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**SAFARI
SNORKEL**



**WHEEL BEARING
REPLACEMENT**



**KATZKIN
LEATHER**

TACOMA

magazine

February 2011 – Volume 1 – Issue 1

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Directed By: Paul Johansson

Screenplay By: Brian Patrick O'Toole and John Agliandro
Produced By: Harmon Kaslow and John Agliandro

From the staff

Time has been flying here at Tacoma Magazine! In the year we've got a ton of exciting events and articles planned. We hope to host various off road excursions and complete new product testing to bring you an inside, in-depth view of products and trails of high interest. 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.

In this issue you will find helpful tips for installing your new Safari Snorkel from Cruiser Outfitters along with a "How-To" writeup for extending your rear differential breather. For those of you who are interested in a great looking leather interior, make sure to check out the Katzkin Leather install. Also in this issue you will find front wheel bearing replacement tech as well as to new products from one of our favorite vendors. Ever wonder why the 4x4 switch is not illuminated? We've got a high quality, easily installed solution. Make sure to keep up with us on Facebook and Forums to get the latest news.

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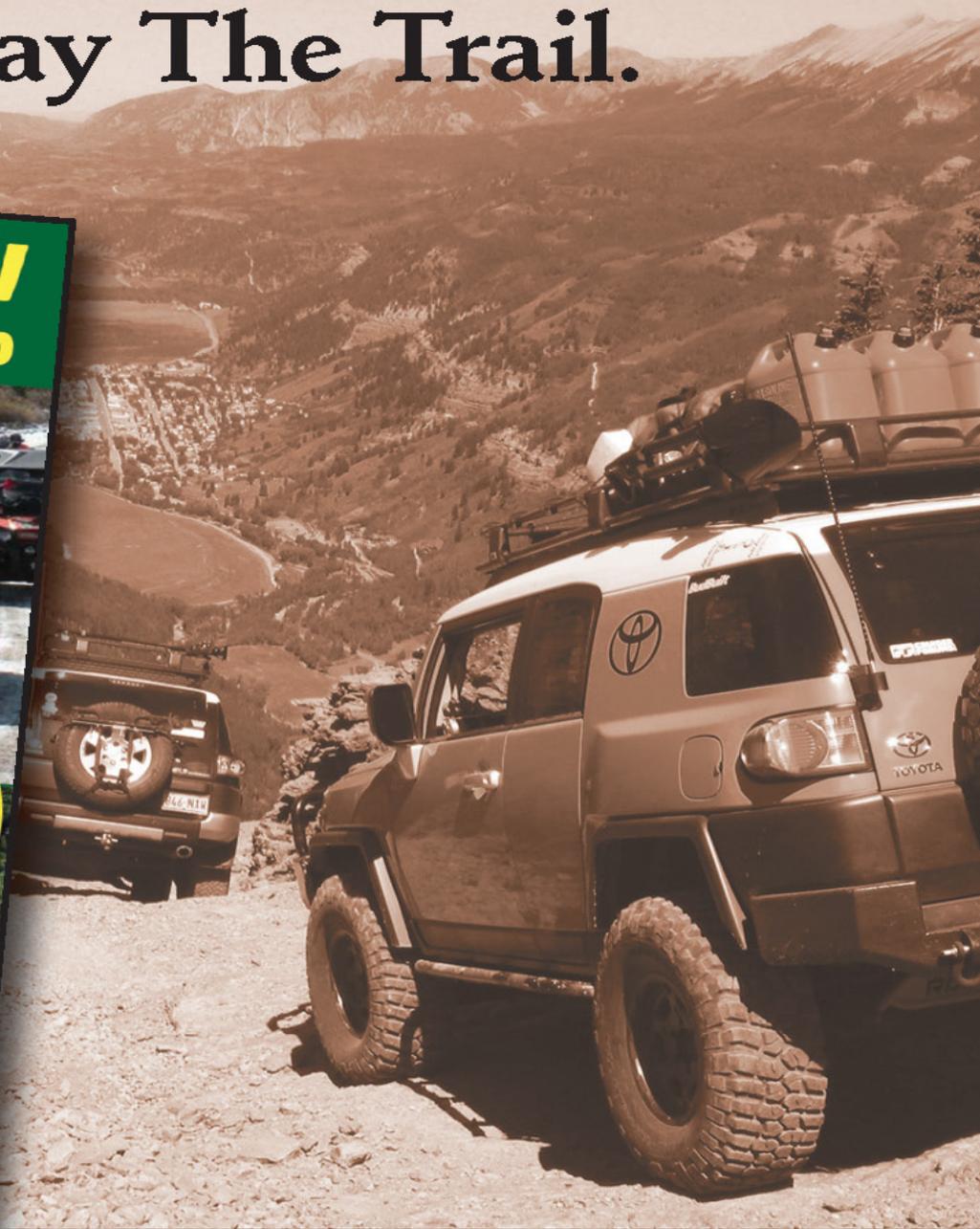
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Silver Expedition

By Derek

I ordered my 2006 off road double cab in December of '05 and like most I started modifying it. Here's what I've done so far...

Exterior: CBI front bumper/armor with light protection and stinger, Downey front skid plate, Demello sliders, Snugtop Xtravision top with 500 lb weight rating, Frontrunner WindCheeta roof rack on topper with attachments for bikes, kayaks, and a roof top tent, Toyota factory roof rack, 17x9 ATX Artillery wheels with 285/70/17 BFG KM2 MT tires, CBI rear bumper/armor with swing out tire carrier.

Interior: Gaugepod on drivers side A-pillar with TRD boost gauge and Whistler radar detector, Kenwood DNX 9960 in dash with Garmin navigation, steering wheel controls, iPod interface, Sirius satellite radio, Kenwood backup camera, JL Audio ZR series front component speakers, C2 rear components, JL HD 900/5 amplifier, JL Stealthbox with 2 10" woofers/level control, full dynamatting, console vault, Wet Okole seat covers.

Engine/drivetrain/lift: TRD cold air intake, TRD supercharger, TRD performance exhaust with chopped rear, Optima yellow top battery, Doug Thorley long tube headers, O2 simulator, Tom Woods double cardan custom drive shaft, Old Man Emu (OME) 886 front coils, Total Chaos upper control arms, OME rear HD leaf pack, matching OME front and rear shocks.

Other: Herculined the frame

Future mods: Katzkins leather, I'll think of something!



“True Heritage”

by: Chris Schendel

I spent the better part of 2 years looking for an 85 Toyota Extended Cab EFI 4x4. Coincidentally I found one around my birthday last year and made the purchase. My plan was to build a reliable daily driver (DD) and capable off-road vehicle. The truck already had some nice upgrades at the time of purchase, but bigger plans were just around the corner.

I had a list of modifications pre-planned before I even purchased the vehicle:

35-37 inch tires

Marlin 4.7 TC gears

High Pinion front w/Detroit Locker/ IFS V-6 rear axle

5.29 G2 gears

4” Marlin front leaf packs and 63” Chevy leafs in the rear

IFS steering box conversion

Marlin High Steer

30-spline Chromoly Longfield axles w/ Chromoly hub gears

I started to collect parts over the next few months by searching the different forums that I frequent (TTORA, Pirate) and websites (Marlin Crawler, Trail Gear, Davez Offroad). I found some good deals and bought the other stuff new.



I began building the front axle with all of the obligatory goodies:

- Marlin 1.5” wheel spacers
- Complete knuckle rebuild
- Hi pinion 3rd member w/ 5.29’s and a Detroit Locker
- 30 spline Longs and hub gears
- Knuckle gussets, custom ring gear and axle armor
- Locking hub rebuild and repaint

Then moved on to the suspension. I stretched the wheelbase from 112” to 117” by pushing the front axle forward 4 inches and the rear back 1”. While the bed was off a Sky’s Offroad rear shock hoop was added to inboard the 12” Bilstein

5125’s.

Everything was re-assembled to mock up the front shock hoops and IFS steering box. 14” Bilstein 5125’s shocks were used for the front.



In the meantime I added a couple more necessary pieces to the parts stash:

- Marlin front bumper
- All Pro Off road dual transfer case skid
- Warn M8000 Winch
- Pacesetter ceramic coated, long tube header
- Flowmaster 40 exhaust
- Uniden Pro 520XL CB w/ 4ft Firestik antenna
- 35/12.5/15 BFG KM’s mud terrain’s
- Trail Gear long spline driveshaft
- Race Ace Hood louvers
- Upgraded headlights to accept Vision X 100 watt H4 bulbs
- Rancho front steering stabilizer

After 4 months of weekends and evenings at the shop I ended up with a very reliable DD and capable trail rig. Most importantly I came in under budget.

Plans for the next year include:

- 37/12.5/17 Goodyear MT/R’s on 17x10 wheels
- Marlin Dual Ultimate Transfer cases 2.28 and 4.7’s
- Marlin Comp Clutch and flywheel
- PSC Hydro Assist steering
- IFS front brake upgrade and rear disk brake conversion
- Full roll cage
- 5 point harnesses
- DOM sliders w/ kick-outs
- Bed Bar with Ice chest holder/organizer
- Vision X Rock lights

Do-It-Yourself Front Wheel Bearing Replacement

By Russell Thompson

As an 05+ Tacoma owner, you will experience this problem at least once if you own your truck for any extended period of time. The symptoms: Vibration, sloppiness in the steering, a “roaring” sound, soft brake pedal, metallic grinding when turning. The easiest way to tell is to jack the front of the truck up and try to wiggle the wheel. If it wiggles, the wheel bearing has failed and needs to be replaced.

Go to your local parts house and buy a new hub assembly. I went to O’Reilly’s and got a Precision brand hub assembly, part number 515040. It uses the exact same bearings that come from the factory. This way I could rebuild my other hub assembly and have it for a spare. Here is what has to be done:

1. Remove the wheel and tire.

2. Don’t worry about removing the caliper, just remove the caliper and bracket together. First you remove the brake line bracket (lower bolt).

3. Then remove the two bolts that hold the caliper bracket on. You can see I had already backed out the lower bolt a little bit.

4. Use a bungee cord or wire or whatever to tie up the caliper so it doesn’t hang on the line.

5. Next, remove the rotor. For me, this wasn’t bad. I just gave it a smack near the center with a hammer and it popped off. For you guys in the north with some rust, you may need to use a bolt in the threaded holes in the rotor to push the rotor off the hub.

6. Now you can use a screwdriver to pry off the hub dust cover which will reveal the CV nut, retainer and cotter pin.

7. Use a pair of needle nose pliers to remove the cotter pin.

8. The retainer will pretty much just fall off after you remove the cotter pin.

9. Now, you have to remove the CV nut. It’s torqued down pretty tight and I had to use my impact to get it off. It takes a 36mm socket.



Do-It-Yourself Front Wheel Bearing Replacement

10.) Nut removed.

11.) Now you have to loosen the 4 bolts holding the hub on the truck. Use a hammer and smack it on the sides, back and forth, to work it off of the truck. The 4 bolts will not fall out of the hub assembly, they will be captured by the hub.

12.) Hub removed.

13.) Backside of the assembly. You can see all the dust from the worn bearing.

14.) Use a press to remove the outer bearing. The faulty bearing in my case. You will notice that the bearing cage is plastic. All replacements for this particular bearing that I know of are like this.

15.) The missing roller was in the cage when I took it out, it just fell out. The best way to remove the inner bearing is to remove the cage and rollers first, then use a die grinder to cut a diagonal line across the race. This way, you get a larger cut across the bearing before you hit the hub or the shaft. Then you just take a cold chisel and give it a smack in the cut to make it break off or spread open enough to slide off.

16.) Then remove the oil seal. The old oil seal

17.) The new seal from Toyota

18.) The new hub bearing assembly



Do-It-Yourself Front Wheel Bearing Replacement

19.) Put the new seal on the bearing assembly. It's a bit tight, so take your time not to damage it.

20.) Use a press to install the bearing assembly onto the hub. Make sure you have your mounting bolts in the bearing assembly before you press it onto the hub because you can't get them in the holes after you press it on.

21.) Assembled hub

22.) Now all that is left is the re-assembly. Re-install the rotor dust shield and hub assembly. I accidentally knocked one of my wheel studs out and put it back in while reassembling.

23.) Then put your CV nut, retainer and cotter back on (along with any missing wheel studs).

24.) Re-install your caliper and brake line brackets.

Make sure you spray brake cleaner on your rotor and pads to clean off any oil or grease you may have gotten on them in the process. Put your wheel/tire back on and you're done!



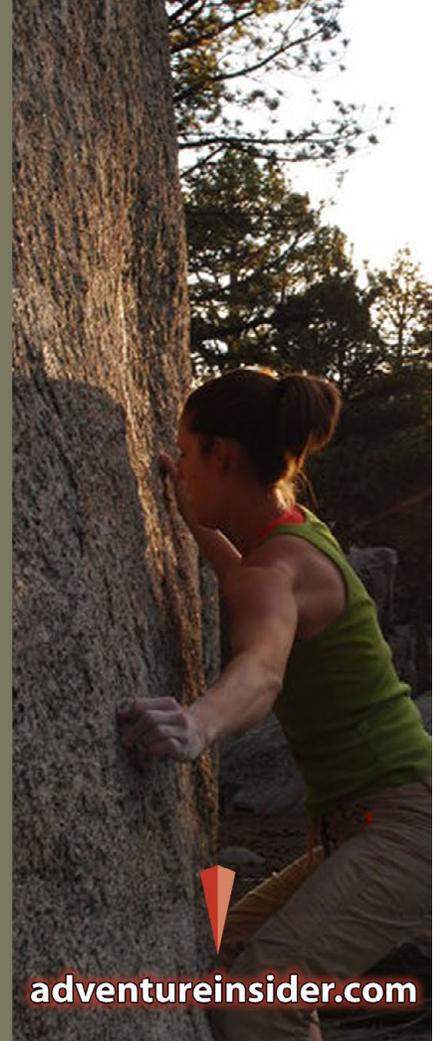
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Safari Snorkel Tech From The Pro's

by Kurt Williams

In the simplest terms your Tacoma's engine needs air. Without a clean and steady supply of it, the combustion process becomes void. All the fuel, spark and compression are not going to mean a thing. Your intake drowns in water leaving you stranded and your engine out for the count. So how do you safeguard that stream of steady cool and clean airflow?

Tacomas ship from the factory with a simple but effective air intake system. The outside air is pulled from within a void in the front fender, sucking it through the air cleaner assembly (usually adequate for most applications in removing any troublesome debris), and then through the intake tube into the throttle body assembly, passing the mass airflow sensor along the way. So for the casual user, even one that sees ample amounts of off-road time, that standard flow of air is adequate. What about the 'other guys'? The guys that always find themselves in a rare mire or better yet find themselves crossing rivers, shallow ponds, or lakes? What about those that make a hobby of flying through silt beds that have the consistency of baking flour? For those users, the air intake snorkel was invented.

Snorkels themselves are nothing new to the consumer 4x4 market, in fact since the early 1980's companies like Australia based Safari Snorkel have been manufacturing snorkels for popular 4x4 models including the majority of Toyota four wheel drive applications ranging from the early 40 Series Land Cruiser to the brand new 200 Series Land Cruiser that debuted in 2008. Snorkels were created to conquer the dust, dirt and water hazards found in the remote regions of Australia. Before Safari Snorkel and other manufacturers launched their aftermarket operations, OEM applications were common sights on military and commercial applications such as the 70 Series Land Cruiser in the outbacks of Australia or the Series Land Rover models in the wilds of Africa.





But why are they popular and what real world benefits can they offer you? The two most important benefits of a snorkel are providing a steady supply of clean, cool air as discussed above and additional water fording depth offered by the raised intake location. A properly designed and fitted snorkel system raises the air intake location well above the hood line of the vehicle, allowing deep water fording. With a factory fording depth of ~30" in both generation Tacoma's, it really doesn't take a deep water hole or river crossing to exceed the limitations of the stock system. Water is an incompressible fluid and when that fluid enters your combustion chamber it can bend a connecting rod and damage valves, not to mention harm vital electronic components such as the mass airflow sensor. Along with that, the raised intake provides a cleaner source of cool ambient air, free of the dust, dirt and mud that can get trapped in the inner fender well and float several feet above the ground, agitated by your spinning front tires. Even if the water crossings and deep silt and dust are the exception not the rule, a snorkel is rather cheap insurance

against being stranded in the wilderness needing costly engine repair or replacement.

Rather than cover the step-by-step process of fitting a snorkel to your Tacoma, we'll just cover some of the background logic as well as offer a few tips and tricks we've picked up over the last 15 years of installing snorkels. By no means is this a comprehensive list of the items you need to address during an installation, rather a few of the often overlooked items that we've found crucial to a well fitted and sealed snorkel system.

Safari Snorkel Tech From The Pro's (cont)

Installation Tips & Tricks for Installing the Safari Snorkel on your Tacoma:

Measure twice, cut and drill once: Verify you have the snorkel template located properly, double check the instructions. Position the snorkel body against your fender and the a-pillar; does it look right? Overall, the home mechanic can easily perform a snorkel installation in 3-5 hours, however mistakes during installation process can lead to timely and expensive delays.

A-pillar inserts and fender holes: We prefer to use step drill as opposed to a standard drill bit particularly on the a-pillar inserts. Be very careful that you're not drilling into and through something on the opposite side of your hole. After marking the holes on your fender with a felt tipped marker (Sharpie), use fine tipped center punch to mark each



hole. Then, place a couple of short strips of tape over the top before you start drilling. This will prevent any drilling swarf from spinning and damaging the paint surrounding your hole. The large snorkel inlet hole is best performed by a bi-metal hole-saw, make sure to use adequate cutting fluid and again mask over the top of the sheet metal you are cutting through to prevent damage to the surrounding paint.

Use touch up paint on holes and cuts: The paint doesn't even have to be the same color as it's going to be hidden

behind the snorkel's body. Failure to paint can lead to corrosion (rust). That rust can not only lead to paint failure that works its way out from under the snorkel but it can also allow rust stains to run down your paint, white vehicles being the most susceptible. It takes just a few minutes to de-bur your holes with a round file, prep them for paint and then apply some paint to the edge. Use a small paintbrush to cleanly cover the bare metal edge with minimal overage. I've also seen installers mask around the hole leaving just a 1/4" or less space between the tape edge and the cut and then use spray paint to apply a good layer of protection over the exposed cut.

Silicone is your friend: Use a dab of silicone on washers to get them to stick over the stud when mounting the snorkel body to your fender. The majority of the snorkels mounting studs are in tight confines, having to try to slip the washer on the stud and start the nut will often leave you frustrated. With a small dab of silicone on the back of the washer it will stay put, making one less thing for you to do.

The right wrench: A ratcheting closed end wrench will make tightening the nuts a cinch. The nyloc nuts are easily started however once they reach the nylon insert they will require a wrench or ratchet to tighten. Again the tight confines of the inner fender don't allow much mobility and a ratcheting closed end wrench will be your saving grace.



Seal all intake joints: Use a quality sensor-safe silicone. Tests fit your connections and then apply a liberal amount of silicone to any location that could be a potential air leak. Joints utilizing hose clamps are generally sufficient to keep dust and water out, however the 'press fit' locations, particularly on the air box hook up on the 1st generation Tacoma needs to be sealed with silicone.

Other Component Considerations:

Axle Differentials: Your differentials have vents installed already, but you'll want to raise that vent to the highest point of the engine bay or tap it into the snorkel system for ultimate protection.

Trans & T-Case: Similar to the axles, venting to a higher location where applicable should be investigated.

Air Compressors and other under-hood accessories: Verify all of your added accessories will be safe during a water crossing. Does your air compressor have a sealed air cleaner assembly? Is your on-board welder watertight? Will your winch controls survive a wet encounter?

Electronics & Ignition: Are your spark boots tight? Are your under hood wiring connections tight and sealed with a connector grease or similar? Are all the holes in your firewall sealed tightly with the factory grommets?

These are obviously just a few of the many different components that should be considered when finalizing your snorkel installation. Start at the front of your vehicle and work your way to the back, identify potential water intrusion issues and decide on a solution and implement the fix. It's all too common for owners to fit the snorkel and assume they are good to go whereas they still have potential water intrusion issues at a fording depth even lower than the stock intake depth. Spend a few more hours on your snorkel install and you'll have all the confidence the next time you find yourself up to the headlights in water.

**Cruiser Outfitters has Safari Snorkel kits available for not only 1995.5-2004 first generation Tacoma (part# SS170HF) but also the 2005 and newer second generation Tacoma (part# SS135MOD), available for both the 4 cylinder and 6 cylinder applications. Both snorkel applications require cutting and drilling but can be completed by a competent home mechanic with a standard array of hand and power tools. Please see cruiseroutfitters.com for pricing, application information and detailed installation instructions for the SS135MOD kit.*



More Than One Way To Skin A Cat

By Keith Trasko

Leather seats had been a high priority ever since the purchase of my Tacoma; unfortunately, as you may know, they are not an option from the factory. Having the tan cloth interior and two black Labrador Retrievers don't mix very well. Finally, after much deliberation, I settled on Katzkin brand aftermarket leather interior and had it installed a couple months ago.

As in my case, your local Toyota dealer's aftermarket department will be able to set everything up for you. We went through a variety of options that included two-tone leather, perforated leather, heated seats, and custom embroidery. In the end I decided on a subtle look consisting of color-matched tan with perforated center panels and tan stitching. Living in Texas, I decided against the heated seats. Originally I wanted to have the "TOYOTA" logo embroidered on the seats using the font that would look like the classic logo from years past, but the dealer said they could not do that because it is trademarked.

Once all the details had been defined, the dealer scheduled everything with the local Katzkin installer for two days later. That day, there was also some warranty work to be done. After the truck was dropped off the morning of the appointment, I got the truck back the very same day with the leather installed and all warranty work performed! The fast turn-around time was much appreciated.

The installer did a great job; you would never know the truck didn't come with leather strait off the assembly line. Before installing the Katzkins the installer removed the factory cloth, this allows the leather to fit nice and tight. Katzkin preserves the use of the fold-flat passenger seat, added a pocket to rear of the driver's seat, and is

compatible with the seat-integrated airbags on my certain model Tacoma. The leather kits by Katzkin are also compatible with all other model options as well.

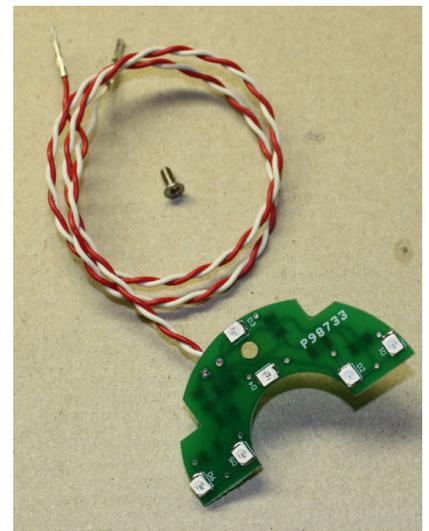
After owning Katzkin leather for a couple months I have found the seats are easy to clean and durable. It looks like a whole new truck inside! Overall I have no regrets and would recommend these seats to anyone. The entire Katzkin leather kit includes complete front and rear seat leather and four door panel coverings to match the seats. The total cost, \$1300 out the door. That is \$200 less than factory-installed leather will run you on the 4-Runner! Not too bad considering people pay upwards of \$500 for neoprene seat covers.



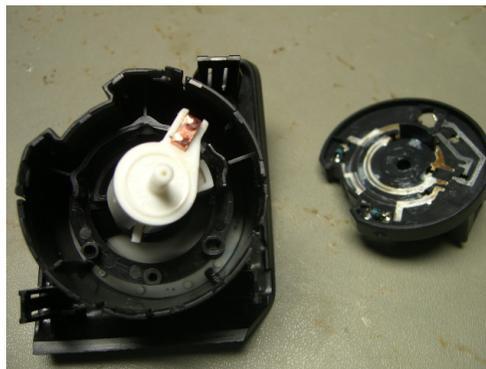
Get Lit! 4x4 Switch Lights

The kit is designed to be as simple as possible; you get the PCB completely prefabricated and 20" of power wire and mounting screw. There will be two ways to power the LED board. And the best part about LED's is if you hook them up backwards, there will be NO damage.

The kit is designed to be as simple as possible; you get the PCB completely prefabricated and 20" of power wire and mounting screw. There will be two ways to power the LED board. And the best part about LED's is if you hook them up backwards, there will be NO damage.



Tools Required for Installation:
Phillips Screw Driver
Soldering Iron
Wire Cutter
Small flat jewellers screw driver
Butter knife



Remove the switch from the dash using a knife or butter knife and pry gently at the top of the switch. I used my fingernails, it comes out easily. Once popped out, disconnect the switch from the factory harness and take it to the workbench for the upgrade.

Back Cover removed, there is a spring in the switch so be careful not to lose any parts.



Simply drop in the LED board and install the mounting screw. The hole is not thread, but the screw will go in with a little pressure.



With the switch removed, there are four points that have snaps for you to pry on the switch, to remove the back cover. Take your time as not to break the snaps.



Shown above are the three parts in the switch, don't lose the spring.



Re-install the spring.

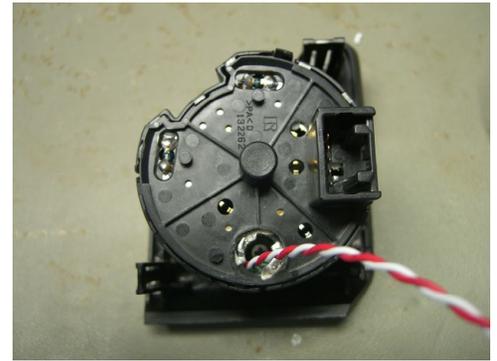
Get Lit! 4x4 Switch Lights (cont)



Install the selector contacts; it only goes on one way as shown.



Thread wires through the back of the switch cover.



Snap the back of the switch on, and you are basically done.

Now we have to get power to the switch. For those of you that don't care about how the switch is powered, all you have to do now is hook the two wires to the dash lights and the job is complete. Refer to the power connections page. Take note here, as the polarity will change if you are not soldering to the back of the switch.

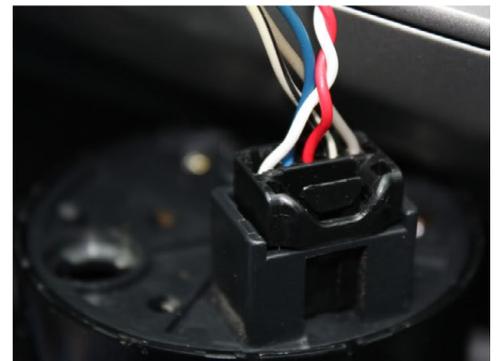
For the second option and the most factory looking, I have provided the pins for the factory harness, on the other end of the power cable. For this power option you will have to do a little soldering. As you can see where we brought the wires through there are two tin pads. Those are our contacts to the factory harness. Start by trimming your wires, I pushed about one inch of wire into the switch in case you ever have to get into the switch again. That will allow you to remove the cover with a little service loop.



Solder the wires to the two pads as shown above. Note locations of the white and red wires



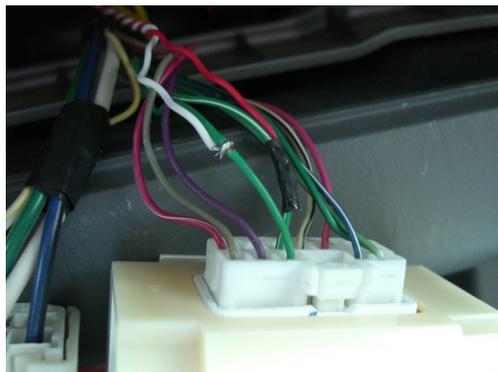
Install the wires and insert the two pins into the factory connector as shown. These are Molex pins and should only go in one way easily. Now the switch can be easily removed for whatever reason.



Factory Harness installed.

Power Connections

Regardless of which method you choose for your install, you will have to get you power from the AC harness, as this will allow you to have dimmer control over the newly installed light board. With the pins in the factory harness we are ready to power it up. I hooked mine to the AC Control harness. The green wire and a green wire with a white strip shown below are the connections we will be using.



Note: you cannot damage the LED's by reverse polarity, but you will need to hook up the red and white wires to the above wires. The red wire will hook to the Green with white striped wire, and the white will hook to the green wire.

If there are any questions what so ever, PM me on Tacoma World and I will lend you a hand.

Colors available upon Request.

Happy Four Wheeling!!!

The Finished product is show below!

Disclaimer: Tacoma Magazine nor the manufacturer are not responsible for any damage that may occur by improper installation of this product. I claim no liability for any damage that may occur from the use or misuse of this product. For more information and availability to purchase please click: [4x4 Illuminated Switch](#)



New episodes every Thursday & Sunday



No Agenda

with Adam Curry
& John C. Dvorak

Live From Gitmo Nation

In The Morning



AGENDA
SHOW.COM

Let Your Rear Diff Breathe

To continue the topic of protecting your truck from the hazards of water, this simple modification can be done in about fifteen minutes with everyday tools found on your workbench. We recommend this modification to anyone, whether you ford water adventurously on a regular basis or not, it's cheap insurance! If you have ever had thoughts of doing this modification but were not sure if it was really worth the effort, check out this video by 4WD TV. <http://video.google.com/videoplay?docid=8973547597847260935#> Process By Neubs (TacomaWorld)

Everything you need:

1. Toyota Part numbers: 90404-51026 Camry Union and 90930-03136 (Breather Union)
2. Drill
3. 3/8" drill bit
4. Teflon tape
5. 6' of 1/4" fuel line
6. Screwdriver (flat head)
7. 14mm and 10mm wrenches
8. Hose clamps
9. Zip-ties
10. Wire cutters or razor knife



Step 1: Take old breather out using 14mm wrench



Step 2: Wrap new fitting with Teflon tape.



Step 3: Install new fitting/union using a 10mm wrench.



Step 4: Remove cubby to gain access to fuel filler (Pull up and out)



Step 5: Drill mounting location for new breather.



Step 6: Install new breather.



Step 7: Attach the new fuel line and tighten clamp (using a little dish soap will aid in sliding the line on the new breather). I ran the line parallel with the filler neck and down the frame rail not out the bed pocket as pictured)



Step 8: Run the 1/4" fuel line and use zip ties to secure it.



Step 9: Install and tighten final clamp and be sure to leave enough line for axle movement.



Step 10: Re-install bed pocket and you are done!
Enjoy a cold beer.

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- Adjustable from 0 to 3" lift
- Sway bar relocation brackets
- Front Differential drop kit

Rear options include:

- ToyTec Rear "long" add-a-leaves featuring anti friction pads for quiet ride
- TAC-AL-TSB: Add-A-Leaf for Toyota TSB springs
- BK-15: 1 1/2" rear block kit
- CS047R: Complete OME Dakar springs include bushings.

Also includes:

- Extended length Bilstein 5100 rear nitrogen gas shocks for optimum performance on and off road
- TT-RS: Rear axle degree shims for proper pinion angle alignment
- UB-4: (4) new rear U-bolts



Tacoma Mag 1st Annual

Tacos on the Beach

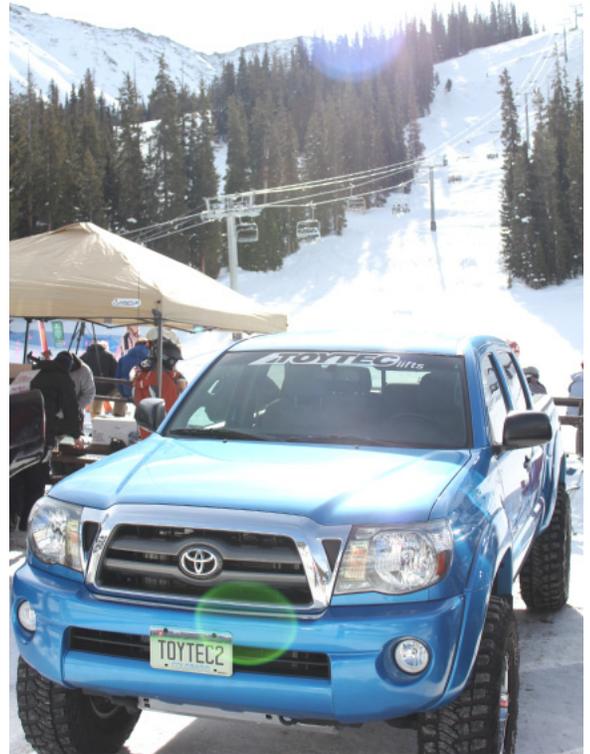
This past weekend a group of decided Tacoma enthusiast gathered together at A-Basin in Colorado for the first annual Tacos on the Beach event. We setup this event to gather Tacoma owners from across the state to converse about their truck modifications and enjoy a day of skiing and snowboarding. Stay the trail also came with their trailer full of information on different trails and wheeling in Colorado. Also in attendance was Toytec to show off some of their new products that they offer for Tacoma's. We had 30 people come in over 12 different trucks. There was even a group of 6 trucks that convoyed up to the mountains from Denver. All in all it was a great day, the sun was shining and the snow was soft. Every half hour we had our raffle which we gave away gift cards to Budbulit, Otterbox, Huskey Liners and more. Toytec even gave a 3 inch lift kit as the grand prize. Everyone had a great time and got to meet some new Tacoma owners in the area. We look forward to having another event soon, maybe a 4 wheeling trip this summer. Stay tuned to for more to come.



TACOMA

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Uniquely for Toyota Tacoma Trucks



Have pictures of your truck? Want to show your truck off?
Send in pics of your truck to pics@tacomamag.com