



Bret's 1976 FJ40 is the new owner of a Redline Motorsports 40-series bumper. It's a clean, strong, basic design that looks good leading the way into the woods on an FJ40. It's built to accept a winch, so you're good to go for recovery too. Note that the ends of the main tube are cut for just a bit more approach room on the sides, and they match the angle of the front bib, too. Nice.

REDLINE MOTORSPORTS 40-SERIES BUMPER

Simple, strong and sano

By the staff of 4WD Toyota Owner

With an FJ40, usually less is more. Heck, the truck itself is pretty bare bones, so big gaudy parts don't usually look (or perform) all that great on one. Such is the thinking of Redline Motorsports when they designed their new 40-series winch bumper. It's a basic, simple design, built to be strong, give lots of approach angle, and mount a winch for recovery duties. And while the design is simple, it looks good on the front of 40; perhaps "proper" is the right word for it, as it looks darn good gracing a 40's front end.

THE SPECS

The Redline Motorsports bumper is built to Justin and crew's usual strong specs, as follows: main rectangular tube is 2x4x3/16", the round tube is 1.5", .120-wall DOM,

frame brackets are 1/4" plate (custom cut and bent) and the two recovery points are 1"x3" with 3/4" machined holes for 3/4" D-shackles. Want light mounting tabs? They're an available option



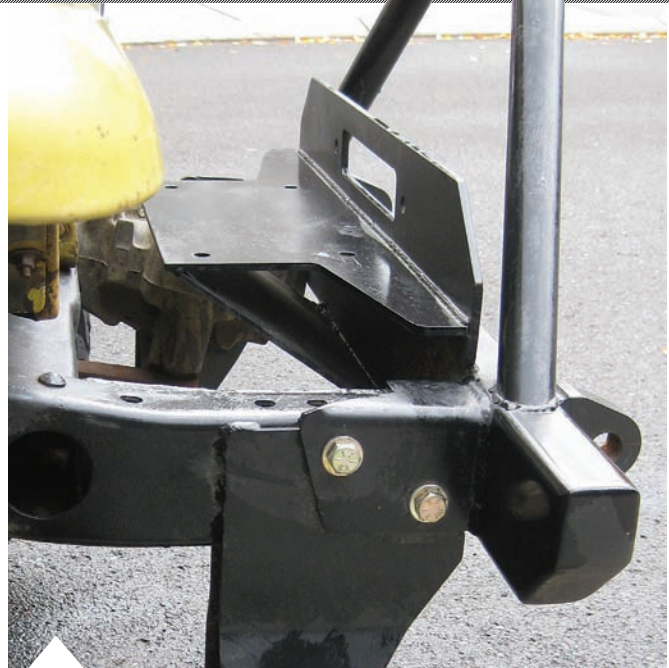
The Redline bumper has equal approach angles as an OEM bumper but 1000 times the strength via a 2x4x3/16 main rectangular bar, 1.5", .120 DOM round tube, and two 1"x3" D-shackle recovery points. You can bash this bumper hard if you need to.

for \$60. The winch mounting plate has the standard four-bolt pattern that most modern winches will fit; call Redline if you have any questions on your particular winch setup. The bumpers sell in raw form

for \$298. The low cost is made possible because you'll paint or powdercoat them yourself. You can weld them on (Redline says this is their preferred way of mounting) or bolted on; we bolted ours on.



The included winch mount plate has the standard winch bolt pattern, while the front plate is ready for a hawse or roller fairlead. The bumper can be welded or bolted to the frame rails; we chose bolting.



Here's a look at the Redline bumper winch mount setup. You can see the standard 4-bolt pattern on top, vertical fairlead plate, and the diagonal support plate underneath. All plates are thick, sturdy steel. Note the power steering box in the background; the Redline bumper clears it easily, which is a big plus for those who mount their box on the frame rail. ✓

Do we like it? Yes! It's not big and heavy, approach angle is great, it's much stronger than the OEM bumper, and it's winch-ready—always a must for any bumper meant for dirt duty. The medium size stinger looks good, and the ends of the main tube have been cut

and angled for just that much more approach angle on the sides. Finally, the D-shackle recovery points are plenty thick to handle a hard yank or pull out of that mud pit you got yourself stuck in. And at \$298, it's a recession-beater! Redline Motorsports, (719) 210-0101, www.redlinecircletrack.com.

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