

# 4x4action >



## > PRODUCT RELEASES

New accessories for latest model Ford Ranger, 70 Series bull bars, new recovery straps & more

## > GIVEAWAYS

More DVDs up for grabs and the chance to win an ARB recovery kit

## > LATEST NEWS

2006 Rainforest Challenge results & more

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The Baile family brings you the next trip report from their adventure around Australia

# 07

## ARB Bull Bars for New 70 Series Range

Although Toyota has only just released the new 70 Series LandCruisers, ARB has already begun work on a range of accessories for these vehicles, with a number of bull bar and winch bar models now available. >>

# 4x4

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### ARB Snapshot

If you have been following sales trends for 4x4 vehicles, you would have noticed that the biggest growth segment in recent times has been the dual cab pick-up market.

There are several reasons for this, but it basically comes down to the versatility and value for money that the current crop of dual cab pick-ups offers. These vehicles display the workhorse characteristics you would expect of a pick-up, but enjoy far greater levels of comfort, performance and refinement than their predecessors. They are also generally much cheaper than most medium sized 4x4 wagons.

At ARB, we've seen a real trend where customers are opting to buy a dual cab instead of a wagon, and using the savings they have made to outfit their vehicle with accessories. When fitted with a suspension system, canopy, bull bar, long range fuel tank, Air Lockers and off road tyres, these dual cabs become superb off road touring vehicles.

So it was with a great deal of interest, that I recently accepted an invitation from Australian 4WD Monthly magazine, to go along on their Ute of the Year test. The route from Adelaide to Alice Springs was carefully chosen to allow the magazine to test six new dual cabs in a variety of conditions. Steep inclines, sand, rocks, mud, corrugations and high speed dirt were all encountered, allowing us to comprehensively explore the vehicles' capabilities.

Myself and Mark 'Lowmount' Lowry took two fully equipped ARB vehicles along, which were used to carry all the camera gear, tools, recovery equipment, fridges, drinks, water etc. You'll have to wait for the magazine and DVD to come out to see how we went. Suffice to say, a trip of this nature really demonstrates why a well prepared 4WD is so important when travelling in remote areas.

Speaking of preparation, in addition to setting up your vehicle properly, I believe it's also important to dress yourself with the right clothing when heading off road. And right on top of the list for most four wheelers is a sturdy pair of boots. I've experimented with numerous types of footwear in my travels, but now seldom wear anything else but a pair of RM Williams work boots.

Recently, I was given a tour of the RM Williams factory in Adelaide by one of their production managers, Charlie Perks. This really was an experience to remember. An exceptionally high level of craftsmanship and meticulous attention to detail was clearly evident throughout the manufacturing process. The sense of pride that the staff take in their workmanship was also very obvious. I can now see why the pair of RMW boots I purchased over 10 years ago, are still serving me well today.

ARB products are not the cheapest on the market. But like a pair of RMW boots, you can expect years of reliable performance from them. ARB's philosophy has always been to offer quality, reliability and value above all else. In this latest newsletter, you can read about more new products from us that have been designed to make your 4x4 trips safer and more enjoyable.

See you out on the tracks... In a well set up 4x4, and a good pair of boots.

- Matt Frost, Marketing Manager, ARB 4x4 Accessories







## ARB Bull Bars for New 70 Series Range *(cont)*

» Designed to enhance the tough looks of the LandCruisers, the new bull bars will provide an enormous amount of frontal protection. ARB bull bars are engineered to ensure that each one is specifically designed for its respective vehicle for optimum functionality and an exceptional fit. A number of different versions are available to suit these LandCruiser models to cater for winch and non-winch applications, and flared and non-flared vehicles.

An electric winch is the ultimate recovery accessory and the winch bull bar versions for LandCruiser vehicles will suit the Warn winches from 9000lb to 12,000lb. With a five fold upswept and tapered wing design for optimum strength and approach angle, the bars utilise the original equipment tow points and have provision to accommodate IPF 800 and 900XS driving lights. Finished in a durable black powder coat, optional colour coding is available to tailor to individual vehicles.

In addition to bull bars, ARB's engineering team is currently working on a complete range of accessories to cater for the new LandCruiser models. Old Man Emu suspension, ARB Air Lockers, dual battery systems and more will become available over the coming months, so contact your local ARB store for the latest information.

**Bull bar (non flared, no fog lights):**

> Part no: 3212300

**Bull bar (flared, fog lights):**

> Part no: 3212310

**Bull bar (flared, no fog lights):**

> Part no: 3212320

**Winch bar (non flared, no fog lights):**

> Part no: 3412300

**Winch bar (flared, fog lights):**

> Part no: 3412310

**Winch bar (flared, no fog lights):**

> Part no: 3412320

**1** The wing area of a bar can be extremely vulnerable in the event of an animal strike - ARB's 70 Series bars utilise 3mm thick tapered and upswept wings, providing optimum strength and approach angle.

**2** The outer frame section is manufactured from 2.6mm wall thickness tube, shaped using an internal mandrel bender which ensures consistency and even wall thickness across all sections.

**3** Optimum strength is paramount for a bull bar, and the LandCruiser bars utilise 4mm thick chassis mounts, winch mounts and uprights to ensure a properly supported structure that maintains its functionality in extreme circumstances.

**4** The bars incorporate Hi-Lift jacking points neatly positioned in the centre pan, allowing a Hi-Lift jack to be mounted directly on the bar, eliminating the need for a mounting bracket.

# New Accessories for Ford Ranger & Mazda BT50

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**F**ollowing the release of the 2007 Ford Ranger and Mazda BT50, ARB has been busy developing a complete range of accessories to suit these vehicles. Canopies, a rear step tow bar and a TowMaster tow bar for both vehicles are available now, as well as a bull bar for the Ford Ranger (bull bar for Mazda is currently under development).



The deluxe bull bar for the Ford Ranger has been specifically designed to suit this vehicle and incorporates ARB's five fold upswept and tapered wings and split pan design for optimum strength, along with durable urethane buffers. Able to accommodate all Warn and Magnum low mount winches up to the 9.5XP, the bar is also equally suited to those applications where a winch is not required.

Incorporating dual Hi-Lift jacking points and two reinforced tow points on the mounting bracket for additional practicality in a recovery situation, there is also provision for IPF driving lights and two CB aerials. Coming in a satin black powder coat, with colour coding available, Ranger owners also have the option of fitting side rails and steps in combination with this bull bar, which will provide exceptional protection for vulnerable side panels.

Canopies to suit the Ford and Mazda are available in a grained finish (standard and high roof) and our heavy duty smooth finish (standard roof only). Manufactured from a strong but lightweight one piece ABS plastic shell, the canopies for these vehicles have been designed specifically to complement them and provide the best possible fit.

All ARB canopies incorporate a number of practical features including front and side sliding windows, keyed alike access, double locking handles on the rear door, rear high mount LED brake light and an interior light. Optional extras for the Ford and Mazda canopies include lift up side windows and mesh or flyscreens for sliding windows, while ARB is currently working on developing roof racks and ute liners as further options.

Whether you're looking to protect the vulnerable rear panels of your vehicle, or you just need a capable towing system, ARB offers both a rear step tow bar and a TowMaster tow bar. For the ultimate in protection, an ARB rear step tow bar is manufactured from durable steel and includes a fully integrated towing system. Coming in a black powder coat with optional colour coding available, the bar includes a removable tow ball mount, two tow points, and is finished with an aluminium chequer top step plate. As an alternative, a TowMaster tow bar is the perfect option for all your towing requirements, and comes with a removable heavy duty ball mount.

Ranger bull bar: > Part no: 3440100

Rear step tow bar: > Part no: 3640100

TowMaster tow bar: > Please contact us

#### Canopies

Smooth exterior: > Please contact us

Grained exterior: > Please contact us



# New ARB Recovery Straps



**V**ehicle recovery is an inescapable element of driving off road, so preparing yourself for the inevitable before heading into the bush is essential. ARB's range of top quality recovery gear will help ensure a safe and enjoyable experience for you and your passengers.

ARB has recently redesigned their entire range of recovery straps, incorporating new snatch straps, winch extension straps and tree trunk protectors. Manufactured from top quality, durable materials, the straps incorporate a new high visibility colour scheme to ensure safe and reliable recovery. They also feature eye and seam protector sleeves and folded, reinforced eyes for easier fitment to shackles. Woven and fabricated to ARB specifications, and tested by a NATA approved laboratory, the new straps come in a range of sizes available to tailor to individual purposes.

#### Snatch Straps

- 8000kg: > Part no: ARB705
- 11,000kg: > Part no: ARB710
- 15,000kg: > Part no: ARB715

#### Winch Extension Straps

- 4500kg: > Part no: ARB720
- 8000kg: > Part no: ARB725

#### Tree Trunk Protectors

- 3m: > Part no: ARB730
- 5m: > Part no: ARB735



## SNATCH STRAPS



Specifically designed to stretch under load for maximum performance, an ARB snatch strap is a very effective method of extracting a bogged or immobilised 4WD when a second vehicle is present. ARB snatch straps are elastic, the benefits of which are twofold. Firstly, the kinetic energy generated by the elasticity actually aids the recovery itself, and secondly, the elasticity greatly reduces the likelihood of vehicle damage during recovery. The weight of each 4x4 and the weighted force of whatever caused the immobilisation puts enormous strain on the points where the strap is attached, and without some elasticity, there is a substantial risk of damaging the vehicle.

### SPECIFICATIONS

part number:	ARB705	ARB710	ARB715
breaking strength:	8000kg	11000kg	15000kg
length:	9m	9m	9m
width:	60mm	83mm	110mm
elasticity:	genuine 20%	genuine 20%	genuine 20%
material:	100% nylon	100% nylon	100% nylon
reinforced eyes:	yes	yes	yes
eye & seam protector sleeves:	yes	yes	yes

## WINCH EXTENSION STRAPS



When used in combination with an electric or hand winch, an ARB winch extension strap will effectively 'extend' your cable's length. Manufactured from durable polyester material, this strap is lighter and easier to store than additional lengths of wire rope.

### SPECIFICATIONS

part number:	ARB720	ARB725
breaking strength:	4500kg	8000kg
length:	20m	20m
width:	55mm	80mm
material:	100% polyester	100% polyester
reinforced eyes:	yes	yes
eye & seam protector sleeves:	yes	yes

## TREE TRUNK PROTECTORS



When using a tree as an anchor point in a recovery situation, wrapping cable, rope or chain around it can cause damage to both your equipment and the tree. Coming in two practical lengths, ARB's tree trunk protector features 75mm wide webbing which eliminates the risk of ring barking and helps to ensure safe vehicle recovery.

### SPECIFICATIONS

part number:	ARB730	ARB735
breaking strength:	12000kg	12000kg
length:	3m	5m
width:	75mm	75mm
material:	100% polyester	100% polyester
reinforced eyes:	yes	yes
eye & seam protector sleeves:	yes	yes

# New Mitsubishi Triton/L200 Accessories

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**A**RB has already released a selection of products for the latest model Mitsubishi L200 including bull bars and canopies. And more recently, a number of new products have become available including rear step tow bars and canopy roof racks.

Manufactured from strong steel tube construction, the rear step tow bar for the L200 is fully MIG welded and mounted to the chassis to provide your vehicle with the ultimate in rear protection. It incorporates a fully integrated towing system for your boat, caravan or trailer and comes with a removable tow ball mount. For additional practicality it features twin tow points and the bar is finished in a satin black powder coat with an aluminium chequer top step plate.

A canopy roof rack from ARB is the ideal way to transport bulky items that won't fit inside the canopy. The racks for the L200 have been designed specifically to suit this vehicle and feature shortened side frames to give a more

streamlined and balanced appearance. For increased practicality, our canopy roof racks incorporate open ends to cater for extra long items, and an optional roof rack roller is available to make the loading of these items easier. With a 100kg load carrying capacity, the roof racks are supported by an internal frame to ensure that the vehicle, not the canopy is supporting the load. Two sizes are available to cater for individual requirements.

Rear step tow bar: > Part no: 3646030

#### Canopy roof racks

1850 x 1120mm: > Part no: 4000030 + fitting kit

1850 x 1250mm: > Part no: 4000040 + fitting kit



# Latest Model Isuzu D-Max/Rodeo Accessories

**A**RB has recently released a commercial bull bar for the latest model Isuzu D-Max, as well as side rails and steps, to provide your vehicle with maximum protection.

ARB's commercial bars are designed for those who are looking for the protection of a deluxe bull bar, but can do without all the aesthetic finishings. Designed specifically to suit the D-Max, this bar incorporates a fully air bag compatible mounting system and will provide a huge amount of frontal protection for your vehicle. Coming in a durable black powder coat, the bar is both winch and non-winch compatible and also incorporates Hi-Lift jacking points and the original equipment tow points for increased practicality.

To be used in conjunction with an ARB bull bar, new side rails and steps have been developed that are compatible with all Isuzu D-Max vehicles from 2003 on. Manufactured from steel tube and mounted to the chassis, this product provides an enormous amount of protection for vulnerable side panels and comes finished with alloy chequer plate steps for easier access to the vehicle.

Commercial bull bar: > Part no: 3448300  
Side rails & steps: > Part no: 4448100



## Cab Racks

**A**RB's extensive range of roof racks has recently expanded to include cab racks, which are available to suit a number of the latest model dual cab pick-ups.

Engineered to the same standards as our current range of roof racks, the cab racks utilise round steel tube construction for maximum strength and aerodynamics and are built to withstand tough, off road conditions. Structurally mounted to the vehicle's roof with four high strength zinc aluminium alloy mounting bases, the racks are ideal for carrying additional or bulky items that won't fit in the cabin or pick-up body.

With a maximum load carrying capacity of 75kg, they incorporate ARB's wind deflection panel which reduces interior noise considerably when driving at highway speeds. The cab racks are available in both our deluxe and trade styles, with the trade design being open at both ends, allowing for extra long items to be carried. A durable millennium grey powder coat finishes off the design and optional extras include roof rack wind deflectors (deluxe only) which will further reduce wind noise, and roof rack bags to give your belongings more protection from dust and rain.



Deluxe rack cage - 1250 x 1120mm:  
> Part no: 3800250 + fitting kit  
Trade rack cage - 1330 x 1250mm:  
> Part no: 3800253 + fitting kit



## ARB Recovery Kit Giveaway

For your chance to win an ARB recovery kit, incorporating ARB's new range of snatch straps, all you have to do is write to us and ask us anything you'd like to know about ARB and our products. The letter of the month will be published in the next edition of ARB 4x4 Action, along with our reply. The winner will need to pick up the recovery kit from their nearest ARB store.

Send your letters (250 words or less) including your address and daytime phone number to:

Post: ARB 4x4 Accessories  
Marketing Department  
PO Box 105  
Kilsyth VIC 3137

Email: [marketing@arb.com.au](mailto:marketing@arb.com.au)

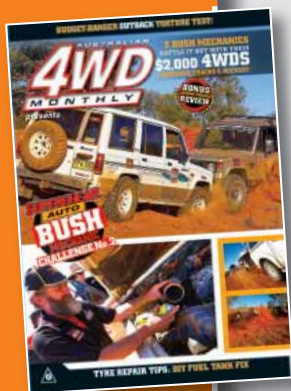
While we will endeavour to reply to all letters, due to the volume received, it may not always be possible. We reserve the right to edit all letters for clarity.

## DVD Giveaway

Following the release of the previous newsletter, we were inundated with responses from readers wanting to win themselves a copy of the Bush Mechanic Challenge DVD. And the good news is, there's more to come! The Bush Mechanic Challenge No. 2 has now been released, and this issue, we've got 80 to give away!

Join Pat and Roothy as they take another two vehicles (worth \$2000) on a 4000km torture test through the Australian Outback. Travelling among spectacular scenery, the team encounters sand, dust and rocks in a test to see if both 4WDs will last till the end of the journey. With plenty of hints, tips and fix-its along the way you'll have plenty of fun watching this 80 minute DVD.

To win one of these great DVDs, simply email your name and postal address (DVD Giveaway) to ARB's marketing department at [marketing@arb.com.au](mailto:marketing@arb.com.au), and the first 80 entrants will be sent a copy.



# ARB APPAREL GIVEAWAY WINNERS!



We've received so many great letters over the past couple of months that we couldn't choose just one to appear in this issue! Congratulations to Todd Brown, Darryl Darben and Geoff Ormes, who have all been sent an ARB polo top and vest.

Hi ARB,

When looking at replacing the standard suspension on our 100 Series LandCruiser with IFS, quite a few sales staff of other brands were stating that the IFS Cruisers are very hard on shock absorbers and that is why they have big bore units to fit. The Old Man Emu suspension does not have a big bore shock absorber so is the big bore shock statement a fallacy?

Regards

Darryl Darben

Hi Darryl,

The so called 'big bore' 41mm plus twin tube shock absorbers currently on the market come out of the shock absorber manufacturers' large truck range, and as you would expect the valving available for these type of shocks is very coarse. There is not much need for valving refinement in a 40 tonne truck. So not surprisingly, when used in today's modern 4x4s, like a 100 Series IFS, the result is a very firm and harsh ride.

The 35mm Nitrocharger is also known in the industry as a large bore shock absorber, but its valving system has been developed and improved over many years to ensure it has kept up to date with the suspension improvements that are incorporated into the modern 4x4. Currently the Nitrochargers' valving system has over 15 million valving combinations which our two full time ride engineers use to provide a very refined valving system that will enhance the ride quality of a vehicle rather than reduce it.

The comment that the 100 Series LandCruiser is 'hard on front shocks' relates more to the fact that the vehicle has no rebound bump stop so the shock absorber becomes the bump stop on full shock extension. This is not a problem in normal use, or when the front ride height has been set with a minimum of 60mm of droop (droop being the downward travel that the shock has from normal ride height).

In our experience some 100 Series IFS owners do not like the pronounced rear to front rake of the vehicle and have the front raised by winding up the torsion bars. When this is done the amount of droop is reduced, which in turn means the shock absorbers can and will constantly run out of downward travel and continually top the shock absorbers out. Eventually this will destroy the front shock absorbers, no matter what type of shock it is.

I hope that answers your question, Darryl.

- Syd Groves  
(Old Man Emu Product Manager)



Dear ARB,

*I was wondering what is the best option for an ARB diff lock if I was only going to get one – front or rear? I do most of my driving in bush and have had cross axle traction problems so I was hoping a diff lock would solve a bit of my problems*

Regards,

Geoff

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Geoff,

Unfortunately the question of front vs rear is always going to come down to operator opinion. It is a subject that has been heatedly argued around campfires for decades.

ARB does not specifically recommend one axle over another for your first Air Locker, as even our own staff do not all share the same preference. What we can offer you though, are a few good points to consider when making your own choice:

1. Generally, you will always have one front and one rear wheel firmly on the ground. So to a great extent, significant traction will be added by locking either axle. The amount of traction available to a locked axle increases with the amount of weight on it. So, if you tend to carry a lot more weight in the rear of the vehicle, more traction will be offered by a rear Air Locker. Similarly, if you drive a pick-up or cab chassis that is most often unloaded, then you would stand to gain more traction from locking the front, as the bulk of the vehicle's weight is being carried by the front axle.
2. The uphill incline of a vehicle can greatly shift weight to the rear axle, and as we mentioned above, more weight at the rear axle means more traction if it's fitted with an ARB Air Locker. When a vehicle travels downhill and its weight is transferred forward, a rear Air Locker can also be of benefit. On downhill descents a vehicle with an open diff can

experience a sliding effect as drive transfers from one axle to the other. A rear Air Locker will counteract this motion giving more control and a safer, slowed descent.

3. A vehicle will steer better with only the rear axle locked than it would with only the front axle locked. The advantages of the bonus traction most often far outweigh the disadvantages of understeer, but generally you will usually find no noticeable understeer as a result of only having a rear Air Locker engaged.

4. Limited slip differentials (LSDs) can help a little. If you're only going to buy one Air Locker at this time, and you put it into the front of a vehicle which is factory equipped with a rear LSD, then you'll have maximum traction at the front, while still retaining a little traction in the rear.

5. Rear differentials tend to be bigger than front differentials (although this is not always the case). An ARB Air Locker is going to effectively DOUBLE the maximum amount of traction that was offered by your factory equipped open differentials. If you are only going to install an Air Locker into one axle then it would make sense to put it in the biggest and therefore strongest axle in the vehicle.

6. Your front wheels get over the crest of a hill before you do. A steeply inclined surface offers very little traction compared to a level surface. Having your front wheels over the crest of the hill onto the level ground does not always guarantee that you'll get the back wheels over as well, but in this situation, an Air Locker in the front may just pull your vehicle up and over the crest.

Consider these points carefully when choosing. Different vehicles and the preference given by their drivers are always going to have an effect on the final conclusion. What we can definitely conclude is that having an Air Locker fitted to both axles would offer you the best of all the situations above, and the maximum amount of off road traction that is physically possible to get from your vehicle.

– Daniel Bongard  
(Engineering Supervisor)

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Dear ARB,

*I am the proud owner of a VERY capable Toyota LandCruiser 75 Series. However, all things have their limits, and the Cruiser has been bogged once or twice. My question for you is this.. How do I determine the size of winch that I would need for my 4WD? There are so many sizes available. High mount or low mount? Electric or hydraulic? Is one better than the others? The choice is quite bewildering! Your help would be much appreciated!*

Happy 4WDing

Keep the shiny side up!

Todd Brown

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Todd,

Picking the right winch for your vehicle can, as you say, be 'quite bewildering' especially with all the types and brands on the market.

Although Warn manufactures both electric and hydraulic winches, for the purpose of recreational 4wheeling, the electric is the most common and easily fitted winch. Here at ARB we manufacture all our winch bars to accept the Warn electric winches. Hydraulic winches are more typically found in industrial applications due to the size of the hydraulic pumps and oil tanks required to run them efficiently.

When considering the right electric winch for your application firstly you need to look at the weight of your vehicle. Include the weight of all your accessories, fuel and equipment you carry on your usual 4WD outing and multiply that by 1.5. This will give you the minimum rating for the winch you should choose. Multiplying by 1.5 allows for the extra load placed on the winch when trying to overcome an obstacle. If you take into consideration that the GVM of a 75 Series is 3035kg, and multiply that by 1.5, you get 4552kg which really makes winches above 9000lb the only choice.

Although you've probably seen many 75 Series that have a high mount winch fitted, keep in mind that they are only rated to 8000lbs (3600kgs). These winches are great for competition vehicles due to their increased line speed which makes it easier to drive and winch at the same time. They are also preferable for the use of synthetic rope as they have an external brake mechanism, unlike the low mount type winches that incorporate an internal brake that can become hot enough to damage the synthetic fibres.

The ARB winch bar for the 75 Series will fit the low mount 9000lb, 9500lb and 12000lb winches as well as the 8000lb high mount. Your ultimate choice will depend on whether you're after line speed or serious pulling power. So once you've got your vehicle weighed, drop in to your nearest ARB store for a price, and more advice on the best choice for your vehicle. For more information on the Warn winch specifications, check out our website at [www.arb.com.au](http://www.arb.com.au).

– Mark 'Lowmount' Lowry  
(Manager - Product Development & Evaluation)

# ARB Differential Cover



**W**hen off road, it is inevitable that obstacles and debris will be encountered that could potentially damage your differential. To help prevent this, the new ARB Differential Cover has been engineered from high tensile nodular iron to protect both the differential and ring & pinion set from any off road hazards.

The computer optimised cross brace design increases the structural rigidity of the whole axle while additional housing strength helps keep the ring & pinion gears meshing on the flat faces of the teeth. This greatly increases ring & pinion life and overall maximum load strength. And the bearing alignment has been designed with additional support to help prolong carrier bearing life.

One of the major features of the ARB Differential Cover is the top quality, high power neodymium magnets in the drain plug and dipstick. These collect metallic wear particles as the vehicle moves and allow the oil to be easily checked for tell-tale signs of internal damage.

The combination of the high filler point and dipstick allows the oil to be checked for water contamination without having to drain it first, and this unique dipstick/filler cap design also allows differential oil level to be adjusted for customised high driveline angles. With supplied high tensile cap screws that are recessed for protection against obstacles that might damage or loosen them, the Differential Cover's drain plug has also been designed with a low profile to resist damage.

ARB's Differential Cover is perfect for both competition and 4WDing use where harsh off road work is to be encountered. Our engineering team is currently involved in developing a more extensive range of covers to suit Dana 30, 35, 44 and 60 differentials, catering for vehicles such as Ford F250, Land Rover Defender, Jeep Wrangler and Jeep Cherokee.

Please contact us for part numbers & pricing.

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## Plasma<sup>®</sup> Rope

**P**lasma<sup>®</sup> rope is a popular alternative to standard wire cable and is often used in competition due to its exceptional strength and light weight properties (one tenth the weight of wire rope). Its soft, torque free braided construction provides easy handling and flexibility and it can be repaired in the field in case of accidental breakage.

While ARB has been selling Plasma<sup>®</sup> rope for a while, it is now available in a range of pre-cut sizes for extra convenience. Coming in a variety of lengths and widths to suit your requirements, have a chat to our sales staff about whether Plasma<sup>®</sup> rope is a suitable option for your vehicle.



8mm x 40m: > Part no: PLAS0840

9mm x 40m: > Part no: PLAS0940

9mm x 50m: > Part no: PLAS0950

11mm x 35m: > Part no: PLAS1135

11mm x 45m: > Part no: PLAS1145

12mm x 35m: > Part no: PLAS1235

12mm x 45m: > Part no: PLAS1245



# Air Pressure Gauge



**T**he new ARB Air Pressure Gauge allows you to quickly and easily check the air pressure in your tyres, no matter where you are.

With a quality bronze Bourdon Tube design, it has been designed and tested for maximum accuracy and incorporates an easy to read dial with 1 PSI and bar increments. It utilises a flexible hose with dual chuck to cater for all rim and valve types and also features a protective rubber gauge guard.

This handy accessory is available from ARB stores and is perfect to keep in your vehicle for when you need it.

> Part no: ARB506

## Toyota HiLux/Vigo Bull Bars

**T**o add to the range of bull bars already available for the Toyota HiLux, ARB has developed a deluxe bull bar to suit the latest model with factory fog lights and flares.

For recovery purposes, Warn and Magnum low mount winches up to the 9.5XP model can be fitted, however the bar is also equally suited to non-winch applications. And in addition, two Hi-Lift jacking points are incorporated into the design so it is possible to use a Hi-Lift jack directly on the bar without fitting mounting brackets.

Manufactured for optimum strength and durability, this bar will provide exceptional frontal protection when you're off road and features stone and mud protection panels under both wings. It is also able to accommodate IPF driving lights, and includes provision to fit the original equipment fog lights.

> Part no: 3414400



## Rainforest Challenge

**H**eld in Malaysia from 25th November to 4th December, the 2006 Rainforest Challenge was taken out by the Malaysian team of Tan Eng Joo and Lee Yit Kiang.

Ninety 4x4 vehicles of all shapes and sizes gathered at the beginning of this ten day event. These comprised of participants from 26 nations including competition teams, press, touring adventurers, observers and officials.

The Rainforest Challenge is one of the toughest 4x4 events in the world, with the route encompassing some of the most scenic, magnificent but challenging jungle trails of Kedah. It is both a competition and an adventure driving event, with participants combining driving and recovery skills with engine and thinking power to complete all the stages.

The toughest section of the RFC is the infamous Twilight Zone, with obstacles such as Swamp Thing, Mother of All Ruts, One Thousand Rivers, Lucifer's Backyard and Scorpion's Sting. The Twilight Zone covers 36km of challenging raw jungle with massive trees and boulders, tight and twisting trails, awkward gullies, river canyons, landslides, huge vines and plants and plenty of steep ascents and descents.

Out of the 27 competitor vehicles that started the event, 19 made it through to the end, and afterwards, there was a huge celebration at the closing ceremony in Sg Petani. The upcoming 2007 Rainforest Challenge is set to be a huge anniversary year (the event has now been running from 1997-2007) and begins on the 1st of December.

## > EXPEDITION AUSTRALIA

story by: Steve Baile

photos by: Baile Family



*Beer and bickies as the sun goes down*

# Cape York or Bust

## April 2007

**N**aming my favourite part of Australia is no easy task as there are too many great places to single one out. However, definitely in my top five is Cobourg Peninsula at the very northern tip of the Northern Territory. Having fallen in love with the place on my first visit in 1991, it was a 'Must Go' destination on this Big Lap of Oz.

With permits in hand we drove out through the top of Kakadu, over Cahills Crossing and the East Alligator River and for the next five hours enjoyed the spectacular Arnhem Land scenery. I would have loved to stop and get the camera out on many occasions but unfortunately it is not allowed.

Camping permits for Garig Gunak Barlu National Park are limited to avoid over crowding and are sold in one week blocks, so plan a one or two week stay. Not that you would want to go all that way for only a few days. Also, if you have a tinny, take that as well because the fishing is legendary.

And it's not just the fishing that is big up here, the storms can be mighty as well. The national park took a direct hit from Cyclone Ingrid on March 13th 2005 and over a year later there was plenty of evidence of the storm's destruction with trees lying down everywhere. The rangers have been busy and rebuilt most of the camp facilities so we had showers, toilets and even huge shade sails to camp under.

Our plan was to make a small dent in the local fish population but we were foiled by six days of steady wind which whipped the sea into a one to two metre swell most days, too much for our little tinny. Nevertheless we made the most of our stay by thoroughly exploring the peninsula. The local wildlife is prolific, albeit mostly feral, with plenty of wild pigs and banteng buffalo. The beaches are great for beachcombing and there are plenty of fresh oysters on the rocks for those of us inclined to indulge.

We also had a day trip out to visit a piece of early Australian history at Victoria Settlement. Founded in 1837, the settlement was an early attempt by the English colonists to establish a northern port and ward off any French intrusion onto the Australian mainland. Sadly it was abandoned only 12 years later after many of the residents died from fever and a range of other ailments. The banteng cattle now roaming wild across the peninsula are the descendants of those that were brought by those early settlers.

The day before our one week stay finished, the weather cleared and the sea calmed and we finally launched our tinny for a few hours fishing. Savanna managed to hook onto a decent sized snapper and between the two of us we brought it home. Half an hour later we were enjoying freshly cooked fish on the beach and agreeing that "it doesn't get any better than this!"

Tearing ourselves away from Cobourg Peninsula we headed back down through Kakadu National Park to Mataranka Homestead for a quick dip in the springs before the long haul east through the Gulf country with Cape York in our sights.

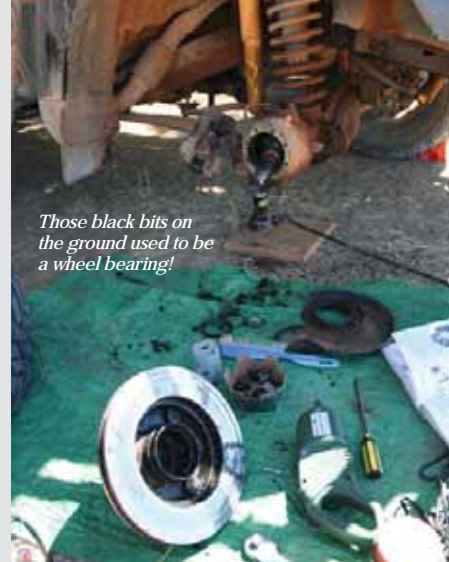
We followed the surprisingly rough Carpentaria Highway east from Mataranka through Roper Bar, Borollolla and onto Hells Gate Roadhouse where we had our first flat tyre with a rivet through the tread. The road then took us through the newly created Limmen National Park with its numerous Lost City sandstone formations.

On our way south through Lawn Hill Station on a very remote station track the LandCruiser suddenly pulled very hard to the right and I pulled over expecting to see that the tyre repair I'd done that morning had let go. If only it were that simple! The plastic cap from the centre of the mag wheel was missing along with the grease cap from the end of the





*Stranded on Lawn Hill Station for three days*



*Those black bits on the ground used to be a wheel bearing!*



*Savanna and Sara next to Krys the 'replica' 28ft crocodile in Normanton*



*The iconic red rocks of Cobourg Peninsula*

axle. Worse still, there was actually smoke coming out of the exposed axle. A more thorough inspection on the side of the road soon revealed that the wheel bearing had completely collapsed. We weren't going anywhere tonight!

In fact we were stranded there for three days while the good folks from Adels Grove Campground, 40km away, organised new parts to be sent out from Mt Isa. You hear horror stories of people being stranded in the bush but with a little preparation it need not be this way. We were carrying a satellite phone for such emergencies and it got a good workout in these few days. We also had plenty of food and water so we actually enjoyed the opportunity to put our feet up and kick back for a while.

After a quick 'side of the road' patch up job with the new parts we headed into Mt Isa for a more thorough fix then finally got back on track towards Cape York a solid week behind schedule.

Not wanting to lose any more time, we took the most direct route to the Cape from Mt Isa, a much shorter option, but very rough going. The tracks are not maintained at all and are full of washouts which kept our maximum speed to around 30km/h most of the way. Not that I'm complaining, after all, that's what having a 4WD is all about!

We were planning an overnight bush camp on this detour but we managed to break one of the uprights on our camper trailer boat rack. I used the Hi-Lift jack and some rope to hold the rack in place temporarily. The only problem was that with the upright broken we couldn't lift the boat rack and set up the camper trailer for the night.



*A box of beach*

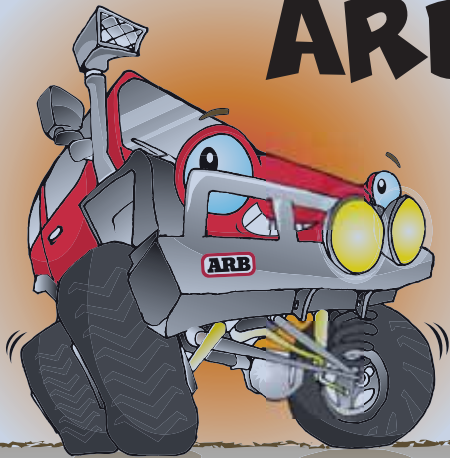
Jen called Musgrave on the sat phone to make sure they had a room for us, and we pushed on and finally arrived about 9pm . . . 14 hours after we left Normanton. The guys at Musgrave lent me their welder the next day to fix the rack and we were mobile again.

Like Cobourg Peninsula, the Cape had been hammered by cyclone action which had made a mess of most of the roads. The government, to their credit, had spent squillions repairing the roads which were now uncharacteristically good. This gave us an easy run up to Bramwell Junction and the start of the Old Telegraph Track where the real fun begins...

Read more about our expedition on our website at [www.expeditionaustralia.com.au](http://www.expeditionaustralia.com.au) where you can SUBSCRIBE for regular updates.

Ciao for now  
Steve Baile

# ARB KIDS



**Hey kids!** My name's Fourby and I'm going to be appearing in every issue of ARB 4x4 Action in a brand new section that's especially for all you young, aspiring 4WDers out there. So if you regularly go 4WDing and camping, I'd love to receive some of your letters, photos and drawings to print in the next newsletter. And every issue, I'll be giving a prize to my favourite entry, so get out your pens and pencils and get creative!



Here's a pic from 4 year old Rachel of her and her family heading off in their Land Rover Discovery, fully equipped with an ARB bull bar.



7 year old Cooper sent us in a great drawing of him and his Dad on their last 4WDing trip, complete with rooftop tent and campfire.



This is a drawing of 7 year old Kelvin and the 4WD he plans to buy when he's a little bit older.

## Kids' Giveaway

This issue we've got a kid's Get-a-Grip t-shirt to give away, plus we'll throw in a Speedy Seal puncture repair kit for Dad!



**Pssst!** Don't forget to send us your t-shirt size, just in case you win!

Send your entries including your name, address & age to:

› **Post:** ARB 4x4 Accessories  
Marketing Department  
PO Box 105  
Kilsyth VIC 3137

› **Email:** [marketing@arb.com.au](mailto:marketing@arb.com.au)

*If you want your letter or drawing returned, please enclose a stamped, self addressed envelope.*

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## ARB FIND-A-WORD

See if you can find all the words listed below:

- FOUR WHEEL
- DRIVING
- ARB
- SUSPENSION
- OLD MAN EMU
- FUN
- WINCH
- LOCKERS
- TOW
- LIGHTS





**4X4 ACCESSORIES**

**HEAD OFFICE: ARB CORPORATION LTD**

42-44 Garden Street, Kilsyth, Victoria 3137 Australia Tel: +61 3 9761 6622 Fax: +61 3 9761 6807 Web: [www.arb.com.au](http://www.arb.com.au) Email: [exports@arb.com.au](mailto:exports@arb.com.au)