



## **CUSTOMER TESTIMONIAL**

**This testimonial was written by one of our existing customers and posted on the Caravaner's Forum. It gives their un-biased opinion of the Isuzu NPS in their application of outback touring and heavy towing.**



**OWNER - IRON MIKE**

13 OCTOBER 2013

Our choice was the Isuzu for practical reasons of reliability track record, good parts and dealership backup and the fairly basic nature and ease of servicing of the beast. I have to admit to having some history with this type of vehicle in mining, the military and the rural fire service. I have been very impressed with their ability to survive when everything else around them has failed to proceed for one reason or another. A brief visual inspection reveals no rocket science, just everything over built to buggery. Last but not least, comes the issue of remaining legal and therefore insured, all with a large safety margin.

#### **Extra's we ordered:**

- Suspension seat for the drivers side
- Nospin detroit locker rear diff
- Basic box body with two side doors
- Chassis bobtailed and custom tow bar fitted to be as close to the rear diff as possible
- Electrical work to provide 12 volt consistently from the trucks 24 volt system
- Trailer brake set up

#### **My views on the truck**

Cab - the cab comes forward to about 45 degrees for servicing, as easy as it gets

Cabin - has a big forehead and is effective for keeping the sun off you most of the time, substantial heat comes up from the engine which you are sitting beside but the air conditioner is quite powerful. The newer trucks have power windows, central locking, airbags and all the modern stuff. Most things you need and nothing you don't. The huge windscreen and high eye line position gives a great view of our big land. Big bat-eared mirrors, electrically operated, infinitely better than anything that you clamp or clip on, great visibility. No glove box but 2 overhead lockers for storage. Noise levels are about the same as a 10 year old car. Easy to carry on a normal conversation.

#### **Transmission**

5 speed manual (no auto available), high & low range, manual locking hubs, solid axles.

The gearing is ideally suited to towing, comfortable in top gear up to about 5% grade. Slow deliberate change with the usual unequal gaps in the gear ratios, seems to be a Jap thing. However, no complaints here. The detroit locker does give some strange sensations in feedback as it automatically locks and unlocks, only noticeable at very low speed but takes some getting used to.

#### **Engine Performance**

Engine is 5.2l four cylinder, all iron big banger. Very, very D rated as the same engine is used in trucks much bigger. Very smooth, a long stroke, slow revver, maximum power at 2800. It's working range is practically 1600 to 2600. This thing will not shred tyres at the traffic lights but will return a fuel consumption about the same as other modern tow vehicles, towing 2 tons less. It's not very pretty but it's certainly very efficient on fuel.

#### **Suspension Performance**

Suspension is the most criticized area of these vehicles and rightly so. To use the term industrial is an understatement. On the owners grapevine, we were told by a company in Qld that buy a great deal of these trucks, their employees had collectively refused to operate them because of back injuries. I now note all recent trucks come with a suspension seat standard. Isuzu really could do better in this area. Our own experience was to get a standard Isuzu setup improved by adding quality after market dampers (huge Koni's) and having the springs worked over to get a better ride. We have to admit at this stage it was a complete failure and a waste of \$1800. We ended up overcoming the problem by going to **All Terrain Warriors** at Yandina in Qld and getting one of their expensive but fabulous parabolic spring kits fitted. It transformed the truck completely. It now has excellent clearance between the axles and bump stops, little inter leaf friction and performs better in every way than the original fitments. On dirt they are brilliant, seemingly never topping or bottoming out with a good sense of float instead of the bash crash of the original. Dealing with All Terrain Warriors was also a pleasure. We were given a precise set of upper and lower costs, performance outcomes and time frames for the work. Everything promised was delivered perfectly. I'm not really making any recommendations here but I would say if you can't afford the suspension, don't buy the truck...

The report back to you was in response to the intense interest showed in it at just about every place we stopped.

**Mike**