



10. A look under the Slee bumper reveals broad, boxed wing sections and a generous skid plate that connects with the wimpy (by comparison) OEM skid plate. Holes underneath allow dirt and mud to be washed out after a rough wheeling trip. Recovery points are a unique triangular shape and a full 3/4-inch thick. They tie into the frame so side pulls put less stress on the bumper itself.

11. Seen from the side, the new Slee front bumper flows smoothly along the lines of the Land Cruiser. This is the first product Slee Offroad designed from start to finish on a computer. Our Ironman 12000 winch's solenoid box is well protected by a 2-inch thick top tube. The metal rope will be replaced with Viking Offroad synthetic very soon. An Ironman lift and White Knuckle sliders also add to the look and function as well.



TECH SPECIAL:



That's an Ironman 12000 Monster winch installed into our Slee bumper.

◀◀ OUR IRONMAN 12,000-LB WINCH

Yes, the new Slee bumper is designed to take a winch. We sourced an Ironman 12,000-lb Monster winch from Camel 4X4 (www.Camel4X4.com, 800-698-6976—the same folks who we went to for our 100's lift kit). We have some tough synthetic line coming from Viking Offroad, but as we went to press it hadn't arrived, so we're going to postpone the full test until Cruise Moab. Why? We didn't want to run the steel cable across our aluminum hawse fairlead. But here are a few quick facts about our Australian-born winch: it comes with a handy wireless remote AND a wired remote, the solenoid box is fully sealed, has a hefty 6hp, series wound motor, and it comes with a damper blanket for safety. At a full 12,000-lb capacity we have plenty of extra power to handle our built-up 2001 Land Cruiser. Stay tuned next issue as we go down and dirty, Moab style, with our Ironman Monster winch! ✓



You'll want to install your winch with the bumper off the truck. The Ironman 12000 Monster winch has a standard bolt pattern that matches with the Slee bumper's integrated mount holes.

