

Cruisin' Colorado

Located in the Heart of Pikes Peak Country

www.ColoradoLandCruisers.org

Colorado Land Cruisers is a four-wheel drive club based out of Colorado Springs, Colorado, and sanctioned by Toyota Land Cruisers Association. We are organized to bring together Toyota owning families and individuals interested in exploring Colorado four-wheel drive trails.

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President's Corner ~ September 2008

I'm halfway around the world as I write this column. As always with my travels, I am on the lookout for Land Cruisers. I was in Spain and saw some diesel powered Land Cruisers that would be just the ticket to replace the FJ100 mall crawlers.



The diesel trucks have a 2.4 liter engine with a turbo charger that gets 23 miles per gallon and keeps up with freeway traffic. They would need the usual modifications to keep up with us in the mountain trails, but it would be a solid base to start from. I saw a BJ60 parked in Gibraltar, but didn't get to talk to the owner. My taxi in Paris was playing tag with a Land Cruiser that appeared to be the same as the ones in Spain. He kept up with our crazy driver that got to 140kmh (85mph) on a road like Powers. In Singapore I saw some of the local military vehicles that included Land Cruisers. The point to my rambling is that there are Land Cruisers all over the globe. Your same type truck, maybe the next one off of the production line in Japan was shipped to a

unique place and has an interesting story to tell. I'm sure that the driver of that truck has a bond with his truck just as you do.



The way that we can all share in the world wide Land Cruiser community is doing is by becoming a member of the TLCA and reading Toyota Trails. That is one way you will be able to see how the brothers of your truck make it an icon of ruggedness around the globe.

I'm now on the Island of Diego Garcia located in the middle of the Indian Ocean. I'll be here a couple of weeks and will miss the next meeting and the Holy Cross weekend. Not that you need any encouragement, but have a good time while you are there. Just think of me here on this island where the highest elevation is 14 ft.

At the last meeting I announced the formation of a bylaws review committee. Their job is to review the current bylaws, review your input of things that you

want changed in the bylaws and present proposed changes at the January meeting for you to vote on. This is your club and you get a big voice in how it is run. A thread has been started in the private section of the CLC forum of the Ih8mud website. You can post any proposed changes that you have to the forum. You can also send an email to me at President@ColoradoLandCruisers.org and it will be kept as confidential as you want it to be.

Thanks for your effort to make this a great club.

David Molter ~ President CLC

Next CLC Meeting ~ Sep 16, 2008 7:00PM

Mark your calendar for CLC's next meeting, Liberty Toyota, North. We have plans to discuss, so plan on attending, and bring your ideas. The Holy Cross will be one of the topics of discussion.

Next Run: Sep 20 ~ Holy Cross, campout

Check the thread on www.ih8mud.com, as it looks like a group is planning to go up and some as early as Thursday, Sept 18th to stake out a good camp site. The web page lists Friday meet/leave times of 5:30pm/6pm and a Sat morning time of 6:30am/7am from Western in Woodland Park. If all goes well, and potty stops are a minimum, you will get to the camp by 10am – maybe 10:30am. Check on 'mud to see if the leave time changes.

Next-Next Run: Oct 4, 2008 ~ Red Cone/Webster

Meet at 7:00a, leave at 7:30a from the Western Station in Woodland Park. Check 'mud as time gets closer.

On FJ40 brakes, rear wheels in particular...

About a month ago, I was driving along in the '40, when a traffic light changed. I grabbed some brake pedal, and not much happened – so I grabbed more, and still we only started to slow, so I grabbed all there was, and finally the '40 slowed to a stop. Since I have disks in the front, but still have an old drum brake booster, I started thinking it was time to upgrade the booster to one with a little more “umph”. While pondering that thought and sizing up how a booster off a FJ55 would fit, I thought it would probably be a good idea to adjust the rear wheels first, as I don't remember the last time they were adjusted. After jacking up the rear axle, and removing all 4 of the little rubber slot covers, try as I may, there was no way the adjusters would move – in either direction. So off came the wheels, and after some “gentle” tapping with a single jack, the drums

reluctantly came off. Still, even with vice grips wrapped around the adjuster, no way would it move. Rats...I said, reluctantly.

So began the process of removing all 4 wheel cylinders, and then the process of getting the steel brake pistons to free up from the steel cylinder. Of the 4 cylinders, all had the adjustment pistons rusted solid, and one had a piston that would move a little. So, in simple terms, of the 4 shoes on the rear axle, I had only one that would move a little.

But I have a disk brake axle, so why wouldn't it stop? Pretty simple. Since the wheel cylinders for all intent and purpose were frozen, I always had a solid brake pedal – very solid, always high. When brakes were applied, the rear circuit came up on pressure, as did the front, but that was it. Applying more brake pressure did nothing, because it was limited by the reality that the rear circuit was frozen. There was no way to get more pressure to the front circuit, to allow the front disks to have much effect on braking. So on a Saturday afternoon, just where do you get parts to put wheel cylinders back together? No where in Colorado Springs. I needed 8 7/8” wheel cylinder cups – none to be had. Not even from the mass brake rebuild shops. (They don't rebuild – they replace entire assemblies, what ever was I thinking???) So thinking back, I remembered that somewhere in my garage I had a bag with brake parts. After a 30 minute search, lo and behold, in the bed of the resident '58 Chevy, I pulled out a bag that had 3 complete rear cylinder kits, and one with only one cup in it. So, 7 of 8 cups ain't half bad. After flushing out all the chocolate brown fluid, I put everything back together. Then I discovered the next problem was adjusting the brake shoes to get them close to the right clearance. Remember brake shoe adjustment calipers? The ones that you use one end to measure the diameter of the drum, and the other you use to adjust the shoes to that dimension? Not having one, I came up with a shade tree method to do the same – and it worked! Later, I found a dandy 24” measurement caliper at Harbor Freight for under \$7 – OK, so it was only a penny under \$7. It will be dandy for the next time I do drum brakes. Keep in mind I still have sitting in my garage a '58 Chevy Apache 1/2ton with 4 wheel drum brakes, that need rebuilt, at least all the soft parts, the rest is still in fine shape. Finally after several days of working on brakes, my FJ40 has good brakes again. Its fun to stop fast – in fact it will clear the seats of anything not tied down – guess that was a clue I missed as the brakes were slowly *deteriorating* into nothingness. Good brakes are good, indeed.

Now that the brakes are working again, I am in the process of gathering the parts to convert the rear brakes in the '40 to disk. I've freed up my last rusted Land Cruiser wheel cylinder. TSM in Castle Rock has complete kits, but it looks like if I get the wheel brackets, calipers from a late 70's or early 80's GM, disks from an early 90's Chevy 6 bolt, and have them machined to a hub diameter of 4.20", and a way to adapt the metric brake hydraulics to SAE, I'll be there. And for less \$\$ than if I buy a "kit". I'll look on 'mud to see what works, and sources for parts convenient to Colorado Springs. Any one who has done this, chime in as I want other ideas and what works and what doesn't.

The moral of all this is simple: Make sure your brakes are working as designed – if not find out why and fix them. My FJ40 hasn't been used much this year, only 300 to 400 miles down from the usual 500 miles or so a month. With FJ40's rust happens, some seen and a lot not seen, but it still happens.

Rubber side Down, always

Darryl

Holy Cross, from past times...

Pictures from the July 19, 2003 and Aug 31, 2004 trips.

Andy, with Norm about to launch a "pebble".



Norm, on Norm line at French Creek



And he made it...



Coming back over French Creek...



French Creek..



Oscar the near-sighted bull dog...



At Camp, cooking supper – Bart working hard...



Campfire...



Around the camp fire sharing the days run...



If your FJ40 has a tail gate, you have a “kitchen”...



George from Santa Fe, at French Creek



Darryl at Holy Cross City...



Darryl at French Creek...



There is nothing like a trip to Holy Cross. Mark your calendar for the weekend of September 20th.

Twisted pinion shaft under repair...



Vic's 'Cruiser at Holy Cross City...



Holy Cross City...



Some should read and heed – SUV filter sign...



ATV on hill side...



Note ATV after rolling down the hill, in gully... No one hurt, excepting pride.



Good run and you see all kinds of folks out enjoying the outdoors. Some are ready, and have been there before, and some are just getting started. Come prepared to run the trail, and to help others if necessary.