

## Technical Specifications

<b>Engine</b>	
Series:	Isuzu 4JJ1-TC Hi-Power
Description:	3.0 litre, DOHC, 16-valve, in-line 4-cylinder, common-rail direct-injection, VGS intercooled turbo-diesel
Maximum torque:	360 Nm @ 1800 → 2800 rpm (manual) 333 Nm @ 1600 → 3200 rpm (automatic)
Maximum power:	120 kW @ 3600 rpm
Bore x stroke:	95.4 mm x 104.9 mm
Displacement:	2999 cc
Compression ratio:	17.5 : 1
Cylinder head:	Isuzu-patent special aluminium alloy with double-walled water jacketing
Valve gear:	Chain-driven dual overhead camshafts, roller rockers, 4 valves/cylinder, VSS (Variable Swirl System)
Induction:	Electronic ultra high pressure direct fuel injection via common rail & air-cooled variable geometry turbocharger. Return Fuel Cooler.
Cylinder block:	Cast iron upper, cast alloy lower; Isuzu-patent melt-in anti-friction bore liners; special pistons with nickel composite oil rings
Emission level:	Euro 4
Alternator:	90 amp

<b>Fuel use @ ADR81/02* (litres/100km)</b>				<b>CO2 (g/km)</b>
	<b>Combined</b>	<b>Urban</b>	<b>Extra Urban</b>	<b>Combined</b>
4x2 SX Single Cab/chassis manual	<b>7.9</b>	<b>10.4</b>	<b>6.5</b>	<b>208</b>
4x2 SX Crew Cab Ute manual	<b>8.1</b>	<b>10.0</b>	<b>7.0</b>	<b>213</b>
4x2 LS Crew Cab Ute manual	<b>8.4</b>	<b>10.5</b>	<b>7.2</b>	<b>222</b>
4x2 LS Crew Cab Ute auto	<b>9.0</b>	<b>10.9</b>	<b>7.9</b>	<b>237</b>
4x4 EX Single Cab/chassis manual	<b>8.1</b>	<b>10.0</b>	<b>7.0</b>	<b>213</b>
4x4 SX Single Cab/chassis manual	<b>8.1</b>	<b>10.0</b>	<b>7.0</b>	<b>213</b>
4x4 SX Space Cab/chassis manual	<b>8.1</b>	<b>10.0</b>	<b>7.0</b>	<b>213</b>
4x4 SX Crew Cab/chassis manual	<b>8.4</b>	<b>10.5</b>	<b>7.2</b>	<b>222</b>
4x4 SX Crew Cab Ute manual	<b>8.4</b>	<b>10.5</b>	<b>7.2</b>	<b>222</b>
4x4 LS-U/LS-M Crew Cab Ute manual	<b>8.4</b>	<b>10.5</b>	<b>7.2</b>	<b>222</b>
4x4 LS-U/LS-M Crew Cab Ute auto	<b>9.0</b>	<b>10.9</b>	<b>7.9</b>	<b>237</b>

\*ADR 81/02 is the federal government's standard laboratory based test regime. Your fuel figures will depend on driving style, conditions of usage, vehicle condition and load, and other factors.

### Transmissions

Manual:	MUX low friction design with zincromate carbon composite gearset, cast alloy finned oil pan & 275mm dia clutch plate.
Automatic:	Maximatic III electronically controlled, dual-mode with Adaptive Grade Logic & fuel-saving lock-up torque converter on 3rd & 4th gears.
	Adaptive Grade Logic Control (holds 3rd gear during varied-gradient ascents & selects 3rd on steep descents to hold speed) Power Mode (changes up at higher revs/power) & '3rd' Mode (starts in 3rd gear to avoid wheelspin on ice/snow/slippery road)

Ratios:1:		1st	4.326	2.804
		2nd	2.557	1.532
		3rd	1.490	1.000
		4th	1.000	0.705
		5th	0.790	–
		Reverse	3.942	2.394
Final drive:	4x2	SX	3.416	
		LS	3.727	4.100
	4x4		3.727	4.100
	Limited slip rear differential - all models. All differentials have snorkelled breathers to increase fording depth & reduce mud blockage			
Transfer Gearing:	4x4 low range		2.482	2.482
	4x4 high range		1.000	1.000
	Limited slip rear differential			
4x4 system:	Dash-mounted push button mode selection, including 'shift on the fly' 4H selection at up to 100km/h. Ultra low 40:1 manual first gear low range with stall-saver for idle speed crawl & max engine-braking on steep descent			

### Chassis

Frame:	Separate, full-length heavy-duty truck chassis with eight crossmembers including underslung propshaft bearing support & rear rails K-brace Extra-long wheelbase (3200mm) for cab/chassis
Suspension Front:	4x2 SX: Independent, coil springs, double-acting gas shock absorbers, upper & lower, wishbones, stabilizer bar Other: Independent, hi-rise torsion bars, double-acting gas shock absorbers, upper & lower wishbones, stabilizer bar
Suspension Rear:	Alloy-steel Semi-elliptic leaf springs - heavy duty on all cab/chassis, hi-ride on all 4x4 & LS 4x2, gas shock absorbers.

### Axles

Front:	Independent. On 4x4: fully floating with outer constant velocity & inner double offset joints. Equal-length front drive shafts to counter torque-steer; free-wheeling front hubs. Capacities: 4x2: 1200kg; 4x4: 1300kg.
Rear:	Rigid semi-floating banjo with hypoid final drive. Limited slip differential on all models. Capacity: 1680kg

### Steering

Engine-speed-sensitive power-assisted rack & pinion system; 3.2 turns lock-to-lock via (not on EX) tilt-adjustable wheel

### Brakes

Power-assisted via tandem 9" + 8" servo unit; 280mm dia ventilated front discs with 2-pot calipers, 295mm rear drums  
ABS with EBD (Anti-skid Brake System with Electronic Brakeforce Distribution) steep slope disable; not on EX 4x4  
Central pull up park brake (under-dash pull out type on EX/bench seat model)

### Wheels & Tyres

4x2 SX	15"x6.5" drilled silver-finish steel; 215/70 R15 LT
4x4 EX,SX	16"x7" drilled silver-finish steel; 245/70 R16 LT
LS	16"x7" alloy; 245/70 R16

### Warranty

3 years or 100,000km, which ever occurs first