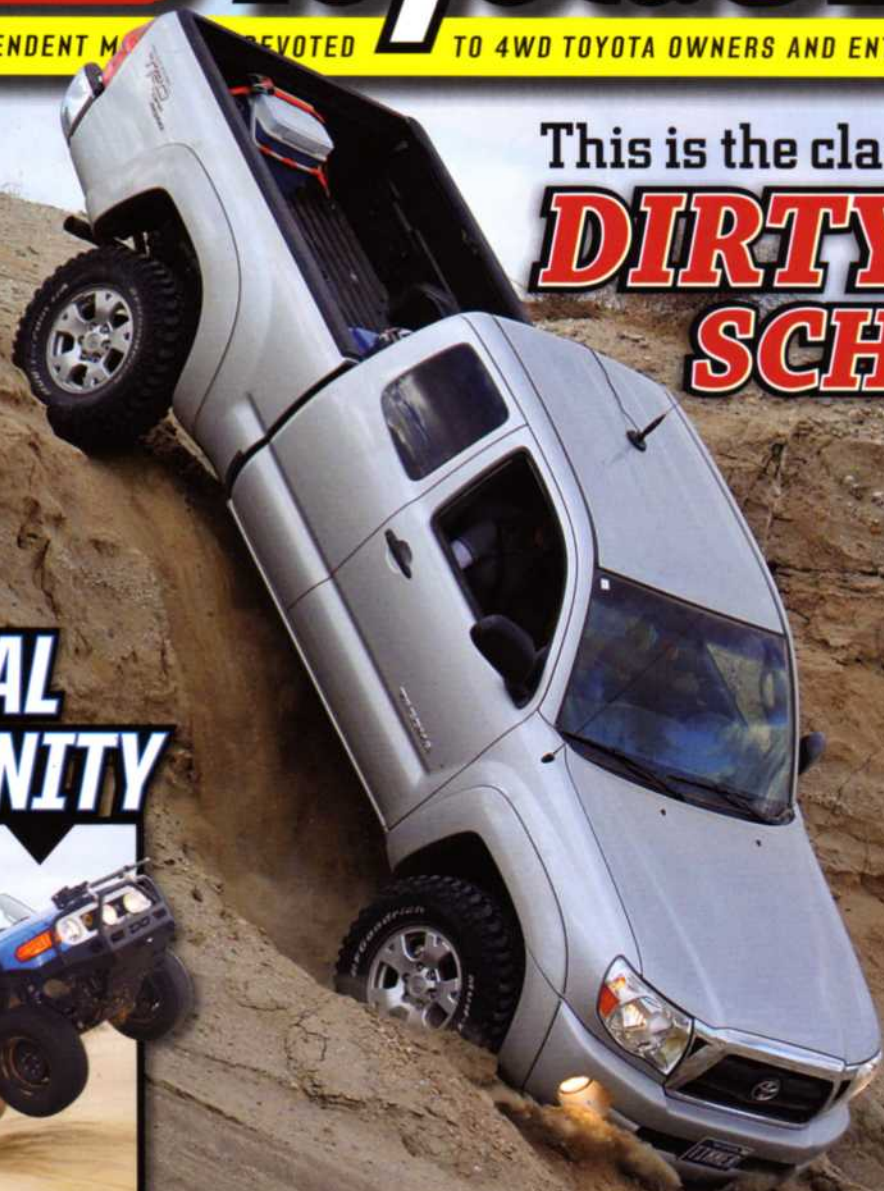


4WD Toyota Owner

THE INDEPENDENT MONTHLY MAGAZINE DEVOTED TO 4WD TOYOTA OWNERS AND ENTHUSIASTS WORLDWIDE

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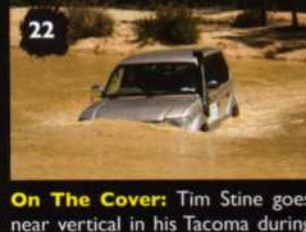
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On The Cover: Tim Stine goes near vertical in his Tacoma during a Dirty Toy School session—now that's a class we'd never be tardy for! An FJ Cruiser launches a dune at Surf 'N Turf, and our 1970 FJ40 plunges into a watery abyss, recovery strap at the ready. Photos: Mike Regala, Ben Crockett, Dallas Lund.



WARNING: Much of the action depicted in this magazine is potentially dangerous. DO NOT attempt to duplicate any stunts that are beyond your own capabilities! 4WD Toyota Owner magazine, the publisher, editors, and contributing writers are in no way responsible for damage to your vehicle or personal injury/death that may occur while driving on or off-road. 4WD Toyota Owner Magazine contains tips and techniques for modifying your vehicle. Certain upgrades and/or driving techniques may void your factory warranty. 4WD Toyota Owner and its writers in no way guarantee results from modification articles and features. All text is suggestions only. We recommend a professional mechanic perform all installations.

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**NO MORE
EXCUSES:
TIME TO GO
BIG**

**37" Cooper
Discoverer
STTs and 17"
Mamba M4
wheels**

Main Photo: The Mamba M4 alloy wheel is a great looking rim that starts in 17x8 and goes bigger. Ours was P/N M4-7883B+10, with a 4-7/8 backspace and +10mm offset. These specs are very close to OEM, and the wheel fit perfectly. They are a one-piece, cast construction, utilizing a five-spoke design. The outer bolts are not true beadlock bolts but which, along with the black mamba color, add an aggressive look to the wheel that we love on our 1995 Land Cruiser. The center caps will not be staying, unfortunately; they don't clear the front or rear hubs. They would likely work on any IFS truck front, and those without the rear full floater hub of an FZJ80.



Words & photos: David Zartman

Are you an Aries? Then you understand us here at 4WD Toyota Owner when we say we need change. We'd been on 35" rubber for well over three years with great results, but it was time to step up to the big leagues. We ordered a set of 37" Cooper Discoverer STT tires and had them mounted on 17" Mamba M4 wheels. We'd beefed up the drivetrain via Longfield axles and birfields up front, Poly Performance axles in back, all-new U-joints, plus Yukon gears, so we stood a reasonable chance of avoiding early breakage with the bigger, heavier wheels and rubber. We will be conducting a long-term test of both wheels and tires to evaluate their capabilities off-road; here is Part One.



Before and after. We love the new two inches of Cooper clearance. It is seriously a great help in rock gardens we couldn't easily do before. With a 4" lift, the front Discoverer STTs didn't rub, but the rears did. The Mamba M4 wheels look badass on our truck, fit great and make our rig stand out from the crowd.



A 75-yard mud pit put our Cooper tires to a good test; they snacked on the slop like a voracious animal and ripped us through.



ABOVE: In our first session, a full day in the mud and rocks of Tahuya, the Mamba/Cooper combo kicked butt, pulling us up trails we've never been before. We had never gone through these rocks so easily when on 35s. The Mamba wheels look much better than the drab OEM 16" wheels; we won't be going back to stock anytime soon!

LEFT: The Discoverer STT is the most aggressive off-road tire in Cooper's arsenal. Coming from the muddy Pacific Northwest, we wanted the sidewall lugs for rut running, and loved the deep lugs of the tread to bite deep both in dirt as well as grip rocks. The tire has a three-ply carcass, which gives it durability, and it has an aggressive look to it that suits our truck and driving style. ✓

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