

Fall 2009

THE **ROVERS NORTH** NEWS

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NEWS

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PUBLICATION

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LETTERS TO THE EDITOR



Dear Rovers North,

Great article included in the latest Rovers North news. We were able to contact Andrew and Karen the day after we received our issue and they just happened to be about three hours away from our house in Washington State. Andrew and Karen happily obliged our offer to stop by and have a chat. They were a great couple living an adventure that most of us can only dream about. After a good visit they had to continue on with their journey. We have kept up on their progress via their website. Thanks for posting such a great story and keep up the good work! Regards,

Tyler, Cheryl and Mette Chilman
Enumclaw, WA

Dear Mark,

On behalf of Texas Rovers I would like to sincerely thank Rovers North for their generous donation that helped make our 2009 SCARR event and raffle the great success it was.



This year's event attracted 100 registered Land Rovers that included vehicles from the entire Land Rover line up from the original Series trucks all the way up to the latest Range Rovers. Our Saturday night dinner and raffle was attended by over 170 Land Rover owners, families and enthusiasts not only from Texas but from all over North America and your company was recognized as a major SCARR 2009 supporter.

Your website has been added to our outstanding sponsor list and is clearly recognized as a preferred vendor of choice by our 500 + registered users.

Texas Rovers will start planning for SCARR 2010 in August for an even larger event and hopefully more successful next year. Once again, on behalf of the entire Texas Rovers leadership, I thank you for your generous contribution.

Sincerely,

Laura Shackette

SCARR 2009 Events Coordinator

[Rovers North's Matt Martin and the Land Rover Lifestyle magazine 1st Descent Team had a ball at your event. Congratulations on a spectacular rally! -ed]

Dear Mr. Letorney,

I hope that everyone at Rovers North has been enjoying the warmer summer weather. As a proud owner of a 2004 Land Rover Discovery II SE and a 2002 Land Rover Discovery I SE, I have been more than pleased with Arthur's assistance in obtaining maintenance items for both of my vehicles. One day I hope to add a Series vehicle to my fleet.

As I have stated before The Rovers North News is outstanding. I look forward to receiving every issue and read it several times from cover to cover. I especially enjoy articles on new Land Rover/Range Rover products and owner profiles. Keep up the outstanding job on this fine production!

Each fall our local Land Rover dealer, Keeler Motorcar Company, invites their customers to a fall picnic at Equinox Mountain in Manchester, VT. After the picnic the group is invited to visit the Land Rover Experience Store and enjoy a bounty of delicious deserts at the historic Equinox Hotel. I took my 2004 Land Rover Discovery to this year's event.

Enjoy your summer, have fun with your Land Rovers, and keep up the great work!

Sean Donahue

Lake George, NY

[Thanks for your support as a Land Rover enthusiast and for your compliments on this magazine. It's owners such as yourself that make working at Rovers North highly entertaining -ed.]

Dear Rovers North,

Lugares (Places) is a magazine about travel, issued monthly in Argentina. A caption on the cover translates into traveling 900 miles in a Defender 110 with children. What could be more fun? Yikes!

Jorge Shedden

Ft. Lauderdale, FL

[Are we there yet? -ed]



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Aluminum Chequerplate Body Protection Kits

Reinforce your body work with these G4 style 5 bar protection plates. Made from non-corrosive aluminum alloy. Available in an electrostatic primed black powder-coated finish or a Silver anodized finish.

Includes stainless and anodized hardware.

(A) Wing top protectors *Includes stainless and anodized hardware*

Includes hardware. Sold in pairs.

RNA6510B	Defender 90, 110 Black	\$ 139.00
RNA6510	Defender 90, 110 Silver	\$ 169.00
RNA1116	Series IIA & III Silver	\$ 139.00

(B) Sill protectors *Includes stainless and anodized hardware*

Includes hardware. Sold in pairs.

RNA6530B	Defender 90 Black	\$ 119.00
RNA6530	Defender 90 Silver	\$ 129.80
RNA6531B	Defender 110 Black	\$ 135.45
RNA6531	Defender 110 SW Silver	\$ 120.75

(C) Rear Corner Protectors *Includes stainless and anodized hardware*

Includes hardware. Sold in pairs.

RNA6550B	Defender 90 Black	\$ 69.50
RNA6550	Defender 90 Silver	\$ 79.50
RNA6551B	Defender 110 Black	\$ 79.50
RNA6551	Defender 110 Silver	\$ 89.50
RNA6541B	Defender 110 SW Black	\$ 78.00

(D) Bonnet protection plate *Includes stainless and anodized hardware*

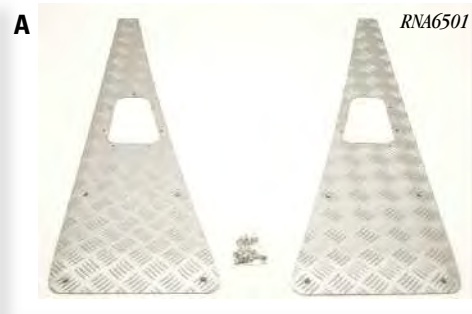
Our black bonnet protector will prevent glare from roof mounted lights.

RNA6520B	Defender 90, 110 Black	\$ 179.00
RNA6520	Defender 90, 110 Silver	\$ 198.00

(E) Front bumper top tread plate.

Sold in pairs. *Includes stainless and anodized hardware*

RNA6540B	Defender 90, 110 Black	\$ 27.95
RNA6540	Defender 90, 110 Silver	\$ 29.95



(F) Rovers North Alloy Skid Plate

Made from heavy duty 10mm aluminum alloy with galvanized steel brackets, this skid plate is strong and durable, yet light weight. Designed to protect your steering rods and stabilizer from off-road hazards.

RNA4111	Range Rover Classic & Discovery I.....	\$ 439.00
RNA4117AA	Discovery II.....	\$ 459.00
RNA4113	Defender.....	\$ 439.00

(G) Differential Guard

Essential protection for off-road use. Anodized Steel guard clamps onto the front axle housing and protects the front differential from the most common off-road hazards.

DIFF01AA	Range Rover Classic, Discovery I & Defender Front or Rear.....	\$ 79.95ea
DIFF02AA	Discovery II (non-ACE only) Front.....	\$ 79.00
DIFF03	Range Rover P38A Front.....	\$179.00

(H) Discovery I Heavy Duty Rear Bumper

Take your Discovery I to the next level with our Heavy Duty Rear Bumper. Includes recovery jacking points, hardware and instructions. Requires some modifications to existing rear chassis to mount.

RNA8603	Discovery I Heavy Duty Rear Bumper.....	\$598.00
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(I) Rock Sliders

Prevent damage to your bodywork during your off-road adventures. Sold in pairs.

RNA1001	Mantec Defender 90 with jack points. Black powder coated.....	\$349.00
RNA1005A	Mantec Defender 110 with jack points. Black powder coated.....	\$399.00
RNA1011	Proline galvanized 88 Ser.II-III.....	\$395.00
RNA1109S3	Proline galvanized 109 Ser.III (special order).....	\$459.64
RNA2014	Proline Discovery I and RRC swb with jack points. Black powder coated.....	\$589.00

(J) Marlow Kinetic Rope

KRR001 Stronger and smoother than straps. An extremely effective recovery tool that allows you to use vehicle momentum without any sudden shock. The best tool available for recovering vehicles heavier than yours. Specially designed for Land Rovers. Marlow kinetic ropes are exclusively used by the British Military. Requires securely fastened recovery hitches for safe use.

Kinetic Rope 24 MM diamiter x 8M, 1 2030 KG rating	\$129.00
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(K) Aluminum Bridging Ladder

RNA2000	Aluminum bridging ladder. 51" x 15 1/2" x 2" Sold in pairs.	\$329.00
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MANTEC



Quality Land Rover Accessories

Since 1989 Mantec has been renowned for manufacturing and supplying dependable, high quality accessories for Land Rover vehicles.

Originally specialising in Raised Air Intakes and genuine Land Rover Parts, our full products range has since grown to include Spare Wheel Carriers, Steering Guards and other

Underbody Protection, Sand Tracks, Window Guards, Winch Bumpers and much more.

All Mantec products are conceived, designed and engineered specifically for the off-road work that Land Rovers are built for and as such our products have served all over the World in many different environments and in many different applications from Private Expeditions to Military & Disaster Relief.

A



Mantec Raised Air Intake
RNA473

C Mantec Steering Guard
RNA7207



Shown with ARB Front Winch Bumper RNH720

B RNA7402



Mantec Camel Trophy Winch Bumper
Shown with Camel Trophy Bush Bar RNA011

specialist vehicle equipment

visit roversnorth.com for a full listing of Mantec product



(A) Mantec Raised Air Intakes

Originally designed to combat the sandy dust of the Sahara Desert, Mantec's Raised Air Intake ensures a cleaner air supply to your engine when driving in dusty conditions. Made of zinc-phosphated steel and black polyester-coated (paintable to match body color). Used in everything from the Camel Trophy to the G4 Challenge. Includes hardware and fitting instructions.

RNA1003	Discovery I (Powder coated steel).....	\$ 399.00
RNA1013	Discovery II (Powder coated steel).....	\$ 499.00
RNA1115	Range Rover Classic (Powder coated steel).....	\$ 349.00
RNA1002	Defender 90/110 NAS (Powder coated steel).....	\$ 499.00
RNA2002	Defender 90/110 pre '86 Naturally Aspirated 2.5, V8 Series I - III (please call for modifications)	\$ 298.00
RNA2002TDI	Defender Td5, 300 TDI (Black PVC Plastic).....	\$ 299.00
RNI473	LR3 (Black PVC Plastic).....	\$ 499.95

(B) Mantec Camel Trophy Winch Bumper

RNA7402	Defender 90, 110, Non A/C. Designed for use with Superwinch Husky 8500lb, & 10,000lb winches.	\$ 499.00
RNA011	Shown with Camel Trophy Brush Bar	\$ 695.00
RNA7403	Defender 90, 110, With A/C. Designed for use with Warn 9.5 winches.	\$ 499.00

(C) Mantec Steering Guard

Extremely strong aluminum shield powder coated steel frame.

RNA7002	Defender 90, 110.....	\$ 369.00
RNA7005	Range Rover Classic, Discovery I '94-'99.....	\$ 369.00
RNA7007	Discovery II.....	\$ 399.00
RNA7207	LR3	\$ 549.00

Shown with ARB Winch bar - RNH720



Mantec Sill Protectors
RNA1001

(D) Mantec Sill Protectors

Designed with off-roading in mind the steel box section sills with jacking points offer more protection to your vehicle than the standard fit. Mantec side protection sills are available for Defender 90, 110 Station Wagons, Hard Top.

RNA1001	Defender 90 Shown with Land Rover Genuine Side Step RNF367	\$ 349.00
RNA1005A	Defender 110.....	\$ 399.00

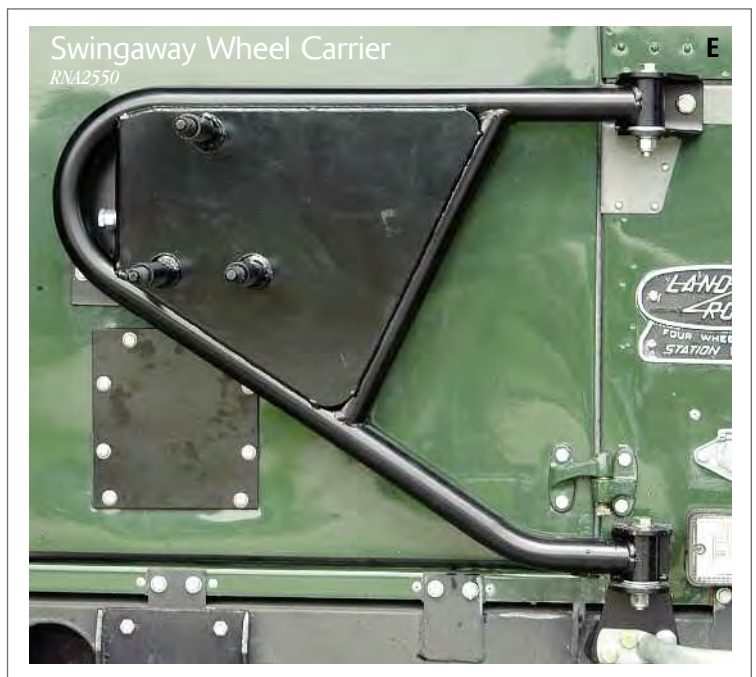
(E) Mantec Swingaway Wheel Carrier

This Wheel Carrier works in parallel with your rear door to relieve all weight of the spare tire so your door is light and easy to use. Zinc phosphate and black polyester-coated heavy duty tubular steel construction takes the stress and weight off of your rear door hinges. Includes instructions and all necessary hardware for installation. Will fit Series II, IIA, III, Defender 90/110.

RNA2550	MANTEC Swingaway Tire Carrier	\$ 499.95
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of MANTEC Services (UK) Ltd. products.

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Swingaway Wheel Carrier
RNA2550

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experience



Don't settle for an imitation... the difference is quality

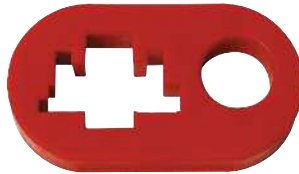
With over 100 years of quality, the Hi-Lift Jack is a rugged, highly versatile jack that puts you in command of situations requiring lifting, pushing, pulling, winching and clamping. Light in weight and easy to maneuver, the Hi-Lift Jack offers a rated capacity of 4,600 lbs and a tested capacity of 7,000 lbs. Only Hi-Lift Jacks are made with two-piece handle and a socket design that is built for extended life. Cheaper imitations use a one-piece design that bends easily if lateral pressure is applied while lifting a load. Hi-Lift jacks are designed to help you survive in the most demanding situations - whether you are in the Moab desert canyons, the Welsh Mountains, the Amazon jungle, or the farmlands of Indiana. With a full range of specially designed accessories, the Hi-Lift jack is just about the most versatile piece of off-roading/farm/auto recovery equipment you can buy. When it's a heavy-duty situation, the tool had better be a Hi-Lift!

Hi-Lift Repair Kit



FK1 \$ 13.60

Hi-Lift Polyurethane Securing Ring - Secures handle to jack.



RNA9113 \$ 10.95

Hi-Lift Jack Adapter -

Fits into receptacles locate on Defender Chassis, and RN sill protectors



PLA908HL \$ 59.00

Hi-Lift 4X4 Jack Mount Kit



4X400 \$ 29.75

Hi-Lift Locking Jack Mount

LR200



LR200 \$ 25.00

Off Road Jack Base for soft ground



ORB \$ 34.95

Hi-Lift X-TREME - All Cast Jacks

ONLY \$ 89.90

ONLY \$ 84.96

XT605
60 inch

XT485
48 inch



All Cast Jacks

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HL605
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HL485
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Cast & Steel Jacks

ONLY \$ 56.00

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HL424
42 inch

HL364
36 inch



BURKE'S

August / September 2009

CORNER

[Bill Burke, the Colorado-based internationally known off road instructor, has decades of experience in off road recovery techniques. In this column he focuses on the handiest of recovery gear, the high lift jack –ed.]

I've used a Hi-Lift jack for over 40 years and have never, yep never, had one break or fail to work! When I was a kid, construction workers introduced me to the "Swamp Jack" and these guys took all aspects of recovery seriously. We used the Hi-Lift to fix hunting half-tracks, re-align grass rakes on airboats and as a hand winch to get the trucks up slippery boat ramps. We performed all of these precarious tasks in the Everglade swamps with the cutest of critters (think "gator bait") waiting to capitalize on a silly human falling into the murky tannic waters. Let's share some of the Hi-Lift basics, proper jack break-in and maintenance, and use of the Hi-Lift as a hand winch.

The Hi-Lift Jack Company has been owned and operated by the same family for over 100 years. The jack itself and the various attachments are reliable, useful and safe - if used according to the directions, lubricated and broken in properly.

For any Hi-Lift jack the *tested* load is 7000 pounds and the *rated* load is 4660 pounds. For *hand winching* the jack is rated at 5000 pounds. These numbers represent the industry standards for the safe use and rating of the HLJ. The rated lifting load is reduced for the 60" jacks when working with the top 12" of the jack. Other companies make similar lifting jacks; my preference remains the Hi-Lift company's models.

Remember that when we perform our stuck assessment and calculate the mire factor the Gross Vehicle Weight of the stuck vehicle may be over the 5000 lb rating of the Hi-Lift. However, unless your Rover is dead-pan stuck the rolling resistance is much less than the actual weight of the vehicle.

So do the 360 walk around and fulfill the stuck assessment properly [see November '08 issue –ed].

In my Hi-Lift kit I carry an assortment of 3/4" screw pin shackles (bow or D type), 12 feet of 3/8" T-70 chain with attached hold hooks, 30 (or more) feet of 3/8" synthetic winch line (you could use 5/16"), two tree straps or rigging slings (3" or 4" wide), a rolled up magazine of quality paper at least 80 pages (a green tree limb, 1" Schedule 80 PVC, or other



"bung" also works). I also carry accessories such as the Lift Mate, Off Road Base and the Off Road Kit. If you carry just the HLJ, it will only be useful in a limited number of situations; with the aforementioned accessories your lifting and pulling possibilities expand greatly.

Read and understand the warnings and safety guidelines provided with your jack. Break in your Hi-Lift correctly, lubricate it and practice with it in a controlled environment. Refer to the diagram for the parts as labeled. Identifying the parts correctly will help you follow these recommendations and use this reliable tool properly.

Safety Notes: Only use the clamp as a clamp for clamping; or for stringing barb wire for example. The clamp rating is significantly less than the max rating. DO NOT attach anything to the hole on the bottom end of the 'lifting nose' it is a casting gusset and is only used for the safety bolts to keep the Lift Mate, Bumper Adapter or other approved accessories from slipping off the nose.

Hand Winching

During hand winching, the top clamp should be 'in-line' with the 'steel standard'. Although there are a few different ways to set this rigging up, I generally keep the jack closest to the anchor point (so I won't have to move the jack along while the rig moves out of the stuck situation).

As an example here's a simple scenario - with a tree in just the right position, the sun shining and birds singing with all the equipment right at hand – and no mosquitoes! When you get into your own stuck scenario, take the basics explained here and safely adapt them for your situation.

Attach a tree strap low around the tree in a sling rigging. Never choke a strap high around a tree. Connect both eyelets of the strap to the "bow" of the shackle and pass the pin of the shackle through the top clamp hole. Ensure the fastener holding the top clamp to the standard is tight!

I leave the foot piece (base) attached to keep the "running gear" from sliding off during the re-rigging of the jack. There are a few ways to attach the chain to the 'lifting nose':

1. Wrap the chain in a short choke around the nose. (A short choke is a small hole, and long choke is a bigger hole)
2. Use a shackle on the nose and then attach the chain to



the shackle. Hi-Lift makes an adapter that will attach to chain and will fit the nose of the jack cleanly. Personally, I use this device as it is safest.

3. Monitor #1 and #2 when loaded – the jack does get 'wiggly!'

Safety Note: Chain used for this type recovery should have "grab" books installed on each end. The link must be held inside the mouth of the book. Make sure that the chain link is inserted into the book correctly. If using welded link chain ensure the weld is facing out of the mouth – the load is on the non-welded side. Short or long "choke", make sure the rigging is clean.

Once you've installed on the nose of the HLJ, stretch the chain out straight. Twisted links can cause problems - look along the length to see that the links align correctly.

If this length is about right for the recovery, attach the chain directly to the vehicle recovery point using a rated shackle on a short choke. For a little more length you can use a second tree strap to reach to the recovery point. If you really need more reach, this is where the Synthetic winch line extension comes in to play.

Safety Note: All ropes, wire and synthetic, should have a thimble on the working end(s).

Let's rig the synthetic rope. Form a short choke on the loose end of chain. Place a shackle onto the chain and insert the thimble of one end of the rope onto the pin side of the shackle and close it with the screw pin.



Screw pins should be tightened then backed off about ¼ turn. This reduces the need to use a tool to loosen the pin if it gets overly tight during the extraction.

Run the synthetic winch line out to the vehicle (or depending on rigging, to the tree). Attach with another shackle to the rated vehicle recovery point. You may have to use two shackles since the thimble on the rope may not link up to the vehicle recovery point because of the size and configuration of the actual connection.

To adjust the length of your synthetic line, you can always fold it in half, thirds, quarters, etc. I use a 'Chain Hitch' knot, which allows you to customize the rope to the exact length. The Chain Hitch, or "Truckers Knot," is actually very easy to rig. It just takes practice. When using synthetic rope be aware that



any bend in the rope will compromise the overall strength. Tight bends have more effect than wider bends. Since synthetic winch line is very strong even with multiple bends while using the chain hitch, the Hi-Lift itself will be the limiting factor in the rigging.

Keep the 'bung' close. At either end (I use the chain end) where the thimble is now attached to the screw pin, rotate the thimble around the screw pin taking the rope around. You will end up with 3 pieces of rope coming off the pin - a loop that has just been formed (2 pieces) and the rope that goes back to the anchor the 3rd.



We call the loop "standing" and the single loose rope "working." Take the loop and make it longer so the bend is past the thicker part of the splice from the thimble. The rope will be 'thinner.' It doesn't matter if the loop is on the right or left - but try to keep it on the same side as you make this series

of loops. The working end will continue to be running to the anchor. Keep your hands away from each other and with the hand that is holding the loop use your fingers to reach through and pull (feed with the other hand) the working part through to form another loop.



I use a green limb, rolled up magazine, shackle pin or other larger diameter device, called a Bung, to be the stopping item to keep the chain hitch tight and on a bind. If using a thick magazine, wrap some duct tape around the middle where the rope will be on the bight.

Keep doing this until the rope gets tight as possible. You can do one big loop or several loops. We call securing the rope at this point "putting it on a bight." Basically it just makes a very small loop but does pass the working end through to make another loop. Take the 'bung' and insert it into the small-not-passed-through-loop and snug it up so the bung stops the



rope from slipping and the loop from loosening. Easy, right? It does take practice!

Once the rope is tightened as best as possible, grab hold of the chain and pull it as tight as possible. The chain is the last step in this rigging process. It is the most important link and

must be as tight as possible. When “pulling” chain and making the connection of the hook, try to not pull on the hook with your hand holding it directly, since it may cause fumbling and you will have to hassle with the connection. I place my hand just behind the hook. The hook hangs loosely as I pull the chain tight using both hands. Let the hook grab a link by lifting up on the hook end making sure the link is secure in the hook.

Now it is time to work the jack. Be sure to engage the Reversing Latch in the upright position, keep the jack climbing mechanism out of the dirt or mud as best you can – use floor mats, carpet strips or a tarp. Stand erect and use your legs to lever the handle back and forth. It is helpful to have a buddy hold the base of the jack for stability while working the jack. You will have control of the jack so just stand up and work the handle and move the rig out of the stuck situation.

Vehicle safety is important. It’s helpful to have a driver in control of the, braking and/or steering when needed, maybe even helping with some slight wheel spin. Be sure to “chock and block” the wheels as needed. If the vehicle has a tendency to move back into place the Hi-Lift Off-Road kit helps keep this from happening. The kit has devices that will help hold the vehicle while you re-rig the Hi-Lift for the next pull.

Once you have used up the jack length and re-rigged the Hi-Lift to get another pull, make sure the vehicle will be stable. Move the reversing lever down (to the reverse direction) and work the handle to loosen the load on the jack. Be very careful here! The load on the handle can spring it back when lowering the mechanism. Hold onto the handle tightly and climb the mechanism “down” the I-beam standard. Once the load is off the jack climbing mechanism it should slide freely down to the base.

Tighten the chain (and/or rope), engage the reversing lever up for lifting and start the process all over. You may have to re-rig a few times or the vehicle may come out after only one length of the jack. Take your time, work slowly, methodically and calculated. Be patient and safe.

The Hi-Lift jack is a quality multi-use tool that every 4-wheeler should have. If you learn how to properly use your jack and take care of it, I know you, too, will have many years of good service.

See you on the trail.



Breaking in the HLJ

When you receive a new Hi-Lift you must break it in, properly lubricate and practice with it. Here are a few tips to get you started.

The Cross Pin (#1, small dowel on the climbing pins) on the top will drag unless the surface it moves back and forth on is smoothed up. This causes a slight malfunction when lowering the load. I scrape the powder coat and the metal smooth with a fine file or scraper (I usually use my knife blade). Get this surface smooth as possible so the pin can move freely then lubricate it.



The Climbing Mechanism will bite and chip the powder coat (paint) on the I-beam as it moves up. The paint pieces will sometimes jam the mechanism. I scrape some of the paint off, almost to bare metal, for the full length. Light sanding or scraping will do the job.

While lifting a moderate load, liberally spray a lubricant (Boeshield, WD40) into the mechanism as it climbs up. This will help the Cross Pins and Climbing Mechanism really work the lube into the tight spots and break the jack in quickly. Raise and lower the load several times. Work the Reversing Lever Mechanism up and down several times to get the lube on the wear surfaces. This will be messy, so clean up after and watch for over-spray on your vehicle. Wipe the jack clean and ensure the Reversing Lever is in the upright position for proper stowage.

I use the handle for odd jobs such as fixing my steering control arm, trailing arm, etc. Remember to NEVER leave the handle loose on the jack as it could result in a serious accident. To facilitate easy handle removal and replacement, I replace the cotter pin and install an Implement Hitch-Pin.

I keep my jack lightly lubricated and it stays on the front bull-bar year-round with no problems. During my pre-trip I run the mechanism up and down once, check the lube, put it back on the bumper and know my tool is ready for work.

**See videos on maintenance and use at
roversnorth.com/store/m-9-hi-lift-jacks.aspx**

Save on Soft Tops



A Surrey Top
PLD279

HIGHEST
QUALITY
BEST
PRICES



B Canvas Top

PLB752



B Canvas Top

PLB754

(A) Defender 90 Surrey Top

Enjoy open air driving with protection from the sun with our Surrey Top. Manufactured to OEM specifications.

PLD279 Surrey Top, black.....\$ 349.00

(B) High Quality Series II-III Canvas Tops by Exmoor Trim

PLB754 88" Green, full length with windows.....\$ 469.00
 PLB752 88" Sand, full length with windows\$ 489.00
 PLB753 88" Black, full length with windows.....\$ 588.00
 PLB763 109" Green, full length with windows.....\$ 559.00
 PLB761 109" Sand, full length with windows\$ 579.00
 PLB778 88" Green, 3/4 length, w/o side windows\$ 388.45
 PLB769 109" Green, 3/4 length, w/o side windows\$ 499.00

(C) Defender 90 Soft Top - Half Bimini Style

RNH991\$ 149.00

(D) Superior Quality Defender 90 Fabric Soft Top

Everything you wanted in a custom soft top for your Defender 90 is here. Constructed with superior quality black fabric it will not fade, shrink or crack like the original. Year after year this top will look as good as the day you first put it on. Superior features include: weather secure door seals, heavy duty zippers & large HD Permaclear windows for improved visibility. An awesome fit on your existing belt rail system, this top ends the headaches of stretching and prying and keeps you dry and happy when the weather is foul. Includes three zip out windows, carrying pack and instructions. Made in the USA.

RNA90ST01 1994 - '97 D90 Soft Top.....\$ 2140.00
 RNE245 1994 Defender 90 Belt Rail Kit*.....\$ 79.50
 RNE246 1994 Defender 90 Tailgate Bar Kit*.....\$ 81.00

* The 1994 Defender 90 Soft Top is equipped from the factory with snaps and requires a belt rail and tailgate bar kit to be installed to use this top. 1995 and 1997 Defender 90 Soft top models do not require this kit.

(E) Drop Down Tailgate Assembly

RNI294 New take off tailgate assembly for Series II, IIA, III & Defender 90/110. Includes hardware shown.....\$ 119.00



C Half Bimini

RNH991

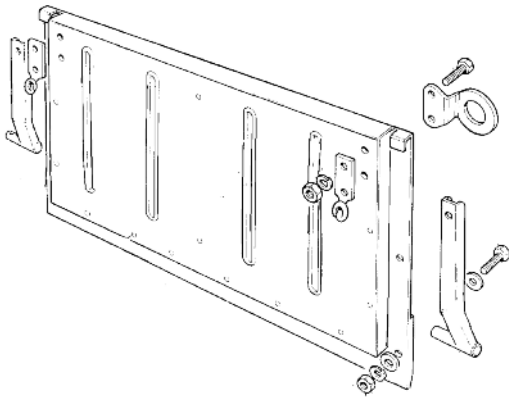


D Soft Top

RNA905101

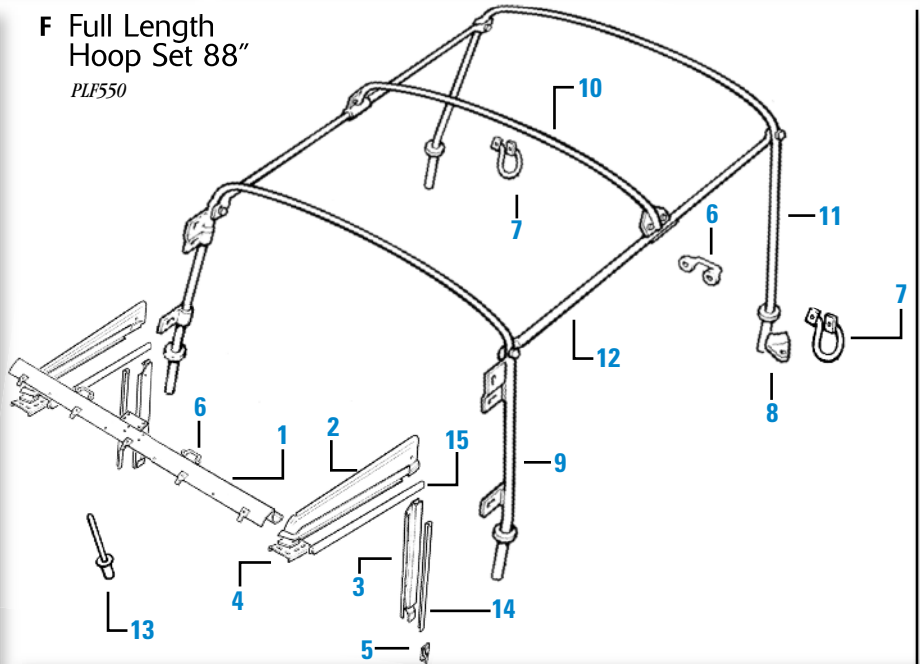
E Drop Down Tailgate Assembly Series II, IIA III, Defender

RNI294



F Full Length Hoop Set 88"

PLF550



(F) Full Length Hoop Set

Complete with all hardware and fasteners as shown. (Does not include door seals.)

PLF550	Full 88" Hoop set.....	\$ 549.94
PLF549	Full 109" Hoop set.....	Not Shown \$ 629.00

Hoop Set Components 88"

1.	PLB736	Windscreen Bracket (ProLine).....	\$ 103.43
2.	PLE329	Drain Channel Door Top (ProLine).....LH	\$ 125.00
	RNE330	Drain Channel Door Top (Genuine).....RH	\$ 155.20
3.	RNE327	Drain Channel Door Post (Genuine).....RH	\$ 36.90
	RNE328	Drain Channel Door Post (Genuine).....LH	\$ 36.90
4.	RNB740	Corner Bracket (Genuine).....RH	\$ 4.36
	RNB741	Corner Bracket (Genuine).....LH	\$ 4.36
5.	RNB737	Front Tie Down (Genuine).....RH	\$ 12.75
	RNB738	Front Tie Down (Genuine).....LH	\$ 12.75
6.	RNE531	Tie Down Staple (Genuine).....	\$ 1.29
7.	RNB912	Tie Down Rear (Genuine).....	\$ 5.98
8.	RNB692	Hoop Bracket (Genuine).....	\$ 8.20
9.	RNB732	Front Hoop (Genuine).....	\$ 106.92
10.	RNB734	Middle Hoop (Genuine).....	\$ 80.25
11.	RNB733	Rear Hoop (Genuine).....	\$ 148.89
12.	RNB735	Tie Tube (Genuine).....	\$ 40.95
13.	RNC690	Pop Rivet for Hoop Set (Genuine).....	\$ 0.60
14.	RNC121	Door seal top back (Genuine).....	\$ 14.85
15.	RNC120	Front roof door seal (Genuine).....	\$ 12.90

(G) Genuine Land Rover Mud Flaps

RNA652	Range Rover Classic (flap only), Front or Rear (each).....	\$ 24.50
RNB307	Discovery I with running boards, Front, (pair w/hardware).....	\$ 59.90
RNA648	Discovery I (styled w/logo), Front, (pair w/hardware).....	\$ 62.95
RNA649	Discovery I Rear kit, (pair w/hardware).....	\$ 59.95
RNB301	Range Rover 38A 4.0/4.6, Front, (pair).....	\$ 139.00
RNB308	Range Rover 38A 4.0 / 4.6, '95-96, Rear, (pair).....	\$ 138.00
RNB317	Range Rover 38A 4.0 / 4.6, '97-on, Rear, (pair).....	\$ 139.00
RND231	Discovery II - RH (flap only), Front or Rear, (each).....	\$ 32.50
RND232	Discovery II - LH (flap only), Front or Rear, (each).....	\$ 32.50
RNF252	Defender 90, 110, Front, (pair).....	\$ 119.50
RNK015	Defender 90 NAS, Rear (styled w/logo), (pair).....	\$ 149.00
RNK014	Defender 110 All, Rear (styled w/logo), (pair).....	\$ 99.50
RNB704	Series 88, 109 Reg, Rear (styled w/logo), (pair).....	\$ 69.00

G



RNA649

RNA648



RNTCSBL
Series on Safari
Tire Cover



RNE387
Land Rover Logo
Tire Cover



RNTCRBL
Rhino
Tire Cover



RNTCEBL
Elephant
Tire Cover

**(E) Round Mirror Head,
Series II, IIA, III**



PLC633

**(F) Defender
Standard size 5" x 8"**



RNE314



**(G) Defender
X Large 10" x 6" Head**



RNH716



**(H) Defender
XX Large 10" x 6" Head
w/ 11" arm**



RNI127



**(I) Series II, IIA, III
8 1/2" Mirror Arm**



ARM2



**(J) Series II, IIA, III
6" x 10" Mirror Head**



RNF260



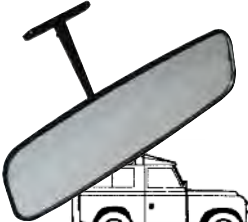
**(K) Series II, IIA, III
5" x 7" Mirror Head**



RNF259



**(L) Series II, IIA, III
Interior Mirror**



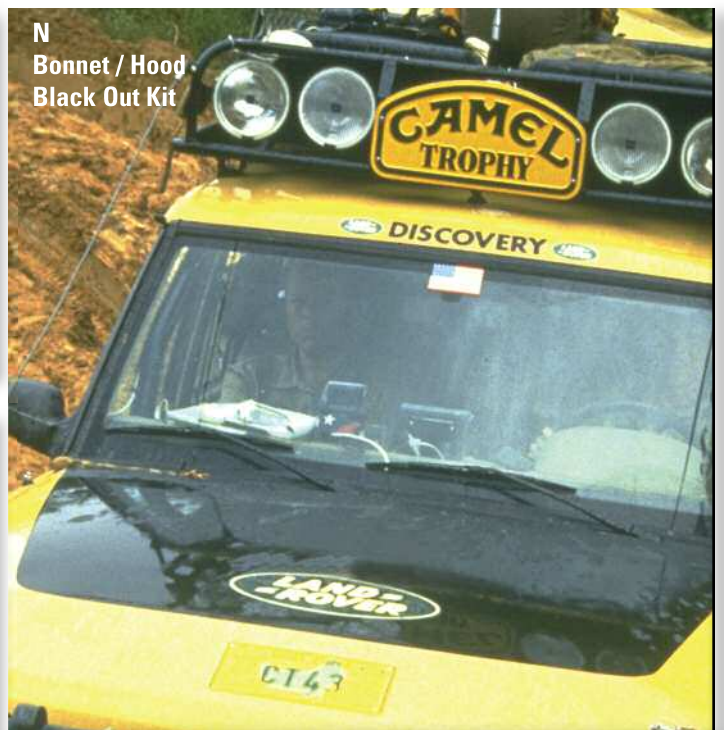
PLB905



(M) Defender Interior Mirror



RNE380



**N
Bonnet / Hood
Black Out Kit**

End of Summer Savings

(A) Land Rover 88" Series on Safari Tire Cover

RNTCSAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 69.50
RNTCSBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 69.50

(B) Land Rover Logo Tire Cover

RNE387	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 65.50
RNE386	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 65.50

(C) Land Rover Rhino Tire Cover

RNTCRAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 69.50
RNTCRBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 69.50

(D) Land Rover Elephant Tire Cover

RNTCEAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 69.50
RNTCEBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 69.50

(E) Round Mirror Head

PLC633	Convex round mirror Head for Series II, IIA	\$ 12.95
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(F) Standard Size Defender Mirror Assembly

RNE314	5" x 8" Convex glass w/ 6 inch long Boomerang Arm. Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges. Call for details.....	\$ 39.95
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(G) X Large Defender Mirror Assembly

RNH716	10" x 6" Convex glass w/ 6 inch long Boomerang Arm. Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges. Call for details.....	\$ 42.50
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(H) XX Large Defender Mirror & Arm Assembly

RNI127	10" x 6" Convex glass w/ 11 inch long Boomerang Arm. Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges. Call for details.....	\$ 59.00
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(I) 8 1/2" Mirror Arm

ARM2	Mounts to wing top & IIA hinges with mirror mount fits RNF259, RNF260.....	\$ 14.50
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(J) 6" x 10" Series Mirror Head

RNF260	6" x 10" Convex mirror for Series II, IIA, III	\$ 13.99
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(K) 5" x 7" Series Mirror Head

RNF259	5" x 7" Convex mirror for Series II, IIA, III	\$ 12.50
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(L) Series Interior Mirror

PLB905	Series II, IIA, III	\$ 14.90
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(M) Defender Interior Mirror

RNE380	Rear view mirror, Defender 90, attaches to windscreen, Genuine.....	\$ 45.50
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(N) Blackout Kit

Essential for nighttime off-road driving safety, the Blackout Kit bonnet decal increases visibility by eliminating the glare from roof mounted driving lamps.

Land Rover decal sold separate.

PLH622	Discovery II Blackout Kit.....	\$ 79.00
PLH623	Discovery I Blackout Kit.....	\$ 79.00
RNF254	Land Rover Decal as shown (RNF254) 16" x 8"	\$ 9.95

(O) Interior Boot Kit for Series II, IIA, III

RNK8210	Includes; Hand brake lever boot, main lever boot, transfer lever boot and transfer lever boot retainer, Genuine.....	\$ 38.80
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(P) Pedal Pad Set

RNK8211	Series II, IIA, III, Replaces clutch, brake and accelerator pedal pad. Genuine	\$ 22.50
RNK8225	Defender 90/110, Manual Transmission. Replaces clutch, brake and accelerator pedal pad. Genuine, not shown.	\$ 20.50
RNK8226	Defender 90, Automatic Transmission. Replaces brake and accelerator pedal pad. Genuine, not shown.	\$ 39.00

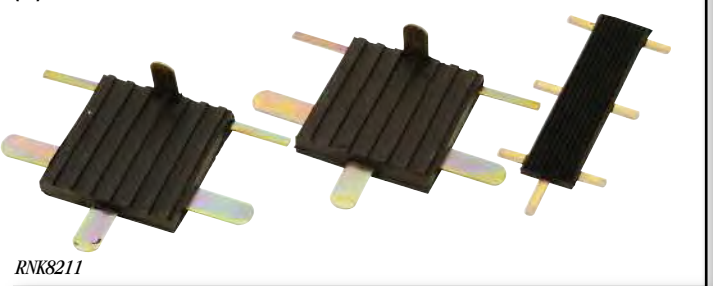
(Q) Bushing - Bonnet Hinge Series III & Defender

RNB927	Body, Bushing for bonnet hinge, Genuine.....	\$ 3.48
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(O) Interior Boot Kit, Series



(P) Pedal Pad Set



(Q) Bushing - Bonnet Hinge, Series III & Defender





Made in
England =
Re-Made
in Vermont



The short story of a long,
1959 88" Series II
Land Rover restoration-
Story & Photos by David Pound

M

any season's ago – the autumn of 2000 to be precise, I decided to purchase a Series Land Rover. It had to be a 1959 model (the year of my birth) and it had to be an 88". At that time, I was a graphic artist working at

Rovers North and my daily driver was a 1997 Defender 90 soft top. Being an ex-pat Brit, I loved the idea of driving the Defender with its V8 through the bucolic vistas of Vermont at \$1.50 per gallon (this was 2000). As much as I loved the Defender, I really appreciated the simplicity and looks of the early Series Rovers and wanted to try my skill (as little as they were at that time) to restore one.

cle and would always spend time focusing on one single component at a time (no matter how small) and bring it back to life.

It may be due to an obsessive desire, but I found the more I researched the vehicle, the more I became interested in originality. The story of how this vehicle was manufactured, and the story behind each part became very compelling. One example would be the early Series II turn indicator. It was operated by turning a large white switch on a panel on the dash. Once turned, the switch would cancel out by a spring friction mechanism inside the unit. This primitive design was an endearing example of the naïve nature of a 50's vehicle. The Series II had certain differences from the later Series IIa that could be frustrating at times when seeking replacement parts. Some examples being that the main bearings are different (notches are on the opposite side); the water pump is a different configuration and finding gaskets proved difficult, but not impossible.



I did find a candidate vehicle in New Hampshire. However, it was apparent before purchasing the old Land Rover that a lot of time would be needed to bring the vehicle up to scratch. What I didn't prepare for was that my enthusiasm for the vehicle took me on a nine-year adventure to get this Rover as close to its original state as I could. This journey would take me to many interesting locales and the opportunity to meet many fellow enthusiasts.

For those of you with a long memory, I had produced a few articles on this vehicle in the Rovers North newsletter, back then published in glorious black and white. When first purchased, the vehicle did look cosmetically sound, however, once the body was removed from the frame, the indications were that this was not going to be a quick fix. The chassis was a total rust bucket and beyond repair. For the next few years, this rusted mass became a lawn ornament much to the chagrin of my very patient wife. One very important point for me was, despite the fact that this vehicle now resided in a multitude of parts in and out of the house, I NEVER lost interest in the vehi-

One of my fondest memories was a trip to the Billing Land Rover show in the UK, at that time, the Mecca for Land Rover enthusiasts. It was a trip that resulted in me finding an original round Smith's heater for the vehicle – a rare find. I didn't have to leave Vermont to find most of the parts I needed, Rovers North had a fine inventory of original Series II parts available along with a great deal of information and advise.

With the purchase of a new galvanized chassis from Rovers North, my project had a vital component to build the project. I do have one word of warning when doing a ground-up restoration project – take everything off the old chassis before you toss it! I made the mistake of throwing away valuable parts that seemed to blend in with the rust of the chassis. I managed to salvage quite a lot of the original vehicle; my goal was to keep it as original as possible. I must have spent the next 5 years or so taking parts to my local sandblaster and welding company to get all the parts and panels straightened and rot free. I have a real appreciation for the master welders who work their magic on aluminum with their TIG machines.







A very difficult decision for me was what color to paint the Rover. I wanted something a little less “military” than the original bronze green. After months of mulling over colors, I decided to paint the vehicle light green, a color that was common on many station wagons of the period. The rumored history of the color was that it was originally used on the very early Series I Rovers because there was a war surplus of aircraft cockpit interior paint at the local Birmingham factories. With the color decision made, I borrowed a friend's HVLP sprayer with mask and body suite and nervously sprayed the multitude of parts on a glorious spring afternoon. I must say I was very pleased with the result, and the savings and pride in doing it myself were very worthwhile.

Assembly on to the new chassis was straightforward. With weekends being the only precious source of time allocated, the project seemed to drag. The wonderful part of this stage however is that with each part applied to the chassis, the more it looked like a real Land Rover. Getting the doors and various panels to line up was a problem at first. It did take a while to make sure that gaps were as even as I could make them. I could only imagine how difficult this stage would be with a 109” station wagon. It was at this stage that the very difficult decision was made to turn the vehicle to left hand drive. The great thing about a Series Land Rover is that if I kept the original right hand drive parts, I could swap the driving position back, if needed. As it happened, the work in achieving this was very straightforward once a left hand steering box was obtained.

So to the present, July of 2009, the Rover is now drivable and for the last four weeks I have been enjoying driving my project of nine years in the making. I decided to leave the restoration of the safari hard top for next spring and fitted a canvas top in order to get the vehicle on the road. I really am impressed by the drivability of this vehicle and am constantly given the thumbs up from other motorists and pedestrians. The Rover may not be a Ferrari or Aston Martin, but it surely seems to get the same reaction from onlookers. The Rover with its 2.25 litre engine is not the fastest vehicle on the road, however it will get you to your destination with a big smile on your face. In the hills of Vermont, being ahead on the power curve is a must and it took a short education to be very specific about gear selection.

Looking back over the years of work, I can now say that the time involved in restoration has been well worthwhile. I now have a vehicle that I really treasure, and the time put into its restoration has been an education both in its mechanics, but also its history. My message to those of you out there with a half finished Rover project is to work on one component at a time, don't drown yourself in the big picture – you will get there in the end.





SUPERIOR RIDE QUALITY - EXCELLENT OFF-ROAD PERFORMANCE

(A) Pro Comp ES 9000 Raised Shocks

For Discovery I, Range Rover Classic & Defender. Nitrogen gas charged shocks with two inches of extra travel. **(Designed for off-road performance for vehicles with raised suspension of two inches or less).** Excellent all around ride quality and handling. Shock sets include bushings and optional poly vinyl dust boots in black.

PCS9030	Discovery I 1989-1999 front and rear shock set	\$ 189.00
PCS9050	Range Rover Classic 1970-1993 with coil suspension front and rear shock set.....	\$ 189.00
PCS9020	Defender 90/110 1983-1998 front and rear shock set.....	\$ 189.00

(B) Pro Comp ES 9000 Standard Length Shocks

These Pro Comp ES9000 dual action nitro gas shocks incorporate a twin-tube cellular gas design that prevents foaming and reduces shock fade to improve the ride quality of coil spring suspension. Shock kits include 4 shocks, bushings and optional poly vinyl dust boots in black.

PCS9000	Discovery I, RRC standard length, Defender 90/110.....	\$ 179.00
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Pro Comp ES 9000 Series IIA & III KIT (Not pictured)

For Series IIA, III 109" Land Rovers with standard or parabolic springs offer an extra inch of shock travel. These Pro Comp ES9000 dual action nitro gas shocks incorporate a twin-tube cellular gas design that prevents foaming and reduces shock fade to improve the ride quality of leaf spring suspension. Shock sets include bushings and optional poly vinyl dust boots in black.

PCS3109	Series IIA, III, 109"	\$ 189.00
PCS3088	Series IIA, III, 88"	\$ 189.00

Pro Comp Steering Damper

PLS122	Series II, IIA, III, 88", 109", Range Rover Classic and Discovery I (not pictured)	\$ 44.50
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(E) Heavy Duty Securing Ring

PLS039HD	Used to secure heavy duty or standard shock tower to your chassis (sold individually - 2 required)	\$ 19.95
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(F) Heavy Duty Spring Retainers

Improves springs attachment to axle. Required with dislocation cones.

SRP105	Front heavy duty spring retainer, pair	\$ 19.50
SRP106	Rear heavy duty spring retainer, pair	\$ 14.50

(G) Front Dislocation Cones

PLS023DC	Easily bolts to your chassis front top spring mount. Proven effective in guiding a dislocated spring back into place, allowing for maximum axle articulation. (Pair - requires heavy duty spring retainers see SRP105)	\$ 89.00
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E PLS039HD Heavy Duty Securing Ring



F SRP105 Front Heavy Duty Spring Retainer



SRP106 Rear Heavy Duty Spring Retainer



G PLS023DC Front Dislocation Cones



C



Hard ride quality - excellent off-road performance

(C) OME Shocks

For Land Rover owners who require heavy-duty shocks, off-road performance and maximum load capacity. Twin-tube design offers unsurpassed protection against rocks and debris. These heavy duty nitrogen-gas shock absorbers are recommended for applications where more dampening is needed for use with oversize tires.

Series 88" & 109" 1958 - 1984

OMESK109	109" Set of four shocks	\$ 359.00
OMESK88	88" Set of four shocks	\$ 359.00
OMESD11	88 and 109 Steering Damper	\$ 79.90

Defender 90/110 1983 - 2002

OMESKDEF	Set of four shocks	\$ 359.00
OMESD32	Steering Damper	\$ 79.90

Discovery I 1994 - 1999

OMESKDS1	Set of four shocks	\$ 359.00
OMESD11	Steering Damper	\$ 79.90

Discovery II 1999 - 2004

OMESKDS2	Set of four shocks	\$ 358.00
OMESD02	Steering Damper	\$ 79.90

Range Rover Classic 1987 - 1995

OMESKRR	Set of four shocks	\$ 349.00
OMESD11	Steering Damper	\$ 79.90

D



Excellent ride quality - very good off-road performance

(D) Bilstein Shocks

The world leader in gas-pressurized shock absorber technology. Bilstein utilizes a one piece seamless monotube design filled with oil and nitrogen gas in a pressurized, sealed compartment. We recommend for use with Land Rover Genuine Standard or Heavy Duty springs in normally equipped vehicles. Not recommended for heavily laden vehicles with oversize tires. Lifetime warranty.

Defender 90/110 1983 - 2002

RNA243-4	Set of four	\$ 329.00
RNA243-5D	Set of four (includes one Damper)	\$ 429.00
RNA235	Steering Damper	\$ 84.95

Discovery I 1994 - 1999

RNA243-6	Set of four	\$ 329.00
RNA243-7	Set of four (includes Damper)	\$ 399.00
RNA245	Steering Damper	\$ 79.95

Discovery II 1999 - 2004

RNA6046-7	Set of four	\$ 399.00
RNA246	Steering Damper	\$ 89.95

Range Rover Classic 1987 - 1995

RNA243-4	RR Classic w/coil springs (set of four)	\$ 329.00
RNA243-5	RR Classic (Set of four + damper)	\$ 399.00
RNA2152-3	RR Classic LWB w/air susp (set of four)	\$ 369.00
RNA245	RR Classic, Steering Damper	\$ 79.95

Range Rover P38A 1999 - 2002

RNA2214-5	Set of four	\$ 399.00
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(H) Rear Dislocation Cones

Easily bolts to your chassis rear top spring mount. Proven effective in guiding a dislocated spring back into place, allowing for maximum axle articulation.

PLH617DC	RRC, Discovery I, Defender 90 (pair)	\$ 89.00
RNH861	Defender 110 (pair - requires heavy duty spring retainers see SRP106)	\$ 96.00

H PLH617DC Rear Dislocation Cones



(I) Rear Shock Mount Drop kit

Increases the travel of your rear shock by lowering your top mount 2". Works great with our 2" lower heavy duty front shock towers

PLH617DK	Defender 90/110, Range Rover Classic, Discovery I (Pair)	\$ 89.00
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I PLH617DK Rear Shock Mount Drop Kit



(J) 2 Inch Heavy Duty Lift Spacers

Gain 2 inches using our Lift Spacers. Easy to install, for that DIY person.

No special tools are required. Fits between axle and spring plate.

RNA5102	Defender 90/110, Range Rover Classic, Discovery I	
	Set of 4 heavy duty lift spacers (2 front 2, rear)	\$ 99.95

J RNA5102 2 Inch Heavy Duty Lift Spacers





(A) Heavy Duty Springs & Pro Comp Shock Kits

Designed for owners who want the most suspension lift possible without modifications. Our 2 inch lift kit will raise your Land Rover approximately 2 inches over factory ride height depending on added weight to your vehicle. Ideal for owners using oversize tires combined with heavy duty bumper/winch combinations and extra vehicle equipment. Designed for all round use.

Great on-road, great off-road. Includes 4 Procomp shocks & ProLine springs.

Defender 90 1984 - 2002	
RNK450	Standard Duty.....\$ 499.00
RNK451	Heavy Duty.....\$ 499.00
Defender 110 Station Wagon 1983 - 2002	
RNK452	Heavy Duty.....\$ 499.00
Discovery I 1994 - 1999	
RNK453	Standard.....\$ 499.00
RNK454	Heavy Duty.....\$ 499.00
Range Rover Classic 1987 - 1993 coil spring	
RNK455	Standard.....\$ 499.00
RNK456	Heavy Duty.....\$ 499.00



(B) Old Man Emu Heavy Duty Springs & Shock Kits

Ideal for owners using oversize tires combined with heavy duty bumper/winch combinations and extra vehicle equipment. Designed for heavy duty off-road use. Will raise vehicle approximately 1.5 inch. Great off-road, stiff on-road. Includes 4 OME shocks & OME springs.

Defender 90 1984 - 2002	
OMED90K1	Standard Duty.....\$ 695.00
OMED90K2	Heavy Duty.....\$ 695.00
OMESD32	Steering Damper.....\$ 79.90
Defender 110 Station Wagon 1983 - 2002	
OMED110K1	Standard Duty.....\$ 695.00
OMED110K2	Heavy Duty.....\$ 695.00
OMESD32	Steering Damper.....\$ 79.90
Defender 110 Pick Up or Hardtop 1983 - 2002	
OMED110RK1	Standard Duty.....\$ 695.00
OMED110RK2	Heavy Duty.....\$ 685.00
OMESD32	Steering Damper.....\$ 79.90
Discovery I 1994 - 1999	
OMEDS1K1	Standard.....\$ 695.00
OMEDS1K2	Heavy Duty.....\$ 695.00
OMESD11	Steering Damper.....\$ 79.90
Discovery II 1999 - 2004	
OMEDS2K1	Standard.....\$ 699.00
OMEDS2K2	Heavy Duty.....\$ 699.00
OMESD02	Steering Damper.....\$ 79.90
Range Rover Classic 1987 - 1993 coil spring	
OMERRK1	Standard.....\$ 695.00
OMERRK2	Heavy Duty.....\$ 695.00
OMESD11	Steering Damper.....\$ 79.90

SERIES SPRINGS

1. Road Springs Complete with Bushings

RNB524	Front, 88", Genuine.....\$ 85.08
PLB524	Front, 88", ProLine.....\$ 79.00
RNC218	Rear, 88", Genuine.....\$ 229.95
PLC218	Rear, 88", ProLine.....\$ 119.00
PLB596	Front, 109", ProLine.....\$ 99.00
RNB664	Rear 109", Station Wagon, Genuine.....\$ 170.13
PLB664	Rear 109", Station Wagon, ProLine.....\$ 149.00
RNC286	Rear 109", Pick-Up, Heavy Duty, Genuine.....\$ 299.00
PLC286	Rear 109", Pick-Up, Heavy Duty, ProLine.....\$ 199.00

2. Spring Bushing Front and Rear

RNC346	Spring Bushing Front and Rear for all Series.....\$ 5.95
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3. Chassis Bushing for Top Shackle Bolt Front

RNC457	88" and 109" Series II, IIA thru 1970.....\$ 16.45
RNC761	109" only Series III Oct 1971 on.....\$ 26.14
RNC346	Rear.....\$ 5.95

4. U-bolts with Nuts

RNC410	Front 88" (3 required), Genuine.....\$ 7.90
MUB169	Front 88" (3 required), ProLine.....\$ 3.79
RNC411	Front 88" (longer bolt) (1 required), Genuine.....\$ 10.17
MUB171	Front 88" (longer bolt) (1 required), ProLine.....\$ 3.79
RNB530	Rear 88" (4 required), Genuine.....\$ 9.50

4. U-bolts with Nuts (continued)

MUB170	Rear 88" (4 required), ProLine.....\$ 4.87
RNC325	Front 109" (3 required), Genuine.....\$ 5.97
RNB530	Rear 109" (4 required), Genuine.....\$ 9.50

5. Spring Bolt

RNC300	Spring bolt with lock nut for all Series.....\$ 3.39
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6. Shackle Bolt with Locknut

RNC301	Front Genuine for all Series.....\$ 3.45
PLC301	Front Proline for all Series.....\$ 2.95
RNC299	Rear Genuine for all Series.....\$ 2.35

7. Locknut Only

RNB581	for springs and shackle bolts for all Series.....\$ 1.36
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C



PLK5123

(C) ProLine 88 Spring & Shock Kit

PLK5123 Standard duty Spring set with U-bolts and shocks
88 Series II, IIA, III.....\$ 499.95

ProLine 88 Spring & Pro Comp Shock Kit (not shown)

PLK5223 Standard duty spring set with U-bolts and Nitrogen charged Pro Comp shocks, 88 Series II, IIA, III.....\$ 599.95

Balanced Parabolic Spring Kits with Old Man Emu Shocks (not shown)

Kits include 4 springs, 4 shocks & U bolts
 RNK112388 2 leaf front & 3 leaf rears, 4 shocks, for 88"\$ 979.00
 RNK1123109 2 leaf front & 3 leaf rears, 4 shocks, for 109"\$ 989.00
 RNK1124109 2 leaf front & 4 leaf rears, 4 shocks, Heavy Duty set, for 109"\$1120.00

Balanced Parabolic Spring Kits without Shocks

Includes U-bolts with nuts. (not shown)
 RNK1123 2 leaf front & 3 leaf rears for 88" and 109"\$ 689.00
 RNK1124 2 leaf front & 4 leaf rears, HD set for 109"\$ 699.00

8. Shackle for Road Springs

RNB618	Front 88", 109" II, IIA.....	\$ 12.50
RNC766	Front 109" Series III, Except 1 ton & Military.....	\$ 12.18
RNC764	Front 109" 1 ton & Military.....	\$ 16.50
RNB548	Rear 88" all models Genuine.....	\$ 9.50
PLB548	Rear 88" all models Proline.....	\$ 4.15
RNB666	Rear 109" except 1 ton & Military.....	\$ 19.50
RNC303	Rear 109" 1 ton & Military.....	\$ 16.90

9. Threaded Shackle for Road Spring

RNC297	Front 88", 109" II, IIA Genuine.....	\$ 16.57
PLC297	Front 88", 109" II, IIA Proline.....	\$ 7.04
RNC765	Front 109" Series III, Except 1 ton & Military Genuine.....	\$ 19.95
PLC765	Front 109" Series III, Except 1 ton & Military Proline.....	\$ 5.95
RNC763	Front 109" 1 ton & Military.....	\$ 16.50
RNC296	Rear 88" all models.....	\$ 14.90
RNC295	Rear 109" except 1 ton & Military Genuine.....	\$ 16.90
PLC295	Rear 109" except 1 ton & Military Proline.....	\$ 4.73
RNC298	Rear 109" 1 ton & Military.....	\$ 42.16

D

Parabolic Spring Kit



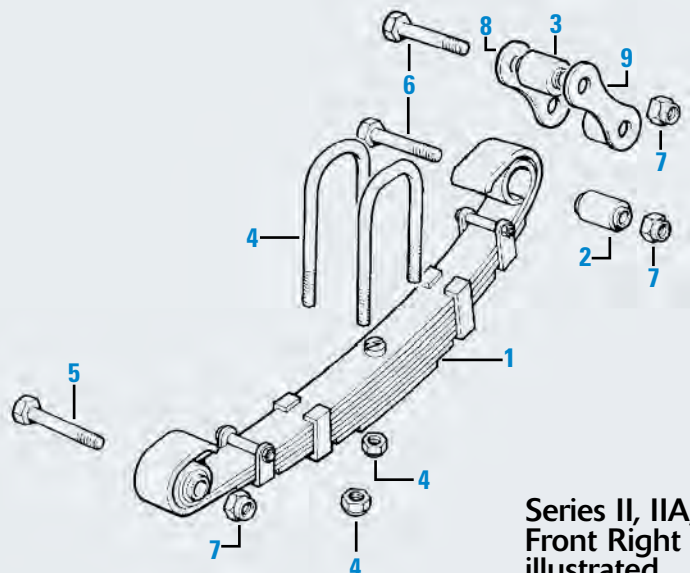
RNK1124109PC

(D) Balanced Parabolic Spring Kits with Pro Comp Shocks (Series II, IIA, III)

After years of research, testing and selling different types of parabolic springs from around the world, we've determined that these are the best available. Improve your ride, comfort and get additional axle articulation out of your Series Land Rover. Includes four springs with u-bolts and hardware. For best results, we've paired them with a set of our Pro Comp Nitro Gas Shocks or OME Nitrocharger shocks. Kits include 4 springs, 4 shocks & U bolts
 RNK112388PC 2 leaf front & 3 leaf rears, 4 shocks, for 88"\$ 849.00
 RNK1123109PC 2 leaf front & 3 leaf rears, 4 shocks, for 109"\$ 879.00
 RNK1124109PC 2 leaf front & 4 leaf rears, 4 shocks, Heavy Duty set, for 109"\$ 899.00

SUSPENSION / 24-33

SERIES SPRINGS



Series II, IIA, III Front Right illustrated

(A) Genuine Land Rover Suspension Bushing Kits

For superior performance and durability, no other bushings outlast Genuine Suspension Bushings. Includes all Land Rover Genuine Parts, bushings and hardware for replacing suspension bushings on your vehicle. Professional installation is recommended.

RNK5910	Range Rover Classic Front Bushings Pre '86	\$ 149.99
RNK5911	Range Rover Classic Rear Bushings Pre '86.....	\$ 219.00
RNK5912	Range Rover Classic Front Bushings '86-'90.....	\$ 135.00
RNK5913	Range Rover Classic Rear Bushings '86-'92.....	\$ 179.00
RNK5914	Range Rover Classic Front Bushings '91 on	\$ 140.00
RNK5915	Range Rover Classic Rear Bushings '93 on.....	\$ 193.00
RNK5918	Discovery I Front Bushings.....	\$ 137.00
RNK5915	Discovery I Rear Bushings	\$ 193.00
RNK5910	Defender 90, 110 Front Bushings up to '94.....	\$ 149.99
RNK5916	Defender 90, 110 Front Bushings '94 on	\$ 140.00
RNK5915	Defender 90, 110 Rear Bushings	\$ 193.00

(B) Raised Poly Axle Stops

PLH057E	3 1/2 inch raised orange Poly Axle Stop, for front or rear, to limit downward axle travel. Fits Defender, Discovery I and Range Rover Classic	\$ 26.95
PLH057	2 1/4 inch orange Poly Axle Stop, for front or rear, to limit downward axle travel. Fits Defender, Discovery I and Range Rover Classic.	\$ 19.50

(C) Discovery II Rear Air to Coil Spring Conversion Kit

Coil Conversion for Discovery II rear suspension. Do away with air suspension hassles and convert to coil-sprung for continuously reliable performance. Kit contains Genuine parts, everything for the conversion, instructions and hardware.

RNK5118	Discovery II Rear Air to Coil Spring Conversion Kit.....	\$ 289.00
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(D) Polyurethane Bushing Kits

Easy to install, these Polyurethane Kits are designed with the DIY individual in mind and you won't find a better price anywhere. Suitable for both on and off-road use. Includes all suspension and all shock absorber bushings.

PBS1115	Polyurethane Bushing Kit, Discovery I, Range Rover Classic (except 1995), Defender 90, 1994 on.....	\$ 179.00
PBS1119	Polyurethane Bushing Kit, Discovery II.....	\$ 195.00
PBS1111SWB	Polybushing Set, Series IIA, III, 88" Includes all spring bushings and shock bushings.....	\$ 159.00

(E) Front Heavy Duty Shock Towers

Fits Defender 90/110, Discovery I and Coil Sprung Range Rover Classic

PLS023HDY	Standard 10" height, powder coated yellow, pair...	\$ 179.00
PLS022HDY	8", powder coated yellow, pair	\$ 189.00
PLS023HDG	Standard 10" height, galvanized, pair.....	\$ 179.00
PLS022HDG	8", galvanized, pair.....	\$ 189.00

Heavy duty shock towers require 2 heavy duty securing rings, PLS039HD

Heavy Duty Securing Ring

PLS039HD	Used to secure heavy duty or standard shock tower to your chassis (sold individually) Not pictured.....	\$ 19.95
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A Genuine Suspension Bushing Kits



B PLH057E 3 1/2 inch Raised Poly Axle Stop



C RNK5118 Discovery II Rear Air to Genuine Coil Spring Conversion Kits



D Suspension Bushing Kits



E PLS023HDY Standard 10" Front Heavy Duty Shock Towers, Yellow



COMPLETE COIL CONVERSION KITS FOR EASY INSTALLATION

The only kits featuring Genuine variable rate coil springs for a superior ride and improved handling.

1993 - 1995 Range Rover Classic

Land Rover designed and built into the Range Rover Classic a fantastic air suspension system that was way ahead of its time. However, when a malfunctioning component needs repair or replacement it can quickly become time-consuming and expensive. Do away with the air suspension hassle and expense by converting your Range Rover Classic to a coil-springs for continued on-road reliability and off-road performance. Our customers have been so satisfied with the improved ride quality and handling after installation of this kit, most claim they prefer the coil conversion suspension to the factory air suspension! **This kit contains all Genuine parts**, detailed instructions and all necessary hardware.

- RNK5105 Coil Spring Conversion Kit, Range Rover Classic, with Genuine springs (as shown).....\$ 429.00
- RNK5105A Coil Spring Conversion Kit, Range Rover Classic with Old Man Emu springs (not shown).....\$ 459.00

RANGE ROVER CLASSIC COIL SPRING CONVERSION KITS



RNK5105

SUSPENSION / 24-33

1-800-403-7591

1995-2002 Range Rover P38A Coil Spring Conversion Kits with Electronic ECU Bypass

Simply the best kit for the best price. **You will not find a better price anywhere else.** This top quality kit converts your Range Rover P38A air suspension to coil spring suspension, giving you the best handling and the most comfortable coil spring suspension ride on the market today. Our kit includes 4 variable rate springs, 2 Genuine rear coil spring isolators, 2 Genuine front coil isolators, 4 coil spring seats, 4 aluminum spring perch adapters, 4 Genuine spring retainers and 1 EAS override pigtail to eliminate fault codes. All hardware and instructions are included. Installation is straight forward, requiring no fabrication or modifications to your vehicle.

- RNK5106 Genuine Standard RR P38A Coil Spring Conversion Kit ...\$ 879.00
- PLK5106 ProLine Standard RR P38A Coil Spring Conversion Kit.....\$ 659.00
- RNK5107 Heavy Duty, P38A Coil Conversion Kit.....\$ 899.00

RANGE ROVER P38A COIL SPRING CONVERSION KITS



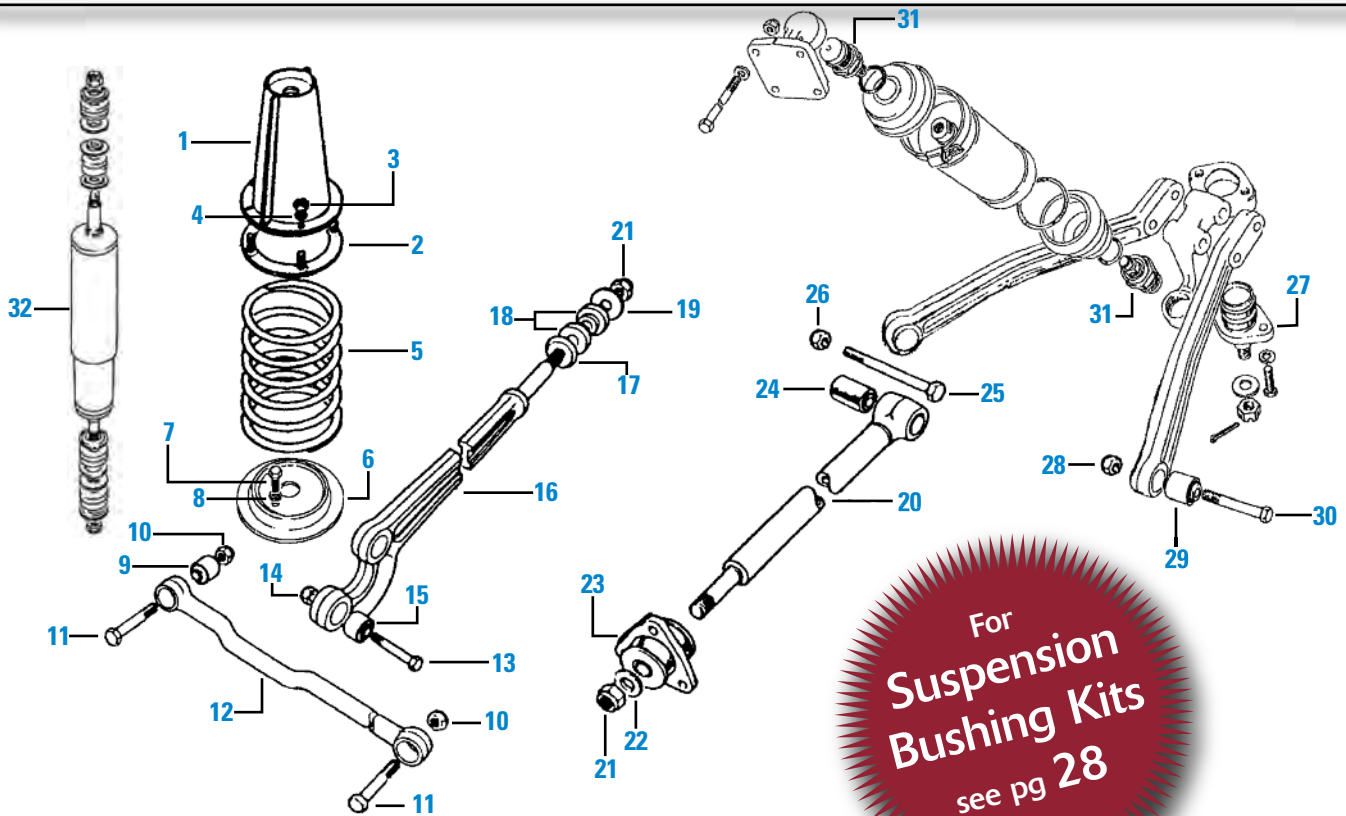
RNK5106

1995-2002 Range Rover P38A Coil Spring Conversion Kits with 4 gas pressurized Bilstein Shocks.

- RNK5116 Standard w/Bilsteins, P38A Coil Conversion Kit.....\$ 1199.00
- RNK5117 Heavy Duty w/Bilsteins, P38A Coil Conversion Kit.....\$ 1269.00



RNK5116



Front Suspension for Defender, Discovery I & RRC

1. Shock Tower

1.	RNS023	Defender, Range Rover Classic, Discovery I.....	\$ 64.85
2.	RNS039	Securing Ring for Shock Tower.....	\$ 20.23
3.	RNS034	Nut (4 per ring required).....	\$ 0.66
4.	RNS037	Locker for nut (4 per ring required).....	\$ 0.41

5. Front Coil Springs, Drivers Side

RNE444	Defender 90 Standard.....	\$ 59.55
RNS046	Defender 90 Heavy Duty.....	\$ 59.55
RNS050	Defender 110 Standard (Genuine).....	\$ 59.55
PLS050	Defender 110 Standard (Proline).....	\$ 49.95
RNS046	Defender 110 Heavy Duty.....	\$ 59.55
RNS043	Range Rover Classic, Discovery I Standard.....	\$ 85.08
RNS050	Range Rover Classic, Discovery I Heavy Duty (Genuine).....	\$ 59.55
PLS050	Range Rover Classic, Discovery I Heavy Duty (Proline).....	\$ 49.95
RNS046	Range Rover Classic, Discovery I Extra Heavy Duty.....	\$ 59.55

Front Coil Springs, Passenger Side

RNE445	Defender 90 Standard.....	\$ 59.55
RNS047	Defender 90 Heavy Duty.....	\$ 59.55
RNS051	Defender 110 Standard (Genuine).....	\$ 59.55
PLS051	Defender 110 Standard (Proline).....	\$ 51.45
RNS047	Defender 110 Heavy Duty.....	\$ 59.55
RNS044	Range Rover Classic, Discovery I Standard.....	\$ 85.08
RNS051	Range Rover Classic, Discovery I Heavy Duty (Genuine).....	\$ 59.55
PLS051	Range Rover Classic, Discovery I Heavy Duty (Proline).....	\$ 51.45
RNS047	Range Rover Classic, Discovery I Extra Heavy Duty.....	\$ 59.55

6. Spring Seat

6.	RNH058	Defender, Range Rover Classic, Discovery I (Genuine)....	\$ 16.90
	PLH058	Defender, Range Rover Classic, Discovery I (Proline).....	\$ 14.70
7.	RNH059	Bolt M10 x 25mm (2 required per road spring seat).....	\$ 0.89
8.	RNH011	Lock Washer.....	\$ 0.95

9. Bushing for Panhard Rod

9.	RNS049	Defender, Range Rover Classic, Discovery I.....	\$ 6.13
10.	RNE472	Lock Nut - Range Rover Classic.....	\$ 2.19
	RNS058	Lock Nut - Discovery I, Defender.....	\$ 1.64
11.	RNS052	Bolt for Panhard Rod to axle bracket.....	\$ 5.59

12. Panhard Rod Assembly with Bushings

12.	RNS024	Defender, Range Rover Classic, Discovery I.....	\$177.44
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13. Bolt, Radius Arm to Axle

13.	RNC911	Defender.....	\$ 4.33
	RNS053	Range Rover Classic.....	\$ 4.99
	RNS054	Discovery I.....	\$ 7.07

14.	RNS031	Lock Nut for radius arm bolt.....	\$ 2.19
15.	Bushing for Radius Arm		
	RNE467	Defender up to '94.....	\$ 19.30
	RNS060	Defender '94 on.....	\$ 14.97
	RNS057	Range Rover Classic '87-'91, Discovery I (Genuine).....	\$ 13.49
	PLS057	Range Rover Classic '87-'91, Discovery I (Proline).....	\$ 13.50
	RNS060	Range Rover Classic '92-'95.....	\$ 14.97

16. Front Radius Arm Assembly with Front Axle Bushings

16.	RNE456	Defender up to '94.....	\$349.00
	RNH056	Defender '94 on, Range Rover Classic w/anti roll bar + factory coil spring suspension, Discovery I.....	\$299.99
	RNI517	Range Rover Classic without anti roll bar + factory coil spring suspension.....	\$464.40
17.	RNS029	Dished Washer.....	\$ 3.28
18.	RNS028	Bushing Set, Front Radius Arm to Chassis.....	\$ 3.38
19.	RNS027	Flat Washer.....	\$ 9.80
21.	RNS026	Lock Nut.....	\$ 7.44

20. Bottom Link Assembly

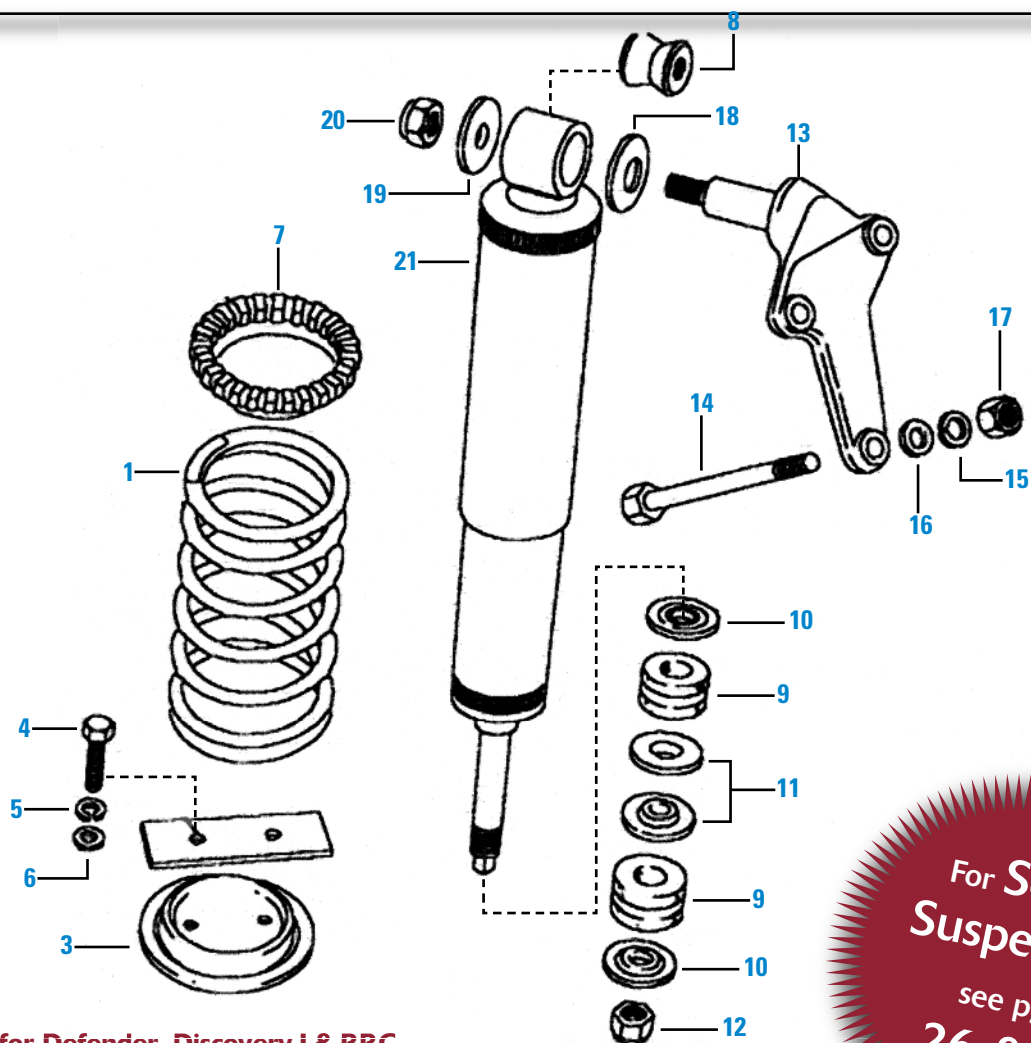
20.	RNS038	Defender, Range Rover Classic, Discovery I includes rear bushing.....	\$129.00
21.	RNS026	Lock Nut.....	\$ 7.44
22.	RNS032	Flat Washer.....	\$ 1.81
23.	RNS033	Bushing Kit, supplied as vehicle set, includes left+right (Genuine).....	\$ 58.36
	PLS033	Bushing Kit, supplied as vehicle set, includes left+right (Proline).....	\$ 12.99
24.	RNS040	Bushing, Bottom Link to Rear Axle.....	\$ 10.72
25.	RNS030	Bolt, Bottom Link to Axle.....	\$ 5.20
26.	RNS031	Lock Nut.....	\$ 2.19

Top Link Components for Defender, Range Rover Classic, Discovery I

27.	RNS072	Ball Joint Assembly, attaches top link to rear axle.....	\$ 58.30
28.	RND300	Nut for Top Link Bolt.....	\$ 2.68
29.	RNS067	Bushing for Top Link.....	\$ 18.22
30.	RNS068	Bolt for Top Link.....	\$ 10.72
31.	RNS112	Defender 110, Range Rover Classic w/coil spring suspension, (Leveling unit 2 required).....	\$ 39.50

Front Shock Absorber Range Rover Classic Coil Sprung

32.	RND730	Genuine Shock Absorber w/ bushings, front.....	\$ 29.50
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Rear Suspension for Defender, Discovery I & RRC

1. Rear Springs, Drivers Side

RNS046	Defender 90 Standard.....	\$ 59.55
RNE526	Defender 90 Heavy Duty	\$ 85.08
RNE431	Defender 110 Standard.....	\$ 59.55
RNE432	Defender 110 Heavy Duty	\$ 59.55
RNS055	Range Rover Classic Standard	\$129.73
RNS048	Discovery I Standard	\$ 68.04
RNS041	Range Rover Classic, Discovery I Heavy Duty (Genuine).....	\$116.26
PLS041	Range Rover Classic, Discovery I Heavy Duty, Proline.....	\$ 61.95

Rear Springs, Passenger Side

RNS047	Defender 90 Standard.....	\$ 59.55
RNE527	Defender 90 Heavy Duty	\$ 85.08
RNE438	Defender 110 Standard.....	\$ 85.08
RNE436	Defender 110 Heavy Duty	\$ 59.55
RNS056	Range Rover Classic Standard	\$ 65.20
RNS048	Discovery I Standard	\$ 68.04
RNS041	Range Rover Classic, Discovery I Heavy Duty (Genuine).....	\$116.26
PLS041	Range Rover Classic, Discovery I Heavy Duty, Proline.....	\$ 61.95

2. Spring Retainer

RNH061	Range Rover Classic, Discovery I, Defender 90	\$ 3.71
RNI518	Defender 110	\$ 3.68

3. Spring Seat

RNH058	Range Rover Classic, Discovery I, Defender 90	\$ 16.90
RNI519	Defender 110	\$ 18.50

4. Bolt for Spring Retainer

RNM148	Discovery I.....	\$ 2.99
RNI520	Range Rover Classic.....	\$ 0.79
RNH059	Defender 90/110.....	\$ 0.89

Washer for Spring Retainer

5. RNH060	Lock Washer, Discovery I, Defender	\$ 0.34
RNH011	Lock Washer, Range Rover Classic	\$ 0.95
6. RNF416	Flat Washer, Defender, Discovery I, Range Rover Classic.....	\$ 0.54

7. Spring Seat Isolator

RND736	Range Rover Classic, Discovery I (will also fit Defenders)	\$ 15.95
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Shock Mounting Hardware

8. RNE423	Shock Bushing, Defender, Discovery I, Range Rover Classic	\$ 8.95
9. RNI521	Bushings, Defender, Discovery I, Range Rover Classic	\$ 2.25
10. RND092	Washer, Defender, Range Rover Classic,	\$ 1.99
RNI522	Washer, Discovery I.....	\$ 3.48
11. RNI522	Washer, Defender 90/110.....	\$ 3.48
RNI523	Washer, Discovery I.....	\$ 1.26
RND093	Washer, Range Rover Classic.....	\$ 0.95
12. RNI524	Lock Nut, Defender, Discovery I, Range Rover Classic.....	\$ 0.54

Shock Mount Bracket

13. RNH617	Discovery I, Range Rover Classic, Defender	\$ 62.06
14. RNI525	Bolt, Discovery I, Range Rover Classic, Defender	\$ 4.77
15. RNH060	Lock Washer, Discovery I, Range Rover Classic, Defender	\$ 0.34
16. RNF746	Flat Washer, Discovery I, Range Rover Classic, Defender	\$ 0.45
17. RNI526	Nut, Discovery I, Defender 110.....	\$ 2.62
RNE158	Nut, Range Rover Classic, Defender 90.....	\$ 0.66
18. RNI527	Inner Shock Mount Retainer, Discovery I, Range Rover Classic, Defender	\$ 5.58
19. RNI528	Outer Shock Mount Retainer, Discovery I, Range Rover Classic, Defender	\$ 4.21
20. RNE471	Nyloc Nut, Discovery I, Range Rover Classic, Defender ..	\$ 0.75

Rear Shock Absorber Range Rover Classic Coil Sprung

21. RND734	Genuine Shock Absorber w/ bushings, front	\$ 29.50
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1st Descents:

CAMEL TROPHY Kick-Off

Story by Gustaf Kupetz
Photos by Ben Edmonson



[Gustaf Kupetz is the Gear and Field Specialist for Land Rover Lifestyle magazine. He's heading up the 1st Descent experience for LRL and sharing his reports with the Rovers North News. Here's what happened when the group arrived in Colorado —ed.]

It takes a good knowledge of history to be able to navigate the future. So we brought together some of the greatest vehicles from Land Rover's past for a first ever gathering of authentic Camel Trophy vehicles and their owners. This was our first 1st Descent, and it was a good chance to compare our LR3s to some of the greatest adventure vehicles ever made.

The first North America Camel Trophy Owners meeting was held in Glenwood Springs, Colorado. With significant help from Peter Sweeter, founder of the Camel Trophy Owners Club and general manager at Land Rover Dimmitt, Randy Tuggle of Land Rover Roaring Fork, and *LRL* staff, we set out to get as many of the Camels in one place at one time—not an easy task.

Of the dozen or so Camels in the US, some are actually in museums, very private collections or are not suitable for road use. That said, we managed to get 50% the known herd signed up for Colorado. But owning a Camel isn't like owning any trail truck; these are not the vehicles you take out every other weekend or are tempted to drive when your real car is in the shop. For many owners, keeping the Camel pristine isn't just about the money and time they invested in restoring them; they want to keep these vehicles clean because they consider them irreplaceable, not only to them personally but the Land Rover community as a whole.

On the way out to Colorado, the 110 owned by Sweeter, which was coming from Florida, ran into some mechanical difficulties and, sadly, had to scrub the trip.



Another 110 owner came down with pneumonia and had to cancel, as well. Meanwhile, while *LRL* staff were putting the final touches on the Descents trucks at Land Rover Roaring Fork in Colorado, doom and gloom set in as a few of the owners couldn't be reached. Were they, too, having difficulties? Would our event be a wash?

With a few cuss words thrown in during final fitting of gear, our worries were put to rest as the distinctly sweet noise of 300tdi could be heard starting, accelerating, and stopping as it hit each stop sign on its way to the dealer. By the time I rounded the building, Dave Porter and pal Byron in his '96 Kalimantan Camel 110 were pulling into the parking lot. Camels are big and small at the same time—small in that they do not rely on huge tires, big in the amount of kit they possess. They are the work truck of any adventure. Any way you look at it, they command a huge presence in any company they keep.

Within the next hour or so, Camels rolled in from north, south, east, and west. In next was Dale Wennagel in his '94 Paraguay Discovery with a colorful history; it was the training car for LRNA during Camel trials for many years. This vehicle, although mechanically sound, has not had a single dent removed and showcased all those years of training runs. Just after, "The Doctors" '91 Camel Trophy 110 owned by Steve Mills of British Car Service pulled up, and Steve promptly rewarded himself with a Boddingtons for having done 1,000 plus miles in it while his pal Mickey Reidy reveled in stories about their trip.

In last were the Canadians, Cory Paulger and his brother Calvin, in a Disco from the '97 Mongolia trip. These later Camel Trophs had more of an emphasis on sports, and so the Disco had several pieces of different livery standard. Cory, a tried-and-true Camel aficionado, has gone about collecting all of "a significant list of items" that go with the truck. I've personally reviewed the list and can assure readers he's got a





storage unit rented in the U.K. for holding it all and enough UPS postal air mail miles built up to fly the truck back to Mongolia should he become bored with Canada.

We had a sweet dealer event that coincided with the Camel gathering and was open to the public at large, and several folks from the area showed up. Plum TV came in and did some interviews, along with the girls of the mountain bike team, Team High Maintenance, profiled by *LRL* a few issues back. Amy Hermes proudly showed off their freshly decaled LR3 to be used during the mountain bike season.

Stories about restorations seemed to never end: where did you get this piece? eBay, Rovers North, Camel Owners Club. You could say it was just like any other club event, but in this case, everything had to be historically accurate and a huge debate loomed about whether to leave the truck in its trophy state, as Dale had, or rebuild it to showroom condition.

A fine camp was set up on the Stout Ranch, home to the Roaring Fork Polo Club, where owner Barry Stout blended his love of the Wild West with his passion for polo. High atop an 8,000-foot mesa, the club grounds are just a splendid place to whack around a ball. Jim Markel, from Red Oxx Luggage, getting to know over the weekend what it is to bleed green, discovered while chatting with Barry that president Theodore Roosevelt collected his Boone and Crocket mule right on the

east slope of the ranch. After a little late night Camel Trophy tomfoolery that'll never see the pages of periodic literature, we all turned in.

The morning was just like the pictures in the Great Adventure books, rough characters huddled around a Volcano Kettle sipping tea and coffee or brushing their teeth, an early mist clearing. But something was different: you could smell the bacon cooking behind you, and you could hear the clattering of diesel as one of the trucks just perked to life. This wasn't a Kodak moment. We were in it and it was happening. A pause while packing the LR3 gave me a moment to reflect how special this indeed was. And many Camel owners commented that they never thought they'd see so many Camel vehicles together in one place.



Tuggle, as Randy is known, had planned a day of going off the rim rock/monument road out of Grand Junction. Anybody who has been up there knows it has the perfect rock set at 45 degrees to snap shots of your rig on top of. The trail up to it is slightly challenging, yet nothing that we couldn't work our way through. Of course, having watched many of the Camel Trophy videos, that isn't really saying much for the condition of the trail.

Looking up at his sun watch, Doug Eviszor of *LRL* made the announcement that we were late for evening's events. Hot-footing it back to the Stout Ranch, we were pleasantly surprised to see the polo players in full swing as they charged up and down the field in a effort to score goals and put on a grand show. The course, stunning as it is, wouldn't be complete without a grand white tent. The *LRL* lounge within was perfect, and as the diesels slowly sputtered to a stop, the gin and tonics, along with everything else British, came into full swing as the night began.

Brian Lehr from the big state of Texas made the trip to the Stout Ranch in his P38 Range Rover to put on the night's eats, and nobody left disappointed. The courses consisted of spinach salad, goat cheese with a fine raspberry vinaigrette, Thai vegetable pasta, a delectable pan-seared Duck with a mango habenero glaze, and rounding things out was a ginger apple crisp. These foods, on a 4x4 trip, were of the gods: to eat them under the budding stars high atop the Stout Ranch was just magical. Of course, Land Rover owners have never been known to settle for the ordinary hot dog and beans type of life, and the *LRL* 1st Descents Camel Trophy owners were no exceptions. Ultimately, the gathering was a fitting tribute to a fine chapter in Land Rover history, a chapter in which common people did uncommon things in an effort to capture something quite splendid and quite out of the ordinary.



Photo by Doug Eriksizor



Oh Shenandoa



Story & photos by: Bob Whitely

[Bob Whitely, Elkton, VA, has owned his '73 Series III since new. It's transported his family and a ton of memories from Baltimore to his farmstead in Virginia. Here's his story —ed.]

When I earned my drivers license at age 16, my mother bought me a '54 VW Beetle. However, the cars that really caught my eye were the “beasts” parked outside of the Altmeus Esso station in Kensington, MD, which doubled as a tiny Land Rover dealer. My first drive in the Land Rover came 49 years ago, courtesy of the dealership. They handed me a sales brochure which, with its robust line drawings and glowing accounts of Rover's honest and practicality, really grabbed my attention.

In college in the mid-'60's, I drove a milk route and happily, one customer owned both an 88" and a 109." I immediately named his stop “Jungle Wagon” in my route book. The more I passed by his Rovers the more certain I became that someday, I would own a Land Rover.

My wife, Joe Ann, knew of my obsession (she married me anyway) but did not stop me from visiting European Motors in Baltimore on a snowy day in 1973. Staring at me through the window was a Marine Blue Land Rover Series III 88". During our test drive, I asked her if please, please, it could become our daily driver. I raved about the fun we'd have

four-wheeling over mountain and shore, and carefully omitted the stuff like low gas mileage and stiff, unyielding suspension. “You have wanted a Rover for so long, so let's buy it,” she said. So on February 13, 1973, I gave the salesman \$5,013.17, fulfilling my dream of Land Rover ownership. Mine came with most every Series III option; not all proved very worthwhile.

It took me only 10 blocks of city driving to demonstrate the futility of listening to the radio while the Rover was underway. A few months later, I found the white-wall tires offensive to my aesthetic and reversed them on the rims. The folding side steps seemed to catch off road obstacles. Oh yes, I realized my prized telescope would only fit in the car if I cut a hole through the bulkhead behind the seats.

The Series III Rover came with the US-required “safety dash” and thus, restricted airflow from the scuttle vents. So I cut through the British Leyland-designed air vents to mimic the



scuttle vents on the Series II and II-A. Two decades ago I was tired of the awful plastic grill on the Series III and replaced it with the galvanized item from a late II-A. I did emblazon the doors with the Whitely family crest and the fenders with Union Jacks in a pique of anglophile heraldry. Other than the tape over the rear tail light lens, and the missing rear glass in the door [both caused by angry trees], my Series III remains stock.

Running in a new Land Rover required patience as the owner's manual instructed you to plod along at 40 mph for the first 500 miles, and only reach full throttle after 1,000 miles. I sat tall in the saddle that first day of driving until it started to rain. Then the Rover bucked and kicked violently. Within a few weeks, I returned it to the dealers, who drained the fuel tank and blew out the fuel lines, eliminating water from the system. Since then, the problem has never reappeared.

Now that I had conquered Baltimore, I yearned for outdoor experiences in the Rover. By the mid -70s', Joe Ann and my son Eddy would accompany me on the back roads and trails of Maryland and Virginia. "Deliverance" aside, the old wagon roads adjacent to the Shenandoah National Park really appealed to me. Once, going downhill on a steep slope, my engine lurched to a halt – did I really forget to top up the oil? All I could do was shift into neutral and slide my way down the trail. Miraculously, the trail ended at someone's driveway. My brother came to tow the truck back to his garage, where he polished up the crankcase, replaced the rod bearings, lubricated everything and send me on my way.

One day an old mountaineer approached me as we picked the sweetest apples in an abandoned orchard. "How did you ever get way up here" he asked? I led him around a bend in the trail and pointed to the Land Rover. His nod of approval let me know he got the picture. I, too, got the picture and started looking hard for a home in the country. Eventually, we spotted the 18th-century farm house at the foot of the Blue Ridge that became our "home" for the past 35 years. For decades we made the 320 mile round trip from Baltimore to "Constancy," our log house, bouncing around in our Land Rover.

Our Series III had to provide us with cord after cord of firewood for our wood heated house; it's amazing how much wood you can stack in a Land Rover and then transport over windy, twisty trails. The Rover also had to carry our ladders and lumber for the inevitable repairs; ask me why I have a smashed rear window and I'll tell you the "how not to carry a ladder" story. Joe Ann loves to garden so the water must come in 5-gallon buckets; 8 of them fit comfortably in the rear of an 88".

The Rover is not all about work, however. I remember a fishing trip to Lake Brandywine in the George Washington National Forest. As we approached an earthen dam,

I suggested that we travel across the dam rather than the access road. We ascended the slope on the nearside and drove across the top. The closer we got to the end, the more it appeared to simply drop off at a 90 degree angle. As everyone shrieked in terror, we descended a 35 degree slope in low range. The group regained some composure but that did not prevent them from cussing me out for much of the trip home.

We also loved to spend time on the shores of Ocracoke Island off of North Carolina's Outer Banks. I can't remember the number of trucks we pulled out of the sand over the decades. Our starkest memories are those of the car whose occupants had partied hearty and ignored the incoming tide. The tow rope just barely reached their front bumper before the Rover hauled them to safety.

Yes, I've had to undertake a lot of maintenance and repairs to my Rover, much of it due to my own negligence. Sheepishly, I admit that I've run out of engine oil and differential hypoid oil. The clutch master cylinder once gave out as I boarded the ferry to Ocracoke, and I was stranded until new parts arrived by mail. I once broke my left wrist when the hand crank kicked back at me; since I absolutely, positively had to get out of there, it made for a painful recovery.

The Rover will remain an important part of my life. It's been our only car for a decade but now drives only the back roads around our farmhouse. Like us, it's where it belongs, down on the farm. My grandchildren ride through the woods with us to "Whitely's Beach" on Elk Run. They enjoy standing on the foot steps or sitting in the spare tire like my son did on Ocracoke. They call the Rovers "Pop's Land Rover." Isom, my grandson, will hopefully cherish the Rover as much as me and will roam the shores and hills in it for decades.



Wheel Cylinders for 88", Series II, IIA, III

RNB535	Front Right, Genuine	\$ 78.50
PLB535	Front Right, ProLine	\$ 36.85
RNB536	Front Left, Genuine	\$ 78.50
PLB536	Front Left, ProLine	\$ 36.85
RNB537	Rear Right, Genuine	\$ 75.38
PLB537	Rear Right, ProLine	\$ 39.50
RNB538	Rear Left, Genuine	\$ 75.38
PLB538	Rear Left, ProLine	\$ 39.50



RNB536 Wheel Cylinder

Wheel Cylinders for 109", 2.25

RNB542	Front Right, Genuine	\$ 51.41
PLB542	Front Right, ProLine	\$ 36.90
RNB541	Front Left, Genuine	\$ 51.41
PLB541	Front Left, ProLine	\$ 36.90
RNB535	Rear Right, Genuine	\$ 78.50
PLB535	Rear Right, ProLine	\$ 36.85
RNB536	Rear Left, Genuine	\$ 78.50
PLB536	Rear Left, ProLine	\$ 36.85

ProLine Series II, IIA, III Brake Drums

PLC534	88 Series III 10" Brake Drum, ProLine	\$ 39.50
PLC545	88 Series II, IIA 10" Brake Drum, ProLine	\$ 42.50
PLC216	109 Series II, IIA, 2.25ltr thru Suff. G, ProLine	\$ 49.50
PLC504	109 Series IIA, III, 2.25ltr 1971 on, ProLine	\$ 39.50

Genuine Series Brake Pipe Kits

Includes all Genuine metal and rubber flex lines with sealing washers and nuts.

RNK680	88" Single System, Early Series IIA	\$ 167.95
RNK681	109" Single System	\$ 169.95
RNK682	88" Dual Power, Series IIA	\$ 199.50
RNK683	88" Dual Power, Series III	\$ 199.50

Series Brake Shoes 88" and 109"

PLF320 Series Brake Shoes

Bonded Brake Shoes Sold in Axle Sets (enough for 2 wheels)		
PLF320	88" Bonded Shoe Axle Set, front or rear	\$ 34.50
PLF343	109" Bonded Shoe Axle Set, front only, 2.25ltr	\$ 39.99
PLF321	109" Bonded Shoe Axle Set, rear only, all models	\$ 39.99
PLF342	Brake Shoes for handbrake, Series IIA/III	\$ 19.95

**NEW ProLine Brake Calipers with no Core Charge****Defender 90/110 1993-1997**

PLF300A	Defender 90, Front Caliper, NEW, RH	\$ 169.00
PLF301A	Defender 90, Front Caliper, NEW, LH	\$ 169.00
PLB198A	Defender 90, Rear Caliper, NEW, RH	\$ 119.95
PLB197A	Defender 90, Rear Caliper, NEW, LH	\$ 119.95
PLF200	Defender 110, Front Caliper, NEW, RH	\$ 379.00
PLF201	Defender 110, Front Caliper, NEW, LH	\$ 269.95



PLB191A Brake Caliper

Discovery I 1995-1999

PLB192A	Front Caliper, NEW, RH	\$ 149.00
PLB191A	Front Caliper, NEW, LH	\$ 149.00
PLB198A	Rear Caliper, NEW, RH	\$ 119.95
PLB197A	Rear Caliper, NEW, LH	\$ 119.95

Discovery II 1999-2004 & Range Rover P38A 1995-2002

PLD016A	Front Caliper, NEW, RH	\$ 129.00
PLD017A	Front Caliper, NEW, LH	\$ 129.00
PLD004	Rear Caliper, NEW, RH	\$ 98.00
PLD005	Rear Caliper, NEW, LH	\$ 98.00

Range Rover Classic 1987-1995

PLB014A	Front Caliper, NEW, '87-1989 RH	\$ 159.00
PLB015A	Front Caliper, NEW, '87-1989 LH	\$ 159.00
PLD259A	Front Caliper, NEW, '93-1995 RH, From Vin # 637568	\$ 159.00
PLD258A	Front Caliper, NEW, '93-1995 LH, From Vin # 637568	\$ 179.00
PLB011A	Front Caliper, NEW, ABS & Hunter, '90-1995, RH	\$ 149.00
PLB017A	Front Caliper, NEW, ABS & Hunter, '90-1995, LH	\$ 149.00
PLB018A	Rear Caliper, NEW, '87-1992 RH 10mm	\$ 139.50
PLB010A	Rear Caliper, NEW, '87-1992 LH 10mm	\$ 139.80
PLB198A	Rear Caliper, NEW, '93-1995 RH 12mm	\$ 119.95
PLB197A	Rear Caliper, NEW, '93-1995 LH 12mm	\$ 119.95

Genuine & ProLine Brake Rotors**Defender 90 1994-1997 (All years available)**

PLB022A	ProLine, front, rotor, each	\$ 39.50
PLB012A	ProLine, rear, rotor, each	\$ 39.00
RNB022	Genuine, front, rotor, each	\$ 86.50
RNB012	Genuine, rear, rotor, each	\$ 94.00
PLB022SD	ProLine slotted & drilled, front, rotor, pair	\$ 129.00
PLB012SD	ProLine slotted & drilled, rear, rotor, pair	\$ 109.00

Defender 110 1993 (All years available, please inquire)

PLB006A	ProLine, front, rotor, each	\$ 39.50
RNB006	Genuine, front, rotor, each	\$ 71.50
PLB006SD	ProLine slotted & drilled, front, rotor, pair	\$ 109.00

Discovery I 1995-1999

PLB006A	ProLine, front, rotor, each	\$ 39.50
PLB012A	ProLine, rear, rotor, each	\$ 39.00
RNB006	Genuine, front, rotor, each	\$ 71.50
RNB012	Genuine, rear, rotor, each	\$ 94.00
PLB006SD	ProLine slotted & drilled, front, rotor, pair	\$ 109.00
PLB012SD	ProLine slotted & drilled, rear, rotor, pair	\$ 109.00

Discovery II 1999-2004

PLB022SD

ProLine Rotor

PLD013A	ProLine, front, rotor, each	\$ 45.00
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND013	Genuine, front, rotor, each	\$ 96.00
RND024	Genuine, rear, rotor, each	\$ 94.00
PLD013SD	ProLine slot drilled, front, rotor, pair	\$ 139.00
PLD024SD	ProLine slot drilled, rear, rotor, pair	\$ 129.00

**Range Rover Classic 1987-1995**

PLB006A	ProLine, front, rotor '87-1989, each	\$ 39.50
PLB022A	ProLine, front, rotor '90-1995, each	\$ 39.50
PLB012A	ProLine, rear, rotor '87-1995, each	\$ 39.00
RNB006	Genuine, front, rotor '87-1989, each	\$ 71.50
RNB022	Genuine, front, rotor '90-1995, each	\$ 86.50
RNB012	Genuine, rear, rotor '87-1995, each	\$ 94.00
PLB006SD	ProLine slotted & drilled, front, '87-1989 rotor, pair	\$ 109.00
PLB022SD	ProLine slot drilled, front, rotor '90-1995, pair	\$ 129.00
PLB012SD	ProLine slot drilled, rear, rotor '87-1995, pair	\$ 109.00

Range Rover P38A 1995-2002

PLD028A	ProLine, front, rotor, each	\$ 44.50
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND028	Genuine, front, rotor, each	\$ 99.40
RND024	Genuine, rear, rotor, each	\$ 94.00
PLD028SD	ProLine slotted / drilled, front, rotor, pair	\$ 129.00
PLD024SD	ProLine slot drilled, rear, rotor, pair	\$ 129.00

Range Rover L322 2003 on

RNH909	Genuine, rotor, up to 3A130140, front, each	\$ 179.00
PLH909	ProLine, rotor, up to 3A130140, front, each	\$ 79.00
RNH954	Genuine, rotor, from 4A159171 up to 6A228066, front, each	\$ 99.50
RNH955	Genuine, rotor up to 6A000001, rear, each	\$ 119.00
PLH955	ProLine, rotor up to 6A000001, rear, each	\$ 64.95

LR3 2004 on

RNH956	Genuine, rotor, front, each	\$ 99.50
PLH956	ProLine, rotor, front, each	\$ 69.95
RNI350	Genuine, rotor, rear, each	\$ 97.50
PLI350	ProLine, rotor, rear, each	\$ 59.00

Freelander Brake Parts**Freelander (2002 - 2006)**

RNH959	Disc, front	\$ 69.00
RNH960	Pad set, front	\$ 99.92
RNH961	Brake Drum, rear	\$ 169.00
RNH962	Shoe Axle set, rear	\$ 104.93

Genuine & ProLine Brake Pads

Defender 90/110 1994-1997

RNF302	Genuine, front, Brake Pad, set.....	\$ 89.90
RNF303	Genuine, rear, Brake Pad, set, 90.....	\$ 61.99
RNH601	Genuine, rear, Brake Pad, set, 110.....	\$ 75.02
PLF323	ProLine, front, Brake Pad, set.....	\$ 39.95
PLB195	ProLine, rear, Brake Pad, set, without sensor, 90.....	\$ 24.95
PLB004	ProLine, rear, Brake Pad, set, with sensor, 90.....	\$ 29.99

Defender 110 1986-1993 Pads & Shoes

RNF323	Genuine, front, Brake pad, set.....	\$ 79.20
PLF323	ProLine, front, Brake Pad, set.....	\$ 39.95
RNF321	Genuine, rear shoes.....	\$ 149.86
PLF321	ProLine, rear shoes.....	\$ 39.99

Discovery I 1995 - 1999

PLB208	ProLine, front, Brake Pad, set.....	\$ 36.50
PLB195	ProLine, rear, Brake Pad, set.....	\$ 24.95



PLD036 Brake Pads

Discovery II 1999 - 2004

RND036	Genuine, front, Brake Pad, set.....	\$ 61.90
PLD036	ProLine, front, Brake Pad, set.....	\$ 45.95
PLD242	ProLine, rear, Brake Pad, set.....	\$ 39.50
RND020	Genuine, rear, Brake Pad, set.....	\$ 110.50

Range Rover Classic 1987-1995

RNB001	Genuine, front, Brake Pad, '87-1989.....	\$ 69.99
RNB002	Genuine, front, Brake Pad, '90-1995.....	\$ 69.99
RNB004	Genuine, rear, Brake Pad, '87-1995.....	\$ 89.95
PLB001	ProLine, front, Brake Pad, '87-1989, non ABS.....	\$ 35.95
PLB208	ProLine, front, Brake Pad, '90-1995.....	\$ 36.50
PLB004	ProLine, rear, Brake Pad, '87-1995.....	\$ 29.99

Range Rover P38A 1995 - 2002

PLD036	ProLine, front, Brake Pad.....	\$ 45.95
PLD242	ProLine, rear, Brake Pad.....	\$ 39.50

Range Rover L322 (2003 on)

RNH715	Genuine, front, Brake Pad set up to 4A159171.....	\$ 119.33
PLH715	ProLine, front, Brake Pad set up to 4A15917.....	\$ 61.95
RNH594	Genuine, rear, Brake Pad set up to 6A000001.....	\$ 149.99

LR3 (2004 on)

RNH721	Genuine, Brake Pad, set, front.....	\$ 99.51
PLH721	ProLine, Brake Pad, set, front.....	\$ 69.95
RNH958	Genuine, Brake Pad, set, rear.....	\$ 93.12
PLH958	ProLine, Brake Pad, set, rear.....	\$ 58.29

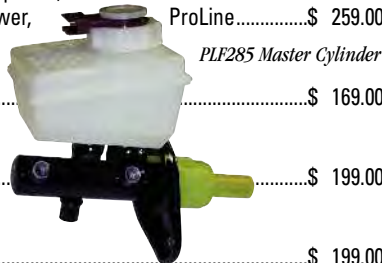
Brake Master Cylinders

Series IIA, III

PLC752	Series IIA CV 88", ProLine.....	\$ 64.50
PLC753	Series IIA CV 109", ProLine.....	\$ 49.95
PLC454	Series IIA, III, 88", dual power, ProLine.....	\$ 199.00
PLC762	Series III 109", dual power, ProLine.....	\$ 259.00

Defender 1994 - 1997

PLF285	Defender 90/110.....	\$ 169.00
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PLF285 Master Cylinder

Discovery I 1995 - 1999

PLB200	Discovery I w/ABS.....	\$ 199.00
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Discovery II 1999 - 2004

PLD999	Discovery II w/ABS.....	\$ 199.00
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Range Rover Classic 1987 - 1995

PLB172	Range Rover Classic, non-ABS (Lockeed).....	\$ 229.00
PLB180	Range Rover Classic, non-ABS (Girling).....	\$ 199.00

Hub Assembly

PLD676 Hub Assembly

Discovery II 1999 - 2004

PLD676	Front hub assembly. Includes sensor.....	\$ 299.00
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SAVE
ON BRAKE
KITS



PLK6101
Range Rover Classic

Brake Kits

Both the Genuine and the ProLine brake kits include 2 pads, 2 rotors & hardware.

Range Rover Classic 1987-1995

RNK6101	Front Brakes non ABS Genuine.....	\$ 209.00
PLK6101	Front Brakes non ABS ProLine.....	\$ 99.50
RNK6102	Rear Brakes non ABS LH Sensor Genuine.....	\$ 269.00
PLK6102	Rear Brakes non ABS LH/RH Sensor ProLine.....	\$ 99.50
RNK6103	Rear Brakes non ABS RH Sensor Genuine.....	\$ 259.00
PLK6103	Rear Brakes non ABS LH/RH Sensor ProLine.....	\$ 99.50
RNK6104	Front Brakes w/ABS Genuine.....	\$ 239.00
PLK6104	Front Brakes w/ABS ProLine.....	\$ 109.00
RNK6105	Rear Brakes w/ABS Genuine.....	\$ 269.00
PLK6105	Rear Brakes w/ABS ProLine.....	\$ 99.50

Range Rover P38A 1995-2002

RNK6112	Front Brakes Genuine.....	\$ 329.00
PLK6112	Front Brakes ProLine.....	\$ 124.00
RNK6113	Rear Brakes Genuine.....	\$ 276.00
PLK6113	Rear Brakes ProLine.....	\$ 99.50

Discovery Series I 1995 - 1999

RNK6106	Front Brakes Genuine.....	\$ 229.00
PLK6106	Front Brakes ProLine.....	\$ 99.99
RNK6107	Rear Brakes Genuine.....	\$ 240.00
PLK6107	Rear Brakes ProLine.....	\$ 89.50

Discovery Series II 1999 - 2004

RNK6114	Front Brakes Genuine.....	\$ 253.00
PLK6114	Front Brakes ProLine.....	\$ 139.87
RNK6115	Rear Brakes Genuine.....	\$ 286.50
PLK6115	Rear Brakes ProLine.....	\$ 99.99

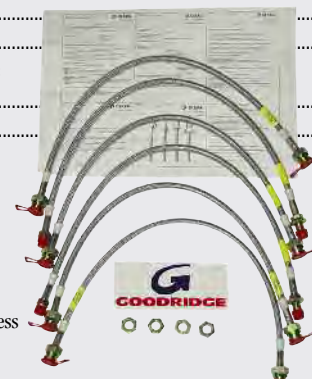
Brake Pad Fitting Kits

PLB204	Front, solid disc, Defender 110 NAS, Discovery I.....	\$ 4.99
PLD161	Front, vented, Range Rover Classic, Defender 90 NAS.....	\$ 6.95
PLH320	Front, non-vented, Range Rover Classic.....	\$ 6.95
PLH321	Rear, RR Classic, Defender 90, Discovery I.....	\$ 5.50

Extended Flexible Stainless Steel Brake Line Kits

These 4 inch extended flexible stainless steel brake line kits are designed for Land Rovers with lifted suspension. Replaces your rubber flex lines. Equipped with factory fittings. No adapters required. Directions included.

SBL3004E	Discovery I.....	\$ 129.00
SBL6004E	Discovery II.....	\$ 119.00
SBL5006E	Range Rover Classic 1992 - 1995.....	\$ 165.00
SBL2003E	Defender 90, 110.....	\$ 89.50



Extended Flexible Stainless
Steel Brake Line Kit

Clutch Master Cylinders

Series IIA, III

PLC752	Series II, IIA 1959 - 1968 (ProLine)	\$ 64.50
PLF289	Series IIA, III with integral reservoir 1969 on (ProLine)	\$ 69.50

Defender 90, 110 1993 - 1995

PLF289	Defender 90/110 (ProLine)	\$ 69.50
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Discovery I 1994 - 1997

RND939	Discovery I (Genuine)	\$ 139.95
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Clutch Slave Cylinders

Series IIA, III

PLB599	Series IIA (ProLine)	\$ 48.50
PLC535	Series III (ProLine)	\$ 39.50

Defender 90, 110 1993 - 1997

RNE222	Defender V8 (Genuine)	\$ 64.90
RND627	Defender R380 V8 & 300 Tdi (Genuine)	\$ 79.90
PLD627	Defender R380 V8 & 300 Tdi (ProLine)	\$ 48.50
RND493	Defender R380 Td5 (Genuine)	\$ 69.80

Discovery I 1994 - 1997

RND627	Discovery I V8 (Genuine)	\$ 79.90
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RND493 Clutch Slave Cylinder



Fuel Tanks

PLC362	88" and 109" Regular, Fuel Tank, Petrol & Diesel (ProLine)	\$ 199.99
PLH515	Range Rover Classic 1971-1985 style	\$ 249.00
PLE114	110 NAS, Range Rover Classic 1987-1991	\$ 199.00
PLE116	Cradle for PLE114 fuel tank	\$ 49.00
PLH650	109 Rear Fuel Tank Series III (Series II, IIA is NLA)	\$ 279.00
PLH652	Fuel Sender for the Rear Fuel Tank Series III 109	\$ 47.50
RNC886	Locking ring for sender Series III	\$ 5.99
RNC887	Sealing ring for sender Series III	\$ 2.95
PLF360	Military / Auxillary Tank	\$ 399.00



PLF360 Military Fuel Tank

PLC362 Regular Fuel Tank

PLH650 Rear Fuel Tank

Fuel Filters

Series II, IIA, III 1959 - 1976

RFF111	Inline filter with Quick Clamp Fittings, that can be adapted to any 5/16" fuel line (ProLine)	\$ 5.90
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Series III 1974 on

RNE235	2.25 litre petrol, canister type (Genuine)	\$ 5.90
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Defender 90/110 1993 - 1997

RNF861	V8 inline with threaded fittings (Genuine)	\$ 22.99
PLF861	V8 inline with threaded fittings (ProLine)	\$ 9.98
RNC632	2.25, 2.5 petrol, inline w/threaded fittings (Genuine)	\$ 23.50
RFF111	2.25, 2.5 petrol, inline (ProLine) splice in	\$ 5.90
RNC745	2.25, 2.5 na, 2.5 turbo diesel (Genuine)	\$ 8.35
RNF862	200, 300Tdi Fuel Filter-diesel (Genuine)	\$ 24.50
PLF862	200, 300Tdi Fuel Filter-diesel (ProLine)	\$ 10.50
RND270	Td5, Fuel Filter (Genuine)	\$ 59.95

Discovery I 1994 - 1999

RNF861	Genuine - threaded both ends	\$ 22.99
PLF861	'87-'95, ProLine	\$ 9.98

Range Rover Classic 1987 - 1992

RNF133	Genuine Fuel Filter Update Kit (required for early Range Rover up to LA464553)	\$ 98.50
RNF861	'87-'95 (threaded both ends) (Genuine)	\$ 22.99
PLF861	'87-'95 (ProLine)	\$ 9.98
RNF025	'87-90 fuel filter (up to LA464553 without update kit)	\$ 14.99

Series 2.25 ltr Fuel Pump

Series 2.25 ltr

PLC349	Fuel Pump, 2.25ltr. petrol, gasket included (ProLine)	\$ 39.50
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V8 Fuel Pump with Fuel Sending Unit

RNF131	Range Rover Classic 1987-1990 (Genuine)	\$ 379.00
PLF131	Range Rover Classic 1987-1990 (ProLine)	\$ 139.00
RNE131	Defender 90 1994-1997 (Genuine)	\$ 329.00
RNF132	RRC '91 - '95, Discovery I '94 - '97 (Genuine)	\$ 244.50
PLF132	RRC '91 - '95, Discovery I '94 - '97 (ProLine)	\$ 159.00
RNF148	Discovery I & II '97 - '04, from VA737154, (Genuine)	\$ 542.99
PLF148	Discovery I & II '97 - '04, from VA737154 (ProLine)	\$ 399.00

NEW Radiators

Series II, IIA, III

PLC513	2.25 ltr, Series IIA, III, 1970 on Radiator (ProLine)	\$ 329.00
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May be fitted to earlier 2.25 ltr. Land Rovers by fitting late type top hose RNC510 and bottom hose PLE407.

Discovery I 1994 - 1999

RNC062	w/ Automatic Transmission, Radiator (Genuine)	\$ 669.00
RNC997	Plastic Fill Plug, Radiator (Genuine)	\$ 2.30

Range Rover Classic 1987 - 1995

PLC020	'87-1988. Radiator (ProLine)	\$ 439.00
RNC062	'93 - 1995, Radiator (Genuine)	\$ 669.00
PLC019A	'89-1995, Radiator (ProLine)	\$ 569.00
RNC997	Plastic Fill Plug, Radiator (Genuine)	\$ 2.30

Defender 90, 110 1993 - 1997

RNE130	NAS 90/110 V8 Radiator Assembly (Genuine)	\$ 569.00
PLD500	300 Tdi Radiator with intercooler (ProLine)	\$ 598.00
PLH255	300 Tdi Radiator (ProLine)	\$ 298.00
PLD496	200 Tdi Radiator (ProLine)	\$ 289.00

Discovery II Radiator

PLD495	Discovery II Radiator, 1999 - 2004 (ProLine)	\$ 279.00
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Range Rover L322

PLI516	Range Rover L322 4.4 Liter 2002 on (ProLine)	\$ 399.95
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PLD495 Radiator with secondary air

Coolant Expansion Tank

Range Rover Classic 1990-'95 / Discovery I 1994-'99

PLC007	(ProLine)	\$ 39.95
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Filler cap for expansion tank

RNC017	(ProLine)	\$ 12.53
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PLC007 Coolant Expansion Tank



RNC017 Filler Cap

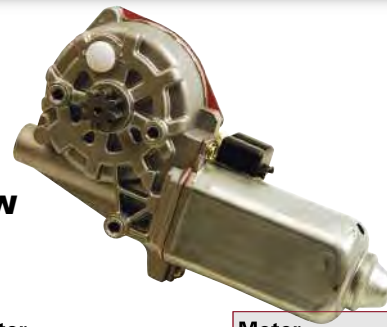
Window Regulator

RNH541



Window Motor

PLH950



Regulator		Motor		
Range Rover Classic '95 from SA658967				
RNH542	RH Front.....\$ 155.95	RNH949	\$ 185.93	Genuine
PLH542	RH Front.....\$ 69.00	PLH949	\$ 98.50	ProLine
RNH541	LH Front.....\$ 155.95	RNH951	\$ 198.91	Genuine
PLH541	LH Front.....\$ 69.00	PLH951	\$ 98.50	ProLine
RNH945	RH Rear.....\$ 129.72	RNH951	\$ 198.91	Genuine
PLH945	RH Rear.....\$ 74.50	PLH951	\$ 98.50	ProLine
RNH947	LH Rear.....\$ 136.21	RNH949	\$ 185.93	Genuine
PLH947	LH Rear.....\$ 74.50	PLH949	\$ 98.50	ProLine

Regulator		Motor		
Range Rover Classic SWB up to SA658966				
RNH539	RH Front.....\$ 109.50	RNI317	\$ 395.40	Genuine
PLH539	RH Front.....\$ 89.50			ProLine
RNH540	LH Front.....\$ 109.50	RNI318	\$ 395.40	Genuine
PLH540	LH Front.....\$ 89.50			ProLine
RNH944	RH Rear.....\$ 75.62	RNI323	\$ 202.96	Genuine
RNH946	LR Rear.....\$ 79.54	RNI322	\$ 118.22	Genuine

Regulator		Motor		
Discovery I up to SA137189				
RNH539	RH Front.....\$ 109.50	RNH948	\$ 169.00	Genuine
PLH539	RH Front.....\$ 89.50	PLH948	\$ 199.95	ProLine
RNH540	LH Front.....\$ 109.50	RNH950	\$ 169.00	Genuine
PLH540	LH Front.....\$ 89.50	PLH950	\$ 199.95	ProLine
RNH944	RH Rear.....\$ 75.62	RNH952	\$ 81.85	Genuine
RNH946	LH Rear.....\$ 79.54	RNH953	\$ 399.85	Genuine

Regulator		Motor		
Discovery I from SA137190				
RNH542	RH Front.....\$ 155.95	RNH949	\$ 185.93	Genuine
PLH542	RH Front.....\$ 69.00	PLH949	\$ 98.50	ProLine
RNH541	LH Front.....\$ 155.95	RNH951	\$ 198.91	Genuine
PLH541	LH Front.....\$ 69.00	PLH951	\$ 98.50	ProLine
RNH945	RH Rear.....\$ 129.72	RNH949	\$ 185.93	Genuine
PLH945	RH Rear.....\$ 74.50	PLH949	\$ 98.50	ProLine
RNH947	LH Rear.....\$ 136.21	RNH951	\$ 198.91	Genuine
PLH947	LH Rear.....\$ 74.50	PLH951	\$ 98.50	ProLine

Regulator		Motor		
Discovery II				
RNH542	RH Front.....\$ 155.95	RNH949	\$ 185.93	Genuine
PLH542	RH Front.....\$ 69.00	PLH949	\$ 98.50	ProLine
RNH541	LH Front.....\$ 155.95	RNH951	\$ 198.91	Genuine
PLH541	LH Front.....\$ 69.00	PLH951	\$ 98.50	ProLine

Regulator		Motor		
Discovery II up to 1A719661				
RNI315	RH Rear.....\$ 219.00	RNH949	\$ 185.93	Genuine
PLI315	RH Rear.....\$ 69.50	PLH949	\$ 98.50	ProLine
RNI316	LH Rear.....\$ 219.00	RNH951	\$ 198.91	Genuine
PLI316	LH Rear.....\$ 69.50	PLH951	\$ 98.50	ProLine

Regulator		Motor		
Discovery II from 1A719662				
RNI315	RH Rear.....\$ 219.00	RNI319	\$ 171.00	Genuine
PLI315	RH Rear.....\$ 69.50			ProLine
RNI316	LH Rear.....\$ 219.00	RNI320	\$ 171.00	Genuine
PLI316	LH Rear.....\$ 69.50			ProLine

MECHANICAL / 40-46



High-Ratio Series IIA, III Transfer Box

Increases your road speed by 32% with no change in low range performance. Experience quieter, more reliable road performance. Eliminates the weak link caused by overdrives being sandwiched between the main box and the transfer box. Normal high ratio is 1.148:1, New High-Ratio Modified is 0.781:1, low range ratio is unchanged. This READY TO BOLT IN transfer box is completely remanufactured, featuring all new bearings, seals and gaskets, including transmission brake assembly.

HRT1002 Rebuilt High-Ratio Transfer Box.....\$ 1689.00



Weber Replacement Carburetor

This high-quality unit is our inexpensive solution to carburetor replacement. Italian crafted, this unit bolts onto Land Rovers previously equipped with Zeniths. Older Solex-equipped Land Rovers can use it with our conversion kit.

341CH Series IIA & III 2.25L.....\$ 239.00

CV Joint Kits

A comprehensive kit that includes all the oil seals and gaskets that you need to replace your CV Joint. Includes CV joint and grease. Proline kits use Genuine seals, gaskets and grease as shown.

Defender 90 1994-1997	
PLK4020 CV Joint Kit w/ ProLine CV Joint	\$ 145.00
Defender 110 1993	
PLK4021 CV Joint Kit w/ ProLine CV Joint	\$ 159.00
Discovery I 1994 - 1999	
PLK4020 CV Joint Kit w/ ProLine CV Joint	\$ 145.00

Genuine CV Joint Kit



CV Joints for ABS and non-ABS

Defender 90/110 1993-1997	
PLD201 Defender 90, 1994 - on (ProLine).....	\$ 99.80
PLD301 Defender 110, 1993 (ProLine).....	\$ 99.80
Discovery I 1994-1999	
PLD201 CV Joint (ProLine).....	\$ 99.80
Discovery II 2000-2002	
PLD673 CV Joint (ProLine).....	\$ 99.50
Range Rover Classic 1987-1995	
PLX004 Suffix A axles only, CV Joint (ProLine)	\$ 99.98
PLX005 '89 Suffix B axle on, CV Joint (ProLine)	\$ 99.80
PLX001 1990-'95 w/ABS, CV Joint (ProLine).....	\$ 99.98
RNX001 1990-'95 w/ABS, CV Joint (Genuine)	\$ 539.00
Range Rover P38A 1995-2002	
PLD673 CV Joint (ProLine).....	\$ 99.50



CV Joint

Oil Filters

RNF001 V8 - All Range Rover Classic, P38A, Discovery I and II, Defender 90/110 (Genuine),	12.95
PLF001 V8 - All Range Rover Classic, P38A, Discovery I and II, Defender 90/110 (ProLine).....	\$ 6.29
RNE589 6 cyl 2.6 litre NADA 109", petrol (Genuine).....	\$ 7.99
RND504 6 cyl 2.5 litre Freelander, petrol (Genuine)	\$ 8.68
RND269 5 cyl 2.5 litre Td5, diesel, engine oil (Genuine).....	\$ 12.50
RNH251 5 cyl 2.5 litre Td5, Centrifuge element (Genuine).....	\$ 26.20
RNF001 4 cyl 2.3, 2.5 litre Defender 90/110, petrol (Genuine)	\$ 12.95
RNF001 4 cyl 2.5, 2.5 turbo, 200 Tdi, 300 Tdi, diesel (Genuine)	\$ 12.95
PLE590 4 cyl 2.25 ltr SIIA, III, pet/diesel, 5.5" canister (ProLine)...	\$ 6.95
RNE591 4 cyl 2.25 ltr SIIA, III, pet/diesel, 7.5" canister (Genuine)...	\$ 8.50
RNE589 4 cyl 2.0 litre Series I, petrol (Genuine).....	\$ 7.99

Series II, IIA Generators NEW

RNE647 C-40 type Generator, 2.25 litre P & D	\$ 129.00
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RNE647



NEW 12 Volt Lucas Style Alternator

PLF193 12 Volt Lucas Style Alternator for Series III	\$ 99.50
PLD498 Defender, 2.5 N/A Diesel, 2.5 Turbo Diesel, 200 TDI, 2.5 Petrol, 3.5 V8, Discovery I 1994, Range Rover Classic 1987-'88	\$ 199.00
PLE846 100 amp 4 groove pulley, Range Rover Classic 1993-'94	\$ 239.00

PLF193



Starter Motor Assemblies

PLE867 New starter motor, V8.....	\$ 229.00
RNF197 2.25 & 2.6 litre petrol, Rebuilt *plus \$100 core charge	\$ 269.00
PLD294 200 & 300 Tdi, New Bosch	\$ 439.00

ONLY
\$ 79.50



PLC052 Water Pump

NEW Water Pumps with Gasket

Series IIA, III 1961 - 1984	
RNF334 2.25 litre petrol, diesel (Genuine).....	\$ 129.00
PLF334 2.25 litre petrol, diesel (ProLine).....	\$ 49.50
PLE587 Rebuild kit for 2.25 water pumps	\$ 34.95
Defender 90/110 1993 - 2006	
RNC011 '93-1995 NAS, Water Pump (Genuine).....	\$ 239.95
PLC011 '93-1995 NAS, Water Pump (ProLine).....	\$ 89.00
RNC052 '97 D90 NAS, Water Pump (Genuine)	\$ 289.00
PLC052 '97 D90 NAS, Water Pump (ProLine).....	\$ 79.50
RNH257 200 Tdi diesel, Water Pump (Genuine)	\$ 239.00
RNH258 300 Tdi diesel, Water Pump (Genuine)	\$ 128.00
RNH360 Td5 diesel, Water Pump (Genuine)	\$ 148.60
Discovery I 1994-1999	
RNC052 Water Pump (Genuine).....	\$ 289.00
PLC052 Water Pump (ProLine).....	\$ 79.50
Discovery II 2000-2002	
RNC052 Water Pump (Genuine)	\$ 289.00
PLC052 Water Pump (ProLine)	\$ 79.50
Range Rover Classic 1987-1995	
RNC011 '87-1994, Water Pump (Genuine).....	\$ 239.95
PLC011 '87-1994, Water Pump (ProLine).....	\$ 89.00
RNC052 '95, Water Pump (Genuine)	\$ 289.00
PLC052 '95, Water Pump, ProLine	\$ 79.50
Range Rover P38A 1995-2002	
RNC052 '95-2002, Water Pump (Genuine).....	\$ 289.00
PLC052 '95-2002, Water Pump (ProLine).....	\$ 79.50
Hylomar Gasket Sealer	
RNA681 Official sealer used by Land Rover during assembly. Supplied in 3.5 oz. tubes.	\$ 10.95

Flex Couplers

GENUINE Flex Coupler for rear drive shaft, 95 Range Rover Classic & Discovery I, II

RND196 Flex Coupler (Genuine) with hardware	\$ 98.20
PLD196 Flex Coupler (ProLine) without hardware	\$ 49.95

RND196



Genuine Hub Seal Kits

Includes Genuine hub seal, hub gasket, hub seal race and locker for hub nut.

Series II, IIA, & III

RNK552 Hub Seal Kit (Genuine) (4 req)\$ 24.39

Defender 90/110 1993 - 1997

RNK5623 Hub Seal Kit (Genuine) (4 req)\$ 7.90

Discovery I 1994 - 1999

RNK5623 Hub Seal Kit (Genuine) (4 req)\$ 7.90

Range Rover Classic

RNK5621 1987-'89, Hub Seal Kit (Genuine) (4 req).....\$ 34.90

RNK5622 1990-'92, Hub Seal Kit (Genuine) (4 req).....\$ 8.60

RNK5623 1993-'95, Hub Seal Kit (Genuine) (4 req).....\$ 7.90



Drive Shafts

PLK4100 Proline Discovery I Rear Drive Shaft Update Kit replaces Flex Coupler Drive Shaft with Twin U-Joint type. Includes new rear Drive Shaft and 4 bolt Differential. Flange kit.....\$ 269.00

ProLine Drive Shaft Assemblies with U-Joints

PLF315 Front 88 & 109 Series II, IIA, III 88 & 109.....\$ 159.95

PLE189 Rear 88 Series II, IIA, III 88.....\$ 178.45

PLF358 Rear 109 Series II, IIA.....\$ 199.45

PLE201 Rear Defender 90 V8.....\$ 279.00

PLD665 Front Discovery II.....\$ 399.00

PLD473 Rear Discovery I & Range Rover Classic 100 inch...\$ 199.00

U-Joint Kit

RNE598 Front & Rear Ser. II, 90, 110, Dsco I, RRC (Genuine)\$ 44.90

PLE598 Front & Rear Ser. II, 90, 110, Dsco I, RRC (ProLine)..\$ 18.95

RNF411 Front & Rear Dsco I, RRC, Front 90, 110 (Genuine)...\$ 69.00

RNE611 Rear Defender 90, 110 (Genuine).....\$ 49.99

RNE604 Front & Rear Ser. IIA, III 1964 on (Genuine).....\$ 58.24

PLE604 Front & Rear Ser. IIA, III 1964 on (ProLine).....\$ 18.95

Genuine Air Filters

Defender 90/110 1993 - 1997

RNF950 NAS 90,110 V8 (Genuine).....\$ 11.99

RNH382 200 Tdi Diesel (Genuine).....\$ 29.35

RNH383 300 Tdi Diesel (Genuine).....\$ 29.50

RNF147 Td5 Diesel (Genuine).....\$ 17.99

Discovery I 1994 - 1999

RNF010 Discovery I (Genuine)\$ 9.63

Discovery II 2000-2002

RNF147 Genuine, All Discovery II models (Genuine).....\$ 17.99

Range Rover Classic 1987-1995

RNF012 Range Rover Classic 1974-1985, (2 req) (Genuine)\$ 9.95

RNF950 Range Rover Classic 1987-1994 (Genuine).....\$ 11.99

RNF010 Range Rover Classic 1995 (Genuine)\$ 9.63

Range Rover P38A 1995-2002

RNF011 Range Rover P38A 1995-1997 (Genuine)\$ 16.95

RNF147 Range Rover P38A 1998-2002 (Genuine)\$ 17.99



Ignition Wire Sets

RNI004 3.5, 3.9, 3.9 litre (Genuine)\$ 69.95

PLI004 3.5, 3.9, 3.9 litre (ProLine).....\$ 29.95

RNC524 Series IIA (Genuine).....\$ 18.50

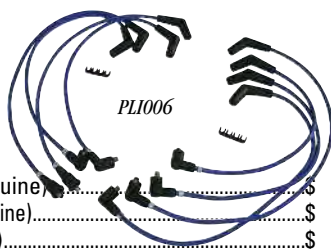
RNI007 V8 1999 onward (Genuine).....\$ 187.95

PLI007 V8 1999 onward, P38A, Discovery II (ProLine)\$ 47.50

RNI005 4.2 litre 1995 only (Genuine).....\$ 119.00

RNI006 Discovery I 4.0 litre, RRP38A, Defender 4.0 (Genuine)....\$ 99.80

PLI006 4.0 litre 96, Discovery, P38A, RR, 97 Defender (ProLine)...\$ 49.50



Automatic Transmission Filter Service Kits

(includes filter, pan gasket and O-rings) For Discovery I,II, Range Rover Classic, Range Rover P38A, 1997 Defender.

PLK312 ZF Trans. Filter Service Kit, 1987-2004 (ProLine).....\$ 27.50

RNK312 ZF Trans Filter Kit, 1987-2004 (Genuine).....\$ 84.50

PLK312 Auto Trans. Filter Kit



O2 Sensors

Defender 90/110 1993 - 1997

PLE029 90/110 3.9 litre, 2 req (ProLine).....\$ 136.45

PLD292 90 4.0 litre, 4 req (ProLine)\$ 129.95

Discovery I 1994 - 1999

RNE029 3.9 litre, 2 req (Genuine)\$ 299.00

PLE029 3.9 litre, 2 req (ProLine)\$ 136.45

RND290 4.0 litre, 4 req (Genuine)\$ 199.00

PLD292 4.0 litre w/AEL, 4 req (Genuine).....\$ 129.95

Discovery II 2000-2002

RNE910 Front, Genuine, 2 req (Genuine)\$ 119.00

PLE910 Front, ProLine, 2 req (ProLine)\$ 79.90

RNE892 Rear, Genuine, 2 req (Genuine)\$ 88.50

PLE892 Rear, ProLine, 2 req (ProLine).....\$ 74.95

Range Rover Classic 1987-1995

RNE029 All models, Genuine, 2 req (Genuine)\$ 299.00

PLE029 All models, ProLine, 2 req (ProLine).....\$ 136.45

Range Rover P38A 1995-2002

PLD290 '95-'97 to VA350101, Front & Rear, 4req (ProLine).....\$ 139.00

PLD292 '97-'98 from VA350102 to WA410481, Front & Rear, 4 req (ProLine).....\$ 129.95

RNE893 '99-'02 from XA410482, Front, 2 req (Genuine).....\$ 119.00

RNE892 '99-'02 from XA410482, Rear, 2 req (Genuine).....\$ 88.50

PLE892 '99-'02 from XA410482, Rear, 2 req (ProLine).....\$ 74.95

New Distributor Assemblies

RNI019 V8 EFI Distributor Assembly 3.5, 3.9, 4.2 (Genuine)\$ 699.00

PLI019 V8 EFI Distributor Assembly 3.5, 3.9, 4.2 (ProLine).....\$ 269.00

PLE143 Series II, IIA & III 2.25L 4 cylinder models (ProLine).....\$ 119.00



RNI019 V8 EFI Genuine \$ 699.00



PLI019 V8 EFI ProLine \$ 269.00



PLE143 Series 2.25L \$ 119.00

NRP PERFORMANCE EXHAUST

THE ULTIMATE IN FIT, PERFORMANCE, & SOUND

- MORE POWER
- BETTER FUEL MILEAGE
- IMPROVED OFF-ROAD CLEARANCE

NRP Rear Stainless Steel Performance Exhaust

Includes center muffler, tailpipe with resonator, all clamps & hanger brackets.

The NRP stainless steel performance exhaust system is by far the finest stainless steel exhaust system we have fitted to a Land Rover! Designed for the do-it-yourselfer, this system installs easily and is backed with an original purchaser lifetime guarantee. **System includes center silencer, tailpipe, all stainless steel hangers, hardware and installation instructions.**

RNE0002	Defender 90	\$ 599.00
RNE0004	Defender 110	\$ 649.95
RNE0005	Discovery I, '94-1999	\$ 628.95
RNE0009	Discovery II, 2000-2002	\$ 629.95
RNE0005	Range Rover Classic 1990 on	\$ 628.95
<i>(Range Rover '87-89 requires complete performance exhaust system)</i>		
RNE0006	Range Rover 1995 - 1998, single outlet P38A, 4.0 / 4.6	\$ 599.00

Complete NRP Performance Systems

Includes catalytic converters, all pipes & hanger brackets.

When it comes time to replace your Land Rover or Range Rover's exhaust system, why not upgrade to a Stainless Steel exhaust from Rovers North and take advantage of an increase in horsepower and torque? You will notice an immediate improvement over your old tired system, both at idle and throughout the entire rpm range. The NRP exhaust note will give a deep, throaty sound to your Rover V8.

Defender 90

RNE0012	Manual Gearbox '94 & '95	\$1429.00
RNE0022	Automatic Gearbox '97	\$1449.00

Defender 110

RNE0024	Manual Gearbox '93	\$1488.00
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Discovery I

RNE0013	Discovery I, Manual, '94-1995	\$1459.00
RNE0033	Discovery I, Automatic, '94-1995	\$1479.00
RNE0023	Discovery I, Automatic, '96 on	\$1479.00
RNE0043	Discovery I, Manual, '96 on	\$1459.00

Range Rover Classic

RNE0014	Range Rover Classic '87-88	\$1679.00
RNE0019	Range Rover Classic '89	\$1639.00
RNE0015	Range Rover Classic '90-95 100"	\$1479.00
RNE0025	Range Rover Classic '93-95 108" (LWB)	\$1319.00

NRP 88" Series II-III Stainless

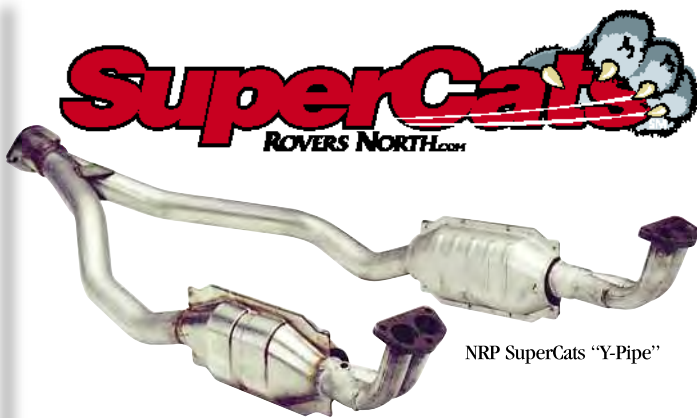
Steel Exhaust System

Performance Stainless Steel Exhaust System for Series II-III 2.25 petrol

Plan to keep your Series Land Rover forever? Here's the exhaust system to go with it.

- Increased Power
- Improved Fuel Mileage
- Stainless Steel construction
- Improved Off-Road Clearance
- Lifetime Warranty for original purchaser
- Complete with instructions and Stainless Steel hangers.

RNE0001AA	88" Series II-III Stainless Exhaust System	\$ 569.00
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NRP SuperCats "Y-Pipe"

NRP SuperCats Performance Catalytic "Y-Pipe"

Featuring new high flow performance (includes Manifold Gaskets and Nuts)

RNE0221	Defender 90, 110, 1993-1995	\$ 839.00
RNE0021	Defender 90, 1997	\$ 859.00
RNE0021	Discovery I, Automatic, 1994-1999	\$ 859.00
RNE0221	Discovery I, Manual, 1994-1999	\$ 839.00
RNE0021	Range Rover Classic 100"	\$ 859.00
RNE0011	Range Rover Classic LWB	\$ 699.00

A GREAT INEXPENSIVE ALTERNATIVE



ProLine

This "Y-Pipe" is a great value, & comes with a 24 month warranty.

PLE122	Range Rover Classic 3.9, 1994-95 Discovery only	\$ 639.00
PLH580	Range Rover Classic LWB	\$ 699.00
PLE902	Discovery I, Automatic, 1996-1999	\$ 619.00

Rovers North recommends replacing your O2 Sensors upon fit. (See pg 45 for our full listing)

RNE029	Discovery I 3.9 litre, Genuine, 2 req	\$ 299.00
PLE029	Discovery I 3.9 litre, ProLine, 2 req	\$ 136.45
RNE029	Range Rover Classic All models, Genuine, 2 req	\$ 299.00
PLE029	Range Rover Classic All models, ProLine, 2 req	\$ 136.45

Gaskets sold separately Fits between manifold and Y-Pipe

RNE888	Exhaust Gaskets (2 required) Genuine	\$ 12.50
PLE888	Exhaust Gaskets (2 required) ProLine	\$ 5.00

MECHANICAL / 40-46

Find all O2 Sensors on pg 45



RNA4700

(A) Defender Interior Front Door Panel RH+LH Set

RNA4700 This door panel set is manufactured to fit 2 piece front doors on Land Rover Series III and Defender 90 vehicles fitted with anti-burst door latches. Replicas of the original that are NLA, these panels do not come with the speaker area precut to allow for varying sizes. (Includes mounting hardware & instructions).....\$ 359.00



RNA4600

(B) Series Interior Front Door Trim RH & LH Set

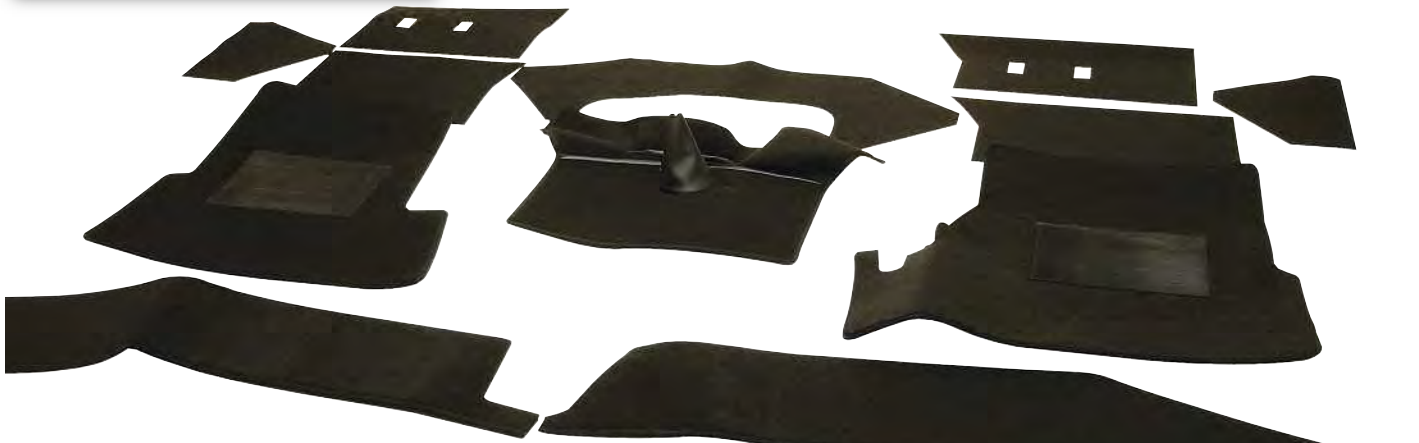
RNA4600 Series IIA, III Interior RH & LH front 3 piece door trim set (Includes mounting hardware).....\$ 269.00
 EX6284 Elephant Hide Vinyl door trim set with pockets. Left and Right sides. Built with Series III style door retainer slots. (Not shown)\$ 298.00

ExmoorTrim™

Authorised Distributor

Rear Door Interior

EX2836 Black vinyl (Not shown)\$ 54.00
 EX6282 Grey elephant hide vinyl (Not shown)\$ 69.95



(C) Front Carpet Set

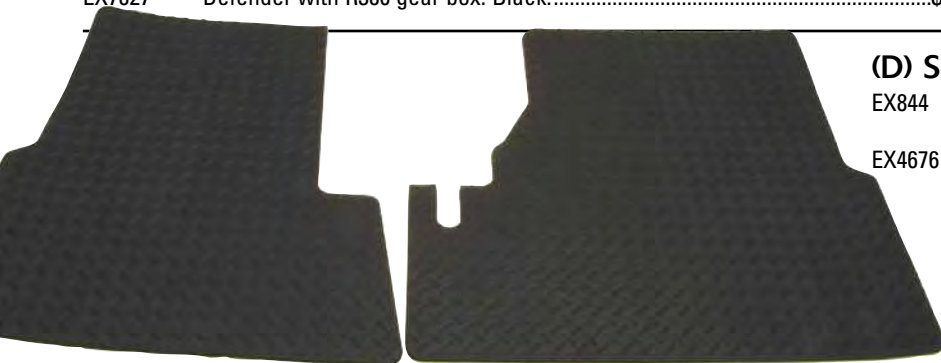
Set includes right and left floor mats, center tunnel cover, center bulkhead cover, right and left foot well and kick panel covers, seat box face covers. Does either left or right hand drive vehicle.

EX7825

EX7825 Series II, IIA, III. Black.....\$ 199.00
 EX7827 Defender with R380 gear box. Black.....\$ 199.00

(D) Series Insulated Floor Mats

EX844 Series II, IIA, III Front pair\$ 89.95
 EX4676 88". Rear floor.....\$ 99.95



Call today for your **FREE** ExmoorTrim Catalog

EXMOORTRIM / 47-49



Seat Assembly Defender 90, 110

EX9705	Twill Vinyl seat assembly, RHF.....	\$ 499.00
EX9721	Twill Vinyl seat assembly, LHF.....	\$ 499.00
EX9710	Moorland cloth seat assembly, RHF.....	\$ 539.00
EX9726	Moorland cloth seat assembly, LHF.....	\$ 539.00
EX9606NAS	Car Denim Vinyl seat assembly, NAS, RHF...\$	529.00
EX9605NAS	Car Denim Vinyl seat assembly, NAS, LHF...\$	529.00
EX9718	Black Leather seat assembly, RHF.....	\$ 716.36
EX9734	Black Leather seat assembly, LHF.....	\$ 716.36
EX9704	Dark Grey Vinyl seat assembly, RHF.....	\$ 476.10
EX9720	Dark Grey Vinyl seat assembly, LHF.....	\$ 476.10



Seat Trim Kit Defender 90, 110

A comprehensive DIY re-trim kit with everything you need to completely reupholster one front Defender seat. Includes new foam cushions and outer upholstery for seat bottom & back. Aerosol adhesive included.

RNA5700	1994 NAS 90, Car Denim vinyl with Black backing. <i>(does not include rear pocket or head rest)</i>	\$ 206.10
RNA5600	1995 - 1997, Twill vinyl with Grey backing <i>(does not include rear pocket)</i>	\$ 159.00
EX6325	Dark Grey Vinyl.....	\$ 161.10
EX6331	Moorland.....	\$ 161.10
EX11858	Black Leather.....	\$ 289.00
EX9969	Seat Heater Kits sold in pairs. <i>(includes wiring loom & Hi/Low Switches)</i>	\$ 199.00
EX9608NAS	Rear forward bench seat, Car Denim floor mounted.....	\$ 399.00

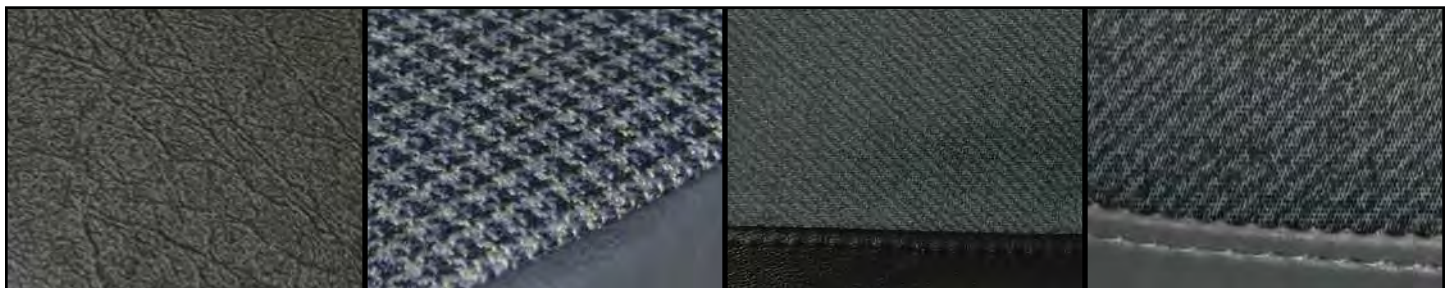


Bottom Front Seat Cushion Defender 90, 110

EX9975	Twill Vinyl bottom cushion, Driver/Pass.....	\$ 129.00
EX9600NAS	Car Denim vinylbottom cushion, Driver/Pass.....	\$ 169.00
EX9974	Dark Grey Vinylbottom cushion, Driver/Pass.....	\$ 119.95
EX9980	Moorland bottom cushion, Driver/Pass.....	\$ 129.95
EX9973	Black Vinyl Driver/Pass.....	\$ 129.00

ExmoorTrim™

Authorised Distributor



Elephant Hide Vinyl
Series Models 1959-'67

Moorlands Cloth Faced
NAS Station Wagon 90/110

Car Denim Vinyl
NAS Models 1994

Twill Vinyl
1995 NAS Soft Top & all 1997 Models



Elephant Hide Vinyl Seats

EX8625	Bottom cushion, Driver/Pass.....	\$ 79.50
EX444	Back cushion, Driver/Pass	\$ 78.50
EX2255	Bottom cushion, Center.....	\$ 74.95
EX2311	Back cushion, Center	\$ 74.95

Elephant Hide Vinyl Seat Set

EX6629	Front Seat Set	\$ 449.00
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Basic Black Vinyl Seats Series II, IIA, III

EX8622	Bottom cushion, Driver/Pass.....	\$ 48.00
EX442	Back cushion, Driver/Pass	\$ 48.00
EX2252	Bottom cushion, Center.....	\$ 47.00
EX2308	Back cushion, Center	\$ 46.00

Basic Black Vinyl Seat Set

EX6616	Front Seat Set	\$ 239.00
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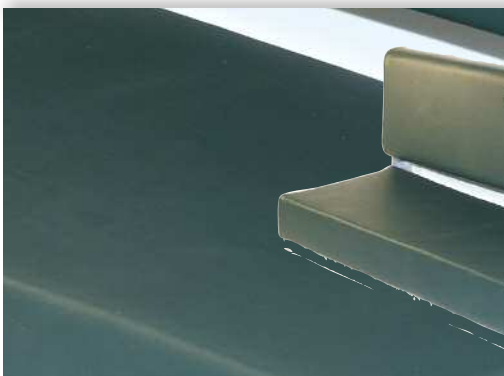


Deluxe Black Vinyl Seats Series II, IIA, III

EX2182	Bottom cushion, Driver/Pass.....	\$ 65.80
EX2168	Back cushion, Driver/Pass	\$ 63.50
EX2196	Bottom cushion, Center.....	\$ 62.50
EX2210	Back cushion, Center	\$ 59.90

Deluxe Black Vinyl Seat Set

EX11645	Front Seat Set	\$ 359.00
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Rear Side Bench Seat, Defender, Series

EX6877	Rear Bench Seat , Elephant Hide Vinyl, Galvanized Frame	\$ 199.00
EX6861	Rear Bench Seat , Black Vinyl, Galvanized Frame	\$ 161.10
EX4198	Rear Bench Seat , Black Vinyl, Black Frame.....	\$ 99.99

Bottom Cushion

EX4527	Black Vinyl	\$ 48.20
EX5948	Elephant Hide Vinyl	\$ 69.50



Rear Jump Seat, Defender, Series

EX4128	Twill Vinyl	\$ 206.10
EX4126	Black Vinyl	\$ 197.10
EX4133	Moorland.....	\$ 206.10
EX9607NAS	Car Denim Vinyl	\$ 233.10

Rear Jump Seat, 88

EX4138	Elephant Hide Vinyl	\$ 229.00
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BEHIND THE STEERING WHEEL

By Jeffrey B. Aronson



Following on the heels of our snowiest winter, New England as a whole - and Maine in particular - has experienced its wettest summer in decades. Wales would feel like a desert environment compared to Maine this past season. If summer had about 90 days, 80 of them felt damp and wet.

I remove my Wellington boots so as not to dirty the bed, but they go back on for the simplest of chores and remain on all day. My front yard looks like a rice paddy. Hilly fields remain soggy at the top of their slopes. The dawn's early light barely glows through the constant fog. The mosquito population has quadrupled. Work has become a slog through life in low range.

Wellingtons, mud and wet weather; New England certainly resembles Olde England. What a great time to own a Land Rover. The earliest road tests for Land Rovers extolled their off road and towing ability. Magazine advertisements always showed Rovers in farm scenes hauling huge wagons of hay, feed, cattle, horses or heavy milk cans. With four wheel drive and an excellent set of low range ratios, any Series I/II/II-A/III Land Rover could tow a heavy load through any field conditions.

A 1951 magazine ad stated "On Estate or Farm, there is no end of the jobs which can be done - quicker and easier - with the Land-Rover. Built for toughness and durability, it constitutes a four-wheel drive tractor, a mobile power plant, a towing and delivery wagon and a fast economical vehicle on the road. It is the ideal maid-for-all-work on estates and farms and can operate in places where no other wheeled vehicle could approach. The Rover pulls everything - apart from its own carrying capacity, the Land-Rover will pull a trailer load much in excess of its own weight."

Until this year I had rarely towed anything more than a parade float or small boat in my 19 years of Land Rover ownership. Caretaking an increased number of properties forced me to purchase lawn mowers the size of a Freelander and additional carpentry gear. I wound up with a trailer nearly the length of the QE I. It's opened up a new appreciation for the original owners of Land Rovers and the way they lived and worked with their vehicles.

My aluminum trailer does not weigh very much when empty, but as it has no springs, it pounds everything inside on roads with potholes, e.g., any road on this island. When filled with the mowing machinery and the work

crew that I tend to haul around, I find myself rowing the gearshift more going up and down the hills. I've also learned a lot more about engine braking; it's vital so as not to tax the drum brakes on the II-A.

The trailer clings constantly to my Rover, much like a needy child attaches itself to its parent. It drags behind me as it were clinging to my leg. Wherever I go it follows, noisily announcing its presence behind me. If I try and do something simple, like backing up, its excessive length magnifies every move I make with the steering wheel - often taking me in a direction that I prefer not to take. Like having a kid you must remember that it's always there and never forget its impact on otherwise simple tasks like rounding a corner or parking on a street.

Turning a trailer requires you to look back and while turning the wheel in the opposite direction. I've spent decades dismissing the claim that Land Rovers might require power steering - until now that I have to maneuver a loaded trailer. Heaving my old banjo wheel from lock to lock feels like I'm pulling up an anchor line, one snagged smartly on an immovable rock.

At times, I wish I had a 109" so I could carry more gear, but not when maneuvering the loaded trailer. Then I wish I could get angry and become the Incredible Hulk. The 88" wheelbase can still feel too long when I'm backing the loaded trailer into a muddy corner of a field. That's when I wish I had an 80" Series I.

I've often wondered why the first Rovers had a short 80" wheelbase. Yes, I know the Wilks' copied the dimensions of a Jeep frame as a starting point, but there are other reasons. Tax regulations based on engine displacement leads to smaller vehicles; why move around a large, empty pickup truck when you can add a trailer to a smaller vehicle anytime you need the extra carrying capacity? Open bed pickups make some sense in relatively dry climates, but make little sense in wet, damp regions of the world; why else do so many British farmers use the Ifor Williams metal caps on their Rover pickups?

So it makes sense that British farmers and tradesmen would hitch a trailer to the back of their Rover when they needed the extra carrying capacity rather than moving around a lot of extra weight unnecessarily. In the land of \$9.00/gallon petrol, it makes sense to be as efficient as possible.

Living and working with the QE I in these muddy, wet conditions demonstrates the brilliance of the engineering ideas put together by the Wilks brothers. A 1974 ad asked "Where do old Land-Rovers go? To work." A photo shows a Series I 107" loaded with hay and quotes the farm manager; "it's 18 years old, it's done 118,000 miles and it's still in super condition. We've never taken the cylinder head off. It does real donkey work, hauling 6-ton hay loads and transporting cattle - even to London for the Smithfield Show. If a tractor gets into difficulty, the Land-Rover pulls it out. There's no trouble with rust, it's very economical, and the repair bills are nil. We've had yeoman service all the way."

As dawn breaks I can see my II-A's outside, one hitched to its trailer, both dripping with this morning's rainfall. Yeoman service, indeed - what great cars!

Of course, I could opt for the 2010 Range Rover instead. Autoweek reports that the new Range Rover offers the "the world's first (in a production car) adaptive damping system that measures the road ahead of the vehicle and adjusts the suspension accordingly." Bigger brakes, a new stability and roll-control system, and two new direct injection 5.0 liter V-8's - supercharged

to 510 hp or a milder 375 hp without – and some interior touchups will arrive with next year's models.

Autoweek states "it all works fantastically, we must say. Both new Rovers are quick—the normally aspirated model is almost as fast as the old supercharged model while the new supercharged model is a rocket ship. If anything, Land Rover's 5.9 second 0-to-60-mph claim seems conservative. The suspension changes and electronic gizmos make the new Rover almost flingable, considering its near 6,000-pound weight. Pushed into corners, the truck feels controlled and body roll is minimal (again, considering other huge utes). Out on the open road, it's smooth and serene. And, of course, the thing will go damn near anywhere. In Spain, we drove it over rocks, up rock walls, down hills, through mud—it took everything we could throw at it."

Hmm might be easier to use as a work vehicle, but with prices ranging from \$79,525 to \$95,125, I'll probably stick with the II-A's

For many Land Rover enthusiasts Africa provides the perfect venue for the values of the marque. In late July, much of the continent celebrated the completion of Seacom, an undersea cable that connects east Africa in particular with worldwide internet resources at what should be a reasonable cost. Satellite services work well but have high monthly costs; cellular communication and data services have transfer and speed limits. If the Land Rover (along with Peugeot and Mercedes) helped transform the movement of people and goods in post-WW II Africa, this cable might help transform the movement of ideas to 21st century Africa.

Just as importantly this exchange might help Africa magnify the impact it makes on people worldwide. Megan Stewart, 28, an agricultural missionary from Melbourne, FL, wrote in the *New York Times* that "the animals and everything are great, but the thing that blows me away is the culture of Africa. It's definitely very real and tangible. Everything's more difficult: for example, in Botswana, it's very common to walk a couple of miles to get to a destination. But when you're walking a mile to get somewhere, which I have done in Africa many times, you feel your surroundings. There's more of a fullness of life. When you're in America and you're driving in your car, you can't even remember buildings that you pass by most of the time. In Africa, you see everything."

Thanks to Louise Orlando and Andrew Barbour a *Rovers North News*' four-part series illuminated the majesty of this enormous continent for every reader. As Louise wrote in her opening article "we lay on our sleeping bags on the roof of the Land Rover, looking up at the most brilliant night sky either of us had ever seen."

In previous years Mike Ladden told readers of his "Vintage Rovers Across Africa" expeditions through West Africa and found himself barely able to describe its impact on his life to someone – like me – who had never been there. In 1999 Samantha Schroeder shared her trip to Kenya and Tanzania with the *Rovers North News*, and noted that "my professor at Yale told my group that 'you can deal with your memories of East Africa in three ways. One is to live it to the point that you can't function in your new setting. The second is to compartmentalize the experience, to stash it away in certain storage spaces of your brain reserved for those few who would understand. The third is to synthesize the experience into your daily life.'"

For Samantha, her first hour in Kenya found her "mesmerized by the colors and the smells and the sounds of my surroundings. It was as if the dial to my senses had been turned up a few notches and I was seeing the world through new eyes – at once exciting and frightening. From my trip I learned that life is the journey itself, and one worth believing in. I learned this in smoke filled huts and upturned Rovers and even a riot filled city. And when I think back to my days in East Africa now,

above all I still picture myself on top of that Land Rover, a volcano at my back, exiting the Garden of Eden."

12 years ago, Frank Gampietro summed up his experience that "I've been back home for only a few months now. I miss Africa terribly; since I've returned I realize that it's already become a vital part of me."

Rob Sass (New York Times, Sports Car Market Magazine) wrote of the death of Peter Wheeler, a one-time chemical engineer who took over the TVR sports car company in Blackpool. Sass wrote that "he embodied a spirit of individualism that gave TVR its spark, and although he made the company only a modest success, he produced some exciting cars, like the Tuscan, Cerbera and Griffith. His type of ownership is fading quickly from the automotive scene."

Here's hoping that whatever its corporate ownership, Land Rover will remember the spirit of individualism that gave the company its spark, too. No other manufacturer has produced a lineup of "change agent" models like the Series Rovers, the Range Rovers, the 90/110/Defenders, and Discoverys/LR3's. When you're a small manufacturer like Land Rover, you can't afford investing in an Edsel – every model must be a success. Meanwhile, I'll keep my Series II-A's working every day.



- Parts & Accessories
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(A) Hella Vision Plus Headlamp Conversion

High performance European headlamp technology in a "USA D.O.T." version. Most powerful, legally-approved headlamp on the market. These headlamps provide a precise, focused beam pattern that turns night into day! A direct replacement for factory headlamps on all Range Rover Classic, Defender, and Series models. 60 watt high beam / 55 watt low beam. 7" dia.

RNC673 Hella Vision Plus Headlamp Conversion\$ 39.95 ea

(B) Replacement Headlamp Bulbs

RNE800	H4 Land Rover Genuine Xenon Bulb, Single.....	\$ 18.28
RNE880	H4 Land Rover Genuine Xenon Bulb, Set.....	\$ 30.19
RNE869*	H4 80w low/100w high (off-road use only).....	\$ 9.95
RNE852 *	H4 55w low/100w high (off-road use only).....	\$ 9.95
RNH241	Land Rover Genuine Bulb Kit.....	\$ 43.85

* RNE869, RNE852 must use additional relays. (see K)

(C) Hella 500

The rigid construction of the Hella 500 provides durability for encounters with even the most rugged terrain and provides excellent visibility on and off-road. Two lights in a kit, includes wiring and white plastic stone shields. Recommended use: above the bumper. 6 3/8" dia.

RNC681	Hella 500 Driving Lamp Kit.....	\$ 79.50
RNC682	Hella 500 Clear Fog Lamp Kit.....	\$ 79.50
RNC683	Hella 500 Amber Fog Lamp Kit.....	\$ 73.45
RNC699	Hella 500 Stone Shield.....	\$ 9.50 ea
RNC701	Hella 500 Clear Cover.....	\$ 10.90 ea

(D) Hella 550

Choose from fog or driving lamps. Kit includes: two lights, wiring harness, relay, wiring and white plastic stone shields. Recommended use: below the bumper. 7 11/16" W x 4 11/16" H x 3 1/4" D.

RNH264	Hella 550 Driving Lamp Kit.....	\$ 98.50
RNH263	Hella 550 Clear Fog Lamp Kit.....	\$ 98.50
RNH333	Hella 550 Amber Fog Lamp Kit.....	\$ 96.00
RNH914	550 Stone Shields.....	\$ 6.56
RNC702	Hella 550 Clear Cover.....	\$ 11.03 ea

(E) Hella Cat Eye FF50

The perfect lamp for limited space on your Land Rover. 2 Lights wiring & mounting hardware included. Dimensions: 2 9/16" H x 4 5/8" W x 3 3/4" D.

RNH337	Hella FF50 Driving Lamp Kit.....	\$ 99.95
RNH338	Hella FF50 Fog Lamp Kit.....	\$ 92.35
RNF675	Replacement Hella bulb H3 55w.....	\$ 5.00
RNF665	Replacement Hella bulb H3 100w (relay required).....	\$ 5.76
RNE234	15 amp with fuse.....	\$ 12.50
RNC715	12 volt / 30 amp.....	\$ 8.95

(F) Hella Rear Flood Work Lamp Kit

Perfect for backing up or hooking up a trailer at night, this dual beam, 110w flood lamp provides a very bright, 180° panorama. The kit includes everything you'll need: lamp, black coated stainless steel bracket, dash switch, wiring harness, relay and instructions. And a bonus - there's no drilling of body work required.

RNA635	Genuine Land Rover Work Lamp Kit.....	\$ 96.79
RNC950	Hella Dual Beam Work Lamp Kit.....	\$ 198.00
RNE675	Replacement Hella Bulb H3 55w (for RNC950).....	\$ 3.14 ea
RNF665	Replacement Hella Bulb H3 100w (relay required).....	\$ 5.76 ea

A

RNC673

B

RNH241

C

RNC681

D

RNH264

E

RNH337

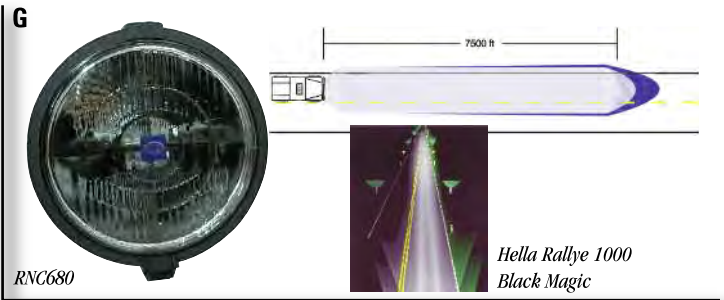
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RNC950

(G) Hella 1000 Black Magic

New black optics technology creates a wild, all black look. All black when "off" - a brilliant, enhanced-focus beam when "on." Includes wiring harness. Recommended use: above the bumper, brush guards and roof racks. 7 3/8" dia. Off-road use only.

RNC680	Hella Rallye 1000 Black Magic Kit.....	\$ 239.00
RNK5804	Hella Rallye 1000 Black Magic, Land Rover grilles	\$ 299.00
RNC705	Stone Shield.....	\$ 13.50 ea
RNC698	Clear Cover	\$ 10.99 ea
RND266	Replacement Hella Bulb H2 55w.....	\$ 3.98
RNH334	Replacement Hella Bulb H2 100w.....	\$ 7.30



(H) Hella Rallye 3000 Cool Blue

The Rallye 3000 has been a proven partner for truckers and off-road drivers for years. Now a version is also available with a Cool Blue lens: a combination of the familiar excellent luminous efficiency with a fresh appearance. Features: Blue lens creates a unique styling effect on any vehicle when lamp is off and produces a sharp, white beam when lamp is on. High quality Free Form (FF) reflector, Low weight with sturdy reinforced ABS plastic housing (important for roof attachment), bonded watertight assembly. Wiring harness sold separately. Dimensions: 9 15/16" H x 8 12/16" W x 4 15/16" D. Off-road use only.

74545	Hella Rallye 3000 Cool Blue Driving Lamp (7000 ft.).....	\$ 129.00 ea
74546	Hella Rallye 3000 Cool Blue Euro Lamp (13,300 ft.).....	\$ 145.95 ea
78105	Replacement Hella Bulb H1 12V 55W	\$ 3.90 ea
78110	Replacement Hella Bulb H1 12V 100W	\$ 5.20 ea
87199	Hella Wiring Harness.....	\$ 53.85
77625	Grille Set Rally 3000.....	\$ 28.30
79381	Stone Shield Hella 3000.....	\$ 13.55



(I) Hella Rallye 4000

The perfect lamp for the roof rack or front of your Land Rover - with a corrosion resistant metal housing, waterproof connections and knurled adjustment knobs that allow for precise aiming without tools. Stable, sturdy and BRIGHT! Dimensions: 9 3/16" H x 8 3/4" W x 6 3/8 D. Off-road use only.

RNK4807	Rallye 4000 Euro Driving Kit includes a pair of lights, stone shields & wiring harness.....	\$ 289.00
RNC677	Rallye 4000 Fog Lamp (inc. stone shield).....	\$ 104.99 ea
RNC678	Rallye 4000 Euro Driving Beam (inc. stone shield)	\$ 119.00 ea
RNC679	Rallye 4000 Pencil Beam (inc. stone shield)	\$ 149.00 ea
RNC717	Hella Rallye 4000 Wiring Harness.....	\$ 69.00 ea
RNC708	Protective Grille	\$ 24.50 ea
RNC709	Replacement Stone Shield.....	\$ 13.95 ea
RNC700	Clear Cover	\$ 12.50 ea
RND282	Replacement Bulb H1 12V 55W for all except fog lamp	\$ 3.90 ea
RNH335	Replacement Bulb H1 12V 100W (relay required).....	\$ 5.20 ea
RNE675	Replacement Bulb H3 12V 55w for fog lamp.....	\$ 3.14 ea



(J) Hella Rallye 4000 Compact

The Hella Rallye 4000 Compact packs all the performance and durability you have come to expect from the Rallye 4000 Series, and is now 24% smaller! Features include a high-boost Free-Form (FF) reflector for a precise driving beam, optics-free glass lens, CELIS light guide ring that uses the most powerful LED currently available, and a die-cast housing to provide durability year after year. Measuring 6.69", it is perfect for today's smaller light bars and front grilles. 6.77"H x 6.69"W x 4.49"D

009094181	Black Euro Beam	\$ 135.00
009094042	Black Euro Beam w/CELIS	\$ 280.88
009094031	Chrome Euro Beam	\$ 169.58
009094051	Chrome Euro Beam w/CELIS	\$ 303.45



(K) Lighting Accessories - Hella Relays - all Models

Hella relays provide improved performance of electrical accessories by reducing the voltage drop that occurs when power is routed directly through a switch.

RNE234	15A Hella relay with fuse.....	\$ 12.50
87106	30A Hella relay	\$ 8.95
87199	Hella Wiring Harness.....	\$ 53.85



(L) Hella Map Lamp

Flexible attachment provides reading light for maps.

RNA671	\$ 45.50
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HELLA / 50-51

Back to My Old Kentucky Home

Story & Photos by: David Martin



Wow, Rover looked a lot smaller than I remembered him as he sat in the vastness of an otherwise empty semi-truck trailer. I saw him last 20 years ago and now he was going to become a restoration project – one that has taken me nearly 15 years to complete. He had weathered the 850 mile trip from Lakeland, FL to Owensboro, KY very well. He started with little effort and I drove him home while remembering to double clutch between first and second gears. I then sat down, opened a beer, contemplated what I had done, and tried to imagine what the next few years would bring.

Back in 1967 the State Road Department (SRD) in Barstow, FL painted several Land Rovers 88” pickups SRD yellow and put them to work pulling bush hogs to mow the sides of highways in Polk County. A college friend’s father worked as an engineer for the SRD and he became familiar with the vehicles, which were used for three years as mowers.

*[David Martin,
Owensboro, KY, works as a
professor of Chemistry and
Mathematics at Owensboro
Community and Technical
College. He and his wife
Becky have two grown sons
“who live elsewhere,
thank goodness”.
He enjoys “bicycling, Pilates,
woodworking, and drinking”
—ed.]*



In 1970, the SRD sold the Rovers at auction and my friend's father bought one. He raised Arabian horses and used the Series II-A 88" Rover as a pickup truck from 1970 to 1994. When her father passed away, my friend, who lived in Lakeland, started a restoration, but she found herself a little short on resources. While visiting Lakeland, I mentioned that I would like a car restoration project to help cope with my midlife crisis. She agreed to sell the Rover with the stipulation that she had first option to buy him back if I decided to sell.

So I had not seen this Rover since 1974 when we were in college together, but I arranged for Rover to be shipped northward on the empty semi-truck trailer, as it would have taken many days and many gallons of fluids to drive him home to Kentucky.

I bought a restoration book, moved Rover into half of our two-car garage, and began disassembly. Many items surfaced that required repair or replacement. The brakes had a restriction in the hydraulic lines, the chassis had a hole near the left front footwell, and the wiring harness looked bare in places. The rear crossmember was butchered with an odd trailer hitch and the front bumper was in poor shape with a tow bar attachment. Duct tape served as upholstery on the seats, dents pockmarked the front fenders, the clutch juddered and slipped, and, oh yes, the transmission mounts were broken. I was very happy.

I took everything off the chassis except the engine and front bulkhead. I put all the pieces except for the pickup bed, in my basement. I took the gearbox to an English mechanic in Evansville, IN. Over the next few years I degreased, sanded, welded, painted and tore components apart. I rebuilt other parts, adjusted clearances and did a lot of things twice, because I am not the sharpest tool in the shed. My wife remained very patient because she believed that Rover was good for me and saved my sanity when I was downsized in 1995. Money has been an issue from time to time; when I run low, I simply wait and have a beer.

The Rover was put back together three times, driven for a while, and then torn down again. I tried to use original Rover parts where I could, but there are many non-Rover issue nuts and bolts. The final teardown occurred so that students at the Community and Technical College where I work could use the car as a paint project. Now reassembled and looking spectacular, I'm ready to drive it to local car shows. There is only one other Series Rover in our county, a Series IIA 88" hardtop.

As you might expect, I've purchased quite a list of new or rebuilt parts. I've replaced the: exhaust system, master and slave cylinders, axle limiting straps, shock absorbers, wiring harness, the tires, the rear crossmember, windshield glass, front bumper, brake lines, fuel tank, heat shield, battery and the battery hold down, solenoid and coolant hoses.

I rebuilt the instrument panel, hubs, swivel balls, wiper motor, water pump, fuel pump, front/rear brakes, front/rear propshafts, distributor, alternator (replacing the original dynamo), window channel felt strips and probably 27 more things.

The English mechanic found the gearbox in good shape but he did replace all the seals and gaskets, so of course it leaks. I replaced the rear main seal, so it leaks, too. I installed a new clutch plate, pressure plate, and throw out bearing. I adjusted the valves and discovered that if you screw this up you bend the pushrods. Fortunately, the engine did not burn oil so it has not been rebuilt. I installed the power takeoff, but I do

not know if this one is an original Rover or aftermarket part.

I had the interior seats recovered with gray vinyl; the rear seats had been stored in a barn and still have the original elephant hide. I discovered that reinstalling the curved glass pieces and molding in the rear of the cab is impossible for anyone to do. After several tries, I declared it futile, walked away, and watched my teenaged son

install them in five minutes. The instrument panel became the most satisfying rebuild project; all the gauges work and it came out looking very original.

A few tasks still need completion. I need to install the left hand interior door pad (a friend made a mirror image of the right side), and must try to make or locate an interior door pull handle. Evidently, I purchased the last new one in the world, but I still need one more. I have machinist friends who might consider making a mold for a molten aluminum pour. I have aftermarket type weatherstripping and seals for the doors and tailgate, but I would like to go original with hammer rivets.

My one regret with the project is that I discovered Rovers North late in the process. The staff have proven to be the most helpful, knowledgeable, and sympathetic of all my parts dealers. It's been nearly 15 years but I hope my experience with Rover will serve as an inspiration to others who are preserving this remarkable brand.



30 Years Old

And Loving It

Story by Jeffrey B. Aronson

It's 30 years ago this summer that Mark Letorney found himself concerned about his Land Rovers. British Leyland and its successor companies had pulled out of the US market 5 years earlier and high quality maintenance and replacement parts had become difficult to find. With a commitment to his working Land Rovers, a telephone, a barn and a nearby post office, Mark and Andrea Letorney started Rovers North.

You can learn a lot about a Land Rover by living with it for daily use; you can learn a lot about quality parts when you rely on it as your farm and work vehicle. It quickly became apparent that Land Rover sourced and branded parts with care; in time, Mark convinced Land Rover that Rovers North should become an authorized distributor of Land Rover Genuine Parts. With that came his commitment – and that of the Rovers North staff – to become the center of parts and technical knowledge on Land Rovers.

In the early years of the company, that knowledge centered on the Series I-II-III models and their derivatives, like the Forward Controls and Military Lightweights. When Land Rover's corporate parents decided to close down their Classic Parts operation for Range Rovers and early Discoverys, not surprisingly, they asked Rovers North to purchase its inventory and take over its operations.

Three decades later, Rovers North supports enthusiasts throughout the much larger range of Land Rover models: Series II, II-A, III; Range Rover Classic and P-38A; Defender 90; and Discovery Series I and II. Even owners of rarer Land Rovers such as Series I's, FC 109's and 101's, grey-market Defenders and Range Rovers, and NAS Defender 110's have found detailed product knowledge from engineering to installation information.

Product training requires the commitment of resources, personal energy and a strong connection with Land Rover in Solihull. It's unusual for a company to maintain a singular commitment to one marque of automobile; Rovers North has dealt solely with Land Rovers since its inception.

Mark and Andrea Letorney continue their leadership of the company, as well as the active participation of sons Graham and Calef – both of whom grew up in and with Land Rovers. Rovers North's success also reflects the commitment of a full staff of Land Rover enthusiasts – men and women committed to the

marque and to enthusiasts across North America and around the world.

This level of Land Rover enthusiasm means that however you contact Rovers North to purchase parts, seek advice, maintain, repair or upgrade your Land Rover, the people you'll talk to speak from experience. Many do or have owned Land Rovers. So, too, do many of the staff members who pack and ship your parts, complete the accounting on your account, oversee the parts inventory and new products, design and write the publications, create and update the website. Whether you get information and advice from Rovers North by telephone, through www.roversnorth.com and its ever-expanding range of features, in person at Land Rover events, you know that the parts and technical information come from daily experience with Land Rovers.

This singular focus on Land Rovers confirms the commitment of Rovers North and its entire staff to provide enthusiasts with the highest quality, best value parts and custom accessories for your Land Rover - "the world's most versatile vehicle." As a company Rovers North enters its next 30 years with renewed enthusiasm for the marque. Whether your Land Rover takes you across town or across a mountain, Rovers North stands ready to help you get the most out of your Land Rover experience.

To View the very 1st Rovers North News visit roversnorth.com/store/t-downloads.aspx



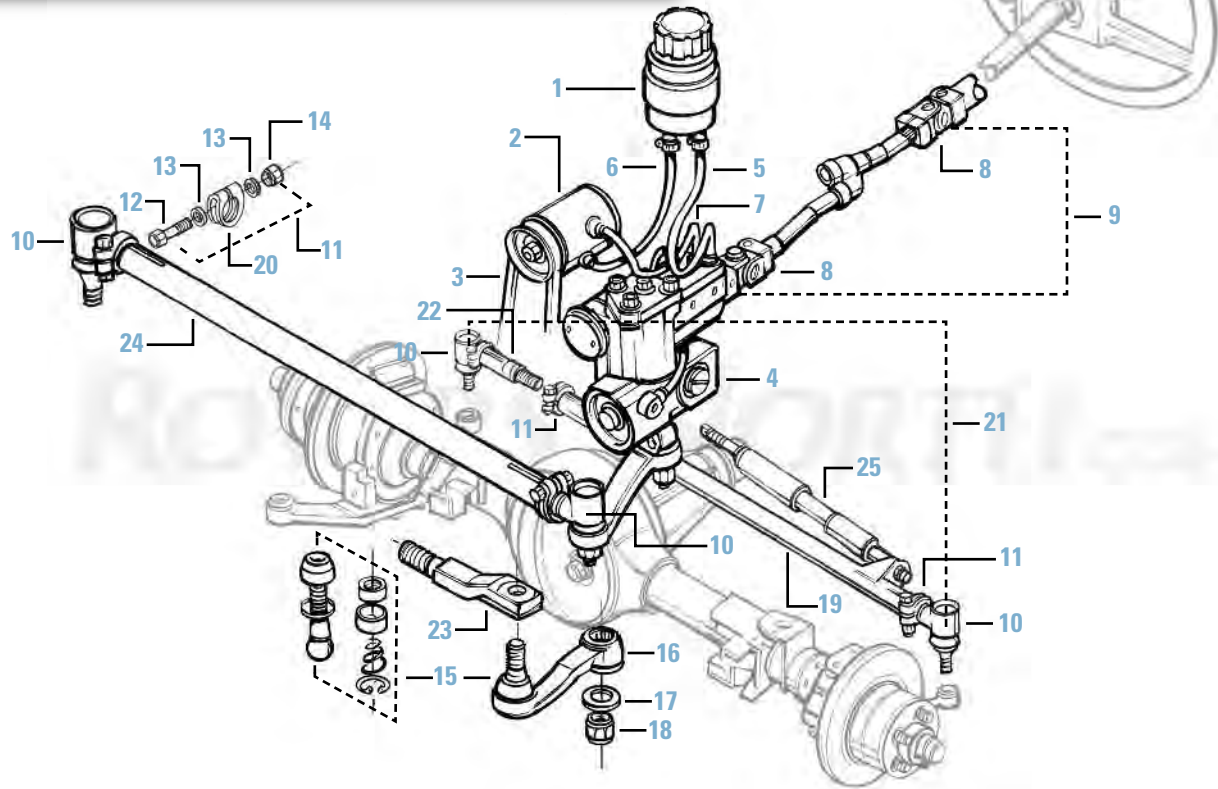
Mark, Andrea and Graham Letorney outside of Rovers North in 1981. Photo taken by Addison Merrick. The 1st editor of the Rovers North News.



Discovery I Range Rover Classic

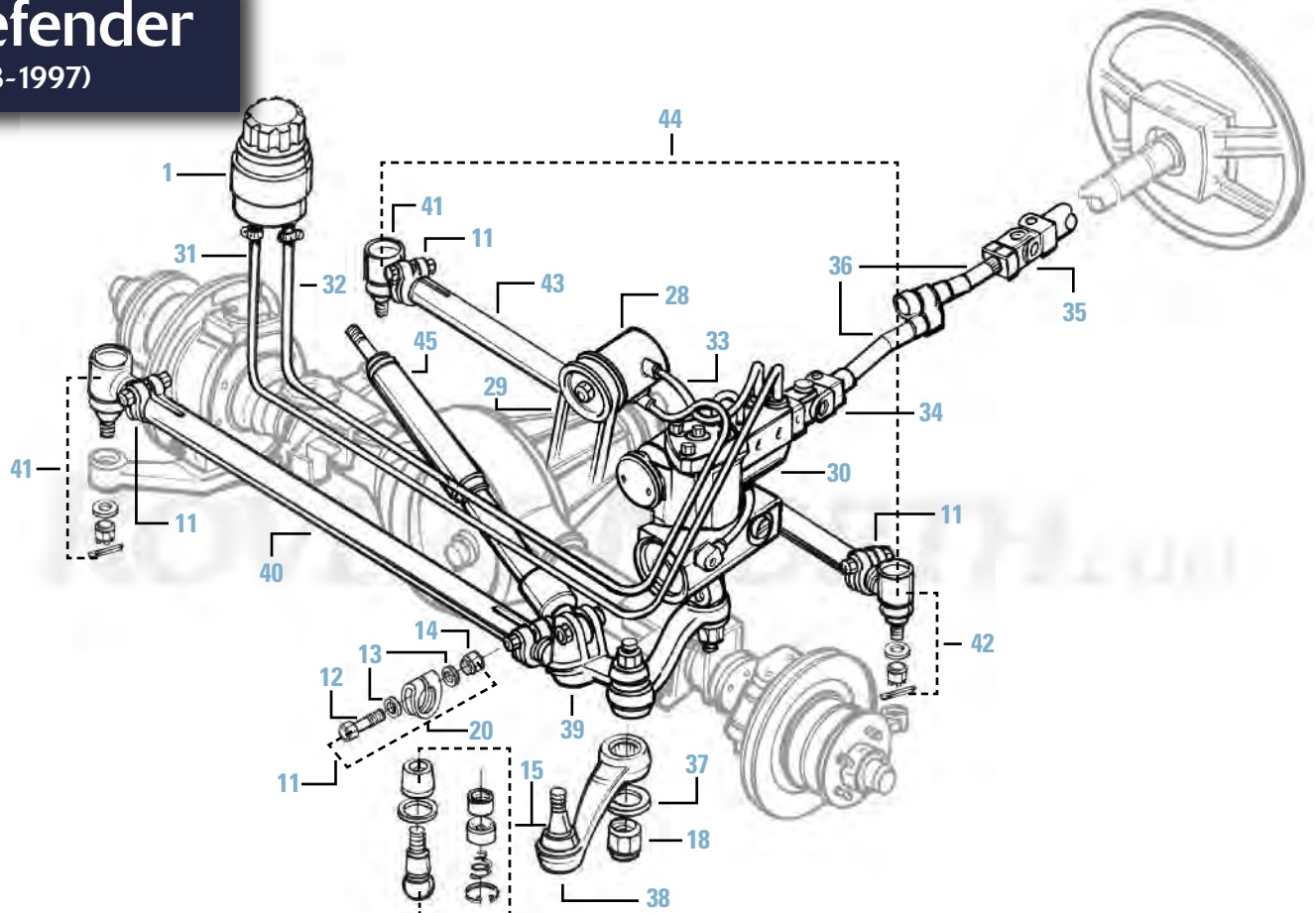
(1994-1999)

(1987-1995)



Defender

(1993-1997)

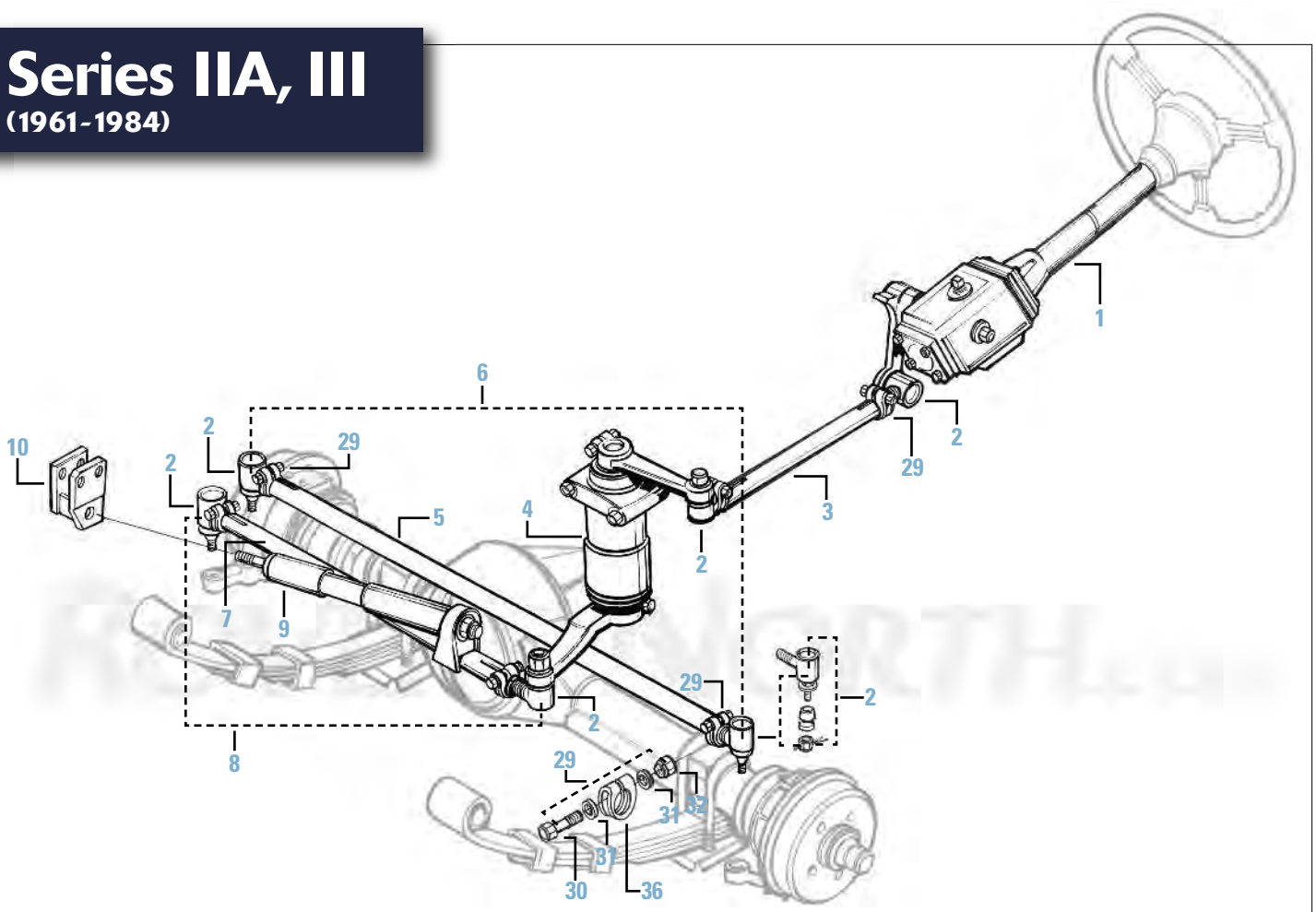




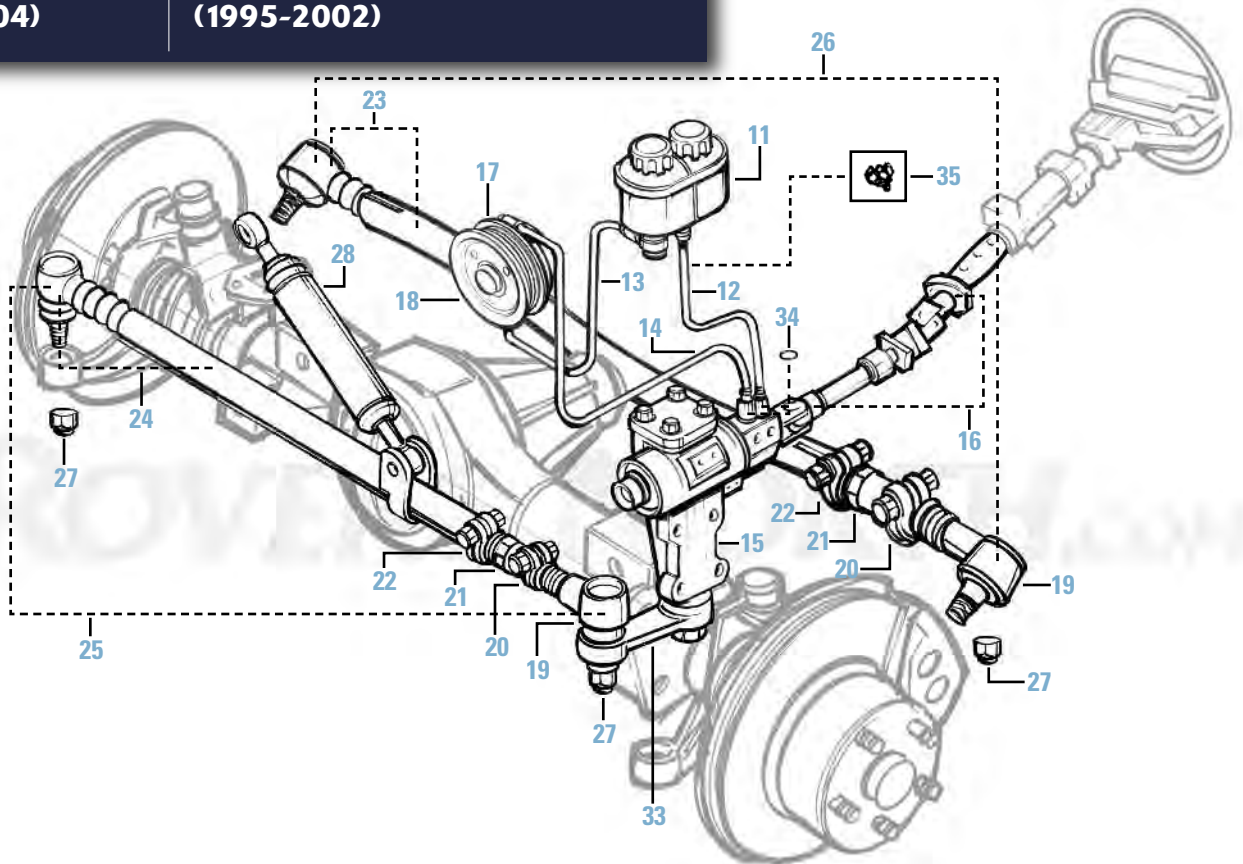
Steering / Discovery I, Range Rover Classic, Defender

1.	RNS001	Reservoir, All Models (Genuine).....	\$ 44.98	17.	Lock Washer Drop Arm		
2.	RNS002	Pump Assembly, Range Rover Classic '87 - '94 (Genuine)	\$390.37	RNS078	Range Rover Classic '87 - '91 (Genuine)	\$ 2.05	
	PLS002	Pump Assembly, Range Rover Classic '87 - '94 (ProLine).....	\$329.95	RNS071	Range Rover Classic '92-'95 & Discovery I '94 - '99 (Genuine)	\$ 3.02	
	RNS003	Range Rover Classic '95, Discovery I '94 - '99 (Genuine).....	\$699.00	18.	RNS083	Nut, Steering Drop Arm (Genuine).....	\$ 8.31
	PLS003	Range Rover Classic '95 Discovery I '94 - '99 (ProLine).....	\$299.00	19.	RNS079	Long Tube (Genuine).....	\$138.18
3.	RNC004	Power Steering Belt, Range Rover '87 - '94 (Genuine).....	\$ 26.68	20.	RNS076	Clamp (Genuine).....	\$ 0.81
	PLC004	Power Steering Belt, Range Rover '87 - '94 (ProLine).....	\$ 6.95	21.	RNS091	Track Rod Assembly with ends (Genuine).....	\$307.12
4.	PLS004	Steering Box, New, LHD Range Rover Classic, Discovery I (ProLine).....	\$539.00	22.	RNS085	Adjuster (Genuine).....	\$ 69.90
	PLS004B	Steering Box, New, LHD with Straight Drop Arm RRC & Discovery I (ProLine)	\$659.95	23.	RNS088	Eye End for Drag Link from NA615564 (Genuine)	\$131.70
	RNF322	Seal Kit, Power Steering Box (Genuine).....	\$179.95	24.	RNS081	Drag Link RRC '92-'95, Discovery I (Genuine)	\$ 50.88
5.	Hose, Steering Box to Reservoir			RND206	Drag Link RRC up to NA611503 (Genuine)	\$ 59.50	
	RNS007	Range Rover Classic (up to NA610839) '87 (Genuine)	\$ 27.30	25.	RNS122	Steering Damper/Stabilizer (Genuine).....	\$ 91.87
	RNS006	Range Rover Classic (from NA610840) '87 - '95 (Genuine)	\$ 40.69	PLS122	Steering Damper/Stabilizer (Pro Comp).....	\$ 44.50	
	RNS013	Discovery I, '94 - '99 (Genuine).....	\$ 37.80	OMESD11	Steering Damper/Stabilizer (Old Man Emu)	\$ 79.90	
	RNS011	O-Ring for all Res. to Box Hoses (Genuine).....	\$ 2.58	RNA245	Steering Damper/Stabilizer (Bilstein).....	\$ 79.95	
6.	Hose, Reservoir to Pump			28.	RNH265	Pump Assembly Defender '93-'97 / 3.9L (Genuine).....	\$420.70
	RNS005	Range Rover Classic '87 - '95 (Genuine)	\$ 66.33	RNS003	Pump Assembly Defender '97 / 4.0L (Genuine)	\$699.00	
	RNS012	Discovery I, '94 - '99 (Genuine).....	\$ 65.87	PLS003	Pump Assembly Defender '97 / 4.0L (ProLine).....	\$299.00	
7.	Hose, Pump to Box			29.	RNC004	Power Steering Belt Defender '93-'95 / 3.9L (Genuine)	\$ 26.68
	RNS008	Range Rover Classic '87 - '94 Coil suspension (Genuine).....	\$111.52	PLC004	Power Steering Belt Defender '93-'95 / 3.9L (ProLine).....	\$ 6.95	
	Air Suspension:			RNC006	Power Steering Belt Defender '97 / 4.0L (Genuine).....	\$ 30.27	
	RNS018	Hose Pump End RRC '93-'94 air suspension (Genuine).....	\$ 61.70	30.	PLS004	Power Steering Box Assembly (ProLine).....	\$539.00
	RNS019	Hose at Box End RRC '93-'94 air suspension (Genuine).....	\$ 60.26	RNF322	Seal Kit, Power Steering Box (Genuine)	\$179.95	
	RNS020	Range Rover Classic '95 and Discovery I '94 - '99 (Genuine).....	\$ 54.90	31.	RNH402	Hose, steering box to reservoir (Genuine)	\$ 58.27
	RNS009	O-Ring for all Pump to Box Hoses (Genuine).....	\$ 2.58	32.	RNH403	Hose, reservoir to pump '93 - '95 (Genuine).....	\$ 75.65
8.	U-Joint, for Steering Shaft			RNH404	Hose, reservoir to pump '97 (Genuine).....	\$112.47	
	RNS017	Range Rover Classic (up to MA601606) (Genuine).....	\$ 67.15	33.	RNS008	Hose, pump to box, Defender 110 (Genuine).....	\$111.52
	RNS010	Range Rover Classic (from MA601607) thru '94 (Genuine).....	\$ 71.47	RNH405	Hose, pump to box, Defender 90 (Genuine).....	\$ 53.50	
	RNS021	Range Rover Classic '95 & Discovery I, complete assembly (Genuine)	\$234.84	34.	RNS017	U-Joint, lower (Genuine)	\$ 67.15
9.	Steering Shaft, Complete Assembly with U Joints			35.	RNS010	U-Joint, upper (Genuine).....	\$ 71.47
	RNS014	Range Rover Classic '87 - '94 (Genuine).....	\$328.57	36.	RNH759	Steering shaft (Genuine)	\$371.84
	RNS021	Range Rover Classic '95 & Discovery I '94 - '99 (Genuine)	\$234.84	37.	RNS078	Locker (Genuine).....	\$ 2.05
10.	RNS069	Tie Rod End, RH Thread, includes hardware (Genuine).....	\$ 34.50	38.	RNS080	Drop Arm with Ball Joint (Genuine).....	\$290.34
	PLS069	Tie Rod End, RH Thread, includes hardware (ProLine).....	\$ 24.50	PLS080	Drop Arm with Ball Joint (ProLine).....	\$179.00	
	RNS070	Tie Rod End, LH Thread, includes hardware (Genuine).....	\$ 34.50	39.	RNE442	Drag Link Eye End with Steering Damper Mount (Genuine)	\$119.00
	PLS070	Tie Rod End, LH Thread, includes hardware (ProLine).....	\$ 24.50	40.	RNC876	Drag Link Tube (Genuine)	\$ 59.95
11.	RNK553	Securing Clamp Assembly with hardware (Genuine)	\$ 3.35	PLC876	Drag Link Tube (ProLine).....	\$ 39.95	
12.	RNS073	Bolt for Clamp (Genuine)	\$ 0.98	41.	RNS069	Tie Rod End, RH Thread, includes hardware (Genuine).....	\$ 34.50
13.	RNS074	Flat Washer (Genuine)	\$ 0.46	PLS069	Tie Rod End, RH Thread, includes hardware (ProLine).....	\$ 24.50	
14.	RNS075	Nut (Genuine).....	\$ 0.66	42.	RNS070	Tie Rod End, LH Thread, includes hardware (Genuine)	\$ 34.50
15.	RNS084	Ball Joint Repair Kit / Steering Drop Arm (Genuine)	\$ 49.44	PLS070	Tie Rod End, LH Thread, includes hardware (ProLine).....	\$ 24.50	
16.	Drop Arm for Steering Box			43.	RNE448	Track Rod Tube (Genuine)	\$ 54.08
	RNS080	Range Rover Classic, includes Ball Joint '87 - '91 (Genuine).....	\$290.34	44.	RNE449	Track Rod Assembly with ends, Genuine (Genuine).....	\$123.55
	PLS080	Range Rover Classic, includes Ball Joint '87 - '91 (ProLine).....	\$179.00	PLE449	Track Rod Assembly with ends (ProLine)	\$ 89.00	
	RNS077	Range Rover Classic '92-'95 & Discovery I '94 - '99 (Genuine).....	\$162.17	45.	Steering Stabilizer Assembly (Includes all hardware for mounting)		
				RNF171	(Genuine)	\$103.28	
				RNA235	(Bilstein).....	\$ 84.95	
				OMESD32	(Old Man Emu).....	\$ 79.90	

Series IIA, III (1961-1984)



Discovery II | Range Rover P38A (1999-2004) | (1995-2002)



Steering / Series, Discovery II, Range Rover P38A



1.	LHD steering column and box assembly	
	PLE427 Series III (ProLine) Please call for Series IIA.....	\$ 699.00
2.	Tie Rod End assembly fully threaded includes boot, washer and lock nut	
	RNF204 Tie Rod, RH Thread (Genuine)	\$ 39.99
	PLF204 Tie Rod, RH Thread (ProLine).....	\$ 20.95
	RNF205 Tie Rod, LH Thread (Genuine).....	\$ 39.99
	PLF205 Tie Rod, LH Thread (ProLine)	\$ 20.95
3.	Longitudinal Steering Tube Assembly	
	RND060 (Genuine).....	\$ 203.99
4.	Steering Relay Unit Assembly	
	PLE493 (ProLine)	\$ 129.00
	Oil Seal for steering relay top or bottom	
	RNA923 (Genuine).....	\$ 7.34
	PLA923 (ProLine)	\$ 2.50
5.	Track Rod Tube	
	RNC243 (Genuine).....	\$ 83.51
6.	Track Rod Assembly, includes tie rod ends, clamps, and hardware	
	RNI541 (Genuine).....	\$ 142.90
7.	Drag Link Tube with bracket for optional steering damper	
	RNE415 (Genuine).....	\$ 139.00
8.	Drag Link Assembly, includes tie rod ends, clamps, and hardware	
	RNE581 (Genuine)	\$ 339.00
9.	Steering Damper Assembly, includes all hardware and bushings for mounting Series IIA and III	
	RNS122 (Genuine).....	\$ 91.87
	RNA245 Bilstein	\$ 79.95
	PLS122 Pro Comp.....	\$ 44.50
	OMESD11 Old Man Emu.....	\$ 79.90
10.	RNE417 Chassis Bracket for steering damper.	
	Series III only (Genuine).....	\$ POA
11.	RND914 Twin Cap Reservoir (Genuine).....	\$ 127.83
	RND913 Single Cap Discovery II (Genuine).....	\$ 115.61
	RND894 Single Cap Reservoir Range Rover P38A (Genuine).....	\$ 303.30
12.	Power Steering Line Reservoir to Steering Box	
	RND908 Discovery II (Genuine)	\$ 51.86
	RND885 Range Rover P38A to TA317511 (Genuine)	\$ 99.43
	RND886 Range Rover P38A from TA317512 (Genuine)	\$ 97.01
13.	Power Steering Line Reservoir to Pump	
	RND910 Discovery II (Genuine)	\$ 51.34
	RND890 Range Rover P38A up to WA410481 (Genuine).....	\$ 115.81
	RND891 Range Rover P38A from XA410482 (Genuine).....	\$ 35.93
14.	Power Steering Line Pump to Steering Box	
	RNH076 Discovery II (Genuine)	\$ 87.00
	RND880 Range Rover P38A up to WA410481 (Genuine).....	\$ 80.34
	RND881 Range Rover P38A from WA410482 (Genuine)	\$ 147.95
15.	Steering Box Assembly - New with Drop Arm	
	PLH606 Discovery II '99-'02 (ProLine).....	\$ 628.13
	PLH607 Discovery II '03-'04 (ProLine).....	\$ 556.45
16.	Steering Shaft Assembly with Universal Joints	
	RNH113 Discovery II (Genuine)	\$ 343.55
	RND868 Range Rover P38A (Genuine)	\$ 308.47
17.	Pump Assembly	
	RNH248 Discovery II (Genuine)	\$ 599.00
	RNH249 Range Rover P38A up to '98 (Genuine)	\$ 596.89
	RNH250 Range Rover P38A '99 on (Genuine).....	\$ 628.22
18.	Pulley for Pump Assembly	
	RNH287 Discovery II and Range Rover P38A (Genuine).....	\$ 22.46
19.	Ball Joint Assembly LH Thread includes boot, washer, and lock nut	
	RNH139 Discovery II, Range Rover P38A (Genuine).....	\$ 36.57
20.	RNH106 Clamp Assembly Small, Discovery II (Genuine).....	\$ 3.73
	RNI542 Clamp Assembly Small, Range Rover P38A (Genuine)	\$ 6.90
21.	RND923 Adjuster Unit Discovery II, Range Rover P38A (Genuine) ..	\$ 21.69
22.	RNH075 Clamp Assembly Large, Discovery II (Genuine).....	\$ 2.48
	RNI543 Clamp Assembly Large, Range Rover P38A (Genuine)	\$ 9.95
23.	Track Rod with Ball Joint	
	RNH074 Discovery II (Genuine)	\$ 118.91
	RNH073 Range Rover P38A (Genuine)	\$ 89.95
24.	Track Rod with Ball Joint	
	RNH071 Discovery II (Genuine)	\$ 125.79
	RNH078 Range Rover P38A (Genuine)	\$ 78.46

25.	Drag Link Assembly (does not include Ball Joint Nuts, see #27)	
	RNH138 Discovery II (Genuine)	\$ 235.87
	RND921 Range Rover P38A (Genuine)	\$ 162.17
26.	Track Rod Assembly (does not include Ball Joint Nuts, see #27)	
	RNH072 Discovery II (Genuine)	\$ 118.91
	RND922 Range Rover P38A (Genuine)	\$ 163.77
27.	RND879 Nut for Ball Joint (Genuine)	\$ 2.19
28.	Steering Damper Assembly	
	RND925 Discovery II (Genuine)	\$ 107.12
	OMESD02 Discovery II, Old Man Emu.....	\$ 79.90
	RNA246 P38A & Discovery II, Bilstein	\$ 89.95
	RND924 Range Rover P38A (Genuine)	\$ 122.57
29.	RNK553 Clamp assembly includes clamp, bolt, washers, and lock nut (Genuine)	\$ 3.35
30.	RNS073 Clamp Bolt (Genuine)	\$ 0.98
31.	RNS074 Washer (Genuine).....	\$ 0.46
32.	RNS075 Clamp Nut (Genuine).....	\$ 0.66
33.	RND875 Drop Arm for Range Rover P38A (Genuine)	\$ 227.45
	RND898 Drop Arm for Discovery II '99-'02 (Genuine)	\$ 83.12
	RNI544 Drop Arm for Discovery II '03-'04 (Genuine)	\$ 82.37
34.	RND888 Sealing Washer for high pressure line to pump, Range Rover P38A. 2 required. (Genuine)	\$ 6.52
	RND884 Sealing Washer for high pressure line to reservoir, Range Rover P38A. 2 required. (Genuine)	\$ 2.93
35.	RND912 Clip for attaching p/s lines, Discovery II (Genuine)	\$ 1.29
36.	RNS076 Clamp (Genuine).....	\$ 0.81

STEERING

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