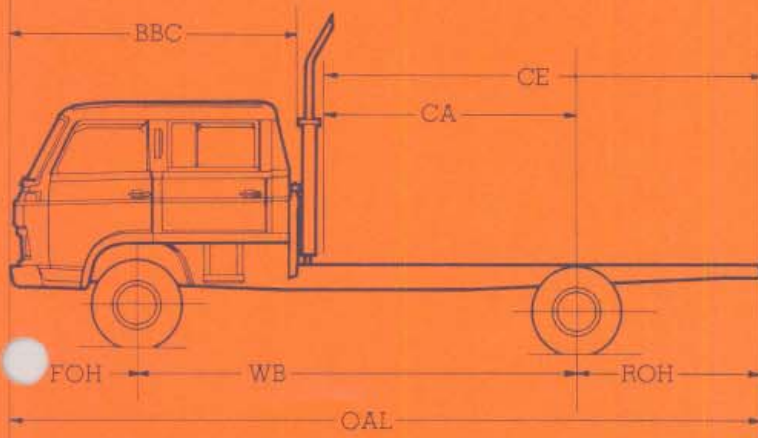


SBR 422

ISUZU SBR 422 CHASSIS/ CREW CAB



GVM 8000 kg (17,637 lb) with 8.25 x 16 - 12 ply tyres.



DIMENSIONS:		mm	(inches)
Wheelbase	WB	4200	(165.4)
Bumper - back of cab	BBC	2665	(105.9)
Cab - axle	CA	2870	(112.9)
Cab - end of frame	CE	4620	(181.9)
Overall length	OAL	7285	(286.8)
Rear overhang	ROH	1750	(68.9)
Front overhang	FOH	1210	(47.6)

GCM	GVM	Tyres	Front	Rear	Total
15000kg	8000kg	8.25x16, 12ply	1845kg	960kg	2805kg

DESIGN FEATURES AND BENEFITS

The new Isuzu SBR 422 crew cab can seat up to seven men — in comfort. There's plenty of leg room all round, which is important when you've got a working crew that spends a lot of time on the road. And even with the extra seating room, the cab still tilts forward for easy servicing. You know that Big Suzy means big business when you consider that she can carry seven men and a payload of around 4 tonnes, and still give you the strength, reliability, economy and performance that you get with all Isuzu trucks.

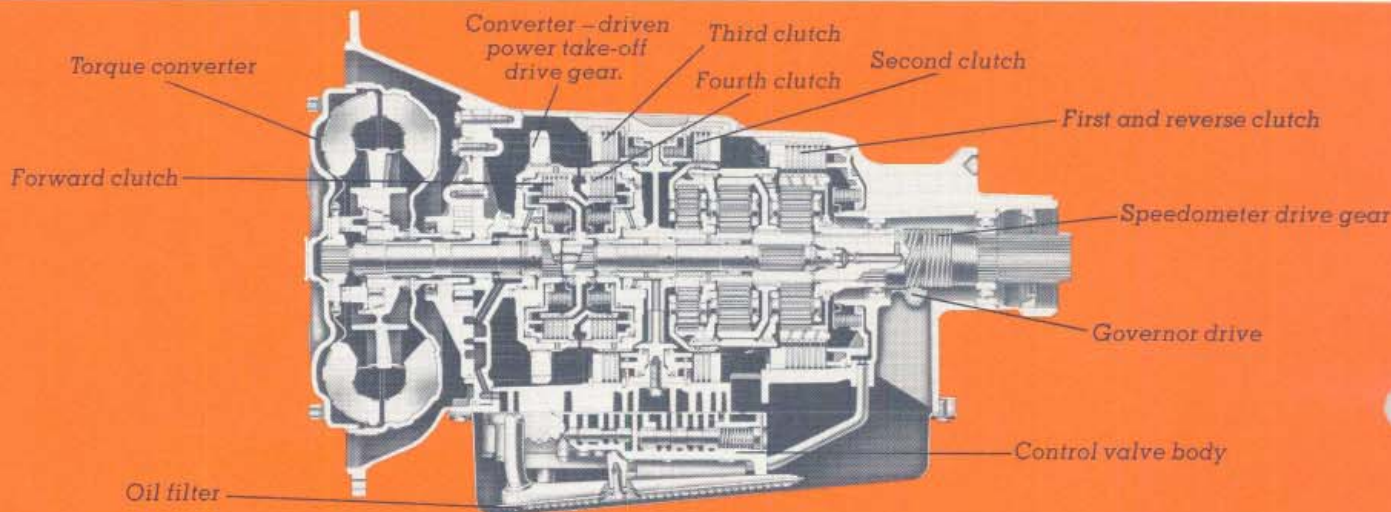
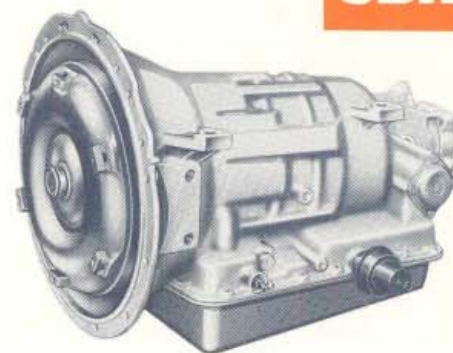
All illustrations and specifications contained in this sheet are based on the latest product information available at time of publication approval. The right is reserved to make changes at any time, without notice, in prices, colours, materials, equipment, specifications and models and to discontinue models. Check with your Isuzu Dealer for complete information.



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SBR 422

ISUZU SBR 422 ALLISON AT 540 TRANSMISSION

**RATING**

Net input power
Input speed, full-load governed

235 hp (175 kW) (max)
2400-3200 rpm (diesel); 3200-4000
rpm (petrol)
385 lb ft (522 N.m) (max)
10,000 to 36,000 lbs (4,536 — 16,329 kg)
GVW and up to 50,000 lbs (22,680 kg)
GCW

Net input torque
Vehicle

MOUNTING

Engine

SAE 3 flywheel housing with flex
disk drive. One vertical mounting
pad each side.

TORQUE CONVERTER

Type
Stall torque ratio

Single-stage, 3-element, multiphase
2.0

GEARING

Type
Gear ratios:

Constant mesh, spur type, planetary

First
Second
Third
Fourth
Reverse

3.45
2.25
1.41
1.00
5.02

POWER TAKEOFF DRIVE GEAR

(optional on gasoline)

Type
Size of opening
Location
Ratio
Rating

Converter driven
SAE 6-bolt for regular duty PTO
Right side (viewed from rear).
All ranges — 1.00 x turbine speed.
200 lb ft (271 N.m) continuous
250 lb ft (339 N.m) intermittent

OIL SYSTEM

Oil type
Capacity (excluding
external circuit)
Sump
Filter

Dexron® or Dexron 11®
13 qt (12 litres) approx.

Cooler

Integral
Integral, full-flow, replaceable
element.

SIZE

Length
Width
Height
Weight (dry)

Remote mounted.
27.22 in. (691 mm) (max)
20.72 in. (526 mm)
18.90 in. (480 mm)
125 kg (approx)

DESIGN FEATURES AND BENEFITS

The Allison AT 540 Automatic Transmission heralds a new era in truck driving for fleet and owner operators in the light to medium duty range. Automatic transmission means lower maintenance, because there's no clutch. It means better performance and economy because the engine always operates in the most efficient rev range. And it allows fleet owners to employ relatively inexperienced drivers, since automatic is obviously easier to handle than manual.

□ The AT 540 has four forward gear ranges and one reverse. This automatic is especially suited to "stop-and-go" type of operation such as city delivery trucks, utility trucks and rental fleets.

□ The three element torque converter provides smooth, shock-free operation. The truck-proven, spur-type planetary gearing, built for strength and long life, provides a good balance with most available axle ratios. The range clutches are disk-type, oil cooled, hydraulically-operated and self-compensating for normal wear.

□ Fully automatic gear-shifting in all forward ranges is provided by an internal-output, governor-controlled, hydraulic servo-system. It's regulated by a mechanical-shift modulation linkage.

□ Built-in inhibitors prevent harmful downshifts or reverse shifts, unless the vehicle speed is within an acceptable range.

□ Automatic upshifting or downshifting within each drive range.

□ One-piece aluminium die-cast housing.

□ Provision for neutral start switch, reverse signal switch, SAE regular speedometer drive, and parking brake.

Note: All data and specifications subject to change without notice.

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