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The first-generation trooper was available as a three- or five-door, with a solid 4,555:1 rear and independent front suspension. In the Japanese market, the car was originally introduced as Isuzu Rodeo Bighorn, but part of Rodeo's name was soon dropped. Early motors include a 2.0-liter gasoline and a 73 PS (54 kW) 2.2-liter diesel, lightly even by the early 1980's standards to 3,700 lb of (1,680 kg) empty. The four wheel-drive system was committed by operating a three position of speed adjacent to the transmission switch. Both manual aisin-blocking and self-blocking auto-locking were hired. In 1986, Isuzu introduced 4ZD1 four-cylinder 112 PS (82 kW; 110 hp) 2.3-liter engine. Apart from increased power, changes to the previous engine included a Kevlar distribution belt replacing the previous chain, and a larger two-barrel carburetor. This engine eventually proved a bit of problems with a high occurrence of burn pipes due to cool poor color design of the on top cam/valve top and mechanical lifte. A later head distributed improvement by an Italian company corrected this problem via improved cooling flow. Also available only for 1986 in the U.S. was 87 PS's (64 kW) 2.2l C223T turbocharged diesel engine, using a Garrett Turbocharger. It was not a popular option because of the low power generated, and additionally is notorious for a weak bottom end, the branches connected by originally designed for the increased stress and mechanics of forced induction. Because of these issues, Isuzu changed the 4ZE1 to 1988 and used the standard 2.8L GM V6 for 1989 until their own new V6 engine could be manufactured. In 1987, the rectangular heads were introduced. For 1988, Isuzu introduced a 120 hp (89 kW) 2.6-liter (4ZE1) I-TEC fuel-injection engine for the US market. In 1989, an optional General Motors 2.8-lite push V6 borrowed from the Chevrolet S-10 pickup was also available. Manual transmission model equipped had a Gear Transfer Case Drive with a 2.28a ratio: 1 low range ratio; model equipped with 2.6-liter four-cylinder engine and automatic transmission had a 2.66 transfer case: 1 low range transfer case. Later first-generation models offer an optional automatic four-speed transmission. Models from 1988 to 1991 were equipped with rear axle and four disc wheels. Engine models overseas include Isuzu C223 (2.238 cc), C223T (a turbocharged version of the same) and at the end of the 80s are naturally sucked and turbocharged 2.8L 4JB1 diesel versions, all straight-map engines. Turbocharged 2.8 originally generated 95 PS (70 kW), not much more than the 87 PS (64 kW) in considerably smaller C223T due to strict new emissions. Later versions and intercoolers equipped offer as much as 115 PS (85 kW). In 1989 only, a short-wheel (90-inch) Isuzu Trooper was imported to the American Market as the Trooper. All these short wheel troops were equipped with 2.6-lite fuel-injected inline-four engines, 4.77:1 differential gears and 15×7-inch alloy aluminum wheels snowflake models. Automatic and manual transmissions have been offered. In Central America, troops have been offered removable roofs and a higher clearance wheel. The powertrain option included the Isuzu 2.8-liter diesel. In 1988, SsangYong Motor started the licensed production of isuzu's and sold it as the Korando family, and it was only marked in South Korea, Scandinavia, Scandinavia, Southeast Asia and to a lesser degree South America. It used the same 2.2L diesel engine but later versions used both the 2.3L Mercedes-Benz turbodiesel engine and the natural that sucked the Boxer 2.5L diesel engine. Engine.

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