





UNDER THE BONNET

WHILE the 4.5L V8 turbo-diesel is a known quantity and capable of big numbers, Mark was not looking to break any dynos. Instead, he wanted a usable boost in torque and power without rolling coal or taking a bat to the vehicle's reliability. After a not-so-good start with a tuner who didn't know what he was doing, seeing the fuel usage skyrocket without much of

a power increase, Mark was put on to G&L Performance who redid the tune to a much more satisfactory 250-ish ponies ... and more than 660Nm. Just the ticket for pulling heavy machinery along.

The air is sucked in via a schmick-looking AMVE airbox and is mixed with diesel from the 185L Brown Davis fuel tank, before the spent gasses are pumped rearwards via a 3.5-inch exhaust courtesy of Torqit, which also

gives the V8 a healthy bark when the loud pedal is leaned on.

Keeping the five-speed spinning is a 1300Nm NPC Performance clutch, which is more than up to the task of soaking up the torque loads. Rounding out the under-bonnet mods is a Process West catch can, which was installed to stop the oil-heavy crankcase vented gasses from being pumped back into the intake.



1. The 4.5L V8 turbo-diesel has been tuned to pump out around 250hp and 660Nm.
2. The AMVE airbox is a schmick-looking bit of kit.
3. Air tank is mounted under the chassis for air bags and tyre inflation duties.



THE BACK END

WHEN you've stretched the frame, gone to town on the body, completely redesigned the entire suspension system and thrown a bazillion custom touches at your rig, you wouldn't settle for an off-the-shelf canopy set-up, would you? Mark had AMVE build him a custom rear-end to his specs. The icing on the cake as it were.

The canopy bolts directly to the frame and has been powder-coated externally in Black Textrue finish, while the inside has been coated white to keep internal temps down. A pair of toolboxes sit on either side of the wheels, while the rear roller drawer is completely sealed away from the elements. The doors are lifted by dual struts and the whale-tail locks are all wired in with the central locking system. A Bush Company Maxx awning is mounted over on the passenger side and the rear wall sees a mount for the spare 35 and a ladder to access the inbuilt roof-rack system, as well as a pair of jerry-can

holders. All in all, it looks a lot like an average canopy at first glance, but it's when you add up all of the little details that you begin to appreciate the extent of the build.

Most canopies have a lip where the door seals are, for example, but not this one. The floor is flush with the opening, making retrieving gear and opening internal drawers a snap. The framework has been recessed for the Renogy 3000W inverter, the Joolca hot-water system is fitted on its own slide-out, and there's a custom bench slide-out for the microwave, air-fryer, Nespresso machine and twin induction stove (which is frankly better decked out than my kitchen at home). A 130L Bushman upright fridge and OZtrail drawer freezer take care of keeping the food fresh, and there's also a custom 100L water tank for showers and cooking. In other words, if you can't find what you need in this canopy, you're not looking hard enough.

It goes without saying that having this much electrical gear onboard necessitated in a hell of a battery system, and there are three DCS Compact Lithium batteries that output 180Ah each (if you can't power your campsite with 540Ah you may need to step away from the PS5, champ). These are controlled by a Renogy 300amp smart shunt (that was specially ordered as they're yet to be released in Australia) and a Renogy One Core management screen. Up on the roof a 295W 48V solar panel keeps the system topped up when the engine is off, and some redundancy has been built in with four separate four-way fuse blocks for both negative and positive power distribution. There's also a 240V power inlet for keeping things at max charge when parked up at home.

And yep, there's still plenty of storage inside the canopy too. Just goes to show that the perfect 4x4 is not unachievable—the devil is in the detail. **4x4**

