

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 61

The **300** *Has arrived*



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New Beginnings

Nancy Del Monaco
Group Marketing Manager

What a time for transitions. Professional, personal, circumstantial – but also philosophical.

Even here at 4x4 Culture, where the first thing you'll have noticed is a new name and face. That's because I've kicked off the office heels and stepped into some fairly large boots left behind by my predecessor, whose name will be familiar to readers after 60 issues of this magazine. Emulating Matt's quarter century or so of living and breathing the 4x4 lifestyle might seem like a lofty goal for the freshest face on the team, but ever the optimist, I'm going to take it one adventure at a time. The tank is full and the engine is purring.

If you've ever had the privilege of waking up in the popular north-eastern Victorian tourist township of Bright on a clear autumn morning, then you'll know something about the other-worldly quality of dawn's first light there and the way it illuminates those stunning burnt orange leaves like nature's own Instagram filter.

But back to transitions because I have to share.

In what I can only describe as the unbeatable fringe benefits that go with my new territory, a week or so of these simple, fresh-aired pleasures in Bright, combined with some decidedly elaborate ones (all of those incredible products!), was the catalyst for renewed vigour and truckloads of transformational enthusiasm in what was already shaping up to be a perpetually exciting role as Group Marketing Manager for ARB 4x4. Everything we do here has clicked into its new place in my core. Because it was there in the great outdoors of Bright, on a thrilling photo shoot of the new Toyota



LandCruiser 300 Series, that I realised all my experience and knowledge in the automotive field hadn't given me a true appreciation for the value of these products and what they truly mean to their intrepid owners. It was the context of that diffuse, autumnal glow in the silence of the morning, with just the companionship of one fine-looking LandCruiser, that gave me new eyes. (All the better to see you with, dear reader.)

There's something just a bit magical about the moment you have this realisation wash over you like a hot shower at the end of a cold, rainy day: I actually belong here in nature! Call me a newbie or a novice or a little green – I'll probably agree with you – but that moment remains as fresh to me as the day it happened way back in May 2022.

And now? My motor is really running.

While I reflected upon the past couple of tumultuous years and what I didn't know – until now – I'd been missing, we road-tested the ARB Fire Pit (you can read all about this Australian-made gem on page 96) among other high-spec, high-utility products. Chief

among them is the king of all accessories and the source of our mesmerising evening lights: the next-generation ARB Summit Bar. This beautifully engineered bull bar muscles up on spec and innovation, with its top-notch technology and innovation, all while integrating with Toyota's suite of advanced driver assist safety technologies, which are exclusive to the 300 Series. And I have to say it looks amazing. The bar, that is. But that sweet 4x4 ride – she's in her own class. She's the entire package. The smooth ride of the BP-51 suspension, the comfort, the power. That could go to a girl's head.

If you can't already tell, we've fallen head over heels in love with the new Toyota LandCruiser. In fact, ARB 4x4 is offering a huge range of accessories for this outdoor beast, all of which have undergone extensive and rigorous durability testing to ensure optimal integration and performance.

In addition to the pages we've dedicated to unfolding the 300 Series, Issue #61 is packed to the rafters with all the helpful hints, highway hacks and product know-how you've come to expect, including our big news! In



March 2021, ARB announced a strategic collaboration with Ford Motor Company to develop a full suite of premium aftermarket products for the Next-Generation Ford Ranger. This will feature heavily in our next issue but in this edition, the full scoop will delve into the extended partnership covering the all-new Ford Bronco, exclusive to the US market. Our North American readership will have much to devour while the rest of the 4x4 world looks on from afar.

One of my favourite features you'll find within is a most helpful rent-a-camp article to guide you if you're itching to go exploring but there's nothing in your garage to scratch it while

those new vehicle waitlists continue to blow out – or for if you'd like to try out a few options prior to purchasing.

(Oh, but it's all about that Toyota, folks. Santa? Are you listening?)

Meanwhile, it's a good time to thank you for your patience with us through what has universally been a challenging period for businesses both small and large – especially if you have experienced any delays in communication or product arrivals. And it would be remiss of me to overlook the other delay – this very edition of 4x4 Culture, which has been a long time coming! Your

loyalty and patience will be rewarded by.. well, read on!

And there's good reason to keep that glass half-full perspective because the tide is indeed coming in once more. Strong consumer demand for recreational vehicles saw manufacturing and import numbers return to growth above pre-pandemic levels. In Australia, this high demand broke a four-decades long manufacturing record and saw the visitor economy rebound strongly. In fact, hot off the press, we have the results of Tourism Research Australia's 2022 National Visitor Survey giving us more good news. It highlights "the continuing recovery of the



caravan and camping sector” and throws us some pretty staggering figures: “Caravan and camping trips at year ending March 2022 totalled 12.6 million and generated 51 million nights” – an increase, they add, of 12% in trips alone and an uptick of 17% in nights. Ladies and gents, take a bow; you’ve done your country proud.

With international travel restrictions hopefully now a thing of the past, Instagram feeds from all over the world have been filling up with stunning images of summer on the other side of the globe, which we can all take as a sign that those milder days, too, will soon be ours in the southern hemisphere. On the other side of the winter equinox, the days get longer and often lazier, in the best kind of way. They’re the kind of days that you – and I – live for.

The best part about being over the midwinter hurdle? For starters, Christmas comes early at ARB this year with a whole raft of new products that will enhance your outdoor adventures and put an easy smile on your face no matter where the morning light falls on it. We deliver the world’s best products for getting off road, touring and adventure to our customers and we’re going too fast to slow down now. As the new Group Marketing Manager, I want to give you more content, more information, more products, more often. And because we’ve got so much incredible content burning a hole in our collective 4x4 Culture repository, an extra Christmas gift will be coming your way: Issue #62. That’s right; 2022 is all about making up for lost time – professionally, personally, circumstantially and philosophically.

As we wrap up this edition’s inaugural “New Beginnings”, we’re sending out a hearty wave to our ARB family in all four corners of the globe from our Australian home – six continents to be precise!

So sign up, get social, shop up a storm and just generally keep your ears to the ground to make sure you’ll be the first to know when your loyal adventure partners have added something huge to the ARB product library. We’ll see you off the beaten track.



Nancy's Road to ARB

- **CRICKET AUSTRALIA**
Head of Marketing
- **HOLDEN**
General Manager – Passenger Car Marketing
Senior Brand and Marketing Manager
- **INFINITY CARS AUSTRALIA**
Senior Marketing Manager
- **NISSAN MOTOR CORPORATION**
Retail Marketing Manager
Brand and Communications Manager
Sponsorship and Events Manager

Gear Up

ARB Kitchen Bag



A perfect companion to ARB's recently launched Slide Kitchen, the new ARB Kitchen Bag is a must-have that perfectly fits into the void of the Slide Kitchen between the cooker and the drawer. Boasting a water-resistant PVC casing, clear top and durable zippers, this bag will keep your belongings safe when the ARB Slide Kitchen is packed closed. It can be easily removed prior to swinging out the kitchen when you're ready for a cook-up.

Part Numbers: 10100392

ARB Edge Beanie

When the sun dips below the horizon and the mercury starts to drop, keep your noggin warm with an ARB Edge Beanie. Composed of 50% wool and 50% acrylic and a genuine Thinsulate™ lining, these beanies will keep your head nice and

toasty. Featuring a fashionable mock suede embossed ARB badge, these beanies are available in black or khaki.

Part Number:
(Black) 217974
(Khaki) 217975



Smart Reverse Beeper

Reversing alarms or "reversing beepers" are warning devices fitted to vehicles that emit a sound to warn people when the vehicle is reversing or is about to reverse.

Whilst small and usually hidden, these powerful devices traditionally produce a warning sound that can create community disturbance. Therefore, we are pleased to introduce a smarter version of this device that will self-adjust its sound based on the surrounding noise levels, whilst still safely notifying people within its vicinity.

Featuring a simple two-wire installation, comprehensive instructions, universal mounting options and IP68 rating within a durable housing, this beeper is truly a smart reversing option for trucks, tradie trailers, caravans and campers.

Part Numbers: 1430002



ARB Tool Roll Bag

Any bush mechanic will know that having the right tool on your travels can make or break a trip. The ARB Tool Roll Bag was created to easily secure your most valuable off road tools with the versatility of removable tool pouches, space for a spanner set and a wheel guard cover for those times when you really need to get stuck into it.

The ARB Tool Roll Bag features an easy clean PVC shell and CORDURA® lining that rolls up tight for extra secure storage. The removable wheel guard cover includes in-built strong hold magnets and is perfect for when you need to lay on the ground or for keeping your tools and parts out of the dirt.

Part Numbers: 10100388



WIN!
Check out page 137 to find out how.

*Tools not included

ARB Chainsaw Bag

Coming across a fallen down tree or log across the road without the means to remove it can end an adventure pretty quick, and things can get mighty chilly if you've got nothing to cut up firewood with. That's why having a chainsaw on your trip is so important. But carrying a chainsaw in your fourby can also prove mighty messy.

Introducing ARB's Chainsaw Bag. A convenient weather-resistant way to store your chainsaw (up to 20"). The handy roll-top opening allows easy, unhindered access to the contents stored within, as well as providing protection from rain and dust ingress when stored outside the vehicle. The roll-top also helps control odours produced by fuel and oil. Included with the chainsaw bag is a separate clear top storage bag, perfect for storing a fuel can, bar oil, chain, gloves or spare batteries and charger. Both bags feature strong and sturdy carry handles.

Part Number: 10100389



IN MUD WE

With all that life throws at you, keeping your interior pristine can be a difficult task.

Whether it's tracking in mud from the worksite, getting wet on that run to the car, or the kid's dirty shoes from Saturday sport- with ARB's full suite of premium interior protection, you'll have peace of mind knowing we have you covered.

Providing elite protection against damage from the elements, such as sun, dirt, water and debris, ARB provides interior protection solutions that work with the OE aspects of the vehicle to create the best protection solution for your rig.

Each aspect of your ARB interior protection will always look fresh, with cohesive ARB design language at the forefront and the added feature of all interior products being washable.



SEAT COVERS

Great-looking and comfortable with the added bonus of functionality, ARB's new Seat Cover range will give you peace of mind whilst taking on your day-to-day life.

Available in both Neoprene and Canvas materials, these vehicle specific covers will fit snug to your seats and protect them from spills and any debris you bring in.

Designed to last, these covers are UV protected for everyday wear, whilst also being ISOFIX compatible and not impeding functionality of vehicle's seat heating and airbags (ADR compliant) to ensure normal seat functionality.

The Neoprene seat covers are machine washable. To ensure longevity of the Canvas seat cover's waterproof properties we recommend hand-wash only.



THUD



FLOOR MATS

Expertly designed to catch and hold debris, ARB Floor Mats are a waterproof solution that includes secure foot placement and a snug fit to cover all areas of your OE footwells and even utilise the vehicles retention clips where applicable.

The moulded deep-dish design makes them easy to clean- simply wipe or hose off any debris, dry and then place back in the vehicle ready for the next adventure.

The thermoplastic elastomer material provides an odourless solution which has seamless edging to provide secure grip and protection across all of your typical high impact carpeted surfaces.



SUN SHADES

Keep the Australian sun at bay with ARB's range of vehicle-specific Sun Shades. Available for a wide range of different vehicles, the Sun Shade is specifically designed for each model to ensure a neat fit with the windscreen shape within the trim and glass gaps.

The result is fuss-free protection from the sun that does not require any suction caps or straps. Simple to set up and simple to store with an included storage roll bag, the ARB Sun Shade is an essential part of every Aussie summer.

Visit arb.com.au or your local ARB store or stockist for part numbers and pricing.



The
300
Three Hundred.

AS THE NEW TOYOTA LANDCRUISER 300 SERIES
STARTS TO MAKE ITS WAY OUT OF THE FACTORY
AND INTO THE HANDS OF NEW OWNERS,
WE TAKE A LOOK BACK AT THE HISTORY OF
THIS ICONIC 4WD AND THE MAYHEM OF 2021,
AND REVEAL JUST HOW HARD WE'VE BEEN
WORKING TO HAVE AN ARSENAL OF PRODUCTS
READY AS SOON AS POSSIBLE.





THE END IS NIGH

In March 2021, Toyota discontinued production of its LandCruiser 200 Series. Rumours of its successor circulated until June 2021 when the 300 Series was announced. Along with this announcement was the revelation that the 4.5-litre twin-turbo V8 diesel engine would be going, too. This resulted in never-before-seen absolute mayhem and panic buying in the LandCruiser market.

There were reports of over-inflated prices, not just in the private sale market but also at the dealership level. Buyers were purchasing LandCruiser 200 Series for way above RRP from dealers, only to immediately relist them privately for even more! Ads seen on carsales.com.au showed asking prices of up to \$64,000 over RRP – and these vehicles were being snapped up! The kind of madness we are currently seeing for the property market would have been laughed at as ludicrous for a new vehicle a year ago, let alone a vehicle that was pushing the 15-year mark.

IN SERIES

Originally imported into Australia as the vehicle of choice for the Snowy Mountains Hydro Scheme in the 1950s, the LandCruiser has always been synonymous with tackling the harshest conditions Oz has to offer.

In 1990, the LandCruiser 80 Series was released offering two versions and swing-out back doors. In 1998, Toyota previewed their 100 Series, dubbing it "The Grand Cruiser". In development from 1991, the 100 Series was made up of the 100 Series and the 105 Series. The 105 featured coil-suspended solid axles front and rear and straight-6 petrol and diesel engines. The introduction of a V8 engine was a first for LandCruiser and was criticised in Australia as the 4.2-litre turbo diesel engine was only offered for the 100 version in combination with IFS.

The development of the next LandCruiser began in 2002 and in 2007, the 200 Series was introduced. Sharing the Lexus LX 570 platform and overall design, it was initially criticised for its body restyling, being described by some as "bland". However, its popularity gradually increased and it is now considered by many fans as the greatest off roader of all time. Offered in Australia are four different variants: the GX, GXL, VX and the top-of-the-range Sahara. In 2015, Toyota launched an updated, facelift version that included a number of mechanical and aesthetic changes.



Three Hundred.

THE NEXT CHAPTER

Newly constructed from the ground up, the Toyota LandCruiser 300 Series boasts advancements in capability, durability and reliability as well as setting the bar in safety, comfort, performance and technology.

Key upgrades include a new 3.3-litre V6 twin-turbo diesel engine, a bold new exterior design underpinned by the Toyota New Global Architecture (TNGA) platform and advanced driver assistance technologies.

Joining the core GX, GXL, VX and Sahara variants are the new luxury Sahara ZX and the off road-focused GR Sport.

Underpinning the LandCruiser range is the first TNGA body-on-frame platform, which delivers overall weight reduction and increased body rigidity, ride comfort and handling stability. Toyota is also boasting a fuel economy reduction by 6.3% on the combined cycle compared with the outgoing V8 engine. Retaining the 200 Series' braked towing capacity of 3,500 kilograms, the 300 Series also boasts "effortless towing" with its

greater torque and a stronger, more stable chassis.

Inside, the 300 Series has all the everyday conveniences such as Apple Car Play or Android Auto standard across the range as well as a 12.3-inch colour touchscreen and the top-of-the-range models include luxury features such as back door kick sensor, 14-speaker JBL system and heated and ventilated front and second row seats.

Three Hundred

Toyota LandCruiser 300 Series

DEVELOPMENT

To get early access to the new LandCruiser 300 Series, ARB utilised its extensive international network and was able to source a vehicle through contacts in the Middle East. Within weeks of Toyota releasing the new 300 Series, ARB had begun its vehicle-specific development process using an actual vehicle. The Australian engineers quickly received base settings through meticulous measuring. The vehicle was weighed and the corner weights recorded, the exterior completely scanned, as was the underside of the vehicle. ARB Middle East was also able to source a crash beam that replicates the crash rate characteristics of the OE system so that we could undertake all crash test simulation, even without having the actual vehicle on site.

Armed with the information from the vehicle scans and plotting of critical zones including lighting, radar, camera and parking sensors, the engineers set about designing products to suit the 300 Series. The ARB product design team had already finalised the design of the next generation Summit Bar (for details on the design and development of this new bar, see page 22) so all the styling work was ready as a CAD (Computer Aided Design) model and the engineers could use the scan data to check clearances and components on the underside of the vehicle in order to produce an engineering prototype.

Having access to the vehicle so early in the game meant that the day ARB engineers in Australia got their hands on a 300 Series in the flesh, they already had a prototype ready to fit and begin phase 2: the critical prototype refinement process. One of the great things about having the manufacturing facility and engineering centre on the same site is that if refined prototype designs are sent to production before 2.00pm, new samples can be produced overnight for fitment trial to the vehicle the following day.



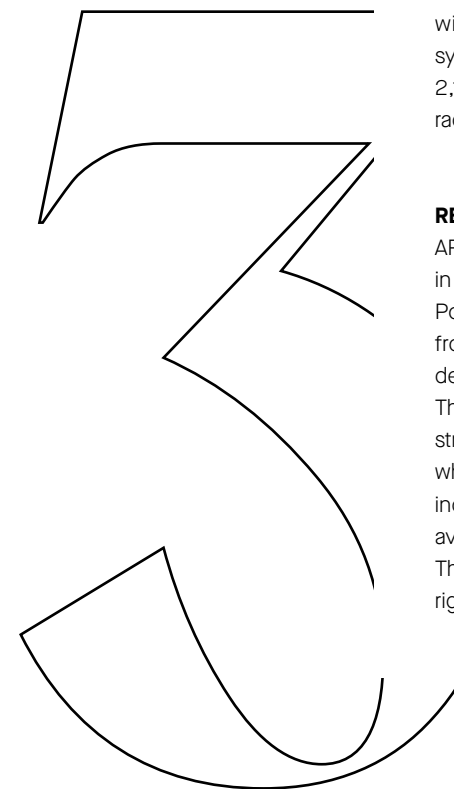
CHALLENGES

Architecture around the intercoolers posed a lot of challenges for the engineers and designers. Previous generations of diesel-powered LandCruisers featured top-mounted intercoolers; however, the new LandCruiser 300 Series engine has two air-to-water units and the actual radiators for that heat exchange are down below the headlights. Access to air flow was paramount, so ARB engineers designed ducts that have been built into the press-formed wings.

Another challenge facing the engineering team was the electrical system. The majority of this new vehicle is controlled by a Controller Area Network (CAN) bus. This is a network of independent controllers that support distributed real-time control and enables each ECU in a vehicle to communicate with all other ECUs without complex dedicated wiring. The majority of the 300 is controlled by a CAN bus; in fact, the vehicle's computer speaks directly to an ECU in the headlight,

which means there is no on/off power supply signal that the engineers could utilise to run or trigger auxiliary lighting. ARB engineers were able to overcome this challenge by picking up various signals elsewhere on the vehicle and, importantly, being able to plug into OE connectors to create a plug-and-play solution so there is no need for strip and solder.

Again, due to the CAN network on the car, there was no high beam trigger available for driving lights. Initial assessment of this problem revealed that a considerable disassembly of the dash and the requirement for two modules to be fitted to read the CAN signal, which was not an ideal situation. The clever engineering team and special products group came up with a patent-pending solution and were able to tap into several accessible circuits in the cabin. When those circuits receive the appropriate combination of signals, the new harness gives a clean 12-volt output via a very compact circuit board, which can be used to activate driving lights.



Toyota LandCruiser 300 Series

THE LINE-UP

Before most customers even began receiving their new 300 Series, ARB had a line-up of gear ready for pre-order.

SUMMIT SIDE RAILS & STEPS

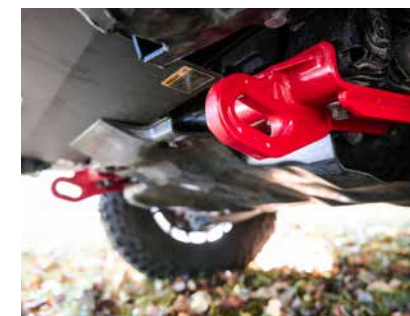
Whilst ARB chose to retain the much-loved design of the current Summit Side Rails and Steps, extensive development was required, in part because of the new chassis of the 300 Series. The chassis-mounted system is what distinguishes ARB's side steps from the competition. Designed and manufactured to ensure compatibility with side airbags and the 300 Series' vehicle safety systems, the side rails and steps come as individual components, allowing the option for a step only vehicle set-up.

ARB BASE RACK

The BASE Rack also faced the same development considerations as the 300 features an entirely new roof assembly with fixed points in the roof as well as the shark fin antenna. The 300 Series tailgate height and opening also required careful consideration that affected the design of the BASE Rack mounts to prevent interference. The ARB BASE Rack combines a super low mounting profile and lightweight design with a revolutionary dovetail mounting system for easy accessory attachment. The 2,125-millimetre and 1,545-millimetre long racks will be available for the 300 Series.

RECOVERY POINT

ARB also made a considerable investment in tooling to create a new forged Recovery Point. While it looks great, transitioning from a laser-cut design to a forged steel design was not just for cosmetic purposes. This approach has increased the structural strength and hardness of the Recovery Point, whilst its unique shape and form provides increased protection for soft shackles and avoids point loading on steel bow shackles. The 300 Series offers either a left-hand or right-hand Recovery Point.



OME SUSPENSION

With a similar suspension system to the previous model 200 series LandCruiser, the 300 series features an independent front suspension system with 5 link solid axle rear end. Despite this, there are noticeable differences which must be catered for, including the front bottom strut bush and rear shock absorber mounting being outboard of the chassis.

Old Man Emu suspension systems offer a range of tuned and integrated suspension systems to ensure the right suspension is available to suit the way in which the vehicle is outfitted, as well as the conditions it will encounter. Throughout the Old Man Emu suspension design and engineering process, three main areas of focus have been of particular attention; lift, load carrying and comfort.

BP-51 and Nitrocharger Sport OME suspension kits are available for the 300 Series LandCruiser and are compatible with GX, GXL, VX and Sahara variant. Please note – OME suspension is not suited to vehicles with Adaptive Variable Suspension (AVS).

BAR UP

Orders for the 300 Series Summit Bar and complementary accessories can be placed now. ARB engineers are busy extending the suite of products for the 300 Series to be released very soon.

This line-up includes:

- ARB Commercial Bar
- Under vehicle protection
- Dual batteries
- Compressor mounts

If you haven't already, check out page 22 for an in-depth look into the design and development of the new Summit Bar.

Contact your local ARB store or stockist for part numbers and pricing.



Pemberton Perfection

Words and Photography by Steve Fraser



There is something amazing that happens when I am out in the 4WD miles away from anywhere. Leaving civilization behind is simply good for the soul. I suppose that is why so many of us have a love of 4WDing. It doesn't matter to me if it's the middle of the desert, on an isolated beach or, in this case, the middle of an old-growth forest, I just love being out in nature.



Pemberton, in the south-west region of Western Australia, is surrounded by old-growth forests, narrow 4WD tracks, gorgeous rivers and, surprisingly, some pretty incredible sand dunes.

I've spent a lot of time around the region over the years and on this trip, I wanted to visit some of the well-known landmarks and then spend a little time exploring the back tracks.

Pemberton is fun in the winter. There are lots of waterfalls to visit and the rivers are pumping. Winter can also throw up a few challenging 4WD tracks.

Chasing Waterfalls

On day one, I decided to check out a few of the local waterfalls. Beedelup Falls is probably the best known and easiest to access. It's a postcard location when the water is really flowing. The falls are at a narrow point in the hills, dropping down into the idyllic lake at Karri Valley Resort.

Next on the list is another fun waterfall – Cascades. It's an easy walk and a great spot for little (and big) kids to explore.

One of the region's best waterfalls is Lane Poole Falls. It's a five-kilometre round trip with a downhill route and, you guessed it, it's uphill all the way back to the car park. So not only do you get a good hour of hiking but you will be impressed by these really gorgeous waterfalls cascading down over the granite rock wall.

It's definitely a winter spot as it dries up to a trickle in summer. If you catch it just after some decent rain, as I managed to, it's really impressive. You can easily get down to the base of the falls to feel the energy and a rain shower at the same time.

Climbing Trees

Moons Crossing, south-east of Pemberton, is another fun location as well as Circular Pool. If you are the adventurous type and feeling keen, then the Dave Evans Bicentennial Tree is the spot for you. It is a 75-metre tall karri tree fitted with 165 metal spikes for your climbing pleasure. The reward for reaching the viewing platform at the top after a serious workout is the best view in the region.

One of the unique things about the Pemberton region is that you are in the midst of ancient old-growth forests and yet you are only about 30 kilometres from the coast.

Dune Play

Another day trip is out to the Yeagerup Dunes. These sand dunes are the largest land-locked mobile dune system in the southern hemisphere and are the gateway to the coast. The 4WD track to the dunes begins at Lake Yeagerup and is easily accessed by a major dirt road.

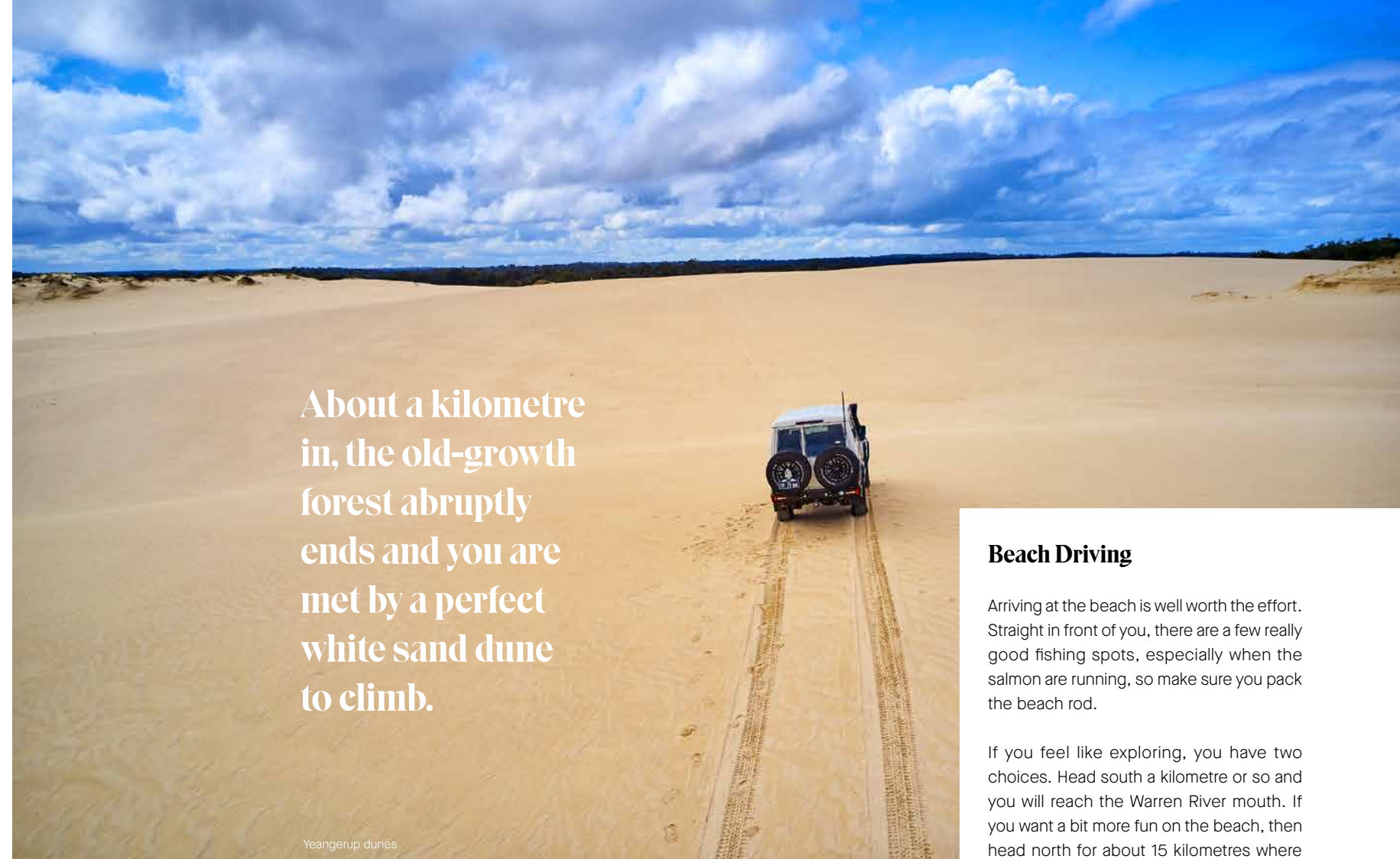
However, if you are feeling a bit more adventurous, there are a few 4WD tracks on the east side of the main access road

that are much more fun. I spent an hour getting lost on a couple of really fun tracks, which included a challenging muddy climb and a bit of fun using the winch to clear a recently fallen tree.

Once you arrive at the lake, you'll see a couple of areas where you can let your tyres down. The track is sand and can get really soft, so I would start at about 18psi and see how you go.

The track is definitely high-clearance 4WD only. It doesn't get any maintenance so it is often really rutted and it's around 10 kilometres to get all the way to the coast. About a kilometre in, the old-growth forest abruptly ends and you are met by a perfect white sand dune to climb. Once you make the top, pull over to the side and enjoy the view back over your shoulder. It is one of the most unique sights where perfect white sand dunes meet the ancient old-growth forest.

The 4WD track down to the coast is pretty straightforward if you take your time. There's lots of soft sand and it's pretty chewed up in places but it's nothing a reasonable 4WD with high clearance will have any problem with.



About a kilometre in, the old-growth forest abruptly ends and you are met by a perfect white sand dune to climb.

Yeagerup dunes

Beach Driving

Arriving at the beach is well worth the effort. Straight in front of you, there are a few really good fishing spots, especially when the salmon are running, so make sure you pack the beach rod.

If you feel like exploring, you have two choices. Head south a kilometre or so and you will reach the Warren River mouth. If you want a bit more fun on the beach, then head north for about 15 kilometres where you'll eventually reach the Donnelly River mouth, which is a great spot to set up camp for the day.

One word of advice: if you are planning on exploring along the beach, make sure you respect the high tide mark. The sand can be super soft and a few people have been caught out over the years, with a vehicle bath the end result. In winter, you might be the only vehicle out in this area so don't rely on someone coming along to pull you out. Summer is a very different story.

The return trip will offer up a couple of long uphill climbs in the dunes. I keep the tyre pressure at 18psi and switch the ARMAX to full power and give it to the Troopy. It made it up the biggest climb of the day first time – yeah! I did enjoy watching two Prados have a few unsuccessful goes at climbing the dune. If you are struggling, let a bit more air out of the tyres and enjoy bouncing through the dunes. Once you are back at the lake, enjoy the view while you put some air back in the tyres.



Pemberton



Yeagerup dunes



This is a gorgeous location and sleeping amongst the giant karri trees is always special.



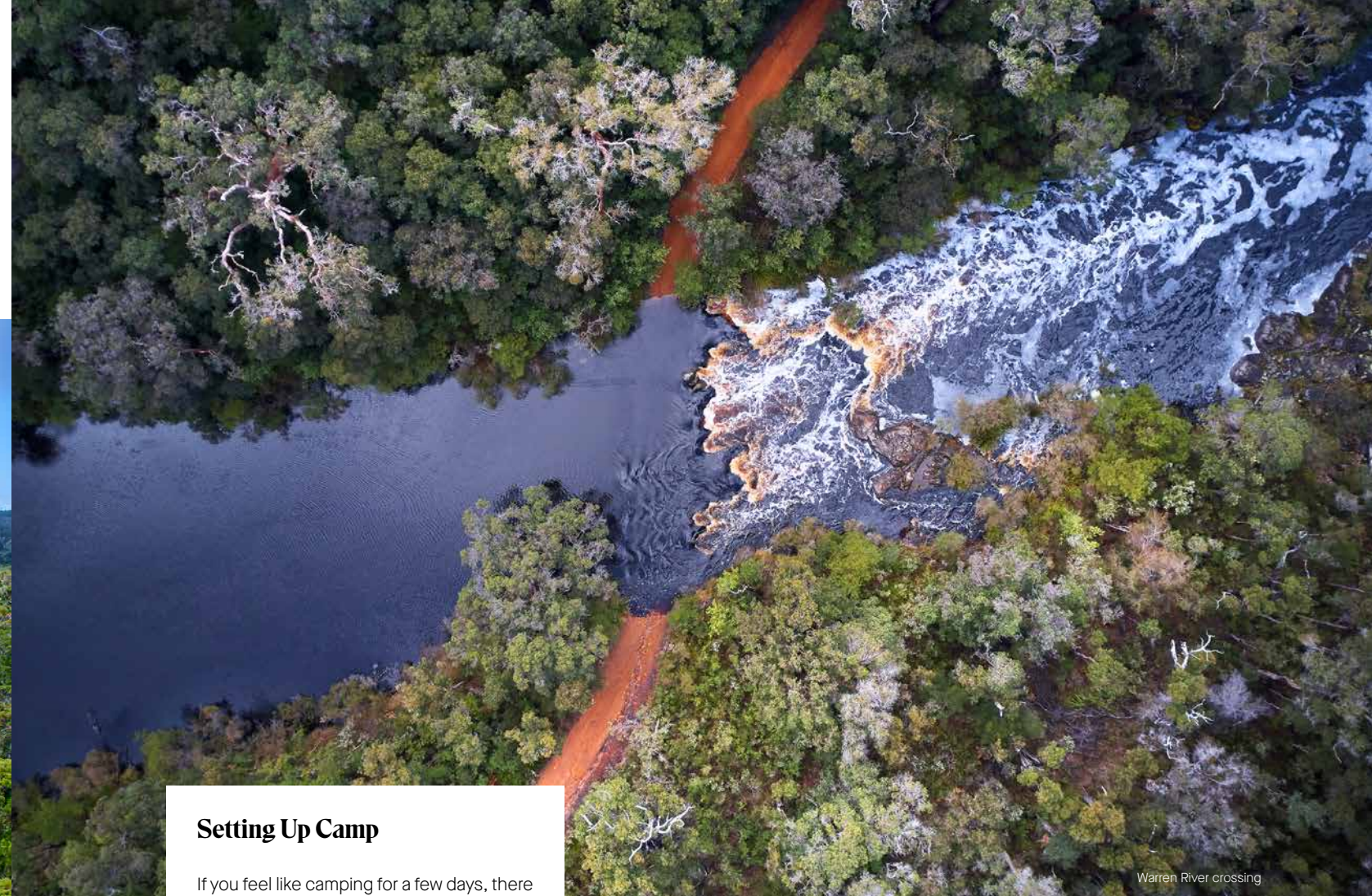
Hitting the Tracks

The following morning the mist was nice and thick (great for photos) and an ideal time to explore the forest west of Pemberton. The area from the back of Lake Beedelup all the way through to Manjimup about 50 kilometres away has hundreds of great forest trails. I love following my nose and exploring to see where I end up.

A few of the trails that are shown on Hema maps have been blocked off but most of them are still passable. They vary from really well-used logging tracks to seriously overgrown, rutted gnarly and muddy trails that are sure to leave a few pinstripes as reminders of a great day out.

If you've had enough in this area and want a change of scenery, cross onto the ocean side of Vasse Highway near Karri Valley Resort. This area is home to some really great tracks with

names like Tobruk, Benghazi and Pioneer. You are sure to have some serious 4WD fun. I worked my way through a dozen tracks, the whole time aiming towards Heartbreak Trail. This is a well-known local track that will take you through some of the best old-growth forests in the region and give you access to the Warren River. If you are keen, and the water level is not too high, you can tackle the river crossing about halfway along Heartbreak Trail and enjoy the hill climb on the other side.

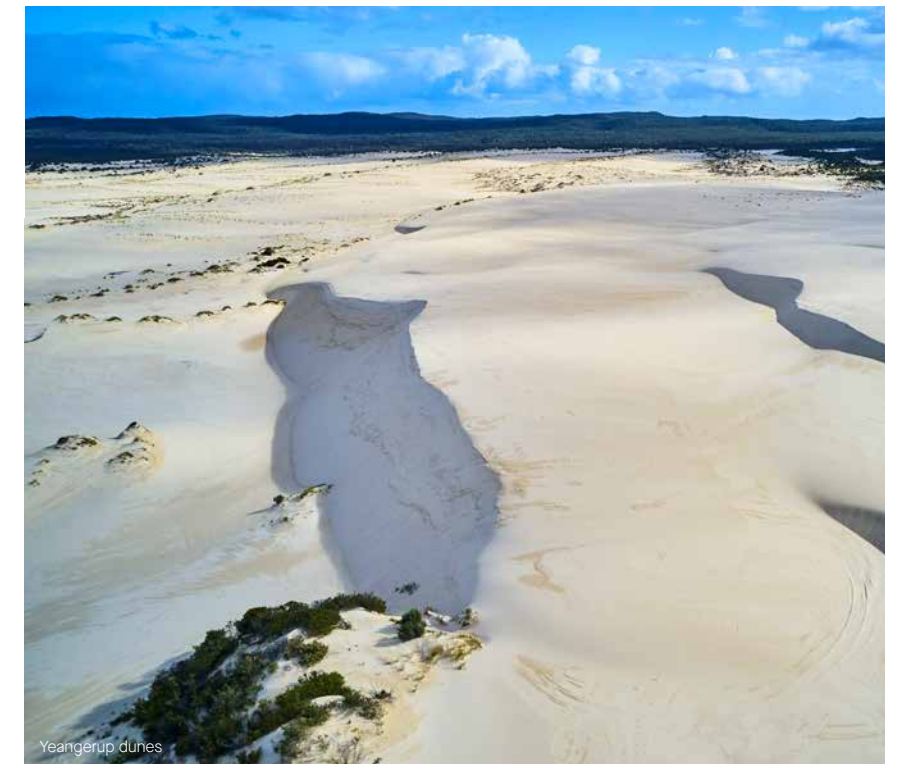


Setting Up Camp

If you feel like camping for a few days, there are a couple of really nice camping spots on Heartbreak Trail on the edge of the Warren River. They are unpowered and not suitable for caravans, but an off road camper or tent will work just fine. This is a gorgeous location and sleeping amongst the giant karri trees is always special. No matter what time of the year, I have a tradition of swimming in the river if I camp here, so I strip down to my undies and head into the Warren River for a swim. Some days it's cold but in the middle of winter, it is freezing. After a very brief swim, I quickly retreat to the warmth of an open fire.

Feeling refreshed, it's time to settle down for the evening. What could be better than a cold drink, a warm dinner, an open fire and a comfy swag?

In the midst of lockdowns, travel restrictions and increased regulations, it is fantastic to fall asleep on the banks of the Warren River with not a care in the world. You can keep your five-star city staycations; this is seriously good for the soul.



EVOLUTION BY DESIGN



WITH FOUR YEARS OF RESEARCH AND DEVELOPMENT AND OVER \$1.5 MILLION INVESTED, THERE IS SO MUCH MORE TO THE NEW SUMMIT BULL BAR THAN MEETS THE EYE.



DEPARTMENT OF DESIGN

In addition to producing new vehicles that make us salivate when we sneak a peek under the hood, it's no secret that vehicle manufacturers have been focusing heavily on automotive aesthetics over the past decade. Our 4WDs don't just run superbly; they are also stylistically impressive. With this shift in the market, ARB saw the numerous benefits of having a dedicated department of its own to ensure style and smooth integration were at the forefront when it came to updating and producing the latest versions of our much-loved accessories.

To head up the department, we looked no further than our existing ARB team already

chock full of talent. Styling Manager Gavin Colgan-Smith has been an Industrial Designer for over 15 years and an ARB family member for 11 of those. If there is anyone who knows how to make a 4WD look good, it's Gavin. He began concept work on and development of the new Summit Bar back in 2018 with the guiding principle of a refreshed look.

Rob Dumaesq, a talented Industrial Designer, joined the team the following year, bringing a fresh set of eyes to what Gavin had already accomplished thus far. Rob initially looked at updating the housing to carry over the existing fog lamp and a few potential updates to the existing buffer. But after several months of design work, he approached management with a completely different idea: to remove

the buffers altogether and completely rethink the fog light, indicator and grille design.

"The current Summit Bar had a lot of presence in the market but I felt that the individual elements of the current design should be better integrated with each other" Rob explains. **"Picking up styling cues from the automotive industry, I focused on creating a linear and visually singular design element, that flows across the product."**

Rob's initial concept sketch was embraced by the company and the Design Department was given the green light to get cracking.



FAMILY FEEDBACK

While the Design Department had been given the go-ahead on this exciting new-look bar, it was just the first step. And the team wasn't just interested in an aesthetic update; they wanted to improve the Summit Bar in as many ways as they could. Gavin and Rob implemented a research project to interview people involved in each and every stage of a Summit Bar's life.

"Before we kicked off anything in regards to the wholesale redesign of this product, we spoke to everyone we could," explains Gavin. "We spoke to the best and brightest in manufacturing, sales, fitting and our country-wide customer base in urban and rural settings and explored as many questions as we could come up with. How could we make it easier to manufacture? How could we get a more repeatable product through the factory? What were the biggest challenges with fitting the current Summit Bar? What were the greatest hurdles faced?"

The overwhelming consensus from our fitting team was fitment time. Some Summit Bars can take up to two days to fit because of how complex the integrated safety systems are on certain new 4WDs. This issue of fitment time

greatly affected the sales teams who had the unfortunate job of relaying to customers just how long the wait time might be to get a bar on their new pride and joy.

Aiming to reduce fitting time would not only keep our fitting team happy but would have vehicles being returned to customers more efficiently and with reduced fitting costs.

VEHICLE INTEGRATION

There are currently no signs of the 4WD industry's exponential growth tapering off and with the ever-expanding range of vehicles on offer, it can be a challenge to create a single bar that integrates with such an array of different front-end designs. One of the crucial things the design team was able to do with this new Summit Bar was eliminate almost all of the design constraints, from a manufacturing perspective, that previously restricted the Engineering Department from being able to aesthetically adapt it for each individual vehicle.

Using feedback from the research conducted, Rob and Gavin undertook an investigation of the design to find opportunities to implement their findings within the product. "It's not

just about creating a great looking product", explains Gavin, "Good design is about finding the balance of the aesthetic appeal but also better function that what came before." Rob explains further; "Aside from the removal of the buffers from the aesthetic standpoint, from a fitter's perspective these parts of the bull bar can require multiple rotations of the product before it is even fitted to the vehicle. By making all of the ancillary mouldings now able to be fitted once the bull bar is fitted onto the vehicle, the whole fitment exercise is much quicker and easier."

The new design focuses on details such as where the press form that contains the lamp cluster is, and how that cluster integrates with the grille design, which allows for much greater freedom when the engineers are adapting it to a new car front-end. **"Being able to alter the angle of the top face of the wing to the top face of the pan, being able to rotate the front face of the pan and the front face of the wing, these things mean we can now play with the height of the bar so the top pan can increase in height to match different vehicles closely,"** Gavin explains. This innovative concept ensures that each vehicle-specific iteration of the new Summit Bar will be redesigned with ultimate integration and aesthetic cohesion.

CLEVER CLUSTER

One of the first things you notice with the new Summit Bar design is the light cluster. Rob explains, "The light design was ground-up development from the team at ARB and the company invested half a million dollars into this particular aspect of the project. Integrating the DRL and fog light housing into one cluster has really changed the look of the product and brought it up to par with the modern styling of vehicles that we are fitting it to."

The patent-pending light cluster features an LED sequential indicator, LED clearance/daytime running light (DRL) and an LED fog lamp. Two versions have been produced, one which is ADR and UNECE compliant and another for the US market which is SAE compliant. The light cluster is made with a durable polycarbonate lens and ABS body, is fully sealed and features a six-pin connector in the back, resulting in easier and speedier fitment and better reliability for the end user.

GRILLE REDESIGN

New vehicles come packed with modern technology including sensors, cameras and radars, and these often need to be adapted into a bull bar without any interference with their functionality. The new Summit Bar features a modular three-piece grille with an interchangeable centre section that can accommodate radars, off road visibility and safety cameras. Each grille element has predetermined fitting points for these different accessories, making fitment even simpler.

The three-piece grille keys into the lamp cluster, which not only reduces assembly hardware, it also completely conceals the trimmed edges. The engineered polymer material has been extensively researched and was specifically selected for its ultimate impact strength. Both the light cluster and the grille are recessed into the bull bar, meaning that in the event of a collision or animal strike, it is the steel of the bull bar itself that is taking the impact, reducing the likelihood of damage to these components.



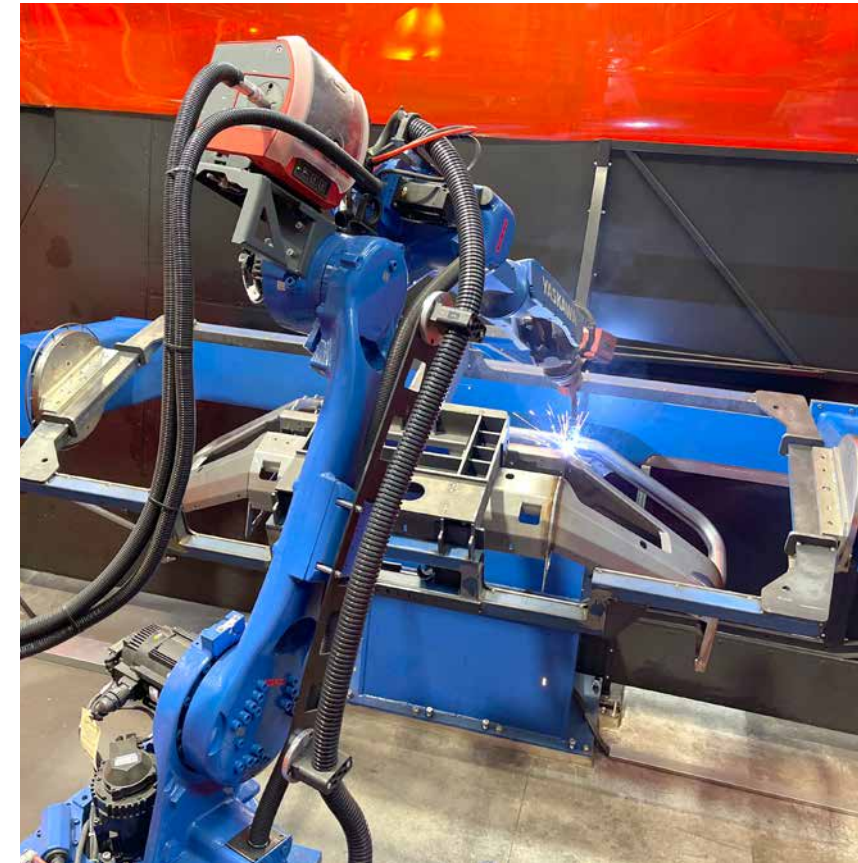
AIR FLOW

Specific to ARB's new Summit Bar for the Toyota LandCruiser 300 Series, is the engineered ducting at both the top and bottom for the vehicles radiators.

Press-formed apertures in the underwing panels helped ensure we kept the structural integrity and continuity of

the front of the bar, avoiding vulnerable front facing grilles and vents which could be susceptible to foreign objects and debris.

A considerable amount of work has gone into testing and validation of our ducting to ensure we could match the original air flow performance in a variety of conditions.



WINCH ACCESS

The clever design of the grille in the new Summit Bar means access to the winch is actually a whole lot easier than before. In order to access the clutch lever of the winch, the grille has been designed for easy removal of horizontal components within either outer section of the grille. This is performed at fitment stage and removed from the rear of the grille, ensuring no sharp edges remain that may snag on skin or clothing when trying to access the winch. This simplified design reduces the number of moving parts and gives the front of the bar a sleek, seamless finish.

ROBOT FINISHES

Rob's initial concept without the buffers looked fantastic but the buffers he proposed removing were there for a specific reason. Welding multiple intersecting points can get messy and the buffers offered a clean finish to the front of the bar. The challenge to produce a weld worthy of eliminating the need for buffers fell to Australian Manufacturing Manager Derek Forbes, along with the team in Production Engineering.

Over the last two-and-a-half years, ARB has invested over a million dollars into this aspect of the project. "We wanted to create the best A-class surface pulse weld on the market," explains Derek. "This new bar has given us the opportunity to take a leap forward in our approach to welding and utilising available technology to provide the greatest accuracy and repeatability." This technology comes in the form of a state-of-the-art robot welder that performs over 90% of the welds on the bar.

The team in Production Engineering and Manufacturing conducted extensive testing to determine optimal joint designs for the robotic welding, heat profile analysis to minimise distortion during welding and offline simulations and reach testing for welding jig design and product development. They also introduced laser seam-finding technology to improve the quality and repeatability of all the welds on every bar. The results speak for themselves: clean straight welds, zero spatter and a smaller heat-affected zone for the strongest bar ARB has ever produced.

SUMMIT FEATURES

As this bull bar was an evolution of the current Summit Bar and not a complete reinvention, many of the tried and tested features of the original platform were retained. Those features include:

- Durable steel construction for maximum protection
- ARB's renowned multi-fold upswept and tapered wing design for optimum strength and approach angle
- Superbly engineered, airbag-compatible mounting system secured to the chassis via high-tensile bolts and hardware
- 60.3-millimetre outer tubing and centre cross bar
- Formed cover straps
- Pressed top pan and winch cover panel
- Combination style bar to suit both winch and non-winch applications
- Twin off road jacking points
- Can accommodate Warn, Magnum, Bushranger and Smittybilt low-mount model electric winches up to 10,000 pounds
- Provision to accommodate ARB Intensity LEDs and a range of IPF driving lights
- Two aerial brackets located on the top of the centre frame
- Durable matte black powder-coat finish (colour-coding is available as an option for a fully integrated look)

The new-look ARB Summit Bar is available for the Toyota LandCruiser 300 Series and development for a number of 2022 onwards vehicles is underway.

SOLIS 21



In 2020, ARB released the Intensity Solis driving lights to an overwhelming response. These powerful additions to the ARB driving light range are not only great performers, but also great value, making them an instant hit with off road enthusiasts. Joining the ARB Solis family is its smaller brother: the Intensity Solis 21.



Small but Mighty

As the name suggests, this driving light offers 21 LEDs. Made up of 15 four-watt and six five-watt LEDs, this combination delivers amazing distance down the road (especially for its size) with a beam pattern that is perfected for a wide range of driving conditions.

Whilst most in the driving light business are focused on comparing the length of their beam to the competition, the truth is it's less about size and more about how you use it. The ARB Intensity Solis has had its optics designed fully in house by our dedicated engineers. Many months were spent designing and refining an optic that captures the most amount of light, removes flat spots on the optic face and controls the beam into the right area to reduce stray light and maximise the potential of each LED.

But while we've got the tape measure out, we will let you know that a single ARB Intensity Solis Spot 21 provides a hefty 835 metres at one lux while the ARB Intensity Solis Flood 21 provides 620 metres at one lux (distance at one lux is the most widely used method of measuring a driving light's performance). In dual spot configurations, the distance down the road is an extremely competitive 1,181 metres at one lux and in a spot/flood configuration, it's 1,020 metres at one lux.

Don't know what that means? Trust us, it's impressive. We've also made updates to the light colour, making it warmer to reduce eye strain over long periods and improve driver comfort while assisting in reducing fatigue.



Part of the Family

Apart from the differences mentioned above, the ARB Intensity Solis 21 boasts all the same features of its bigger brother. The ARB Intensity Solis range incorporates in-house engineered and designed optics, partnered with OSRAM LED technology to push the limits of driving light technology once again.

Offered in a dedicated spot or flood optic with included optional coloured (red or black) bezel inserts, the ARB Intensity Solis range can be customised to suit your vehicle. Created with a high-pressure die-cast bracket for a rock solid mounting platform with included security hardware. The mount brings the light lower on its fastening position for added strength as well as limited light bounce, no matter the terrain you experience.



Dim Down

The ARB Intensity Solis range includes a unique digital dimmer control. Using modern styling lines, the controller has been designed to fit seamlessly in modern dashboards. Preset brightness settings have been conveniently programmed into the controller and for those who don't want to utilise dimming functions, an optional switch override loom is sold as an optional accessory. ARB LINX owners can fully integrate their ARB Intensity Solis lighting system with an optional LINX controller harness. LINX features include custom presets, infinite dimming control, courtesy light feature and dedicated Solis icons and function.



Smart yet Simple

The ARB Intensity Solis range provides simple installation with a plug-and-play harness, which includes H4 and H3 connectors to connect to most vehicle lighting systems quickly and simply. One four-pin connector on the rear of each ARB Intensity Solis keeps one cable per light to improve cable management on your vehicle.

A premium feature of ARB's entire driving light range has always been the clever thermal management, controlling the temperature created by LEDs. Our engineers have optimised the cooling capabilities of ARB Intensity Solis further via the die-cast aluminium body, which acts as a massive

heat sink, allowing the efficient dissipation of heat from the light housing and keeping the LEDs running at maximum performance.

ARB Intensity Solis 21 LED driving lights are also available with optional amber and solid black covers. The new addition to the ARB driving light family may be smaller but should by no means be underestimated. An impressive, reliable and durable lighting accessory for your next off road adventure.

Part Numbers: SJB21S (spot), SJB21F (flood)



By:
OVERLAND EXPLORERS
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THE LAT-LONG OF IT

REGION:
**ESPERANCE AND
CAPE LE GRAND
NATIONAL PARK**

TRACK GRADE: Easy to moderate (dirt roads, bitumen and beach/dune driving)

POPULAR FOR: Camping, swimming, snorkelling, surfing, fishing, bushwalking and sightseeing

PERMITS NEEDED: Entry fees for Cape Le Grand National Park are \$15 per vehicle or included in your WA National Parks Pass.

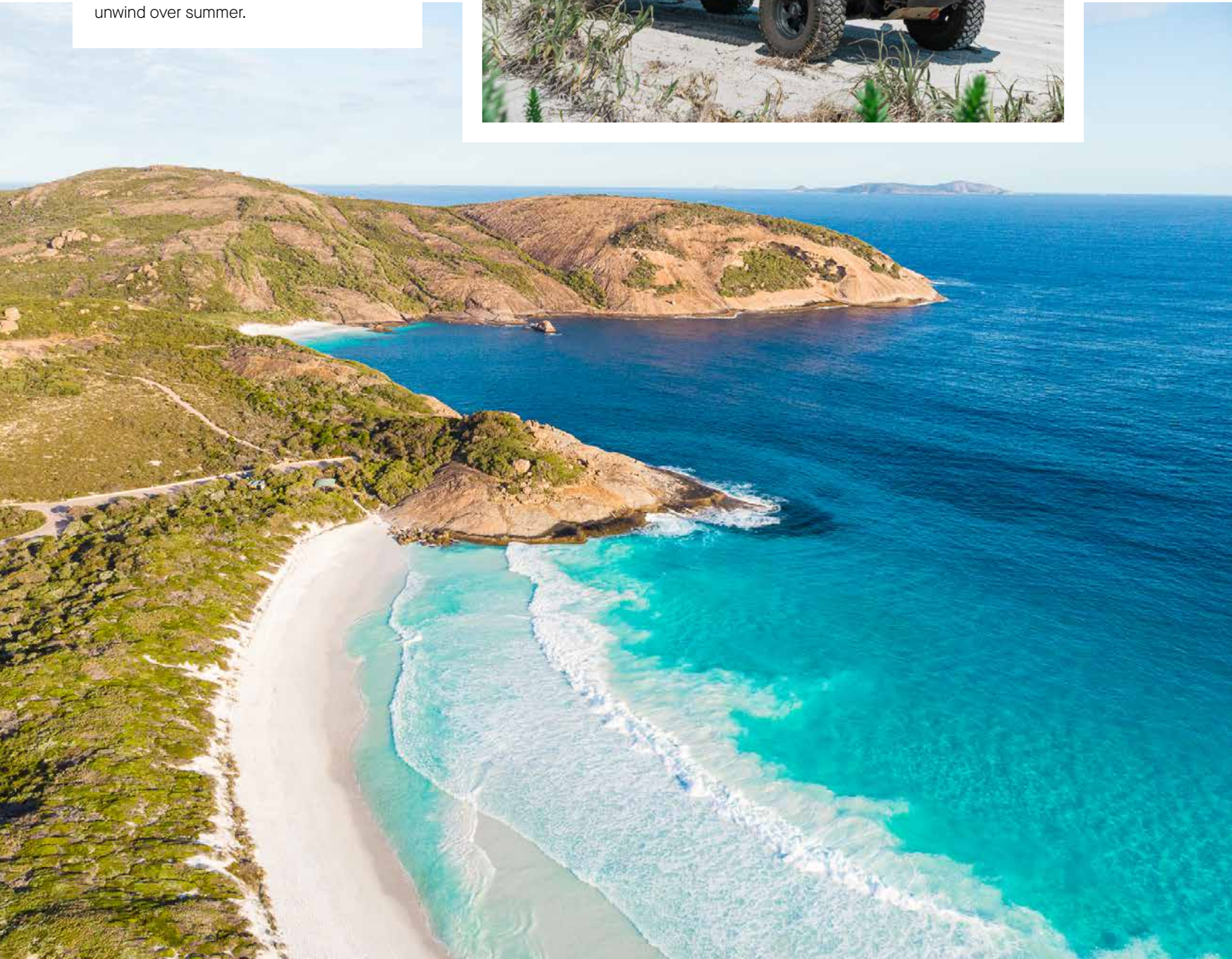
CAMPING FEES: If staying in the national park, \$15 per adult per night and \$3 per child fees apply; however, there is free camping within 30 minutes of Lucky Bay (4x4 only on WikiCamps).



The Lat-Long of It

If you've ever read a previous issue of 4x4 Culture or even if you're just an adventure enthusiast, then you would have likely heard of the coastal town of Esperance. If you haven't (have you been living under a rock?), you're in for a treat.

The sheer natural beauty this coastal paradise boasts means it will undoubtedly find its way onto your Aussie touring bucket list. Without question, the Instagram-worthy beaches in Australia's south-west corner are what truly make this location one to remember. With vibrant blues so bright the ocean almost looks painted on, hugged by smooth rocky outcrops and distant islands forming the horizon, Esperance and its neighbouring national parks offer the perfect place to unwind over summer.



KEY ATTRACTIONS

The park boasts a plethora of stunning coastal views and attractions – here are our favourites:

HELLFIRE BAY

Walk along the beach and don't miss out on the snorkelling.

LUCKY BAY

Perhaps the most renowned drawcard and arguably also our favourite beach in Australia! Big call, we know! Whilst kicking back here for the day, we were blessed to be visited by a couple of the locals: a kangaroo and her beautiful joey, frequently seen at Lucky Bay enjoying that sun. While here, we also jumped in for a swim and tried out the surf. Whilst the wind wasn't in our favour during our time there, we're confident Cape Le Grand could turn on some party waves. And surprisingly enough, there is actually a coffee van known to operate from the beach. Talk about office views...

THISTLE COVE

Grab your surf fishing rods and hook up to the designated anchor points for some cliff-based fishing.

ROSSITER BAY

Drop the rig into four low and explore the less populated Rossiter Bay area by 4WD.

DUNN ROCKS

With an extra day up your sleeve, plan an adventure out to Dunn Rocks. Beautiful beach camping with the freedom to explore the surrounding beach/dune tracks.

CAPE LE GRAND COASTAL TRAIL

Get in your steps with 20 kilometres of Grade 5 trails, connecting bay to bay with glorious coastal views around each corner.

CAPE ARID

Plan a week and head remote for some unparalleled bush camping featuring those classic blue beaches but without the crowds.

GETTING THERE

Cape Le Grand National Park is an easy 45-minute sealed drive from the Esperance township and epitomises coastal adventure. Grab a few days' worth of supplies from the local Esperance grocers or the big name supermarkets and make tracks east for Cape Le Grand, on your way passing the Esperance Stonehenge (the only full-sized replica of the UK's original Stonehenge).

On arrival, the park entry office will look for your WA Parks Pass or offer you a day visitor permit. With some of the park's campsites rated among the best in the country (and for good reason), in the peak summer season – October through to May – booking well in advance is a must.

FRENCHMAN'S PEAK

Offering some diversity aside from beautiful beaches, five minutes from Lucky Bay is Frenchman's Peak. At 262 metres high, this monster mountain of rock can be hiked up and will reward those who braved the three-kilometre walk up the side with 360-degree panoramic views to the horizon. The rocky islands breaking up the ocean become really apparent from this vantage point and resemble something out of Avatar at first glance.

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122.23156



THE TRACKS

Many of these attractions are accessible via sealed roads but to really experience the beauty of the greater Esperance region, a rig that can navigate the dunes and soft, sandy beaches is key. There are plenty of opportunities here to head off the beaten track and get good use out of your vehicle's low range and high four. The beach run from Rossiter Bay to Dunn Rocks is a good example – about 20 kilometres of long, soft, sandy beaches and the occasional stream crossing. Even the access track into Creek Spot ticked all the boxes for a fun, challenging 4x4 beach venture.

IF YOU LIKE THE
WHITE SANDY BEACHES,
CRYSTAL CLEAR
WATER AND FRIENDLY
WILDLIFE WITHOUT
HAVING TO HEAD TOO
REMOTE, ESPERANCE
AND ITS SURROUNDS
WILL NOT DISAPPOINT.

CAMPING

We mentioned Cape Le Grand is arguably home to some of Australia's best camp locations. Whilst you will likely be sharing the campground with other enthusiasts, making it perhaps not for those looking to get away from everyone, the direct beach access and proximity to surrounding attractions is unequalled. If you're staying for a while, the Le Grand Beach campground has just had a facelift with all new facilities, offering almost Big4 style comfort in a national park right on the water.

For those like us who also welcome an off road challenge and aren't afraid to brave the roads less travelled to find a touch of seclusion, we found an epic free camp on WikiCamps called Creek Spot. Here's a pic of us rolling into camp right on sunset.

This free camp is about 30 minutes back towards Esperance and requires a reasonably well-equipped rig to navigate in and around sand dunes. Some parts of the track do get a little narrow; however, as the track nears the beach, the panoramic ocean views are just amazing, quite possibly with the entire beach and camping area (wherever you choose to park up) to yourself, just as we enjoyed it.

A tyre deflator and on-board air compressor are a must – the soft sand caught us out a few times – and being somewhat off the main drag, it pays to be prepared. Also make sure to check the tides before rolling in, as low tide makes it possible to continue west along the beach and exit or enter via a less technical access track.



SinkSlideStoveBenchtopDrawer
SlideStoveBenchtopDrawerSink
StoveBenchtopDrawerSinkSlide
DrawerSinkSlideStoveBenchtop

IN THE WAGON

In December 2020, ARB released its first fully contained slide kitchen to an overwhelmingly positive response. In November 2021, the **ARB Slide Kitchen** was shortlisted as a finalist in the caravancampingsales Innovation Awards' Best New Product/Accessory category.

Whilst it was only ute owners lucky enough initially to be the proud owners of this revolutionary new product, ARB hadn't forgotten about its valued wagon enthusiasts.



DrawerSinkSlideStoveBenchtop
SinkSlideStoveBenchtopDrawer
SlideStoveBenchtopDrawerSink

ARB Slide Kitchen



THE ISSUE OF SPACE

The original ARB Slide Kitchen was only available in our 1,355-millimetre deep dual-cab drawers. The design of the swing-away stove and sink, whilst still maintaining the benchtop and utensils drawer, needed the length that only back-of-ute applications afforded. So ARB engineers put on their thinking caps, went back to the drawing board and designed an entirely new kitchen layout that could be utilised in a shorter drawer.

Accessing the wagon version of ARB's Slide Kitchen is no different to opening any ARB drawer – you simply pull the mechanical latch and roll the 950-millimetre stainless steel bench out. Once fully extended, the bench locks into place and you can operate as a simple benchtop with drawer or keep sliding the stainless steel top out to reveal the hidden three-burner stove safely stowed underneath. The wagon version is provided with a clip-on sink and spice racks that can be added or removed at any time.

CLEVER DESIGN

This latest version incorporates some clever behind-the-scenes design considerations. As the bench and stove do not swing to the side like the ute-version, engineers needed to ensure these elements completely cleared the rear tailgate. They overcame this obstacle by designing the drawer to over-extend past the end of the tailgate. Pretty clever considering the ARB Slide Kitchen still requires no legs to support its own weight when fully opened and in use.

Engineers also wanted to give wagon owners flexibility on which side they use their kitchen, so the hob box can be unbolted and flipped, allowing you access to either side for cooking. The fact that the ARB Slide Kitchen can be set up or packed up in 15 seconds makes this 4WD accessory both practical and clever.

KITCHEN COMPONENT RECAP

The Stove

Designed and manufactured in England by reputable appliance manufacturer Thetford, the three-burner stove is protected by a toughened glass lid within a recessed stainless steel dish for better wind protection and easy clean-up. With automatic flame-out function when the lid is closed, a battery powered lighter and six kilowatts of cooking power, you won't even know you aren't using your stove at home.

The Benchtop

Measuring 930 millimetres long and 505 millimetres wide, the kitchen-grade stainless steel benchtop provides the perfect space for all your meal preparation needs. Once the stove is in use, the sliding separate top measures 605 millimetres long by 505 millimetres wide, which means you have prep and benchtop space conveniently on either side of your cooking area.

The Drawer

Made from powder-coated aluminium, the utensils drawer is lightweight and rolls out smoothly on its own set of bearing rollers. Internally, the drawer measures 290 millimetres by 540 millimetres by 110 millimetres and has ample room to fit the sink, hose, cutlery holder or your favourite cooking utensils and kitchen essentials.

The Sink

What kitchen is complete without the sink? The lightweight, collapsible silicon sink can hold seven litres of water, has a 10-kilogram load limit and can handle water up to 90°C.

SlideStoveBenchtopDrawerSink



FEATURES

The ARB Slide Kitchen is manufactured and assembled in house to ARB's strict quality control standards.

Specs:

- Suitable to fit any RD, RFH, RF and RDRF 1045 drawers
- Fits with current vehicle-specific side floor kits
- Red highlighted user interaction points
- 304 stainless steel kitchen-grade benchtop
- Thetford Argent three-burner MK3 stove, made in England and AGA approved
- Two 1.75-kilowatt rapid burners suitable for 11-centimetre pans/pots
- One 2.5-kilowatt rapid burner suitable for 22-centimetre pans/pots

- Quick-connect, AGA approved and sourced, 1.2-metre POL hose with approved regulator
- Flame-out technology and lid close gas shut-off
- Sink platform preloaded to handle 10 kilograms of weight
- Main stainless steel surface can hold maximum weight of 25 kilograms evenly spread across top closed and 10 kilograms open
- Suitable for standard Australian BBQ gas and ULPG

MEASUREMENTS

- Bench (closed over stove): 930mm (L) x 505mm (W)
- Separate Sliding Benchtop: 605mm (L) x 505mm (W)
- Internal Drawer: 290mm (D) x 450mm (W) x 110mm (H)
- Sink Max Limit: 10kg
- Stove Max Limit: 20kg
- Closed Bench Max Limit: 25kg
- Open Bench Max Limit: 10kg
- Overall Installed Weight: 72kg

Part Number: RDK1045



SlideStoveBenchtopDrawerSink

ZERO

COVER



Keep your ARB ZERO Fridge Freezer looking new and performing to its maximum potential with the ARB ZERO Transit Bag. **Designed to protect your fridge from dents and scratches whilst improving cooling efficiency with an added layer of insulation**, this is every ZERO Fridge Freezer owner's must-have accessory.

These transit bags not only look great, they are packed full of features and are an absolute breeze to fit. Fetching another "coldie" from the fridge is made easy thanks to the lid

cover magnetic inserts that automatically engage and disengage, allowing one-handed fridge lid operation with no annoying zips or Velcro to contend with. On side-opening fridge models, once the lid cover is fitted, lid orientation can easily be changed without taking the cover off.

The display panel cut-out allows easy viewing and control, whilst integrated power cord retention slots at the rear protect AC and DC leads from moving drawers and slides. There are dual integrated side pockets that

have been specifically designed to store your ARB Fridge Portable Power Pack and also include provision to run the power cord. Fridge tie-down points remain unobscured to allow quick installation and removal of the fridge and there is even an included bottle opener conveniently located in a dedicated front pocket awaiting your beck and call – everything has been thought of!

Contact your local ARB store or stockist for part numbers and pricing.

LIGHT TOUCH

LIGHT TOUCH



It's not too often tent lighting is the recipient of some quality innovation.

For years we have tolerated climbing into the rooftop tent just to realise the torch is waiting down-ladder. Or leaving all of our devices in the car so we can charge them overnight. In response to this issue, ARB has developed the ARB Tent Light.

Clipping onto ARB tents and most rooftop tents with 25-millimetre tubing, the light can be easily wired to your vehicle's power source to provide continuous lighting. With a bright 300-lumen light output from less than one amp of consumption, and with IP54 splash resistance, ARB's Tent Light will help light up the night, wherever the night is spent. With simple touch operation, there's no need to

battle in the dark looking for a tiny button or a lost torch; simply brush the light for operation. And when the mood requires it, a dimming function is available.

Great for more than just lighting, it also provides power to your tent via an eight-amp continuous draw. With a 12-volt cig style socket and two USB ports (1A and 2.1A), the light allows you to safely charge all your devices right inside your rooftop tent. With ARB's innovative Tent Light, you can easily find your way around in the night and wake up to fully charged devices within arm's reach in the morning.

Part Number: 803301



Room Up Top



COMPACT. HARD SHELL. LIGHTWEIGHT.

Drawing heritage from the beautiful beaches and crystal clear waters of one of Western Australia's most renowned coastal environments, the Esperance Rooftop Tent expands ARB's rooftop tent family. ARB's first ever hard shell tent, the Esperance is a super lightweight, slimline and contemporary-looking hard shell rooftop tent.

With convenience-centric design in mind, the Esperance is quick and effortless both to set up and to pack down. With features such as an internal telescopic ladder, gas strut-assisted opening and only three push-lock ratchet straps, travelling with the Esperance is a breeze.

Esperance Hard Shell Rooftop Tent



GOOD THINGS, SMALL PACKAGES

Weighing just 55 kilograms, the Esperance is our lightest rooftop tent. Boasting a compact design taking up a small footprint on the roof, the Esperance features a slick and lightweight ABS acrylic compound shell, providing an aerodynamic solution to travel accommodation.

The unique shape and finish of the Esperance casing keeps noise levels to a minimum, ensuring happy passengers and greater fuel economy. The 310-millimetre low profile maximises vehicle clearance, keeping your investment safe from low-hanging branches while travelling and allowing access into carparks or other tight spaces when you're back home. A tried and tested material used on ARB canopies, the ABS shell features a padded interior to provide greater insulation when sleeping and reduce condensation on the inside of the tent.

Continuing the compact, clever design, the Esperance features a lightweight telescopic ladder that can be fully collapsed and is stored within the hard shell pod. The ladder also includes a cover to protect the canvas of the tent itself from dirt that may cause abrasion during transport.



CREATURE COMFORTS

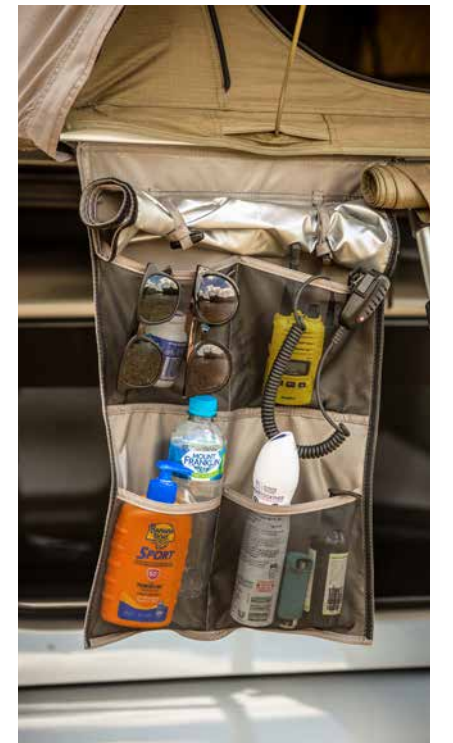
Cosy up in comfort with the well-loved features of an ARB rooftop tent. The Esperance boasts a four-centimetre thick, high-density foam mattress topped with a three-layered quilted polyester peach skin.

The Esperance Rooftop Tent is capable of accommodating not just the mattress, but also compact bedding can be housed in the tent while not in use, freeing up much sought-after space in your vehicle, as well as allowing you to get comfortable in bed at your destination sooner. The tent also features storage pockets on both the left- and right-hand sides, handy for small items such as phones and keys.

The Esperance features an accessories pocket, especially designed for those smaller items that don't usually have a home but you need close at hand like sunscreen, sunglasses and insect repellent. Back by

popular demand, two shoe pockets are also included in the Esperance. With two shoe pockets, you can wear your shoes right to the tent without dragging muddy or sandy footwear into the sleeping space. Plus, you're almost guaranteed to keep your shoes free of pesky critters that might enter overnight. Both accessory additions feature waterproof, silver-coated covers to protect any stored items from the weather.

LED light strips included both within the tent itself as well as at the top of the ladder (under the footprint) provide a means for lighting up the night. No matter what time you arrive to your new campsite, these bright little lights allow for a convenient set-up and functionality within the tent. The LED lighting within the tent is built into the rooftop tent poles, which means no wires hanging for you to snag on, and the switch offers on and off as well as a fully dimmable option. The outside lighting for the Esperance can also be controlled inside the tent for even greater convenience.





ROOM WITH A VIEW

Even with the ultra-compact packed size of the Esperance Rooftop Tent, the fully unfurled tent boasts a spacious interior, with open dimensions of 200 centimetres by 152 centimetres by 120 centimetres, which comfortably accommodates two adults. With a maximum internal clearance of 113 centimetres, the Esperance allows you to comfortably sit up and take in the elevated views of your surrounds through two large side windows and the ARB signature stargazing window.

Offering more than just fantastic viewing potential, the expansive windows facilitate air flow in the warm months, allowing you to get a good night's rest at the end of a long day of adventuring. The sides of the windows have gussets fitted that can be zipped up in unfavourable conditions, maintaining ventilation without letting in the weather and also reducing condensation within the tent.

Unlike a ground tent, you can camp with your vehicle, even in smaller campsites, without compromising space and comfort. With the majority of the footprint contained on the roof of your car, there's minimal space required beyond just that of your vehicle.



A COMPANION FOR LIFE

In addition to offering a convenient and user-friendly experience, one of the greatest strengths of a hard shell tent is its enduring quality. Crafted from ABS acrylic compound, the casing of the Esperance Rooftop Tent allows water to simply glide off and keeps the strong rays of the sun at bay, ensuring your investment is safe from the elements year round.

For times when you underestimate the clearance of branches, the tough hard shell will keep the Esperance Rooftop Tent safe and prevent any rips to the casing or interior. In the event of a muddy expedition, the hard shell can also be rinsed off totally fuss-free.

When in use, both you and your tent are protected from the elements via two durable layers. Composed of PU3000mm Oxford, with PU+ silver plating and UV50+ protection,

the rain cover provides maximum strength against the harsh Australian elements, to keep everyone cosy and dry. For the main tent, PU2000mm PU+ silver-plated UV50+ poly-cotton canvas ensures longevity and protection.

The complete composition of the Esperance Rooftop Tent makes it a trusty camping companion for years to come.

Part Number: 802200



SUMMIT RSTB MKII

Summit RSTB MKII

As we learnt in this edition, ARB's designers and engineers have been busy for quite a few years, redesigning the Summit bull bar (see page 20 – Evolution by Design). Never one to neglect the rear, ARB is pleased to release the latest update of the Summit rear step tow bar (RSTB), the MKII. First applications of this bar are available for the MY21 Isuzu D-MAX. Featuring an optional lower tub protection tube kit, the Summit MKII RSTB offers the ultimate protection and practicality without compromising style.



Features

The MKII RSTB is engineered to integrate with OE features like rear parking sensors, RCTA (Rear Cross Traffic Alert) systems and licence plate lights. Durable steel construction, an anodised aluminium top tread plate and a 3.5-tonne class-4 tow hitch give practicality without compromising on aesthetics.

- Vehicle-specific design suitable for the MY21 Isuzu dual cab with tub
- RSTB structure manufactured from:
 - o Three-millimetre laser-cut and folded sheet metal
 - o 350 grade cross member (100mmx50mmx6mm)
 - o Six-millimetre 350 grade chassis plates

- Retains OE licence plate lights
- Compatible with OE trailer wiring or ARB trailer wiring, plug'n'play loom supplied with seven-pin flat
- Provision for 50-amp Anderson plug, ARB Trailer Camera Kit and ARB Air Compressor outlet
- Twin ARB Jack or Hi-Lift Jack points located in the RSTB
- Metaprep™ primer applied for additional corrosion resistance
- Finished in matte black powder coat with the option to colour-code to vehicle colour

Part Number: 5648010

Optional Lower Protection Tube Kit

For added protection to the lower edges of the vehicle tub, a lower protection tube kit with recovery points has been developed. Featuring a chassis plate made from six-millimetre laser-cut sheet steel with a four-millimetre laser-cut and folded support bracket, this optional extra ensures ultimate protection for your Isuzu D-MAX.

Part Number: 5748010

HIGH BAR SET HIGH



Players in the single-cab and dual-cab ute market have definitely increased in recent years, and it seems the Toyota HiLux still finds favour with plenty of Aussie buyers. ARB has worked hard to develop a plethora of accessories for this recently updated 4WD.



SUMMIT SAHARA BAR

With the arrival of the HiLux facelift came a series of new front-end changes, meaning the engineers at ARB have been working hard on developing a Summit Sahara Bar that will suit and enhance the latest HiLux SR/SR5 wide body. The new bar development required a host of elements to be updated including new wings, new upper and lower pans, new cover straps and uprights, new outer frames and new under panels. The updated bar encompasses the very latest of ARB features and styling to complement the new HiLux.

HiLux owners can choose how they style their Summit Sahara Bar, either with just the bumper section or, alternatively, with a polished alloy Sahara Tube or ARB's recently released Integrit™ Black Alloy Sahara Tube with 20-inch LED light bar fitted. (see page 62 for more details)

The Summit Sahara Bar engineered for the latest HiLux also accounts for a range of safety and accessory features. Laser-cut provision in the lower pan and each wing of the Summit Sahara Bar for the original equipment front parking sensors means original sensors can be used and their performance closely resembles the performance in OE condition. Driving light mounts, antenna mounts, two off road jacking points, as well as winch accommodation and ARB Recovery Point compatibility make the Summit Sahara Bar an ideal companion for off roading in the HiLux.

SPARTANBAR

For HiLux owners seeking another protection option for their vehicle, SmartBar has released the HiLux SpartanBar, confirmed for fitment with the 2020+ facelift HiLux Workmate, SR and SR5 models.

The SpartanBar has been carefully engineered to be the lightest vehicle frontal protection available, giving HiLux drivers peace of mind. The SpartanBar also incorporates all the HiLux safety systems, meaning drivers don't need to forgo any of those additional driver aids such as Lane Departure Assist and Lane Tracing, Pre-Collision System, Road Sign Assist and Dynamic Radar Cruise Control (Adaptive Cruise), and front parking sensors. A range of lighting options are also available, including high-quality Hella Daytime Running Lights, SmartBar All in 1 Lights or replacement fog lights.

Additionally, the SpartanBar can be paired with all the off roading essentials, featuring driving light mounts, an included antenna mount (and more mounts available for purchase), winch compatibility, and compatibility with ARB Recovery Points and Under Vehicle Protection.

BAR

BAR

Toyota HiLux



REAR PROTECTION

Although the inclusion of rear parking sensors on the 2020 Toyota HiLux presented a challenge for the adaptation of ARB's Summit Rear Step Tow Bars, ARB's engineering team has successfully designed a solution for HiLux owners. Using precision laser-cutting technology, both the Summit Rear Step Tow Bar and the Summit Raw Rear Step Tow Bar accommodate the original equipment Toyota sensors, which have been extensively tested with the bar to ensure the highest possible level of functionality that most closely resembles original performance.

As with every Summit Rear Step Tow Bar, the HiLux-compatible version has been designed to offer a large range of features and improvements on the OE bar. For HiLux owners, the Summit Raw Rear Step Tow Bar provides two off road jacking points and the Summit Rear Step Tow Bar includes four off road jacking points, while both models offer recessed mounting provision for trailer wiring plugs, reverse cameras, Anderson plugs and ARB air compressor outlets.

A powder-coat matte black finish of the beaver panels ties the Summit Rear Step Tow Bars in with the Summit Bar and Summit Side Steps, offering a seamless finish for your accessorised HiLux.

CANOPIES

ARB has now got you covered with its revised range of ARB Classic and Classic Plus canopies joining the HiLux canopy line-up. While the Rugged and Rogue HiLux models feature an elaborate tailgate handle moulding not previously compatible with ARB Classic canopies, the engineering team has managed to overcome this issue with the redesign of the rear canopy door to achieve an ideal result.

As with every ARB canopy, the HiLux canopy range includes a number of features to ensure optimal safety, functionality and ease of use for any application.

SPORTLID V

With ARB's SportLid V, you don't have to compromise on the sporty aesthetic of your vehicle for the sake of practicality.

Utilising an extremely durable combination of aluminium and ABS plastic, the SportLid is built ultra tough to keep up with the demands of your ute. The ABS outer component is thermoformed using precision mould tooling, offering an integrated and vehicle-specific style. This outer shell is affixed to an aluminium chassis, which provides a high-strength, robust platform to carry a range of accessories for a variety of load carrying uses. Every ARB SportLid is completed with

a smooth finish and includes colour-coded painting to suit the colour and styling of your vehicle.

Whether you're keen to bring more gear on your weekend away or to get your tools to work, the SportLid helps to maximise space and efficiency in your tub. Complete with accessory channels, the SportLid is capable of accommodating a range of storage systems – including Thule and Rhino cross bars, the ARB BASE Rack and other popular accessories – and has a dynamic payload of 75 kilograms.

The SportLid V system also offers HiLux owners safety for the contents of their tub. With a lockable manual handle, and option to upgrade to a central locking system, the SportLid provides ideal protection to all property stored within the tub.

Not just protected from theft, the SportLid also keeps gear protected from the elements. There's nothing worse than having to dredge water-logged camping gear from the tub of your ute. The SportLid V offers full perimeter sealing and unique folding front seal, designed to direct water away from the cargo area when the SportLid is opened.

Featuring a specialised hinge, the SportLid V can open and function normally, even when loaded with accessories mounted on top. If you're looking to enhance the useability of your SportLid even further, the option to upgrade is available. With the upgrade gas strut kit, the SportLid is able to maintain an opening and holding force of up to 25 kilograms.

For those who are still interested in carrying bulky items such as fridges, removing the SportLid V is a simple task. With some basic tools from the shed and the assistance of an obliging friend or family member, the SportLid can be removed in less than five minutes – freeing up the tub to carry those extra tall or bulky items, when required.

Surprisingly, to install this versatile system, there's no need to even drill into the tub of your HiLux! With a no-drill clamp system, the SportLid V can be mounted to the vehicle safely and easily.



Toyota HiLux



BASE RACK

With Toyota HiLux 2020 on variants now being equipped with a shark fin antenna, ARB's BASE Rack engineers have redeveloped the mount kit to ensure adequate clearance between the rack and antenna.

When developing the vehicle-specific BASE Rack for the Toyota HiLux, the engineers focused on ease of fitment/removal as well as keeping the BASE Rack as close as practical to the vehicle roof. The BASE Rack offers HiLux owners unmatched simplicity, flexibility and personalisation of their roof rack set-up.

Also incorporating a revolutionary dovetail mounting system, the BASE Rack makes attaching and removing loads and accessories easier, faster and more secure.

AIR COMPRESSOR

As much as air compressors are a valuable feature in every off road vehicle, they are becoming increasingly difficult to include within the vehicle. Engine bays are getting tighter and don't have the capacity for added accessories. Finding the best way to integrate such an essential accessory without impacting the interior space or the daily useability of the vehicle has been an important task.

In answer to this problem, ARB has developed a solution suited specifically to Toyota HiLux models from 2015 onwards. The single air compressor bracket kit provides a specifically designed and locally fabricated product that houses the ARB single compressor behind

the back seat, meaning every HiLux owner can seamlessly include this essential off roading item without encroaching on the vehicle's cabin.

OME

Applications of Old Man Emu have continued to expand, with a range of suspension configurations available for the latest HiLux.

Joining existing HiLux GVM upgrade options, Old Man Emu has also successfully obtained a Department of Transport and Regional Services approval to increase the GVM on new and unregistered Toyota HiLux Rogue and Rugged X models, facilitating an increased weight of 3,465 kilograms.

Let There Be Light

ARB's Summit Sahara Bull Bar has gotten even tougher with the addition of a 20-inch light bar that is integrated into the centre tube.

Rather than mounting the light bar above the tube, ARB engineers have designed the Summit Sahara Bar with a built-in dock allowing the high-quality light bar to fit neatly into the tube of the bull bar, greatly improving visibility and durability.

With a whiter and brighter output, the incorporated light bar allows drivers to see more and will withstand any environmental or driving situation. The tube's aluminium body and high-pressure die-cast aluminium end caps assist in heat dissipation, which further improves the longevity of the LEDs, and a light tint added to the polycarbonate lens ensures a non-obtrusive look.

The tube is manufactured from extruded aluminium for superior strength and the light bar's turned reflectors create a defined beam that's specifically designed as a spot/flood combination to complement your vehicle's headlight spread, providing up to 445 metres of light at one lux and up to 44 metres of spread.

The design seamlessly blends the OSRAM light bar into the tubing of the Summit Sahara Bar and is finished in a stealthy Integrit™ textured black powder coat, resulting in a tough and tidy look. The Summit Sahara tube with the light bar features 10 integrated 20-inch OSRAM LED lights that aid in illuminating the road ahead in a variety of driving condition. Overall, the integrated design and superior materials mean these lights are designed to last.

A CLASSIC BAR REDESIGNED

The classic design of the Summit Sahara Bull Bar makes it ideal for the integrated light bar design, as its one central tube is suited perfectly to the 20-inch light bar. The Sahara Bar has become a popular addition to ARB's bull bar range and its unique design and integration of the light bar offers a different look without sacrificing practicality.

The Summit Sahara Bull Bar shares many of the strength-related features of a Summit Bull Bar, including ARB's five-fold upswept and tapered wing profile, recessed winch control mount, 30-millimetre wing and pan radius, press-form top pan and winch cover, and driving light mount access.

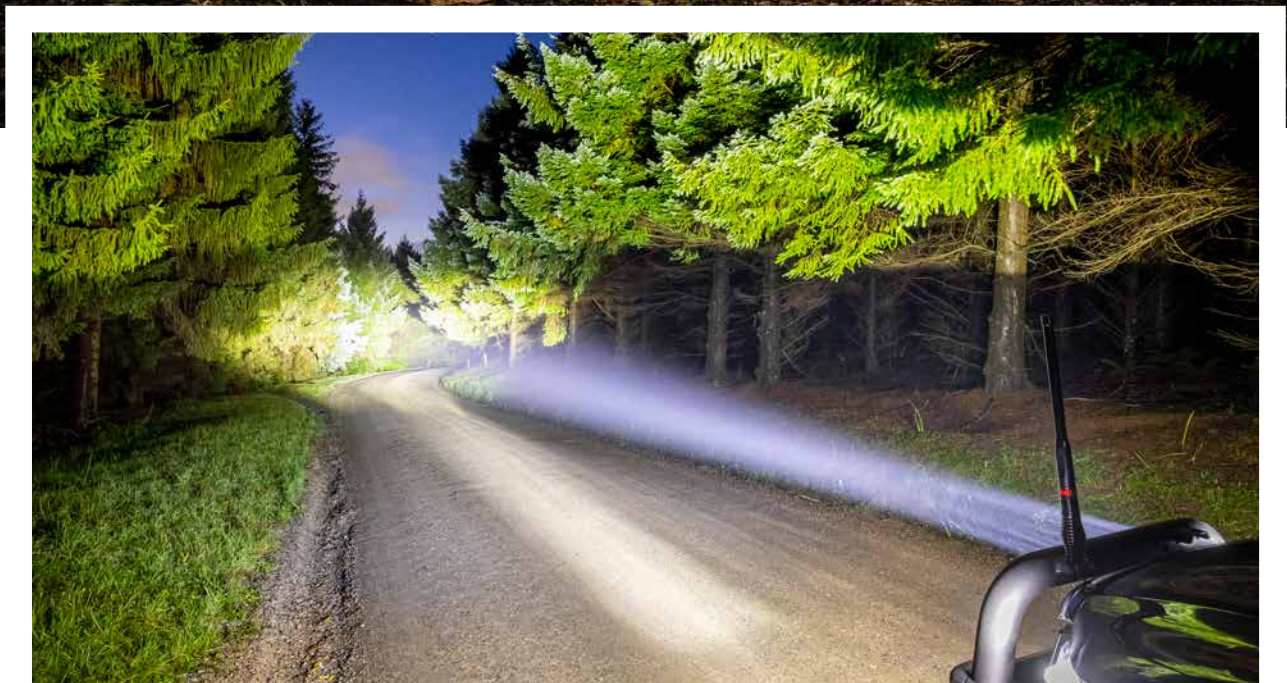
All the standard and much sought-after features of the Summit Sahara Bull Bar remain in this model, including LED indicators and clearance lights, off road jack points and two aerial mounts. The pan of the bar also offers the provision to accommodate ARB Intensity LEDs, Bushranger and IPF lights, and now the tube also allows for an integrated light bar.

Contact your local ARB store or stockist for vehicle application, part numbers and pricing.



Key Features

- Unique reflector design to provide good distance and width for highway driving
- Virtually indestructible hardened polycarbonate lens
- Extruded aluminium body finished in black powder coat
- Comes pre-assembled in Sahara tube kit (vertical adjustment provided through rear of Sahara tube)
- Sahara tube features additional openings to allow airflow over and around the LED light bar
- Over and under voltage protection
- Reverse polarity protection
- Breather with pressure-tested seal
- Vibration and UV tested
- Thermal management
- Dust and waterproof to IP68
- Protected against radio frequency (RFI) and electromagnetic (EMC) interference
- Sahara tube finished in Integrit™ textured black powder coat
- Kit includes LED light bar, Sahara tube kit and top buffer section



Custom BASE



BASE Rack



ARB's BASE Rack is worlds apart from other racks when it comes to ease of use, engineering excellence and innovation. Since its release in 2020, customers have embraced its ingenuity and ability to be personalised. And with a host of new accessories and applications, it is bound to get tongues wagging once again.

Combining a fully welded construction with a unique vertical cross beam design, the BASE Rack boasts a strength that removes the need for additional sub-frame supports; the result is a super low roof rack offering improved clearance and sleek vehicle integration.

Busy, modern-day lifestyles mean that it is more important than ever to spend as much time as possible doing the things you love. Whether that be camping, 4WDing or exploring local and interstate destinations, time is

valuable. The ARB BASE Rack was created around these values. It was designed to ensure you spend more time exploring and getting out there. Swapping accessories and gear on your rack has never been easier or quicker with the ARB BASE Rack.

The ARB BASE Rack is packed full of features and is completely customisable. The process is simple and your friendly ARB sales staff will be happy to help along the way.

Choose your rack: The BASE Rack comes in a variety of different lengths and widths to suit a variety of 4WDs in both wagon and dual-cab varieties.

Add some rails of your choice: There are four options for the guard rails, which themselves are interchangeable. You're provided with a choice of full rails, 1/4 rails, 1/2 rails and trade rails.

Pick your accessories: What are you wanting to carry? ARB's range of accessories includes everything from awning brackets to light bars and jack mounts. All easy to attach and remove from the BASE Rack.



BASE Rack Applications

ARB engineers have been working tirelessly to develop racks to suit popular 4WD vehicles and with vehicle-specific mounting kits, you can rest assured each system is made to last while being secure and robust.

To add to the host of applications to suit both wagon and dual-cab, canopy and cab rack options, the following mounting kits are also now available:

- Cab rack mount kit for PXIII Wildtrak and Next-Gen MY22 Ford Rangers
- Dual-cab mount kit for 200 Series
- Cab rack mount kit for FJ Cruiser (1255 and 2125 variations)
- Blade rack mount kit for 300 Series

For a full list of previously released BASE Rack vehicle-specific applications, check out *Issue 60 of 4x4 Culture – "All Bases Covered"*.

BASE Rack Accessories

Accessory fitment is one of the things that makes the BASE Rack so unique. Each accessory has been meticulously created by ARB engineers with both innovative design and ease of use in mind. From awning brackets to gas bottle and jerry can holders,

there is something to mount everything quickly and safely. Adding, removing and repositioning accessories and roof loads is quick and simple with the BASE Rack's dovetail system, making it easier to install and remove individual items without disturbing any other cargo or lashing points.

Adding to the already long list of options, the following accessories are now also available:



Wiring Kits

ARB engineers have developed a wiring system for fitting accessories that can be neatly installed from inside the vehicle or through the vehicle or canopy roof. Two kits have been developed. The first kit has six wires (three circuits) already pre-installed to ensure sealed wiring. The second kit has provisions for six wires, allowing different wiring solutions depending on your individual requirements.

Auxiliary Light

Bright and compact, the BASE Rack Auxiliary Light includes a unique bracket that can be installed on any part of the dovetail system on the roof rack. Perfect for lighting up work and campsites, this light packs a punch with two 10-watt OSRAM LEDs, providing strong lighting that spreads over a large area. Being compact at 72.4 millimetres wide and 56.2 millimetres high (2.8 inches by 2.21 inches), it allows for mounting in so many close-fitting areas and also inboard from the edge of the BASE Rack to minimise damage on tight tracks and city parking.



Heavy-Duty Awning Bracket

Suits awnings up to 30 kilograms and with quick-release slots, this awning bracket is easy to both install and remove. It attaches to the outer perimeter dovetail and cross beam of the BASE Rack and has high and low mount position options.

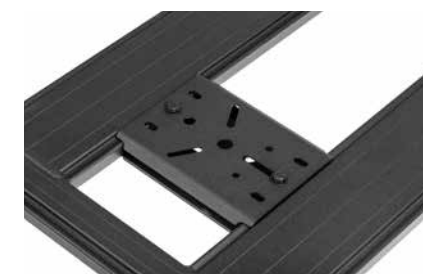


Bridge Plate (Narrow & Wide)

Bridge plates are available in two options depending on the use intended and can be mounted between the cross beams of the BASE Rack. The narrow bridge plates are perfect for mounting rooftop tents. The wide option is great for mounting aerials, sand flags, some beacons, RotopaX™ and round driving lights.

Horizontal & Vertical Mounts (Wide & Narrow)

Use these to mount either vertically or horizontally on your BASE Rack. The narrow mounts can mount items up to three kilograms (per bracket) and the wide up to six kilograms (per bracket). Perfect to attach items such as solar panels, aerials and work lights.



Light Bar Mount

Light bar fitment on 4WDs is more important than ever and different vehicles and set-ups require different fitment placement. Suitable for single-bolt, end-mount light bars and work lights, these versatile light bar mounts have three different options:

Dovetail mount: Can attach to the dovetail anywhere on the BASE Rack and can hold items up to three kilograms (per pair).

Underneath mount: Can attach to the bottom of the BASE Rack cross beams and can hold items up to 3.5 kilograms (per pair).

Mount with front BASE Rack guard rail: This option is required when mounting the ARB BASE Rack Light Bar.



Alloy Block Set

This nut and bolt kit comes in a set of four and can attach to the dovetail on any location on the rack, giving this set the ability to securely fasten cargo to your ARB BASE Rack in different positions with ease.



For more information on the ARB BASE Rack including the complete range of accessories, rail and rack options, head to www.arb.com.au/baserack.

Contact your local ARB store or stockist to find out exactly which BASE Rack is available for your vehicle as well as more information on part numbers, pricing and availability.



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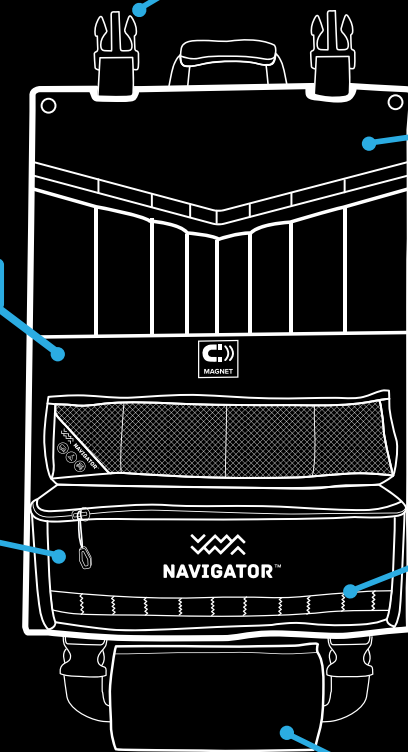
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KIT OUT



When the safety of you, your family and your vehicle is at stake, having the best and most trusted recovery gear is paramount. Keeping ARB's updated Essentials Recovery Kit handy guarantees you safety and reliability, giving you peace of mind during those stressful situations.

ARB's Essentials Recovery Kit features all the key components for a smooth and stress-free vehicle recovery. Included in the kit is ARB's acclaimed 8,000-kilogram vehicle recovery strap. Rated for vehicles with a GVM ranging from 2,650 kilograms up to 4,000 kilograms, the snatch strap is suited to virtually every 4WD, light commercial vehicle and 4WD wagon vehicle, and features a genuine 20% stretch, making it a great option for most off roaders. In addition, two type "S" galvanised 4.75-tonne shackles, an ARB Snatch Block Ultra Light, a three-metre ARB Recovery Tree Protector and one set of cow grain leather palm with cow split leather back gloves are included.

To keep things tidy and ready for use at the drop of the hat, the updated ARB Essentials Recovery Kit includes a rugged storage pack. Featuring a heavy-duty PVC outer shell, the kit is easy to clean and repels damp infiltration to ensure your recovery equipment stays in top condition, ready for every adventure. Following on from the previous version, the kit maintains its slim design to allow for easy storage and to maximise available space for other cargo. The kit also provides space to expand and features a pocket for a recovery damper if desired.

Whether you're towing your vehicle out of an unexpectedly boggy track or rescuing novices on Fraser Island, the Essentials Recovery Kit offers reliability and all the recovery must-haves in one compact package.

Part Number: RK11A



ARB DRAG CHAIN & BAG

Drag chains are a necessity for anyone planning on tackling serious outback and bush terrain. ARB's 5m Drag Chain comes neatly stored away in a durable PVC recovery bag, ready for off road action. Electro-plated for rust prevention and featuring a 3.8 tonne working load and 7.5 tonne minimum breaking limit, this trusty piece of recovery kit belongs in any serious 4WDers rig.

Part Number: ARB202A



TRED GT WHEEL CHOCKS

Who knew you could make a wheel chock sexy? The team at TRED has excelled once again using all Australian-made manufacturing and providing an exclusive colour to ARB.

The TRED GT Wheel Chock has been designed to safely and securely prevent your vehicle, caravan or trailer from moving. Manufactured in Brisbane, Australia, with UV-resistant high-quality automotive grade polypropylene, it incorporates a grip profile to ensure maximum traction with the tyre and also a grip profile on the base to help keep the chock secure on the terrain.

The TRED GT Wheel Chock also features the unique TRED-LINK system to connect two together for easy storage, a rope fixing point for easy retrieval (rope not included) and securing points to mount the chock onto a variety of surfaces.

Part Number: TGTWCRD

TRED GT LEVELLING PACK

Caravan levelling just moved up in the world!

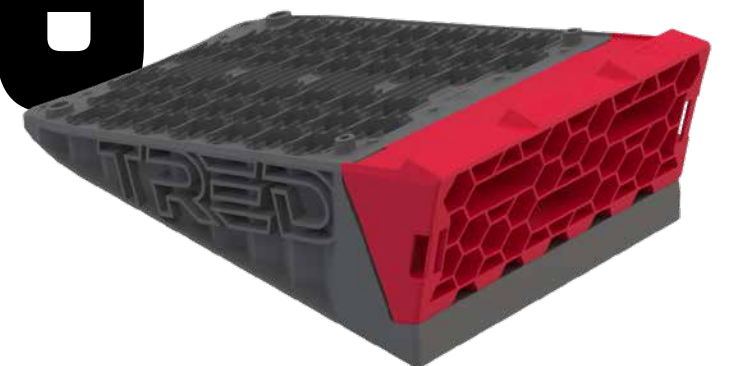
The new TRED GT Levelling Pack has been designed to safely and easily level your caravan, motorhome or trailer.

The levelling pack features a dual axle ready design. This patented design allows these ramps to fit between most tandem axle caravan wheels. The finite single gradient allows adjustment to perfectly position the vehicle, trailer or caravan on the ramp and set the chock.

That's not all. TRED has also included anti-sink plates that integrate into the base of the ramp for storage. The levelling lift can be increased in 15-millimetre increments using additional anti-sink plates fixed to the base of the levelling ramp. The anti-sink plates are also perfectly suited for most popular stabilisers' legs.

Included in the package are two ramps with chock and four anti-sink plates.

Part Number: TGTLVLPKRD



ARB EXPERIENCES



The US is standing in a unique place at a unique time. American off roading is a young adult, overlanding a teenager and those who swaddled and cradled them still walk among us. Interest in 4x4 is booming and while we keep eyes on the road ahead, we pause now to recognise those who cut the trail.

ARB Experiences profile industry leaders, trailblazers and heroes in a series of stories that document their collective journey. Every off roader crafts their own story but underlying each is the history of their rig, its capabilities and how they came to be.

DOUG PETTIS

It all started with a Jeep – for American off roading and Doug Pettis. The machines gifted from the greatest generation have allowed subsequent tinkerers to leave their mark before passing them on down the line. For Doug, it was all about performance, pushing the limit, finding tougher terrain. What makes his story special though is that this Jeep ended up President of ARB North America. This is the story of American 4x4's third generation.



SCAN TO WATCH VIDEO



SCOTT BRADY

At the heart of overland adventure is the gravitational pull of the unknown. Those who feel it thrive in the bumpy, dusty pursuit of one unexplored route that leads to another and another. Scott Brady's impressive 4x4 resume of conquered continents, polar extremes and circumnavigations would suggest that he's done it all, seen it all. But he'd swiftly disagree. "There is always more to discover. Travelling with the intention of learning changes us in unexpected ways."



SCAN TO WATCH VIDEO



KURT WILLIAMS

In 1995, a group of LandCruisers ambled across Moab terrain and unknowingly sparked a fire within a young Boy Scout. Watching from behind mountain bike handlebars, he would soon learn to drive and chasing his passion for this legendary machine would take him across Baja finish lines and five continents before the age of 40.

This is a story of possibilities, told by "Cruiser Kurt" Williams.



SCAN TO WATCH VIDEO



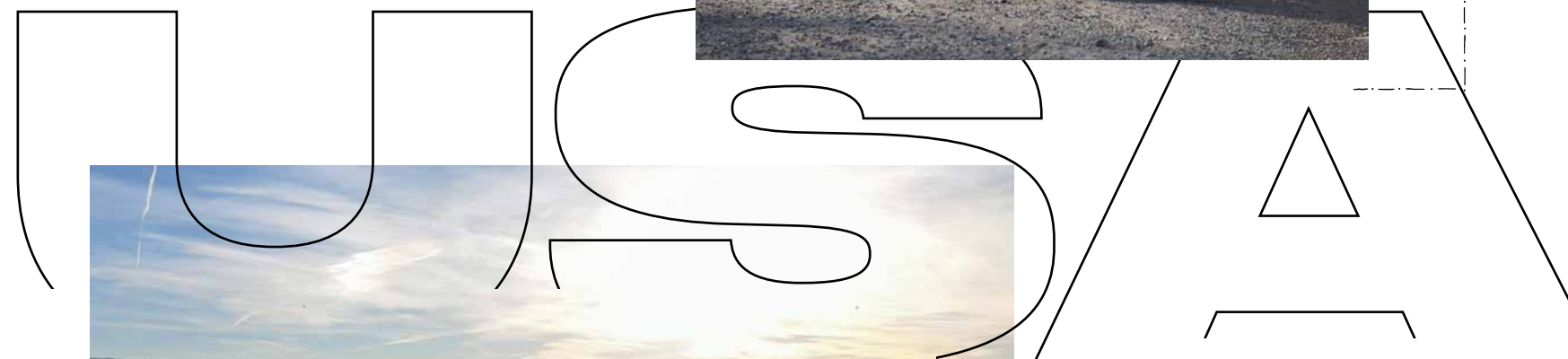
ERNESTO & TAISA

Go to college, get a job, save money, quit that job, go travel... for modern-day adventure seekers, it's the new life plan. Ernesto and Taisa met in Venezuela, finished up school and built successful careers. But everyday life felt lacking. So the couple decided to load up their 4WD and spend four years overlanding the Americas. The places they discovered and the people they met changed them forever. "It's the best thing we've ever done." This is a story about breaking free.

To read more about Ernesto & Taisa's experience, check out page 86.



SCAN TO WATCH VIDEO



JIM OOSTDYK

When a man asks you to install a never-before-seen differential and you're Jim Oostdyk, you're very intrigued. It's about 1990, it's muddy in north-western New Jersey and you're not sure just what this thing is going to do. This is the story of the first Air Locker installed in North America, told by the man who installed it.



SCAN TO WATCH VIDEO

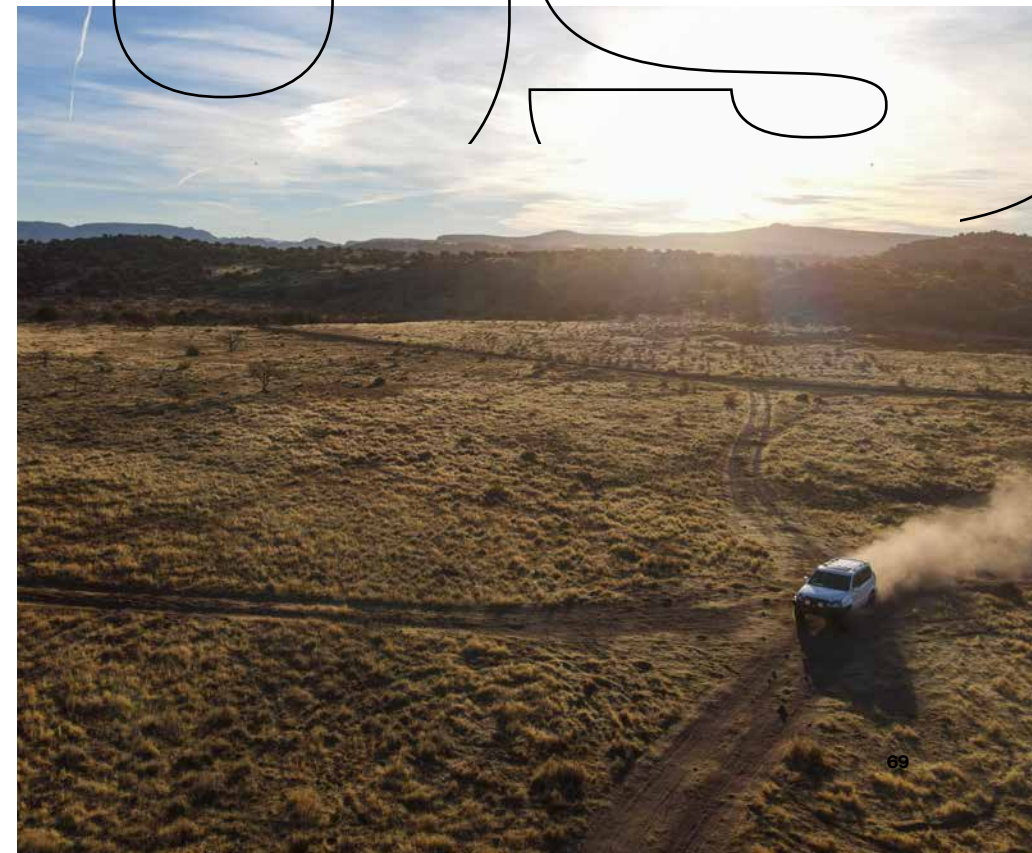


YOUR STORIES

Every off roader crafts their own story but underlying each is the history of their rig, its capabilities and how they came to be. To check out the stories of some of our 4x4 customers from across the Pacific, scan the QR code below.



SCAN TO WATCH VIDEO



Bronco

In March 2021, ARB announced a strategic collaboration with Ford Motor Company to develop a full suite of premium aftermarket products for the all-new Ford Bronco. For the last few years, ARB has been working hand-in-hand with Ford designers and engineers to ensure each ARB accessory not only complements the Bronco's heritage and performance but is fully integrated into the original vehicle design.

This strategic collaboration consists of ARB engineers and designers working together with their counterparts at Ford Motor Company. Chassis structural design, roof load carrying capacity, suspension travel, snorkel air intake, air systems routing, fridge/freezer wiring and other salient details necessitated access to not only CAD and vehicles but, more critically, to the subject matter experts who made the new Bronco a reality. The working relationship between the US and ARB HQ in Melbourne has driven a portfolio of innovative accessory solutions for Bronco customers.



Alliance

Design

The ARB approach to designing and engineering aftermarket accessories is light years ahead of simply figuring out what fits. The accessories we build are designed to enhance vehicle performance, capability and comfort. Finding that balance means working with original equipment manufacturers to fully understand why they made decisions including materials, weight, torque, balance and so much more.

“This is a first for Ford and they should be credited for embracing the aftermarket, reaching out to partners like ARB... There will be more product offerings and more availability and choice for the consumer as the vehicle launches.”

Doug Pettis, President, ARB USA

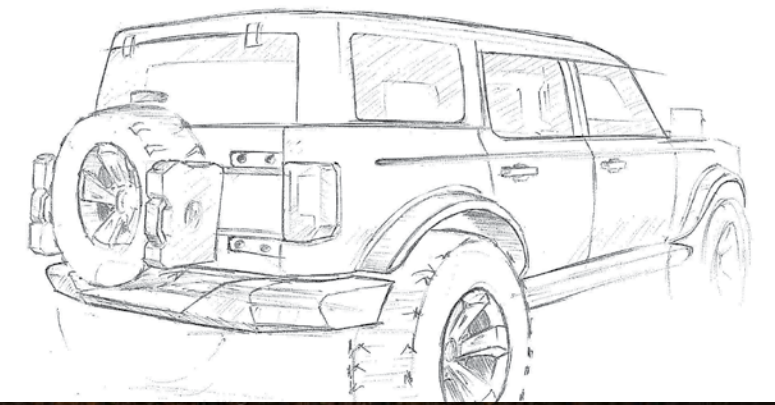


Engineering

Designers are the visionaries. Their sketches and models are a creative expression of what could be. They allow us to dream and reach for the new and different.

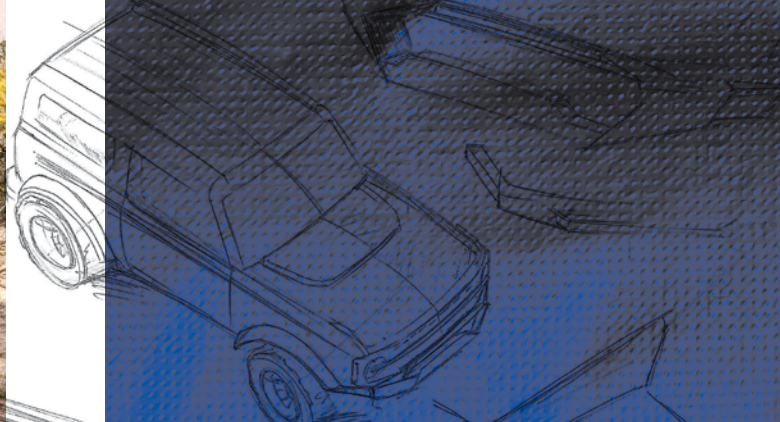
Engineers, however, build reality. Their task is to ensure a beautiful design can live up to the real-world physics of animal strikes and exposure to the elements. When they first sat down with the joint ARB-Ford Design team to review plans for the new Bronco, ARB engineers saw far more potential in what could be done with Ford's new platform.

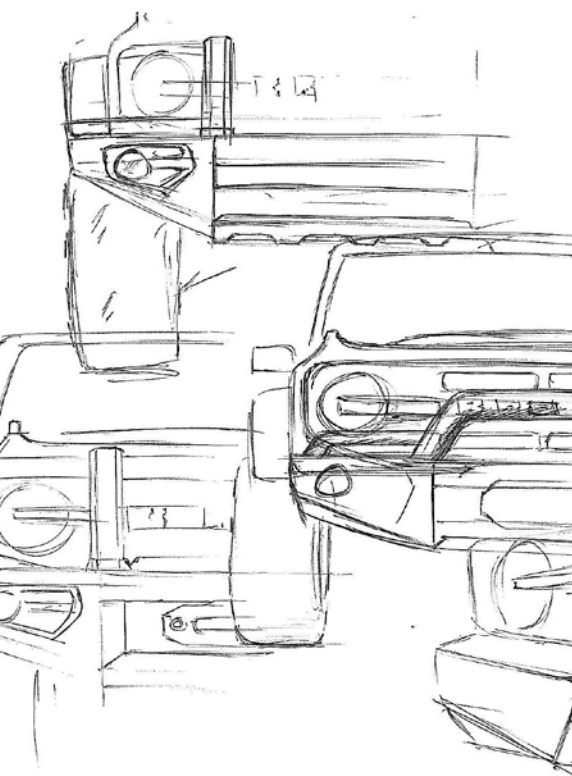
Ford engineered the new Bronco with the aftermarket in mind. In a landmark effort, choice industry partners like ARB were brought in years before the public would get a first glimpse of the classic vehicle's redesign. Their task was to make the platform compatible with a myriad of consumer modifications. Modularity is built into this Bronco's DNA, but never at the expense of performance.



“We also know what looks good on a vehicle. It's fine to see it on the screen but you really need to see it in person to account for reflection of light and the way the product captures light.”

John Stubbe, Engineering Team Lead, Fabricated Products





The front bumper is a perfect example. Ford and ARB co-designed it to be simple to install, yet completely vehicle-integrated. Engineers ensured that not only were the OE parking sensors and adaptive cruise control carried over to the new bumper, but that a fully integrated light bar would complement the design and add even more functionality to the top level of protection that off road travel demands. Yes, the styling cues are incredible but styling can only be enjoyed if the function is above reproach. This is where ARB engineering shines – bringing the designers' vision from paper to steel while maintaining the quality and innovation that consumers demand.

Ten years after Ford introduced the first Bronco, ARB started its never-ending quest to continually expand the capabilities of off road accessories. Now 46 years later, with the help of designers and engineers, the two powerhouses have beautifully matched form and function in the new Bronco.

Prototype

Prototyping is where the rubber hits the road (literally). After designers paint the vision, engineers bring the masterpiece into the real world. What first looks good on a sketchpad then looks great on a screen and finally comes alive with steel.

ARB prototypes are hand built at ARB HQ in Australia. This allows Engineering and Product Management teams to test-fit accessories to vehicles and make adjustments before the factory prepares to produce the accessory

on a mass scale. Each angle, bolt hole, surface and finish is inspected, installed, uninstalled and reinstalled to ensure what goes into production will hold up to ARB's rigid standards of quality.

Working with hand-built Australian prototypes in North America requires racking up frequent flyer miles. For the new Ford Bronco, both parts and vehicles ended up on planes. ARB Engineering has teams on both sides of the Pacific co-developing products alongside Ford. This includes passing measurements, test results, CAD models and heaps of steel back and forth.

Test fitting also requires getting hands (and accessories) dirty. An accessory might bolt up perfectly to a new Bronco but what will the body-mount tolerances look like on washboards, rocks and ruts? How will the electrical hold up to water crossings? What happens when the engine and transmission are operating at extreme temperatures? How much will the vehicle's weight fluctuate when the fuel tank is empty?

ARB 4x4 Accessories is known around the globe for quality and reliability. Questions like these must be answered by ARB's Engineering team well before the factories start welding, folding or painting. The brutality of the Australian outback remains the primary proving ground for ARB accessories, but the US will occasionally try something less punishing like Moab or the Rubicon Trail.

For a time-tested company that's built 4x4 accessories for hundreds of applications, a project like the Ford Bronco brings ARB new territory for its endless innovation.



Wishlist

For Australian owners, dreams of owning a Bronco were dashed when Ford announced that it would not be bringing this iconic 4WD to our shores. For our lucky friends across the Pacific, ARB has and is continuing to develop a whole suite of accessories:

- ARB Front Bumper
- ARB Rear Bumper
- ARB Rock Sliders
- ARB Modular Drawer System
- OME Suspension
- ARB Differential Cover
- ARB Jack Mount



PROTECTION MAXIMUS PROTECTION



The new Jeep Gladiator combines off road capability, authentic Jeep design and open air freedom with the convenience of a pick-up style utility body. Based on the same platform as the JL Wrangler, the Gladiator is Jeep's first pick-up since the Comanche was discontinued in 1992.

ARB has developed a Deluxe Winch Bumper and Bar to suit the JL and JT Gladiator. Engineered specifically for the JT Gladiator model, ARB has also created Rock Sliders and a Rear Bar.

ARB DELUXE WINCH BUMPER & BAR

For those JL/JT Jeep owners who want the protection of a steel bar and a mount for driving lights and a winch, whilst retaining the visual appeal of the signature seven-slot grille of their Jeep, ARB has created the Deluxe Winch Bumper.

Depending on the vehicle's inclusions, the Deluxe Winch Bumper is compatible with ParkSense front parking sensors and integrated Off-Road Camera; the bumper's press-formed apertures also allow fitment of OE LED fog lights. Designed for the true off road enthusiast, the Deluxe Winch Bumper includes an integrated winch mount, twin off road jacking points and a wing design

to allow fitment of up to a 37-inch tyre with no contact (subject to suitable suspension and rim offset).

For those wanting extra protection of the vehicle grille, the ARB Deluxe Winch Bar features a fully welded centre tube. This bar also includes provisions for mounting two antennas or an ARB Intensity LED Light Bar.

Part Number: 3950240 (Deluxe Winch Bumper), 3450540 (Deluxe Winch Bar)



ARB ROCK SLIDERS

ARB Rock Sliders protect door sills from ruts, rocks and other debris. Designed and engineered specifically for the JT Gladiator, ARB Rock Sliders are made up of both a slider assembly and a lower body mount to spread the load and protect the vulnerable lower sill area when used off road.

The multi-folded slider utilises the chassis-mounted body mounts to spread the load along the length of the vehicle sills and not restrict ramp over angle. Manufactured from four-millimetre laser-cut, folded and pulse-welded sheet steel, this multi-fold design provides strength without the need for thicker material, keeping weight to a minimum.

ARB Rock Sliders for the JT Gladiator are finished in ARB's tough and durable Integrit textured black powder coat.

Part Number: 4450260



ARB REAR BAR

Combining functionality, strength and protection, ARB has designed and developed a Rear Bar for the JT Gladiator that can be fitted with either the original equipment or a Hayman Reese Towbar.

Incorporating two off road jacking points and twin chassis-mounted rated recovery points, the ARB Rear Bar is a true 4WD enthusiast's must-have accessory. Laser-cut provision is provided for the Jeep's OE parking sensors and the rear bar accepts OE rear fog lights in a laser-cut aperture in each wing.

For added protection of the lower sections of the vehicle tub, an optional Lower Protection Rail Kit has been developed that bolts directly to the vehicle chassis. This optional rail section has been developed from 60.3-millimetre tube, welded to a chassis mount bracket consisting of laser-cut, folded and welded five-millimetre and six-millimetre steel for ultimate strength and protection.

To provide a seamless look for your JT Gladiator and match your ARB Rock Sliders, the Rear Bar is also finished in ARB's signature.

Part Number: 5650410



Fun Size STORAGE

Until you've fitted out your 4WD with drawers, you never really appreciate how much of a necessity they actually are. Whilst the Suzuki Jimny is a lot of fun, this little pocket rocket can sometimes fall short in the practicality department. So ARB has developed a drawer and side floor to turn the back of your Jimny into a tourer's delight!



Designed to allow plenty of accessible and secure storage in the drawer, it features an incorporated fridge slide to allow fitment of the ARB ZERO 36-litre and 44-litre fridges. The total space provided by the drawer is a massive 106 litres, perfect for keeping your camping or recovery gear safe and secure. The side floor kit fits seamlessly with the Jimny's internal structure and provides additional storage area with access via easy latches.

and slide operation and a cross-folded floor ensures maximum support for items placed within the unit. The clever self-locking anti-roll back system locks into place at full extension. The drawer is key lockable and features a push-pull, slam-shut latch for ease of use and maximum security. It's also finished in a long-lasting, UV-stable commercial carpet to complement the Jimny's modern interior.

Part Number: RDRF790 (Drawer), SJFKIK18 (Side Floor Kit)

The drawer itself features stainless steel bearing runners for ultra-smooth drawer



OVERLAND THE AMERICAS



AND

Words and Photography by
Overland the Americas



Go to college, get a job, save money, quit that job, go travel... for modern-day adventure seekers, it's the new life plan.

Ernesto and Taisa met in Venezuela, finished up school and built successful careers – but everyday life felt lacking. So the couple decided to load up their 4WD and spend four years overlanding the Americas. The places they discovered and the people they met changed them forever.

**"IT'S THE BEST THING
WE'VE EVER DONE."**

**THIS IS A STORY ABOUT
BREAKING FREE.**



A NATIONAL PASTIME

Ernesto was born and raised where off roading was a way of life. “The 4x4 culture in Venezuela, it’s huge. I’d say even as big as Australia and Malaysia.”

The son of environmentalists, his parents would often load up the 60 Series LandCruiser and head off to explore one of Venezuela’s 43 national parks with the kids in tow. A 4WD was both a means to capitalise on the natural beauty of their homeland and a necessity for the primitive roads that delivered them to remote trailheads.

“My dad’s first LandCruiser was a 55 Series, an Iron Pig. We have pictures of me as a little kid standing in the back. My upbringing made it feel very natural to be outdoors. We attended summer camps, went hiking and I was a Boy Scout, too. So kinda geeky,” he laughs.

Ernesto’s family weren’t unique in their 4WD pursuits. A Toyota assembly plant was located in Cumana, Venezuela and it – combined with cheap gas prices – made Cruisers a practical and affordable choice.

“My first experience behind the wheel of a 4x4 wasn’t really that great. But it was fun. I stole my dad’s 60 Series LandCruiser, went mudding and... I crashed it.” Ernesto admits there isn’t an incredible story about the crash. “It’s embarrassing... I just pumped the brakes and slid into another car, but I made up a story that someone hit me from behind. I had to come clean years later.”

This wouldn’t be the last act of stealing away for Ernesto, but his focus next shifted to school, then building his career. And, of course, Taisa.

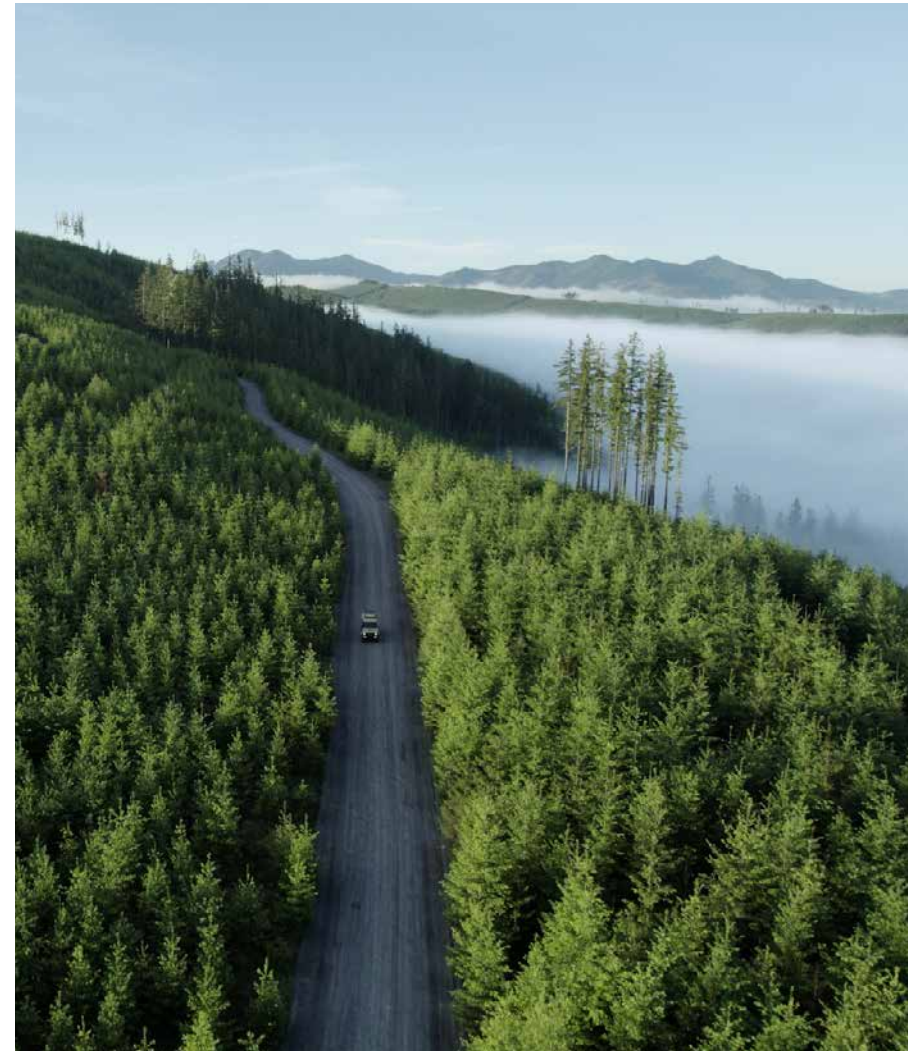
NOT JUST A GUY THING

Meanwhile, in New Jersey (the Garden State), another set of parents bestowed a love for the outdoors upon their children.

Taisa shares, “I also went to a lot of summer camps. My family would go to upstate New York in the summers and stay at a cabin in the Catskills; we did lots of hiking and canoeing so I definitely feel most at home outside.”

From early on, exploration served as a way of life for Taisa. She would build from her experience in the Catskills to hike the Appalachian Trail after college and so many paths in between.

Her first exposure to off roading wasn’t until moving to Washington state, as a way to access remote trailheads with Ernesto.



SCOUT’S HONOUR

Theirs is a classic origin story. “We met at a bar.”

Mérida is a lively mountain town and home to Universidad de Los Andes where Taisa was studying abroad and Ernesto was studying English ahead of a move to Seattle. On this night, Ernesto’s mission was to lift the spirits of his friend who’d been through a rough break-up. His friend caught the eye of Taisa’s friend and while they may have started the night as secondary characters, Ernesto and Taisa hit it off right from the start. They enjoyed a few weeks together leading up to Ernesto’s departure and kept in touch long-distance.

At 24, Ernesto moved to America to study UX design.

I didn’t have a 4x4 for many years after leaving Venezuela. It wasn’t until Taisa and I started planning the big trip.”

“When Ernesto first pitched the idea of this trip, I was like, yes, great, awesome! I also wanted to travel the world, specifically South America. It was just a matter of how. The idea of

a really long road trip initially sounded terrible to me,” she laughs. “I had never done an extended trip like that before, only by plane, train or bus. But I decided to start researching and quickly realised how possible it was – and that we could hike all along the way and really see whatever we wanted.”

“We’d been slowly planning for years,” Ernesto says. “We thought about a Vanagon but the reliability wasn’t there. So I went back to my roots and started looking at Toyotas. At the time, a 4Runner was the most affordable option for the reliability we trusted.”

“I actually didn’t ever own a vehicle before the 4Runner,” Taisa adds. “So Sooty was our first home together. We had a great rooftop tent and it worked for all four years of travelling. We definitely got attached.”

The sooty shearwater is a seabird that migrates 9,000 miles per year. It’s grey, much like the couple’s 4Runner that shares the name. If home is where you park it, four years of freedom by 4x4 is quite the house-warming present.

“HEY, DAD, WE’RE MOVING INTO OUR CAR”

This lifestyle was niche before #vanlife took it by storm. The number of van and RV dwellers rose 38% in the three years leading up to 2020. Now, with the pandemic’s influx of remote workplaces, even more people are finding homes on four wheels.

Ernesto and Taisa both wanted to travel. But the idea to circumnavigate South America by 4x4 originated from Ernesto’s early life experiences. It still felt a little intimidating – four walls to four wheels.

The couple dove into research and discovered so many kinds of people making the trek in so many different ways. A few first-generation digital nomads they interacted with became friends: @DesktoGlory @LostWorldLacey @LostWorldLuis and @LifeRemotely.

“These guys became an inspiration for us. We started communicating with them and they were really happy to help. We actually got to meet most of them after their trips when we were about to take off. To us, they are the OGs.” Empowered by their findings and new friends, they built out Sooty and then faced the biggest decision of their lives.

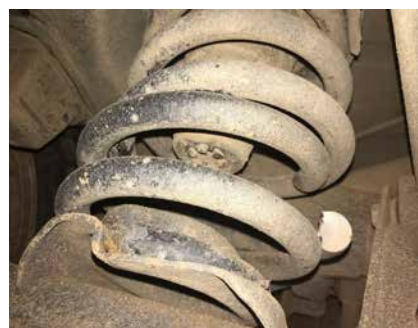
Ernesto shares, “I left Venezuela so I could come here and go to school. I spent a lot of money doing that and then... what? I’m just going to quit it all? Like ‘Hey, Dad, we’re moving into our car!’ For how long? What are we gonna come back to?”

“Honestly, the most difficult part of going on a trip like this isn’t having the money or time or even building the vehicle – that’s all important – but the hardest part is making that decision. Actually doing it after years of planning, actually quitting your job and driving away from family and everything you own. It’s hard.”

On Taisa’s end, the hardest part was leaving family. “My nieces were little and I am really close with them. When it was time to actually leave that day, I had never felt such a pain in my heart before. It was palpable. But I

pushed through because I knew that I had their support to realise our dreams.”

Spoiler alert. It was all worth it. There was an adjustment period, sure. Ernesto and Taisa learned to slow down a little and take time out for themselves. Not being rushed is a huge benefit to vehicle-based adventure travel. It keeps costs low. When it rains, you simply stay another day. If another route is calling, you make a turn.



Each new state, each new country, each latitude and longitude brought breathtaking things to discover. The places that made them nervous to pass through ended up being fine. The people they met were incredibly gracious. Their fellow travellers were incredibly inspiring; they even caravanned a bit with a group of fellow 4x4 dwellers.

As Taisa summarises, “The thing that I most looked forward to was the simple joy of exploring new places. I was really excited to get to know the people and places on a much deeper level just simply because we had the time to do so. And we did. And it was awesome.”



“THIS IS BAD... THIS IS MESSED UP”

They spent four years travelling but all it took was four seconds for Ernesto, Taisa and Sooty to find themselves in real trouble.

“The story starts with me needing a snack and peeling a tangerine,” Taisa explains, “We’d just had the most incredible, incredible day of hiking in Brazil’s Aparados da Serra National Park.”

Ernesto was driving. “I was inputting coordinates on the phone and veered off the road. We slammed into a really deep ditch. It happened so fast.”

“Sometimes you find yourself in a recovery situation that you anticipate. You’re working with friends and using their vehicle to help, you think, ‘This is going to be a story to tell,’ take a few pictures... This was not one of those times. The vehicle was leaning against a mound of mud and the right wheels were up in the air.”

The pair were on their own on this day, heading to a rendezvous in a tiny mountain village. They’d chosen a road less travelled to get there and a muddy winding mountain road at that. Now, at dusk, without anything to winch from, they were relying on traction boards and grit.

“I was trying to get us free by working the 4Runner back and forth but that was damaging the side of the car and making these terrible noises. Eventually, I just floored it.”

Their rear air locker did its job and one wheel caught traction – lifting the other three up in the air momentarily before slamming the maxed-out payload back onto the road.

“I’ve never seen anything like that in my life,” Taisa says. “I didn’t know a vehicle could go under that much opposing force.”

“We were lucky to get out of there but I immediately felt that something was wrong with the suspension,” Ernesto remembers. “The rear of the vehicle was swaying.”

The adventurers limped into town through the dark and rain in their damaged rig. It was a speed bump that broke the camel’s back.

“It was like an explosion or something – so loud. I could see with my flashlight that the coil spring had broken in two and was stacked. We’d pushed the boundaries of that vehicle even before the accident with thousands

of miles and crazy roads so this was the breaking point.”

ARB was Ernesto’s first call. Not only did he need to replace a warranted part in a hurry, he needed to get it to remote Brazil.

“The guy who answered the phone was like, ‘Don’t worry, we’ll get you all sorted out.’”

With the help of ARB offices in Seattle and Jacksonville, and ARB’s Latin America dealer



network, the spring shipped out the next day. It was the local 4x4 community, however, who supported the final leg to deliver the coil spring needed to get Sooty back on the road, even offering the duo a place to stay while their four-wheel home was in the shop.

“Back in Venezuela, ARB is synonymous with off roading. Everyone outfits their vehicles and the main brand will be ARB – bumpers, suspension, you see it everywhere. There’s a reason for that.”

Taisa adds, “ARB helped us finish the last leg of our trip, which was really the sweetest, and got us home safely. We are forever grateful to have had that support, especially in that particular time.”



“THE BEST DECISION WE’VE EVER MADE”

The trip changed them forever, no doubt. Their maiden voyage into the broader world of the 4x4 community can be so much more than a weekend hobby.

For Ernesto: “To me, overlanding is the true definition of freedom. Being in control of our daily lives, deciding where we are going to go, what we are going to do. You really get in touch with yourself when you are travelling for an extended period of time. Overlanding presents you with different situations and teaches you how fortunate you are and really grounds you. It cancels

out all that noise. We’re so lucky, so fortunate, to live where we do.”

For Taisa: “Overlanding has changed my life in that I know my most valuable resource is time. I know that I don’t need many things, except to keep exploring this beautiful world.”

Tancho was the name Ernesto and Taisa chose for their current 4WD ride, a Troopy FJ45 LandCruiser. The iconic red-crowned crane is the national symbol in Japan, said to bring longevity and happiness.



LINX



UPDATED

OWNING A LINX NOT ONLY PROVIDES CUSTOMERS WITH A CENTRALISED ACCESSORY CONTROL INTERFACE, THEY ARE ALSO REGULARLY TREATED TO FREE SOFTWARE UPGRADES FEATURING EXCITING NEW INCLUSIONS. WITH THE LATEST SERIES OF UPDATES, DRIVERS ARE MORE IN COMMAND THAN EVER BEFORE, WITH INCLUSIONS SUCH AS LIGHTING AND TYRE CONTROL, AS WELL AS SWITCHBOARD IMPROVEMENTS.



TPMS

We all understand the importance of monitoring tyre pressure on our 4WD, trailer and caravan, but with changes to the structure of modern-day vehicles, as well as the addition of various gear and accessories throughout the vehicle, the capacity of Tyre Pressure Monitoring System (TPMS) sensors to communicate with the TPMS Bluetooth® comms box for LINX has become limited.

To provide users with the greatest possible reliability in the face of these issues, ARB has developed the LINX TPMS Repeater. With the inclusion of the new LINX TPMS Repeater, the greatest possible accuracy of tyre pressure readings can be achieved and results of a 300% improvement in data transmitted from the repeater back to the LINX TPMS have been reported!

Not only has the reliability of the LINX TPMS system been improved, the options for the selectable range for the Pressure Variation Alert has increased from 10psi to 20psi (70kpa to 140kpa), giving users even more options.



Air Suspension

For those utilising their LINX systems to control air suspension, users no longer have to guess at what errors are impacting their set-up. With detailed descriptions added to system diagnostic codes, LINX users can be informed about how their system is tracking, if and when issues emerge.

Switchboard Updates

With the latest round of updates, users of Bushranger's Night Hawk VLI will be able to utilise the full dimmable functionality of their lights through the LINX platform. So long as you have connected the input wire from the VLI wiring harness to the LINX controller, it's as simple as opening the switchboard module and selecting the Bushranger VLI option from the dropdown list of dimmable light types.

"Driving light mode" replicates the functionality of a driving light mouse switch and is yet another handy feature to join the LINX with the 1.10 update. When the setting is highlighted and on, the driving light is disabled for manual use and will not respond to high beam automation input. If the switchboard icon is pressed, it will be activated (like a mouse switch) and will allow the user to trigger the driving light by a high beam automation input. When the setting is off, the driving light will be in standby,

available to follow the vehicle's high beam automation input or manual input from the user pressing the switchboard icon, as with previous versions.

LINX versions 1.11 and 1.12 offer customers over 15 new icons as well as new and improved power saving modes. An improved module scrolling algorithm provides for a smoother and more responsive scrolling experience and three customisable speed warnings have been added to the Speedometer module.

Available Hardware

The fuse tap pack allows users to quickly and unobtrusively obtain a signal from an existing fuse in the vehicle, using two fuse taps that suit most vehicle types. These are great for obtaining a vehicle input status such as accessory or headlight signals.

Also offering greater freedom and useability is the LINX USB extension cable. With many users interested in mounting the controller (ECU) in diverse locations throughout the vehicle, there is oftentimes a requirement to extend the USB charging cable that runs from the controller (ECU) to the display screen. In answer to this challenge, ARB has made available a three-metre USB 3.0 extension cable. This facilitates endless opportunities for mounting the controller (ECU) to customise and perfect every user's setup.

BACK IT UP



DVR REVERSE CAMERA

Whether you're reversing into a tight carpark at the local shops or trying to dodge tree stumps at a campsite, it can be hard to get the perfect park. Once your vehicle is full to the brim with outdoor gear or tools for work, this process can become even harder. With a reverse camera, you can ensure you don't do damage to your vehicle or your surrounds, even in a tight squeeze. ARB's new DVR Reverse Camera Mirror Kit offers the best technology on the market to provide additional safety and convenience for your vehicle.

This all-new product replaces original rear-view mirror housing to provide a seamless integration with your vehicle. Featuring a 9.66-inch full display screen with touch control via the mirror's frame, this innovative product eliminates the need to cut into the dashboard or impede visibility in any way. The IP67 water- and dust-resistant rear camera provides optimal visibility via 1080P footage captured with 120-degree vision.



DASH CAM

More than just a reverse camera, the DVR camera also offers a front recording integrated dash cam. Conveniently located on the back of the mirror, the 1080P front camera provides a 140-degree field of vision. The dash cam also features an in-built G-sensor, designed to detect large changes in acceleration or gravity – such as in the event of an accident – and the footage is then saved. The camera will even monitor the surrounds while you're gone, by detecting motion and recording the next 30 seconds when the vehicle is parked. And if you're driving around at night, the

night mode increases the sensitivity of the camera lens, allowing for brighter and higher quality videos.

Additional settings also allow for the fine-tuning of camera exposure, sound recording, camera flicker, volume, power saving mode, time and date clock, and more. And when you're ready to review the footage recorded by your DVR camera, you can easily download and view the video files from your front and rear cameras, direct to your smartphone, over a wi-fi network.

Part Number: 1430001



Switches are a necessity when it comes to controlling all the gear for an off road set-up; however, they don't need to destroy the interior appearance of a vehicle. ARB's new line of control switches gives you the possibility to complement existing switches or completely replace all your accessory switches, without giving the interior a clunky, mismatched look.

More than just a functional addition to your dashboard, ARB switches come in either full black or black with chrome accents to suit the existing style of your vehicle and offer a seamless appearance, even when adding aftermarket accessories.

Designed to suit the factory switch blanks in a range of new vehicle models, and complete with the necessary switch base loom and housing, there is no need to cut or damage the dash in any way. Available switches include icons for the Intensity driving lights, Intensity light bar, Intensity Solis lights, rear/reverse lights, auxiliary lights, compressor, rear diffs, beacon, auxiliary battery and fog lights, and even more switches are available, giving you control of a full suite of accessories. This often overlooked component of your set-up is the finishing touch to maintain the professional look and feel of your vehicle when undertaking all off road upgrades.



ROAD TESTED

ARB FIRE PIT

Words and Photography
by Ian Bellert

It was with a lot of anticipation tinged with excitement that I picked up the newly released ARB Fire Pit from ARB Thornleigh. As usual, the service from Jimmy and the crew was fantastic.

A trip to the Mid North Coast beckoned and the chance to pop into the bush for some R&R was a welcome relief from urbanism.

I had visions of a roaring fire with a beautiful sunrise over the Pacific Ocean and a splendid vista from a tucked away ridge top campsite. The pouring rain on the drive up and showers throughout the night couldn't dampen my enthusiasm. Or could it?

Hell, no! I snuck out of bed at five in the morning and pointed Pablo, my trusty 2014 HiLux, toward Jolly Nose State Forest. The usual track was closed due to the March deluges that caused the Mid North Coast floods. But there are a myriad of tracks leading to Jolly Nose Trig. My arrival on the ridge top was greeted with misty rain and the view was shrouded with clouds. First thing was to pull out the ARB awning to provide shelter from the rain. As always, it was mere minutes until I had a comfy protected little hang.



ROAD TESTED



The first thing you notice about the ARB Fire Pit is that it's weighty. At 18 kilograms of Aussie steel, this isn't something for hikers or backpackers! It is five pieces of three-millimetre steel plus a cooking grill, which is thicker at five millimetres. The engineers have designed this superbly. The pieces slot together easily and once it's erected, it's stable. Banging cantankerous bits of wood with a shovel into their proper burning position is a constant if you are a campfire nutter like me. But it handles constant fire tinkering with no chance of coming apart.

What you will notice is the airflow that the laser-cut logos and Australian made insignias provide. Plenty of air means a good fire and heat. The heat radiates

from the Fire Pit's steel and provides lots of warmth. The size of the pit is spot on as you can really load it up to get the party started and the airflow makes it easy to get the fire going. The wood was slightly damp but with the help of fire starters, it was not long until I was in bush heaven. Warm fire, hot cuppa, comfy chair and protection from the passing showers under the awning. I love it when a plan comes together.

The Fire Pit comes with a heavyweight canvas bag with sturdy handles and with the flap tucked in, the Fire Pit tucks in nicely. They are both Australian made at ARB's Kilsyth HQ. Any product that keeps Australians in jobs is a win in my books. Once packed up, it tucks easily into the back of a ute or wagon.



Make sure you handle it with protective gloves on, as the steel retains the heat! The added touch of bottle openers at each corner is a winner.

The bottom piece of the ARB Fire Pit is the same width as a square end shovel and this is a cook's delight because it enables the coal bed to be pushed to one end to cook over. Good luck or good planning? I don't know but happy days. The cooking plate can be positioned at either end and with a plate and grill combination, I can only imagine the meals that will be served up from the Fire Pit over many, many camping adventures in the future. This pit will last and last. BlueScope's REDCOR® steel is steel of the highest quality.

Fire pits are no new thing to campers. What I really like is that there is no footprint left from your fire. You can leave your campsite without a fire scar. Nice!

At \$311 RRP, the ARB Fire Pit is a wonderful product. It's heavy but you will love the radiating heat from the quality steel, the airflow to get and keep your fire raging, the ease of putting it together and packing it away into the sturdy carry bag and the fact it's Australian made and provides for no-trace camping.

Camp life is better with one of these tucked in your kit.

Part Number: 10500200

OFF ROAD COOKING

One-Pan Easy Breakfast Quesadilla

This super easy and quick breakfast will keep you going on those early morning fishing trips or on travel days during your big adventures.



Ingredients:

Flour tortillas
Grated cheese
Eggs
Bacon
Salt and pepper

Optional:
Hot sauce or your favourite chillies

Method:

Grab a pan that is slightly smaller than your tortillas. The edges of the tortilla should curve up the pan slightly, stopping your ingredients from escaping.

Chuck your bacon in the pan and cook to your crispy desire. Once cooked, set bacon aside and give the pan a quick wipe with a paper towel to remove excess bacon grease. The pan doesn't have to be clean, you just don't want your tortilla swimming in grease.

Put the pan back on a low heat and put a tortilla in the pan. Crack an egg or two onto the tortilla and give it a quick whisk around with a fork. Add a good handful of grated cheese, your bacon and the salt and pepper. Add some chillies or hot sauce if you like a bit of a kick. Put another tortilla on top.

Cook on a low heat for about three minutes. Flip and repeat on the other side. The tortillas should be brown and crispy and the cheese inside melted.

OFF ROAD COOKING

High Country Cinnamon and Walnut Damper Scrolls

Dargo in the Victorian High Country is famous for its steep rocky tracks, its surrounding gold mining history, its awesome historic pub and its walnuts! So next time you are passing through, grab yourself a bag of local walnuts from the general store, get a campfire going and make this delicious damper. Don't forget, for this recipe you will need a cake tin that fits inside your camp oven.



Damper ingredients:

250g self-raising flour
1/4 tsp salt
1 tsp cinnamon
50g butter
Approx 175ml milk

Filling ingredients:

50g butter
1 tsp cinnamon
1/3 cup brown sugar
Handful of shelled and chopped Dargo walnuts

Optional toppings:

Honey
Maple syrup
Icing sugar

Method:

Mix all your dry damper ingredients together.

Add the butter and rub it through your dry ingredients until it turns to the consistency of sand.

Slowly stir in your milk until you get a nice dough. Work the dough until you have most of the lumps out. You don't need to go crazy here, just a minute or two will do.

Grab a bottle of wine and use it to roll out your dough. Roll it into a large rectangle about half a centimetre thick.

Melt 50 grams of butter and stir in the cinnamon and brown sugar.

Pour the butter over the rolled out dough and spread it evenly around.

Sprinkle a good amount of chopped walnuts evenly over the dough.

Now roll your dough into a log.

Take a knife and cut the dough log into eight even pieces and stand them up in your cake tin.

Put the cake tin inside your camp oven on a medium heat. A medium heat is approximately one shovel of coals underneath and two shovels on top.

Cook for about 30 minutes. You know it's ready when you can flick the damper and it sounds hollow.

Serve the scrolls hot with a squirt of honey, maple syrup or if you are feeling super fancy, mix some icing sugar with water to make a paste and drizzle over the top.

Sport Good Sport Good



Fans of the Mitsubishi Pajero Sport were rewarded in 2020 with a mid-life cycle upgrade that included styling tweaks, better technology and more safety equipment.

Based on its bigger brother, the Mitsubishi Triton, the Pajero Sport not only carries over a lot of the important stuff underneath but also the Triton's awesome performance and capability off road. Powered by a 2.4-litre, four-cylinder turbocharged diesel, the Super Select II 4WD system allows you to shift from 2WD to high- and low-range 4WD. With a towing capacity of over three tonnes, the Mitsubishi Pajero Sport is a great all-rounder and decent touring option.

Pajero Sport owners have been asking and our engineers have been busy at work. ARB can confirm that a number of accessories are now available for your vehicle.

ARB Summit Bar

ARB engineers have designed and developed a Summit winch-compatible bull bar, designed to suit the GLX and GLS non-sensor specification vehicles. A separate bar is being developed to suit Exceed and GSR specification vehicles with sensors.

Due to the Pajero Sport's headlight positioning and design, ARB engineers developed the Summit Bar with 47.6-millimetre outer frames and centre cross tube to eliminate the issue of shadowing at the edge of the OE driving light beam pattern.

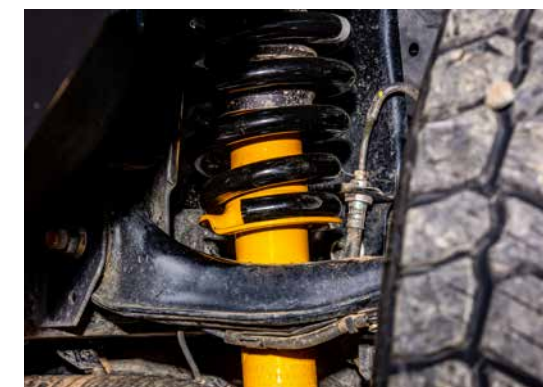
The Summit Bar for the Pajero Sport features two-piece buffers, split pan grille and a fog light surround that suits the ARB LED fog light. To provide access to winch clutch handles and to assist with valuable airflow

to the radiator, the split pan has a three-piece grille with dual doors to allow easy access.

A replacement windscreen washer bottle is supplied with the ARB Summit Bar for the Pajero Sport. This replacement washer bottle allows under panels of the bar to be kept as high as practical, offering maximum approach angle.

Features include secure mounting points for aerials and driving lights, LED indicators and clearance lights, recessed fog lights and jacking points. Compatible with the Pajero Sport's safety features as well as being airbag compatible, the Summit Bar comes in matte black powder coat and can also be colour-coded to suit your vehicle.

Part Number: 3434220



Accessory Arsenal

Whilst the facelift changes of the 2021 Mitsubishi Pajero Sport warranted a completely redesigned bar, the unchanged nature of the rest of the vehicle meant that many of the accessories already released can be carried over. ARB accessories for the 2021 Pajero Sport include:

- OME Suspension
- Recovery Point
- Frontier Diesel Tank
- Air Locker

NIFTY NAVARA



Nissan Navara NP300

In late 2020, Nissan announced details of the 2021 Navara. The top of the range model, the Pro-4X takes over from the N-Trek specification and then dropping back through the line are the STX, ST and SL models. All models are available in double-cab, extra-cab and single-cab configurations with the option of tub or cab-chassis variants.

Changes to the Navara's front-end design give it a bigger, bolder look and upgrades to features such as the LED headlights, the "interlock" radiator grille and a higher bonnet line all provide a fresh and modern feel. Offering drivers a massive 3,500 kilograms of maximum braked towing capacity across the range plus a strengthened rear axle and enhanced braking, it is definitely proving to be an extremely capable 4WD.



ARB ENGINEERS HAVE BEEN BUSY DESIGNING AND DEVELOPING AN ENTIRE ARSENAL OF 4WD ACCESSORIES FOR NISSAN NAVARA OWNERS.



FRONTAL PROTECTION

First cab off the rank is, of course, the ARB Summit bull bar. Designed to suit the ST, ST-X and Pro-4X spec vehicles, the new Summit bull bar is fully winch compatible and maintains the new NP300 safety features including:

- Intelligent Emergency Braking
- Intelligent Forward Collision Warning
- Intelligent Off Road Monitor (4WD only)
- Lane Departure Warning
- Intelligent Lane Intervention

The Summit bull bar features press-form cover straps, ARB fog light surrounds to suit optional ARB LED fog lights, three-piece split pan grille with access door for winch clutch operation and a recessed control box mount for a sleek, integrated appearance.

The top pan is press formed for added strength and includes laser-cut holes for fitment of a range of compatible driving lights. When no winch is being fitted to the bar, a four-millimetre aluminium press-formed winch cover panel is included. The ARB Summit bull bar has been designed with two off road jacking points, two welded aerial mounts and is compatible with ARB recovery points.

Part Number: 3438420



UNDER VEHICLE PROTECTION

ARB's Under Vehicle Protection system has been specifically engineered for the Nissan Navara NP300 and consists of three carefully designed panels and a rear cross member. The front, sump and transmission panels bolt directly to the chassis and cross members to provide continuous under vehicle protection from front bar to transmission. The transfer case panel attaches to the vehicle chassis via a support arm that spans from chassis rail to chassis rail.

Each panel includes a return edge to add even more strength to the folded three-millimetre sheet steel and can be fitted to vehicles with or without an ARB bull bar.

Part Number: 5438300

SIDE RAILS & STEPS

Providing further protection for Nissan Navara owners, Summit side rails and steps have been developed with all new chassis mounts and front rail assembly for the MY21 facelift. For customers who do not require a front rail, a return has been developed to enable fitment of protection steps only.

Summit side rails and steps protect from obstacles small and large, whilst providing easy access to those hard-to-reach areas of your Navara.

Part Numbers: 4438130 (step), 4438140 (rail), 4438150 (return for step fitment only)

CANOPIES

Whether it's for camping, keeping equipment and tools dry and secure or for extra storage, an ARB canopy is your must-have 4WD accessory. The vehicle-specific ARB Classic and Classic Plus canopies provide the perfect integrated solution for all 2021+ Nissan Navara dual cabs.

The Classic Plus canopy is available in smooth painted finish with standard central locking of the rear door, whilst the price-savvy Classic canopy offers smooth or textured options with twin lock style rear door. Both canopies available for Navara owners include a mounting platform that features a curved extrusion, which seals against the lower rear door for a robust and weatherproof fit. This durable mounting system bolts directly to the existing vehicle hard points for a solid foundation.

ARB canopies also feature a lift-up rear window for easier access and cleaning, forward-facing LED interior light and specially selected gas assist struts with low opening force, suitable for a climate range of -20°C to +90°C.

Side windows are available in either lift-up or sliding configuration and are positioned low on the canopy shell to maximise access into the cargo area.

Part Number: Contact your local ARB store or stockist for part numbers.



SPORTLID

For Nissan Navara owners who want to maintain the "ute" look of their 4WD but still need a secure, weatherproof solution for their gear, ARB has developed the SportLid V. It provides the look of a ute whilst still offering safety, security and protection for your tools or equipment. Plus, if you want to maintain that sporty ute look, the SportLid V can be fitted with OE sport bars using the optional factory sport bar kit.

Built tough, the SportLid V uses an extremely durable combination of aluminium and ABS plastic. The ABS outer skin is thermoformed using precision moulding tools to offer integrated vehicle styling. The skin is affixed to an aluminium chassis that forms an extremely robust platform, designed to carry accessories and withstand the rigours of off road adventure.

All SportLids come fitted with accessory channels boasting a 75-kilogram dynamic payload. The track channels are compatible with Thule and Rhino cross bars, the ARB BASE Rack and other popular accessories.

The SportLid V comes standard with a key-lockable, ergonomically designed manual entry handle with optional remote locking

upgrade that integrates with the vehicle's central locking system. This premium upgrade kit also includes an interior light to help locate your gear at night.

The SportLid V can be easily removed to transport tall items (like your mate's fridge if you're nice/silly enough to offer). With just a couple of basic tools and the assistance of one other person, the SportLid V can be removed in under five minutes.

Part Number: SLVS13

TAILGATE ASSIST

For Nissan Navara owners who are sick and tired of lowering and raising their heavy and cumbersome tailgate, an ARB Tailgate Assist is your new best friend. Using a combination of cleverly designed struts, the ARB Tailgate Assist safely controls opening speed and reduces closing effort by 50%, offering simple one-handed operation.

Part Number: 4744060

UTE LINER

But wait, there's more! Accessories for the Nissan Navara continue to expand with the addition of ARB's Sportguard bed liner kit. Designed to keep your ute bed protected from dents and scratches, to make cleaning easier and to make loading and unloading cargo a simple task. Securing cargo is uncompromised as the original vehicle tub tie-down points are not only retained, they also form part of the retention system for the bed liner.

Manufactured from tough, durable polyethylene plastic, the Sportguard bed liner is easy to fit and compatible with ARB canopy mount systems and SportLids.

Part Number: KUL215



HEAD FOR THE

Michael Ellem
Offroad Images

After a trip with some steep terrain, I'm sure that you have either heard this or said it in conversation: "These pictures just don't show how steep it really was!"

Funny but it's so true. There's definitely a trick to photographing 4X4s on hills and this is something I'm often asked for advice on by other photographers.

When filming, you can tell the story of the vehicle moving through a location and as it moves, the viewer will see the surrounds and struggles of the vehicle in the terrain. The trees, the ground, the tyres lifting, etc. With stills photography though, you need to tell a story in a single image. A story of the challenges the 4X4 might be having in this steep terrain.



HILLS

**PHOTOGRAPHING
4X4S IN THE HILLS**

HEAD FOR THE HILLS

So how do you do this?

My experience in engineering drafting – where we dealt with perspective drawings and vanishing points – definitely gave me a leg up. And over the years, I have worked these theories into my photography, figuring out the best ways of showcasing inclines and declines through the lens, to provide the real look and challenges faced by photography of a 4X4.

Let's start by looking at the common mistakes made.

COMMON MISTAKE 1

The vehicle is heading up a hill towards you and you are pointing the camera down towards it.

Result: The vehicle looks like it's driving on a flat track directly towards the camera.



COMMON MISTAKE 2

Shot from the side, whilst the vehicle is heading down a hill, you rotate the camera to the same angle as the vehicle.

Result: The vehicle looks like it's driving on flat ground.



COMMON MISTAKE 3

You crop the scene out of the image.

Result: Nobody can see where the vehicle has just driven through.



COMMON MISTAKE 4

You crop the area around the tyres.

Result: Nobody can see the terrain the car is driving in.



TELLING A STEEP STORY

In order to tell a story of a 4X4 on a steep hill, you first must ask yourself, "Where is it coming from?" and "Where is it going to?" This is essential.

Keeping these questions constantly in the back of your mind will help you to concentrate on creating dimension in your photography. You will then discover that the vehicle is only part of the image and may see a completely new side of your photography.

So how do we do this? you might ask. Check out my handy guide below!

So get out there and give this a shot... next time you're photographing your friends' 4X4s, concentrate on where it is coming from and where it is going to. Keep everything level and make sure you're seeing two sides of the vehicle for added dimension.



FOLLOW MY GUIDE BELOW

LENS CHOICE

- Select a wide-angled lens: 24 millimetres or wider is best (a longer lens will still produce the goods but it's more challenging).
- Try to shoot the subject from the 3/4 angle seeing either the front and down the side or the rear and up the side of the 4X4.

- Try to keep the lens as level as possible. Point it out to the horizon and let the track come in frame at the bottom corner. You may need to tilt the lens down a little to keep the track in frame but try to resist pointing straight back down to the 4X4.

- Change the focus point to be offset from the centre. This allows you to have the subject focused out of the centre of frame.

4X4 HEADING UP A HILL TOWARDS YOU

The story needs to show where the 4X4 just came from.

So the 4X4 needs to be the item in focus but in the background, the track should disappear into the corner of your frame.

4X4 HEADING UP A HILL AWAY FROM YOU

Now it might seem a little confusing but it's actually easy once you understand my theory.

You are seeing the track from a perspective that is running on an angle through your composition, showing the vehicle in a prominent location, and the track the 4X4 has just driven is effectively a distant part of the image but it tells a story.

SAHARA Crew



SUMMIT SAHARA BAR

Utilising ARB's unique multi-fold upswept and tapered wing design, and complete with wide protection panels in a durable steel construction, the bar provides maximum strength and safety in the event of impact. To keep you and your crew safe, the Summit Sahara bar has been designed to be secured to the chassis, meaning the correct functioning of the airbags won't be impacted in any way. And whether you're on or off road, visibility is always an integral part of getting you there safely. For maximum visibility, the Summit Sahara bar offers optional fog lights and comes pre-cut to accommodate a range of ARB driving lights to take your set-up to the next level.

If it's challenging terrain you and your 4WD are headed for, the Summit Sahara bar has you covered. It's also compatible with a substantial range of winches to help you out of a sticky spot and twin ARB or Hi-Lift Jack points ensure safe jacking capabilities to get you back on the track quickly. To keep everyone safe and connected, the Summit Sahara bar also features two welded antenna mounts, catering for UHF/AM radio fitment, mobile phone antennas or sand flags for taking on big dunes.

When developing the Summit Sahara bar, engineers always have safety in the forefront of their minds. The Summit Sahara bar is now available for the following vehicles and is compatible with their unique inbuilt safety features.

Nissan Patrol Y62 Series 5

- Front and rear parking sensors
- Intelligent Around-View® Monitor (AVM) with Moving Object Detection
- Autonomous Emergency Braking (AEB)
- Intelligent Cruise Control (ICC)
- Intelligent Forward Collision Warning (IFCW)
- Lane Departure Warning (LDW) and Intelligent Lane Intervention
- Blind Spot Warning (BSW) and Intelligent Blind Spot Intervention

Mazda BT50 MY20 on

- Autonomous Emergency Braking (AEB)
- Forward Collision Warning (FCW)
- Adaptive Cruise Control (ACC) – automatic vehicles only
- Traffic Sign Recognition (TSR)
- Lane-Keep Assist (LAS) – automatic models only
- Front parking sensors – GT model



Isuzu Dmax MY20 on & Isuzu MU-X MY21 on

- Autonomous Emergency Braking (AEB)
- Forward Collision Warning (FCW)
- Adaptive Cruise Control (ACC) – automatic vehicles only
- Traffic Sign Recognition
- Lane Departure Warning (LDW) and prevention (LDP)
- Emergency Lane Keeping (ELK)

Designed with both safety and style in mind, the ARB Summit Sahara bar provides full functionality while maintaining the unique feel of the front of modern 4WDs. Now available for even more vehicle applications, each bar is vehicle-specific and engineered to maximise protection without compromising the manufactured safety elements of the car.

70 YEARS STRONG



TOWING SOLUTIONS FOR EVERY VEHICLE

With such a long history, it's still possible for Hayman Reese to build towbars that have not been offered for decades.

The company's Keysborough manufacturing facility still houses the original drawings and tooling to produce towbars for every current towing vehicle as well as cars now seen as irreplaceable classics.



WE KNOW TOWING

The humble tow bar is an everyday item that many Australians fit onto their cars. As part of our active lifestyles, we use them almost daily for both work and pleasure.

Behind that shiny tow ball is a multimillion-dollar industry with one brand in particular standing out as a market leader.

2021 saw Hayman Reese celebrating its 70th anniversary, a milestone that sets it apart in a highly competitive industry. The story behind Hayman Reese has a familiar ring to it when compared to ARB's.

Harking back to the late 1940s when post-war Australia was headed by Prime Minister Robert Menzies and the Snowy Mountain Scheme was getting underway, Australians were starting to explore the country in increasing numbers. A friend asked Eric Hayman to build him a tow bar to tow his newly acquired caravan. Hayman built two, one for his friend and another that he quickly sold at a country agricultural show. He could not have dreamed that it would be the first step towards building an Australian icon.

Eric Hayman was not new to manufacturing; he had been making bicycle spokes in a small South Melbourne factory for some time. The tow bar business quickly became the focus of his attention and he set about making them in earnest.

In 1972, a major milestone was reached. A large American towing products company, by the name of Reese, was on the lookout for

global partners and started working closely with Eric Hayman's business. Seven years later, a new entity was formed and Eric Hayman was appointed as the first Managing Director of Hayman Reese.

As part of this partnership, Hayman Reese introduced several key pieces of technology to the Australian market – weight distribution systems and compatible towbars, the latter being the 50-millimetre "square hole" Hitch Receiver tow bar. Until that time, most tow bars had been a fabricated product with fixed mounting points and were not easily detachable. The 50-millimetre square tow bar hitch was a game changer and remains the Australian industry standard today.

1972 also saw the company leave South Melbourne and move to a larger facility in Dandenong. The Hayman Reese business is now located in a state-of-the-art engineering, manufacturing and warehouse facility in Keysborough. With over 200 staff on site, they design, test and manufacture a wide range of products all under one roof in the largest facility of its type in Australia.

Now part of the locally owned AutoPacific Group, the Hayman Reese DNA remains at the core of the organisation.

AutoPacific Group Chief Executive Officer Jason Kieseker notes, "Hayman Reese has been a keen participant in the Australian automotive aftermarket since the FX Holden went on sale. Our products have been helping Australians on worksites and on weekends since the 1950s – it's a great achievement and something we are extremely proud of."

PROUD LOCAL MANUFACTURER

With the loss of the local automotive manufacturing industry, Hayman Reese remains one of a few local manufacturers of automotive components.

"It's a challenge we have successfully overcome through a culture of consistent improvement. Having a local manufacturing capability is central to our business," Kieseker adds. "It's important both to our customers and us."





SPORTGUARD SOLUTIONS

ARB Sportguard Tailgate Protectors

For customers who have long been requesting stand-alone tailgate protection when the likes of ARB drawer systems are being fitted and full internal tub protection is not required, ARB now has the Sportguard Tailgate Protector.

Vehicle specific, the Sportguard Tailgate Protector is manufactured from tough, durable polyethylene plastic for excellent UV stability. Protecting your tailgate from dents and scratches, the Sportguard Tailgate Protector is simple to install, easy to clean and an ideal complement for ARB drawer installations.

Contact your local ARB store or stockist for part numbers and pricing.

ARB Loadmaster

Take control of those loose items in your tub with the new ARB Loadmaster.

Perfectly integrated with the side extrusions of the SportLid V, the Loadmaster can be easily slid forward and back, and then locked into place to partition the load area. Each side slides independently and the telescopic design allows the Loadmaster to be locked in whichever angular orientation you need, providing flexibility to deal with unusual shaped loads. Smaller loose items can also be housed in the saddlebag pouches to keep them secure.

Featuring a steel powder-coated frame, removable canvas divider and nylon-faced sliders for low-effort adjustment, this handy tub addition will keep your ute tidy and organised.

Part Number: 10057274



MU-X PROTECTION

Isuzu MU-X owners will be thrilled to know that ARB's engineers have successfully developed an ARB Summit bull bar to suit their vehicle, continuing the ARB tradition of pioneering innovation with relentless pursuit of quality. This bar has been designed to suit LS-T, LS-U and LS-M specification vehicles.

The Summit Bar accommodates the number of safety features in the new MU-X including, but not limited to:

- Autonomous Emergency Braking
- Forward Collision Warning
- Adaptive Cruise Control
- Traffic Sign Recognition
- Lane Departure Warning
- Emergency Lane Keeping

The Summit bull bar was designed with the modern Isuzu MU-X look in mind, with the top pan featuring a four-millimetre aluminium press-formed winch cover panel to add strength and an integrated control box mount that recesses the control box lower in the pan. Different mount holes and control box brackets are provided to suit different winches.

All the standard and much sought-after features of the Summit bull bar remain, including LED indicator and clearance lights, off road jack points and two aerial mounts. The pan of the bar also accommodates ARB Intensity LEDs, Bushranger and IPF lights, all of which are available at ARB stores and stockists. Explorers who love to tackle the tougher tracks can rest easy with the option to fit WARN, Magnum, Bushranger or Smittybilt winches up to 10,000 pounds.

Part Number: 3448620



BEHIND THE SHOT.

Photography of 4WDs is definitely affected by being in the right place at the right time. But you have to put in the effort so you can make the most of great opportunities. I have always said, "You can't shoot a 4WD in a Woolies' carpark!"

We go to a lot of trouble to head to the right locations whilst photographing 4WDs but we are definitely at the mercy of the weather gods. Photographing anything in the outdoors is as much about the location as it is about the weather and you have to be prepared for anything.

Funny though, we don't always look for bright sunny days... We want the weather to help us create interesting environments, something different to what people would have seen yesterday.

So when a huge storm was predicted on the coast near Port Macquarie during a recent photoshoot of ARB's awesome-looking D-MAX, we didn't run and hide... this was the opportunity to create something of impact to help inspire people to want to get out there with their 4WD and experience the environment.

We worked with the tides and stormy conditions, which were wetting both us and this beautiful stretch of sand and in turn helping us with reflections. We detailed the vehicle in between downpours and shot a set of classic images that definitely brought a smile to my dial.

I know I sound like a broken record but I couldn't help repeating it: "This is why you can't shoot a 4WD in a Woolies' carpark!"

I hope you love this image as much as I do and it brings a smile to your dial, too.

Micheal Ellem
Offroad Images



TOBY'S TOUR

Words by Shannon Alderwick
Photography by Offroad Images

TOBY'S TOUR

When you have a week with Australian motorbike racer Toby Price, what better way to show him around than hitting the tracks and exploring the South Australian countryside. So we did just that...



Episode 1

Starting in beautiful Beachport on the South Australian coast, about four hours south of Adelaide, we started with a coffee at a local café before airing down and hitting the sand. Beachport is an easy access point to drive up the shore, providing access all the way to Robe.



Of course, no trip comes without a hiccup or two and this was certainly no exception. Once we hit the beach, we quickly realised that the tide had brought a swarm of seaweed with it and left it scattered across the beach. Seaweed is not an ideal driving surface as it can hold sea water, which is not good for your vehicle. For us, it just meant we decided to get off the shore and head back inland.

We travelled across vegetated sand dunes with multiple track options and some soft, difficult sections that slowed us down. There were a couple of recoveries here and there before we popped out in the small seaside town of Robe.

After attending the ANZAC dawn service in Robe, we packed up and hit the tarmac, beelining straight for the Flinders Ranges. Our first stop: Bendleby Ranges. We drove all day and arrived just as the sun was setting; before us, a burnt landscape highlighting the ridges and valleys of the mountain ranges.



Towards the end, there was a pretty steep and off camber hill climb that without the right set-up could've gone very differently.



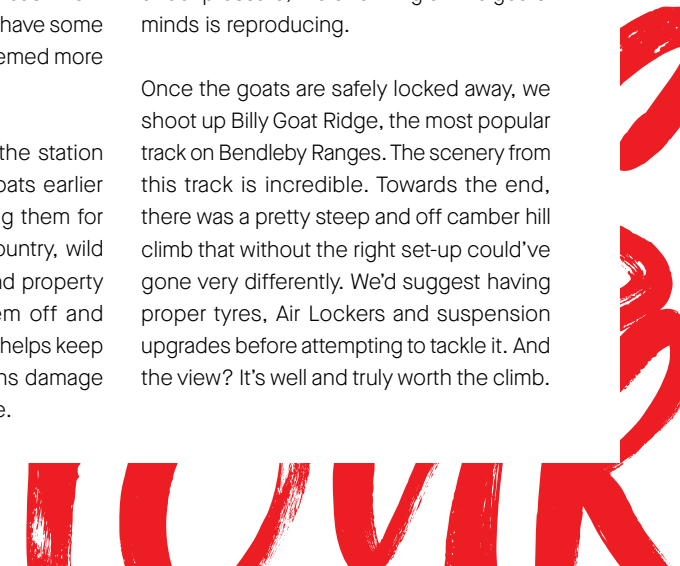
Episode 2

Charlie and Kylie, owners of Bendleby Ranges, set us up with a few station tasks for the day: catch some dinner, herd the goats and tackle Billy Goat Ridge. After putting some bait in the yabby pots, we cast them out and crossed our fingers we'd have some luck in time for dinner. Charlie seemed more confident than we did.

Next up, we headed to where the station hands had found some wild goats earlier in the day and set about herding them for collection. In this part of the country, wild goats are classified as a pest and property owners catch them, send them off and receive a payment per goat. This helps keep the population down and lessens damage to the vegetation and landscape.

We find the small herd and immediately set about getting them into the pen. Charlie is on a bike keeping them heading in the right direction, Toby is in the Triton and we're on the outskirts in the HiLux ensuring no stragglers. One thing's certain: you can see why the population grows so quickly. Even under pressure, the one thing on the goats' minds is reproducing.

Once the goats are safely locked away, we shoot up Billy Goat Ridge, the most popular track on Bendleby Ranges. The scenery from this track is incredible. Towards the end, there was a pretty steep and off camber hill climb that without the right set-up could've gone very differently. We'd suggest having proper tyres, Air Lockers and suspension upgrades before attempting to tackle it. And the view? It's well and truly worth the climb.



Huge rock escarpments, gum trees and waterholes that together were a truly magical sight.



Episode 4

After saying goodbye to Willow Springs, we made our way deeper into the Flinders Ranges, taking in Bunyeroo Gorge, Razorback Ridge and through one of the most beautiful natural gorges in these ranges, Brachina Gorge. A relatively easy drive on a dirt road, you'll come across grassy plains covered in native pine trees. The enchanting views of the Flinders Ranges incorporate huge rock escarpments, knotty gum trees and waterholes that together are a truly magical sight.

Razorback Ridge's namesake mountain top is a jagged rock ridge line that looks like a razorback of an animal and is pretty spectacular to see. Razorback Lookout is a great spot to stop to take it all in, and grab a few epic photos. There's a secondary spot on the right just past the lookout where you could stop for a bite to eat.

Brachina Gorge is a rocky road with a geological trail showcasing a range of fossils stretching back 600 million years ago, called the "Corridor of Time". Well signposted and explanations along the drive, it's an iconic stretch of land. The enchanting views incorporate huge rock escarpments, knotty gum trees and waterholes that together are a truly magical sight. To appease the wildlife lovers, you will likely find some wild mountain goats climbing the rock walls and if you're lucky, you might see the yellow-footed rock wallaby. The wallabies generally come out in the late afternoon, and it would be best to be outside the car and quiet to encourage them to come out.



Episode 5

The gorges lead us into the outback town of Blinman and nearby property Angorichina Station, a working sheep station that has diversified into tourism with a large 16-room shared accommodation and kitchen, plus an incredible original shearing shed and some old ruins telling a story of a previous life. Here Toby takes on a "mini-Dakar" experience, racing the Triton on some red sand dunes while the sun sets around us.

Last but not least, we end up at the famous outback pub, the Prairie Hotel, a quintessential establishment known for the FMG – the Feral Mixed Grill – a collection of emu, kangaroo and camel cooked to perfection.

After a few days exploring the South Australian countryside, it's safe to say Toby had a whole new appreciation for the slower pace of life.

Watch the full episodes on ARB's YouTube channel now.



Episode 3

Willow Springs Station is where we found ourselves next, a property well known for its tourism offering. The station has a range of accommodation offerings including multiple self-contained properties and camping sites to suit 2WD, 4WD and towing. They have a full suite of amenities and a camp kitchen that includes a BBQ available to all guests. Guests should be aware there is no phone reception on site at Willow Springs (apart from Telstra at the Stokes Hill Lookout), however, the camp kitchen has WiFi available to check in with family and friends before returning to your campsite for a digital detox.

Most impressive about Willow Springs Station, and one that tourists come from all over for, is to drive their self-guided 80-kilometre/7-hour Skytrek track that explores the property and its rich history. Exploring the track we found picturesque gorges that have a bed of interesting river rocks, the rustic old caretakers hut (named Moxan's Hut) and expansive, rolling hills before resting at Stokes Hill Lookout and watching another glorious Flinders sunset.



BUSHRANGER SAFETY FLAG

GUIDE



Bushranger Safety Flag Guide

When heading off road, safety should always be paramount in your mind. The further from civilisation you go, the more vital your considerations become. Beyond recovery gear, spares, communications and the first aid kit, a case in point is a safety flag.

We've all seen mine sites running around country towns with beacon roof lights and safety flags and while you might think it's obvious on a hectic work site, a safety flag is almost as important in remote areas, even the desert. In fact, South Australia mandates the use of safety flags on vehicles in the Flinders Ranges and the Simpson Desert – a couple of this country's ultimate 4WD bucket list items.

You might ask, in such empty country, why is a safety flag important? It's precisely that idea, that there's no one else out there, that can lull drivers into a false sense of security. Through steep terrain, or in the case of the Simpson, more than 1,000 undulating sand dunes, it's easy to lose your bearings and hard to catch sight of other vehicles.

If you're out there in your 4X4, rising and falling through dune country, a brightly coloured safety flag mounted tall from your bull bar or roof rack, sometimes called a sand flag, catches attention. And it's not just important from a distance. It could also be a critical warning that another vehicle is approaching on the other side of the dune from you – sometimes with momentum! So you can see why a safety flag should be on your must-have checklist before any remote trip.

Here's what they legally require you to fly from your 4WD while in South Australia's Flinders Ranges or the Simpson Desert. The flag itself must be fluorescent and be a minimum of 300 millimetres by 290 millimetres in size. It can be mounted either from the bull bar, at a height of 3.5 metres from ground level, or if you fly it from the roof rack, you need a two-metre pole for your fluoro standard.

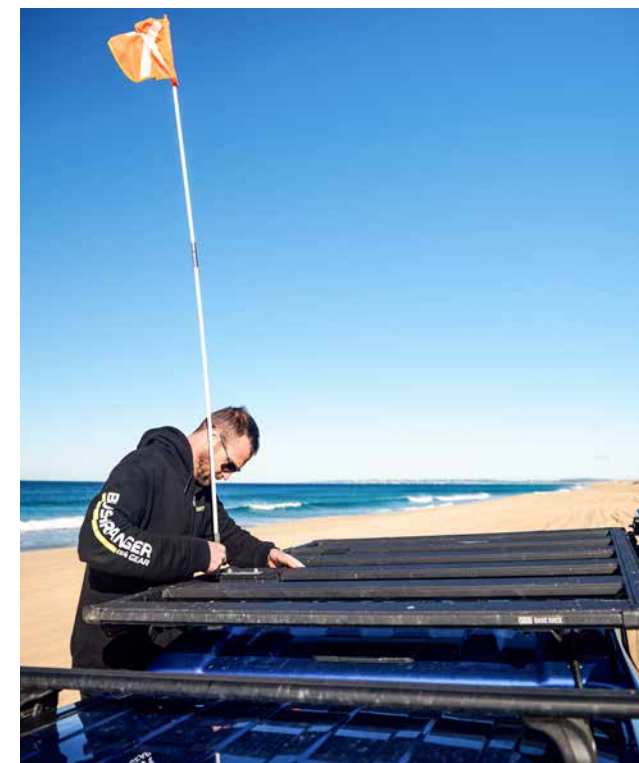
To meet your needs, Bushranger 4X4 offers a standout solution with their Safety Flag kit.

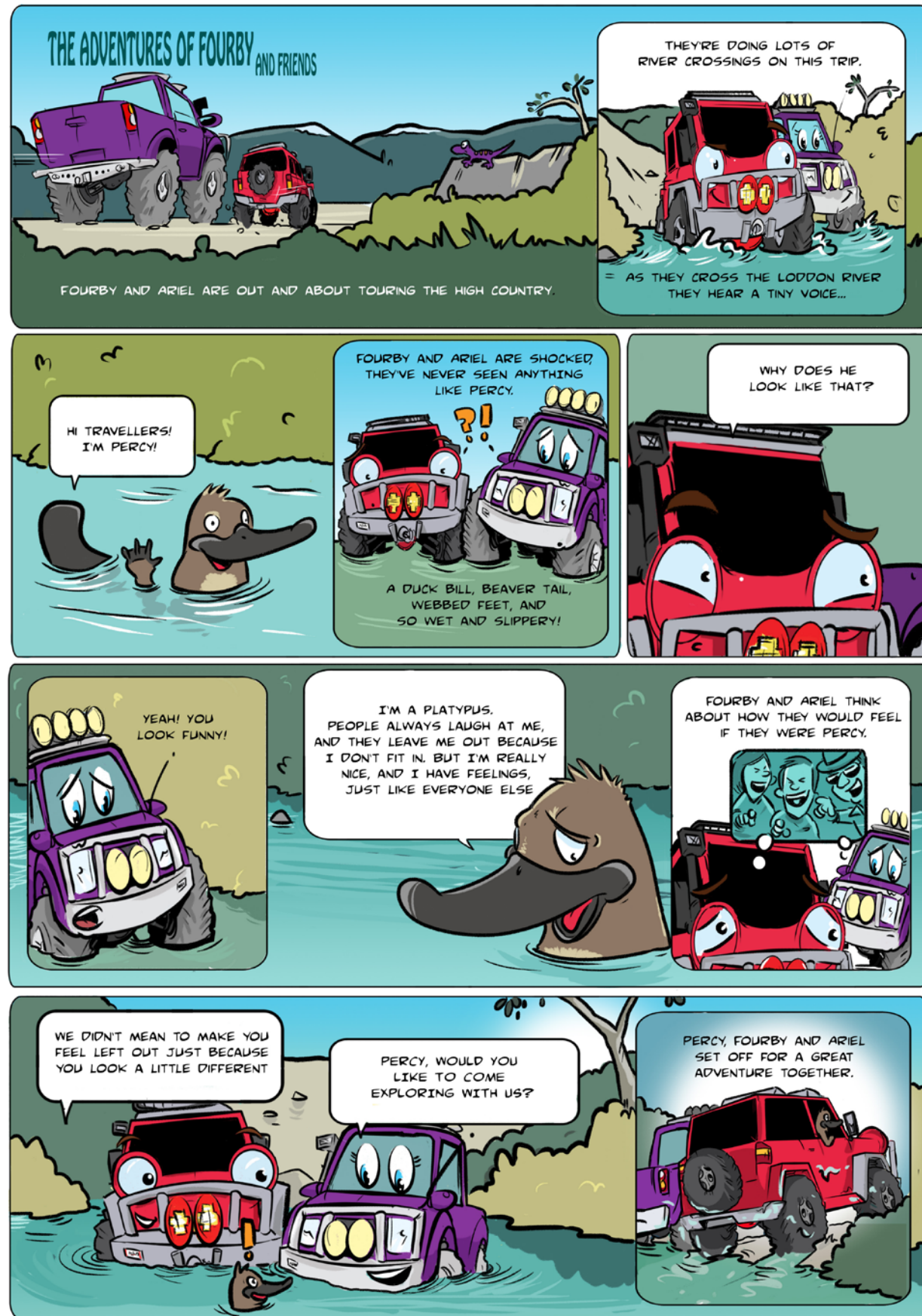
The Bushranger 4X4 safety flag complies with the 300-millimetre by 290-millimetre size as

mentioned for SA desert use and while it is fluorescent orange, it also features a cross of reflective tape that aids visibility. This idea is especially useful in those low light conditions where vehicle lights will make it stand out; think early starts to avoid the desert heat and late arrivals at camp following a day in the dunes.

Included in the kit is the fibreglass flagpole in three section lengths to suit the longer or shorter options dependent on whether you choose to mount it to your 4X4's bar or rack. Assembly is simple, with heavy-duty stainless steel threaded connectors that are chrome plated to cope with harsh outdoor use. When no longer required, a quick-release mechanism means you can have the flag down, sections unscrewed and the whole kit slipped back into its bag for storage in your vehicle in no time. The Bushranger Safety Flag kit lets everyone know you're serious about 4X4 safety.

Part number: SFO2A





SPOT THE DIFFERENCE



HOW MANY DIFFERENCES CAN YOU SPOT?



5 = Good Job!
 10 = You're Amazing
 15 = Hawk Eye Genius

This is

SPARTA

SPARTA



SMARTBAR ISUZU D-MAX

In the wake of a new model launch, the aftermarket is swift to provide accessories in order for you to transform your 4X4 to best suit your needs. The Isuzu D-MAX has been a popular choice in Australia's ute market for years, as an off roader, a tow vehicle or both. So, of course, the latest incarnation of the D-MAX that's copped a great new redesign, power-up and a five-star ANCAP safety rating has had owners drooling for new gear.

With that safety rating in mind, South Australian manufacturer SmartBar has developed a new, lightweight frontal protection bar for the D-MAX called the SpartanBar.

The SpartanBar is made from a lightweight polyethylene polymer that's not only tough but incredibly durable.

As with any new vehicle release, the SmartBar design team ran through rigorous R&D with

complex rotational moulding processes to produce the lightest bull bar on the market. It also had to look good with the contemporary D-MAX styling and work with the safety tech that's packed into the new Isuzu, and the SpartanBar has managed to do all that.

PEDESTRIAN SAFETY

As part of its maximum five-star ANCAP safety rating, the D-MAX importantly considers pedestrian safety. The SpartanBar scores major points here, as pedestrian safety is part of its design brief. All SmartBars are designed to absorb as much impact as possible in a frontal strike. This is proven to dramatically reduce the severity of pedestrian injury in the event of a collision and it's how the SpartanBar and the Isuzu D-MAX work dynamically in this area.

VEHICLE COMPATIBILITY

Isuzu's new D-MAX is tough off road but comes packed with a raft of passive and

active driver safety technology called the Intelligent Driver Assistance System or IDAS. From Autonomous Emergency Braking, Forward Collision Warning and Lane Departure Assist, among others, the D-MAX SpartanBar has been developed to work with this technology. So you can be sure that everything will work as it's designed to and your D-MAX's front end is totally protected in any emergency situation.

ACCESSORY COMPATIBILITY

Beyond frontal protection, a bull bar is the mounting point for a large choice of accessories to complement your off road adventures. The SpartanBar for the D-MAX is no exception and has mounting provision for driving lights or light bars, your comms aerials, safety flags and even recovery winches – which is a great combination given the SpartanBar's light base weight.





Anne Bramsen, NSW



Jace Russell, NSW



Andrew Hume, Tas



Stacey Clayson, SA

Sandy Summer COMPETITION WINNERS

We asked for pics of your sandiest adventures and we've been cleaning the sand out of our inbox ever since! Thanks to everyone who sent in their pics. Each published entry wins an ARB summer pack worth \$129. Check out page 137 to enter this edition's competition.



Tyron Casals, Vic



Stewie Glasgow, WA



Mark Sievers, Vic



Alan Neander, Vic



Bryce Connole, SA



Richard Grilk, SA

BUSH MECHANIC COMPETITION

Everyone gets in a spot of bother on the tracks and needs to become their own engine expert! Send us a pic of your off road bush mechanic moment for the chance to win an ARB Tool Roll Bag worth \$145.00.

Send your photo to promotions@arb.com.au and make sure to include your name and address.

Competition closes 30 September 2022.



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Part Number XXXXX



4X4 ACCESSORIES