

# NEW AND USED VEHICLE REVIEWS

These brief assessments of each make and model 4x4 are to be used as guides only; particularly when evaluating used vehicles. The models covered are true off roaders, with low-range gearing and high ground clearance.

We've also included modifications you'll need to make if you intend to do much off-roading. Not included in these sections are bars, bush tyres, deep-cycle backup battery power, fridges, racks and winches, which are covered in the vehicle modifications section.

## LARGE UTES

### Land Rover Defender 130

Ute buyers tolerate lower equipment levels, but even in this company the Defender is looking underdone. It needs a new cab, Land Rover. Chassis is brilliant, with dual-rate rear coil springs, traction control and GVM upgrades available.

#### Previous Models

Old Defender 130 utes look the same, but lack the bonnet bulge, traction control and the new engine and transmission. Old LR diesels are slow, but great off road.



#### Bush Modifications

Some of the latest Defenders have traction control, but older models have open front and rear differentials. A pair of Maxi-Drive diff locks is the traction solution.

### Nissan Patrol

The Patrol ute comes with a choice of coil or leaf rear springs and coil fronts. Sadly, the workhorse 4.2-litre diesel is no more; replaced by a revvy three-litre. A new, slogging engine is needed and soon.

#### Previous Models

A well cared for 4.2-litre, factory-turbo Patrol ute is a better buy than a new three-litre.



## Bush Modifications



Patrol coils sag easily, so a taller, stronger set is required, along with matching shock absorbers.

The wheelbase is too short, so if you intend fitting a camping body on the back, an engineer-approved wheelbase extension is recommended.

Being a part-time 4x4 wagon the Patrol can benefit from a rear-axle self-locker, ideally matched by a driver controlled front locking diff.

## Toyota LandCruiser 70 Series

Now available with air bags, the 70 Series is still very expensive, considering its basic specification. The V8 diesel is a gem and optional factory diff locks are a plus.

### Previous Models

Toyota resales ensure you'll pay plenty for a used 70 Series.



### Bush Modifications

Toyota 70 Series rear leaves sag quickly when loaded, so an after-market suspension is essential. The factory-fitted diff locks give excellent traction, but a pair of driver-controlled diff locks can be fitted to those that don't have factory locks, which cannot be retro-fitted.