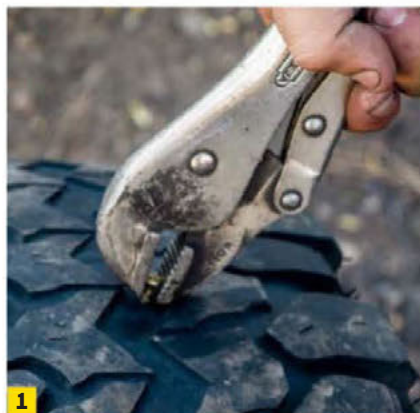
GENERAL TIRE
800.847.3349
generaltire.com



1 Start by locating the offending object and removing it. This will let the air out, so be ready with your plug to insert it. Also ensure that you have an air source with you. You don't want to lose too much air because this can possibly deseat the bead and then you would have a bigger problem. You can plug the sidewall of a tire to get off the trail, but because a sidewall flexes as the tire rotates it can spit the plug out at high speeds. In other words, don't run sidewall plugs on the street.


2 We carry a Safety Seal plug kit with self-vulcanizing plugs that bond to the tire. Start by centering the plug in the needle and applying some of the included lube to make the process easier.

3 Insert the needle until the sleeve is against the tire, then hold the sleeve there and pull up on the handle. Don't twist as that could damage the plug. At this point the excess material sticking out of the tire can be cut off and the tire can be re-inflated. Now it's time to get back on the trail!



HOW TO PLUG A TIRE ON THE TRAIL

BY Harry Wagner
PHOTOGRAPHY HARRY WAGNER

REGARDLESS HOW TOUGH your tires are or how good a driver you are, flats happen. It is just the nature of 4-wheeling. Fortunately a flat tire does not have to end your day—assuming you have a fullsize spare tire. But if you've left the spare on the trailer or already swapped out one tire on this trip, don't worry. With a good plug kit and an air source you can fix nearly any puncture enough to get off the trail at least. 

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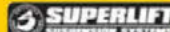


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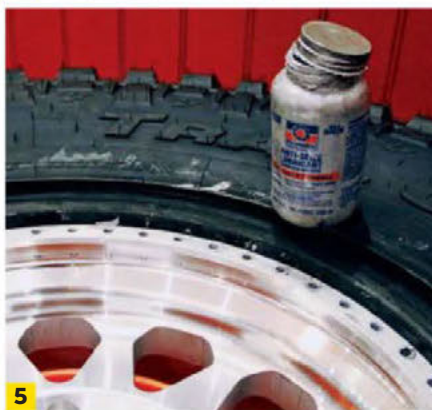
BEADLOCK MOUNTING LESSONS

By Fred Williams
PHOTOGRAPHY FRED WILLIAMS

MOUNTING BEADLOCK wheels is easy. It doesn't require any high-dollar tools (other than an air compressor), and it doesn't take long. In fact, we were able to mount one Method beadlock wheel in our living room in under 30 minutes. You could do it faster if you used power tools, but mounting them by hand isn't too bad, and since you want to be careful not to overtorque the beadlock ring bolts it's probably safer to take your time and do it by hand.

Don't tell your mom we said it was OK to mount your tires in the living room. We'll deny ever condoning such ridiculous behavior.

“Antiseize is messy stuff. Don't get it on the couch.”



1 These are all the tools you will need to mount the tire on the beadlock: pliers to install the valve stem; dish soap to lube up the tire before you install the wheel; a screwdriver to align the tire on the rim; a bucket to set the rim on; a socket and ratchet to install the beadlock bolts; and a torque wrench to tighten them to spec.

2 The first step is to install the valve stem. You'll invent new four-letter words if you forget and get the tire mounted without the valve stem and have to tear it all apart. Ask us how we know.

3 The second step is to lube the back bead of the tire and force the front of the beadlock rim through it. In some cases you may need some tire spoons to get the tire on the rim, but our 40-inch Nitto Trail Grappler dropped on without much of a fight.

4 Next you need to set the wheel and tire combo on the bucket. This droops the tire off the front face of the rim to help you prep for the beadlock ring. Use the flathead screwdriver to be sure the rubber is centered on the rim evenly and no rubber flashing is sticking up.

5 Put a small dab of antiseize in each bolt hole to help assembly. Antiseize is messy stuff. Don't get it on the couch, carpet, dog, or your hands. As soon as it gets on your hands your nose will itch.

6 Install the bolts. On this Method beadlock the outer ring is held on with 5/16-inch bolts. Get them all started first, and then tighten them in a crisscross (star) pattern. Our Method 101 machined beadlock wheels have had the rings painted to match our Ultimate Adventure Tug-Truck, but Method does offer black beadlock wheels.

7 Tighten down the bolt gradually and then torque them to 20-25 lb-ft. We found a torque wrench that goes this low at our local Harbor Freight Supply store. You will want to retorque the bolts every 200 miles.

8 Finally, just air up the tire until the rear bead seats and then set them to your desired wheeling pressure. Bolt them to your vehicle and go have fun. Running beadlock wheels will allow you to run extremely low tire pressure with less chance of debeading the tire. 🚗

SOURCES

HARBOR FREIGHT SUPPLY
800.423.2567
harborfreight.com

NITTO TIRE USA
nittotire.com

METHOD RACE WHEELS
866.779.8604
methodracewheels.com

TECH SPECS

1999 NISSAN FRONTIER

>DRIVETRAIN

ENGINE: Stock 3.3L V6

TRANSMISSION: Stock 4-speed automatic

TRANSFER CASE: TX10 with AC 3.7:1 crawler gears

FRONT AXLE: Ford Dana 44 high-pinion, 5.13 gears, ARB air locker, Warn shafts, CTM joints

REAR AXLE: Rockcrusher Dana 60 high-pinion, 5.13 gears, ARB air locker, 35-spline shafts, disc brakes

>SUSPENSION

SPRINGS & SUCH: Custom 3-link and 2-inch Fox coilovers (front); homebrew GM 64-inch based leaf packs and Fox 2-inch emulsion shocks (rear)

TIRES & WHEELS: LT315/75R16 BF Goodrich KM2 tires mounted on 16x8 aluminum modular wheels

STEERING: Stock Nissan box, high-steer crossover

OTHER STUFF: Interior rollcage, Ranger stepside bed sides on custom fabricated bed, Warn 9.5Ti winch (front), Warn 16.5Ti winch (rear), Addicted Offroad front bumper, rock sliders

FRANGER



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1 Perched on an Addicted Offroad front bumper is a Warn 9.5Ti winch spooled with Rock Stomper synthetic rope for when Mike Marro needs roadside extraction assistance. Lest you think Mike bootlegged the Ultimate Adventure sticker on his truck, it's real. He was chosen to attend back in 2011. That was back in the days when the truck was a good bit different and running a flatbed (Frontier Floridians, "Trail-Proven Survivors," Nov. '11).

OR NORD? NISSAN FRONTIER IDENTITY CRISIS




BY Jay Kopycinski
PHOTOGRAPHY JAY KOPYCINSKI

WHAT DO YOU DO WHEN you want an off-road rig that can travel long distances on the highway, tote a bunch of camping gear, and then allow you to run hardcore trails when you leave the highway? You just might build a truck like the one you see here.

Mike and Norma Marrero purchased this Nissan Frontier new in 1999 for camping and wheeling, and it has been evolving ever since. In 2003, Mike took a torch to the front end and relieved the Nissan of its IFS. Since then he has clocked over 160,000 miles on the truck with the Ford Dana 44 he put in place. To complement the front solid

axle, he upgraded the rear to a Dana 60 to turn 35-inch-tall rubber with confidence. The 5.13 gears keep this daily driver moving on the highway and help on the trail when accompanied by the 3.7:1 low range in the modified transfer case.

Mike has wheeled the truck from his home state of Florida to Indiana, and from Virginia to Arizona. To say this rig is well travelled would be an understatement. Over the last few years the Marreros have turned to doing more expedition style trips, so Mike built a custom, narrow bed and wrapped the exterior with factory fiberglass bedsides salvaged from a Ford Ranger bed. Hence the somewhat confusing visual appearance of the half-Nissan, half-Ford body. In any case, this rig has been built with a thoughtful combination of mods with an eye toward reliability and practicality. 

2 The factory IFS left town in 2003. Mike fabricated a custom three-link suspension up front to locate the Ford high-pinion Dana 44 that uses GM knuckles. The axle was regeared with 5.13 gears on an ARB air locker. Further fortification comes from Warn alloy shafts, CTM joints, Solid Axle Industries six-lug hubs with big bearing spindles, and Superwinch locking hubs.

3 Mike sought real beef in the rear drivetrain with the use of a Rockcrusher high-pinion Dana 60 with 5.13 gears and an ARB air locker. Dutchman 35-spline shafts were used and built with a six-lug pattern. Mike swapped in Ford Explorer disc brakes, and the pumpkin is protected with a Rockcrusher diff cover, just like the front axle. Mike built custom leaf spring packs based on GM 64-inch springs with the center pin moved rearward about 2½ inches. Fox shocks are also used on the rear and the wheelbase now sits at 122 inches.

4 Wanting to return to a full bed, Mike contemplated choices for his needs. He finally settled on fabricating a steel bed structure, then covered the sides with fiberglass bedsides from a Ford Ranger truck. Under the rear of the bed is a Warn 16.5Ti winch to help pull friends forward whenever they can't keep up with Mike on a trail.

5 Lower links are 2-inch 7075 aluminum with Ballistic Fabrication joints at each end. Fox 2-inch coilovers damp the front axle, while Eibach springs support the front of the truck. Mike installed high-steer crossover steering using a custom 7075 drag link and tie rod connected with chromoly rod ends.

6 Inside the bed, Mike added a storage box which holds tools, spares, and a Viair compressor. Track tie-down rails provide multiple locations for strapping in camping gear, and a matching spare tire is also secured in the bed. Other bed tools include an Ultimate Air CO₂ tank and a telescoping utility/camp light.

THE #RZRDIGGER TRAIL RIG BUILD

SIDE-BY-SIDES ARE QUICKLY growing in popularity. It seems at any given off-road event you see just as many of these sport UTVs as you do fullsize trail rigs. This might be due in part to the fact that all you need to pick up one of these very capable trail machines is one very expensive signature. The most popular of all the sport side-by-sides seems to be the Polaris RZR, specifically the new XP1000. These aren't the trail fleas they were once thought to be, but they are becoming a popular choice among all types of off-roaders.

The RZR XP 1000 is one of the largest side-by-sides available. With a wheelbase of 90 inches and a track width of 64 inches, it is not much different from a fullsize trail rig. However, the size of it is where the similarities end. This 107hp machine features 16 inches of independent suspension travel and a top speed of roughly 75 mph. It is way too much fun for a "stock" rig.

Like most trail rigs, the first upgrade needed would be improving the safety of the machine. The factory cage is designed to be "good enough," using roughly $\frac{1}{16}$ -inch-thick tubing. We much prefer rollcages in the $\frac{1}{8}$ -inch-thick range, so we went with Wide Open Design in Murfreesboro, Tennessee, for a production cage. The cool thing about the Wide Open cage is that it has a front and rear bumper tie-in, which adds strength as well as protection.

The factory doors leave much to be desired in the way of safety as well. Made of plastic with a thin metal frame, and with a huge gap in the lower section, there isn't much protection. We replaced these with PRP aluminum skinned full doors that provide much more protection from the elements if (when) the RZR gets rolled. Harnesses and seats are also a must-have. PRP offers a padded 3-inch harness with easy adjusters, and we also installed a set of PRP suspension seats on the factory bases. With these few upgrades we have improved the safety of the rig immensely and are ready to hit the trails with peace of mind.



PART 1: NOT YOUR AVERAGE GOLF CART BUILD

By Ricky Berry

PHOTOGRAPHY RICKY BERRY

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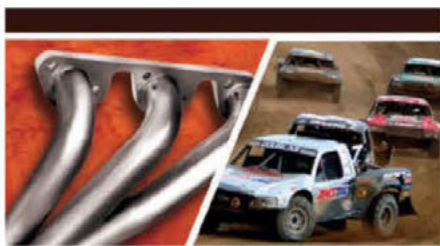


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1 The factory cage on this particular RZR was modified slightly for looks, but the main structure was still the weak 1/16-inch-wall tubing that we didn't trust. Removing the cage took just a couple minutes. Twelve easily accessible bolts later, it came right out.

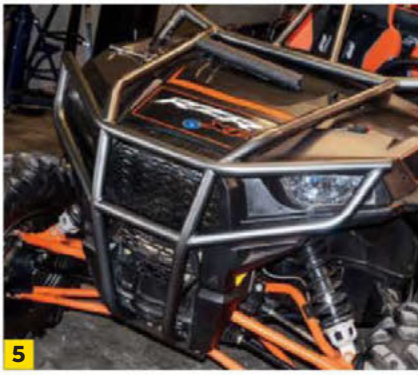
2 Wide Open Design has been building world-class off-road rigs from Ultra4 race cars to Southern hill killers for years. The SXS cages are designed to reuse factory hardware, but we opted to use new Grade 8 bolts. We suggest grabbing a couple long punches to use as lineup tools in the bolt holes to make the install go just a little bit easier on an after-market RZR cage. All cages might be created equal, but the RZR chassis are not!

3 Designed to be three pieces (front bumper, main cage, and rear bumper), the entire cage fits on a pallet and can be shipped

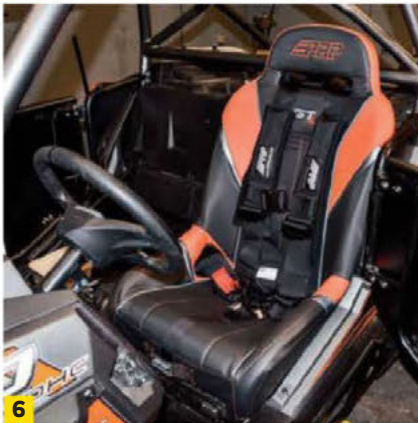
“These aren't the trail fleas they were once thought to be”



4



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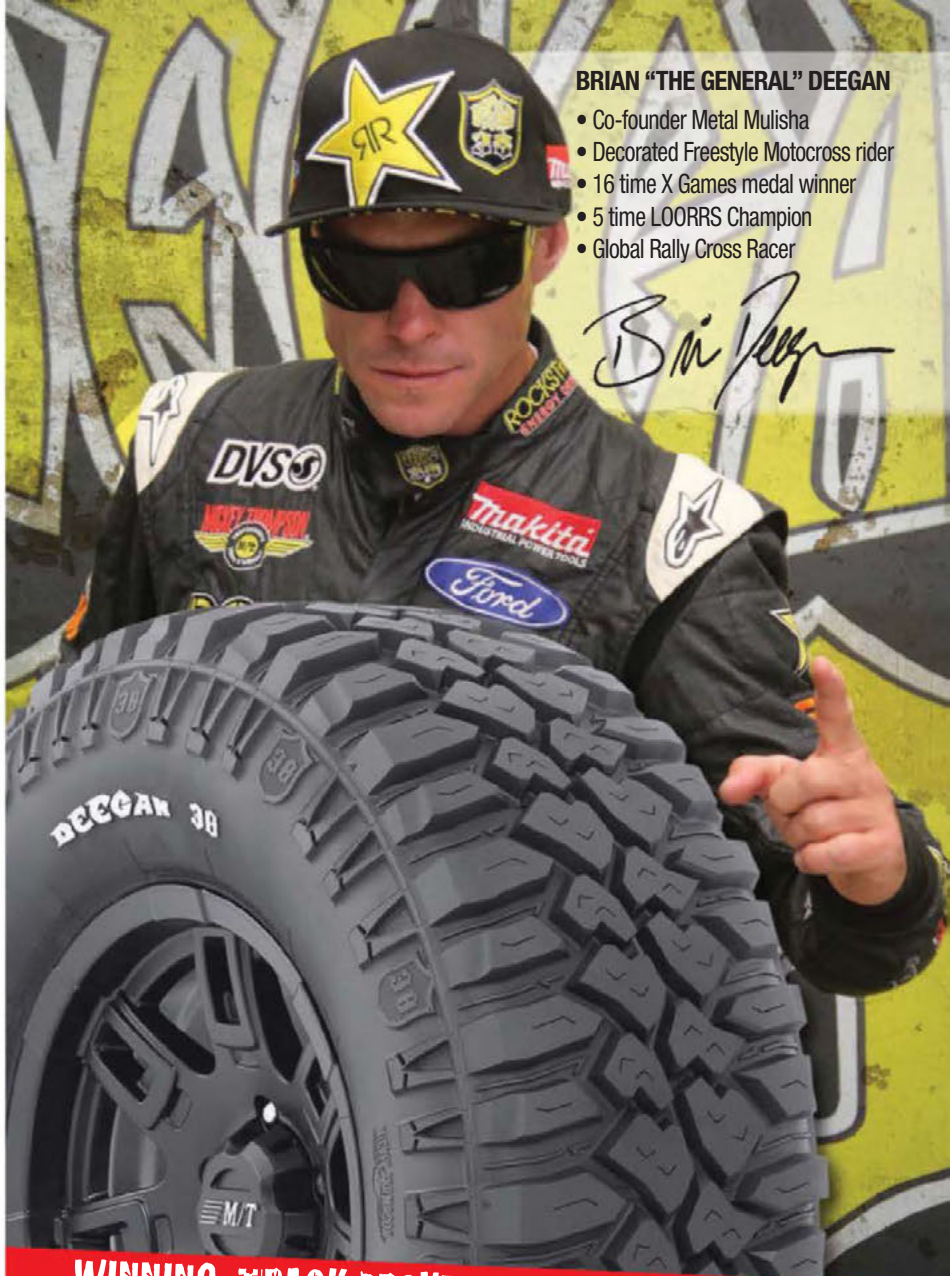
anywhere. Wide Open offers four styles of cages for the RZR XP 1000 alone, not to mention the other RZR models, all available raw steel or powdercoated.

4 One of the trickiest parts to the cage install is the rear bumper. The lower mounting plate replaces the thin, flimsy factory radius rod plate, but to replace the plate, you must lift the chassis of the RZR and set it on jackstands to the point where the tires barely touch the ground.

5 An add-on option to any Wide Open Design cage is the front bumper. What makes this bumper unique is not only the mounting points at the base of the chassis and at the upper chassis support, but it ties into the cage windshield bar with tube and disconnections, making this the strongest front production RZR bumper on the market.

6 We chose the PRP GTse suspension seat for this build. PRP allows you to choose any custom color combination and stitching, which is a cool bonus. The main benefit of this seat is that it was designed to maximize head and knee clearance inside the cab. The seat allows you to sit lower than most aftermarket seats. We also went with the wide version for added comfort!

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THE #RZRDIGGER TRAIL RIG



7 In an effort to gain maximum head and leg room, we elected to eliminate the factory seat sliders and bolt the seat base directly to the seat frame. Additionally, we drilled a hole in the back of the base to gain every possible inch we could to slide the seat back. Now the seat actually sits lower than the factory seats.

8 The PRP doors reuse the factory latch and rear hinge bar. The benefit of this means the doors fit perfectly with minimal adjusting and the latch works flawlessly. The door skirts are fastened to the frame using Dzus fasteners.

9 We went with the PRP 5.3 harness, which is a five-point, 3-inch harness with sewn-in shoulder pads and a removable sternum strap. The guys at PRP were really thinking when they came up with the design for the EZ Adjuster for the shoulder harnesses. Nothing worse than not being able to loosen harnesses, but with

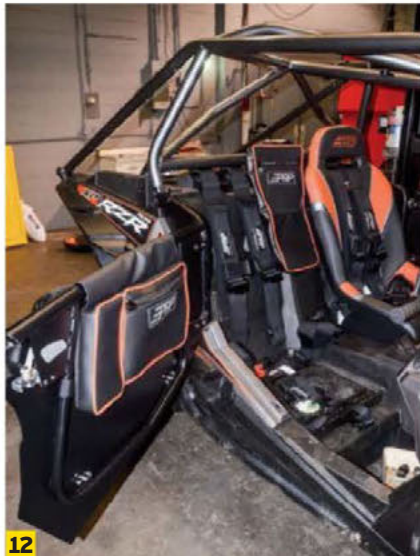
these you can pull the handle up and they loosen with ease yet stay very secure otherwise.

10 Wide Open cages include shoulder harness tabs. Wrapping the harness around the tube isn't ideal because it allows it to slide around, so we prefer to bolt the shoulder straps to these tabs. For the lap belts we used the factory seatbelt mounting location and the sub-strap bolted to the chassis underneath the seat.

11 This brand-new cage design incorporates inset roof panels. The panels are made from 1/8-inch aluminum and mounted with 1/4-inch bolts. The roof panels add protection yet still show off the tube work of the cage for a cool look.

12 We also installed a couple PRP storage bags. PRP makes door backs for factory XP 1000 doors, and also makes them for PRP's

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12



own doors. A neat feature other than being able to secure items inside the bag is the built-in kneepad. Loosen the door panel and the bags Velcro right to the frame. We also have the center-mount RZR bag, which tucks behind the seats perfectly.

13 In an effort to provide the best service we can to our readers, we ran out of talent and tested the newly installed safety gear on a nasty rock hillclimb trail. Good news: It all works! You're welcome. 🍷

SOURCES

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THE BLACK PEARL





1 An AEV High Line hood is used up front in conjunction with GenRight tube fenders. In front of the fenders, the Warn 9.5ti winch is wrapped in Master Pull synthetic winch line and protected by a GenRight front bumper and grille hoop.



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TECH SPECS

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>DRIVETRAIN

ENGINE: 4.0L I-6

TRANSMISSION: TH400 3-speed automatic built by Monroe Transmission with TCI torque converter, Art Carr shifter

TRANSFER CASE: Advance Adapter Atlas II with 5.0 ratio and cable shifters

AXLES: Spidertrax Spider9 with Spidertrax 300M axles, ARB Air Locker, and 5.38 gears in Mega Hi9 third member (front and rear)

>SUSPENSION

SPRINGS & SUCH: King coilovers and air bumps with Speedway Engineering sway bar and custom Predator Offroad long arm suspension (front and rear)

TIRES & WHEELS: 39x13.5R17 BFGoodrich Krawler KXs on 17x8.5 TrailReady HD beadlock rims

STEERING: Full hydraulic with complete PSC steering pump, reservoir, orbital valve, and double ended ram

OTHER STUFF: Warn 9.5ti winch, Masterpull synthetic winch line, K&N intake, ARB air compressor, dual Optima RedTop batteries, AEV hood, GenRight bumper and front fenders, Predator Offroad AR400 rocker guards, GenRight rear corners, GenRight fuel tank and skidplate, MasterCraft Safety Rubicon seats, MasterCraft harnesses, GenRight rollcage

2 Removal of the inner fenders required George to get creative with mounting the battery, fuse box, ARB air compressor, and other accessories under the hood. Fortunately the 4.0L engine leaves plenty of room.

By Harry Wagner

PHOTOGRAPHY HARRY WAGNER

IT WAS LOVE AT FIRST SIGHT WHEN we saw George Pronesti's long, low LJ. The beefy axles, huge tires, and coilovers at all four corners made us swoon. And George uses this rig *hard*, but the timing never seemed right to get photos of the stealthy black Jeep. Until now.

We ran into George again on Labor Day weekend on the Fordyce Creek Trail, one of his personal favorite trails that is just down the road from his home in Auburn, California. His proximity to such great wheeling inspired George to build a Jeep that can comfortably travel at free-way speeds but never needs to take a bypass on the trail.

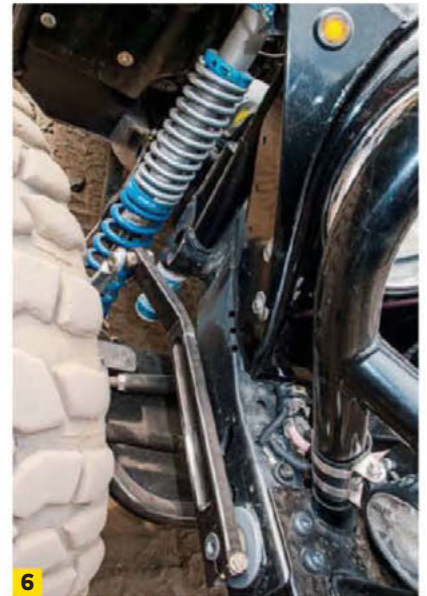
3 The front axle is a Spidertrax Spider9 that uses the company's fabricated knuckles, unit bearings, and lightweight brakes with Wilwood calipers. Spidertrax 35-spline, 1½-inch 300M axleshafts and CTM U-joints connect to the Mega Hi9 third member, which is filled with an ARB Air Locker and 5.38 gears and protected by a custom Predator Offroad skidplate.

4 The full hydraulic steering uses a PSC orbital valve where the steering box used to reside on the frame. The orbital controls a PSC double-ended ram on a custom tubular mount that doubles as a skidplate. Note the four clamps that ensure that the ram does not come loose on the pavement or in the rocks.



5

5 With the wheelbase stretched to 110 inches, George added cutting brakes in order to maximize maneuverability on the trail. Interior additions include the MasterCraft Safety Rubicon seats and five-point restraints under the GenRight cage.



6

6 The front suspension uses King 12-inch-travel coilovers, with coil springs that are rated 225 over 500 lb/in. King air bumps smooth out the landings, and the Speedway Engineering sway bar helps add stability in all situations.

7 The front suspension is a custom three-link configuration with a Panhard bar built by Predator Offroad. The lower links take a beating, so they were constructed from 1¼-inch heat-treated chromoly from Heretic Fabrication. Note how they are mounted to the centerline of the axletube to maximize ground clearance.



7

8 The rear suspension uses a triangulated three-link constructed from the same materials as the front. The exhaust and a second Optima RedTop battery are tucked up under the Jeep and manage to clear the suspension at full compression.



8

9 The rear axle is a Spider9 housing with nothing hanging below the axletubes. The rear Mega Hi9 third member is filled with an ARB Air Locker and 5.38 gears that route power to Spidertrax 35-spline 300M axleshafts. Also note the beating that the GenRight fuel tank skidplate has withstood.



9

10 The King coilovers and air bumps are frenched into the frame for tire clearance using GenRight brackets. The 12-inch-travel King travel coilovers use springs rated at 225 over 250 lb/in and work in conjunction with a Speedway Engineering sway bar.



10

11 The minimalist tube fenders required George to relocate his turn signals to stay legal on the street. These 7-inch hot rod lights do the trick with their integrated turn signals at the bottom of the light.



11

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BY Trenton McGee

PHOTOGRAPHY TRENTON MCGEE

BRAKE LINES ARE AMONG THE most commonly overlooked items when people install a lift kit. Because a lift kit increases the distance between a vehicle's axles and the frame, the brake lines need to be lengthened to match the longer distance often the increased suspension travel. Yet an alarming number of lift kits don't include brake line modifications, or they sometimes include cheesy relocation brackets that require mangling the hard lines on the frame. We've seen more than one vehicle roll over on the trail due to a brake line failure that could have been easily avoided if someone had spent a little extra time, energy, and money to make sure the brake hoses work properly with the suspension modifications.

Our new-to-us Blazer was typical of what we see: universal-type braided steel brake hoses without the proper leaders or DOT numbers on the front, and a worn-out stock rubber hose for the back that was too short. Knowing our brake hose situation was a disaster waiting to happen, we turned to Classic Tube for the solution. The company's StopFlex hoses are available for an amazing number of applications, and they can be ordered in custom lengths. One call had brake hoses on the way that are DOT-approved and an exact match for the factory hoses, just with some extra length to work with our 6-inch lift kit. At less than \$200 for the set, they were cheap insurance against potentially disastrous brake line failure.

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1



2

1 Classic Tube is known for making quality prebent stainless or OE metal brake and fuel lines for everything from classic cars to modern-day trucks and SUVs. The company also manufactures StopFlex braided stainless steel brake lines that are D.O.T. certified, which means they meet or exceed OE specifications. These high-quality lines are an exact match for the factory hoses and are available in extended lengths upon request. Our new front and rear brake hoses showed up about a week after we called, and we were impressed with their sturdy construction. The hoses came with new copper crush washers, which is pretty standard, and new frame retaining clips, which are not. We appreciated that everything we needed was included, including new clips.

2 The front hoses on our Blazer were typical cheap universal braided stainless steel aftermarket hoses. While they were long enough to work with our 6-inch lift, they lacked a proper metal leader that would ensure that the flexible hose stays away from the tire, sway bar, bumpstop, or any other suspension part that could possibly cause it to get tangled up and snap. The StopFlex hoses include a leader to ensure that the flexible hose stays out of trouble. If you've done an axle swap, you need to make sure you let Classic Tube know the source of the calipers used on the donor so that you can be sure the hoses have the proper banjo bolt hole and brake leader arrangement.



3



4

3 Always use a line wrench when tightening or loosening the hard lines on the frame, as the fittings are easy to round off with a regular wrench. If that has already happened, as it had in our case due to the previous owner, then we've found that these tiny locking pliers with specially formed jaws for biting stripped-out fittings are the perfect solution. They get the fittings loosened and tightened without further mangling the fittings. If your hard lines are rusted out or damaged, Classic Tube offers prebent replacements for most applications, which work great.

4 When you finish swapping the brake hoses, you will need to bleed the entire brake system. Follow the instructions in the factory service manual. Start with the brake farthest from the master cylinder (passenger rear), and work your way to the closest. Sometimes you can get lucky and the system will gravity-bleed, but most of the time you'll need the help of an assistant to pump the brakes. Keep the master cylinder topped off while bleeding; you'll have to start all over again if you let it go dry. ☹️

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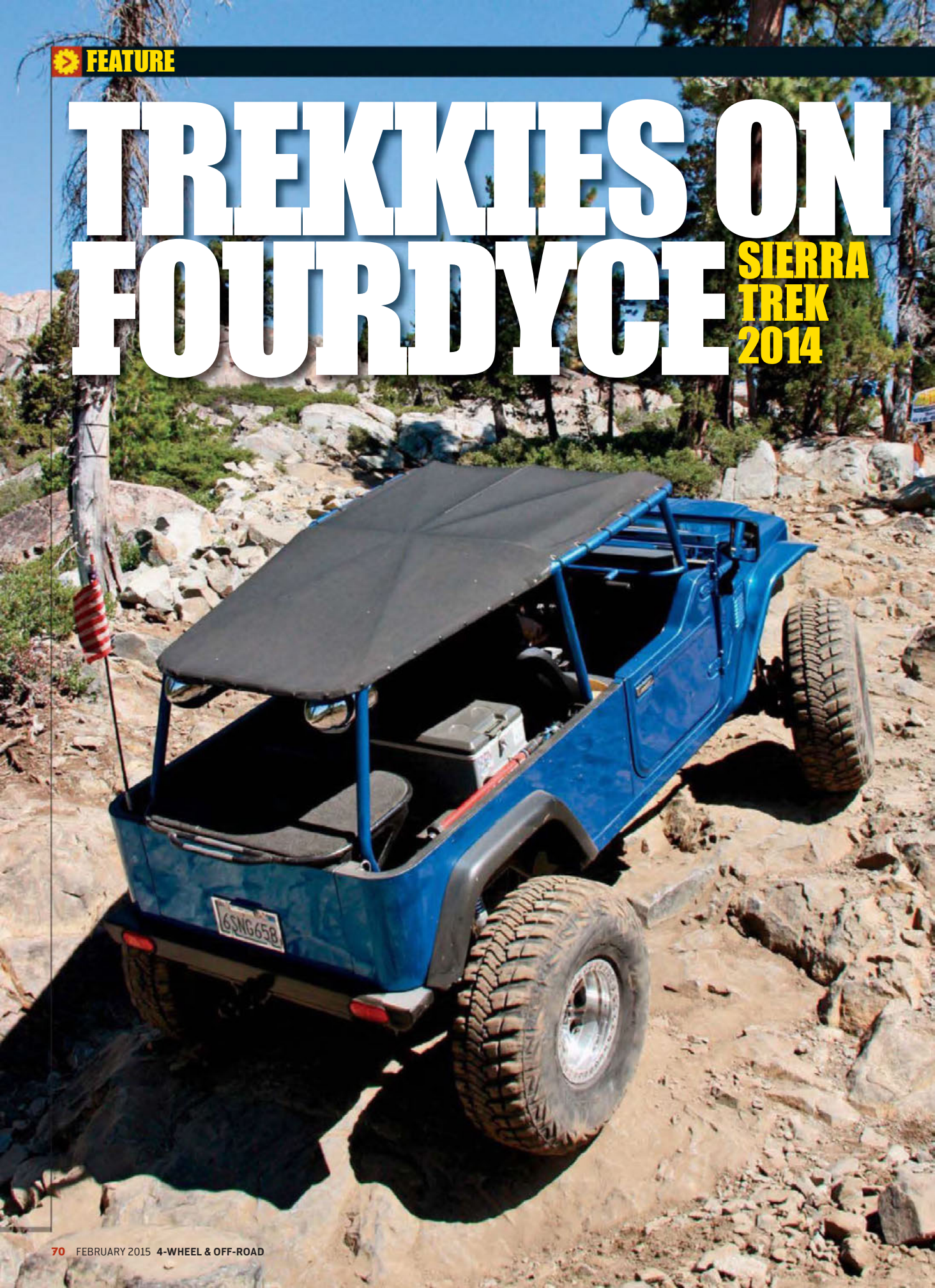
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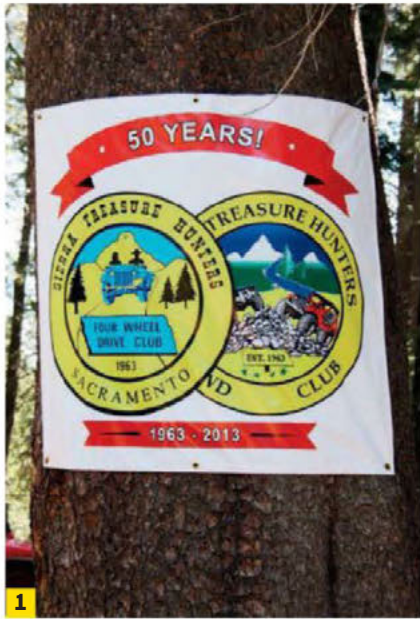
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FEATURE

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1



2

1 The Sierra Treasure Hunters 4x4 club from Sacramento recently celebrated its 50th anniversary. The club was one of the founding clubs of the Sierra Trek back in 1967.

2 Axial Racing had a large contingent of R/C fans attend its daily trail runs in base camp and in the outskirts of camp. Axial even had a night run on Friday night. On Saturday, about 50 people joined in the trail run from main camp, to the Meadow Lake Dam.

3 Vendor Alley on Saturday is where you can see rows of the latest off-road products for your rig. Axial, Marlin Crawler, Metal Cloak, Synergy Manufacturing, West Coast Differentials, and a few other companies donated products for the Sunday raffle. All proceeds go to land use causes.

“There are five winch hills that stair-step the trail”



3

By David Hamilton
PHOTOGRAPHY DAVID HAMILTON

IF YOU ARE SEEKING FOR SOME OF the best rockcrawling trails in the country, look no further than the Fordyce Creek OHV Trail, located in the northern Sierra Nevada mountain range, near Truckee, California. For an awesome trail experience, mark your calendars for the second week of August each year and attend the iconic Sierra Trek 4x4 event. The California Association of Four Wheel Drive Clubs (Cal4Wheel) has sponsored and organized Sierra Trek since 1967, with the main camp based at Meadow Lake. This year, marked the 47th anniversary of the event, and it attracted over a thousand off-road enthusiasts.

Sierra Trek is a family-friendly event, with fun and games for all ages. With your four-day pass you'll enjoy some of the most scenic camping along the shores of Meadow Lake and the tastiest cowboy-style cooked meals served this side of the Mississippi. Trektown (base camp) is where the action happens. Campers come and go throughout the day from the surrounding campgrounds to Trektown and enjoy food and games during the day to music and warming up by the bonfire in the evenings. It's great to catch up with old friends around the evening campfire. Saturday is vendor day, where you can check out all of the latest off-road gear for your rig.

Trekkies, as they've been known to call themselves, have trail options ranging from extreme rockcrawling to historical

SUV tours. Thursday and Friday's 13-mile run up Fordyce Creek starts early in the early morning and ends in midafternoon. If you have a full-bodied rig, be prepared for custom granite polishing on a rocker panel or two, no extra charge. There are a total of five designated winch hills that stair-step the trail all the way to the last obstacle. A winch crew is manned at each winch hill and abides by a general rule to alleviate any backups on the trail behind: After the third attempt, you "get the hook."

The Cal4Wheel staff does an excellent job of making this annual event a memorable experience, year after year. Don't forget to mark your calendars for next year's event, second weekend of August 2015. Find out more info at the Cal4Wheel website, cal4wheel.com.

WHAT DOES THE FOX SAY?

By Harry Wagner

PHOTOGRAPHY COURTESY OF THE MANUFACTURER AND 4WOR STAFF

PART OF THE APPEAL OF THE Ultimate Adventure is that you never know what is coming next. It might be rock-crawling or sand dunes or mud or miles of twisty back-roads. Building a suspension that can handle these various terrains is no small feat. Fortunately the brilliant minds at Fox are always looking for ways to build a better mousetrap. On the Ford Raptor they designed an internal bypass shock, and now they have devised externally adjustable dual-stage compression (DSC) adjusters.

DSC adjusters are optional on a wide range of Fox products, or you can upgrade your existing Fox remote reservoir shocks.

We used them on 2½-inch-diameter, 14-inch-travel Fox Performance Series coilovers on the Dynatrac Pro Rock 80 under the front of our Tug-Truck in conjunction with the three-link and track-bar suspension Pacific Fabrication designed and built for us. Out back, a smooth-boy Fox shock was used in conjunction with BDS leaf springs.

While Fox didn't invent adjustable shocks, Fox has taken them to the next level by accounting for shock piston velocity. The low-speed compression adjustment has 10 settings that can be dialed up on the pavement to reduce sway and then dialed back in the dirt to maximize traction. The high-speed compression has 12 adjustments that allow you to improve the ride quality and then crank them up fast when off-road to prevent the suspension from bottoming out. Perfect for taking our Tug-Truck on a thousand-mile cross-country adventure!



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1



2



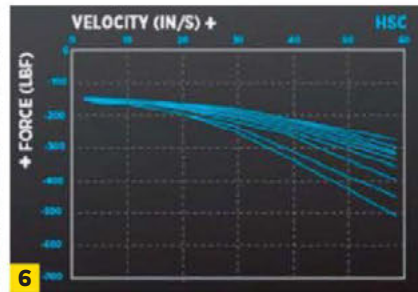
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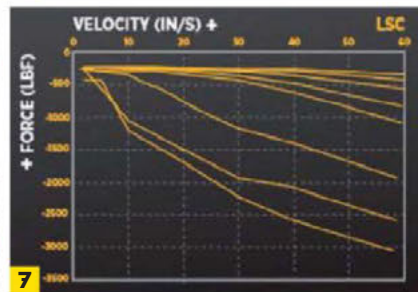
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6



7



8

1 We used 2½-inch-diameter Performance Series coilover shocks on the front of Tug-Truck. The larger shock body provides increased fluid volume and a larger piston for better control of our heavy truck, while not being so large that the shocks are difficult to package.

2 The two dials on the top of the shock reservoir are clearly marked. The gold dial has 12 settings for high-speed compression, and the blue knob has 10 settings for low-speed compression. Turning in the “plus” direction (counterclockwise) results in firmer compression valving.

3 Pacific Fabrication built shock towers to position the coilover shocks to allow for 6 inches of uptravel and 8 inches of droop through the shock travel. This is a good compromise between low lift height and enough uptravel to soak up bumps at speed.

4 We cycled the suspension under Tug-Truck to determine bumpstop placement and measure for limit straps. These steps are critical to ensure that your coilover shocks are not the limiting factors for either compression or full droop, as this can damage the shocks.

5 In addition to coilover and bypass shocks, Fox also manufactures smooth body shocks with DSCs that work in conjunction with leaf springs or coils. We matched up their 2½-inch-diameter Performance Series remote reservoir shocks with our BDS springs to retain the payload of our truck while allowing for a plush ride when the bed is empty.

6 The high-speed compression (HSC) adjuster knob offers 12 settings and mainly affects compression damping during medium to fast suspension movements, such as steep jump faces, harsh flat landings, and aggressive washboard roads.

7 The low-speed compression (LSC) adjuster knob offers 10 settings and primarily affects compression damping during slow suspension movements, such as G-outs or smooth jump landings. It also affects wheel traction and the harshness or plushness of the vehicle’s ride.

8 The Fox coilovers worked great on the combination of pavement miles and varied 4-wheeling that we encountered at the Ultimate Adventure. We raised the HSC and lowered the LSC on the street, then dialed back the HSC when we got to the trailhead. 🚗

SOURCES

FOX RACING SHOCKS
800.FOX.SHOX (800.369.7469)
ridefox.com

PACIFIC FABRICATION
408.600.0122
pacificfabrication.com

BANK ON IT

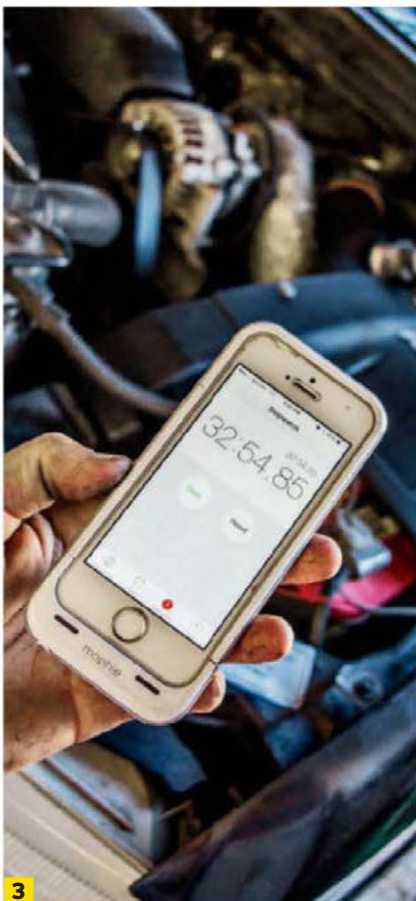
**INSTALLING A BANK'S INTAKE
IN 40 MINUTES OR LESS**

By Harry Wagner
PHOTOGRAPHY HARRY WAGNER





“We installed the Banks Ram-Air in less time than it took for pizza delivery”



INSTALLING AN AFTERMARKET intake is one of the easiest ways to boost the power of your vehicle. Just how easy? We are glad you asked. To illustrate how little time it takes to provide your engine with improved breathing, we ordered a pizza and installed a Banks Power Ram-Air intake on a Ford Super Duty while waiting for lunch to arrive. It was no coincidence that we chose Banks products for this demonstration. Banks Power is well known in the diesel world for making no-compromises products with the best fit and finish in the industry, so we knew we wouldn't need to break out the hot wrench or angle grinder for this installation.


Like most of the intake kits on the market, Banks Power provides a boost in air-flow with a large oiled, cotton-gauze filter. Instead of leaving the element exposed to hot underhood temperatures though, Banks seals the intake to draw dense, cool air from inside the fender. This provided us with increased mileage, lower EGTs, and better throttle response. The sound of the turbo was more noticeable with the new intake, but we consider that a benefit as well. In addition to Power Stroke engines, Banks offers Ram-Air systems for GM and Dodge diesels as well as Jeep gas engines. Lunch not included.

1 The factory paper air filter is replaced with Banks high-flow, oiled cotton gauze filter. The new filter has considerably more surface area than the stock filter and is washable, so we will never need to buy another air filter again.

2 Part of the power gains can be attributed to the large, smooth intake tube that is included with the Ram-Air kit. Banks Power performed computational fluid dynamics to ensure that the intake systems deliver as much cool air to the turbocharger as possible.

3 It took one person under 33 minutes to remove the factory Super Duty intake and replace it with the Banks Ram-Air intake. This included stopping to shoot pictures along the way, so you could likely cut this down to under 30 minutes without the photography.

4 James showed up with our pizza 40 minutes after we placed our order. This gave us enough time to install the Banks Ram-Air intake and even wash up before eating lunch.

5 These were the only tools required to install the Ram-Air intake. A flathead screwdriver, a 1/2-inch wrench and socket, and a 1/16-inch socket and ratchet. 

SOURCES

BANKS POWER
800.248.5325
bankspower.com/rm2

ROUND TABLE PIZZA
roundtablepizza.com

GONE



1 Derrick Metz had one of the more unique Xterras in the hills of Tennessee. The Louisianan had his '11 Nissan set up on a wider track. The front used Titan lower a-arms combined with PRG Products upper a-arms and Sway-A-Way coilovers. With stock Titan CV axles, the front track was about 6 inches wider than stock. He also widened the rear track with 2-inch wheel spacers to push the LT315 sized Fun Country tires outside the body lines.

WENT WINDROCK



NISSANS TACKLE THE TENNESSEE HILLS



2 Floridian Ryan Sangster wheeled his '08 Frontier over the rocks at Windrock. The combined 3-inch OME suspension lift and 2-inch body lift make room for LT285/75R-16 Goodyear MTR tires. Sangster runs a Lokka front locker and a factory electric locker in the rear. He skillfully negotiated all the rock beds he encountered.

3 Daniel Melendez was working his '06 Xterra hard in the rocks when we heard a loud bang and he lost most of his rear drive power. The Illinois resident has his sport/utility equipped with Nisstec upper A-arms and Radflo shocks at all four corners. A broken differential would eventually fail to power his BFGoodrich Mud-Terrains the rest of the way out of the trail.

4 Only a handful of the older Hardbody trucks were in attendance. Josh Connors grew tired of his IFS, so swapped in a Dana 44 up front after cutting and turning the knuckles to improve pinion/driveshaft clearance angle. The flatbed rig was rolling on 35-inch Goodyear MTR rubber.



BY Jay Kopycinski
PHOTOGRAPHY JAY KOPYCINSKI

IN EASTERN TENNESSEE LIES Windrock Park, a 72,000 acre off-road playground that caters to everything from 4WDs to mountain bikes. It was our destination for an annual event known as WentWindrock, a national wheeling event for Nissan owners. A large crowd of Nissans converged in the Volunteer State, comprised of Frontiers, Titans, Xterras, and a few older Hardbodies and Pathfinders.

The four-day event started with a meet-and-greet evening and then came three full days of trail running. The gathering was aimed at participants with all levels of off-road experience. Each morning a brief Wheeling 101 presentation was given for interested beginners. People split off into groups based

on choice of trail difficulty, from forest roads to boulder challenges. Other activities included an expedition cookout, ladies' and night runs, and a timed rockcrawl contest.

We spent a couple of days on the trails with a wide range of rigs and some unique Nissans. The terrain offered a mixed of scenic dirt roads, loose hillclimbs, and rocky canyons throughout the heavily forested Coal Creek area. Experienced trip leaders worked to keep the groups moving and keep the fun level high.

Saturday night activities ended with a catered dinner and prize raffle. It was fun to meet up and share wheeling interests with people from nearly half of the states across the country. The event began life as the National Xterra Meet in 2011 and has grown each year. If you're interested in attending, simply point your browser to www.wentwindrock.com for details.

GONE WENTWINDROCK

5 Chris Conners came to Windrock from North Carolina for a shakedown run of a new drivetrain. His '01 Frontier now sits atop Dana 60 and 14-bolt version Axle Tech portal axles. He linked the front portal and used Alcan spring-under leaf packs on the rear axle. Combined with Calmini 3.92:1 transfer case gearing and 37-inch Maxxis Trepadors, the high-clearance rig was impressive. Despite being its first time on a trail with the new setup, Conners' rig had no issues to speak of.

6 We found some small areas of mud in the lower elevations, but many of the trails we followed over the weekend offered rocky challenges. On some of the less-used routes we found downed trees, causing our minds to wander to the thought of how good snow running might be on these trails.



9 Sam and Emily Denckner threaded their '00 Xterra through a tight rocky spot on the trail. They attended WentWindrock after driving in from Missouri with their two kids. Their Nissan was pushing 280,000 miles on the odometer but was still up to the task of running some of the harder trails.

10 When one of the Nissans grenaded a rear locker, we got a trailside look inside the differential housing. Our group found broken side gear teeth, an indication as to why the rear no longer had drive to the tires.

11 We tackled Trail 3 on the difficult run and started the trail with a rocky creek crossing. We found both wet and dry areas depending on the area of the park we were in. We'd find soggy trails in some of the canyons, then bone-dry connector trails up higher.

12 You just may not find a better place to talk Nissan than at WentWindrock. Wheeling Enthusiasts of Nissan Trucks (WENT) offers you a great opportunity to share tech and trail stories with owners from all over. We'd have to say the Xterras were by far the most popular Nissan in attendance. 🚗

“You may not find a better place to talk Nissan than WentWindrock”

7 We found this interesting trailer at the event area in the campground. One of the Xterra owners took a salvaged Xterra and converted the back half into a camp trailer to match his Xterra. It had storage behind the rear hatch and a sleeping area in an extended passenger portion of the cabin.

8 Our trail leaders on the difficult run on Friday were Luke and Jenna Pankow in their '04 Xterra. They traveled from Iowa for the event. Their rig is modified with a 3-inch Cal-Mini lift, Deaver add-a-leaves, and a 2-inch body lift in order to fit 33x10.50-15 Toyo Open Country M/T tires. A rear ARB air locker and 5.13 gears rounded out the drivetrain upgrades.

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NEW PRODUCTS



PRO COMP MONOTUBE UPGRADES

Pro Comp now offers Pro Runner monotube shocks as optional equipment in approximately one hundred of its suspension systems. Gas-charged monotube shocks are premium upgrades over traditional twin tube shocks. Pro Runner models feature brushed aluminum bodies that are zinc-plated and clearcoated. Nitrogen gas pressure combats performance-robbing cavitation of the shock oil during compression and rebound. This allows the shock to dissipate heat more efficiently. Pro Comp claims that each shock had application-specific valving. Fitments are available for popular late-model 1/2-ton and 3/4-ton trucks from Chevrolet, Ford, Jeep, Nissan, Ram, and Toyota.

INFORMATION: Pro Comp Suspension, 800.776.076, procompusa.com.



MCE FLEXIBLE TJ FLARES

Made in the USA, the new Flexible Fender kit from MCE for Jeep TJ Wranglers is known as The Equalizer. The system combines 4 1/2-inch-wide front flares and 6-inch-wide rears. The additional rear width is intended to keep mud spray and debris off the Jeep and offer more tire coverage in areas where law enforcement tends to inspect. Also, MCE will donate a percentage of Equalizer Flare profits to the National Law Enforcement Memorial. **INFORMATION:** Modern Classic Enterprises, 206.859.9020, modernclassicenterprises.com.



DRAKE WRANGLER HOOD LOCKS

Drake Off-Road offers hood hold-downs for '07-'14 Jeep JKs and '97-'06 TJ/LJ Wranglers. The patented design features an adjustable turnbuckle center piece with Heim joints at either end along with reinforced body mounts for extra strength and durability. The system securely locks in place with stainless steel locking pins that are tethered to the mounts with UV-resistant, PVC-coated stainless steel cable. **INFORMATION:** Drake Off-Road, 800.999.0289, drakeoffroad.com.

4WHEELOFFROAD.COM



CLASSIC ENTERPRISES TJ FLOOR BRACE

Repair underfloor body support “torque boxes” are now available from Classic Enterprises. Two versions are available: full length and a rear partial clip piece. The main structure is made from 16-gauge steel, and the inner supports are same-as-OE 12-gauge steel. Nuts are preattached in the OE locations. These braces are made in the USA. **INFORMATION:** Classic Enterprises, 715.537.5422, classicent.com.



DYNATRAC SUPER DUTY HUB CONVERSION

Dynatrac now has a free-spin hub conversion kit for '14 Ford Super Duty 4x4s. Because the hubs are allowed to unlock, fewer parts move during driving. Dynatrac estimates a fuel economy improvement of up to 2 mpg. The kit also replaces the nonserviceable OE unit-bearing system. USA-made, the Dynatrac conversion includes heat-treated chromoly spindles, upgraded bearings and seals, 35-spline 1½-inch chromoly outer shafts, wheel hubs, locking hubs (Dynatrac DynaLoc or Warn), and all necessary ABS components, studs, and hardware. **INFORMATION:** Dynatrac, 714.596.4461, dynatrac.com.



VISION X LED HEADLIGHTS

The 7-inch-round Vortex Series LED Headlight from Vision X improves lighting distance and coverage. This DOT-approved light has lumen ratings of 1,050 low-beam, 1,720 high-beam. A halo ring is included to add style. The polycarbonate lens provides off-road durability. Multiple wiring connectors/kits are available. **INFORMATION:** Vision X Lighting, 888.489.9820, visionxusa.com.



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NEW PRODUCTS

J.W. SPEAKER LIGHTS BENEFIT CANCER

Limited-edition pink J.W. Speaker LED lights will benefit Wisconsin Breast Cancer Showhouse. This all-volunteer organization supports early-stage breast cancer and prostate cancer research at the Medical College of Wisconsin. The two available pink inner-bezel models are the 8700 Evolution LED headlights and 6145 LED foglights. Each kit includes two lights. **INFORMATION:** J.W. Speaker, 800.558.7288, jwspeaker.com.



BUBBA ROPE GATOR-JAW SOFT SHACKLE

Marketed as stronger than steel, the Gator-Jaw soft shackle is a patented self-tightening knot/loop system. It can be used where a heavy steel shackle might cause damage or not fit properly. Applications for the new Gator-Jaw soft shackle include both commercial and recreational uses: towing, vehicle recovery, and various marine uses. Gator-Jaw soft shackles are made from high-strength synthetic Plasma rope, rated at a stronger breaking strength than a comparable steel shackle. Weighing 6½ ounces, the 7/16-inch Gator-Jaw has a rated breaking strength of 32,000 pounds and a working load of over 5 tons. This soft shackle won't rust; it also floats. **INFORMATION:** Bubba Rope, 877.499.8494, bubbarope.com.

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PATRIOT AMC JEEP V-8 HEADERS

New from Patriot Exhaust for '72-'91 CJs and FSJs with AMC 290/401 V-8s are midlength header kits. They're engineered to improve horsepower and torque while being direct bolt-ons for the AMC V-8s having dogleg exhaust ports. For '81-'91 Jeep applications, the passenger side clears but the OE driver-side downpipe must be modified. Construction uses 18-gauge 1½-inch-diameter primaries with 2½-inch collectors and 3/16-inch-thick flanges. Each kit also includes mounting hardware, gaskets, and installation instructions. Three finishes are available: raw, High-Temp Black, and polished metallic-ceramic coated. **INFORMATION:** Patriot Exhaust, 909.599.5955, pertronix.com.



GENRIGHT Y/TJ CRAWLER COMP GAS TANK

GenRight's new-generation Crawler Comp gas tank holds 23 gallons. Designed to fit in the stock tank location in YJs and TJs/LJs, the new Crawler Comp is profiled to increase ground clearance by an inch. The tank is also designed to clear upgraded axles and wheelbase stretches of up to 7 inches. The tanks are USA-made from TIG-welded 1/8-inch-thick aluminum. Exhaust modification is required to fit the tank. **INFORMATION:** GenRight Off Road, 805.584.8635, genright.com.



NITTO TERRA GRAPPLER G2

Although the G2 looks like the original Terra Grappler, it uses a new rubber compound to improve tread life: Nitto's limited tread-wear warranty now covers 50,000 miles for LT-metric and floatation sizes and 65,000 miles for hard-metric sizes. G2 tread tweaks include reinforced coupling joints between the outer and center tread blocks, full-depth siping, and continuous lateral grooves to help expel water and decrease braking distances. Variable-pitch tread blocks are used for a quiet highway ride, and off-road traction is improved by alternating-height shoulder blocks to create more biting edges. Like its predecessor, the G2 has a different sidewall pattern on each side. Fitments will ultimately have 55 sizes for popular 17-, 18-, 20- and 22-inch wheel diameters. **INFORMATION:** Nitto Tire USA, nittotire.com. 🚗

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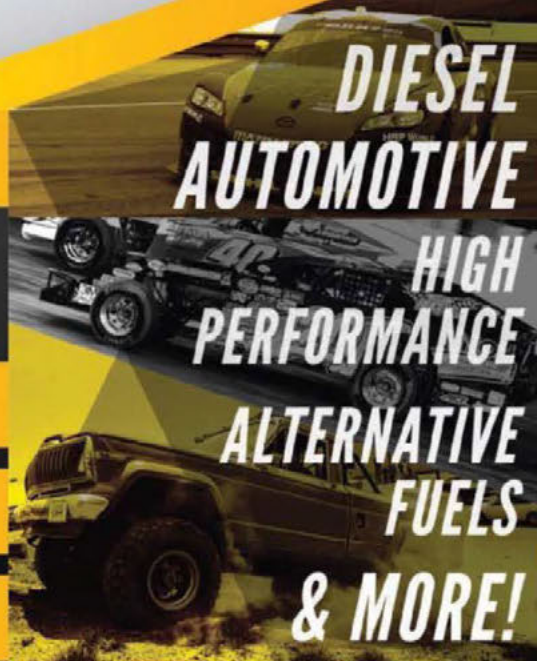
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TIRE SENSORS

Q I bought a base model '14 Chevy 4x4 Silverado 1500 pickup. I want to buy some aftermarket wheels and tires to run in the summer and use the stock steel wheels in the winter. I see that the truck has tire pressure sensors. Do I need to have these sensors in my new wheels, or will it cause a dash light to come on? Will the truck run normal without them? Also, if I need the sensors, do I need factory ones or will aftermarket do?

GREG G.

Via nuts@4wheeloffroad.com

A Unfortunately you are going to need tire pressure sensors. All vehicles with a GVW under 10,000 pounds manufactured since 2008 have a built-in tire pressure monitoring system (TPMS) by federal law, and many manufacturers implemented TPMS systems prior to 2008. The system warns the driver of the vehicle if a tire falls below a minimum pressure by illuminating a warning light on the dash. The theory is that this will reduce the number of blow-

outs, rollovers, and other accidents related to tire failure. The same warning light happens if the system can't read the tire pressure sensors at each corner. Though there is no impact on drivability when the TPMS light is on, the light's annoying. Many brand-new vehicles also accompany the warning light with an audible chime at startup or even periodically as you drive, making sensors in the tires pretty much mandatory unless you like annoying buzzers and lights.

When most people upgrade to a different wheel, they usually pay a little extra to have the original tires and wheels broken down so that the sensors can be transferred to the new wheels. Since you are planning on keeping and using your stock set, you'll need to pony up for sensors for the new wheels. Prices vary according to the vehicle manufacturer and the sensor style, but you can plan on spending about \$35 apiece for the ones on your truck. Aftermarket sensors do exist and will become more and more prevalent as TPMS vehicles continue to age, but it's hard to

beat the reliability and price of the factory sensors. Also make sure that the wheels you purchase are compatible with the sensors.

Some people have figured out a way to defeat TPMS by putting all four sensors in the spare tire or even putting them in a pressurized canister and stashing the canister in the truck, but I wouldn't recommend this. While somewhat annoying, the TPMS is a vehicle safety feature, much like ABS and stability control. Remember that you might not be the only person who drives your truck. It is a handy feature if you are as casual as I am about checking tire pressures.

FIRST 4X4

Q I am 14, and I have been looking at first cars for a long time. I have a sweet spot for Toyotas and my dad has an old FJ40. I have been thinking about getting an FJ62 but my parents are concerned about safety. Are those OK, or are they a deathtrap? I have also looked at FZJ80s, but I think gas mileage would be horrible. But then I think about just getting an '04 Tundra or Tacoma. What do you think would be the best first car?

ANDREW B.

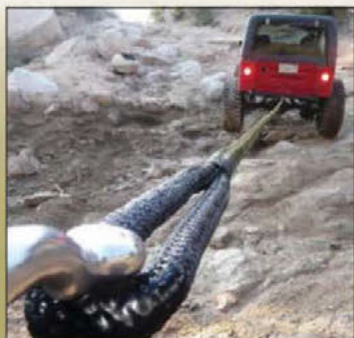
Via nuts@4wheeloffroad.com

A Your question is the whole premise behind our Cheap Truck Challenges, the most recent of which ran last issue (Jan. '14). What is a good 4x4 for a young guy on a limited budget? There are a lot of answers and a lot of affordable and potentially good first 4x4s, but since you have a preference for Toyotas, we'll stick to those.

It's hard to go wrong with just about any Toyota truck. They're tough, they're easy to work on, and they run forever. They are also popular, so there's plenty of aftermarket support for most models. While FJ40s are awesome trucks, they are also old enough

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BY Trenton McGee

to be sought after by collectors in addition to being very popular among off-roaders, and as such they command big money for one that's in decent shape. While everyone flocks to FJ40s, the fact is most of the later Land Cruisers are also excellent choices, and some models are surprisingly affordable. All of them came with solid front axles, coil spring suspension, and most of them are fuel-injected. They have plenty of room for hauling your buddies and camping equipment around in addition to being surprisingly capable off-roaders even in stock form. Though none of them are going to win any land-speed records and most don't get the greatest gas mileage, they're all pretty solid and even have enough safety features to keep your mom happy.

You are wise to prefer '88-'90 FJ62s over emissions-choked and carbureted '81-'87 FJ60s, but we wouldn't turn down an FJ60 at a good price if we were you, as long as you live someplace where emissions aren't a concern. A quick local Craigslist search showed pricing is all over the map for these Land Cruisers, but we were able to find a couple of running examples for a reasonable amount of money.

Of course, the newer the vehicle, the higher the price, but FJ80s and FZJ80s can sometimes be found within a high school budget. FZJs are a little more desirable because they are newer and have a more powerful engine. Some of these even came with factory lockers, so focus on scoring one of those for the ultimate factory 4x4 with excellent off-road manners. Editor Fred Williams built an FZJ80 for last year's Cheap Truck Challenge and even did a few upgrades to it afterward for stories that ran in the magazine, so if you end up with an FZJ check out past issues or visit our super-site, fourwheeler.com, to get some ideas

Aside from Land Cruisers, don't count out the older pickups and 4Runners. Though



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NUTS & BOLTS

equipped with IFS, they were all fuel-injected by 1986, they all have great engines (aside from the 3.0L that liked to pop head gaskets), and they all have slightly stronger after-market support than the Cruisers. They also tend to be less expensive. A newer Tundra or Tacoma is also a strong choice if you can afford one, but everybody has one of those. If you want to be different, go for a Cruiser.

WOBBLY CJ

Q I was wondering if you could help me diagnose what is causing the death

wobble on my '59 Willy's CJ-5. It has Rancho 1-inch lift springs and stock shocks and is on 33-inch tires. Besides that, it is stock. I took it around the block, and once I got into Second gear it shook like I was in an earthquake. This was after I put the Rancho lift springs on it. Any ideas?

RYAN HUGHES

Via nuts@4wheeloffroad.com

A Death wobble can be caused by a variety of things depending on the suspension and steering design. On your



CJ, I would check the wheel bearings and kingpins on the front axle, as any play in them could cause what you describe. Tires can also cause death wobble if they are really old or out of balance. But since you indicate that this started after you installed the lift springs, the culprit is likely in the steering. Your Jeep has a complicated and problem-prone Ross steering system that doesn't generally like lift kits. Though just a 1-inch lift shouldn't cause much of an issue, if there was something in the steering that was already marginal, the modest increase in ride height could have put it over the edge. Inspect all of the steering components closely, including the steering box, linkage, and bell crank for any play, and replace those items as necessary.

If this is a Jeep you intend to modify more in the future, you might want to consider converting the Jeep to a Saginaw steering box with a traditional tie rod and drag link. There are a few different manual and power steering conversion kits out there, including a couple of systems from Herm the Overdrive Guy (hermtheoverdriveguy.com). Converting the steering is a fairly big project, but in the end you will have a durable and less problematic steering system that can more easily handle future upgrades. 🚗

SUBMISSION INFORMATION

Confused? Email your questions about trucks, 4x4s, and off-roading tech using "Nuts, I'm confused" as the subject and include a picture (if it's applicable). Digital photos must measure no less than 1600 x 1200 pixels (or two megapixels) and be saved as a TIFF, an EPS, or a maximum-quality JPEG file. Also, I'll be checking the forums on our website (4wheeloffroad.com), and if I see a question that I think more of you might want to have answered, I'll print that as well. Otherwise drop it old-school style with the envelope addressed to the address below. Letters published in this magazine reflect the opinions of the writers, and we reserve the right to edit letters for clarity, brevity, or other purposes. **WRITE TO:** Nuts & Bolts, 4-Wheel & Off-Road, 831 S. Douglas St., El Segundo, CA 90245 **FAX TO:** 818.566.8501 **EMAIL TO:** nuts@4wheeloffroad.com

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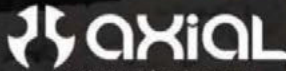
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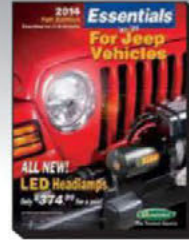
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SIX-WEEK STUCK

This was at Wild Bill OHV Trail in Montana, where only snowmobiles had been going at the time. Me and a buddy were trying to make it to the top of the trail head. At about 4 a.m., Search & Rescue came on snowmobiles; we were only two miles from the top. My dad and I went to try and retrieve the Jeep every weekend that we could. It was just killing me not having my own Jeep and having to get rides everywhere. On our last time going up to retrieve it, the Bigsky 4-Wheelers were coming down. They broke trail and helped us get the Jeep out — sadly, a Toyota with 40-inch tires winched my YJ out. This picture was taken when we drove up to get it out. My Jeep was stuck for about a month and a half because it wasn't equipped with a winch.

TERRY EASTON

Via whoops@4wheeloffroad.com

BURNING VAN FESTIVAL?

At Buchanan's Mudfest 2014, this beer van got a little hot on the trail. No one got hurt, and the beer was saved.

MICAH MUELLER

Robertsville, MO



SUBMISSION INFORMATION

Send us your wheeling foul-ups! Letters must be signed by the vehicle's owner. Due to the large volume of mail we receive, we regret that not all submissions can be used and none will be returned. Digital photos must measure at least 1,600 by 1,200 pixels (or two megapixels) and be saved as a TIFF, an EPS, or a maximum-quality JPEG file. **WRITE TO:** Whoops!, 4-Wheel & Off-Road, 831 S. Douglas St., El Segundo, CA 90245 **EMAIL TO:** whoops@4wheeloffroad.com

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