

ISUZU

TROOPER II



FOR 73 YEARS WE'VE BEEN TAKING CAR BUILDING TO EXTREMES.

It's a tradition that started in 1914 when we were honored with an Imperial request to build Japan's first vehicle.

The first two-cylinder, ten-horsepower car was not only a revolutionary machine, it was also a Gold Medal winner at the prestigious Taisho Exhibition.

And in the 73 years since then we've produced a great number of winners.

Culminating in 1985 with the Trooper II, a sports utility machine that *4-Wheel & Off-Road Magazine* named "4X4 of the Year." A genuine "breakthrough" machine — ideal in

size, versatility and performance. One you can use as a station wagon, a utility truck or a tough 4X4.

A machine that's been tested to extremes in the hottest Serengeti summers to the coldest Antarctic winters. From stop'n'go city driving in the concrete canyons to exciting rides in Grand Canyon country. On treacherous trails in the Rockies to suspension-busting roads in Texas.

These 73 years of taking testing, manufacturing and performance results to extremes has produced two other things: Envious competitors. And satisfied owners.



Trooper II conquers the Baja 1000, Class 14, November 6, 1986.



ISUZU

SOME TAKE THE TROOPER II ANYWHERE.

Camping trips. Fishing trips. Anywhere there's something to be seen or experienced. Whether it's getting away from it all or to it all, a Trooper II can get you there. And back.

In fact, some people take Trooper IIs places you wouldn't dream of. Like a stretch of potholes, bumps and stumps leading to a secret lake so remote that getting there sounds like one of those hard-to-believe fish stories. But it's really the truth because the Trooper II's heavy-duty front suspension can take all the slamming and pounding Mother Nature can dish out. Plus it has 3 different undercarriage skid plates to

protect the radiator, the transfer case and the fuel tank.

Shifting from the highway to the back way is almost as easy as shifting the five-speed transmission. Because the Trooper II's auto-locking hubs let you go from two-wheel drive to four-wheel drive without stopping. And without getting your hands dirty.

And the Trooper II is just as roomy as it is tough.

Fold down the optional rear seat and you've got 71.3 cubic feet of rear cargo space.

Just in case you come home with a *real* fish story.



Deluxe Trooper II

SOME PEOPLE LIKE THE TROOPER II FOR WHAT IT IS.

And there's plenty to like.

The Trooper II's rugged, timeless design is a style that looks good year after year. Even though we change it year after year. Because our changes — whether to the interior, exterior or mechanics, are always improvements.

This year you have three different Trooper II's to choose from: the Deluxe

in either two-door or four-door models. And the brand new top of the line 4-door LS Trooper II.

They each have a brand new look up front — big, flush-mounted headlights and a bold new grille.

The tires are bigger. And they come on standard aluminum alloy wheels on the LS. And in either steel on the

Deluxe or aluminum alloy with the optional "Bright Package." The LS even has new protective body molding. And of course new colors.

And the interior is even handsomer with new fabrics and colors. There are new horizontally-mounted assist grips that make getting in or out of the rear seat even easier.





And there's a new combination of audio equipment that sounds even nicer.

The dash includes the full range of instruments and gauges: tachometer, speedometer, trip meter, fuel level, oil pressure and water temperature.

The heater/defroster is powerful and simple to use. So is the optional air conditioning.

The Trooper II's 5-speed manual transmission is designed to give you maximum power from the engine in any situation.



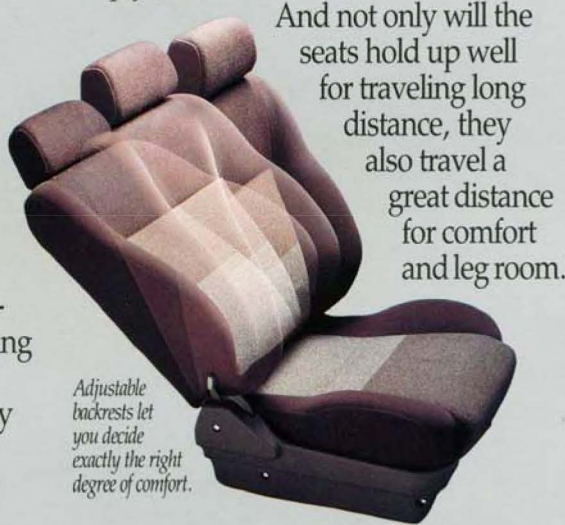
Going through the gears or into four-wheel drive, you'll find shifting's easy.

Without straining it. Or wasting fuel. The gear ratios are ideally spaced so you can shift up or down as the terrain requires.

And if the terrain requires shifting from 2-wheel drive to 4-wheel drive or

vice versa, you can do it without stopping, once the Trooper II's auto-locking hubs are engaged.

This means you can keep going and keep your hands clean, too.



Adjustable backrests let you decide exactly the right degree of comfort.

And not only will the seats hold up well for traveling long distance, they also travel a great distance for comfort and leg room.

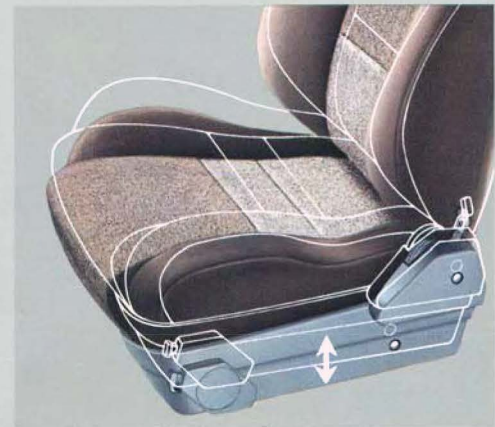
And since you also can adjust the driver's seat for up and down movement, there's a driving position that fits you.

And you don't get all that comfort and convenience at the expense of carrying capacity.

Because the Trooper II has a prodigious amount of space.

Even with seating for five there's 45.5 cubic feet of cargo space. Fold up the optional rear seat and you've now got 71.3 cubic feet.

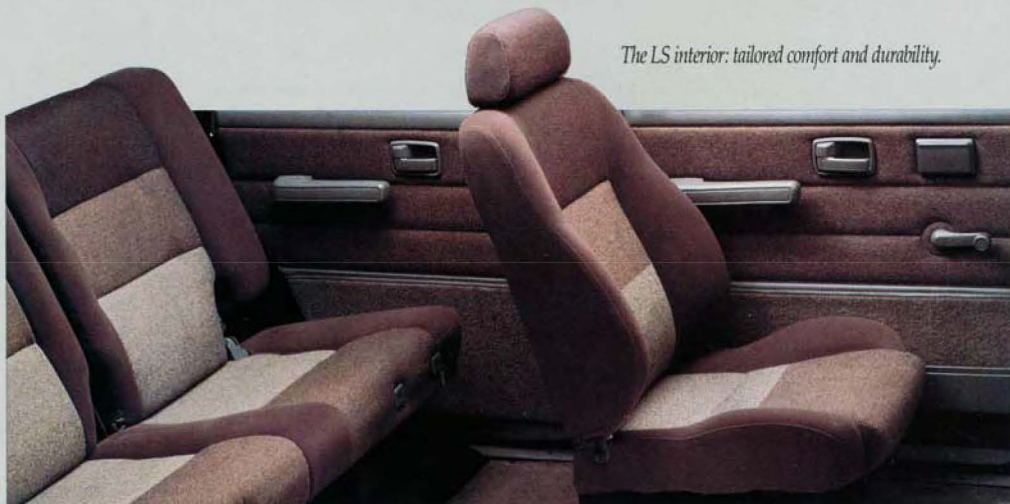
And the Trooper II's two cargo doors open straight out and wide — just like a moving van's. So you get a level loading platform that's the perfect height for sliding things in and out. No awkward lifting or struggling. And no fighting a clumsy tailgate.



Unique drivers seat adjusts horizontally and vertically.

And the Trooper II's cargo doors have been nicely divided into 2/3 and 1/3 instead of halves.

This division means you get all the normal convenience and easy access most people usually require without fighting a giant, heavy door. Our 2/3 door opens easily with one hand. And



The LS interior: tailored comfort and durability.



OTHERS FOR WHAT IT CAN BE.

if you need greater access, just open our unique 1/3 door.

Choosing options is a breeze, too. Because there are so many of them.

From our new multi-purpose roof rack on the top to our new spare tire cover in the rear, from our new style carpeted mats on the floor to any of three different new audio systems in the dash with speakers in the side.

And if you want to make heads snap, there's an optional "Bright Package" available on the Deluxe model.

It's a complete package of accessories designed to let you take the Trooper II to a whole new level of looks without taking you to the cleaners.

It includes handsome alloy wheels and rugged steel-belted radial tires with raised white lettering — both usually expensive after-market additions. There's a rear wiper/washer/defogger which comes in handy when the weather's bad. And there's a whole array of items like bright bumpers, wheel lip moldings, windshield moldings, drip rail moldings, tail lamp surrounds and deluxe door handles, that taken together make your Trooper II look even sharper and sportier.

There's even a 4-speaker AM/FM ETR stereo/cassette system.

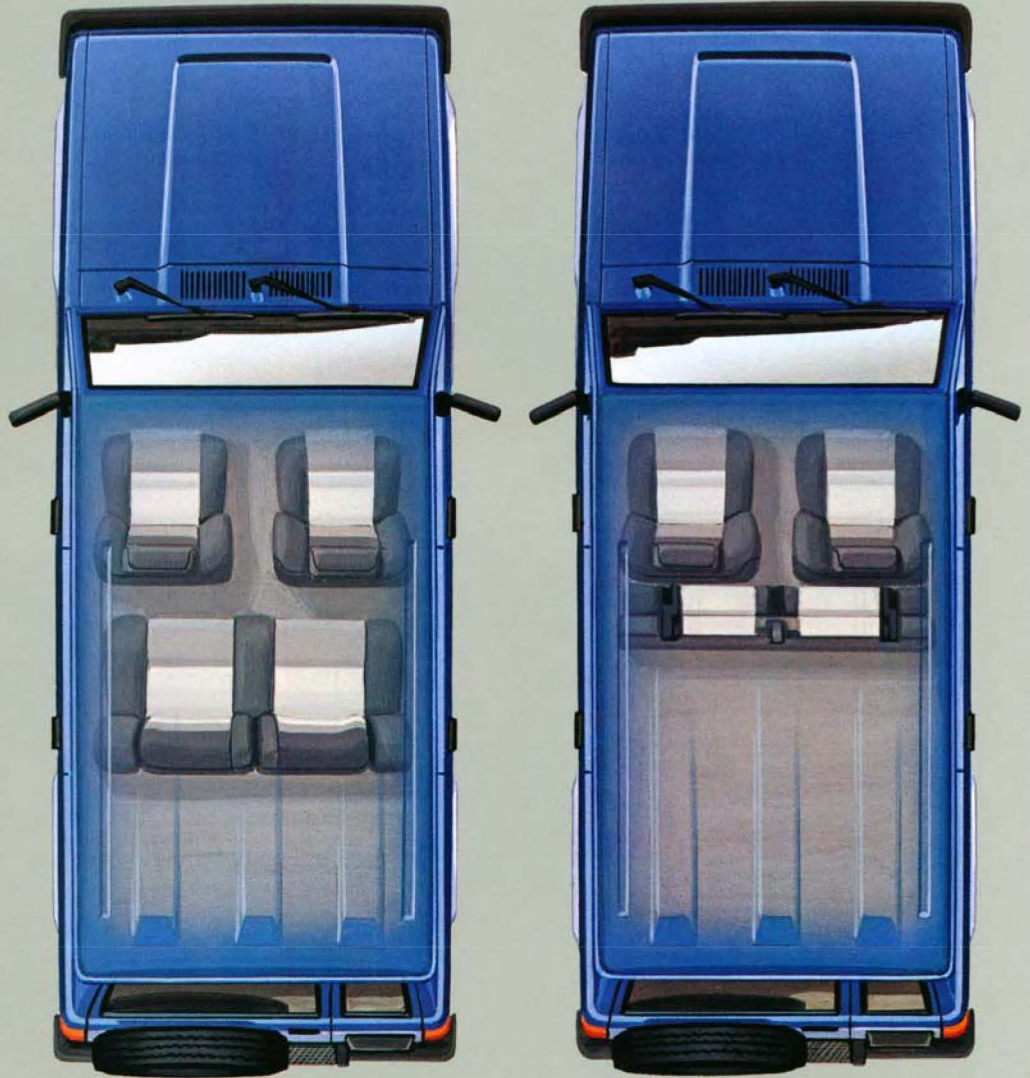
You get your option of Trooper II engines too: Gas or diesel.

The gas engine is a 2.3 liter, 96 horsepower wonder that delivers 123 ft-lbs of torque. The diesel is 2.2 liters.* And it's turbo-powered.

Both engines get terrific mileage.

Up to 438 miles on gasoline, 547 miles on diesel.

But whatever type of driving you do, the Trooper II is equal to the challenge. "Not once," said *FOUR WHEELER*, "did



The Deluxe interior: distinctive knit vinyl cleans easily.



45.5 cubic feet of cargo with the rear seat.



71.3 cubic feet of cargo with the rear seat folded up.

*Not available in California.

we doubt that the Trooper would pull us through." And their editors took it through some nasty stuff.

And this year, the ride's going to be even better.

Because the Trooper II has a new wider stance. The axles are set wider. The tires are bigger this year too: P235/75RX15. And they're specifically designed to slice through water, grip slippery terrain or roll along the highway.

The Trooper II's front suspension is a torsion bar design with a stabilizer bar that's over an inch thick. Its front suspension is a two-stage semi-elliptical leaf type with 1" diameter shocks.

Frame clearance is 11.6" and is angled at 40°. Front end clearance is 9.5". So if there's something in the way, you've got the angle and the room to keep going.

And when you need to stop, the Trooper II will do it quickly and safely. Because it has big 9" power-assisted disc brakes up front. And rugged rear drums (with 124 square inches of swept area).

Yet we didn't sacrifice beauty for brawn. Because the Trooper II comes in



Our 2.3 liter gasoline engine pumps out 96 horses and 123 ft.-lbs. of torque.



Our 2.2 liter diesel engine delivers turbo power and up to 547 miles per tank.

seven different colors that are as striking as their names — Dark Fire Opal, Light Topaz, Pure White, Pewter, Cavalier Blue, Hyper Silver and Claret Red. And for added style, the LS comes in selected two-tone color combinations.

Of course the paint job is a six-stage process that includes a full body dip in primer, special sanding and cationic electroplating. It's a process that gives the Trooper II enough protection against rust perforation that we back it with a three year limited warranty.

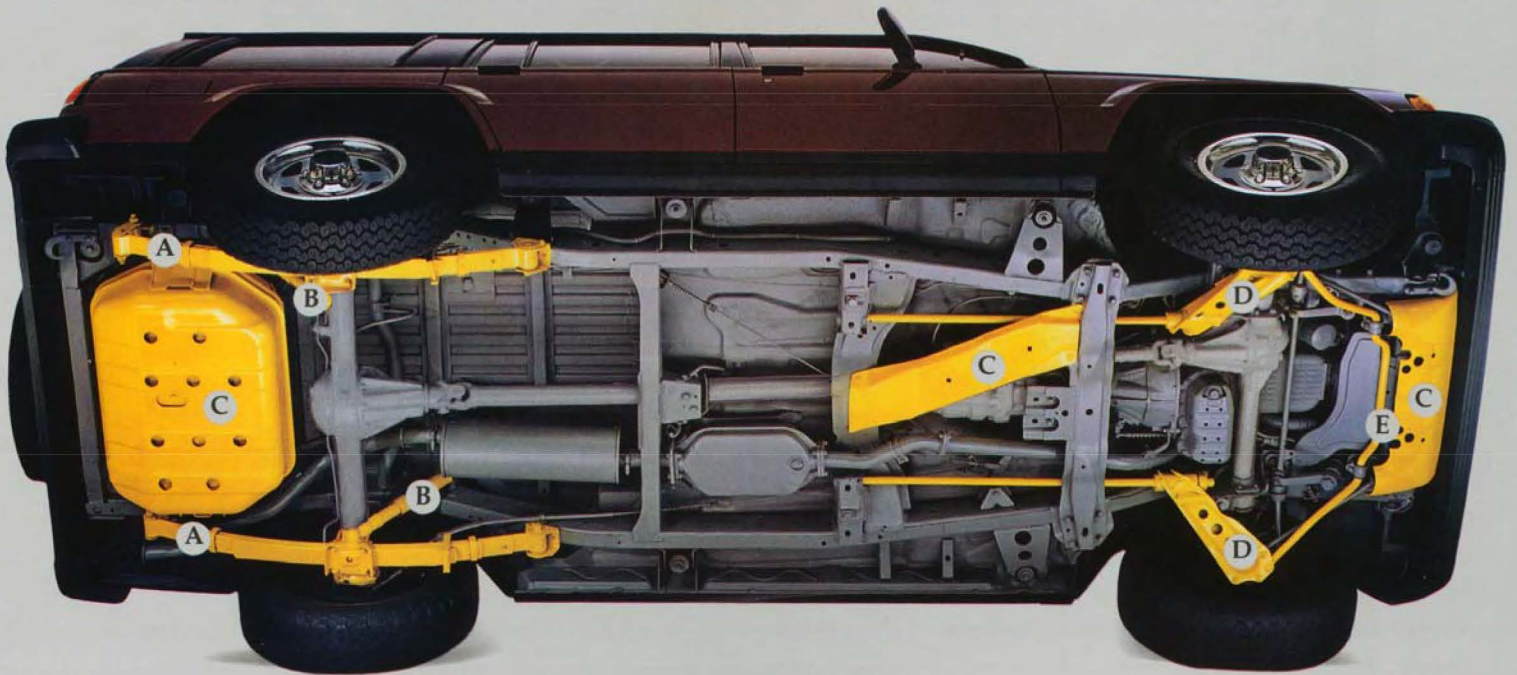
So if the paint's that tough, imagine how strong we make the rest of a Trooper II. After all, for 73 years we've been taking car building to extremes.

And judging from the number of Trooper II's on the road, we must be doing it extremely well.



Tough 15" steel-belted radials roll on, over and through any terrain.

Underneath it all is a machine built to get through it all: A. Our world-proven, two-stage semi-elliptical leaf spring rear suspension. B. Direct, double-acting shock absorbers, staggered for better response. C. Three different skid plates protecting the radiator, transfer case and fuel tank. D. Independent double wishbone front suspension with torsion bar springs. E. And highly refined handling from our front stabilizer bar.



OTHERS TAKE IT EVERYWHERE.

Museum trips. Shopping trips. Trips for the Little League. Trips for the League of Women Voters.

Whether it's a morning trip across the city or a week cross-country, the Trooper II will get you there and back. With style, with comfort. And with room to spare.

The Trooper II can carry five and still have an extra 45.5 cubic feet available for storage space. (Or a whopping 79.0 cubic feet of cargo space without the rear seat.)

It'll go up to 438 miles without refueling (547 miles with our Turbo diesel model*). You can enjoy music, news and

weather from a range of AM/FM stereo cassette and speaker combinations.

You can take your pick of seven exterior paint colors. And, depending on model, a choice of cloth or knit vinyl interiors.

You can even pick from an array of optional equipment from a multi-purpose roof rack to a rear seat heater or anything in-between.

All told, a Trooper II has so much going for it, most people take it everywhere.

And soon find out that anything else is strictly nowhere.

*Not available in California.



LS Trooper II

OPTIONS & ACCESSORIES



Our multi-purpose roof rack can handle skis . . .



bikes . . .



windsurfing gear . . . or anything in-between.



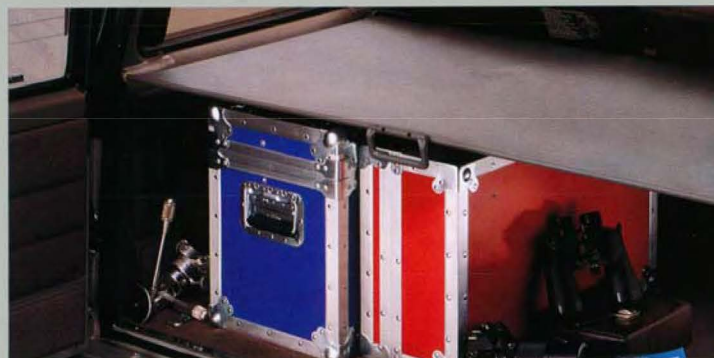
Sound looking and great sounding - our AM/FM multiplex stereo/cassette system.



Some special options: wheel locks . . .



carpeted floor mats . . .



and a retractable cargo cover.

SPECIFICATIONS

	GAS	TURBO DIESEL
ENGINE		
Displacement	2254 cc (2.3L)	2238 cc (2.2L)
Net Horsepower (SAE)	96 @ 4600 rpm	80 @ 4000 rpm
Net Torque (SAE) ft-lbs	123 @ 2600 rpm	125 @ 2600 rpm
EXTERIOR DIMENSIONS (in.)		
Wheelbase	104.3	104.3
Length	175.2	175.2
Width	65	65
Height	71.7	71.7
Minimum ground clearance	8.3	8.3
INTERIOR DIMENSIONS (in.)		
Head room front/rear	40.2/39.4	40.2/39.4
Leg room front/rear	39.9/36.1	39.9/36.1
Hip room front/rear	53.8/53.3	53.8/53.3
Shoulder room front/rear	53.8/53.3	53.8/53.3
WEIGHTS/CAPACITIES		
Cargo area (rear seat up)	45.5 cu. ft.	45.5 cu. ft.
Cargo area (rear seat down)	71.3 cu. ft.	71.3 cu. ft.
Cargo area (w/o rear seat)	79.0 cu. ft.	79.0 cu. ft.
Floor length (rear seat up/down)	38.6/58.5	38.6/58.5
Floor length (w/o rear seat) (in.)	64.4	64.4
Fuel tank	21.9 gal.	21.9 gal.
Curb weight (gas) (lbs.)	3366	3421
Curb weight (turbo diesel) (lbs.)	3547	3604
Gross payload (gas) (lbs.)	1374	1319
Gross payload (turbo diesel) (lbs.)	1193	1136
TURNING CIRCLE (ft.)		
Curb to curb	38.8	38.8
Wall to wall	42.1	42.1
WHEELS/TIRES		
Wheel size (in.)	6.0 x 15	6.0 x 15
Tire size	P235/75R x 15	P235/75R x 15
Tread front/rear (in.)	54.7/55.1	54.7/55.1
EPA ESTIMATED MILEAGE		
	49 STATES	CA
	CITY/HWY	CITY/HWY
Gas - 5M	17/20	18/21
Turbo Diesel - 5M	25/25	NA

COLORS: Exterior/Interior*

SOLID: Pure White/Beige • Cavalier Blue/Beige • Claret Red/Beige • Dark Fire Opal/Gray • Light Topaz/Beige • Pewter/Gray • Hyper Silver/Gray.

TWO-TONE: Cavalier Blue-Hyper Silver/Gray • Dark Fire Opal-Silver Beige/Beige • Pewter-Pure White/Gray • Pure White-Silver Beige/Beige. *Not all colors available in all models.

Use estimated EPA figures for comparison. Your mileage may vary due to speed, weather, trip length and road conditions. Actual highway mileage will probably be less.

ISUZU PROTECTION PLAN

This Service Agreement plan covers repairs to major components. Available at participating dealers, its cost is low, it's transferable, and can be financed and offers term options of up to 60 months/75,000 miles. Not to mention lots of extras, like towing and rental coverage and no deductible.

CROSS COUNTRY MOTOR CLUB

To make life on the road a little more enjoyable and hassle-free, all Isuzu vehicles come with a free membership to the Cross Country Motor Club. CCMC can start your car, change your flat tire, send you emergency cash anywhere in the U.S. and a whole lot more. And they do it 24 hours a day, 365 days a year and usually within thirty minutes of your toll-free call.

A 24-month/24,000-mile powertrain warranty accompanies Isuzu's standard 12-month/12,000-mile limited warranty from date of purchase. Also a 36-month rust perforation limited warranty (no mileage limit). See dealer for details.

Buckle up — for life!

FEATURES & OPTIONS

	DLX	LS
MECHANICAL		
ENGINE		
Four-cylinder in-line SOHC 2.3L gas	•	•
Four-cylinder in-line OHV 2.2L turbo diesel**	•	•
Maintenance-free battery	•	•
TRANSMISSION		
5-speed manual	•	•
DRIVE SYSTEM		
Four-wheel drive	•	•
STEERING		
Power assist	•	•
Recirculating ball	•	•
SUSPENSION		
Independent, double-wishbone w/torsion bar, front	•	•
Two stage, semi-elliptical leaf springs, rear	•	•
Stabilizer bar, front	•	•
Staggered shock mounts, rear	•	•
BRAKES		
Front disc, rear drum	•	•
Power assist	•	•
Self-adjusting	•	•
Audible wear indicators	•	•
EXTERIOR		
STYLING		
2-tone paint	-	•
Wide lower protective molding	-	•
Lower body color grille	-	•
Bright grille	•	-
LIGHTS		
Flush halogen headlamps	•	•
MIRRORS		
Dual sport	•	•
Convex on right	•	•
WINDOWS		
Bronze tinted	•	•
Windshield sun band	•	•
Sliding side windows (2 DR)	•	-
Privacy glass (4 DR)	-	•
2-speed wipers (w/intermittent on LS)	•	•
Rear wiper/washer/defogger	•	•
WHEELS		
Aluminum w/bright center cap	-	•
Steel w/bright center cap	•	-
Trim rings	•	-
Auto-locking front hubs	•	•
TIRES		
Steel-belted radials, mud & snow (raised white letter on LS)	•	•
Door-mounted spare tire	•	•
Spare tire cover	•	•
OTHER		
Triple skid plates	•	•
Fender inner liners/chip resistant rocker coating	•	•
Gray front bumper (w/red accent stripe on LS)	•	•
Gray rear bumper (w/step on LS)	•	•
Built-in trailer hitch provision	-	•
Wind deflector	•	•
Luggage rack	•	•

Standard • Optional • Not Available -

	DLX	LS
INTERIOR		
COMFORT/CONVENIENCE		
Soft-grip steering wheel	•	•
Soft-grip shift knob	•	•
Dual sunvisors	•	•
Passenger vanity mirror	-	•
Day/night rear view mirror	•	•
Tachometer	•	•
Trip odometer	•	•
Digital clock (in AM/FM cassette)	•	•
Remote hood release	•	•
Center console	•	•
Door pockets	•	•
Passenger assist grips (3)	•	•
Child-safe rear door locks	•	•
Retractable cargo cover	-	•
Dome lamp	•	•
Cargo area lamp	•	•
SEATING		
Reclining front buckets w/adjustable headrest	•	•
Reclining split-back rear bench	-	•
Fold-up rear bench	•	-
Removable armrests (rear)	-	•
Cloth upholstery	-	•
Knit vinyl upholstery	•	-
Color-keyed seatbelts	•	•
Driver's seat height adjuster	•	•
Passenger side walk-in device (2 DR)	•	-
FLOOR COVERING		
Cut-pile carpet	•	•
Carpeted floor mats	•	•
AUDIO		
AM/FM stereo cassette w/4 speakers	•	•
AM/FM stereo cassette w/2 speakers	•	-
AM/FM stereo w/2 speakers	•	-
VENTILATION/HEATING		
Air conditioning	•	•
Air mix type heater	•	•
Rear seat heater	•	•
INDICATORS		
Key-in-ignition chime	•	•
Seat belt light/chime	•	•
Low fuel lamp	•	•
4WD lamp	•	•
Brake system warning lamp	•	•
BRIGHT PACKAGE (DELUXE MODELS)		
Bright wheel lip moldings	•	-
Bright bumpers	•	-
Bright windshield moldings	•	-
Bright drip rail moldings	•	-
Bright tail lamp surrounds	•	-
Aluminum wheels w/raised white letter tires	•	-
AM/FM ETR stereo/cassette w/4 speakers	•	-
Rear wiper/washer	•	-
Rear defogger	•	-

**Not available in California

Technical data and equipment shown in this brochure are based upon the latest available information at the time of publication. American Isuzu Motors Inc. reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment specifications and models, and to discontinue models. Some vehicles are shown with optional equipment.



AMERICAN ISUZU MOTORS INC.

AIMI-MKT-059

In 1914, Isuzu became the first car builder of Japan.

Not surprisingly, that's also the year we first started our corporate philosophy: to design and build automobiles which demonstrate superior quality and reliability.

Today, that statement still stands.

After 73 years, 100 countries and thousands of refinements, our commitment to engineering excellence is still a part of every vehicle we make.

Besides the versatile two-door and four-door Trooper IIs, Isuzu offers 17 dependable P'UP trucks. Trucks that can not only carry it, but trucks that can take it, too. From the bitter cold Rockies of the U.S., through the blistering outback of Australia, through the rain-choked jungles of Kuala Lumpur, they've conquered the toughest terrain in the world.

All of which leads to an obvious conclusion: no matter what your driving needs, the first car builders of Japan should be your first choice.



Deluxe Trooper II



LS P'UP Spacecab



LS P'UP



LS Trooper II



THE FIRST CAR BUILDERS OF JAPAN.