





# STEPPING UP

WORDS BY ROB WILLOX, PHOTOGRAPHY BY ANTHONY WARRY →

If three litres is good,  
4.2 litres must be  
better, right?

**T**D42. Two letters, two numbers. For Patrol fans, there's nothing better. Nissan's biggest gun has been a legend of the 4WD scene since its introduction in the GQ Patrol over 20 years ago. However, when Dave Hennig was looking for that perfect family touring rig in 2007, the mighty 4.2 wasn't his first choice.

"I actually bought a 3.0L first and then I heard that Nissan had stopped building the 4.2," says Dave, "and after speaking with a few mechanics who told me that the 4.2L was a far better engine, I decided to sell the 3.0L and get one."

As luck would have it, almost straightaway after offloading the 3.0L, this sweet '03 factory TD42 turbo that you see on these pages popped up at the right price. With only 96,000km on the dial and already equipped with a steel bullbar and long-range tank, the GU

was primed and ready to become Dave's ultimate touring machine.

"I just wanted a vehicle that would fit our growing family with 4WD ability and strength to carry all of our luggage and tow a fully loaded camper trailer off-road," Dave tells us. We reckon you won't find much better than the mighty 4.2 GU Dave!

When he's not driving through the South Aussie desert with the 4WD Action crew to get these awesome photos, Dave loves to get his wife Fiona and their kids Kaitlyn and Wyatt loaded up in the Patrol with the Tru Blu camper hooked up to the rear and head off to some of those cracking SA 4WD destinations.

Loveday Adventure Park is a favourite of the Hennig clan. "It's fun and you get to learn how to control your car before you're in the real thing," Dave says, "and the camping spots are just fantastic." But they reckon Murray Sunset NP and the Robe

to Beachport trek are pretty special too!

While the GU has been a fabulous 'get out there' machine for Dave and his family so far, there are big changes coming in the near future. After speaking with the fellas at Cross Country 4x4, the big 4.2 is heading in for an upgraded turbo and intercooler. The tune will get a good going over as well to help take maximum advantage of the soon to be installed long-range sub tank to really expand the touring capability of the Patrol.

They'll be welcomed additions too, as there's a lot coming up on the GU's schedule. As you read this, the Hennigs are getting ready to tour the Alice and there's a Simpson run planned for later in the year. Add in a Cape York trek this time next year, and you have the recipe for an epic 12 months of 4WDing.

Is this GU up for it? With the legendary TD42 under the bonnet, you'd better believe it! 🚗

When Dave picked up the GU back in 2007, it already had a Nissan steel winch bar fitted. This seems to be a popular unit amongst Patrol owners, with many choosing to leave it in place instead of swapping it for an aftermarket model. Dave has done the same here and added a pair of the massively popular Lightforce 240 Blitz. Not to mention a T-Max 9000lb winch, which Dave says has been "working brilliantly, with no problems so far".

Bringing up the rear is a classic Kaymar steel rear bar with twin wheel carriers and a Hi-Lift jack mount. A pair of LED tail-lights built into the Kaymar helps other road users spot Dave with ease, and some Hella work lights mounted to a Tracklander roof rack help with reversing.

Speaking of the roof rack, Dave just couldn't leave it alone. It's been modified to hold the gas bottle normally mounted to the Hennigs' Tru Blu camper trailer, and where the bottle is used to live on the camper is now storage space for water containers.

Oh, and we should mention the long-handle shovel mounted to the Tracklander as well, an often forgotten piece of essential 4WDing hardware.

This GU is a pure tourer. So as it's not scraping over rocks or bashing through ruts, Dave has held on to the factory alloy side steps and why not? They blend in well with the lines of the Patrol and their lightness helps keep the weight down and every little bit helps in a long-distance tourer.

Finally, so Dave and his family can do their part in keeping Australia beautiful, an EMG Dirty Gear Bag hangs off one of the spare tyres.



TJM Pro Lockers make the GU's tough diffs even tougher



Snorkel and Unifilter keep the air dry and clean



Nissan steel bar is strong and durable



TD42T. What else do you need to know?



The 3in exhaust will soon be joined by more power adders

## DRIVELINE

Here's where the Nissan fans will need to go for a quiet lie down. As we said earlier, this particular GU Patrol has the factory turbo-charged and intercooled TD42 six-cylinder diesel engine. It's the absolute favourite of Patrol lovers everywhere, and once you've driven one, it's easy to see why.

For the moment, Dave has kept the 4.2 relatively stock except for a 3in mandrel-bent exhaust to help release some extra neddies. Like we said earlier, though, a nice turbo and intercooler upgrade is on the cards thanks to the guys at Cross Country. A triple (that's right, triple) battery system also lurks under the bonnet and is controlled by a Redarc isolator. A Hybrid N70 does the cranking while another Hybrid N70 backed up by a Power Sonic deep cycle handles the auxiliary power duties.

The gearbox remains the super-strong Nissan five-speed

# THE 4.2L WAS A FAR BETTER ENGINE



Kaymar twin-spare carrier is on every 4WDer's wish list!

and the transfer case is also the original item. However, replacing the standard-issue Nissan auto-locking hubs is a pair of AVM manual hubs.

Dave explains, "I had one of the auto hubs let go and found out it would cost nearly \$500 to replace it. I then started hearing reports that the Nissan replacements might only last 10,000km."

So, Dave looked into the AVM hubs and found that they would last longer, be easier to repair, and cost almost \$200 less than the auto hubs. Better reliability and lower cost, it was a no-brainer!

Getting all that big TD torque to the ground is a pair of TJM Pro Lockers. They get their air supply from a TJM compressor permanently mounted under the bonnet. Before the lockers went in, though, Dave had new axles and bearings installed because the original axles had become rusted and badly worn. This was traced back to a trip to Loveday Adventure Park, where unknown to Dave at the time a worn out axle seal was letting mud and water into the diff housing. Damage done.

Dave hadn't had much chance to use the new lockers until our photo shoot – so what do you think mate? "Really good, they make a big difference in traction."

To quench the thirst of the 4.2 for longer, there's a 146L long-range main tank that was already fitted to the Patrol when Dave bought it. This is soon to be joined by a long-range sub tank to give a combined fuel capacity of 226L! With all these simple additions, Dave has taken what was already a pretty damn reliable and capable 4WD and turned it into an unstoppable touring tyrant!



# ***THE GU WAS PRIMED AND READY TO BECOME DAVE'S ULTIMATE TOURING MACHINE***



**REAL 4WD**

2003 GU PATROL





The FNB 4WD drawers work a treat



Clean and uncluttered is the way to go

## INTERIO

As most Patrol owners will know, the inside of a GU is a pretty spacious and comfortable place to be. This was one of the main reasons behind Dave's purchase of the Patrol. However, there's always room for improvement, and with that in mind, Dave started fitting out the big GU for ultimate touring capability.

Let's start in the back with the drawer system. Custom built by the crew at FNB 4WD Supplies, the twin drawer set-up also features an MSA Platinum drop slide for Dave's 40L Engel fridge. Hidden nicely away down the side of the drawers are a couple of auxiliary 12V plugs providing power to the Engel and whatever else the Hennigs need on their Aussie adventures. Keeping all that gear out back where it belongs is a Milford cargo barrier. Also kept in the rear is something every 4WD should have in their rig, a 1kg fire-extinguisher.

Moving to the front and the first thing you notice are those RM Williams seat covers, a must-have for South Aussie 4WDers! Mounted under the passenger seat is a 1000W inverter providing power for lights, laptops and whatever needs it.

Keeping Dave informed with what's going on out on the tracks is a GME TX3400 UHF that grabs the chatter with a Benelec 4.5dB antenna. Providing the tunes is a Kenwood CD/MP3 player. Dave also has a neat little Magellan Crossover GPS mounted to the dash so he doesn't end up like Burke and Wills. There's also a satphone kept in the truck whenever Dave and Co go travelling, just in case. With all of these communication goodies, there's no excuse for not keeping in touch.



Redarc brake controller almost looks factory!



Pro Locker switches are mounted right next to the driver's seat



**A Whole New Animal**  
**BFGoodrich Mud Terrain T/A<sup>KM2</sup>**



**SUSPENSION**

A tough outback tourer needs tough suspension, so when it came time to get the GU a little closer to the sky, Dave saw his mates at FNB 4WD, who recommended an EFS X-treme kit.

Four inches is the chosen lift height of the Patrol, and helping to achieve this up front is a pair of EFS X-treme coils and matching EFS 45mm shocks. Ensuring the front wheels remain aligned is an EFS adjustable Panhard rod and a set of 5° castor plates.

In the rear, it's a similar story with some more EFS X-treme coils and 45mm shocks. Giving the rear end a hand when it's under a heavy load is a pair of Polyair Red Series airbags, and helping to keep everything flat in the corners are some EFS extended swaybar links.

"I'm very happy with the suspension," says Dave. "It sits flat in the corners, doesn't try and understeer on dirt roads, and smooths out the corrugations nicely."

Wrapped around a set of 15x8in black King steel rims are some 33x12.5in Mickey Thompson MTZs. Why 33s when most Patrol owners are going 35s? "The 33s do everything I want without getting the unwanted attention that 35s can bring," Dave tells us. While Dave has been happy with the performance of the Mickey Ts, he's looking to upgrade to a harder-compound tyre soon.



The MTZs have performed well, even if the compound is a little soft



Dave loves his EFS suspension



EFS damper stops the wobbles

[www.bfgoodrich.com.au](http://www.bfgoodrich.com.au)



REAL 4WD

2003 GU PATROL



### THANKS

Dave would love to give big thanks to:

#### FNB 4WD SUPPLIES.

Key, Paul and Dazz from the FNB workshop team for their experience and honesty.

### RUNDOWN

**VEHICLE:** 2003 Nissan

GU Patrol

**ENGINE:** TD42T 4.2L diesel

**GEARBOX:** Nissan

five-speed manual

**TRANSFER:** Standard Nissan

**4WD ACTIVATION:** Shift-on-the-fly with AVM manual hubs

**SUSPENSION:** Front - EFS

Extreme 4in-raised coils with

EFS Extreme shocks. Rear

- EFS Extreme 4in-raised coils

with EFS Extreme shocks and

Polyair Red series airbags.

**WHEELS:** 15x8in black

King steelies

**TYRES:** 33x12.5in Mickey

Thompson MTZs

**OTHER TOUGH GEAR:** Compre-

hensive recovery and first-aid

kit, Maxtraxs, Hi-Lift jack, twin

Lightforce 240 Blitz, 146L long-

range main tank, RM Williams

seat covers, 1000W inverter

and a Twine shower system



**THE 33s DO EVERYTHING I WANT**

**WIN A SET OF TYRES**  
ONE SET TO WIN EVERY 3 WEEKS!

**BFGoodrich**  
TAKE CONTROL

You will need to send us a photo of your 4WD and a list of what accessories you have, plus tell us why you would like a new set of BFGoodrich tyres for your 4WD. It's that easy!

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