

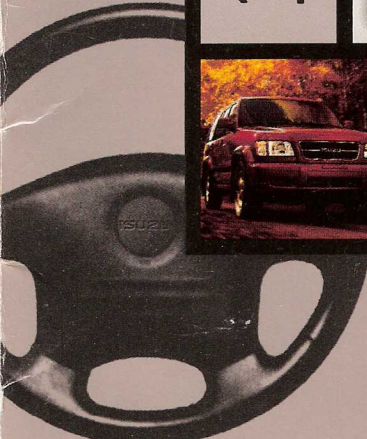


ISUZU

1999

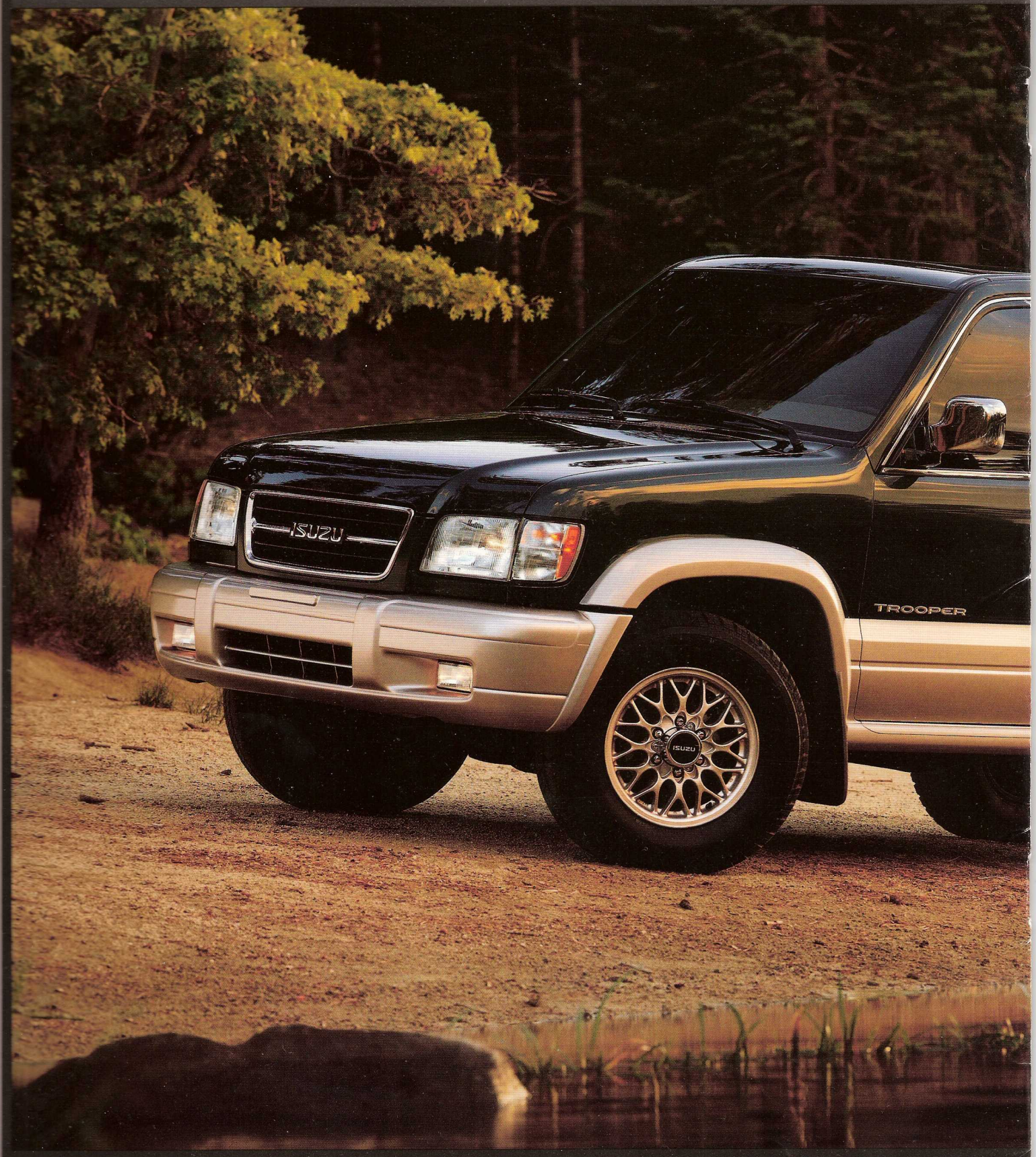


TROOPER



DON'T SHOW OFF

SHOW UP



THERE ARE TWO THINGS IN LIFE THAT MATTER. THE WEEK AND THE WEEKEND.

With the 1999 Isuzu Trooper, you can meet the demands of both. It's versatile enough for the commute on-road to the office or off-road to the cottage and has room enough for your kid's hockey equipment or your camping gear.

Two lifestyles.

One life. One choice.

Our specialty is adventure machines. Our expertise is rugged sport utility vehicles (SUV). Our obsession is machines that know no bounds. Our SUVs work hard, so you can play hard.

We tested our engines in the blistering heat of Death Valley and our traction system on a frozen lake. So whatever day of the week, you can rely on the Trooper to get you where you're going. We go far so you can go farther.

It has what it takes.

It's all that you need.

TROOPER

Trooper Limited

CONTROL

WHEN THE GOING GETS TOUGH

It knows when to help. So you can have peace of mind.

TORQUE-ON-DEMAND

Dry roads. Wet roads. Twisty roads. Rocky roads. Muddy, slushy, slippery, snowy roads. Trooper's Torque-on-Demand® 4WD system (available only on the Limited Model) delivers better traction on any road. With the system engaged, you get the on-road stability of all-wheel drive and the off-road capability of part-time 4WD. Power is routed to the rear wheels until it senses you need added traction. So you've always got the grip you need, without the heavy fuel consumption and drivetrain wear of continually driving all four wheels. Of course, you can also select 4WD Low for heavy rough-road (or no-road) travel.



ALL-CONDITION TRACTION

Slick surfaces? Torque-on-Demand® (available only on the Limited Model) directs power to the wheels with better grip. The system monitors front axle speed, rear axle speed, and even the brakes and throttle every 20 milliseconds to practically anticipate slippage and correct it before it starts.



SEAMLESS STABILITY

You'd never notice the transfer of power if not for the diagram on the dash – and your sure grip to the road.



Trooper Limited

TRACTION

HEAVY-DUTY

CAPABILITY

Engineered for the structural needs of a true sport utility vehicle. And for the safety demands of the driver.

When it comes to confident driving in all types of conditions, go ahead, take the Trooper for granted. In fact, our engineers spent countless months of testing making sure you can. To get a true sense for Trooper's advanced design and rugged construction, all you have to do is head off-highway – far away from where those “city SUVs” can take you.



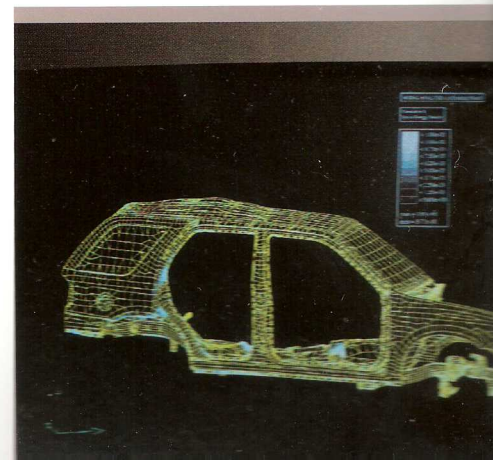
With 4-wheel ABS that even works in 4WD, the engineers at Isuzu designed Trooper so that you may never need its other safety features (like dual air bags, side-guard door beams and a reinforced body structure). But it sure is nice to know they're there.

WINTER MODE SWITCH

Though its name implies only winter use, you can rely on Trooper's Winter Mode Switch in all slippery conditions. When you're in stopped position (or under 11 km/h), push the button and it automatically locks the transmission into third gear to limit rear wheel spin. And, when you reach 34 km/h, it automatically shuts off. It's just another safety measure to give you added control.

DYNAMIC SAFETY CAGE

The Trooper is the product of real-world testing and cutting-edge CAD/CAM digital design. Its integrated safety structure consists of energy-absorbing front and rear body structures and high-tensile-steel side-guard door beams. And it's based on a tough ladder-frame chassis that uses box-section rails with seven sturdy crossmembers.



We simulated hundreds of crash tests on powerful Cray[®] supercomputers, crafted and recrafted structural enhancements using cutting-edge CAD/CAM digital design, and still woke up nights with a few old-fashioned good ideas.

LIMITED-SLIP REAR DIFFERENTIAL

Whether you're travelling on loose dirt, slick surfaces or rough terrain, the Trooper will make sure you get to the other side. Its standard equipment limited-slip differential senses slippage and transfers torque to whichever rear wheel has better grip.



CAN'T DECIDE BRING IT

"Should I or shouldn't I?" No more second guessing yourself. With the Trooper's spacious interior, you can bring it all. Kids, dogs, camping gear and even the kitchen sink.



IN-DASH CD PLAYER

When taking your Trooper for a long trip (or if you're simply stuck in traffic), take advantage of the 6-disc CD player (standard on the Limited). It's mounted in the dash for easy loading of your favourite tunes.



POWER GLASS SUNROOF

Trooper's available sliding sunroof measures 1.5 square metres – large enough for a view of the sky from both the front and rear seats. There's also a sliding shade to keep the sun out when the roof is closed.

SPLIT FOLDING REAR SEATS

The 60/40 split lets you haul long gear or extra cargo without using the entire rear seat. Both sides recline and both sides include footrests (only available on the LS and Limited). Top this off with a soft centre armrest for complete comfort.





Trooper LS



ROOMY

CAVERNOUS CARGO AREA

With more than 2,553 litres (90.2 cu. ft.) (with rear seat down) of cargo space (thanks, in part, to the outside-mounted spare tire) Trooper's capacity is among the largest in its class. A unique 70/30 split rear door makes the cargo area easy to load. Balanced for one-hand opening, you can open just the larger door (which swings to the left so you can load from the curb). Or open both doors for entirely unobstructed access.

ISUZU

Go farther.

1-800-263-1999

www.gmcanada.com

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