

TACOMA

magazine



2011 TACOMA



DIXIE RUN



ATO
BUMPER



WARN WINCH
INSTALL

TACOMA

magazine

November 2010 - Volume 0 - Issue 1

2 Editor Comments

3 2011 Tacoma Preview

4 ATO Rear Bumper Install



5 WARN Winch Install

7 Relentless Taco

8 Weekend Warrior

9 Dixi Run



Editor in Chief's Comments

By: Jeff Blackwell



Welcome!

We here at Tacoma Magazine would like to welcome all of our subscribers to your new quarterly addiction. In this issue you will find we have just started to touch the surface of this exciting and ever expanding hobby we call the Toyota Tacoma. In the issues that follow you will find a wide variety of articles following nearly any and every aspect of the Tacoma, 1995.5 and beyond to the most current model developments.

As readers and enthusiasts you are also a large part of this publication, we encourage anyone to make suggestions regarding articles they would like to read or accessories that are of interest. We welcome you to share any events or anything that fires you up about the Tacoma. Tacoma Magazine loves seeing all of your pictures! Off-road, Prerunners, street trucks, lowered or lifted, X-Runners, from mild to wild, send all images to pics@tacomamag.com.

There are many exciting things to come in the future! From "how-to" articles to new accessories and exciting events be on the lookout in your email and Facebook for new issues and updates. Coming in early February we will be holding our first annual "Taco's on the Beach" meet and great to officially release the very first full issue of Tacoma Magazine. Stay Tuned, you won't want to miss this one!

*Tacoma Magazine

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2011 Tacoma Preview

The Toyota Tacoma, best-selling compact pickup truck in North America since 2005, offers two new packages for 2011 along with a couple minor styling updates. Based on a concept truck first shown at the 2009 SEMA Show. The T|X and T|X Pro packages, are available in conjunction with Toyota's TRD Off-Road Package. All Toyota Tacoma grades feature new grille trim.

While other manufacturers are scaling back on or even abandoning the compact pickup segment, Toyota is cushioning its position as the clear leader, adding more value and offering new model variations tailored to the market. Three low volume models have been discontinued to make way for the addition of five four-cylinder models in response to an ever-growing focus on fuel economy and cost efficiency.

Select Toyota Tacoma models have additional standard equipment for 2011. Air conditioning is now standard on all Regular Cab models. Models equipped with the available six-disc CD changer now come with an integrated satellite radio receiver (subscription required). A new Convenience Extra Value Package for Double Cab models adds cruise control, a sliding rear window with privacy glass, remote keyless entry and steering wheel audio controls.

The new T|X and T|X Pro Packages transform a sporty SEMA concept into a real life option the V6 Access Cab or V6 Double Cab can add in conjunction with the TRD Off-Road Package. The extra dose of performance and accessories make it the most capable off-road Tacoma in the Toyota lineup. T|X and T|X Pro Packages will be available on both PreRunner and 4x4 models.

Both the T|X and T|X Pro packages offer the addition of Toyota's killer new 16" TRD Off-Road wheels wrapped in 265/70R16 BFG Rugged Trail tires. T|X models add a chrome exhaust tip and black tube side steps while

the T|X Pro package adds the TRD Cat-Back exhaust system for a bit more performance and a throatier sound. T|X and T|X Pro models include custom bedside decals for an added aesthetic touch. Both models represent valued package savings versus purchasing the accessories separately.

Toyota has added five four-cylinder variants to the Toyota Tacoma line for 2011, expanding choices for customers seeking more bang for the buck and greater fuel economy. The five new models include: Access Cab 4x2 PreRunner four-speed automatic; Double Cab 4x2 four-speed automatic; Double Cab 4x2 PreRunner four-speed automatic; Regular Cab 4x4 four-speed automatic; and Access Cab 4x4 four-speed automatic.

Source: www.nuragungsantoso.com

www.toyota.com

Armor Tech Offroad

By: Larry Gardner



A few words come to mind when you mention Armor Tech Offroad (ATO), craftsmanship, strength, and customer loyalty. ATO offers an array of products for the late model Tacoma including full skid plates,

stock replacement rear bumpers, leaf spring shackle flip kits, and their claim to fame, the bullet proof,

wrap around high clearance rear bumper. Future products include front plate bumpers and sliders; in addition ATO also plans to venture into developing products for the early (1995.5-2004) Tacoma.

First impressions of the high clearance rear bumper bring to mind thoughts like sleek, functional, high quality, and indestructible. The bumper comes complete with tow points, integrated hitch, high lift notches, and recessed back up light mounting areas. ATO also offers upgrade attachments like tire carriers, jerry can holders, and even picnic tables. The tire carrier is attached to the bumper using a spindle with tapered roller bearings, zerks fitting, and billet dust cover and is rated at 3,500 pounds, no worries of the weight of the spare splitting welds like other companies!

Installation can be a little intimidating when planning to mount a high clearance rear bumper but anyone with moderate garage experience will be able to tackle the task. Installation includes cutting, roughly, a 1ftx 2ft section of bedside from the bottom of the tail light across to the fender well. A 4.5" cutting wheel on an angle grinder make short work of this. You will need to make 4 total cuts, 2 on each side. First tape off a straight line about 1" below the taillight, this will be your rough cut. You will also need to trim the inner fender level across with the outer cut. After those cuts are made mock up the bumper with two pieces of 2x4 between the bumper mounting plates and the frame, you will need to use a c-clamp to hold the bumper in place while drawing



out the final cut. Once the bumper is in place with the clamps supporting it, measure the difference of the 2x4 (1 1/2") off of the wrap around sides and this line will be your final cut line (should be dead level with the taillight). Now remove the clamps and bumper and cut your final line. You will need to pick up some door edging from Advance Auto to seal the cut and to get a "from the factory" look. After all cuts have been made bolt the bumper into place and make sure there are no clearance issues.

An ATO bumper is the perfect accessory for the avid offroader. If you have been adventuring onto more technical trails and find yourself scraping the rear bumper, it's time to upgrade to greater departure angles plus some much needed side protection. For more info on Armor Tech Offroad, visit [Armor Tech Offroad - Tacoma World Forums](#)



WARN Winch Installed In an ARB Bumper

By: Jeff Blackwell



When it comes to choosing a winch these days there are nearly endless options. But, the one thing on everyone's mind when debating over your final purchase is reliability. Since 1959 WARN has been known for high quality reliable winches, which is why the WARN M8000 was chosen for my Tacoma.

The first thing anyone will notice when unpacking the contents of the box is how well the winch is manufactured. The feel of the M8000 in your hands tells you it will take a beating and keep running for years to come.

The install is straight forward, and you'll mount it on the ARB bumper and goes as follows:

(note: The M8000 winch can be installed with the bumper mounted to the truck)



Step 1: After all parts are unboxed and accounted for you will need to clock the gearbox on the winch 72°. Stand the winch upright and unbolt the 10 capped head screws on the end. Once the screws are removed rotate the gearbox two screw hole positions counterclockwise. (Do not lift the gearbox more than a couple millimeters when rotating) This will allow you to reach the clutch lever through the access hole on top of the bumper.

Step 2: You will need to exchange the 3 main power cables in the control box from the short cables that came from WARN to the longer cables that come with the ARB bumper hardware kit. To do this, remove the control box cover. Label all of the longer cables with the color codes shown on the original short cables. One at a time remove the short cable and replace them with the matching labeled long cable. Do not remove the solid red cable, it is not changed. Once all wires are replaced, secure the control box using the 3 original screws.



Step 3: Bolt the control box bracket (ARB hardware) to the bottom of the WARN control box. Make sure the rubber grommet (ARB hardware) is securely in place. Remove the ARB skid plate. Feed all wires from the control box down through the rubber grommet and mount the control box unit to the bumper using ARB's 8mm hardware.



Step 4: The roller fairlead will need to have two holes drilled below the original two allowing proper alignment in the bumper. Drill these two holes using a 13mm/half inch bit. Measure down 2.5 millimeters from the center of the original hole and mark location for each new hole to be drilled.

Step 5: Set two bolt nuts inside the winch feet and secure with tape to hold in place. With the help of a friend carefully lift the winch into place and loosely secure top two bolts (1 ½ inch x 3/8 inch), flat washer and locking washer. Position the roller fairlead and remove lower snap rings to access the bolt location. Using the 1 ¾ inch x 3/8 inch bolts, flat washers and lock washers, loosely secure the roller fairlead to the bumper and into the bottom feet of the winch. Get everything aligned and tighten all bolts at this point.



Step 6: Connect the control box ground wire under the winch tie rod bolt. Place plastic boots over the end of cable ends and connect 3 main power cables to the appropriate color coded terminals on the winch. Cover each terminal with a plastic boot. Run the winch ground wire to the battery ground and the positive cable to the battery positive terminal.

Step 7: Finally attach the winch hook with WARN tether to the cable. Now you are ready to go wheelin!



Relentless Taco

Eric of Southern Oregon is the owner of this extensively modified 2007 Access Cab Tacoma. Mods include:

Lift: Front: OME front struts and 885 coil springs with a custom top spacer. 3.25" lift total. Light Racing UCAs. Sway bar removed.

Rear: TSB leaf pack with Wheelers offroad Tundra AAL(1.75" lift), 1" block and All-Pro U-bolt flip, Bilstein 5100 shocks with Toytec extenders.

Exterior: Wheels 'n' tires: 35x12.50x17 BFG KM2 mud terrains on 17x9 Moto Metal 951B's (-12mm offset and 4.5" BS)

Bed: Toyota factory diamond plate tool box, TRD rubber bed mat. Hi-lift jack mounted, Custom built(me): Diamond plate aluminum headache rack and tailgate reinforcement cover

Body: Custom built Relentless Fab plate style winch bumper w/ tube hoop, recessed 4" driving lights, and Hella 700ff's on top, Relentless rear bumper to be added soon, Relentless Fab round tube/square tube-hybrid rock sliders, Blacked out billet aluminum grille with billet aluminum devil horns Toyota emblem from Andres, color-matched grille surround, painted to match T-rex1 eyelids, Sockmonkey's custom designed TRD 'All Terrain' mountain bedside decals, tinted-to-match front windows(25% tint), clearanced and painted factory flares for 2" extra tire clearance all around, blacked out headlights with BMW Xenon projectors and 55W 5000K digital ballast HID's.

Performance mods and drivetrain:

Modified JBA cat back exhaust(no tube past muffler), polished aluminum cold air intake w/ AEM DryFlo synthetic air filter, URD short throw shifter kit.

Off road recovery stuff:

2- tow straps, 48" hi-lift jack, several 3/4" D-shackles, 9 ton snatch block (front and rear winches to be added soon!!).

Other stuff: Front body mount chop mod, Fog Lights anytime mod, Hella 700FF lights on bumper w/ Vision-X 100W offroad bulbs, rear diff breather extension mod, Scangauge II, misc. stickers, painted engine cover mod.



The Weekend Warrior

This 2003 Tacoma TRD 4x4 is owned by Tim from Pennsylvania. This is the perfect combination of daily driver and weekend trail machine. Mods include:

BudBuilt full skids

4xInnovations DOM kickout sliders

4xInnovations Class 3 hitch bumper (not pictured)

31" Cooper STTs



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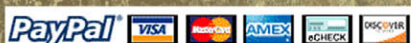


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Dixie Run 2010

By: Gary Parsons

When the first weekend of October rolls around each year it is time for the longest running, family oriented, premier four wheel drive off road event in the Southeast. It is DIXIE RUN TIME! For 24 years now this event, held by the Southern Four Wheel Drive Association, has drawn four wheel drive enthusiasts, vendors, and other interested folks from around the country together to enjoy the challenge of the trails and the camaraderie of the four wheeling hobby.

Held at Golden Mountain ORV Park located in Sparta, Tennessee, set in the rolling hills of Eastern Middle Tennessee, the 2010 Dixie Run met and exceeded all expectations with 19 vendors and over 400 vehicles in attendance. Guided trail rides offered various challenge levels that made the most of driver skill and vehicle capability. In addition to the trail rides, those who dared to pit their skills and vehicle capabilities against the clock entered the "Mountain Challenge". This timed event put both man and machine to the test, earning the winners (and all participants) recognition and "bragging rights" at the Saturday night festivities. Vendor row bustled with activity throughout the event as the various vendors showcased the latest products and on Saturday afternoon, organized "Kids Games" had excited kids participating in various activities including a scavenger hunt that had teams racing about to find their scavenger list items. To cap off the event, a hearty meal was served, music was enjoyed, and the much anticipated festivities and raffle (with prizes donated by clubs, individuals, and vendors) wound the event down. It was a great event.

Plans have already started for Dixie Run 25. Check out the Dixie Run 25 page on Facebook and make your plans now to attend. Dixie Run 25 promises to be the best one yet! You can also find out more about Southern Four Wheel Drive Association at www.sfwda.org.





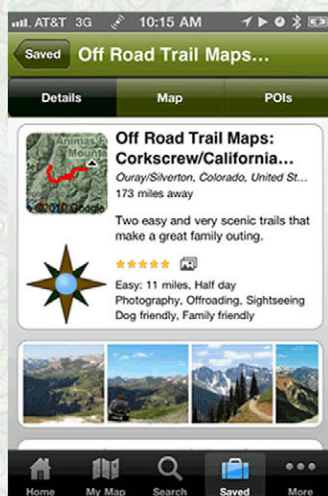
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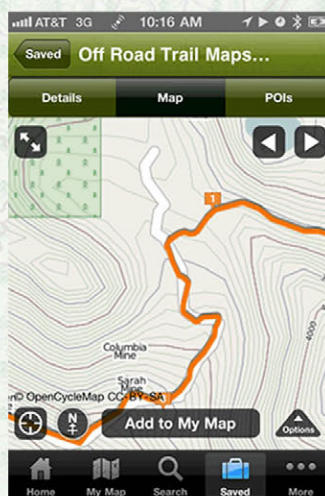
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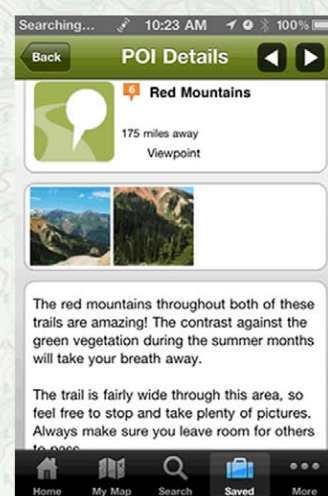
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