

YOUR ONE-STOP 4WD MAGAZINE - IT'S ALL HERE!

TOP VALUE!  
260 PAGES!

AUSTRALIAN

# 4WD

M

TIPS & TECHNIQUES

Save \$\$\$ on depreciation

DIY snatch-strap lifesaver

Camper trailer recovery

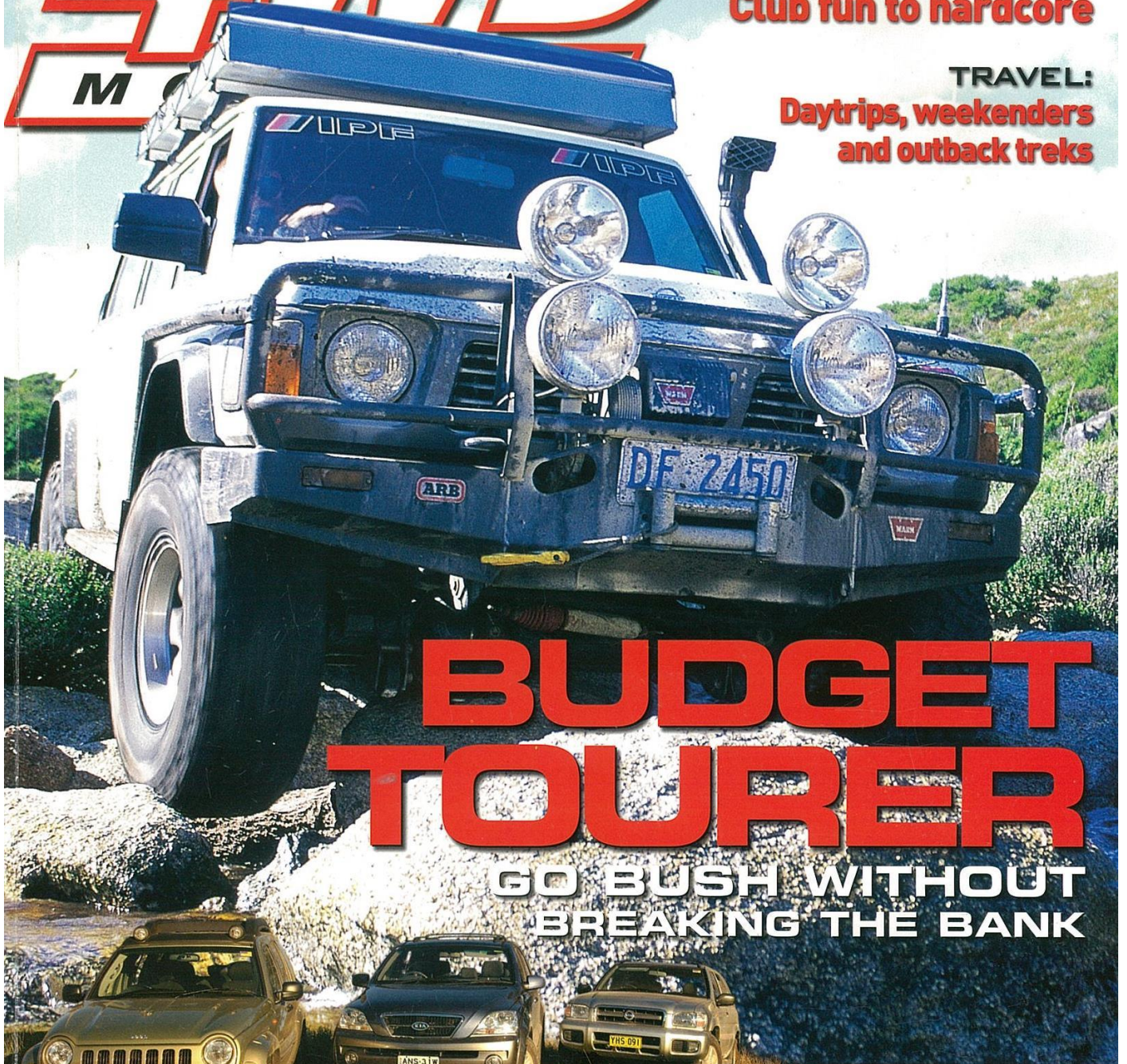
OFF-ROAD COMPS:

Club fun to hardcore

TRAVEL:

Daytrips, weekenders

and outback treks



# BUDGET TOURER

GO BUSH WITHOUT  
BREAKING THE BANK



**COMPARED:**  
Cherokee v Sorento v Pathfinder

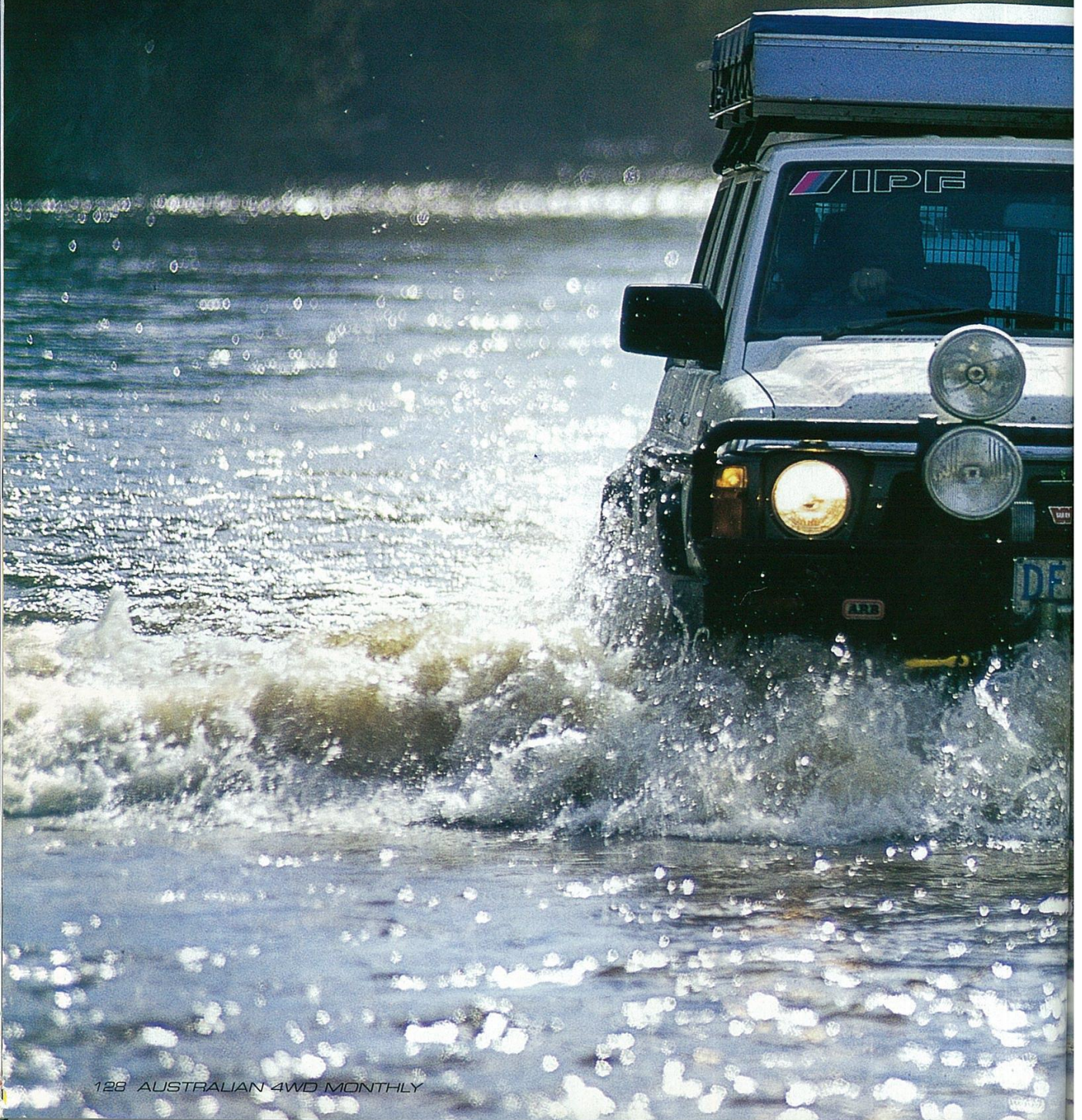
January 2004  
A\$7.99 incl GST  
NZ \$7.99 incl GST  
US \$6.95, CA \$9.95  
No.61

EXPRESS  
PUBLICATIONS



01

# WHITE



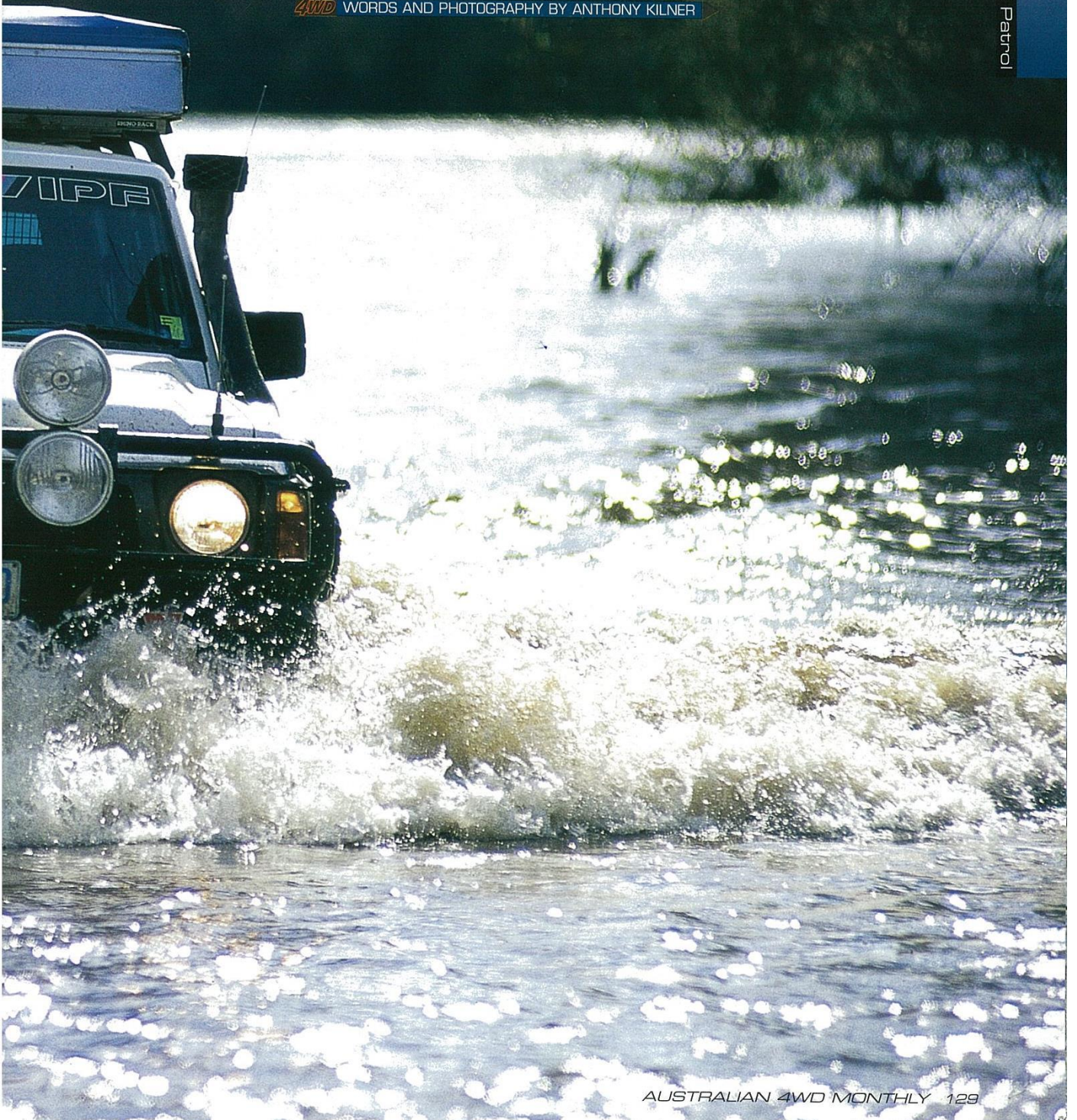
# KNIGHT

Tim Hanson's pristine GQ is still a work in progress

**4WD** WORDS AND PHOTOGRAPHY BY ANTHONY KILNER

CUSTOM

GQ Patrol



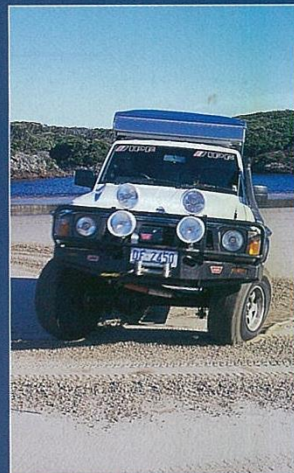
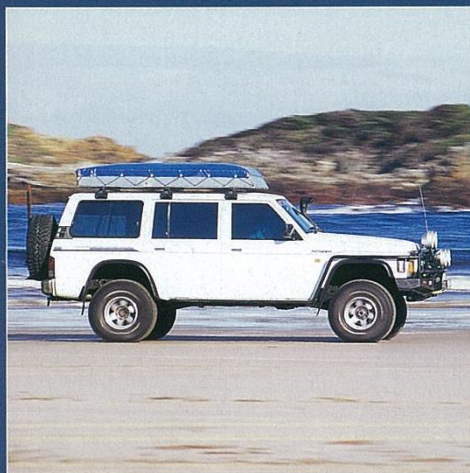
**As** a 36-year-old mechanic based in Launceston, Tim Hanson has plenty of experience with all sorts of two- and four-wheel-drive vehicles. When he bought his GQ in 2001, it had low mileage, was in pristine condition and was a great platform on which to build a touring/hardcore weapon – especially at just \$24K.

After the Nissan got hung up in a creek crossing, Tim's better half, Nicole, jumped into the fray with the Chrissie present to beat all Chrissie presents: a Mannell 6in 'Mega Lift' kit with 6in raised coils, Rancho RS9000 shocks, 5° castor correction plates and adjustable Panhard rods for the front and rear. Now that's what I call a great missus!

With mechanical skills and the tools for the job, Tim readied the GQ to handle Tassie's tough terrain. So far, he's performed almost all the work on the Nissan, but there's been plenty of help and advice from the guys at TJA Motors in Launceston. They also happen to belong to the Devonport 4WD Club, like Tim.

**BRIEFLY**

Vehicle: .....1993 GQ Patrol  
 Engine: .....TD42 with ATX aftermarket turbo  
 Gearbox: .....Factory 5-speed manual  
 4WD Activation: .....Part time – manual locking hubs  
 Suspension: .....Mannell 6in lift kit with Rancho RS 9000 shocks  
 Wheels: .....CSA Scorpion 15x8in alloy  
 Tyres: .....33x12.5x15in BFG Mud-Terrain



## WHITE NIGHTS

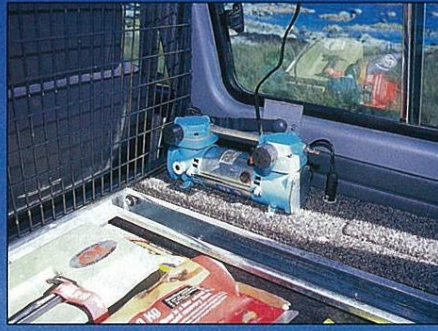
Tim spent a lot of time wiring in the four IPF 930 Super Rally lights. He upgraded the Nissan's standard headlight wiring to handle the IPF 910 inserts and huge 100/170W globes.

Next came the loom for the two spread and two spot-beam IPF 930s, again fitted with current-draining 100/170W globes. According to Tim, the light is awesome for night driving. The next job will be to upgrade the alternator to better handle the current draw, which is the only downside to such powerful lights.

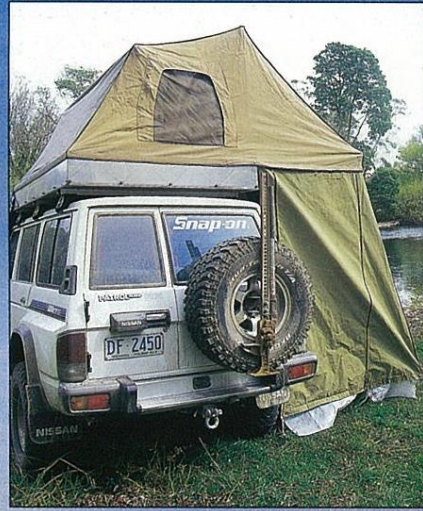
A Warn 8000lb Hi-mount winch is mounted in the ARB commercial steel bullbar. Again, Tim has handled all the fitting and wiring.



## TOURING COMFORT



Tim and Nicole love touring and playing hardcore. For touring, the Outback drawer system, in conjunction with the Milford cargo barrier, allows items such as the Twin Tongue compressor and Evakool 50L fridge to be stored safely in the rear. A recent addition is a second-hand roof-top camper mounted on Rhino racks. Tim and Nicole can rock into camp and have the bed set within minutes. Tim plans to expand the tent section and the back of the wagon. This will include extra undercover space, for inclement weather, and more camping gear.



CUSTOM

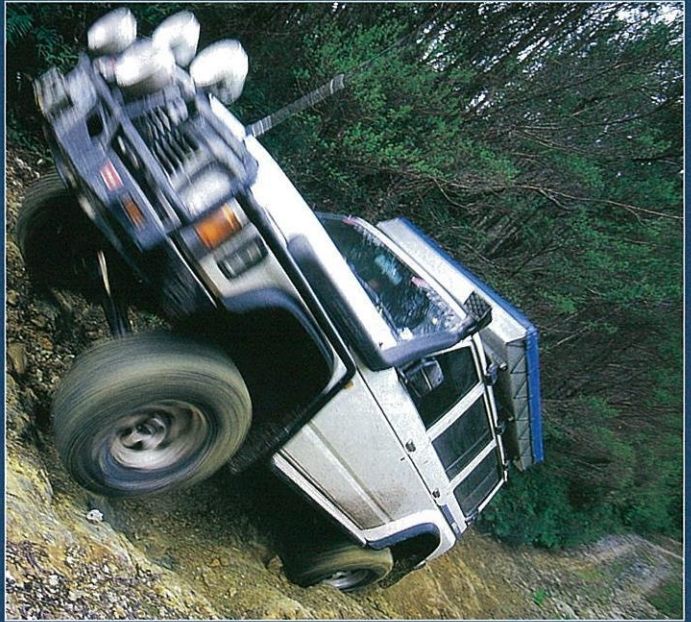
GQ Patrol



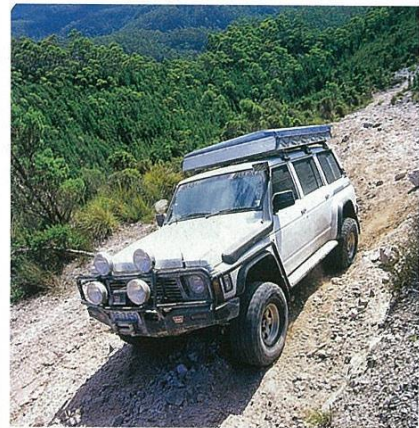
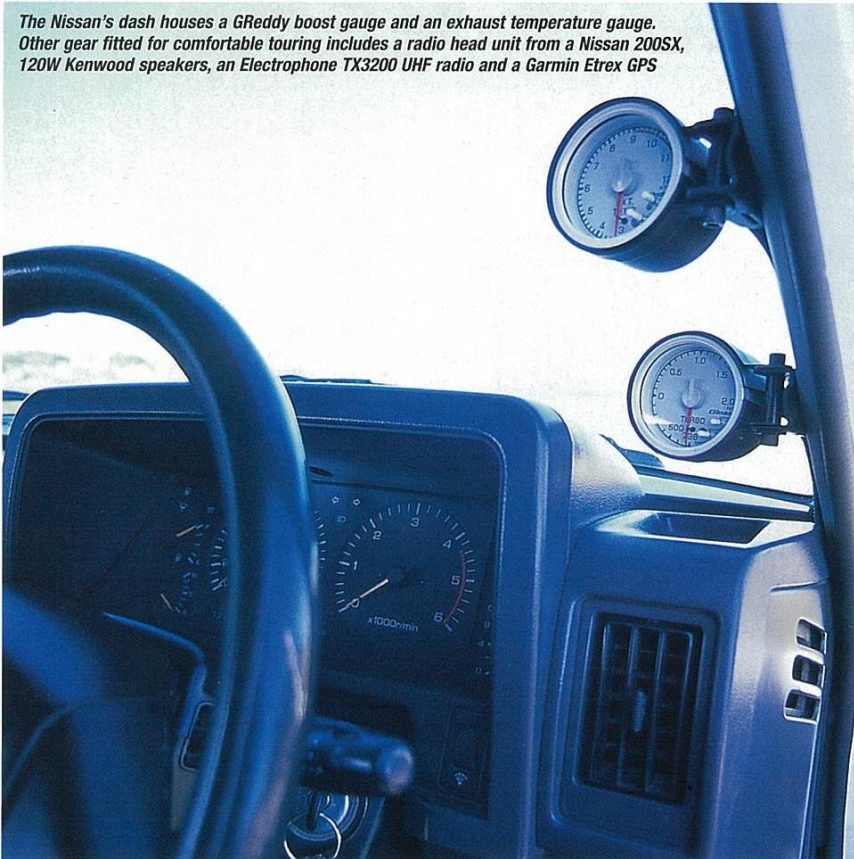
## MOTOR

When Tim bought his GQ, the AXT turbo was already bolted to the TD42 and running 7psi boost. He removed and rebuilt the turbo, setting the boost to 19psi. With adjustments to the tune and fuel pump, the GQ really kicked along.

The main drawback to a diesel power-up is the extra internal heat. Running high boost pressure and pushing the oiler to the max, Tim found the temp gauge rising above normal. An alloy radiator from Race Radiators in Melbourne cured it.



*The Nissan's dash houses a GReddy boost gauge and an exhaust temperature gauge. Other gear fitted for comfortable touring includes a radio head unit from a Nissan 200SX, 120W Kenwood speakers, an Electrophone TX3200 UHF radio and a Garmin Etrex GPS*



CUSTOM

GQ Patrol



CUSTOM

GQ Patrol



So, the white GQ soon grew up to become one hardcore four-wheeler, while Tim remains Nicole's knight in grubby overalls.

As more money rolls in, Tim is looking to replace the standard open front diff and LSD rear with ARB Air Lockers. Also on the wish list are a Mannell five-link, 8in suspension kit and extreme rubber, depending on the clearance under the guards.

Tim's considering a front-mounted intercooler for extra poke. The last items will be a long-range fuel tank and Kaymar rear bar.

This would have to be one of the cleanest-looking custom GQs around. We understand why Tim's looking forward to the rest of his mods – he'll have the perfect off-road steed and be a knight in shining body armour to help four-wheelers who get stuck down on the Apple Isle!



## SUSPENSION

The Mannell 6in Mega Lift suspension kit features Rancho RSX9000s in all corners, with an in-car adjustment kit. The Ranchos work a treat, according to Tim. However, without swaybars front and rear, it suffers from body roll on-road. Tim fitted a Rancho steering damper to control the front end over bumps.

