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Formula for a rollover: steep climb, tons of throttle, and our sales director Jeff Nasi sitting in the passenger seat. It works every time. If only Off Road General Store had known that before it loaned Kevin Adler from 4Wheel Parts its competition rig for a nice easy run over **HELL'S REVENGE**. In exchange for the rental ride, Kevin and Jeff gave the Jeep a proper rollbar test, and made for one of the most complex winching extractions we have ever seen. To its credit, **ORGS** wrenched like maniacs to get the Jeep battle-ready for the next CalROCS event, where it took **First Place** in the **Pro-Mod** class.

We ran into Mike Caskey of Off Road Solutions in Colorado and his band of solid axle-swap Toyota trucks toward the end of the Easter "Toyota" Safari. Here Mike's testing the limits of his swapped-in FJ80 front axle with 42-inch tires on the hard line out of **LOWER HELLDORADO**.



NUTS & BOLTS

Try changing it first and retest the Jeep. If the problem still exists we suggest taking off the exhaust and other aftermarket parts that you've added one at a time in an attempt to isolate the cause.

To answer your other question about full-time four-wheel drive and spools front and rear: The spools will cause the axles to bind side to side so badly that it won't matter what kind of transfer case you run—full-time or part-time.

Trade a Tacoma For a Jeep?

I've been bitten by the four-wheel-drive bug and want to build up a worthy trail vehicle. My expected use will be trail driving in the Colorado mountains, both for sport and to reach high lakes for fishing, as well as desert trips to Utah and Arizona. The vehicle will have to be able to run on the highway, but will not necessarily need to serve as a daily driver.



I currently have a '98 Toyota Tacoma extended cab, but I'm finding that even though the Tacoma is strong and has great stock ground clearance, I've been blocked several times on trails just because the sections ahead looked too gnarly. I need more of a dedicated trail vehicle. I just worry that my truck is not strong enough for the kind of rocky, cross-rutted trail sections I run into.

So, would you sell the Tacoma and use the money (probably around \$14,000) to buy the latest-model Jeep Wrangler you can get for the money and start from there? Or would you keep the truck and build it up?

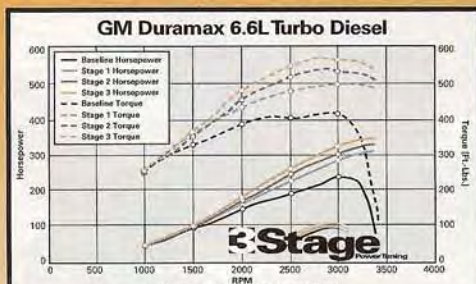
Darryl Farrington
by e-mail

We'd keep the Tacoma! If you have plans for long-distance wheeling trips, we think the Tacoma has advantages over a used TJ Wrangler. First off, if you have a V-6 Tacoma, the 4.0L Jeep engine will probably disappoint you. Plus the utility of a pickup bed is hard for a TJ to match. If you're looking for an all-around capable Toyota we'd recommend a solid axle swap, some 35s, 4.88 gears, and perhaps a dual transfer-case system. Since you're in the Colorado area, give Off Road Solutions a call (303/278-6267, www.offroadsolutions.com) and talk with them about building your Toyota into a TJ-killer. **fm**

Submission information: Questions should be as brief and concise as possible. We will answer as many letters as possible each month, but due to the large volume of mail, we cannot send personal replies. Letters are subject to editing for length, as space permits. Always check state regulations before modifying a vehicle with pollution controls or one that will be driven on the street. Write to: Nuts & Bolts, 4Wheel & Off-Road, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, fax 323/782-2704, e-mail david.kennedy@primedia.com

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