

Nissan Patrol

The old Patrol's prices start at around £1000 and the only engine you should consider is the powerful but very slow 4.2L, 6 cylinder diesel. (top speed +/-140km/h, but this non-turbo engine is good for a service life of 400 000 miles easily) The 2.8TD Patrol was never sold in SA so parts can be difficult to obtain. A very scarce and brilliant-for-towing 4.2TD was also available and offers huge torque, but as mentioned they are very scarce. Many of these Patrols are "grey imports", but these "grey imports" usually have a high spec level, so it's worth buying. The first generation Patrol's had about three face-lifts, and the last ones are much better than the earlier one's in every aspect. Most of the face-lifts also came with a handy rear diff-lock as a standard feature.



Second generation Patrol (LWB & SWB)



The Nissan Patrol is probably one of the best kept secrets when it comes to bargain buys. They are virtually just as good in every level as a Toyota Land Cruiser, but much more affordable. Proof of the Patrol's capabilities and reliability would be the United Nations love for Patrols, and we all know the UN give their vehicles a rough time off-road in inhabitable parts of the world!

This is a big SUV with enough space to accommodate seven adults in comfort, but bear in mind that the Patrol is not the easiest vehicle to park. All the Patrol-generations were offered in SWB and 7-seat LWB configuration, and the intended use of the vehicle would determine which wheelbase would make the most sense. (The SWB is more capable off-road, but LWB is much more practical)



First Generation Patrol (face-lift)

The later Patrols (1998+) had much better styling than the older generations and it's actually very good looking. The luxury equipment list also became much longer and some new engines were added. The prices on these Patrols start at about £3500 which is very good value for money.





Second generation Face-lift (notice the bigger head-lights)

Two spec levels is available. The base spec only had basic luxuries such as air-con and electric windows. The SE-spec added electric leather seats, alloy wheels, a sunroof and is usually a two tone paint scheme. All UK-Patrols came with a very handy rear diff-lock as standard, but some of the "grey imports" are not fitted with this feature.

Engine wise the slow 4.2 diesel and 2.8TD was offered at first (avoid the 2.8TD) but the 2.8 was later replaced by a 3.0TD (referred to as Di) and albeit still a bit slow (0-100km/h in 15.3 seconds and 155km/h top speed) this is actually a good engine with good towing power.

There are a few of the scarce 4.2TD's also around in the later-shapes. In many markets, except for the UK, a very powerful and quite quick 4.5 and 4.8 petrol engine is also offered, but due to a fuel consumption which can only be described as scary, the popularity is quite limited. The Patrol received a face-lift in 2004 featuring a new nose, wheels, tail lights and some minor interior changes.

The Patrol's prices in SA start at R140 000 for the 3.0Di and at that price they're high milers. In the UK however there are many Patrols around at good prices with low mileage. Here's an example of a good deal found on Autotrader.co.uk, and the price is even negotiable.

2001 Y Reg NISSAN Patrol 3.0 Di SE+

Price: £3,999

Features:

- 95,000 miles
- Manual
- Dark blue metallic over grey
- Diesel
- 4x4

2953 cc



Full Description:

Glossary of Terms

5 Doors, Manual, All Terrain tyres, Diesel, 95,000 miles, Dark blue metallic over grey. PART EXCHANGE TO CLEAR. Alloys, sunroof, full grey leather, service history, MOT December 2009, Road tax April 2010, £3,999 onco

Possible modifications:

-Modifications are usually based on what the Patrol is going to be used for. Stuff like roof racks with a roof tent, dual battery systems, bull bars with winches, etc are very handy to have for safari trips.



A mildly-modified Patrol

Things to look for when buying

-Remember that these vehicles were designed to be off-road work horses that can do high mileage before something break. This resulted that many Patrol's had services skipped (does it have full service history?) or had an abusive life. Check for underside damage (scrapes on the chassis would be fine, but bent items on the chassis can spell trouble)



Due to their durability, Patrols are popular expedition vehicles.

-A whine from the engine can mean that the turbo (if equipped) is worn out. Also check for excessive smoke under hard acceleration.

-How's the gearbox? A soft whine would be acceptable, but a loud one can mean expensive

bills in the near distant future.

-Does the 4WD actually work?

-Rust can be a problem on old Patrol's if the vehicle was not washed regularly, so check everywhere including the under carriage. No matter how small the rust patches are, prepare for at least R15 000 to have the rust fixed in SA.