

Troopie / Buschtaxi / Taxi Brousse  
**Toyota Landcruiser BJ75**



For sale

Stored under roof in Accra / Ghana

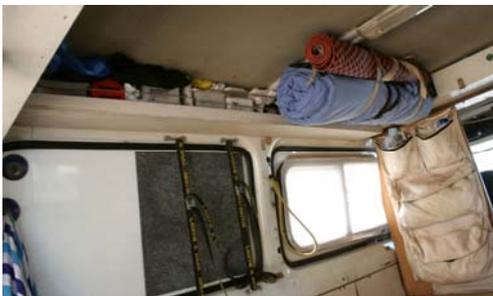


- 1 Circumferential shelf with book / map box
- 2 Insert for sleeping platform
- 3 Toolbox front
- 4 kitchen
- 5 storage box
- 6 auxiliary tank #2 (140 l)
- 7 spare parts
- 8 Fridge (Engel)
- 9 Sliding window with mozi net and protection mesh outside
- 10 Toolbox



### It is fully equipped and ready to go

- Heavy duty suspension with greaseable shackles
- 360l of diesel in 3 tanks (80l + 140l + 140l)
- 40 l Water in tank + Shurflo pump and Katadyn water filter plus another 100 l in jerrycans
- Snorkel
- Winch
- Recovery gear  
(1 pair mud chains, 4 Alu Sand ladders, High Jack, shovel, 3 HD tow straps, shackles, snatch block, compressor)
- 2<sup>nd</sup> / auxiliary battery set with heavy duty 80A split relay
- Converter 24/240V, battery charger for small units (torch e-G.), 2 x battery charger for starter battery
- Engel fridge
- Lots of spares
- Lots of Quality tools
- Roof Rack + Alu storage box
- Tarp (fixation rail at 3 roof rack sides, ideal for shade or rain cover)
- Tailor made interior mozi net
- Full kitchen equipment
- Tent (as option, you also can sleep inside)
- Chairs + table
- ... lots of little bits and pieces you need and sometimes don't need ;-)



### It is in technically good condition within last 10.000 km it got new:

- heavy duty Ironman suspension + shock absorbers
- generator
- clutch
- prop shaft
- breaks
- just replaced tires

1st registered in 1988  
 3B naturally aspirated engine:  
 4 Zyl 3,4l / 95 PS  
 370.000 km  
 8.500 Euro ONO

Optically it is used (dents, some rust around the body but nothing serious at the frame). So just in the right condition to enjoy adventure without regrets ;-)

## FAQ:

### ***Where, in what country is the car registered?***

The car is on German Number plates but due to tax and insurance at the moment inoperative. The registration is still valid so a formal owner transfer within the EU is no problem (Papers and number plates are in Germany)

### ***What about the milage:***

It has now 370.000 km. May sound a lot but the engines run forever and with a complete overhaul of the drive train (gearbox with all bearings plus 5th gear shaft and gear, all wheel bearings with gaskets, prop shafts and rear diff, break disks and drums plus break cylinders) at 230.000, overhaul of injection pump (appeared as not necessary) and injectors at 250.000km 2nd cooler and replaced exhaust manifold plus new generator and HD suspension you will be already beyond all the maintenance you face with an alternatively affordable 250.000 km model.

### ***Is there recovery gear like high-lift- and hydraulic jacks in the car?***

There is full recovery gear on board. High-Lift + Hydraulic jack + shovel + 4 sand ladders + winch + snatch block + shackles + 3 heavy duty tow straps + 1 set of mud chains + axe + saw

### ***If you are your own mechanic you just use quality tools:***

big and small socket set + screwdriver set + punch set + small & big brass punch + combination spanner set (main toyo sizes 2x) + 2x chisel + big and small hammer + metal & wood saw + axe + different types pliers + file (big & key file set + thread file) + spanner socket 55 you need for the front wheel bearings + battery drill (with cable to connect to car battery) & drill set + rivet set ... plus lots of little stuff (full list available but in German)

### ***Are the spares originally Toyota?***

The spare box is extensive. From all the necessary bits you need to improvise electrically or mechanically like thread bars, all kind of nuts, shims and bolts rivets plus the Toyota specific fine thread studs / bolts and nuts to wires, end splice + cable lugs, different connector plugs, bulbs, fuses and soldering equipment. A injector high pressure pipe repair kit. Additionally there are lots of original parts like most of the axle, differential and gearbox oil seals. A spare injector, original cooling hoses, V-belt kit, various bearings, servo pump overhaul set, starter copper contacts, cylinder head gasket plus various gaskets + gasket improvising kit, various liquid sealing + glue stuff ...For the suspension there is a spare front and rear top leave, 1 shackle , 1 fix pin , 2 U-bolts, some PU bushes.

### ***are the tyres tubeless or with inner tubes***

Tyres are tubeless, Tubeless repair kit + 2 tyre irons + emergency tube + compressor are on board. The 4 fitted AT tyres are fairly new and in good condition. Spare wheel and spare wheel rim are not as good any more. 6th tyre without rim is just good as emergency cover.

### ***What about theft protection and immobilizer?***

There is a Nato switch earth circuit breaker in the cabin and a plus circuit breaker in the engine compartment. Beside the electrical locks there is an additional relays to shut down the diesel supply. This relays is broke during the last tour. Visible from outside all doors can be additionally locked with pad locks.

### ***Is the heating and/or air-conditioning in working order.***

No aircon but two additional ventilation openings in the roof, heater + fan is working

### ***Is there a stove for heating/cooking, a sink and porta potti aboard?***

No porta potti. There is a stove on board. We do not have an integrated one with sink, you just waste to much space. We always use a 3 kg single tank with burner plus a small camping gas cartridge cooker as second flame if necessary. There is a water tap with filtered water + a shower head with unfiltered water in the car you can use with the foldable Ortlieb wash bowl is in the car.

### ***Are there cooking implements (pots, pans, cutlery and crockery, eggflip)etc.***

Full kitchen equipment (set of pots, cutlery and crockery for two persons, thermal flask, espresso cooker, coffee filter, milk foam agitator, barbecue grate + grippers, various spicery ...)

### ***Are there sheets, blankets, pillows in the car?***

There are two sleeping bags and one Thermarest mat in the car. I would propose to bring new sleeping bags / blankets and one more Thermarest.

***What color is the car***

White

***Why did you leave the car in Ghana***

We do an Africa Overland in stages. 5 to 6 weeks is the max holiday length we get as employees. The car was already parked for a year at the same place. After last year's leg was a bit stressful we decided to do a relaxed Ghana, Togo, Benin loop instead of continuing to Cameroon this year.

***Why do you sell the Toyo:***

After years in Africa we do not really appreciate the landscape, people and travelling as much as we should and the impressions deserve. Feeling a bit tired we discussed not to continue the trip next year and sell the car instead. We had a couple of African offers but over the years we invested so much time and energy in the car to make it perfect for our travel demands that we really would regret if any local just would tear the stuff apart. Living in one of the great German environmental protection zones it does not even make sense to drive the Toyo back to Germany again because on its exhaust level we will not get one of the stickers you need to enter legally. Anyway except the holiday trip the Toyo was mainly parked on the street over the year. Its mission is travelling so we would like to give it in other traveller's hands.

**Good to Know:**

There is much more equipment and features in the Toyo as we mentioned so far. We have a database with all the parts / tools are in the car so even the storage place can be found (at least at most of the things ;-)). It is all in German so I don't know if you can read it or if an online translator will be necessary.

Do not expect too much on the living area, the car is small and it is mainly storage, cooking and sleeping area, live typically is around the car. We lived 18 month in the car and did various additional 5 week trips.

Just to emphasize, the car was prepared by me to circumnavigate Africa and is solid and reliable in all areas. We had no plan to sell the car when we left so preventive maintenance and good equipment made our previous trips successful and with the same approach we prepared and maintained the Toyo on the road.

We parked the Toyo is at the moment at the compound of a German / Ghanan couple. They usually send a container every 6 weeks from Cologne and do also do single dispatch freight inclusive customs for very reasonable prices. Good option to bring additional equipment or a roof top tent without paying exorbitant airfreight fees.

Don't hesitate, go for the adventure now!

Kind regards  
Bernd + Sabine

**Contact:**

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