

ROVERS

MAGAZINE



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About the cover:

1957 Land Rover in Vermont, read the story on page 4. Photo: Zack Griswold.

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So far this winter, much of the US has experienced the cold, snow, ice and sleet that we enjoy routinely in Vermont. At least here, we're used to it and know that it will end, eventually, and melt away into our notorious "mud season." While Atlanta basked in 6 degree F warmth, Nashville shivered in 2 degree cold. New York and Chicago endured 3 degree mornings. Airlines cancelled over 2,600 airline flights due to the weather conditions, stranding hundreds of thousands of travelers. A Kentucky inmate chose this period for a prison break, only to find the cold so painful that he knocked on the door of a motel to turn himself in.

When life becomes challenging, a Land Rover comes into its own. Working daily in your Series Rover or Defender, you know that the driving conditions need not stop you, but their interiors can sure take a while to warm up. That's when Discovery and Range Rover enthusiasts smile broadly, as their more effective climate control systems confront winter's nastiness. The last of the Discovery II's are now 11-years-old; increasingly, enthusiasts find the successor LR3/4 models perfect for their daily driving and off-road adventures. To keep ourselves up to date, we had the delight of taking a new LR4 on a 600-mile road test and want to share our findings with you.

Once again, our correspondents share their experiences that highlight the role of Land Rovers in their lives. Kim Conolly from Oregon shares the wonders of exploring the Pacific Northwest with her husband and children. Mike Ragsdale finds out about Defenders while traveling with his wife in Turkey, and brings one to his Florida beaches. UK correspondent Nicki Suthers takes us to the huge Land Rover Show at Peterborough, viewing Land Rover models that are quite rare in the US—while we had fun at the annual British Invasion event in nearby Stowe, VT, with enthusiasts from all over the northeast and Canada.

Land Rover has announced that 2015 will see the end of production of the Defender as we know it, the successor to the Series models first manufactured in 1948. For all the engine and drivetrain advances, concessions to market pressures for interior comfort, and safety and emissions requirements of over 160 nations, 67 years in production is an extraordinary achievement. Like you, we're concerned that Land Rover not ignore the qualities built into the Defender while they try and meet contemporary market expectations and legal regulations. There's no doubt that enthusiasts will continue to keep their Series Land Rovers and Defenders working and exploring on the road and on the trails; we feature one, Jim Macri, in this issue.

There are off-road events throughout the US and Canada this winter; Bill Burke's sage advice will help you with your off-roading. Whatever you do with your Land Rover, we thank you for letting Rovers North contribute to your enjoyment of your Land Rover experience. //

Jeff Aronson
 Editor, *Rovers Magazine*



Our mission is to support all original Land Rover models that are no longer supported by your local Land Rover franchise. We offer the entire range of Land Rover Genuine Parts direct from Land Rover UK, providing the highest quality parts and accessories at the best prices. In addition we offer our own line of parts called ProLine. Sourced from a variety of manufacturers, ProLine is our alternative when a Genuine Part is no longer available or a lower cost replacement is preferred. Visit our website www.roversnorth.com for a more complete view of our selection, or call us. All new parts and accessories sold by Rovers North are covered by our one year unlimited mileage warranty. We invite you to experience our knowledge, products and friendly service. Thank you for choosing Rovers North.



NEW PRODUCT

See more off-road protection on pages 68, 96.



Defender Rear Bumperette Set

Serious on and off-road protection for the rear corners of your Defender without interfering with departure angle. Constructed of 6mm steel, hot dipped galvanized for superior corrosion resistance, then power coated mat black for the final finish. Compatible with Land Rover and Rovers North rear mud flaps. Not compatible with NAS rear step/tow bumper. Set includes right and left rear bumperette finished in mat black with 5 bar silver alloy top tread plate. Easy to install using existing holes in rear frame member. Hardware included. Made in the UK.

- Defender 90 1984-2014RNA0126 \$ 299.00
- Defender 110 1983-2004RNA0201 \$ 339.00

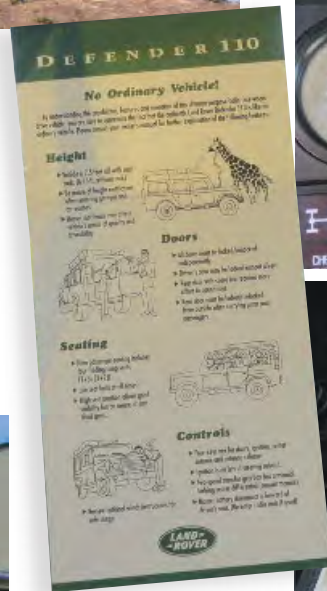
FABULOUSLY BRITISH

By Jeffrey Aronson

For USA enthusiasts, there's no Land Rover more "Fabulously British" than the 1993 NAS Defender 110. LRNA stated that 530 entered the USA through official importation, virtually all in white. Since they came through Land Rover Special Vehicle Operations department, all were hand built. A numbered plaque on the rear identifies each one as unique.

The Defender gave the then-Range Rover North America the perfect opportunity to change its corporate name to "Land Rover North America", in order to introduce the Land Rover Discovery into North America in 1994. The Defender bristled with special features: air conditioning, heated windshield, heated rear screen, seating for nine and interior fittings to help justify its \$40,000 price. The model also came with a "Safari Cage" that looked a lot like a roll cage, side runners, and a detachable roof rack and ladder. It was powered by the 3.9 liter V-8 with the LT77 5-speed transmission.

Two decades later, these Defender 110s have required the usual refurbishment or restoration, many at East Coast Rover in Rockland,



Maine, USA. Last fall, Mike Smith and his staff received a Defender 110 (#220/500) with only 9,986 original miles, with the charge to make certain it left as original as possible. Mike noted that, "It's the cleanest we've seen since 1994, and we didn't work on the [then] new ones. Today we never see NAS Defender 110s without rust in the hinges or on the door bottoms."

This one needed very little, but ECR replaced a carpet from their NOS inventory. They didn't remove anything from the Defender that wasn't stock. The only concession was to the headliner; replacement ones have pre-cut holes for the newer style dome lights, whereas the NAS 110 used the Series lamp in the middle of the roof. ECR replaced a missing alternator cover with one from their stock and redid the brakes ["It had sat for a long time."] Also, they decided to replace the original oil cooler lines with improved braided lines for safety.

As a special touch, Mike Smith opened a folder with all the care of a museum curator. He carefully hung a placard on the mirror reminding new owners how to use the four-wheel drive, placed an original price sticker on the window, and put dealer mats over the front carpets. Under ECR's care this Defender 110 might be the most original in the US. It's certainly Fabulously British! //



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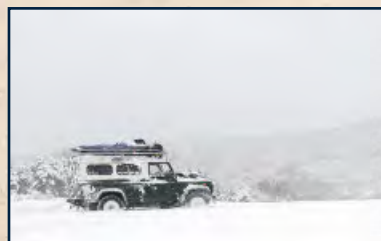
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Background photo L-R; Glenn Parent, Jim Macri.



High Meadow Farm

By Jeffrey Aronson
Photography by Zack Griswold,
Jeffrey Aronson



Rarely does someone become a casual Land Rover enthusiast, someone who “can take ‘em or leave ‘em,” but then, rarely does someone find themselves bitten by the Land Rover bug as virulently as Jim Macri. The signs and symptoms were on full display at this fall’s British Invasion in Stowe, VT, where his collection of Land Rovers walked off with several awards.

Jim brought his 1957 Series I 88”, which took first place in the Concours class for “vintage Land Rovers.” His 1965 Series II-A 109” Station Wagon took third place in the same category. He also entered his 1997 Defender 90 in the People’s Choice Awards, and it came home with second place for the Defender classes. As someone who has attended the Invasion nearly 20 times without even gaining a “Mr. Congeniality Award,” I ran up to him as he tucked away yet another plaque and asked for the chance for an interview.

Most of us strive to keep one, maybe two Land Rovers, on the

road and in good condition. How did Jim manage to create such a fabulous collection? He’d be the first to thank a parent—no, not a relative, but Land Rover mechanic Glenn Parent of Woodstock, VT.

Jim and Jane Macri lived in Oyster Bay, New York, along Long Island Sound, while he worked as a human geneticist, researching and teaching at New York medical schools before creating his own genetics research company. When the opportunity arose to step back from his considerable scientific accomplishments, Jim and Jane looked to Vermont and eventually bought 200 acres of hilly fields in Saxton’s River and there created the High Meadow Farm. Jane, a long time equestrian, indulged in her love of working horses by purchasing several Shires and Haflingers—and one quirky Welsh pony—and housing them in a handsome Vermont barn. The Macris are fans of Adirondack log “cottages,” so their log house sits high atop a ridge with spectacular views.

Jim’s an avid Land Rover fan, starting with a Discovery II,



1997 Defender 90
NAS.



1965 Series II-A
109" Station
Wagon.



High Meadow Farm stable buddies.

running through an LR4 and onto Range Rovers. His current Land Rover is a Range Rover Autobiography, soon to be replaced with a 2014 model. His children also own Land Rovers. Jim attended several British Invasions to whet his appetite for classic British vehicles. While he admired the styling and engineering of British sports and grand touring cars, he found himself drawn to the Land Rovers he saw every year. Now there was a vehicle that he could enjoy refurbishing or restoring, and one he could also use on the dirt roads leading to his farm, and indeed, on the farm fields themselves.

Glenn Parent grew up in the same region of Vermont, operating his own service stations in Grafton, VT, and Sutton, NH. For many years he also ran a recovery service and there learned the

skills necessary for off-road recovery. He met Jim Macri while working at a Land Rover specialist in southern Vermont; when he left that shop Jim offered him the chance that would excite every enthusiast. Would Glenn be willing to restore Land Rovers in a new, comfortable, fully-equipped shop, one that he could help design and stock? Well, what do you think Glenn said?

Despite the fact that so few Series Land Rovers actually arrived in the US during the first period of formal importation [1948-1974], northern New England still has many hidden away behind barns or used as wood trucks in the forests. Glenn knew where to go look for them and over time, he began to dismantle their Series I and Series II-A's for donor parts (and now underway, a Series III). With the assistance of his son, Jacob, and the backing



L-R; Glenn Parent, Ron Stone, Jeff Aronson.



'65 Series II-A 109", Range Rover Autobiography, Defender 90 NAS.



and support of Jim, Glenn worked carefully and precisely in restoring the Series I and the II-A 109." Series I's have many parts unique to them, and while some enthusiasts don't mind replacing NLA Series I parts with those from later Series models, Jim and Glenn wanted this Series I to remain as authentic as possible. With the help of Rovers North and contacts in the UK, as well as donor parts, their Series I emerged a well-deserved concours winner and a delightful Land Rover in which to tootle about the farm.

The shop resides in the "cellar" of a two-story hillside barn, a purpose built building that houses a "museum" on the top floor. Jim's collection of vehicles rests in this heated building, their tires cosseted on a white rubber tile floor. A fine collection of Land Rover posters and metal signs decorate the walls and I carefully

tested the comfortable chairs in the sitting area. Jim's collection also includes a rare Audi R8 Cabriolet and an 11th-generation retro Ford Thunderbird.

On a snowy December day I enjoyed time in each of Jim's Land Rovers, driving across his fields in these totally stock vehicles. I had not driven a Series I since a trip to the UK, so I called first dibs on moving the Series I from the horse barn up to a higher meadow overlooking the border with New Hampshire. The 1.6 motor ticked a bit, but the taut steering maneuvered the Rover lightly and it walked its way in low range across the snow fields. A Series I—even a "late" Series I like this one—represents the most elemental facets of Land Rover motoring, but it proved to be a joy to drive. The Series II-A 109" made me feel right at home (and



Jim Macri and his 1957 Series I 88"





made me yearn for my '66 II-A). It drove majestically up the hills and across the fields for the photo shoot. Every system—drivetrain, braking, suspension and electrical—worked perfectly. I never did get to drive the Defender 90, but I was fully smitten by Jim's extraordinary collection of Series Land Rovers.



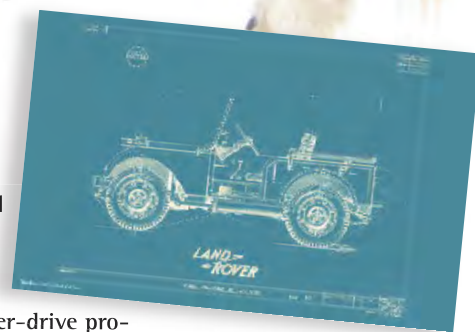
Zack ready for an electric rallye session in the snow.

Perhaps the *piece de resistance* came in the form of a Series I clone, built on the chassis of an electric golf cart. Rovers North's Zack Griswold looked ready to go buy additional batteries for the trip back to Westford as we zoomed around the snow-packed roads and drives in the glass-less windshield "Rover." Craftsman Ron Stone, who operates a body shop across the river in Newport, NH, had created the body panels from scratch, using old Series I pieces as templates for his unique creation. Ron admitted he had never been asked to undertake anything like this—and he was by

no means done—but he truly enjoyed the challenge.

As the restoration of the Series III progresses Jim has decided that he requires an additional challenge. He has plans to recreate the fabled Series I center-drive prototype. Only a few photos of designs actually exist; no completed one has appeared in the UK. Jim and Glenn will be traveling this winter to meet with Philip Bashall of the Dunsfold Trust and with restorers who specialize in the earliest Series I. Jim is determined to make this happen, and with Glenn's mechanical and technical skill, and Ron's panel fabrication talents, enthusiasts will likely see this appear at a future British Invasion (*Rovers Magazine* has already requested first dibs on the story!)

Two days and a night spent with Jim and Jane Macri, and Glenn and Zoie Parent, just reinforced the special nature of Land Rover enthusiasts. Their collective range of backgrounds and interests further demonstrated that remarkable, fascinating enthusiasts are drawn to remarkable, fascinating vehicles. It did not surprise me that they all enjoy and live more fully through their Land Rovers. //





My Series
II-A will
get really annoyed
when it hears this, but I

truly didn't regret leaving it at home and jumping into a 2013 LR4 for a 450-mile drive in a snowstorm. While I would not want to attempt a field repair on an LR4—truth be told that would be unlikely—this latest iteration of the Discovery brought me across interstates, two lane country roads, dirt lanes and off-road across hilly, snowy fields with a complete disdain for all weather conditions.

This road test arose out of the need to travel from Maine to Vermont to write another article for this very issue. Land Rover Scarborough, Maine's sole Land Rover dealer, had generously loaned the magazine an LR2 [see *Spring 2013 issue* –ed] for a road test. I contacted them with some trepidation; after all, if the request went through the Financing Manager, I was doomed. Fortunately, Dan Raab, the Service Manager said, "Sure. Just tell me when you want it."

Background: 2013 Land Rover LR4 in it's off-road element Photo: Land Rover.

Discovering

By Jeffrey Aronson

Once we set the December date I made the two hour drive to the dealership in my 1966 Corvair, which I parked in the service area between two Range Rovers. "Is it ok if I leave it there," I asked? "That's fine," said Dan, "no one can see it." So much for Christmas cheer!

The LR4 (still known in the UK as the Discovery 4) came to the USA in the 2010 model year. It featured the monocoque structural architecture of the Range Rover which gave it tremendous rigidity for longevity and control. The 2013 one selected for me sat in the customer pick up bay, newly valeted inside and out. There's no confusing the LR4 for any other marque on the road; all of its styling cues scream "Land Rover." In an abstract way I understand the demands on



Photos: Jeffrey Aronson and Land Rover.

stylists to accommodate aerodynamics, drivetrain needs, overall weight, advanced safety systems, contemporary consumer expectations, seating requirements, highway stability and off road ascent/descent needs. Emotionally the LR4's brutish styling didn't engage me the same way as the simple barrel roll of the Series II/III and the Defenders. At the same time I realize I'm not the primary market for the very successful LR4 model. The LR4 comes in 16 different paint colors, 12 of which seem to be shades of grey or white. Wheel options run to six choices in either 19 or 20 wheel sizes; at least Land Rover warns that "larger diameter wheels and lower profile tires may offer certain styling or driving benefits but may be more vulnerable to damage."

As I stepped into the LR4 my reactions warmed up considerably. The huge greenhouse provided superb visibility from anywhere in the

the LR4

vehicle. The seating position is the classic command view so beloved by Land Rover owners of every model. Land Rover

expects you to care about driving and it places everything, from tachometer and speedometer to transmission, lighting and climate controls, within easy view or reach. The seats provided the right mix of comfort, support and safety, while still enabling the driver to turn and see what's behind you. If I had passengers on this trip they might have felt a bit tight on rear leg room but I know they would have been refreshed after the trip. I know this because my 4 hour and 6 hour drives in the LR4 did not result in any fatigue whatsoever.

As a Series owner I know I'm a sucker for any interior refinement; still, this Land Rover had the right mix of luxury and durability in all the fitments. Where I expected soft touches, it provided them—

yet the fascia, door panels and rear load area had the right materials for a vehicle you might want to keep for a decade or so. I also swooned over the analog clock in the center of the dash, above the climate controls and the Terrain Response control knob. A clever feature allows you to adjust the angle of the center armrest by just turning a knob. The navigation/entertainment system in the center of the dashboard proved easy enough to use for even a Series II-A Luddite—but, why or why, does the ethereal voice giving me directions sound like Megan Fox instead of Kate Middleton? I couldn't fault the sound system with its 11 speakers and 380w of output. If I had chosen to, I could have plugged in my iPod or MP3 device into the center console. The rear view camera, required by federal law, worked fine until road crud obscured its bumper lens; by that time the blurry view on the screen made me think I had a hangover. However, given the great sight lines and minimal rear overhang, turning my head and looking out the back window [*cleared by the wiper/washer*] worked even better. Speaking of the rear, the split asymmetric tailgate is not a gimmick. It really does make loading anything into the spacious rear compartment an easy task. If you do a lot of towing with your LR4 (it will pull up to 7,700 lbs.) there's an optional feature on the touch screen console that will observe your trailer and assist you in maneuvering it.

From the inside the LR4 appears much friendlier, more compact and easier to handle than it does from the outside. The exterior styling emphasizes its road stance and security, but once inside you feel as though the Land Rover's ostensible bulk is just an illusion. It's surprisingly easy to maneuver or park (you can actually find the rear of the Land Rover using the inside or outside mirrors, and it actually feels nimble and lithe from the driver's seat. Above all else Land Rover remembers that their vehicles must fit their home country narrow country roads, where there's just no room for excess width or bulk.



L-R: Dan Raab and Paul Sprague argue over who agreed to loan Jeff this LR4.

Combined with its outstanding road feel it becomes a joy to drive no matter what the width or condition of the road or trail.

Paul Sprague, a long time Sales Guide and genuine enthusiast, walked me through the LR4's many systems. There's no ignition key, just a radio fob that energizes the electronic wizardry to prepare the car for its start up. In fact, it's so good that Land Rover dealers remind owners not to leave the fob in the car for fear of slowly draining the battery. The steering wheel on my II-A performs three functions: it turns the car right or left, cancels out the directional and houses the horn button. The steering wheel on the LR4 does all that and houses all the controls needed for the information/entertainment center, to activate my smartphone, or to engage the cruise control—plus it's heated.

The smooth thrum of the engine never became intrusive but with its glorious sound, always stayed with you. Its standard engine was a



5.0 liter, 375 hp, 375 ft lb torque aluminum V8 with 32 valves and direct injection. If you need to accumulate penalty points on your driver's license, Land Rover claims the LR4 top out at 121 mph; 0–60 requires but 7.5 seconds. With the engine's variable cam [4 of them] timing and 11.5:1 compression ratio you experience remarkable responsiveness whether you're accelerating at 60 or 6 mph. Land Rover still pays attention to off-road demands; the alternator, starter, electric power steering pump, air conditioning and drive belts are all waterproofed.

Once again the US market missed the more efficient diesels that have become the standard fare for UK buyers. If you drove the North American model gently and steadily you could achieve 17 mpg highway; during my days with this LR4, I averaged 18 mpg on two lane and highway driving—ironically, about the same as my '66 Series II-A. What did take some adjustment was carrying around some Benjamins to fill the 22.8 gallon fuel tank with its recommended premium gas.



Photos: Land Rover.



2013 5.0 litre, V8,
normally aspirated
engine

2013 LR4

ENGINE DATA, LR4 V8

Location	Front Longitudinal
Capacity (cc)	4,999
No. of cylinders	8
Valves per cylinder	4
Cylinder Layout	V8
Bore (mm)	92.5
Stroke (mm)	93
Compression ratio	11.5:1
Cylinder head material	Aluminum
Cylinder block material	Aluminum
Maximum power bhp @ rpm	375 @ 6,500
Maximum torque lb/ft @ rpm	375 @ 3,500

PERFORMANCE

Maximum speed mph/kph	121/195
Acceleration 0-60mph in seconds	7.5
Acceleration 0-100kph in seconds	7.9
Useable capacity fuel tank (US gallon/liters)	18.5/70

WEIGHTS (LBS)

Weight	5,659lb
Gross vehicle weight*	7,143lb

TOWING (LBS/KG)

Max towing**	7,716 / 3,500
Unbraked trailer	1,650 / 750
Maximum tongue weight	550 / 250
Max. mass of vehicle & trailer combination (GTW)	14,859 / 6,740

CARRYING (LBS)

Maximum roof load (including roof rails/bars)	165 / 75
Maximum payload (including driver 165lbs/75kg)	1,484 / 673

*Including fluids, 90% fuel and 165lb/75kg driver. **If towing for commercial gain, please refer to your Land Rover Retailer for information relating to digital tachograph installation.



2014 3.0 litre, V6,
supercharged
engine

2014 LR4

ENGINE DATA, LR4 V6 SUPERCHARGED

Location	Front Longitudinal
Capacity (cc)	2,995
No. of cylinders	6
Valves per cylinder	4
Cylinder Layout	90° V6
Bore (mm)	84.5
Stroke (mm)	89
Compression ratio	10.5:1
Cylinder head material	Aluminum
Cylinder block material	Aluminum
Maximum power bhp @ rpm	340 @ 6,500
Maximum torque lb/ft (rpm)	332 / 3,500-5,000

PERFORMANCE

Maximum speed mph/kph	121/195
Acceleration 0-60mph in seconds	7.7
Acceleration 0-100kph in seconds	8.1
Useable capacity fuel tank (US gallon/liters)	22.8/86.3

WEIGHTS (LBS)

Weight	5,655lb
Gross vehicle weight*	7,143lb

TOWING (LBS/KG)

Max towing**	7,716 / 3,500
Unbraked trailer	1,650 / 750
Maximum tongue weight	551 / 250
Max. mass of vehicle & trailer combination (GTW)	14,859 / 6,740

CARRYING (LBS)

Maximum roof load (including roof rails/bars)	165 / 75
Maximum payload (including driver 165lbs/75kg)	1,484 / 673

*Including fluids, 90% fuel and 165lb/75kg driver. **If towing for commercial gain, please refer to your Land Rover Retailer for information relating to digital tachograph installation.

[Skip Pavlik is Land Rover North America's Product Manager for the LR4, LR2 and Range Rover Evoque. He spoke with Rovers Magazine in an interview in January, 2014.]



Skip Pavlik

"The biggest change is in the drivetrain. First, the LR4 will have a 3.0 liter super-charged V6 with an 8-speed transmission. It produces 340 horsepower and 332 ft. lbs. of torque; those are less than the 2013 engine, but the change to the 8-speed transmission really helps keep up performance on-road and off-road. The new engine also gives an EPA highway rating of 19 mpg. I drove a 2013 model in Colorado on a 1,000 mile roadtrip and averaged 21.5 mpg."

"I really enjoy driving my LR4. It's a mid-sized SUV and it's extraordinary off road—no squeaks or rattles no matter what I'm crossing. Despite it's relatively short wheelbase the third row seating is the industry's largest, one that can really accommodate adults. Fold down all the seats and you can stretch out and sleep in an LR4."



2014 LR4

"Some enthusiasts may have mixed feeling about two changes for 2014.

Land Rover has made a single speed transfer case standard but does have a \$1,350 option that includes the two-speed transfer case, rear differential lock and full size spare tire. It's available on all versions of the LR4. Another big change is that Land Rover has gone to the rotary shift knob instead of the familiar gear lever."

"The new headlights, fog lights and grille bring the LR4 lineup into the shared styling with the Range Rover models. They've also added directional to the side view mirrors, which also incorporate the puddle lamp feature from the Range Rover Evoque. Inside the LR4 we've upgraded the sound system to Meridian, as with all Land Rover models, and the rear camera feature is now standard."

"The LR4 has been very successful with 7,093 sold in 2013. Since its introduction in 2010, I believe there are some 28,000 now in the US. Actually, if you add in the LR3's starting from 2005 we have sold over 87,000. Every year I'm seeing more and more off-road aftermarket accessories becoming available for the LR3 and LR4, like roof racks, lift kits, rock sliders and front and rear air locking diffs, which to me, is really exciting. Land Rover is a sponsor at the annual Overland Expo and I enjoy seeing the increasing number year over year of LR3's and LR4's being set up for overlanding and off roading. Even though Land Rover produces far fewer vehicles each year than Jeep, there's growing off road product support for enthusiasts. I can't wait to see what becomes available in the future!" //



The transmission offers 6 speeds that change engagement depending on the driving conditions selected through the Terrain Response Knob on the console (general driving, sand, mud/ruts, rock crawl, snow/gravel/grass) or through the sensors built into the Cornering Brake Control (CBC), Dynamic Stability Control (DSC) and Roll Stability Control (RSC) systems. A Gradient Release Control works through the hill descent system in first gear or reverse to help control in those tricky off road situations. If you need to hold it on a hill, the parking brake is now an electric switch, too, although I understand there's a fail-safe release mechanism in the event of an emergency.

You still get a two-speed transfer case that's a cinch to engage. You can also control ride height for an additional 2 inches of ground clearance (7.3 - 9.4 inches). Wading depth, likely set by the legal department, is 27.56 inches, or about the top of the tires. The approach angle is a useful 37.2 degrees; the departure angle is 29.6 degrees, and the ramp break over angle is 27.9 degrees.

The brakes are all ventilated discs, 14.2 inches in the front and 13.8 in the rear. Coupled with an excellent four channel, all terrain anti-lock braking setup, electronic stability control and a brilliantly designed suspension, they slow the LR4 very effectively in emergency situations—such as when a Toyota Camry cut suddenly in front of me at 65 mph on the Massachusetts Turnpike. As I swerved and braked to miss the errant driver the LR4 simply moved where I told it to without drama; certainly its heart did not seem to be pounding as rapidly as mine.

Off-road the LR4 proved as nimble and capable as you'd expect from a Land Rover. Mine didn't have the optional 9,500 lbs. winch or waterproof seat covers, but it proved itself capable of off road use immediately – even with its road-oriented tires. Yes, it weighs 5,600 pounds [compared to the 3,000 pounds of my Series II-A –ed.] but its weight did not create

problems on this off roading. It crossed snow covered fields and climbed snow covered hills easily in low range, never seeming to dig into the snow despite its weight. At one point on a 30 degree hill, I deliberately stopped at the steepest point and released the brake; the Hill Start Assist and Gradient Acceleration Control systems moved the Rover forward as if it were not stopped on a snowy and icy slope. This LR4 came with street-oriented tires, too.

The LR4 gets overshadowed in the US market by the marketing prominence given to the Range Rover, Range Rover Sport and Range Rover Evoque. Remember that it's the latest iteration of the Discovery, now in its 25th year of production. If you follow Land Rover's corporate history you know that the Discovery's success provided a huge boon for Land Rover's finances and has remained very important to the company's current standing. With the LR4 the Discovery lineage took another leap forward, and just as the Discovery I/II become the most popular models for Land Rover enthusiasts, I predict that you'll see more LR4's on the trails, just as you see them now on the pavement. //



Optional Vehicle Kit.

was infected on New Year's Eve, 2011, in a cave in Göreme, Turkey, a few hundred miles from the Syrian border. While our kids Skyped their friends back home (yes, a wi-fi enabled cave), Angela and I threw back shots of raki (an anise-flavored clear liquor that turns milky white when mixed with water) with Brandon and Julie Halstead, two friends from Alabama that we hadn't seen in nearly 20 years.

Snow dusted the surreal Star Wars-like sand spires that surround the tiny town, and despite a strong temptation to toast the magic midnight hour in some local haunt, we bunkered instead in our stone lair for the night, determined to catch up on lost years.

During those years in Tuscaloosa, Brandon had quickly become my favorite college bartender. In fact, we all became such good friends that I eventually landed a tuxedo-ed role in their wedding (sad testimony to just how much time I spent in bars).

Now a Lt. Colonel in the Air Force, Brandon had once been stationed in Turkey for three years. When he saw on Facebook that our family was passing through the region on an around-the-world adventure, he knew that Göreme would make an ideal, if unusual, spot for a long-overdue reunion.

First Impressions: **Retirement with Full Honors**

By Mike Ragsdale
Photos: Dawn Chapman Whitty

Within the toasty confines of our cave hotel, it wasn't long before Brandon pulled out his iPad and, beaming like a proud father, began flicking through photos of his baby, a 1985 Land Rover Defender 90. Like contemporary cavemen telling stories around some technological campfire, we basked in the glow of his iPad screen, wildly gesturing, nodding and grunting at vibrant images of colorful Defenders in distant lands. "Rover porn," his wife Julie called it.

[Mike Ragsdale, Santa Rosa Beach, FL, created 30A.com to promote the South Walton region of Florida. With his wife, Angela, and their four children, they decided on a Defender to complete their beach life -ed.]

Now I know—Brandon was the carrier and I became the index case of this contagion.

I've never been much of a car guy. I honestly didn't even know what a "Defender" was—yet I found myself instantly captivated by its confident air of adventure. There was a shovel and pick axe fastened to his hood; yes, a shovel and pick axe on a hood. This was Indiana Jones' ride.

Like some shady drug-dealing middle man, Brandon told me he "knew a guy" who found and fixed up ex-British military Defenders, and that importing one to the U.S. shouldn't be a problem... that is, if we followed the precise legal steps that Brandon had painstakingly researched and refined over time. Perhaps it was the raki, but this all sounded perfectly reasonable to me. After all, Brandon isn't just a Lt. Colonel—he's a JAG specializing in air and space rights, but a lawyer nonetheless. I mean, surely importing a Defender into the United States couldn't be as legally complicated as protecting orbit right-of-ways for international military satellites, could it?

A few days later, we parted ways; Brandon and Julie returned to their home in Germany while our family moved on to India. As time passed, I just couldn't delete that explicit Rover porn from my memory. I bookmarked Brandon's Facebook page, and stalked photos of his growing fleet of Landys like a teenage boy with an unhealthy crush. Like some rampant zombie contagion, Brandon had now passed on his brain disorder to me.

Months later, our global circumnavigation complete, our family returned home to Scenic Highway 30A, a hidden strand of quaint beach towns along Florida's Gulf Coast. I'd sold my car before we left on our big trip, so now I found myself in dire need of transportation.

My fevered brain craved something uncomfortable, with no air conditioning or reclining seats, or air bags. It demanded a 5-speed manual transmission, preferably on the wrong side, something that permanently reeked of sweat, oil and diesel fumes and consumed hard-to-find parts like breakfast cereal. It should require months of refurbishment, reams of bureaucratic paperwork and some sort of financial partnership with a decent mechanic. You know, something practical.

So, I called my bartender.

In August 2012, Brandon emailed me the good news. He'd found an old D-90 in great shape, sitting dormant on some European military lot. He emailed me a few glimpses. While it appeared to be surrounded by countless other military vehicles, it looked very much alone, abandoned and forgotten.

The scant records showed that it was originally put into Ministry of Defense service on August 29th, 1986 (Registration ID: 61KF77). The last unit it served was the Royal Wessex Yeomanry, an armored regiment of the British Territorial Army. With a 200 Tdi engine under the hood, I was head-over-flip-flops in love. I committed quickly and completely, and like some messed up Match.com mash-up between



man and machine, we began our long-distance bromance, exchanging photos and pleasantries.

Like any self-respecting zombie, I knew that I had an obligation to infect others. Fortunately, here in Florida's panhandle, I run 30A.com, a website for fans of our gorgeous white sand beaches and of the laid-back coastal lifestyle. So I began sharing photos of my overseas love interest on our Facebook page and website. I asked for advice on which on features to add; many people chimed in, all eager to help steer us in the right direction.

As a direct result of that feedback, I kitted out the Defender with a 12,000-lb plasma rope winch, to help rescue any overzealous out-of-towners who get stuck in our sugary sand. I added a rear-mounted jerry can to amply douse beach bonfires. And we added a snorkel, admittedly mostly because it looks cool. We're at the beach, so we decided to go topless, stripping off his tattered NATO-green canvas and adding a heavy duty cage across the rear. Suggestions for names

ranged from "Sandy" to "Winston," but I decided on "Truman," because the movie *The Truman Show* was filmed in our town.

Then I asked readers what I color I should choose; the overwhelming first choice was a Gulf of Mexico turquoise, but that didn't seem true to its military heritage. One reader's prediction ricocheted around in my head like an errant artillery shell: "Trust me," he wrote. "If you paint it a girly color, it will never run right again." So, I made an executive decision and opted for their second most popular color choice: Sand, technically, "Light Stone" on the MOD's official color palette).

During those long desperate months of trans-Atlantic restoration work, I did my best to ignore the Facebook chatter that said I was "crazy" and that importing Defenders into the U.S. was "impossible" due to our strict safety and EPA laws. I pretended not to notice things like the YouTube videos of Defenders being crushed upon entry.

And yet, despite a few nail-gnawing bureaucratic setbacks, Truman eventually cleared U.S. Customs in Jacksonville and moved onto a flatbed. Then on March 29th, 2013—after 8 long months of waiting—Truman finally rolled into my driveway in Santa Rosa Beach, where he'll enjoy the rest of his days basking in our Florida sunshine.



Truman spends a lot of time on the beach, and enjoys off-roading through our 25,000 acres of pristine state forest. It's become something of a local celebrity in our sleepy little beach town, posing for photos and riding in local parades. He enjoys frequent spa treatments at the garage. Like the bartenders of my youth, my mechanic is now my best friend. We spend a lot of quality time together. (I wonder if he has any wedding plans?)

Sadly, this year Land Rover officially announced the end of the Defender in 2015. This icon of adventure and global exploration has succumbed to emissions regulations, airbag requirements and political correctness. There's just not much room for Indiana Jones, Rick Blaine, Ernest Hemingway or T. E. Lawrence in a world absorbed with hand sanitizer, carbon offset points and water vapor cigarettes. We've become adverse to adventure and allergic to ourselves.

Even if new Defenders will no longer be born into this increasingly risk-adverse world, Land Rover's intrepid spirit is simply too contagious to suppress. It's a disease that cannot be cured. And those of us who have been infected will still be here... bringing old Defenders back from the dead, one at a time. //

[For more information on the South Walton beach region, visit www.30A.com.

Dawn Chapman Whitty's photography can be viewed at www.dawnchwhitty.com.

Thanks to Shannon Johnson, Bridgette Mitchell, Ashley Gardner, Kasie Petit and Louis Petit for sharing the fun with Mike's Defender.]



Land Roving With Little People

Caroline, age 10 sets up the tent.

Have you ever wondered the fastest way to cross over from zany to plum nutso? Take a Land Rover trip with two kids under ten. You'll need a month in advance of planning, preparation and prayer. Then you must smush, stuff, push, pack, and jam gear for a week for four people into a '98 Discovery II and get on out of town.

A fellow Pacific Coast Rover Club member suggested that I, "out-wit, out pack, and outlast." Wise counsel, this, as my children have not yet reached their teens. When they do, I envision they might bond with the Rover—assuming that when they turn 16 we'll give them ours and get a "new one". In the meantime, I must deal with the kids in their present state. Also, my family trip will not include the family dog, nor should yours. Forget that notion right now—there isn't room and your pooch will love you for leaving him home. Been there, done that, not doing it again.

Our Discovery, with her 249,000 miles, was an impulse purchase 13 years ago by a couple who do not consider themselves impulsive. I've never once been stranded or stuck (If you don't want to end up

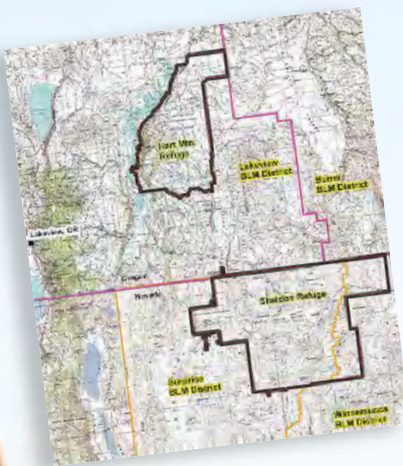


By Kim Conolly

[Kim Conolly writes from the foothills of the Oregon Cascades. Faith, family, nature, books, coffee, chocolate, and dirt (in her garden) are some of her favorite things. After stints with a major publisher and the US Forest Service, she's working on book projects for children —ed.]

stranded, it does help to listen to your Rover). She is grace mixed with grit. More than once, we've put her to work on our property pulling our 1980s Yanmar diesel tractor out of the muck during mud season. I have even towed a lady in her Nissan pickup out of a ditch. By the time you read this article, she should have a new roof top tent. We are excited about the additional functionality of a roof tent; maybe we'll even manage to keep our gear from tumbling out the back door of the rig, but I doubt it!

Back in 2012, we joined a PCRC expedition into the Hart Mountain and Sheldon Wildlife Refuges. The refuges, managed by the BLM (US Bureau of Land Management), encompass the remote desert regions of southern Oregon and northwestern Nevada. I admit that I accompanied them to squelch the fear gripping me at the thought of sending my spouse and the kids into the wild unknown “alone.” I’m not a “spa girl.” Nothing wrong with that, but I’m more of a coffee loving, farm girl author who likes her toes in moist soil. Growing up in western Oregon, I know mud. Dry, dusty and dirty is not really my style but I was willing to have my boundaries stretched—even small town farm girls need to find their get up and go every once in a while.



If we had Hunger Game fantasies about securing our own food in the wild, the kids put an end to that with their non-stop requests. I highly recommend trail mix, trail bars and beef jerky. They do not need refrigeration, they offer protein and they travel well. For lunch and dinner in a dry environment you want lots of fresh fruit and veggies. On a trip in the barren desert, avoid fruit juice pouches and candy. We craved all things cool and crisp: zucchini, cucumbers, squash, carrots, celery, apples, and even bananas (tip—don’t feed your fresh zucchini to the wild burros or horses or your husband will be upset).

As for dinners, I cook a few “casserole” dishes in advance such as Pad Thai, meatballs with noodles, or meat pies. Breakfast brings on debates. My husband enjoys hot breakfast, and a hot breakfast motivates bodies to get out of the tent. We pack oatmeal premixed with raisins for fast moving mornings. When there’s more time, we make pancakes with a mix that requires only water.

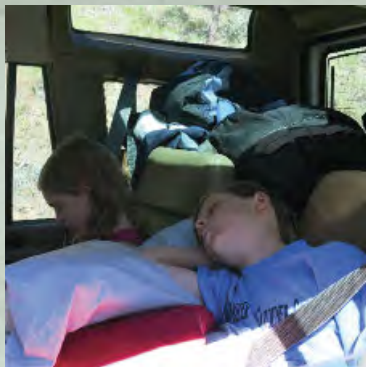




L-R: Kim, Colin, Jason, and Caroline shiver in 12 deg F weather.



L-R: Colin and Caroline much prefer warmer temperatures.



You and the kiddies will drink 32 oz. every 2 hours in the desert and you do not want grumpy thirsty kids. Plan on a gallon a day for each person, so for a family of four people, that is 20 gallons for five days. We also carried a hiker's water filter.

Our last Rover highlight featured a drive following the Oregon Back Country Discovery Route (OBCDR). We had a fabulous time meandering

through the cool pine forests of the Ochoco and Malheur Mountains in Central and Eastern Oregon. We don't know where the trail will take us in 2014; 8 and 10 years old, our kids eagerly anticipate our annual summer trip.

While they've yet to visit Disneyland, our kids have been on some beautiful and remote roads in the Pacific Northwest. We've found that time on the trail reminds us to slow down and appreciate each other and nature. Hitting the trail in our Discovery teaches our kids to understand the connections in life, nature and relationships. We've met some amazing people and value the friendships we are forming through the PCRC. Their humor, kindness and technical expertise keep us turning the compass towards roads less travelled. The trail also expands our technical truck skills, outdoor skills and builds confidence.

I'm convinced Land Rover lovers have the DNA of pioneers, but sometimes, I am less than a ready rover. I often fear falling off a cliff (literally), but the club helps us get dirty safely and helps me keep my sanity! Some moments, I am inwardly groaning and forcing myself to push down the anxiety, but the sheer beauty of nature keeps me on the trail. The club and our Disco make discovering wild places possible. Experience the desert, the mountains or the shore in a Land Rover. Remember your trip will be worth its weight in rocks and memories one day! //

Packing for Little People

Remember, you are probably going to have to pack your garbage in and out. Remove all food packaging at home.

A breakfast favorite is biscuits filled with a sausage patty, slice of cheddar and skillet eggs. Pre-crack and store eggs in a jar in the cooler (we took egg substitute one time—yuck). Cinnamon rolls in a tube also work well, but are very sweet; cut the sweet with bacon. My essential food supplies include my REI French Press travel mug and dark chocolate protein bars.

Our pre-made dinners help keep the cooler cold for a day or two and then warm us up. We also pack a variety of frozen sliced salami, sliced cheeses, deli packets of mayo, mustard and ketchup, Pringles, tupperware butter, tortillas instead of bread, peanut butter and jam pre-mixed in a mason jar at home, and frozen sausage links to mix with the red beans, rice and pasta.

We pack them into quart size high quality freezer bags, lay them flat, and freeze them. On pack day, they go into the bottom of the cooler frozen and flat. On nights we simply want to pull something out, voila! Dinner is ready to go. It can either be served cold or heated up in a pan.

What else keeps a kid busy for more than five minutes? This includes, but is not limited to: small binoculars, tablets or e-readers, little squirt guns, a kid friendly digital camera for older kids, extra Ziplocs for rock or nature specimens to haul home (where permitted), a fishing pole and small net with handle for fishing things out of streams or ponds. If you have access to trees, a cotton hammock or two comes in handy for kid hang time—and you will have peace and quiet at lunch or in the late afternoon. Ahhhh.

Don't forget the basics. Pack a good first aid kit with children's medicine dosages. Add a small pouch of baking soda to be mixed with water for any bee stings and carry bug spray and sunscreen in multiple forms: wipes, spray and roll on. Good news—when you get dirty enough you will no longer need sunscreen! Wet wipes, bleach wipes, toilet paper, a shovel and hand sanitizer is handy for Porta-Potties and other emergencies.

Remember enough clothing for cold desert nights and carry a variety of layers. Take a soft lovey animal pillow for little rovers. Also, we took one pair of good shoes per person for riding and rock scrambles. Okay, I took three pairs of shoes—shame on me! Take swimsuits and old towels.

And pack a bottle of wine so you don't whine. //





[Nikki Suthers, Wakefield, West Yorkshire, UK, owns "Lulu," a 23-year-old Defender 110 County Station Wagon. The 40-year-old mother of six and grandmother of five loves to go camping and green-laning with her family.]

Peterborough

On the 7th September, 2013, I awoke before the alarm clock beeped into life at 4:30 A.M. and I jumped out of bed. I couldn't wait to attend The Land Rover Show, Peterborough, at the East of England Showground. From previous years I knew that several hundred Land Rovers, representing all models and variations, would attend the UK's largest Land Rover show. Over 75 regional and specialist clubs, like the Camel Trophy and G4 clubs, would present fabulous displays.

The last major event of the UK's Land Rover calendar, it's organized by Land Rover Owner International magazine. Sadly, "Lulu" sat off the road for repairs; this would be the one, and hopefully only, time that I'd ever attend a Land Rover show without her. I felt a little bereft.

We left an hour later with a full tank of fuel; with diesel prices at a hefty £1.38 per litre [or \$9.85/imperial gallon] it would cost us approximately £60 (\$94) to complete the round trip. I was rather confident the day would be worth every pound! Two hours later we arrived at the show, passing through security and entering into Land Rover heaven.

There's something for everyone who loves Land Rovers at Peterborough. Hundreds of trade stalls sell everything from nuts and bolts to winches and bumpers, roof tents and expedition equipment to clothing and stickers. An extensive auto-jumble of 150 exhibitors can answer every restoration, repair or kitting-out need. Specialist clubs like the Ex-Military Land Rover Association and the Military Lightweight Club (who dazzle spectators by stripping a Lightweight to its bare essentials in three minutes and driving it away) create marvelous displays. The Yorkshire 4x4 Response Team highlights its volunteer emergency services and GLASS recruits support for keeping the UK's green-lanes open for off-roaders.

Our early arrival meant that I could wander around the site before all the day visitors arrived; I found it quite exciting to see every-



one so busy putting the finishing touches to their stands and displays. The military clubs in particular fascinated me as I watched various guns and weaponry being lovingly unwrapped and fixed into position on the vehicles while one of the club members cooked bacon on a BBQ. That elevated our hunger sufficiently to make us head off in search of our own breakfast.

Later in the morning our attention shifted from the trade stands and static displays to the live action arena, with demonstrations of speed and agility from QT Wildcat (which developed the Bowler Wildcat) and Twisted Performance (which has created a 130 mph, 520 hp, 485 lb torque, \$222,894 bespoke Defender.) Afterward, there was a military vehicle display followed by an interesting—if a little long-winded—demonstration of winching techniques by Goodwinch. I enjoyed watching the Twist Off Ramp and the Winch Challenge Demo, provided by the UK specialist Fat Dog. Various other demonstrations and events in the arena kept everyone entertained throughout the rest of the day.

The East of England Showground included room for camping, for those staying the full weekend, and a superb off-road course for which you could book time slots to play in the dirt, mud and water. The range of Land Rover enthusiasm in the UK is huge—from off-road dedicated Land Rovers to lovingly-restored vehicles that once resided behind a barn. Many enthusiasts with young families camp with their children, showing them there is more to life than game consoles, smart phones and televisions.

For the UK enthusiasts, the Peterborough show stands out. I will definitely return next year. My one and only regret—that my lovely

“Lulu” had to remain at home. She will definitely transport me there next year; I do so love my “old girl”! //



Land Rover Owner Show

Story and Photos by Nicki Suthers



Letters to the Editor

Dear Rovers North,

Just wanted to say I really enjoy *Rovers Magazine*. In the Holiday Edition, I especially liked the article on the Land Rover-fly fishing connection. That was the reason I acquired my '97 D1 in the first place. For the last 10 years, we have used the National Land Rover Rally as a great excuse to combine our equal love for both. This year's venue, Ouray, CO, was an awesome platform for mountain off-roading and fly fishing. I love Rovers North's products—keep up the good work!

Mickey Neal
St. Louis, MO

[Thanks for the compliments, Mickey, and for your enthusiasm around your Discovery I –ed.]



Dear Rovers North,

Here's a Land Rover Defender 130 doing what it was designed for, working. It is being used to deliver materials and equipment to a construction project, which includes a handicapped accessible garden and arbor for elderly patients.

Bill Morris
Mount Juliet, TN

[That's a very handsome Defender, Bill, and it is nice to see it working as it should –ed.]



Series III at a Bonneville Salt Flats photo shoot.

Dear Rovers North,

I enjoyed a quick and uneventful trip from Maine to Vermont to pick up a new chassis for "Stella", my Series III. I met Mark Letorney on Saturday; he was working with the Westford Fire Department out back installing a new dry hydrant. I wish I had time to stay and help! Now for the "courage" to start turning spanners!

Ray Sisk
Hope, ME

[Ray, let the Downeast Land Rover Club know when you want to start. Disassembling someone else's Land Rover is great fun –ed.]



Dear Rovers North, We've been enjoying the magazine. I put a few Holiday items that were advertised in the emails on my Christmas list. Year two with our LR3 has been great. These winter days allow the LR to show its true colors!



Jeremy and Brittany Potoka
Yardley, PA

[LR3's are ever more popular with enthusiasts—glad you're enjoying yours! –ed.]

Dear Rovers North, Our daughters, Josie and Rebecca, loved their first "safari ride." Thanks to Rovers Magazine for making this happen!



Jim Lally
Maplewood, NJ

[They were perfect passengers on a cloudy summer day –ed.]

Dear Rovers North,

Attached is a picture of my 1973 Series III that is being used in a photo shoot at the Bonneville Salt Flats for the spring Niemen Marcus catalog. The shoot is happening as I write this email. I really want a mug, so I am sending this to you well in advance of the publication and before anyone else can beat me to the punch!

Stuart Allan
Kanab, UT

[It's been duly noted that you're much more humble about your Series III's fame than the Editor about his –ed.]



Dear Rovers North,
 I own a 1986 Land Rover 110 that was built in Leyland, Zimbabwe. I bought it just after we moved to Harare, Zimbabwe (I'm American stationed here, and about to move). I love your articles about Land Rovers in your magazine and wanted to know if you would be interested in anything about me and my family driving down in southern Africa. We've driven all over Zimbabwe, and as far away as Vilanculos, Mozambique. Pretty soon we are moving (to include the Land Rover) to Tallinn, Estonia, where we are joining a Land Rover club there.

Donald Pinkston
 Dulles, VA

[Rovers Magazine is always looking for correspondents to share their Land Rover adventures with other enthusiasts -ed.]



Dear Rovers North,
 While driving through Reading, PA, last weekend for my girlfriend's grandmother's 90th birthday, we passed a Series IIA 109" pick-up with New Mexico plates, on a flatbed trailer towed by a U-haul. Some lucky person was possibly moving East or just towing their new acquisition.

Tom Spoto
 Albany, NY

[That pickup looks like quite a find! Thanks for sharing this with enthusiasts everywhere -ed.]



Dear Rovers North,
 While at the Brooklyn Museum this weekend with friends, I noticed a Series IIA prominently featured on the wall in the Egyptian collection room. I perhaps was the only one photographing Rovers rather than priceless collectables.

Zack Batson
 Raytown, MO

[What other collectibles were on display? We don't see any! -ed.]

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Behind the Steering Wheel

By Jeffrey Aronson

I bought my Series II-A 23 years ago and immediately dubbed it the QE I, in honor of the ocean line, the Queen and the Windsor family. These past several months it's chosen to emulate Prince Harry of Wales, rather than Prince William, the Duke of Cambridge. The latter, of course, married the lovely Kate Middleton and has settled in with dignity to the task of raising a son and whatever else the Royals are called upon to do these days. The former has exasperated the staffers at Clarence House and Balmoral while delighting the internet with photos of escapades in Las Vegas and the Virgin Islands.

While pleased that it chose to misbehave during the warmer summer and fall months, those very same months comprise my busiest work times—a Land Rover must be ready for daily work during those months! Instead, I suffered the same embarrassment as the courtiers called upon to explain Prince Harry's indiscretions. For example, when it broke an axle shaft backing a work trailer into my drive, I pointed out to all naysayers that the axle had broken at the wheel end, thus ensuring a quick repair. A light tap with a hammer and the remnant popped out of the wheel flange. In went a spare axle and the Rovers North-supplied gasket and felt washer—and Bob's your uncle, job well done.

Apparently this indiscretion titillated the QE I, for it later decided that none of the electrics [all two fused circuits of them] should work one day: no directional, brake lights, parking lights, wipers or fuel gauge. I replaced one fuse, then the other, and still, nothing. A test light and a jump wire demonstrated that the problem lay with the fuse box itself. I cleaned the prongs and the connection strips visible from the firewall—nothing changed. Since I needed the Land Rover for work, I ordered a new fuse box from Rovers North, which arrived the next day. Before installing the new one [which required only one screw] I compared the two; the new one was copper-colored and black plastic, the old one was green and black plastic. In a Prince Harry moment, the fuse box had soiled itself; like the Prince himself, once cleaned up it was good as new and ready to serve as a spare.

So far, those quick repairs had been effective in covering up the QE I's shortcomings to inquisitive islanders, but then came its Las Vegas moment. Driving down a dirt lane to an estate for a landscaping job, towing a trailer filled with heavy gear, the QE I decided to no



longer shift between gears. Since it would shift with the engine off, the problem lay with the clutch system itself. I completed the job and left my gear at the work site, promising to remove it the following day.

Swallowing my pride, I called a summer family about the use of their Toyota truck, stored at their empty residence. That very same truck appeared in my Holiday issue column as the object of scorn, towed to safety by my very prideful QE I. Not surprisingly, the family had not forgotten their humiliation in print, and like a member of Re-

public.org [which seeks to abolish the British royalty -ed.], they agreed that I could use their truck, provided I groveled in print. No one can fool children, so to assist with an assessment of the merits of the Toy-



"Oh snap!"



Margaret, Eleanor, Owen, William; Emily in the background.

ota [Prince William] and the Land Rover [Prince Harry], I brought in the Baird-Fomer family of Emily and twins Owen and William, Margaret and Eleanor. In this instance, the photo is worth a thousand words—they fell for the Prince William of vehicles.

Then I drove the Rover for 12 miles in second gear, taking the slow road home. I checked the hydraulic fluid and crawled underneath. When I spotted a minor leak around the clutch slave cylinder, I ordered a replacement unit and hose and installed them. With the help of a co-worker, we bled the clutch and had a nice firm pedal, but no clutch release. I would have to dig deeper. Fortunately, Todd Brown, the local mechanic, agreed I could work outside his shop to remove the necessary panels, and then move it indoors for the swap out.

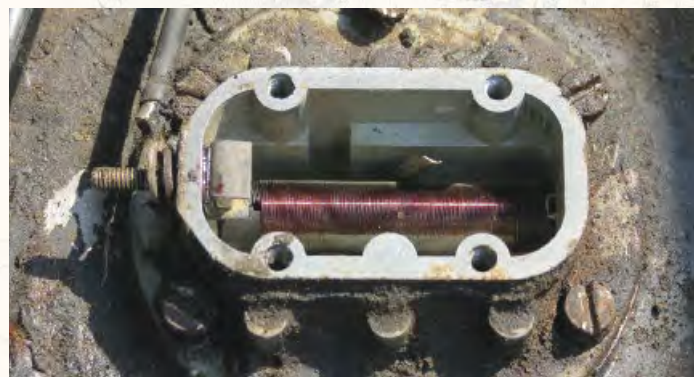
My replacement galvanized chassis has, in theory, a removable center crossmember. However, the galvanizing included the nuts and bolts that held it in place; like paparazzi who won't leave, they weren't going anywhere. That meant getting to the transmission through the floorboards, metal tunnel and seatbox. These are held in place by over 50 nuts, bolts and screws, any one of which—if rusted in place—will delay removal. Four of them connect the seatbox to the sides of the rear tub; they were as recalcitrant to release their grip as staffers at Buckingham Palace were to admit to a mistake. Vast quantities of PB Blaster filled the air in the Herculean effort to free the seatbox, last removed 10 years earlier. The handbrake assembly on Series Rovers further blocked access to the transmission from above.

Exactly how to remove the linkage, with its attachment bolts hidden from easy access and unmovable, defied my best efforts. Enthusiast and restorer Kevin Murphy, visiting the island from Ridgefield, CT, stopped by to witness the surgery and even lent a hand. Finally, it succumbed to gallons of penetrant, decibels of cursing and a wide variety of tools.

Once exposed, the clutch plate revealed a lot of life left, but the pressure plate demonstrated it had little spring action remaining [Mark Letorney would later confirm that, "It's rare for a Series Land Rover clutch to wear out since you don't have to slip them very much."]

I prayed that the problem did not lay deeper in the clutch linkage, re-assembled the new disk and pressure plate, sat the seatbox loose on the frame and started it up. The clutch worked perfectly—job well done!

One glance at the jar of oxidized and/or snapped nuts, bolts and screws and I knew fresh ones would speed up the job. Fortunately, Rovers North has a seatbox/floorboard kit of the correct number and sizes. Some proved as difficult to insert into hidden-from-view holes as they were to remove, but within a day the QE I was ready for its next duty—or was it?



Fuel sending unit.

Prince Harry probably laughed when I enjoyed nearly one-tenth of a mile of carefree driving before the Rover stumbled and nearly stalled while returning to the shop. The fuel gauge read half-full, which made sense considering the time spent on the clutch job. The fuel pump seemed to work, but Todd, the mechanic, insisted that I run the car from a gas can to double check. Of course, he was correct—the Rover ran perfectly. So off came the right side seat cover to expose the tank. I removed the fuel sending unit to discover no gas in the tank. Oops! Once filled with gas, the QE I ran as if it were on Royal Parade Duty.

During the fall, the fuel gauge continued to behave like Prince Harry—either full up or empty—instead of steady-as-she-goes Prince William. With a long winter trip looming ahead, accurate fuel readings would be essential. So off with the right seat cover and the ring that holds the sending unit in place. The sending unit did not appear knackered; it sent a signal of some sort to the rheostat that connects to the fuel gauge. I opened up the rheostat, sprayed it with cleaner and reassembled it, but the reading did not correlate with the fuel level. Then I remembered a bit about Land Rover electrics ["always check the grounds"] and added another ground wire at the sending unit. Job well done!

With this early winter of snow and cold the QE I continued its Prince Harry moments. Like much of the northeast, we enjoyed a spell of "polar vortex" (meteorological lingo for "freakin' cold"). One morning I yanked hard on the door handle to open the frozen driver's door and jumped onto the seat squab. I gazed at a sheet of ice covering the inside of the windscreen and the entire fascia panel. I tried to turn the key to start the car, but it sat frozen in place. Nor could I remove the key from the ignition. Absent a hair dryer, I had to move an electric heater into the Rover and plug into an outlet from the house. After a while, I could actually remove the key and spray some lubricant into the ignition. I left the heater on for a while until all the ice melted and the moisture evaporated; then I started the Rover, set the hand throttle, and when warm, turned on the heater motor so the Mount Mansfield heater could tackle the ice floe covering the windshield.

In December, with a snowstorm looming, the QE I undertook a 715 mile voyage to visit friends in Connecticut. The snow began to pile up on I-84 when entering the state, and not long afterwards traffic slowed to a 20 mph crawl. A normal 4-hour ride became a 6-hour trek in four-wheel drive. The noise level inside the Rover rose as the exhaust header nuts loosened over the long drive. By the time I reached my destination, it sounded like I had installed Glasspaks; it was a noisy drive home at the end of that week. Prince Harry would have been proud. //



Strapping Good

By Bill Burke

[Bill Burke, Grand Junction, CO, one of foremost off-road instructors in North America, offers this advice on selecting recovery straps –ed.]

When we're off-roading, we carry recovery straps, for when we, or a mate, get stuck on the trail, and tree straps on vehicles with winches. We call the latter Tree Straps, Tree Protector Straps or Tree Trunk Protectors. We call the former Yank Straps, Snatch Straps and Recovery Straps. Since we rely on them for safety, it's worth examining the tree strap and recovery strap carefully.

The "tree straps" have been adopted and adapted for off-road winching from the over-head lifting rigging industry; recovery straps are unique to vehicle recovery and towing. Strictly speaking, they're all actually, "Synthetic web slings, configured in four styles—Endless, Eye and Eye, Twisted Eye and Folded Eye. Web slings can be made from polyester, nylon or other fiber type material depending on the application; for example tree protectors are usually non-stretch polyester and recovery straps are usually stretch fiber nylon."

Synthetic web slings come under regulation and standards for quality and minimum breaking strength (MBS) by the American Society of Mechanical Engineers (ASME) as well as the Web Sling & Tie Down Association (WSTDA). Some manufacturers and sellers of equipment for our "sport" may not understand the ASME, OSHA and ANSI requirements for standardized testing and rating as pertains to web sling safety. You may be used to seeing a "maximum load" rating on your tree strap, but it differs substantially from an MBS rating. The overhead lifting industry must meet a minimum safety status because—well, they lift heavy loads in difficult situations above humans.

As for recovery straps, they don't enjoy such direct oversight from professional organizations. The Tow and Recovery Association of America has worked with the US DOT and international groups such as the Index of National Safety Codes, WHS in Australia and NCAP in Europe. As you might guess, the needs of professional tow truck and wrecker drivers differ somewhat from our off-road requirements, but they do offer valuable guidance for safe recovery.

Web slings are offered in many different widths. The common widths we see in four-wheel drive recovery are 2-3 inches and can be one or two-ply thickness. There are two common strength classes: Class 5 has a strength of 6800 lbs. per inch of width, and Class 7 has a strength of 9800 lbs. per inch of width.

Every tree strap and recovery strap requires us to use a shackle, and we should pay attention to the sizing of shackles and attachments. It is as important as when we choose a screw pin anchor shackle for slinging a 10-ton cooling tower to the 20th floor, as well as our 3-ton stuck truck. Inadequate pin diameters causing the folding, bunching or pinching of synthetic web slings will reduce the rated load of the sling significantly. This means keeping the sling eye on the round bow of the shackle and not stuffed onto the pin.



(There are actually special wide body shackles for web slings called sling-saver shackles.) It is fine to use the standard bow shackle we find in most recovery kits, as long as the sling eye matches the "Effective Width" of the curved bow area—the EW is 75% of the actual shackle width measured at the widest width. For example, a Screw Pin Bow shackle with a WLL (Working Load Limit) of 4.75T, measured as 3/4" diameter will have a nominal width of 2 inches. This means the eye of the sling should be no wider than 1.5 inches. That is why we prefer a twisted or folded eye.

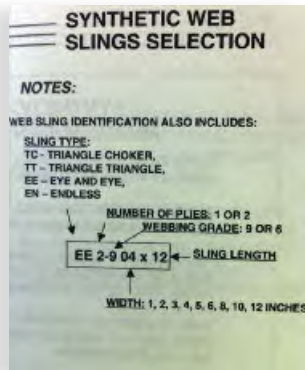
The stitching thread, stitching area volume and number of stitches per inch (or cm) are important as to the rated capacity and type use for which the sling is considered.

Crane construction riggers use a calculating tool called a "rigging chart" that lists capacities of various slings being considered for their rigging based on criteria such as material strength, design factor, type of hitch and angle of loading. Rigging Charts are handy for overhead lifting, but less useful on the trail for extracting a stuck Land rover. So we keep it simple by doing a quality Stuck Assessment, knowing our actual Gross Vehicle Weight (GVW), understanding the soil conditions and using properly rated equipment.

We should always, ALWAYS, use the information on the tag to determine strength and NOT estimate strength based on color, width or thickness. Unless you personally know the rated data of the web sling, if there is no tag sewn onto the strap you are about to use, don't use it! (ASME regulations actually call for a synthetic web sling to be removed from service if the sling identification tag is missing or illegible.) Each sling should have a tag that shows: name of manufacturer, manufacturer's code or stock number, rated loads for the type(s) of hitch(es) used, angle of hitch, and type of synthetic web material.

Most web sling material is not ultraviolet stable—keep them protected from the sun, elements and debris. Some web slings may lose a percentage of their strength when wet—as much as 10% to 15% depending on its material—however some polyester and high performance fibers are unaffected by water absorption. Generally stated, the stretch (or Elongation Factor) at the minimum breaking strength (MBS) is approximately 6% for Nylon, 3% for Polyester and 1% for Aramid fibers—qualified by construction, stitching, width, type of eye and length.

When it comes to setting a web sling, I recommend against using a choker hitch; it forces distortions and potentially weakens the fibers—and it can make the sling downright impossible to undo. The most commonly used method is the basket hitch. When rigging with a basket hitch, we want to follow the standardized practice of not bunch-



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ing or constricting the web sling between the ears of the shackle or hook; that's one big reason the eyes on tree protector straps are usually twisted or folded.

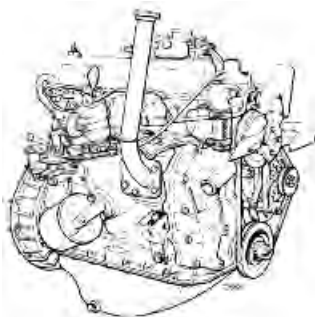
Some eyes are protected with Cordura or a resilient shroud so they are less prone to bunching. When we lay two eyes into the shackles commonly found in our recovery kit, we can rig one eye on top of the other to prevent bunching; because we're pulling on a horizontal we don't necessarily need large diameter shackles to keep the web sling eyes from crowding. The common shackle we use will be 2" or 3" in width because the WLL of those shackles will be within specification for the GVW of our Land Rover.

In summary, make certain your tree protector strap is a wide web sling with folded or twisted eyes, rated to twice the winch capacity. Make sure your recovery web sling is rated to handle at least the shock load of dynamic effort (yanking a stuck vehicle) at twice (2x) the GVW. Perform a good stuck assessment, calculate the required effort to move the load and make darn sure the equipment is inspected and rated for the task.

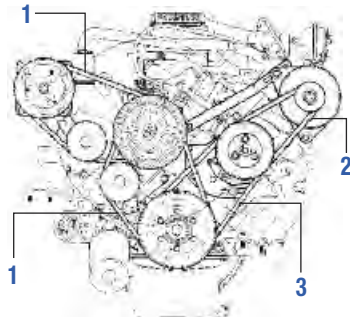
See you on the trail! //

[Rovers North has a large assortment of recovery ropes, straps and shackles; view them at www.roversnorth.com. For more information on Bill Burke's 4-Wheeling America, visit www.bb4wa.com -ed.]

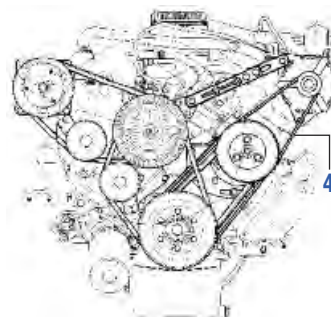




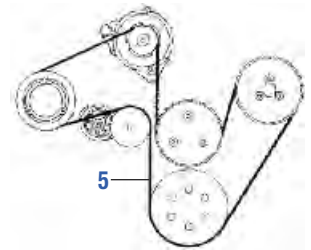
Series II, IIA, III 2.25 Litre



Range Rover Classic 1987-'92
V8, 3.9, 4.0 Litre



Range Rover Classic 1993-'94
Defender 90, 110 1993-'95
V8, 3.9, 4.0 Litre



Range Rover Classic 1995,
Discovery I 1994-'99,
Defender 90 1997 V8, 4.0 Litre

4 Cylinder, 2.25, 2.5, V8 Fan Belts

Series I, II, IIA, III 4 Cylinder, 2.0, 2.25 litre

Fan Belt, 2.0 Litre Series I, II.....	RNF332	\$ 78.40
Fan Belt, 2.25 Litre Series IIA, III.....	RNC422	\$ 12.95
Fan Belt, 2.6L Viscous, Series III, non-NADA.....	RNN967	\$ 11.90
Fan Belt, Water Pump 24V, Single Belt.....	RNC288	\$ 35.65

Defender 4 Cyl, V8, 3.9, 4.0 liter

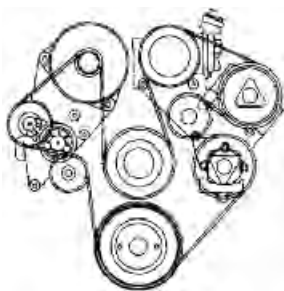
1. Drive Belt, A/C Compressor & Water Pump.....	RNC001	\$ 21.95
Drive Belt, A/C Compressor & Water Pump.....	PLC001	\$ 10.90
3. Drive Belt, Power Steering Pump, 3.9ltr V8.....	RNC004	\$ 34.95
Drive Belt, Power Steering Pump, 3.9ltr V8.....	PLC004	\$ 9.50
Drive Belt, Power Steering, 2.5ltr 4-cyl Defender.....	RNL216	\$ 32.00
Drive Belt, Water Pump / Alternator, Defender 90, 110 4 cyl.....	RNE153	\$ 24.95
Drive Belt, Air Compressor, 90/110 w/carbs.....	RNN968	\$ 40.96
Drive Belt Kit, V8 Defender 110.....	RNK1622	\$ 99.80
Drive Belt Kit, V8 Defender 90.....	RNK1621	\$ 99.80

Range Rover Classic, Discovery I, Defender 3.9, 4.0 ltr V8

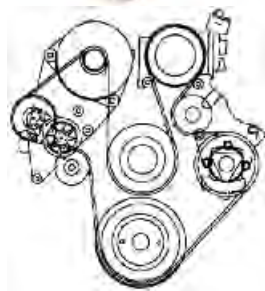
1. Drive Belt, A/C & Water Pump, 3.5L V8, 3.9L 1987-'94, Genuine.....	RNC001	\$ 21.95
Drive Belt, A/C & Water Pump, 3.5L V8, 3.9L 1987-'94, ProLine.....	PLC001	\$ 10.90
2. Drive Belt, Alternator, 3.5L V8, 3.9L to 1987-'92.....	RNC002	\$ 10.89
3. Drive Belt, Power Steering, 1987-'94, Genuine.....	RNC004	\$ 34.95
Drive Belt, Power Steering, 1987-'94, ProLine.....	PLC004	\$ 9.50
4. Drive Belt, Alternator, 4 groove, 1993-'94, Genuine.....	RNC003	\$ 36.90
Drive Belt, Alternator, 4 groove, 1993-'94, ProLine.....	PLC003	\$ 14.95
5. Serpentine Belt, RRC 3.9/4.2 ltr 1995 & Disco I 3.9 ltr 1994-'95.....	RNC005	\$ 39.95
Serpentine Belt, Discovery I 4.0 ltr, 1996-'99.....	RNC006	\$ 39.99
Fan Belt Kit, Range Rover Classic 1987-'92, Genuine.....	RNK162	\$ 78.59
Fan Belt Kit, Range Rover Classic 1993-'94, ProLine.....	PLK1623	\$ 36.29
Fan Belt Kit, Range Rover Classic 1993-'94, Genuine.....	RNK1623	\$ 99.80

Discovery II, Range Rover P38A, L322, L320 and LR3 Belts

Discovery II 4.6 litre V8 engine with ACE (Active Cornering Enhancement) and Air Conditioning



Discovery II Serpentine Belt Layout, with ACE



Discovery II Serpentine Belt Layout, without ACE

Discovery II Serpentine Belts

Discovery II w/o ACE, with Air Conditioning, 1999-'02.....	RNH145	\$ 49.95
Discovery II with ACE, with Air Conditioning, 1999-'02.....	RNH147	\$ 49.95

Range Rover P38A Belts

Alternator Belt, Poly V, Range Rover P38A, 1999 on.....	RNH533	\$ 49.95
Drive Belt, Serpentine, P38A, 1995-'98, GEMS.....	RND001	\$ 39.95

LR3, Range Rover L322 & L320 Belts

Serpentine Belt, 4.4L, L322, M62 BMW Primary.....	RNI384	\$ 48.18
Serpentine Belt, 4.4L, L322, M62 BMW Secondary.....	RNI370	\$ 30.35
Poly V Belt, Secondary, 4.4L V8.....	RNI358	\$ 21.96

Defender 2.5 Diesel Belts

300 Tdi



Drive Belts

Drive Belt for fan and alternator, 2.5 NA, 2.5 Turbo, Genuine.....	RNE153	\$ 24.95
Drive Belt for fan and alternator, 200 Tdi, Genuine.....	RNE153	\$ 24.95
Drive Belt for A/C compressor, 200 Tdi, Genuine.....	RNL273	\$ 48.10
Drive Belt for power steering, 200 Tdi, 2.5 NA, 2.5 Turbo, Genuine.....	RNL216	\$ 32.00
Drive Belt - 7 groove for fan, water pump, alt, 300 Tdi, Genuine.....	RND297	\$ 29.50
Drive Belt - 4 groove for A/C compressor, 300 Tdi, Genuine.....	RND295	\$ 18.99
Drive Belt, w/air conditioning, Td5, Genuine.....	RND299	\$ 37.01
Drive Belt, w/o air conditioning, Td5, Genuine.....	RND298	\$ 39.95

Timing Belts

Timing Belt, 2.5 NA, 2.5 Turbo, Genuine.....	RNL551	\$ 119.29
Timing Belt, 200 Tdi, Genuine.....	RNL477	\$ 94.00
Timing Belt, 300 Tdi, Genuine.....	RNL456	\$ 82.57
Timing Belt Tensioner early up to vin #VA117353, 300 Tdi, Genuine.....	RNN066	\$ 113.35
Timing Belt Tensioner early up to vin #VA117353, 300 Tdi, ProLine.....	PLN066	\$ 89.50
Timing Belt Tensioner, 200 Tdi, Genuine.....	RNL539	\$ 112.69

300 Tdi Genuine Land Rover Timing Upgrade Kit

Upgrades all 300 Tdi engines to the latest timing components.

Kit includes timing idler, tensioner pulley, crankshaft gear, gasket,

timing belt and fixing hardware, Genuine.....RNN339 \$ 199.95

Tdi Timing Belt Service Kits

Includes Dayco belt, front gasket, tensioner and idler pulleys.

Timing Belt Kit Defender, 200 Tdi, ProLine.....	TBK2002	\$ 89.95
Timing Belt Kit, up to vin #VA117353, 300 Tdi, ProLine.....	TBK300E	\$ 119.95
Timing Belt Kit, from vin #VA117354, 300 Tdi, ProLine.....	TBK300L	\$ 99.95
Tdi Timing Tool Kit (See page 81), ProLine.....	RNT2029	\$ 119.00

Safety First - Clear Vision on Wet Days with New Wiper Blades!



Wiper Blades

Series IIA, III Wiper Blade , 5 mm, ProLine.....	PLD285	\$ 5.95
Series IIA, III Wiper Blade , 7 mm, ProLine.....	PLF238	\$ 8.95
Series IIA, III Wiper Blade, independent wiper w/orig hook arm.....	PLE612	\$ 17.50
Series IIA, III Wiper Arms and Blades Kit.....	PLK819	\$ 25.95
Defender 90, 110 , Wiper Blades, Front or Rear, Genuine	RNC948	\$ 15.95
Defender 90, 110, Wiper Blades, Front or Rear, ProLine	PLC948	\$ 6.90
Discovery I 1994-'99 , Front Wiper Blade, Genuine	RNW116	\$ 12.95
Discovery I 1994-'99, Front Wiper Blade, ProLine	PLW116	\$ 5.99
Discovery I 1994-'99, Front Wiper Blade with spoiler (driver's side), Genuine	RNW117	\$ 13.95
Discovery I 1994-'99, Front Winter Blade, Genuine	RNH875	\$ 12.90
Discovery I 1994-'99, Rear Wiper Blade, Genuine	RNW103	\$ 15.49
Discovery I 1994-'99, Rear Winter Blade, Genuine	RNF166	\$ 17.80
Discovery II 1994-'99, Winter Wiper Blade Set of 3, Genuine	RNW112	\$ 39.95
Discovery II 1999-'04 , Front Wiper Blade, Genuine	RNW113	\$ 21.99
Discovery II 1999-'04, Front Wiper Blade, ProLine.....	PLW113	\$ 13.99
Discovery II 1999-'04, Front Winter Blades (Pair), Genuine.....	RNH876	\$ 89.95
Discovery II 1999-'04, Front Winter Blades (Pair), Genuine.....	PLH876	\$ 55.95
Discovery II 1999-'04, Rear Wiper Blade, Genuine.....	RNW100	\$ 15.95
Discovery I 1994-'99, Rear Winter Blade, Genuine.....	RNF166	\$ 17.80
Discovery I 1994-'99, Winter Blade Set of 3, Genuine.....	RNK9142	\$ 89.95

RR Classic 1987-'89 , Front or Rear Wiper Blade, ProLine.....	PLW104	\$ 6.95
RR Classic 1990-'95, Front or Rear Wiper Blade, Genuine.....	RNW111	\$ 14.50
RR Classic 1990-'95, Front Winter Blade, Genuine	RNH875	\$ 12.90
RR P38A 1995-'02 , Front Wiper Blade, Genuine	RNW107	\$ 29.95
RR P38A 1995-'02, Front Wiper Blade, ProLine.....	PLW107	\$ 10.95
RR P38A 1995-'02, Front Winter Blade, ProLine.....	PLW107W	\$ 25.15
RR P38A 1995-'02, Rear Wiper Blade, Genuine	RNW118	\$ 19.95
RR P38A 1995-'02, Rear Wiper Blade, ProLine.....	PLW118W	\$ 15.70
RR P38A 1995-'02, Headlamp Wiper Blade, Genuine.....	RND223	\$ 18.95
RR P38A 1995-'02, Winter Wiper Blade Set of 3, ProLine.....	PLW109	\$ 59.80
RR L322, 2002-'09 , Front Wiper Blade, Genuine	RNH780	\$ 28.90
RR L322, 2002-'09, Front Wiper Blade, ProLine	PLH780	\$ 12.95
RR L322, 2002-'09, Rear Wiper Blade, Genuine.....	RNJ438	\$ 44.95
RR L322, 2002-'09, Rear Wiper Blade, ProLine	PLI126	\$ 12.95
RR Sport, 2005-'09 , Front Wiper Blade, Genuine	RNH781	\$ 39.95
RR Sport, 2005-'09, Front Wiper Blade, ProLine.....	PLH781	\$ 19.95
RR Sport, 2005-'09, Rear Wiper Blade, Genuine.....	RNI747	\$ 49.95
LR3, 2008-'10 , Front Wiper Blade, Genuine	RNH781	\$ 39.95
LR3, 2008-'10, Front Wiper Blade, ProLine	PLH781	\$ 19.95
LR3, 2008-'10, Rear Wiper Blade, Genuine.....	RNI355	\$ 24.95
LR2, 2008-'10 , Front Wiper Blade, Drivers side, Genuine.....	RNI742	\$ 29.95
LR2, 2008-'10, Front Wiper Blade, Passenger side, Genuine.....	RNI743	\$ 39.95
LR2, 2008-'10, Rear Wiper Blade, Genuine.....	RNI744	\$ 24.95

Land Rover Mud Flaps

Range Rover Classic

Front or Rear (each) flap only	RNA652	\$ 29.95
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Discovery I

Front pair with hardware styled w/logo, flexible, Genuine.....	RNA648	\$ 79.95
Front pair with hardware, plain, flexible, ProLine	PLA648	\$ 24.50
RH, Front flap only, flexible	RNH931	\$ 25.50
LH, Front flap only, flexible	RNH930	\$ 25.50
Rear pair, w/hardware, flexible, Genuine	RNA649	\$ 69.95
Rear pair, w/hardware, flexible, ProLine.....	PLA649	\$ 24.50

Range Rover P38A

4.0 / 4.6, Front pair, molded.....	RNB301	\$ 315.54
4.0 / 4.6, '95-96, Rear pair, molded	RNB308	\$ 189.95
4.0 / 4.6, '99-on, Rear pair, molded.....	RNB317	\$ 189.95

Discovery II

RH, flap only (each) Front or Rear, molded	RND231	\$ 39.50
LH, flap only (each) Front or Rear, molded.....	RND232	\$ 39.50

Series 88, 109 Regular

Rear pair, styled w/logo, flexible	RNB704	\$ 76.50
Front, without logo, flexible, ProLine.....	PLI557	\$ 39.95

LR2

Front pair with hardware, molded	RNI687	\$ 149.95
Rear pair with hardware, molded.....	RNI688	\$ 149.95

LR3 up to '09

Front pair with hardware, molded	RNI691	\$ 129.95
Rear pair with hardware, molded.....	RNI692	\$ 129.95



Defender 90 NAS rear pair with hardware. Features stainless

steel mounting brackets and hardware.....	RNK015	\$ 139.00
LH Rear with hardware, flexible (fits non-NAS Defender 90 only).....	RNI682	\$ 47.50
RH Rear with hardware, flexible (fits non-NAS Defender 90 only)....	RNI683	\$ 57.23

Defender 90, 110

Front pair, with hardware, without logo, flexible.....	RNF252	\$ 129.50
LH front with hardware, flexible	RNI426	\$ 58.55
RH front with hardware, flexible	RNI684	\$ 58.55

Defender 110

LH Rear with hardware, flexible.....	RNI685	\$ 59.95
RH Rear with hardware, flexible	RNI686	\$ 59.95
Rear pair, styled w/logo, flexible, with all hardware	RNK014	\$ 119.50
Rear mudflap, single w/Land Rover oval logo	RNL313	\$ 49.27

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**Hella Oval 100
Halogen Double
Beam Front Lamps**
Free-Form reflector
made of vapor plated,
die cast alloy provides
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applications. Shock-proof hous-
ing made of fiberglass reinforced
plastic with a projecting rim to
protect the hardened glass lens.
Sold as each.

Close Range Fluted Lens
H15161021 \$ 43.95
Long Range Clear Lens
H15161031 \$ 43.95



Hella Double Beam Rear Work Lamp
Double Free-Form reflectors made of high-
gloss vapor-plated diecast aluminum.
Shock-proof housing made of fiberglass re-
inforced plastic projecting rim to protect
the structured glass lens. Three times the
light output of conventional work lamps of
the same size. Sold as each. **90601 \$ 83.74**



Protection Plate

The finest in protection from Mammouth. High quality
3 mm 5 bar protection plate, anodized Silver or
Powder Coated Black, Mammouth fits all
Defenders up to 2007.



6 Bumper Top Tread Plates
Bumper Top Tread, Silver.....RNA6540 \$ 29.50
Bumper Top Tread, Black.....RNA6540B \$ 29.50
Rear Cross Member Chequer Plate ..RNA6554B \$ 99.95



**5 Chequer Plate
Middle Door 110**

Includes stainless hardware.
Defender 110, Black
RNA6541B \$ 74.50
Defender 110, Silver
RNA6541 \$ 74.50



1 Bonnet Protection Plate
Includes stainless hardware.
Defender up to '07, BlackRNA6520B \$ 199.00
Defender up to '07, SilverRNA6520 \$ 199.00
Defender Puma 2007 on, Black.....RNA6511B \$ 498.00

2 Wing Top Protector Sets
Includes stainless steel hardware - Sold in pairs.
Up To 2007, with left hand aerial hole
Defender Anodized Silver.....RNA6510 \$ 169.00
Defender Powder Coated Black.....RNA6510B \$ 169.00
Gasket Wing Top Protector, pairRNA6510G \$ 29.95
Puma 2007 On
Defender 2007 on, SilverRNA6555 \$ 169.00
Defender 2007 on, Black.....RNA6555B \$ 169.00

3 Rear Corner Protectors
Includes stainless steel hardware - Sold in pairs.
Defender 90, Black.....RNA6550B \$ 74.50
Defender 90, Silver.....RNA6550 \$ 74.50
Defender 110, Black.....RNA6551B \$ 89.50
Defender 110, Silver.....RNA6551 \$ 89.50
Defender 110 Puma '07 on, Black.....RNA6512B \$ 84.50

4 Sill Protectors
Includes stainless steel hardware - Sold in Pairs.
Defender 90, Black.....RNA6530B \$ 139.80
Defender 90, Silver.....RNA6530 \$ 139.80
Defender 110 SW, Black.....RNA6531B \$ 159.00
Defender 110 SW, Silver.....RNA6531 \$ 159.00

Chequer Plate Complete Kits
Defender Aluminum 5 Bar Body Protection Kit non-fade elec-
trostatic finish. Non-fade Powder Coated Silver or Black.
Reinforce your body work with these G4 Style 5 bar protec-
tion plates. Made from non-corrosive aluminum alloy.
Complete Kit includes: Wing top protectors, sill protectors,
quarter protectors and stainless steel hardware. Non-fade
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Defender 90, Silver.....RNK6500 \$ 329.00
Defender 90, Black.....RNK6500B \$ 349.00
Defender 110, Silver.....RNK6501 \$ 379.00
Defender 110, Black.....RNK6501B \$ 389.00



LAND ROVER



KBX3121



KBX3421

KBX DEFENDER Grille Set

Includes Headlamp Bezels and Center Grille with Stainless Steel premium diamond pattern woven backing for the grille panel as shown. Choose between Satin Black or Brunel Silver. Land Rover Badge sold separately.

Note: Does Not fit NAS Lights. For additional lighting see page 77.

KBX Grille Facia Kit, Satin Black....KBX3121 \$ 399.00

KBX Grille Facia Kit, Brunel Silver.KBX3421 \$ 519.00

Land Rover Badge Green-GoldRNB318 \$ 29.95

Land Rover Badge, Black-Silver.....RNQ474 \$ 16.00



KBX4121R

KBX Defender Sport Side Air Intakes.

Suitable for: (L) TD, 200 TDi, (R) 300 TDi, TD5 and TDci/Puma Defenders.



KBX4431R

Standard, Satin Black, LHKBX4111L \$ 109.95

Standard, Satin Black, RHKBX4111R \$ 109.95

Premium, Brunel Silver/Java Black ...KBX4431L \$ 139.00

Premium, Brunel Silver/Java Black....KBX4431R \$ 139.00

Premium, Satin Black/Brunel Silver....KBX4121L \$ 119.95

Premium, Satin Black/Brunel Silver....KBX4121R \$ 119.95



KBX5401

KBX Hi-Force Wing Top Set

Satin Black KBX5101 \$ 119.95

Brunel Silver KBX5401 \$ 144.50

DEFENDER Grille Parts

RNS829



RNS604

1. **Grille Front**, Graphite (Black) Plastic, Genuine.....RNC842 \$ 94.95
 Grille Front, Graphite (Black) Plastic, ProLine.....PLC842 \$ 29.95
 Grille Front, Brunel (Silver as shown) Plastic, GenuineRNS852 \$ 168.00
 Land Rover Badge, Genuine.....RNB318 \$ 29.95
2. **Bezel, LH**, Graphite Black, '95 & '97 NAS Only.....RNC900 \$ 41.95
Bezel, RH, Graphite Black, '95 & '97 NAS Only.....RNC899 \$ 41.95
- All Defender Models Except '95 & '97 NAS**
- Bezel, LH, Graphite Black w/vents, '99 on.....RNL430 \$ 119.95
 Bezel, LH, Graphite Black w/vents, '99 on.....PLL430 \$ 19.99
 Bezel, LH, Brunel Silver (shown) w/vents.....RNS851 \$ 159.95
 Bezel, LH, Graphite Black w/o vents, pre '95.....RNC928 \$ 59.95
 Bezel, LH, Graphite Black w/o vents, pre '95.....PLC928 \$ 14.96
 Bezel, RH, Graphite Black w/vents.....RNL429 \$ 119.95
 Bezel, RH, Graphite Black w/vents.....PLL429 \$ 19.99
 Bezel, RH, Brunel Silver (shown) w/vents.....RNS850 \$ 159.95
 Bezel, RH, Graphite Black w/o vents, pre '95.....RNC929 \$ 59.95
 Bezel, RH, Graphite Black w/o vents, pre '95.....PLC929 \$ 14.96
3. **Intake Finisher LH Wing Top Open Grille**, Genuine.....RNS604 \$ 19.43
 Intake Finisher LH Wing Top Open Grille, ProLine.....PLS604 \$ 6.95
 Intake Finisher LH Wing Top Blank, Genuine.....RNS829 \$ 21.21
 Intake Finisher RH Wing Top Open Grille, Genuine.....RNC903 \$ 12.95
 Intake Finisher RH Wing Top Open Grille, ProLine.....PLC903 \$ 7.95



ROW Style w/ horn vent



NAS Style '95 & '97 w/o horn vent

To fit ROW style bezels to NAS '95 & '97 models (or visa versa), requires replacing indicator lamp with ROW style lamp. See our selection listed on page 77.



RNN292



RNN291



RNS867

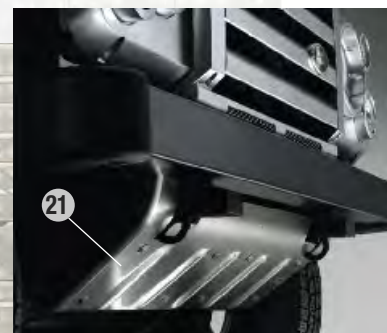


Defender Genuine Land Rover Accessories

7. **Chequer Plate Protection Kit**, Includes; 2 Sill Protectors, 2 Rear Corner Protectors and 2 Front Bumper Step plates.
 Defender 90, Silver.....RNH510 \$ 804.66
 Defender 90, Black.....RNS856 \$ 729.95
 Defender 110SW, Silver.....RNS857 \$ 808.23
 Defender 110SW, Black.....RNS858 \$ 785.03
8. **Wing Top Protectors 2007 on**, Silver, set.....RNS854 \$ 532.61
 Wing Top Protectors 2007 on, Black, set.....RNS855 \$ 532.61
 Wing Top Protector Set, Defender 2007 on Anodized Silver.....RNA6555 \$ 169.00
 Wing Top Protector Set, Defender 2007 on Anodized Black.....RNA6555B \$ 169.00
9. **Lamp Assy LED Stop/Tail**, Clear w/Red LEDs, 90/110 SVX.....RNN289 \$ 229.95
10. **Lamp Assy LED Rear Fog**, Clear w/Red LEDs, 90/110 SVX.....RNN290 \$ 119.95
11. **Lamp Assy LED Indicator**, Clear w/Orange LEDs, 90/110 SVX.....RNN292 \$ 69.00

Defender Genuine Land Rover Accessories

- 12. **Lamp Assy LED Reverse**, Clear w/White LEDs, 90/110 SVXRNN291 \$ 279.95
- 13. **Plinth**, Round Lamp Mount, Defender, Genuine.....RNC861 \$ 12.95
Lamp Base Rear LED 90/110 SVX.....RNQ539 \$ 19.95
Wiring Assy Rear LED Stop/Tail 90/110 SVX.....RNS867 \$ 94.95
Wiring Assembly Rear LED Fog/Rev 90/110 S.V.....RNS450 \$ 114.63
- 14. **SVX Front Grille Set**, Includes: Silver Headlamp Bezels, Silver Centre Grille and Land Rover BadgeRNS860 \$1,152.92
- 15. **SVX Front Lighting Pack**, Includes: 2 Headlamps w/high-low and park lamp enclosed, 2 Main Beam Spot Lamps, 2 Indicator Lamps and wiring harness w/instructions (requires; RNS860).....RNS859 \$1,083.72
- 16. **SVX Front Bumper Finisher Set**, Includes: 2 Rubber End Caps w/fastenersRNN8621 \$ 89.95
- 17. **Puma Raised Air Intake**, Fits Defender 2007+RNL890 \$ 798.95
- 18. **Puma Bonnet**, Upgrade to a stronger bonnet for more engine room.
Fits All Defender models. Bonnet is slightly wider and may interfere with non-Puma wing top protector sets. Modify or use Puma wing top protectors, see page 36, Genuine.....RNN858 \$ 979.00
- 19. **Decal Bonnet "LAND"** Defender Silver '07+RNN976 \$ 59.95
Decal Bonnet "LAND" Defender Gloss Black.....RNN974 \$ 39.95
- 20. **Decal Bonnet "ROVER"** Defender Silver '07+.....RNN977 \$ 69.95
Decal Bonnet "ROVER" Defender Gloss Black.....RNN975 \$ 39.95
- 21. **Ribbed Aluminum Skid Plate** with Land Rover Logo.....RNS853 \$ 925.20



For More Lights See Page 77

Chassis - DEFENDER

Introducing our new selection of Defender galvanized chassis, packed with all the improved features found on the latest Defender. Built on factory jigs for accuracy and hot dipped galvanized for long corrosion resistant life. Now is the time to build your ultimate Defender.



Highest quality chassis at the best prices

- Adjustable rear body mounting bracket on chassis ordered with Puma rear cross member.
- Galvanized gearbox cross member to match your engine type (V8, 200Tdi/NA, 300Tdi).
- Updated rear top link bushings.
- Pre-positioned wire snake for easy main harness installation.

All our chassis are shipped via truck freight and are built to travel. You will be contacted with actual freight charges prior to shipping.



Defender 110 V8 Galvanized Chassis shown RNH710

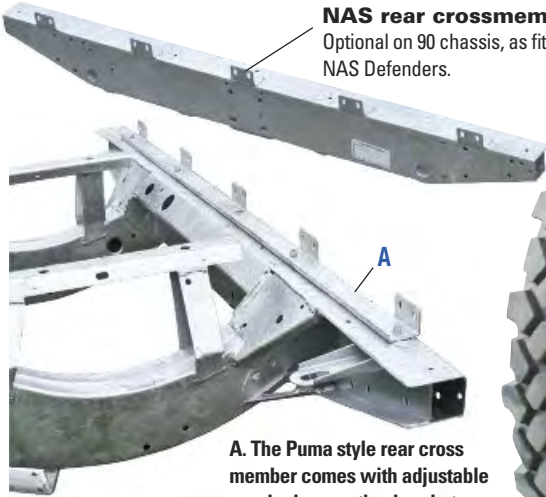


Puma rear cross member features

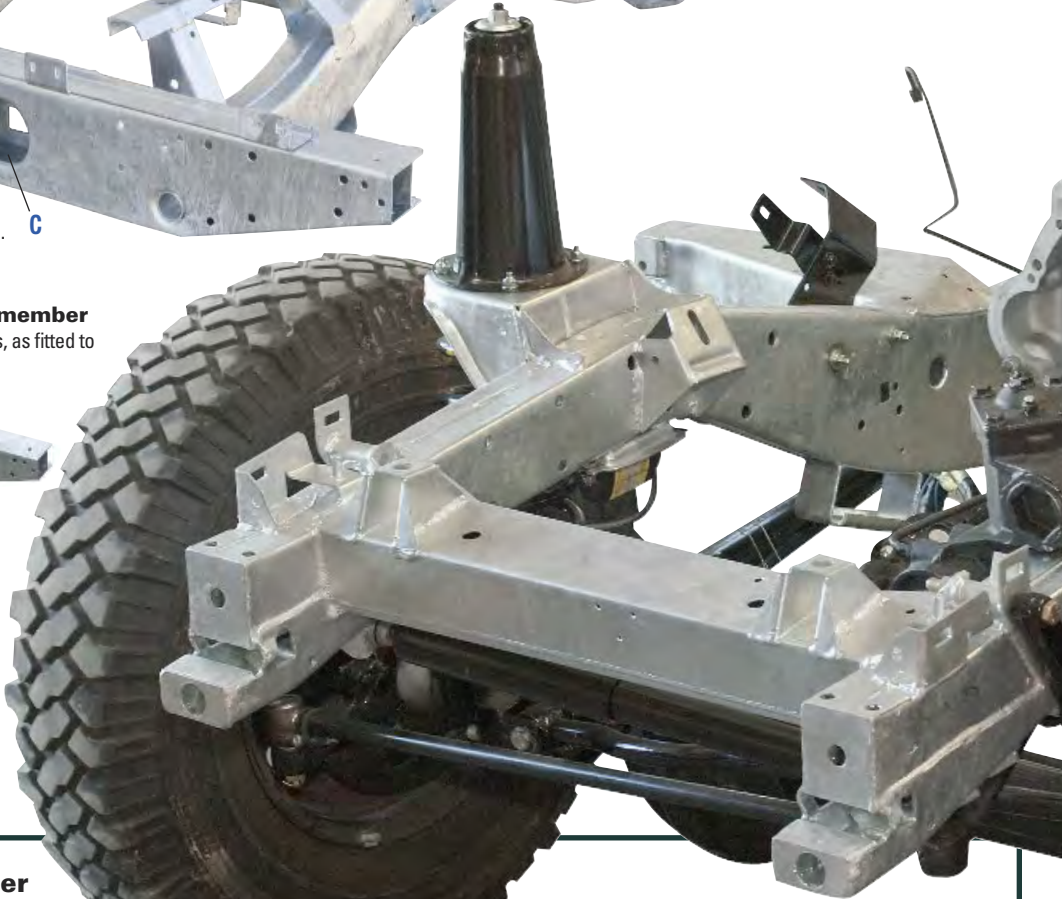
- A. Adjustable body mounting bracket.
- B. Integral fixing nuts for tow plate - for easy mounting.
- C. Recessed mounting for towing plug - for better protection.
- D. Bottom mounting blocks for rear NAS step.

NAS rear crossmember

Optional on 90 chassis, as fitted to NAS Defenders.



A. The Puma style rear cross member comes with adjustable rear body mounting brackets.



Defender 110 Rear Cross Member

Replacement Rear Cross Member Defender 110 with 15" Extensions
 Made with 3 mm thick steel for extra strength. Hot dipped galvanized for superior corrosion resistance. Supplied with 20" extensions for faster installation. Made in the UK. Fits: Defender 110 all models 1983 - 1998.

Rear Cross Member, Defender 110.....**PLH619110HD \$ 498.00**



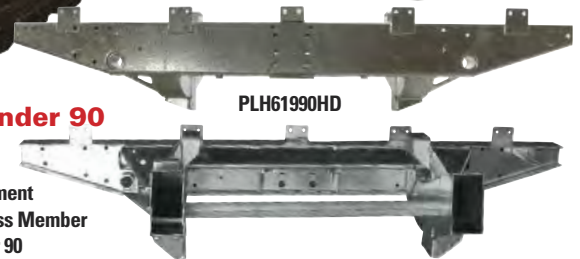
Defender 90

PLH61990HD

Replacement Rear Cross Member Defender 90

Don't just repair your chassis, improve it. Made with 3 mm thick steel for extra strength. Hot dipped galvanized for superior corrosion resistance. Supplied with 20" extensions for faster installation. Made in the UK. Fits: Defender 90 all models Except NAS 1984 - 1998.

Rear Cross Member, Defender 90.....**PLH61990HD \$ 489.00**





**Defender 90 NAS
Galvanized Chassis
Shown RNC878**

Defender Galvanized Chassis

Defender 90: Fits all body styles

NAS 90 V8 with NAS rear crossmember	RNC878	\$ 3,250.00
NAS 90 V8 with Puma rear crossmember	RNS365	\$ 3,259.00
90 300Tdi with NAS rear crossmember	RNS559	\$ 3,259.00
90 300Tdi with Puma rear crossmember	RNS560	\$ 2,995.00
90 200Tdi, 2.5 Turbo, 2.5 NA, and 2.5, 2.3 Petrol with Puma rear crossmember	RNS561	\$ 3,195.00

Defender 110: Fits all body styles

NAS 110 V8 with Puma rear crossmember for steel fuel tank	RNH710	\$ 3,290.00
NAS 110 V8 with Puma rear crossmember for plastic fuel tank*	RNS562	\$ 3,290.00
110 300Tdi with Puma rear crossmember for steel tank	RNH697	\$ 3,429.00
110 300Tdi with Puma rear crossmember for plastic fuel tank*	RNS564	\$ 3,429.00
110 200Tdi, 2.5 Turbo, 2.5 NA, and 2.5, 2.3 Petrol with Puma rear crossmember for steel tank	RNS563	\$ 3,329.00

Defender 130: Fits all body styles (not shown)

130 V8 with Puma rear crossmember for plastic fuel tank	RNS565	\$ 3,499.00
130 300Tdi with Puma rear crossmember for plastic fuel tank	RNS566	\$ 3,499.00
130 200Tdi, 2.5 Turbo, 2.5 NA, and 2.5, 2.3 Petrol with Puma rear crossmember for steel fuel tank	RNI867	\$ 3,499.00

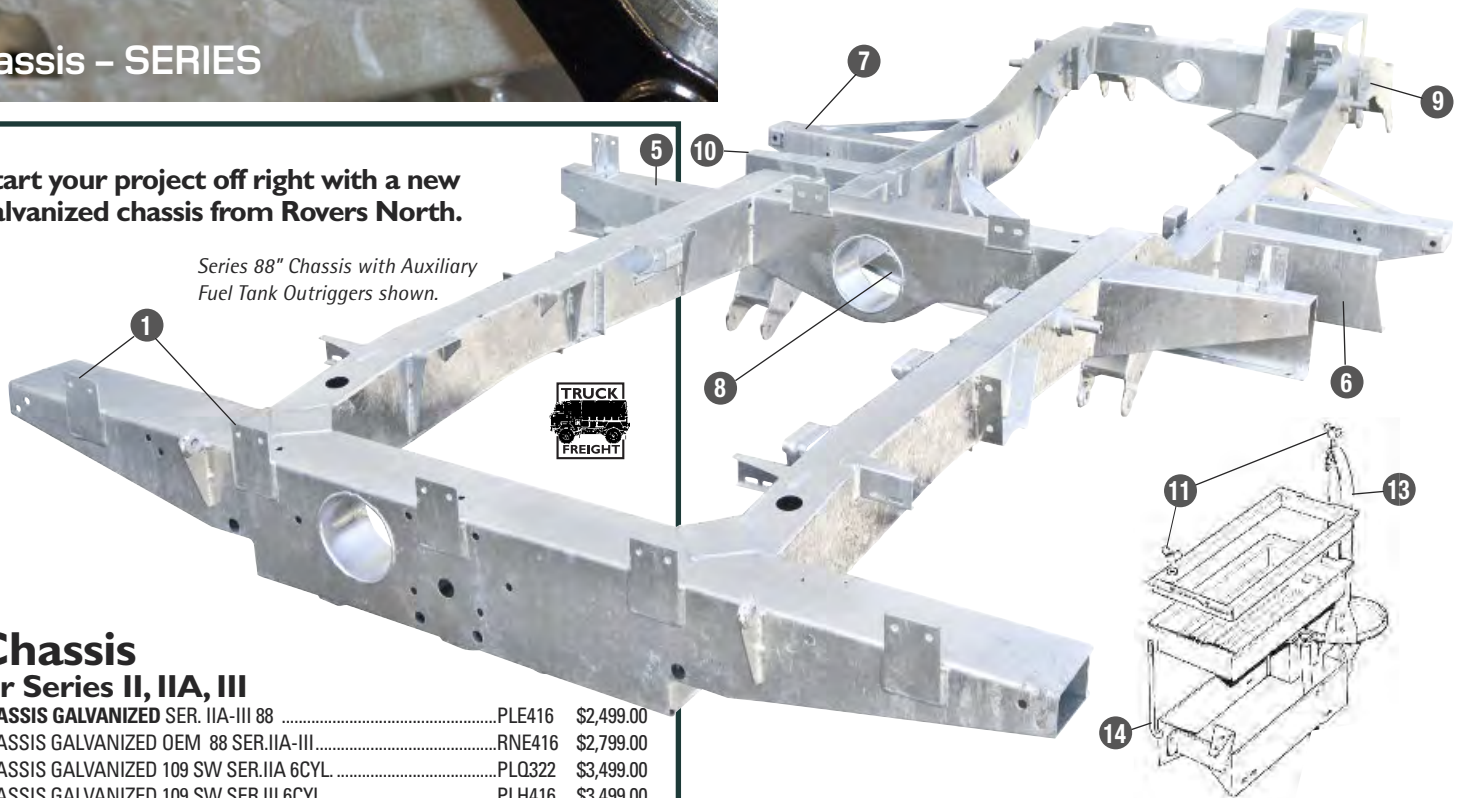
***Updated Genuine plastic fuel tank kit** (Includes; fuel tank, pump, sender unit, mounting bracket, rear sway bar and harness link)**RNK4297** **\$ 951.39**

We welcome special chassis orders, please give us a call.

Defender 90 with Rovers North Galvanized Chassis custom built by Congleton Racing and Restoration. 

Start your project off right with a new galvanized chassis from Rovers North.

Series 88" Chassis with Auxiliary Fuel Tank Outriggers shown.

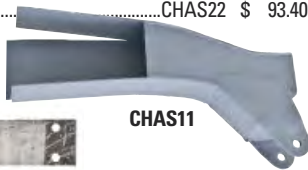


Chassis for Series II, IIA, III

CHASSIS GALVANIZED SER. IIA-III 88	PLE416	\$2,499.00
CHASSIS GALVANIZED OEM 88 SER.IIA-III	RNE416	\$2,799.00
CHASSIS GALVANIZED 109 SW SER.IIA 6CYL	PLQ322	\$3,499.00
CHASSIS GALVANIZED 109 SW SER.III 6CYL	PLH416	\$3,499.00
CHASSIS GALVANIZED SER.IIA-III 109 REG	PLE412	\$3,195.00
CHASSIS GALVANIZED SER.IIA-III 109 SW	PLE413	\$3,299.00
CHASSIS GALVANIZED 109" MILITARY	PLE414	\$4,520.00
CHASSIS GALVANIZED SER.II 1959-1961 88	PLE4162	\$2,499.00

Replacement Parts for Series Chassis

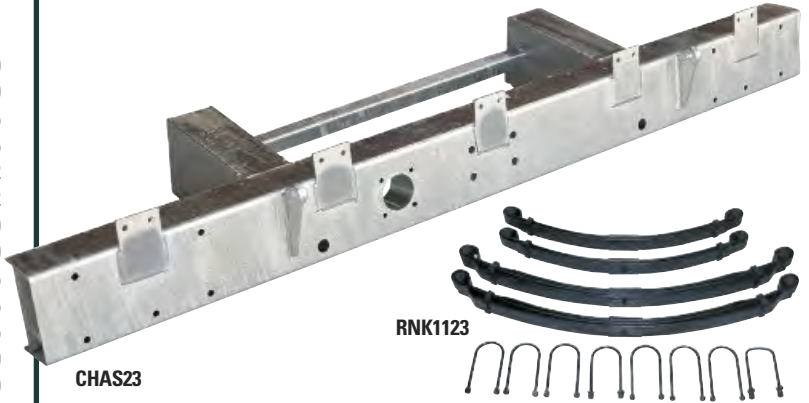
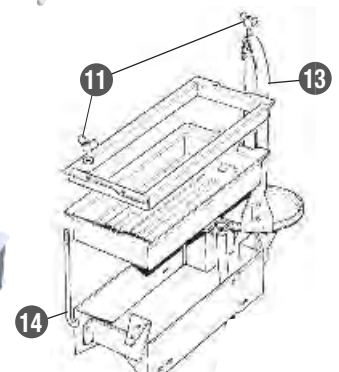
1. Rear Cross Member		
Civilian 88" w/18" extensions, w/spring perches, & bushings	RNE404	\$ 259.00
Civilian 109" w/6" extensions	NRC236-6S	\$ 239.00
Military 88" & 109" w/10" extensions, Galvanized	CHAS23	\$ 269.95
Military 88" Airportable (Lightweight) w/10" extensions	CHAS07	\$ 269.95
3. 109" LH Rear spring perch		
109" RH Rear spring perch	RNF382	\$ 86.92
109" RH Rear spring perch	RNF383	\$ 86.92
4. 109" Front of rear spring outrigger, left		
109" Front of rear spring outrigger, left	RNF381	\$ 153.49
5. 88" Body Support Outrigger and Fuel Tank Mount, right		
88" Body Support and Fuel Tank Mount, left	CHAS03	\$ 94.95
109" Body Support & fuel tank mount, right	CHAS20	\$ 115.95
109" Body Support & fuel tank mount, left	CHAS21	\$ 115.95
6. 88" Fuel Tank Front Outrigger RH		
109 Fuel Tank Front Outrigger RH	CHAS19	\$ 69.00
7. 88" Bulkhead Outrigger		
109" Bulkhead Outrigger	RNF458	\$ 119.95
8. 88" Transmission Cross Member		
109" Transmission Cross Member	CHAS15	\$ 139.95
109" Transmission Cross Member	CHAS22	\$ 93.40



9. Front horn assembly, right Fits all civilian 88" & 109"	CHAS11	\$ 159.00
Front horn assembly, left Fits all civilian 88" & 109"	CHAS12	\$ 159.00
Repair Kit for Front Horn Contains all the pieces to rebuild one frame horn (not assembled) Series IIA	CHAS13A	\$ 69.95
Series III	CHAS13B	\$ 69.95
10. Auxiliary Fuel Tank Outrigger	CHAS05	\$ 63.95

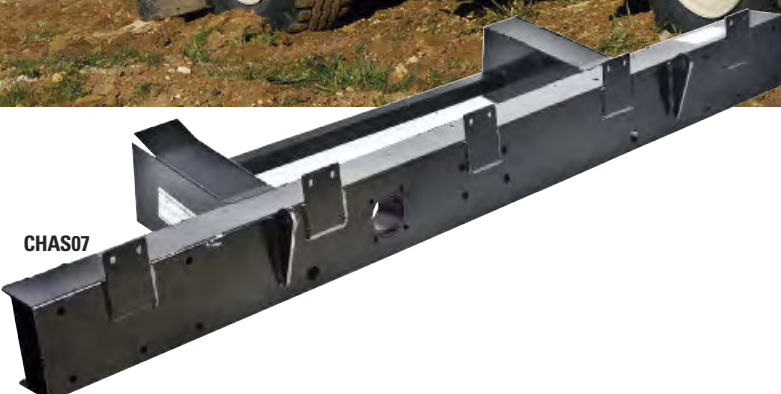
Battery Casing and Air Cleaner Support, Series II, IIA, III, 2.25 petrol

11. Wing Nut	RNB576	\$ 5.55
12. Stud for Wing Nut	RNA983	\$ POA
13. Hold Down Bracket for Battery, 2.25 litre	RNC506	\$ 21.95
14. J-Bolt Late Series IIA, III	PLC417	\$ 4.95



Series II, IIA, III Chassis Kits

SPRING & SHOCK KIT SWB SERIES IIA & III	PLK5123	\$ 599.00
SPRING & PROCOMP SHOCK KIT IIA & III SWB	PLK5223	\$ 699.00
PARABOLIC SPRING KIT w/OME SHOCKS 109"	RNK1123109	\$1,099.00
PARABOLIC SPRING w/PRO COMP SHOCKS 109in	RNK1123109PC	\$ 879.00
PARABOLIC SPRING KIT w/OME SHOCK 88"	RNK112388	\$1,089.00
PARABOLIC SPRING w/PRO COMP SHOCKS 88in	RNK112388PC	\$ 869.00
PARABOLIC SPRING SET OF 4-2/3LEAF 88+109	RNK1123	\$ 699.00
PARABOLIC SPRING SET OF 4-2/4LEAF 88+109	RNK1124	\$ 759.00
PRO COMP SHOCK SET OF 4 II-III 88 NITRO	PCS3088	\$ 199.00
PRO COMP SHOCK SET OF 4 II-III 109 NITRO	PCS3109	\$ 209.00
OME GAS SHOCKS SET OF 4 IIA & III 88"	OMESK88	\$ 519.50
OME GAS SHOCKS SET OF 4 IIA & III 109"	OMESK109	\$ 429.00
CHECK STRAP KIT 88"	RNK5141	\$ 99.50
CHECK STRAP KIT 109"	RNK5142	\$ 99.50
SPRING & SHOCK HARDWARE MOUNT KIT SER 88	RNK5143	\$ 204.24
SPRING & SHOCK HARDWARE MOUNT KIT SER 109	RNK5144	\$ 209.10
STEERING RELAY UNIT SERIES IIA & III	PLE493	\$ 89.90
MOTOR & TRANSMISSION MOUNT KIT SERIES	RNK5145	\$ 19.99
BRAKE PIPE KIT 88 SINGLE SYSTEM	RNK680	\$ 169.90



CHAS07

BRAKE PIPE KIT 109" SINGLE SYSTEM.....	RNK681	\$ 184.50
BRAKE PIPE KIT 88" SER IIA DUAL POWER.....	RNK682	\$ 209.66
BRAKE PIPE KIT 88" SER III DUAL POWER.....	RNK683	\$ 229.95
EXHAUST KITS (pipes only)		
NRP STAINLESS EXHAUST 88" SERIES II-III.....	RNE0001AA	\$ 599.95
EXHAUST KIT 88" RH EXIT MUFFLER.....	RNK059	\$ 139.00
EXHAUST KIT 88" LH EXIT MUFFLER.....	RNK060	\$ 229.00
EXHAUST KIT 109" REG RH.....	RNK061	\$ 253.98
EXHAUST KIT 109" REG LH.....	RNK062	\$ 249.98
EXHAUST KIT 109" SW EARLY UP TO SUFF C.....	RNK063	\$ 179.99
EXHAUST KIT 109" SW LATE FROM SUFF C ON.....	RNK0631	\$ 139.00
EXHAUST KIT 109 ExMOD RH.....	RNK064	\$ 169.00
EXHAUST KIT 109 ExMOD LH.....	RNK065	\$ 259.00
HARDWARE KIT EXHAUST 88" & 109" REG.....	RNK050	\$ 24.39
EXHAUST HARDWARE KIT 109" SW.....	RNK058	\$ 99.98
CANISTER HANGER KIT 88 & 109 REG SERIES II-III		
FOR LH EXIT MUFFLER.....	RNK056	\$ 19.95
CANISTER HANGER KIT 109" SW.....	RNK0561	\$ 13.95
TAILPIPE HANGER KIT, 109" S.W. SERIES II-III.....	RNK055	\$ 24.95
TAILPIPE HANGER KIT RH EXIT 88" SER II-III.....	RNK052	\$ 29.95
TAILPIPE HANGER KIT LH EXIT 88" SER II - III.....	RNK053	\$ 34.99
TAILPIPE HANGER 109" REG SER II-III.....	RNK0531	\$ 69.43
INTERMEDIATE HANGER ASSY 88" SER II-III.....	RNK051	\$ 19.95
INTERMEDIATE HANGER ASSY 109" SW 4 CYL.....	RNK054	\$ 39.95
INTERMEDIATE HANGER ASSY 109" REG.....	RNK0541	\$ 71.75



Series IIA, III Chassis Base Kits

88 BASE CHASSIS KIT RNK9991 Includes:

- 88 Galvanized Chassis
- Front & Rear Standard Duty OEM Leaf Springs with Mounting Hardware
- Front & Rear Shock Absorbers with Mounting Hardware
- Rear Check Strap Set
- Steering Relay Assembly
- Motor Mounts with Hardware
- Transmission Mounts with Hardware



BASE CHASSIS KIT SERIES 88.....RNK9991 \$ 3,399.00



109 BASE CHASSIS KIT RNK9992 Includes:

- 109" Station Wagon 4 Cyl. Galvanized Chassis
- Front & Rear Standard Duty Parabolic Springs with Hardware
- Front & Rear Pro Comp ES9000 Gas Shocks with Hardware
- Rear Check Strap Set
- Steering Relay Assembly
- Motor Mounts with Hardware
- Transmission Mounts with Hardware

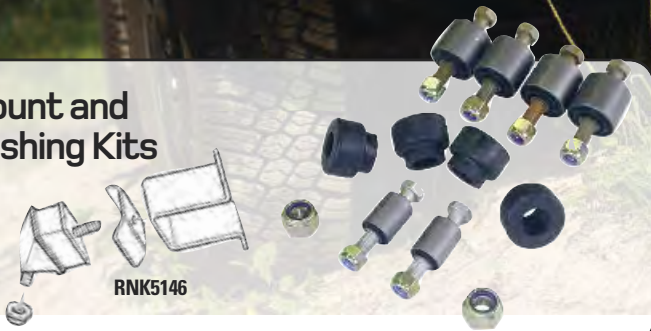


BASE CHASSIS KIT W/PARABOLICS SER 109 SW.....RNK9992 \$ 4,495.00

Restoration Chassis for Land Rover



Mount and Bushing Kits



RNK5146

- Transmission Mount Kits
- Engine Mount Kits
- Body Mount Kits

New replacement chassis for Discovery II

Hot dipped galvanized finish for superior corrosion resistance.

For NAS Discovery II V8 models.

Discovery II Galvanized Chassis, 1999-2002	PLQ133	\$ 6,575.01
Discovery II Galvanized Chassis, 2003-2004	PLQ134	\$ 6,575.01

Brake Lines

Discovery II Complete vehicle kit. Includes all flexible hoses, steel brake pipes, and retainer clips from Land Rover Genuine Parts	RNK684	\$ 1,079.00
Discovery II Complete vehicle kit. Includes ProLine flexible hoses with Land Rover Genuine Parts steel brake pipes, and retainer clips	PLK684	\$ 799.00

Discovery II Suspension Bushing Kits

Suspension Bushing Kit, Front, non ACE, Genuine	RNK5919	\$ 579.00
Suspension Bushing Kit, Front, non ACE, ProLine	PLK5919	\$ 169.95
Suspension Bushing Kit, Rear non ACE, Genuine	RNK5920	\$ 799.00

Suspension Bushing Kit, Rear non ACE, ProLine	PLK5920	\$ 499.95
Suspension Bushing Kit, Rear Air non ACE, Genuine	RNK5921	\$ 799.00
Suspension Bushing Kit, Rear Air non ACE, ProLine	PLK5921	\$ 499.95
Suspension Bushing Kit, Front with ACE, Genuine	RNK5922	\$ 699.00
Suspension Bushing Kit, Front with ACE, ProLine	PLK5922	\$ 194.95
Suspension Bushing Kit, Rear with ACE, Genuine	RNK5923	\$ 599.00
Suspension Bushing Kit, Rear with ACE, ProLine	PLK5923	\$ 199.00

Transmission Mount Kit

Discovery II, Genuine	RNK5146	\$ 99.99
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Engine Mount Kit

Discovery II, Genuine	RNK5147	\$ 195.00
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Body Mount Kit

Discovery II, Genuine	RNK5148	\$ 379.00
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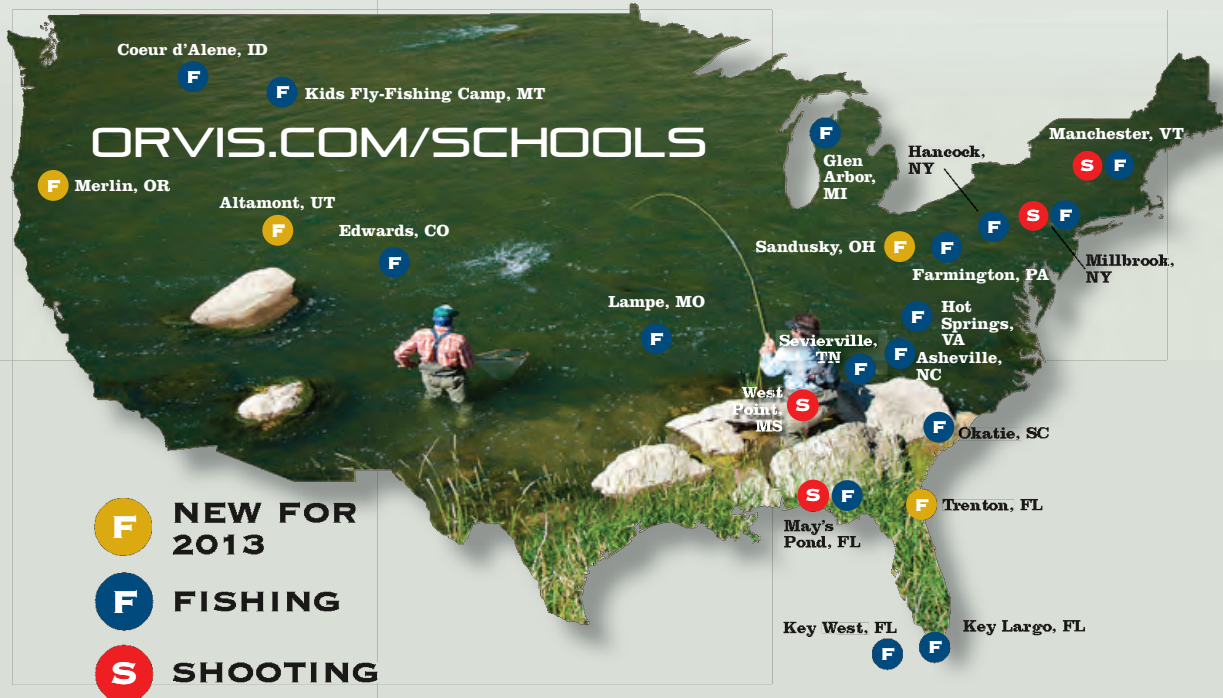


Discovery II Galvanized Chassis Shown. PLQ133

ORVIS®

Wherever you go in your Land Rover,

THERE WILL BE AN ORVIS
FLY-FISHING & WINGSHOOTING
SCHOOL NEAR YOU.





TF104

Dakar Alloy Wheel
 16" x 7", 33mm offset.
Fits: Defender, Discovery I, Range Rover Classic
 Black.....TF105 \$ 299.00 ea
 Silver.....TF104 \$ 299.00 ea



PLW216

Vented Road Steel Wheel
 16" x 6.5", 2-3/4" offset, finished in black.
Fits: Defender, Discovery I, Range Rover Classic
 RNW216, Genuine \$ 139.95 ea
 PLW216, ProLine \$ 99.50 ea



RNA5003

Modular Style Heavy Duty Steel Wheel
 16" x 7", finished in black, fits 16" tubeless tires up to 285/75.
Fits: Defender, Discovery I, Range Rover Classic
 RNA5003 \$ 89.99



PLC880

Series Land Rover Road Wheel
 16" x 5.5" 1-7/8" offset, black.
Fits: Series II, IIA, III
 RNC880, Genuine \$ 169.95 ea
 PLC880, ProLine \$ 98.95 ea



RNX021 PLX021 PLE186

Hub Caps
 Defender, Discovery I
 Genuine RNX021 \$ 4.95
 ProLine PLX021 \$ 1.95
 Defender, Genuine RNE186 \$ 8.95
 Defender, ProLine PLE186 \$ 2.95



Lug Nuts for Steel Wheels
RNS066
Fits: Series III, Defender, Discovery I, Range Rover Classic
 RNS066, Genuine, each \$ 4.49
 PLS066, ProLine, each \$ 1.31



Lug Nuts for Alloy Wheels
Stainless Capped RNX043 \$ 19.95



RNW216 shown painted Alpine white



RNA100A



RNA100B

RVS Beadlock Alloy Wheels

This super strong Terraforma alloy wheel is rated at 1300kg per wheel and with the unique 'bead lock ready' outer rim (sold separately - RNA100L) providing incredible rock damage resistance and protection. Includes wheel nut set.

16" x 7", 20mm offset, bead lock ready.

Fits: Defender, Discovery I, RR Classic

Anthracite ...RNA100A \$ 269.00 ea

BlackRNA100B \$ 269.00 ea





RND705

5



RNH669

6



RNH675

7



RNH673

8



RNC875

9



RNS865

11

Genuine Land Rover Hub Caps

- | | | |
|---|--------|----------|
| 4. Centre Cap, Alloy Wheel Bright Black | RNQ170 | \$ 29.95 |
| 5. Cap Wheel Center Discovery II | RND705 | \$ 24.90 |
| 6. Cap Wheel Center Jeweled for 18" Wheel Discovery II, Range Rover P38A, LR2, LR3, L320 & L322 | RNH669 | \$ 9.99 |
| 7. Cap, Wheel Center Pewter Discovery I & Tomb Raider Edition Defender..... | RNH675 | \$ 10.95 |
| 8. Cap, Wheel Center Quick Silver Range Rover Classic, Discovery I & Defender | RNH673 | \$ 7.99 |

- | | | |
|---|--------|----------|
| 9. Cap, Wheel Center Silver Sparkle Defender & Discovery I..... | RNC875 | \$ 11.95 |
| 10. Centre Finisher, Steel Wheel White D90..... | RNQ541 | \$ 6.99 |
| 11. Cap Wheel Center Polished Green/Silver..... | RNS865 | \$ 26.55 |
| 12. Wheel Center Cap Range Rover Classic | RND702 | \$ 14.50 |
| 13. Lug Nut for Alloy Wheel-Stainless Capped, ea ... | RNX043 | \$ 19.95 |
| Lug Nut for Alloy Wheel-Stainless Capped, ea | PLX043 | \$ 9.50 |



RVS Beadlock Alloy Wheels

Includes wheel nut set. 16" x 7", 35mm offset, bead lock ready.

Fits: Discovery II, Range Rover P38A

Black TF106 \$ 269.00 ea

Anthracite TF107 \$ 269.00 ea



TF108

Dakar Alloy Wheels

The Dakar wheel allows large diameter tyres to be fitted without compromising steering lock as well as giving a wide stance appearance and built in valve protection, 1450kg load rating. Uses original alloy wheel nuts.

16" x 7", 45mm offset. Fits:

Discovery II, Range Rover P38A

Black.....TF108 \$ 319.00 ea

Silver.....TF109 \$ 319.00 ea

RVS Alloy Wheel Bead Lock Kit

Fits Both Discovery I and Discovery II RVS wheels;

TF106, TF107, RNA100A, RNA100B,

Bead Lock Kit Set of 4, anthracite

RNA100L \$ 689.00

Bead Lock Ring Single, anthracite

RNA101L \$ 188.00



RNA5004

Vented Heavy Duty Steel Wheel

16" x 8", finished in satin black, fits 16" tubless tires up to 285/75.

Includes 5 steel lug nuts. Fits:

Discovery II, Range Rover P38A

BlackRNA5004 \$ 98.00 ea



1



2



3



1

Defender Genuine Land Rover Wheels

- | | | |
|--|----------|-------------|
| 1. Sawtooth 5-Spoke Alloy, 7Jx16, Set of 4 (includes center caps)..... | RNS842-4 | \$ 1,395.00 |
| Sawtooth 5-Spoke Alloy, 7Jx16, Set of 5 (includes center caps).... | RNS842-5 | \$ 1,729.00 |
| Centre Cap, Black & Silver Logo | RNS843 | \$ 18.69 |
| 2. Boost 5-Spoke Alloy, 7Jx16, Set of 4 (includes center caps) | RNS862-4 | \$ 1,498.00 |
| Boost, 5-Spoke Alloy, 7Jx16, Set of 5 (includes center caps) | RNS862-5 | \$ 1,890.00 |
| Centre Cap, Silver Logo | RNC875 | \$ 11.95 |
| 3. Dual Finish Five-Spoke Alloy, 7Jx16, Set of 4 (does not include center caps)..... | RNS863-4 | \$ 1,989.00 |
| Dual Finish Five-Spoke Alloy, 7Jx16, Set of 5 (does not include center caps)..... | RNS863-5 | \$ 2,490.00 |
| Centre Cap, Green & Gold Logo | RNS864 | \$ 26.55 |
| Centre Cap, Green & Silver Logo | RNS865 | \$ 26.55 |



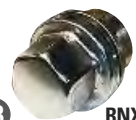
4

RNQ170 Fits: 1999 to '04 Discovery, All Freelander, 1995 & on Range Rover, (does not fit RRC), 2005 to '09 LR3, 2010 & on LR4, and 2006 & on Range Rover Sport. Also fits Range Rover Evoque.



12

RND702



13

RNX043

Lug Nuts for Alloy Wheels

Stainless Capped
Genuine RNX043 \$ 19.95
ProLine PLX043 \$ 9.50



Kahn Designs' elegant sculpted alloy wheels evolved through artistic innovation and state-of-the-art manufacturing and materials technology. With expertise based on 20 years of pursuing perfection, these 16" and 18" are the finest wheels we have ever offered.



COS18713

New



RNH669

COS16711



COS16713

New

Kahn 16x8" Defend 1948

16" x 8", finished in silver, matte black and piano black with diamond cut finish, 265/75/R16 tires, direct fit original nuts. **Fits: Defender**

16" Silver.....COS16711 \$ 459.00

16" Diamond Cut.....COS16713 \$ 489.00

16" Matt Black.....COS16712 \$ 459.00

LR Hubcaps

Bright Black.....RNQ170 \$ 29.95

Jeweled.....RNH669 \$ 9.99



COS18712

Kahn 18x8" Defend 1983

18" x 8", finished in silver, matt black and piano black with diamond cut finish, 265/65R18 Tires, direct fit original nuts. **Fits: Defender**

18" Silver.....COS18711 \$ 529.00

18" Diamond Cut.....COS18713 \$ 549.00

18" Matt Black.....COS18712 \$ 529.00

LR Hubcaps

Bright Black.....RNQ170 \$ 29.95

Jeweled.....RNH669 \$ 9.99



RNQ170



COS20711

New



COS20712

Kahn 20x9" Mondial

20" x 9", finished in volcanic black and piano black with diamond cut finish, direct fit original nuts.

Fits: Defender 2003 on

20" Diamond Cut.....COS20711 \$ 669.00

20" Volcanic Black.....COS20712 \$ 669.00

LR Hubcaps

Bright Black.....RNQ170 \$ 29.95

Jeweled.....RNH669 \$ 9.99



Shown above—Kahn Defender Concept 17 wide body by A. Kahn Design with Defend 1983 18" wheels, Defender 90 Wide Track Arch Kit, Defender Front Grille, Defender Side Vents and Arch Kit Mesh Inserts. Please inquire for other Kahn Defender products.



Wheels for the Range Rover and Range Rover Sport are also offered by Kahn. Shown above—Kahn Range Rover Sport Mille Miglia Edition shown with 22" RS 600 wheels.

(800) 403-7591 www.roversnorth.com 47



Proven Overland Equipment for Land Rover

NEW Safari-Equip Expedition Roof
Opens in 30 Seconds



NEW Safari-Equip Expedition Roof Top

Expedition Roof Top provides a secure and comfortable bed that deploys easily within seconds using two powerful gas struts. A discrete modification to any 110 or 109, the top features a large comfy bed suitable for 2 adults and allows interior access from sleeping area to front seats without exiting the vehicle.

Standard features include aluminum corrosion proof structure with stainless steel fittings, internal and external locks, sleeping platform, mattress, hydraulic rams, interior lighting, marine grade fabric sides with windows, vents, and gutters.

Optional features include custom colors, custom windows and screens, light bar, interior LED lighting, roof rack, rooftop mounted equipment lockers, AwnWing mount, and more. Roofs are custom built to your specification.

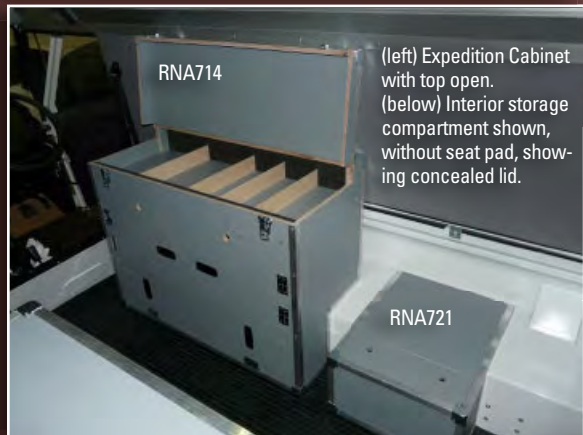
Custom built for Defender 110 or Series II - III 109

Expedition Roof Top System RNA7412.....Starting at \$6,950.00

Proven Overland Equipment



Expedition Cabinet with Slide Table extended



(left) Expedition Cabinet with top open. (below) Interior storage compartment shown, without seat pad, showing concealed lid.

Expedition Interior Storage Compartments

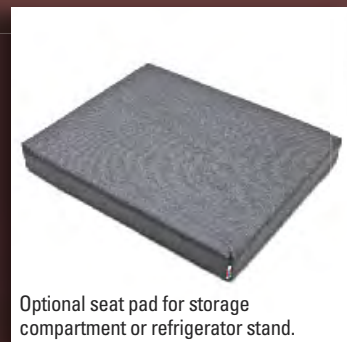
Fits: Series II-III 109 and Defender 110 Hard top and Station Wagon models

Constructed of alloy edged phenolic coated plywood for durability, noise dampening, and comfort feel in extreme temperatures. Features hingeless top access storage compartment that becomes concealed when optional seat cushion is installed. Modular design allows for a variety of placement. Can be mounted as stand alone, in multiples and or in conjunction with other expedition cabinets.

Expedition Cabinet with Slide Table	RNA714	\$ 1,289.00
Interior Storage Compartment	RNA721	\$ 369.00
Seat Pad for Storage Compartment, in Twill Vinyl	RNA721SP	\$ 199.95
Expedition Refrigerator Stand with Storage	RNA718	\$ 438.00
Seat Pad for Expedition Fridge Stand, in Twill Vinyl	RNA718SP	\$ 189.95



Refrigerator stand. Show above with refrigerator fitted.



Optional seat pad for storage compartment or refrigerator stand.

Seat pads are available custom trimmed to match your interior fabric.
Twill Vinyl shown.





Expedition AwnWing

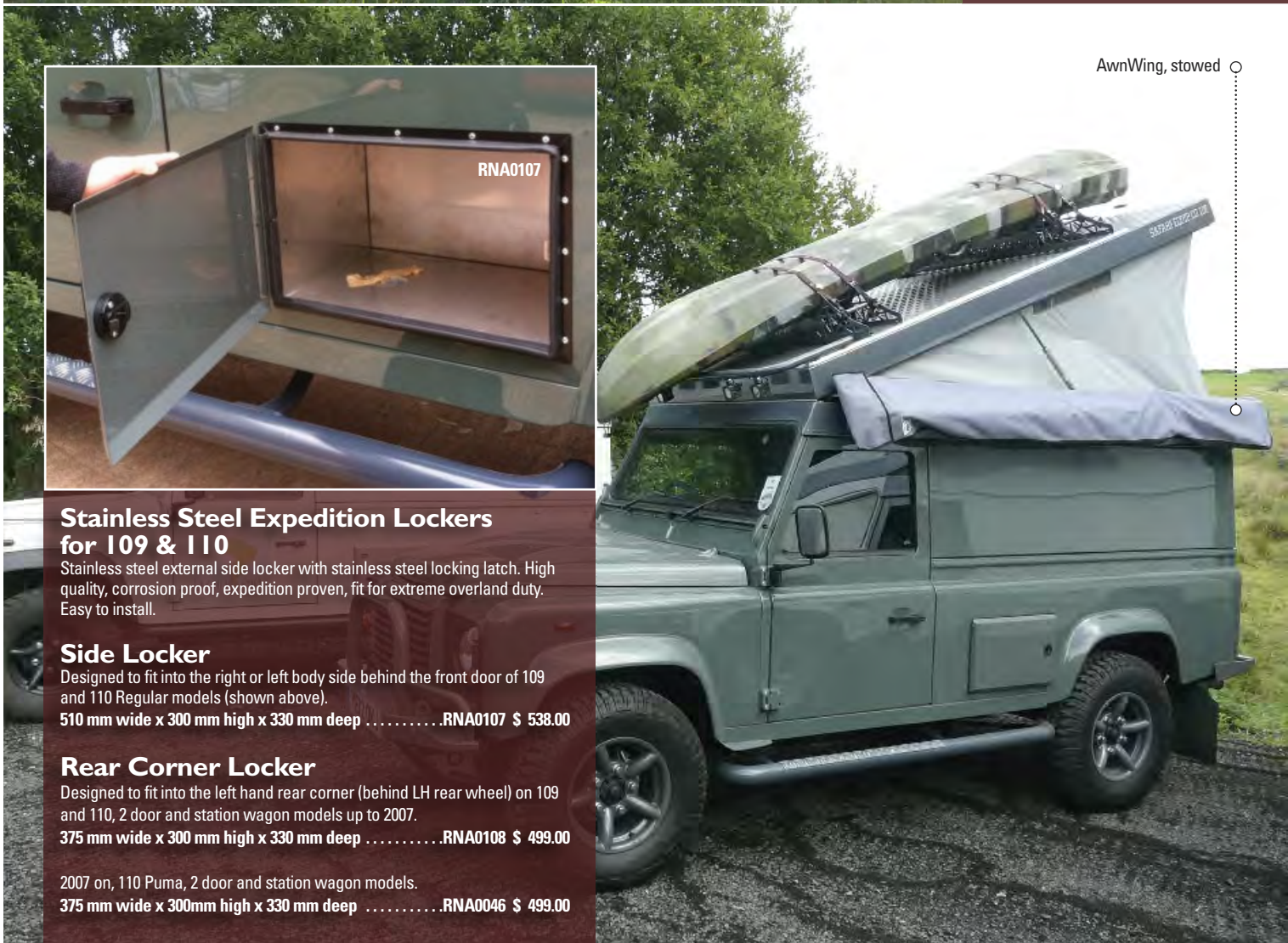
The AwnWing features a one motion, easy opening mechanism (see YouTube video below). Once expanded the wing provides a sturdy shelter for work or camping. Robust aluminum frame construction with waterproof marine grade sailcloth. Covers lefthand side and rear of 109 or 110 vehicle.

Compact dimensions: 106" x 10" x 6"
Expanded Awning Radius: 95 inches from left rear corner.

Fits: 109, 110
AwnWing RNA731 \$ 1,699.00

<http://youtu.be/5BuJPHm7QTo>



AwnWing, stowed ○



Stainless Steel Expedition Lockers for 109 & 110

Stainless steel external side locker with stainless steel locking latch. High quality, corrosion proof, expedition proven, fit for extreme overland duty. Easy to install.

Side Locker

Designed to fit into the right or left body side behind the front door of 109 and 110 Regular models (shown above).
510 mm wide x 300 mm high x 330 mm deepRNA0107 \$ 538.00

Rear Corner Locker

Designed to fit into the left hand rear corner (behind LH rear wheel) on 109 and 110, 2 door and station wagon models up to 2007.
375 mm wide x 300 mm high x 330 mm deepRNA0108 \$ 499.00

2007 on, 110 Puma, 2 door and station wagon models.
375 mm wide x 300mm high x 330 mm deepRNA0046 \$ 499.00

Defending the Soul

By Jeffrey Aronson

In 1991, Land Rover stamped the name “Defender” on the front of the Land Rover 90/110 lineup, acknowledging that this 200 Tdi-powered vehicle traced its heritage back to the Series Land Rover of 1948. The end of Defender production in 2015 threatens that legacy.

For Land Rover, the Defender has served, very successfully, as their “halo car”—the brand ambassador for all that Land Rover ownership should represent. The Series I–III, Land Rover 90, 110, 127 and the Defender 90, 110, 130 demonstrated Land Rover capacity for versatility, durability, ruggedness, off-road capability, adventure and timelessness. These Land Rovers spoke to their owner’s pride in authenticity, self-reliance, hard work, curiosity, endurance and individual achievement.

Eighteen years ago, a Land Rover North America brochure stated that, “The word ‘pedigree’ is not often used when referring to sports-utility vehicles. But in the case of the Defender 90, all references to heritage and bloodlines are perfectly justified. The Defender is, after all, a direct descendent of the original Land Rover that emerged from Solihull in 1948. Over the years, Defender has won respect and affection from explorers, ranchers, royalty, police and military leaders all over the world. In the process, it has become a legend among four-wheel drive vehicles. The Defender 90 was designed and built for severe duty right from Day One.”

With the run-out of the Defender, Land Rover risks losing more than its brand ambassador, but its soul as well. Yes, Land Rover has delighted enthusiasts with its newest models: Range Rover, Range Rover Sport, Range Rover Evoque, LR4 and LR2. They’ve proven themselves as leaders in their selected markets—but none of them fulfills the role held now by the Defender.



Original 1983 Land Rover One Ten brochure.

The Defender represents what lies underneath the purchase and long-term commitment to the other Land Rover models. It is simple, durable and extremely capable. It wears its accomplishments modestly, but is recognized everywhere. There’s a reason that people of all ages ask Defender owners for a ride, just so they can say that they’ve experienced one in their lifetimes.

Its platform—a girder strength box chassis, long travel coil suspension on solid axles with permanent four-wheel drive, and superbly geared and rugged transmission—permits a level of customization to meet any need. It’s brilliantly sized for load capacity, balance, ascent/departure angles and threading its way through narrow trails or rockbound passes. While NAS Defender 90 enthusiasts enjoy a sturdy and powerful V-8, RoW (Rest of World) owners benefit from cutting-edge diesel technologies that produce all the torque and horsepower required, while returning fabulous fuel mileage.

We’re hopeful that Land Rover will excite us with the Defender’s successor, but equally concerned that Land Rover might disappoint us by cutting out its soul. Yes, the marketplace for vehicles has changed over the past 23 years, but the qualities and capabilities represented by the Defender remain intact. Enthusiasts don’t want a “parts bin mash up” and they certainly don’t want a replicar, like the current Jeep Wrangler or the cartoonish FJ Cruiser [*in its final year of production –ed*]. We know you can do it, Land Rover. In the meantime, we’ll feed our souls by keeping our Defenders alive and kicking. //





TATION WAGON

130 QUADTEC 1

110 WORKSHOP



Left: 1993 Land Rover Defender 110 NAS advertisement.



Above, top to bottom: Defender 130 Utility, Defender 110 Camel Trophy.

Own one of these legendary forms of jungle transportation

Most consider it the most iconic vehicle around. It's a proven performer through the toughest of conditions. Available in the Americas, Africa, Europe, the Middle East, Asia, Australia, the UK and New Zealand. From the iconic Defender 110 to the Defender 130, it's all available in a range of configurations. Contact your local Land Rover dealer for more information.

Adventure Ready. Out of Doors. There are 500 Land Rover Defender 110s available in America, more than ready to handle anything the country has to offer.

Building roads. There are 100,000 military roads built around the world. Land Rover 110 is the most reliable vehicle in the world. It's the only vehicle that can handle the toughest terrain. It's the only vehicle that can handle the toughest terrain. It's the only vehicle that can handle the toughest terrain.

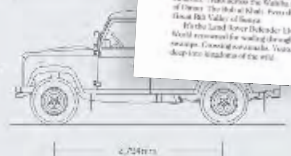
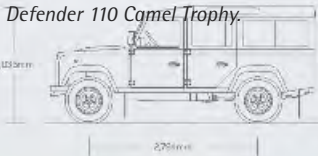
DEFENDER 110



Once you step out of the new Land Rover, you're on your own.

The legendary Land Rover Defender 90 has made it through some of the toughest terrain in the world. It's the only vehicle that can handle the toughest terrain. It's the only vehicle that can handle the toughest terrain. It's the only vehicle that can handle the toughest terrain.

DEFENDER 90



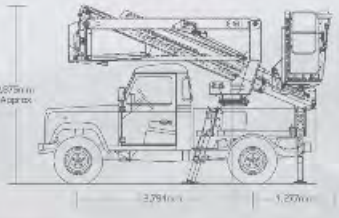
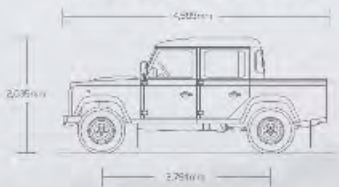
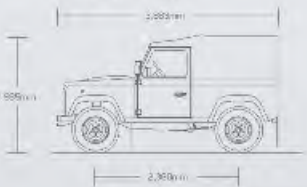
Right: 1995 Land Rover Defender 90 NAS advertisement.

90 SOFT TOP

110 DOUBLE CAB PICK UP

130 QUADTEC 4

110 HYDRAULIC PLATFORM



90 STATION WAGON

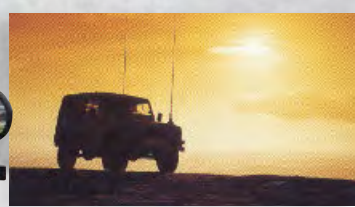
110 SOFT TOP

90 WORKSHOP

130 DOUBLE CAB HIGH CAPACITY PICK UP



Defender 130 Rescue Vehicle.



Left: Today, there are over 55,000 Land Rover Defender vehicles in active service with armed forces around the world.



Above: 2013 Bowler Wildcat. Land Rover proven components in the Dakar Rallye from 1979.



Product Information

Standard Front Seats in Black Vinyl

Exmoor Trim produce a range of Series II-III seating that is simply as good as it gets.

The front seat cushions and squabs use modern high quality foam, have superb feel and ride. Fitted with the metal back plates beautifully reproduced as original and not with a substandard wooden frame—an important safety factor. The Standard, Elephant Hide and Deluxe seat

backs are supplied with new pivot bolts, nylon washers and locking bolts, if you require leather retaining straps then these are available separately. Seat belts not included.

Seat Cushion Set in Black Vinyl

Front Set of 6 Cushions.....EXT371-BV	\$ 429.00	Centre Bottom.....EXT377-BV	\$ 47.00
Individual Seat Cushions in Black Vinyl		Centre Back with Fixing Pins.EXT376-BV	\$ 89.50
Outer Bottom Non-Adj.....EXT374-BV	\$ 68.00	Outer Back with Fixing Bolts.EXT372-BV	\$ 89.50
Outer Bottom for Adj. Tray...EXT375-BV	\$ 69.00	Outer Back with Fixing Pins.EXT373-BV	\$ 89.50



Product Information

Standard Front Seats in Elephant Hide Grey Vinyl

seating was introduced into mainstream Land Rover production in 1954, and used to great effect in the Series II and IIA interiors.

At the time there were on average 1700 Land

Rovers rolling off the production line a week. Taking in to account model variations and seating types, the result was over

1000 seats a day going through the exceptionally busy trim shop. We now have a material that's a superb reproduction and gives all of the features that are so important if restoring these historic vehicles. Now manufactured with modern quality vinyls that give the same effect and long life as this classic material has done for over 40 years. Seat belts not included.

Seat Cushion Set in Elephant Hide Grey Vinyl

Front Set of 6 Cushions.....EXT371-EHG	\$ 637.22	Centre Bottom.....EXT377-EHG	\$ 93.50
Individual Seat Cushions in Elephant Hide Vinyl		Centre Back with Fixing Pins.EXT376-EHG	\$ 118.00
Outer Bottom Non-Adj.....EXT374-EHG	\$ 89.50	Outer Back with Fixing Bolts.EXT372-EHG	\$ 139.00
Outer Bottom for Adj. Tray...EXT375-EHG	\$ 99.79	Outer Back with Fixing Pins.EXT373-EHG	\$ 139.00



Product Information

Extreme Hi-Back Front Seat Assembly

Designed for comfort and improved support for your Series Land Rover. The seat back has twice the height of a standard seat back with integral head rest, rear pocket and internal steel frames for strength and durability. Sculptured back and raised base sides hold you in place on or off-road making those longer journeys easier.

Supplied with new pivot bolts, nylon washers, locking bolts and leather retaining straps.

EXT370-TC

Extreme H-Back Front Seat Assembly Includes one base and matching back

Black Vinyl.....EXT370-BV	\$ 279.00	Moorland.....EXT370-MR	\$ 328.96
Denim Twill.....EXT370-DT	\$ 295.00	Techno.....EXT370-TC	\$ 328.96
Dark Grey Vinyl.....EXT370-DGV	\$ 288.44	Logo Tan.....EXT370-LRB	\$ 328.96
Caviar.....EXT370-CA	\$ 307.61	Black Leather.....EXT370-BL	\$ 473.11
		Logo Black.....EXT370-LRBK	\$ 369.00



Product Information

Deluxe Front Seats in Black Vinyl

This style of deluxe front seats was used throughout the production run of the Series III Land Rover with its distinctive sculptured design and face fluting running from front to back in the centre panels of the seats. The centre seat back mounts with pin type fittings and the outer seat backs mount with fixing bolts that use internal threads for securing upright into adjustable trays.

Seat Cushion Set in Deluxe Black Vinyl

Front Set of 6 Cushions.....EXT378-1	\$ 459.00	Centre Bottom.....EXT378-5	\$ 62.50
Individual Deluxe Seat Cushions in Black Vinyl		Outer Back with Fixing Bolts.EXT378-2	\$ 89.75
Outer Bottom for Adj. Tray...EXT378-3	\$ 78.50	Centre Back with Fixing Pins.EXT378-4	\$ 74.50

For more Cubby Box choices see page 59.

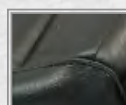


Product Information

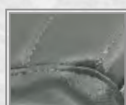
Cubby Boxes Sturdy Cubby box with padded lid and vinyl trimmed wooden body, twin cup holder and carpet lined inside, brass locking stay and hinges on lid. Screw fixings supplied. Will fit all Land Rovers from Series I to Defender.

Front Cubby Box

Black Vinyl.....EXT015-BV	\$ 149.00	G4 Dimple.....EXT015-G4	\$ 150.00
Denim Twill.....EXT015-DT	\$ 149.00	Mondus 2007.....EXT015-BSM	\$ 150.00
Dark Grey Vinyl...EXT015-DGV	\$ 149.00	Black Leather.....EXT015-BL	\$ 159.00
Caviar.....EXT015-CA	\$ 149.00	Grey Leather.....EXT015-GL	\$ 159.00
Elephant Hide Vinyl EXT015-EHG	\$ 159.00	XS 1/2 Leather.....EXT015-XSBR	\$ 150.00
Techno.....EXT015-TC	\$ 148.00	Logo Black.....EXT015-LRBK	\$ 150.00
Logo Tan.....EXT015-LRB	\$ 150.00	Outlast Blk Canvas.EXT015-OBC	\$ 150.00
		Rayleigh.....EXT015-RA	\$ 148.00



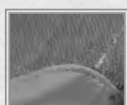
Black Vinyl



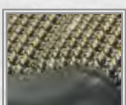
Dark Grey Vinyl



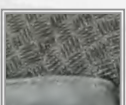
Caviar



Demin Twill



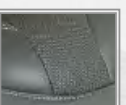
Moorland



Techno Cloth



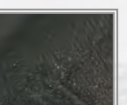
Logo Tan



G4 Dimple



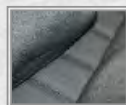
Rayleigh



Outlast Black Canvas



Mondus 2007



Black Leather



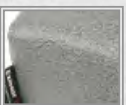
Grey Leather



XS 1/2 Leather



Logo Black



Elephant Hide



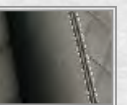
Diamond XS Blk



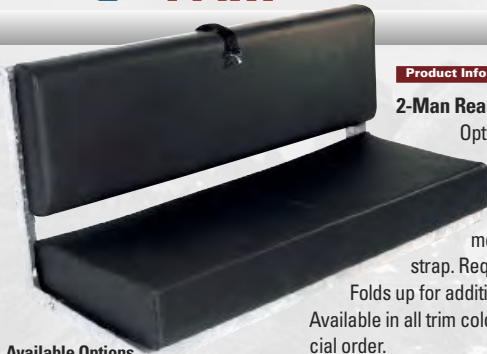
Diamond XS Red



Diamond XS Wht



Diamond XS



Product Information

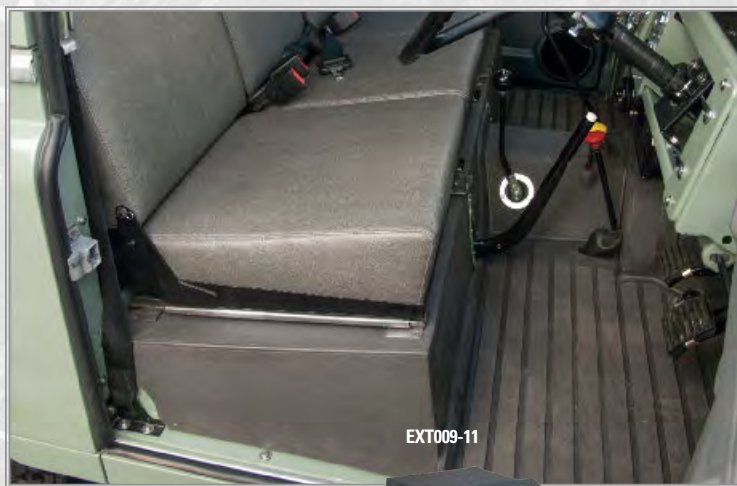
2-Man Rear Side Bench Seat Assembly

Optional folding, side facing, seat assembly as fitted to Series II through Defender up to 2007. Each seat is supplied with mounting hardware and retaining strap. Requires two lap type seat belts.

Folds up for additional storage when not in use. Available in all trim colours shown on page 54 by special order.

Available Options

Rear Side Bench Seat Kit in Elephant Hide Vinyl, Galvanized Frame.....	EXT003-EHG \$	248.00
Rear Side Bench Seat Kit in Black Vinyl, Galvanized Frame.....	EXT003-BV \$	229.00
Rear Side Bench Seat Kit in Black Vinyl, Black Frame	PLB711 \$	129.00
Bottom Cushion only in Black Vinyl.....	PLB708 \$	48.20
Bottom Cushion only in Elephant Hide Vinyl	EXT005-EHG \$	69.50



EXT009-11

Elephant Hide Grey vinyl seat set EXT371-EHG installed with Moulded Matting System EXT009-11.



EXT009-11

Series II-III Moulded Matting System

One-piece insulated rubber for superior sound proofing and wear durability. Approved by Land Rover. "This is the Kit." EXT009-11 \$ 895.95

Series IIA-III Trim Kit, Footwell Area

Identical to original LHD Series 1959 -1984 trim. Kits include lower dash trim, kick panel top and outer side trim, tunnel cover trim and seat box trim. Available in Black Hardura coated felt or Black Hardura coated foam with bound edges. Hard wearing and easy to clean.

Fits: Series IIA-III, 4cyl, LHD. Will require some trimming when fitted to early Series II-IIA positive earth models, and RHD models.

Will not fit 88 Air Portable, V8 109, and 6 cylinder 109 models.

ProLine Trim Kit with original felt backing.....	RNI0001 \$	239.00
Exmoor Trim Kit with modern foam backing.....	EXT023-1 \$	301.69
Tunnel Cover only, original felt backing.....	RNC128 \$	84.95



RNI0001

RNC128



EXT250-6KHC

Series II, IIA, III Canvas Tops

The Premium top from Exmoor Trim is specifically manufactured for the vehicle restorer. We are fortunate enough to have all the original drawings from Land Rover for these tops and the knowledge of the original manufacturing methods and materials of which we have gone through exactly to produce this top.

Great care has been taken in selecting the correct materials and detail where it matters most by using the original 3 strand twisted ropes, vinyl fuel splash patch and pre shrunk windows tape sealed in the original way and many more fine details, but most importantly of all the fitting is exact and once the top has settled down they look great.

Our skilled staff understand exactly what is required and ensure that all our Tops are made with care and attention to detail. Deep Weave Canvas is the new benchmark set by Exmoor Trim when using a 100% natural Cotton fiber. By using modern manufacturing techniques and water proofing we have reproduced the original color, greatly reduced shrinkage and retained all the crucial features that all our customers have come to expect from an Exmoor Trim Top. See page 64 for more tops.

Product Information



Series II, IIA, III 88" Full Canvas Top

88" Khaki Green.....	PREM250-1KHC \$	629.00
88" Sand.....	PREM250-2SAC \$	731.85
88" Khaki Green WSW	PREM250-6KHC \$	647.90
88" Sand WSW.....	PREM250-7SAC \$	647.90

Series II, IIA, III 88" 3/4 Canvas Top

88" 3/4 Khaki Green.....	PREM251-1KHC \$	611.51
88" 3/4 Sand.....	PREM251-2SAC \$	611.51
88" 3/4 Khaki Green WSW	PREM251-5KHC \$	658.17
88" 3/4 Sand WSW	PREM251-6SAC \$	658.17

Series II, IIA, III 109" Full Canvas Top

109" Khaki Green.....	PREM252-1KHC \$	702.90
109" Sand.....	PREM252-2SAC \$	866.01
109" Khaki Green WSW	PREM252-6KHC \$	792.00
109" Sand WSW.....	PREM252-9SAC \$	792.00

Series II, IIA, III 109" 3/4 Canvas Top

109" 3/4 Khaki Green.....	PREM255-1KHC \$	576.40
109" 3/4 Sand.....	PREM255-2SAC \$	576.40
109" 3/4 Khaki Green WSW	PREM255-5KHC \$	847.28
109" 3/4 Sand WSW	PREM255-6SAC \$	653.40

WSW - With Side Windows, FFR - Fitted For Radio.



EXT253-1KHC

Bikini Hood

88/109" Bikini Khaki Canvas.....	EXT253-1KHC \$	269.95	88/109" Bikini Black Canvas.....	EXT253-4BKC \$	249.95
88/109" Bikini Sand Canvas.....	EXT253-2SAC \$	289.00	88/109" Bikini Black Stayfast.....	EXT253-5BKMS \$	371.44



Khaki Green



Sand



Black



Blue



Product Information

The Modular seat from Exmoor Trim

provides superior comfort and support. Offering raised sides to the seat bottom and back rest with high density foam to give a snug fitting seat with improved lumbar and rear pocket as standard. The seat base can still be removed allowing easy access to your battery. As with all Exmoor Trim seats, options are available for pneumatic lumbar supports and seat heaters.

A good all round seat ideal for on or off-road use. Approved by Vehicle Certification Agency (VCA). Mark 1 Impact Tested (Millbrook Testing Ground). Approved worldwide and certification supplied with every seat.

Sold in pairs.

Add Factory Installed Heat or Lumbar support to any seat, see p 57.

Defender Modular Front Seats, Sold in Pairs

Pair, Black Vinyl.....EXT301-BV	\$1,439.00	Pair, Blk Span Mondus...EXT301-BSM	\$1,623.19
Pair, Dark Grey Vinyl.....EXT301-DGV	\$1,516.90	Pair, XS 1/2 LeatherEXT301-XSBR	\$1,860.14
Pair, Caviar.....EXT301-CV	\$1,527.97	Pair, Grey LeatherEXT301-GL	\$2,142.97
Pair, Denim Twill Vinyl...EXT301-DT	\$1,527.97	Pair, Black LeatherEXT301-BL	\$2,142.97
Pair, MoorlandEXT301-MR	\$1,547.90	Pair, Logo Tan.....EXT301-LRB	\$1,547.90
Pair, Techno.....EXT301-TC	\$1,547.90	Pair, Logo Black.....EXT301-LRBK	\$1,664.33

All new Fixed Seat Riser

This new Exmoor Trim seat riser and rail protector with the Range Rover grill incorporated into the design to give them an up to date and stylish product finish. They are now available as either left hand or right hand and are simply installed beneath your existing seat runners to give extra space between steering wheel and seat back, ideal for taller drivers.

Quick and easy to install with 3 positions to bolt your seat to, each position giving increased leg room to the driver or passenger with exceptional seating posture and seat travel. The raised outer side gives extra protection to the seat runner from damage. The riser is made from 2.5mm steel for maximum strength with a black graphite finish. Comes complete with fittings and instructions.

Sold per seat.

Left Fixed Seat Riser Set
EXT010-5LH \$ 135.20

Right Fixed Seat Riser Set
EXT010-5RH \$ 135.20

EXT010-5RH



Product Information

Premium Modular Range



The premium range of Modular seating from Exmoor Trim gives unrivalled levels of comfort and support with the iconic look of the Puma LXV Defender. These are available in the range listed below plus bespoke tailored Leather finish of the Exmoor Trim Signature range. All seats are available with the option of Exmoor or OEM heaters and pneumatic lumbers for added comfort. They come with a large rear pocket and, as standard, removable base for access below the seat.

Approved by Vehicle Certification Agency (VCA) Mark 1 impact tested (Millbrook Testing Ground) Approved worldwide certification with every seat.

Sold in pairs.

Also available by special order our Premium Cubby box trimmed to match your seating.

Add Factory Installed Heat or Lumbar support to any seat, see p 57.

Defender Premium Modular Front Seats, Sold in Pairs

Pair, XS Black Rack-White Stitching.....EXT301PREM-XS	\$ 1,947.16
Pair, XS Vinyl with Perforated Centre Panels -White Stitching...EXT301PREM-XSPERF	\$ 1,860.14
Pair, LXV Style w/Perforated Centre Panels -Orange Stitching...EXT301PREM-LXV	\$ 1,860.14
Pair, XS Vinyl w/Logo Black Centre Panels-Green Stitching.....EXT301PREM-XSLRBK	\$ 1,860.14
Pair, XS Vinyl w/Logo Tan Centre Panels-Tan Stitching.....EXT301PREM-XSLRB	\$ 1,860.14
Pair, Full Black Leather-Black Stitching.....EXT301PREM-BL	\$ 2,393.16
Pair, XS Vinyl w/G4 Dimple Centre Panels-White Stitching.....EXT301PREM-G4	\$ 1,860.14

For Fabric Swatches See page 54

Product Information



Defender Front Seat Bottom Cushion

PLF495

Twill Vinyl bottom cushion Driver/Pass.....PLF497	\$ 129.00
Car Denim Vinyl bottom cushion Driver/Pass.....PLF495	\$ 148.00
Dark Grey Vinyl bottom cushion Driver/Pass.....EXT310-DGV	\$ 139.00
Moorland Cloth bottom cushion Driver/Pass, Genuine.....RNF494	\$ 593.13
Black Vinyl, Driver/Pass.....EXT310-BV	\$ 119.00



Defender Front Seat Retrim Kits

Product Information

Exmoor Trim offers the Defender front seat kit as an alternative to replacing your entire front seat. This kit has been assembled with the vehicle restorer foremost in mind, allowing the individual to replace all the important external and internal small components that make all the difference to the finished job.

These kits only use OEM Denim and OEM vinyl sides and rear materials. The Premium Retrim kits include all new foams and seat & headrest covers, new replacement mechanism covers, adjuster knob, internal diaphragm, base pan plastic mountings, headrest finisher plates, headrest internal roll pins, spray adhesive and hardware. So you are guaranteed to be able to strip your seats down, restore all the metal work in the knowledge that all the seat components you need to finish your seat restoration are to hand.



Exmoor Trim Premium Retrim Kits

NAS Single Seat Retrim Kit, LH, Twill Vinyl.....	PREM315-LTV	\$ 219.00
NAS Single Seat Retrim Kit, RH, Twill Vinyl.....	PREM315-RTV	\$ 216.70
NAS Single Seat Retrim Kit, LH, Car Denim.....	PREM315-LCD	\$ 237.89
NAS Single Seat Retrim Kit, RH, Car Denim.....	PREM315-RCD	\$ 216.70
NAS Single Seat Retrim Kit, LH Moorland Cloth.....	PREM315-LMR	\$ 252.14
NAS Single Seat Retrim Kit, RH Moorland Cloth.....	PREM315-RMR	\$ 252.14
NAS Retrim Kit, Both Seats, XS 1/2 Leather.....	PREM316-XS	\$ 544.50

Exmoor Trim Standard Retrim Kits

Includes; back and bottom foams, back, bottom and headrest covers and spray adhesive.

Single Seat Retrim Kit, Black Vinyl.....	EXT315-BV	\$ 161.00
Single Seat Retrim Kit, Dark Grey Vinyl.....	EXT315-DGV	\$ 161.10
Single Seat Retrim Kit, Caviar.....	EXT315-CA	\$ 176.26
Single Seat Retrim Kit, Techno.....	EXT315-TC	\$ 195.00
Single Seat Retrim Kit, Denim Twill.....	EXT315-DT	\$ 169.00
Single Seat Retrim Kit, Moorland.....	EXT315-MR	\$ 229.00
Single Seat Retrim Kit, XS 1/2 Leather.....	EXT315-XSBR	\$ 276.82



ETUSA315-LTV



We have a wide range of trim options that compliment any Defender interior, from originality to upgrade and with premium materials in the Exmoor Signature range, please inquire.

Product Information

The Defender Elite Seat

is our most popular front seat for all Series or Defender models. The Defender Elite seat has unsurpassed comfort, support, style and hold.

Raised bolsters in the seat bottom and back give excellent longitudinal hold. A higher back also adds to superior comfort and support with advanced lumbar support. Reclines with adjustable twin stalk headrest and removable seat base for battery/storage access. Rear pocket as standard. As with all Exmoor Trim seats, options are available for pneumatic lumbar supports and seat heaters. A good all round seat ideal for on or off-road use. Our constant focus on quality with all our products ensures you get the best. Approved by Vehicle Certification Agency (VCA). Mark 1 Impact Tested (Millbrook Testing Ground). Approved worldwide and certification supplied with every seat. **Sold in pairs.**



EXT300-DT with EXT010-11N

Pair, Techno.....	EXT300-TC	\$ 1,725.25
Pair, Blk Span Mondus.....	EXT300-BSM	\$ 1,790.52
Pair, XS 1/2 Leather.....	EXT300-XSBR	\$ 1,953.69
Pair, Grey Leather.....	EXT300-GL	\$ 2,164.72
Pair, Black Leather.....	EXT300-BL	\$ 1,695.00
Pair, Logo Black.....	EXT300-LRBK	\$ 1,783.99

Defender Elite Front Seats

Pair, Black Vinyl.....	EXT300-BV	\$ 1,664.33
Pair, Dark Grey Vinyl.....	EXT300-DGV	\$ 1,664.33
Pair, Denim Twill Vinyl.....	EXT300-DT	\$ 1,703.49
Pair, Moorland.....	EXT300-MR	\$ 1,725.25



EXT304-XSBR

Defender Front Seats

Product Information

The Standard Defender front replacement seat from Exmoor Trim is supplied complete with runners and all fixings. This is a direct replacement seat for the original front seating used up to 2007 in all Defenders. The seat base is removable, the headrest is adjustable, with reclining seat backs, rear pockets and smooth sliding runners. Don't settle for less, safety matters. Approved by Vehicle Certification Agency (VCA). Mark 1 Impact Tested (Millbrook Testing Ground). Approved worldwide and certification supplied with every seat.

Add Factory Installed Heat or Lumbar support to any seat, see below.

Defender Front Seats

LH, Black Vinyl.....	EXT304-BV	\$ 599.95	LH, Blk Span Mondus...EXT304-BSM	\$ 724.32
RH, Black Vinyl.....	EXT303-BV	\$ 599.95	RH, Blk Span Mondus...EXT303-BSM	\$ 724.32
LH, Dark Grey Vinyl.....	EXT304-DGV	\$ 599.95	LH, XS 1/2 Leather.....	EXT304-XSBR \$ 799.96
RH, Dark Grey Vinyl.....	EXT303-DGV	\$ 599.95	RH, XS 1/2 Leather.....	EXT303-XSBR \$ 799.96
LH, Caviar.....	EXT304-CA	\$ 710.57	LH, Grey Leather.....	EXT304-GL \$ 845.80
RH, Caviar.....	EXT303-CA	\$ 710.57	RH, Grey Leather.....	EXT303-GL \$ 845.80
LH, Denim Twill Vinyl...EXT304-DT	\$ 599.95	LH, Black Leather.....	EXT304-BL \$ 789.00	
RH, Denim Twill Vinyl.....	EXT303-DT	\$ 599.95	RH, Black Leather.....	EXT303-BL \$ 789.00
LH, Moorland.....	EXT304-MR	\$ 799.00	LH, Logo Tan.....	EXT304-LRB \$ 710.57
RH, Moorland.....	EXT303-MR	\$ 799.00	RH, Logo Tan.....	EXT303-LRB \$ 710.57
LH, Techno.....	EXT304-TC	\$ 710.57	LH, Logo Black.....	EXT304-LRBK \$ 724.32
RH, Techno.....	EXT303-TC	\$ 710.57	RH, Logo Black.....	EXT303-LRBK \$ 724.32

Seat Heater Kits for two seats

Goes great with our retrim kits or added to your existing front or rear seats. Sold in pairs. Includes wiring loom & Hi / Low Switches and instructions.

Easy to install DIY kit.....EXT010-2 \$ 139.00
 Factory installed in a new seat pair.....EXT010-2IN \$ 198.00

Lumbar Kit for one seat

Easy to install DIY kits.....EXT010-1 \$ 79.00
 Factory installed in a new single seat...EXT010-1IN \$ 79.00





Premium High Back 2nd Row Seats

Pioneering Style & Comfort
Introducing the Premium High back seat for second row passengers in 109 and 110 Station Wagons.

Sold as single seats to be installed in any variety of combinations you choose. These are available as right hand, centre and left hand assemblies.

Each seat includes; seat base, under body mounting plate and mounting hardware. The seats utilise the existing second row seat belt configuration so there is no need to adapt your belts or you can purchase new seat belts from Rovers North.

Approved for child seats 0 to 6 months and booster seats 6 months onwards. The design shape of the seat has been specifically developed to hold a child restraint in place and the seats backs are all individually adjustable with a recliner action. Not isofix compatible.



Product Information



Add Factory Installed Heat or Lumbar support to any seat, see p 57.

Premium Key Features

- Improved leg room
- Rear storage pockets
- Individual seat back adjustment
- Adjustable twin stalk removable headrest
- Fold down seat backs
- Child seat SAFE
- Easy to install

Available Combinations

- Single RH or LH seat
- Two outside seats with walk-through isle
- Two outside seats with centre cubby box
- Three seats in a row



Above: Shown with premium Loc-Box fitted in centre seat position.



Two outside seats with walk-through isle shown providing easy access to rear lock and fold seats.

Premium High Back 2nd Row Seats

Black Vinyl, LHEXT010-3LH-BV	\$ 921.78	Blk Span Mondus, LHEXT010-3LH-BSM	\$ 975.15
Black Vinyl, Centre.....EXT010-3C-BV	\$ 921.78	Blk Sp Mondus, Centre ..EXT010-3C-BSM	\$ 975.15
Black Vinyl, RH.....EXT010-3RH-BV	\$ 921.78	Blk Span Mondus, RH.....EXT010-3RH-BSM	\$ 988.00
Dark Grey Vinyl, LHEXT010-3LH-DGV	\$ 921.78	XS Blk Rack, LHEXT010-3LH-XSBR	\$1,027.35
Dark Grey Vinyl, Centre.....EXT010-3C-DGV	\$ 921.78	XS Blk Rack, Centre.....EXT010-3C-XSBR	\$1,027.35
Dark Grey Vinyl, RH.....EXT010-3RH-CGV	\$ 921.78	XS Blk Rack, RH.....EXT010-3RH-XSBR	\$1,027.35
Caviar, LHEXT010-3LH-CA	\$ 939.56	Logo Black, LHEXT010-3LH-LRBK	\$ 975.15
Caviar, Centre.....EXT010-3C-CA	\$ 939.56	Logo Black, Centre.....EXT010-3C-LRBK	\$ 975.15
Caviar, RH.....EXT010-3RH-CA	\$ 956.00	Logo Black, RH.....EXT010-3RH-LRBK	\$ 988.00
Denim Twill, LHEXT010-3LH-DT	\$ 944.30	Diamond XS, LHEXT010-3LH-DXS	\$1,065.31
Denim Twill, Centre.....EXT010-3C-DT	\$ 944.30	Diamond XS, Centre.....EXT010-3C-DXS	\$1,065.31
Denim Twill, RH.....EXT010-3RH-DT	\$ 944.30	Diamond XS, RH.....EXT010-3RH-DXS	\$1,065.31
Moorland, LHEXT010-3LH-MR	\$ 988.00	Diamond XS White, LHEXT010-3LH-DXSW	\$ 988.00
Moorland, Centre.....EXT010-3C-MR	\$ 960.91	Diamond XS W, Centre.....EXT010-3C-DXSW	\$ 975.15
Moorland, RH.....EXT010-3RH-MR	\$ 988.00	Diamond XS White, RH ..EXT010-3RH-DXSW	\$ 988.00
Techno, LHEXT010-3LH-TC	\$ 988.00	Diamond XS Red, LHEXT010-3LH-DRXS	\$ 975.15
Techno, Centre.....EXT010-3C-TC	\$ 970.40	Diamond XS R, Centre.....EXT010-3C-DRXS	\$ 975.15
Techno, RH.....EXT010-3RH-TC	\$ 970.40	Diamond XS Red, RH.....EXT010-3RH-DRXS	\$ 975.15
Logo Tan, LHEXT010-3LH-LRB	\$ 988.00	Diamond XS Blk, LHEXT010-3LH-DXSB	\$ 975.15
Logo Tan, Centre.....EXT010-3C-LRB	\$ 975.15	Diamond XS B, Centre.....EXT010-3C-DXSB	\$ 975.15
Logo Tan, RH.....EXT010-3RH-LRB	\$ 988.00	Diamond XS Blk, RH.....EXT010-3RH-DXSB	\$ 975.15



Shown with centre seat fitted with headrest removed.

For Basic Cubby Box and fabric swatches see page 54.

Product Information



EXT015PREM-LXV



Premium non-locking Cubby Box features an improved

50mm padded lid for comfort and arm support between the seats. Four individual moulded feet are designed to fit into the pre-drilled Land Rover fixings found on most Defender Models. Includes a removable moulded plastic cup insert and fully lined carpet interior. Uses the OEM lid closure to prevent unnecessary rattles.

Designed to fit all Defenders models. Can be easily adapted to fit Series II-III Land Rover models. Width: 270mm, Height: 325mm, Length: 485mm

XS Grey Vinyl, White Stitching.....	EXT015PREM-XS	\$ 269.00
XS Grey Vinyl, w/Perf Centre Panels-White Stitching.....	EXT015PREM-XSPERF	\$ 294.00
LVX Style, w/Perf Centre Panels-Orange Stitching.....	EXT015PREM-LXV	\$ 319.00
XS Grey Vinyl & Logo Black Centre Panel-Green Stitching.....	EXT015PREM-XSLRBK	\$ 319.00
XS Grey Vinyl & Logo Tan Centre Panel-Tan Stitching.....	EXT015PREM-XSLRB	\$ 319.00
Full Black Leather-Black Stitching.....	EXT015PREM-BL	\$ 399.00
XS Grey Vinyl & G4 Dimple Grey Vinyl.....	EXT015PREM-G4	\$ 294.00
Diamond XS.....	EXT015PREM-DXS	\$ 319.00
XS Black Rack.....	EXT015PREM-XSBR	\$ 345.00



Loc-Box

Create an interior safe to keep your belongings secure. With a stylish and tough textured graphite exterior, padded lid trimmed to match your interior, twin fold away cup holders and a neat rear map pocket.

Black Vinyl.....	EXT016-BV	\$ 382.31
Dark Grey Vinyl.....	EXT016-DGV	\$ 382.31
Denim Twill.....	EXT016-DT	\$ 383.15
Caviar.....	EXT016-CA	\$ 383.15
Techno.....	EXT016-TC	\$ 385.38
Moorland.....	EXT016-MR	\$ 385.38
Mondus Cloth 2007.....	EXT016-BSM	\$ 299.95
Black Leather.....	EXT016-BL	\$ 389.84
Grey Leather.....	EXT016-GL	\$ 389.84
XS Black Rack Cloth.....	EXT016-XSBR	\$ 387.39
Logo Black.....	EXT016-LRBK	\$ 359.00



Premium Loc-Box



Introducing the first well-dressed security cubby box. This Loc-Box is manufactured entirely from steel and then powder coated with a graphite finish. Once the console is built our craftsmen carefully trim the box to soften the appearance and create a superbly finished product.

Black Leather.....	EXT160-BL	\$ 744.95
Mondus Cloth.....	EXT160-BSM	\$ 579.91
Blk Vinyl (Heavy Grain).....	EXT160-BV	\$ 579.75
Dark Grey Vinyl.....	EXT160-DGV	\$ 579.75
Denim Twill.....	EXT160-DT	\$ 575.33
Diamond XS.....	EXT160-DXS	\$ 607.42
Logo Tan.....	EXT160-LRB	\$ 579.91
Logo Black.....	EXT160-LRBK	\$ 584.50
Moorland.....	EXT160-MR	\$ 579.91
Techno.....	EXT160-TC	\$ 579.91
XS Leather.....	EXT160-XS	\$ 595.96
XS Black Rack Cloth.....	EXT160-XSBR	\$ 586.79



EXT053-XSBR-L/H

Shown in upright position.



EXT053-LRBK-R/H

Shown in stowed position.

Lock and Fold Forward Facing Load Area Seats

Forward facing seat for adults and children alike for the rear of your Defender. Improved safety and comfort. Supplied with seat belt shoulder harness assembly, buckle is supplied attached to seat. Sold individually.

Product Information



Lock and Fold Forward Facing Load Area Seats

Black Vinyl, LHEXT053-BV-L/H	\$1,153.10
Black Vinyl, RHEXT053-BV-R/H	\$1,153.10
Dark Grey Vinyl, LHEXT053-DGV-L/H	\$1,164.96
Dark Grey Vinyl, RHEXT053-DGV-R/H	\$1,164.96
Caviar, LHEXT053-CA-L/H	\$1,183.94
Caviar, RHEXT053-CA-R/H	\$1,183.94
Denim Twill, LHEXT053-DT-L/H	\$1,202.92
Denim Twill, RHEXT053-DT-R/H	\$1,202.92
Moorland, LHEXT053-MR-L/H	\$1,226.65
Moorland, RHEXT053-MR-R/H	\$1,226.65
Techno, LHEXT053-TC-L/H	\$1,245.63
Techno, RHEXT053-TC-R/H	\$1,245.63
XS Blk Rack, LHEXT053-XSBR-L/H	\$1,199.00
XS Blk Rack, RHEXT053-XSBR-R/H	\$1,199.00

G4 Dimple, LHEXT053-G4-L/H	\$1,226.65
G4 Dimple, RHEXT053-G4-R/H	\$1,226.65
Blk Span Mondus, LHEXT053-BSM-L/H	\$1,238.51
Blk Span Mondus, RHEXT053-BSM-R/H	\$1,238.51
Black Leather, LHEXT053-BL-L/H	\$1,387.99
Black Leather, RHEXT053-BL-R/H	\$1,387.99
Grey Leather, LHEXT053-GL-L/H	\$1,387.99
Grey Leather, RHEXT053-GL-R/H	\$1,387.99
Logo Black, LHEXT053-LRBK-L/H	\$1,278.84
Logo Black, RHEXT053-LRBK-R/H	\$1,278.84
Logo Tan, LHEXT053-LRB-L/H	\$1,245.63
Logo Tan, RHEXT053-LRB-R/H	\$1,245.63
Diamond XS, LHEXT053-DXS-L/H	\$1,411.71
Diamond XS, RHEXT053-DXS-R/H	\$1,411.71



EXT053-XSBR-L/H

ETUSA316-2CD



Product Information

Optional NAS 90 Forward Facing Bench Refurb Kit

Exmoor Trim offers the NAS Bench seat refurb kit designed with the vehicle restorer in mind. Includes all base and back seat foams and trim covers with retaining clips.

Uses OEM Car Denim vinyl fabric with high quality UV resistant black vinyl sides and rear.

Defender 90 NAS Forward Facing Bench Refurb Kit, Car Denim with black vinyl sides and back PREM316-2CD \$ 542.30





ex Moor
pre Mium

Product Information

PREM009-3

EXT021-2

NEW Premium Complete Carpet Sets for Defender

Made with OEM material for superior finish and sound proofing. Available in Ebony charcoal grey/black.

This complete vehicle package is available for most Defender models with LT77 or R380 Gearbox and carpets the entire vehicle front to back with precision cut panels covering all the wheel arches and seat box in entirety.

90" LT77 Gearbox, Ebony.....	EXT021-2	\$ 515.73
90" R380 Gearbox, Ebony.....	EXT021-3	\$ 515.73
110" Station Wagon LT77 Gearbox, Ebony.....	EXT021-4	\$ 573.04
110" Station Wagon R380 Gearbox, Ebony.....	EXT021-5	\$ 573.04
110" Crew Cab LT77 Gearbox, Ebony.....	EXT021-6	\$ 481.35
110" Crew Cab R380 Gearbox, Ebony.....	EXT021-7	\$ 481.35



PREM009-3



EXT021-5

Defender Moulded Matting System

The Black Molded Matting System from Exmoor Trim has been specifically designed to increase ride comfort by greatly reducing heat and road noise.

The 3 piece matting system is manufactured entirely from black cast dense polyurethane using precision injection mold tooling.

The black floor mat is a one piece floor section that covers the driver's / passenger's footwells and the gearbox tunnel. This design feature ensures maximum soundproofing and heat suppression.

The black one piece seat box cover encases the 3 open sides of the seat box to also greatly reduce noise and heat.

This kit is available for both Defender NAS and ROW models with LT77, R380 manual transmissions and ZF Automatics.

NOTE: Some trimming is required when installing the Black Molded Matting Systems in LT77 and Automatic transmissions. The kit is also supplied with a bulkhead panel and the seat box cover is one piece and will require specific fitting.

R380 3-Piece Black Front Moulded Matting Set

Front floors, seatbox, bulkhead.....	EXT009-13BK	\$ 919.00
LT77 3-Piece Molded Matting Set - floors, seatbox, bulkhead.....	EXT009-12BK	\$ 919.00



Which Defender gearbox do I have?

LT77, LT77S - Reverse is forward to the left.

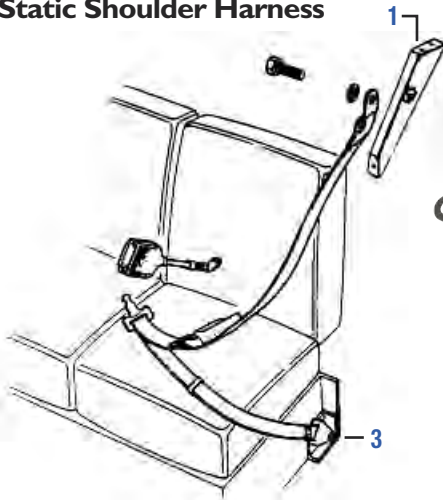
R380 - Reverse is rearward to the right.



LT77 / LT77S

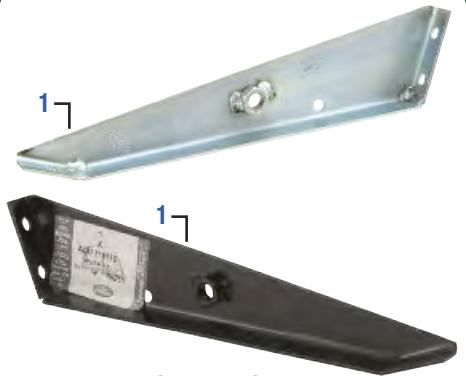
Interior - Series II, IIA, III & Defender Seat Belt Kits

Static Shoulder Harness



Static Shoulder Harness Kit

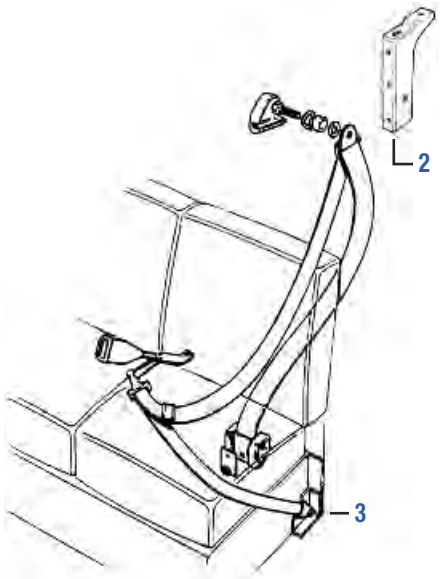
3 Point Series IIA & III, RH or LH PLF353 \$ 61.95



Upper Defender Seat belt Bracket for Hard Tops

Upper RH RNC112 \$ 8.41
Upper LH RNC113 \$ 8.54

Inertia Shoulder Harness



Genuine Inertia Shoulder Harness Kit

Includes bottom mounting bracket.

RH front, Defender RNI873 \$ 200.16
LH front, Defender RNI874 \$ 200.16

Inertia Shoulder Harness Kit

Series & Defender LH or RH reel, buckle & hardware. PLF370 \$ 79.95



Upper Series Seatbelt Bracket for Hard Tops

Upper RH PLB963 \$ 48.95

Upper LH PLB964 \$ 48.95



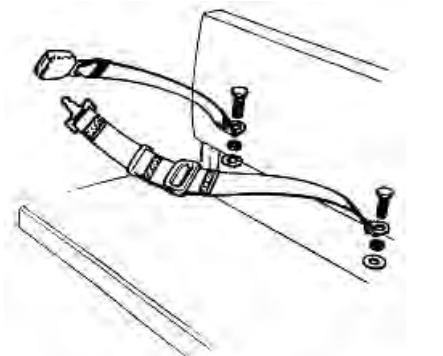
Bottom Series & Defender Seat Belt Bracket

Bottom RH RNB898 \$ 34.50

Bottom LH RNB899 \$ 34.50



Static & Inertia Lap Belts



Static Lap Belt

Series & Defender PLF234 \$ 44.39
Genuine (not shown) RNF234 \$ 139.95



Inertia Retractable Lap Belt

Series & Defender PLF234R \$ 52.45

Cubby Boxes

NEW
EXT015-RAD



Exmoor Trim Cubby Boxes

Sturdy Defender Cubby box with padded lid and vinyl trimmed wooden body, twin cup holder and carpet lined inside, brass locking stay and hinges on lid & screw fixings supplied. Will fit all Land Rovers from Series one to the brand new Defender (except '97 auto).

- Cubby Box** Non-locking, Denim Twill.....EXT015-DT \$ 149.00
- Cubby Box** Non-locking, Black Vinyl.....EXT015-BV \$ 149.00
- Cubby Box** Non-locking, Grey Vinyl.....EXT015-DGV \$ 149.00

Limited Edition Black Vinyl Cubby Box with Land Rover Radio

This Land Rover radio does NOT require a code and is supplied with a connection lead that allows you quick universal connection to all negative earth vehicles. The single CD player is Land Rover designed to function smoothly in a wide variety of terrain, though as with any CD player it may occasionally bounce in extreme off-road conditions.

Supplied as a complete kit ready to install into your Series, or Defender vehicle. Includes easy to follow wiring and operation instructions, 2 folding adjustable cup holders, handy map storage net and 4 optional mounting legs. Made in the UK by Exmoor Trim.

- Limited Edition Black Vinyl Cubby Box**.....EXT015-RAD \$ 529.00

More color selections, see page 54

Mantec Security Box

The **Mantec Security Box** is designed for expedition use to store basic valuables and documents and has a black padded lid fitted with hinge and retaining chain. The main body is built in steel finished in black polyester powder and anti dust seal. Its strongest feature is the 3 point locking mechanism, specially designed to be resistant to levers. 2 keys are supplied. Height of 330mm, length 500mm and 280mm wide.

- Mantec Security Box, Series & Defender**.....RNA1114 \$ 449.95

Genuine Cubby Box

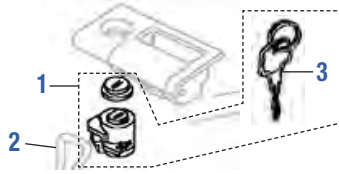
- Defender, non-locking, Genuine**.....RNN962 \$ 368.22

More selection, see page 59

Genuine Lock Assembly

For Defender NAS Cubby Box

1. Lock Assy. RNF492 \$ 49.95
2. Striker RNF490 \$ 17.16
3. Keyblank RNI032 \$ 9.95



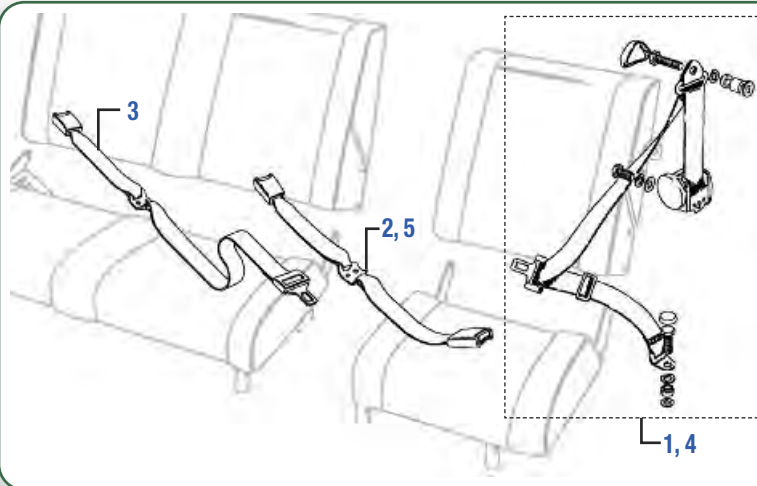
Tuffy Security Box Stereo Console

This convenient 16-gauge steel security console has 2 compartments, a separate compartment for mounting a stereo, CB Radio, or other electronic equipment, and a lockable rear storage space lined with a rubber floor mat. The spacious rear compartment accommodates a CD changer, tools, and other valuables. Requires mounting package (listed below) specifically designed for Land Rover Defender 90, RNA1702, years up to '95, does not fit 1997 Defender 90 automatic. Will fit Series Land Rover models.

- Tuffy Security Box with Stereo Console, Black**.....RNA1701 \$ 319.00
- Tuffy Security Box with Stereo Console, Charcoal**.....RNA1703 \$ 319.00
- Tuffy Security Box Stereo Console, Black and Mounting Kit**.....RNA1700 \$ 329.00
- Tuffy Drink Holder, Black 4.5" x 7.875"**.....RNA1704 \$ 39.95
- Tuffy Mounting Kit, Series, Defender**.....RNA1702 \$ 14.95

Premium Tool Roll, Limited Edition

Constructed with premium deep weave canvas and covered with stain resistant Land Rover logo woven nylon to create an exceptional quality tool roll for the Land Rover enthusiast. Premium details include protective interior flap, full width pocket for smaller tools like sockets and brass plated closure hardware. Made in the UK constructed 100% with Land Rover materials. RNTR03 \$ 69.95



Middle Row Seat Belt Set 109, I10 Station Wagons

1. Reel Assembly w/hardware & instructions, RH & LH, Genuine..RNN250 \$ 229.95
2. Middle Lap Double Buckle Assembly, Genuine.....RNN251 \$ 99.80
3. Middle Lap Tongue, Buckle Assembly, Genuine.....RNN252 \$ 169.95

Forward Facing Optional Rear Seat Belts, NAS 90 Soft Top (not shown in illustration)

4. Reel Assembly w/hardware & instructions, RH & LH, Genuine..RNN862 \$ 259.95
5. Rear Floor Mounted Double Buckle Assembly, Genuine.....RNN863 \$ 294.18



Defender Headliner Sets

Product Information



Defender Headliner Sets

3-Piece OEM molded headliner set in Ripple Grey. Includes front, middle and rear headliner with an additional section that fits above the rear door. Has cutouts for front and rear interior lamps. For interior lamps use RNL159 and bracket RNN288, see page 79.

DEFENDER 90 LESS SUNROOF RIPPLE GREY.....	EXT405-1	\$ 699.00
DEFENDER 90 WITH FACTORY SUNROOF.....	EXT405-2	\$ 725.00
DEFENDER 110 STATION WAGON LESS SUNROOF.....	EXT405-3	\$ 979.00
DEFENDER 110 STATION WAGON w/ FACTORY SUN ROOF.....	EXT405-4	\$ 998.00



Defender SVX Tailgate Rubber Mat

Install a Genuine Land Rover Defender SVX rear tailgate rubber mat on a Series or Defender tailgate or swing gate. Finish this off with a stainless steel treadplate kit PLC828S. Does not include tailgate as shown.

Rear Tailgate Rubber Mat.....	RNS260	\$ 119.95
Finisher Kit.....	RNK2602	\$ 199.80
Rear Tailgate Rubber Mat & Finisher Kit.....	RNK2601	\$ 299.00
Stainless Steel Treadplate Kit for rear sill on Series and Defender.....	PLC828S	\$ 69.99



Defender Interior Front Door Panel RH + LH Set

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, speaker area is not precut to allow for varying sizes.

Front Door Panel, Includes mounting hardware & instructions.....	RNA4700	\$ 389.00
Interior Door Handle, Defender 90, 110, Genuine, Also fits Series...	RNF474	\$ 4.99



Defender Interior Rear Door Panel, w/Pocket Net

Rear door panel is manufactured in the UK to fit Defender vehicles with anti-burst door latch as shown. Includes mounting hardware & instructions. Fits: Defender 1983-'02.

Rear Door Panel, Black.....	RNA2100	\$ 199.00
Rear Door Panel, Dark Grey (shown above).....	RNA2101	\$ 199.00



Product Information



Jump Seats

Twill vinyl.....EXT050-DT	\$219.00	Black Leather.....EXT050-BL	\$369.00
Black Vinyl.....EXT050-BV	\$219.00	Black Mondus Cloth.....EXT050-BSM	\$254.62
Moorland cloth.....EXT050-MR	\$249.00	Diamond Black XS.....EXT050-DBXS	\$252.14
Elephant grey vinyl.....EXT050-EHG	\$227.30	Dark Grey vinyl.....EXT050-DGV	\$229.00
Car Denim.....EX9607NAS	\$248.00	XS Black Rack.....EXT050-XSBR	\$319.00

GLOBAL ADVENTURE

DELIVERED TO YOUR DOORSTEP



Exterior - Series, Defender



EX Moor
Trim
Take yourself on an adventure™



Series II, IIA, III Canvas Soft Tops

**Exmoor Trim Deep Weave
Waterproofed Canvas Tops.**
Our most popular cost effective replacement canvas top. See page 55 for more tops.

Series II, IIA, III 88" Full Canvas		EX5265
88" Full Canvas with Side Windows, Black.....	PLB753	\$ 599.00
88" Full Canvas with Side Windows, Sand.....	PLB752	\$ 569.00
88" Full Canvas with Side Windows, Khaki Green	PLB754	\$ 569.00
88" Full Canvas without Side Windows, Sand.....	PLB748	\$ 559.95
88" Full Canvas without Side Windows, Green.....	PLB750	\$ 559.95
Series II, IIA, III 109" Full Canvas		
109" Full Canvas with Side Windows, Black.....	EXT252-118KC	\$ 699.00
109" 3/4 Canvas with Side Windows, Sand.....	PLB761	\$ 739.00
109" Full Canvas with Side Windows, Khaki Green	PLB763	\$ 688.00
109" Full Canvas without Side Windows, Sand.....	PLB756	\$ 679.00
109" Full Canvas without Side Windows, Khaki Green	PLB758	\$ 659.00
Load Curtain, Series and Defender, Sand.....	EX5265	\$ 169.95
Load Curtain, Series and Defender, Khaki Green	EX5264	\$ 169.95
Series II, IIA, III 88" 3/4 Canvas		
88" 3/4 Canvas with Side Windows, Black.....	EX3754	\$ 399.89
88" 3/4 Canvas with Side Windows, Sand.....	PLF579	\$ 429.00
88" 3/4 Canvas with Side Windows, Khaki Green	PLB781	\$ 419.95
88" 3/4 Canvas without Side Windows, Sand.....	PLB775	\$ 469.00
88" 3/4 Canvas without Side Windows, Khaki Green	PLB778	\$ 398.00
Series II, IIA, III 109" 3/4 Canvas		
109" 3/4 Canvas with Side Windows, Sand.....	PLB771	\$ 599.00
109" 3/4 Canvas with Side Windows, Khaki Green	PLB773	\$ 580.00
109" 3/4 Canvas without Side Windows, Sand.....	PLB767	\$ 559.00
109" 3/4 Canvas without Side Windows, Khaki Green	PLB769	\$ 499.00
Canvas treatment.....	CANVAK	\$ 39.95



Defender 90 Fabric Soft Tops

Constructed with superior quality fabric that 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, protective carrying pack and instructions. Made in the USA. **To determine your current style, visit our website.**

1994 - '97 Defender 90 Soft Top, Non-Sleeved Style, Black.....	RNA90ST01	\$ 2,499.00
1994 - '97 Defender 90 Soft Top, Non-Sleeved Style, Sand	RNA90ST01S	\$ 2,850.00
1994 - '97 Defender 90 Soft Top, Sleeved Style, Black	RNA90ST02	\$ 2,499.00
1994 - '97 Defender 90 Soft Top, Sleeved Style, Sand.....	RNA90ST02S	\$ 2,850.00
1994 Defender 90 Belt Rail Kit*	RNE245	\$ 159.00
1994 Defender 90 Tailgate Bar Kit*	RNE246	\$ 89.50

* 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.



Alpine Bow Hoop Set, Defender 90 Soft Top Genuine.....	RNQ618	\$ 58.95
Five Stud Bars Door Top, Defender 90, Genuine	RNQ619	\$ 119.95
Rope-Elastic Canvas Top, Defender 90/110	RNO532	\$ 27.69

Defender 90 Soft Tops

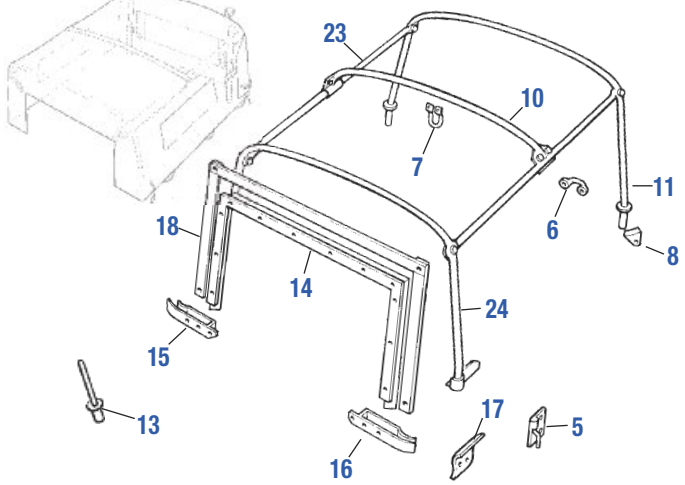


Defender 90 Soft Top - Surrey Style (shown above).....	PLD279	\$ 349.00
Defender 90 Soft Top - Bimini Half Style	RNH991	\$ 149.00

A

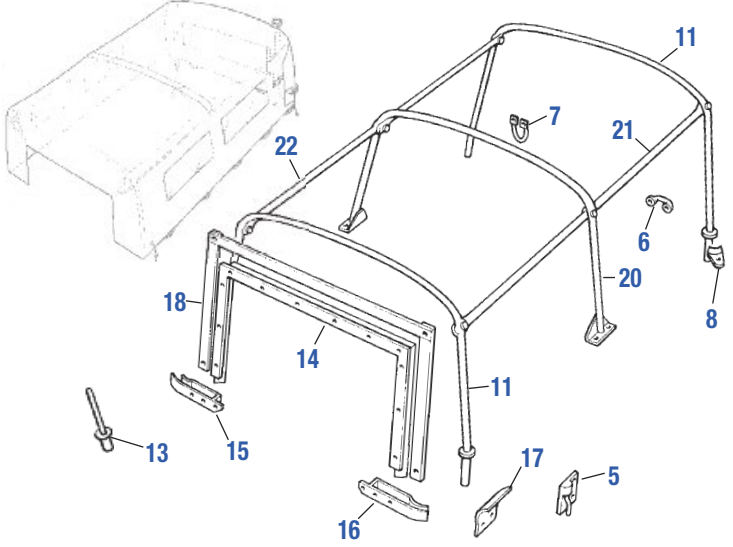
Series 88" 3/4 Length Hoop Set

*Complete Hoop Set PLB822 \$ 599.00



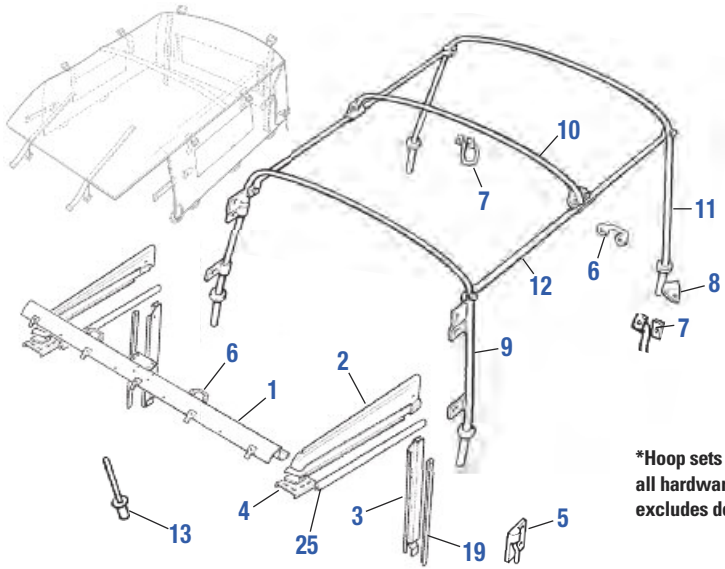
Series 109" 3/4 Length Hoop Set

*Complete Hoop Set PLB823 \$ 599.78



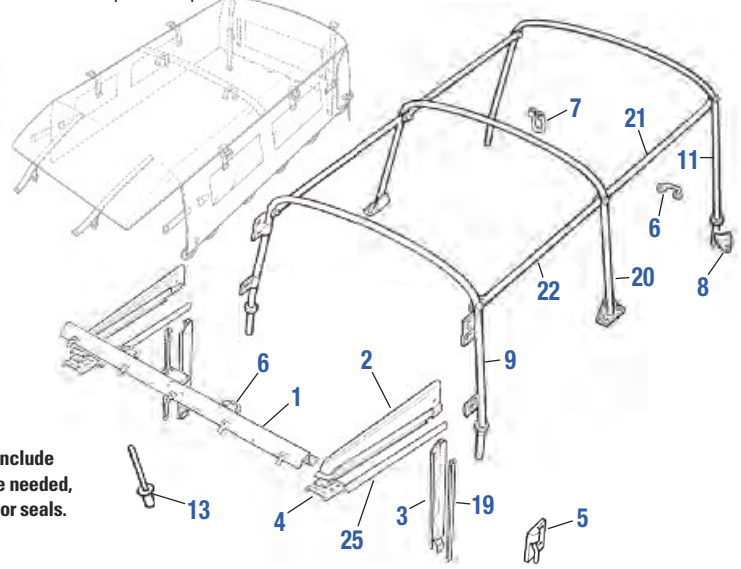
Series 88" Full Length Hoop Set

*Complete Hoop Set PLF550 \$ 599.00



Series 109" Full Length Hoop Set

*Complete Hoop Set PLF549 \$ 698.00



*Hoop sets include all hardware needed, excludes door seals.

Hoop Set Components

1. Windscreen Bracket, ProLine.....	PLB736	\$ 149.00
2. Drain Channel Door Top, LH, ProLine.....	PLE329	\$ 125.95
Drain Channel Door Top, RH, ProLine.....	PLE330	\$ 125.95
3. Drain Channel Door Post, RH.....	RNE327	\$ 49.95
Drain Channel Door Post, LH.....	RNE328	\$ 49.95
4. Corner Bracket, RH.....	PLB740	\$ 11.39
Corner Bracket, LH.....	PLB741	\$ 11.39
5. Front Tie Down, RH.....	RNB737	\$ 24.95
Front Tie Down, LH.....	RNB738	\$ 24.95
6. Tie Down Staple.....	RNE531	\$ 2.95
7. Tie Down Rear.....	RNB912	\$ 5.98
8. Hoop Bracket.....	RNB692	\$ 8.20
9. Front Hoop, 88" & 109", Genuine.....	RNB732	\$ POA
Front Hoop, 88" & 109", ProLine.....	PLB732	\$ 94.50
10. Middle Hoop, 88", Genuine.....	RNB734	\$ 80.25
Middle Hoop, 88", ProLine.....	PLB734	\$ 74.83
11. Rear Hoop, 88" & 109", Genuine.....	RNB733	\$ 148.89
Rear Hoop, 88" & 109", ProLine.....	PLB733	\$ 86.60

12. Tie Tube, 88".....	RNB735	\$ 57.57
13. Pop Rivet for Hoop Set, Genuine.....	RNC690	\$ 1.25
Pop Rivet for Hoop Set, ProLine.....	PLC690	\$ 0.45
14. Cab Surround for securing 3/4 canvas to truck cab, Genuine.....	RNB766	\$ 137.84
Cab Surround for securing 3/4 canvas to truck cab, ProLine.....	EXT2219	\$ 98.77
15. Bottom Drain Channel, RH.....	EXT2218	\$ 59.80
Bottom Drain Channel, LH.....	EXT2217	\$ 59.80
17. Canvas Clamp, RH.....	RNB848	\$ 19.98
Canvas Clamp, LH.....	RNB849	\$ 19.98
18. Three piece batten for securing kit canvas to cab surround.....	PLF551	\$ 79.95
19. Door Seal Top Back, Genuine.....	RNC121	\$ 25.95
Door Seal Top Back, ProLine.....	PLC121	\$ 25.95
20. Middle Hoop, 109".....	RNB744	\$ 139.17
21. Tie Tube Rear, 109".....	RNB745	\$ 63.47
22. Tie Tube Front, 109".....	RNB746	\$ 45.69
23. Tie Tube, 88" 3/4.....	PLB818	\$ 59.98
24. Front Hoop, 88" 3/4.....	PLB819	\$ 79.95
25. Door Seal Top.....	RNC120	\$ 27.95



Hella Rallye 4000 lights

Hella Rallye 4000 Euro Driving Kit Includes a pair of lights, stone shields & wiring harness.....RNK4807 \$ 299.00

Fog Lamp (inc. stone shield).....RNC677	\$ 119.50
Euro Driving Beam (inc. stone shield).....RNC678	\$ 129.00
Pencil Beam (inc. stone shield).....RNC679	\$ 149.00
Wiring Harness.....RNC717	\$ 76.59
Protective Grille.....RNC708	\$ 24.50
Replacement Stone Shield.....RNC709	\$ 21.95
Clear Cover.....RNC700	\$ 21.39



TF809 - Discovery II with Tree Bars

Rock Sliders

Series II, IIA, III with Jack Points, Galvanized.....RNA1011	\$ 395.00
Defender 90 , Mantec with Jack Points, Black.....RNA1001	\$ 399.00
Defender 90, Terrafirma Rock Slider Set w/Tree Bars, Black.....TF801	\$ 429.00
Defender 90, Terrafirma Rock Slider Set w/Tree Bars, Galvanized.....TF801GAL	\$ 429.00
Defender 110 , Mantec with Jack Points, Black.....RNA1005A	\$ 469.00
Defender 110, Terrafirma Rock Slider Set w/Tree Bars, Black.....TF810	\$ 479.00
Defender 110, Terrafirma Rock Slider Set w/Tree Bars, Galvanized.....RNA810G	\$ 499.00
Discovery I, Range Rover Classic 100" , with Jack Points, Black.....RNA2014	\$ 598.00
Discovery II , Terrafirma Rock Slider Set, Black.....RNA1117	\$ 599.00
Discovery II, Terrafirma Rock Sliders w/Tree Bars, Black.....TF809	\$ 699.00



ARB Winch Bar Discovery II '99-02 SRS Compatible
3432060 \$ 1,299.00

RNA1010

Differential Guards

Next generation differential guards. Features a wraparound formed steel plate that offers full impact and skid over protection for extreme duty off road. Two distinct features separate this from other wraparound guards. First it is solid surfaced with no cutouts. This prevents mud and debris from becoming lodged inside the guard and provides the smoothest skid over obstacles. Second, it is hot dipped galvanized for superior corrosion protection. Easy to install and easy to remove for complete service access. Includes mounting hardware. Made in the UK. FITS: All rear Rover Type differentials.



Front Differential Guards

Series III, Defender 1983-2014, Range Rover Classic 1971-1995, Discovery I-II 1993-2004.....RNA0100 \$ 125.00

Rear Differential Guards

Series III, Defender 90 ONLY 1985-2001, Range Rover Classic 1971-1995, Discovery I-II 1993-2004.....RNA0101 \$ 125.00
 PUMA Style 110, 130, 2001 on and Defender 110XD TUM.....RNA0103 \$ 119.95
 Differential Guard Salisbury, 109 & 110 1972 on.....RNA0102 \$ 98.00

Extreme Suspension Gear for Off-Road use

Fits Defender, Discovery I, Range Rover Classic

Adjustable Heavy Duty Panhard Rod

Discovery I, RRC, Defender, Terrafirma TF253 \$ 220.90
 Discovery I, RRC, Defender, ProLine PLS024A \$ 99.85
 Discovery II '99-2002 TF254 \$ 199.99
 Discovery II '03-2004 TF256 \$ 199.99



Solid Steel Heavy Duty Steering Rod Sets

Complete kit for upgrading both front axle steering tubes for extreme duty. Includes zinc coated solid steel track rod, drag link and replaceable tie rod ends with HD lock nuts instead of clamps.

Series II-III 88, 109 all models 1959-1984...RNA5612 \$ 199.50
 Defender all models.....RNE448HD\$ 199.50
 Discovery I, RRC, ProLine 3 rod end.....RNA562 \$ 199.50
 Discovery I, RRC, Terrafirma 4 rod end.....TF252 \$ 249.00
 Discovery II TerrafirmaTF255 \$ 238.90
 Discovery II Powder coated over zinc coated steel, ProLineRNA5611 \$ 199.50



Castor Correction Bushing Kit

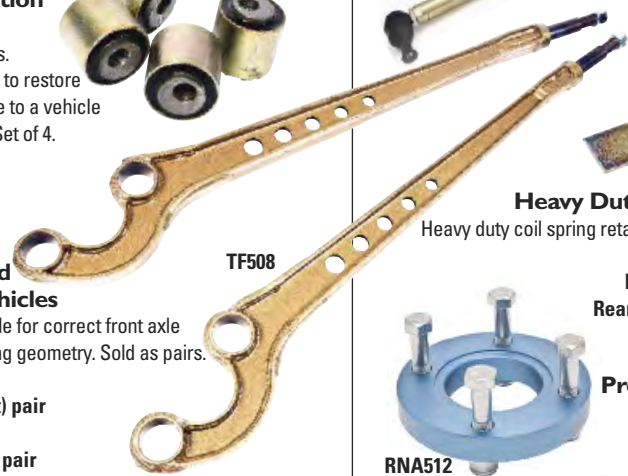
For front radius arms. An inexpensive way to restore positive caster angle to a vehicle lift with 2-3 inches. Set of 4. CALR2 \$ 129.95



Corrected Front Radius Arms for Lifted Land Rover Vehicles

Realigns caster angle for correct front axle steering and handling geometry. Sold as pairs.

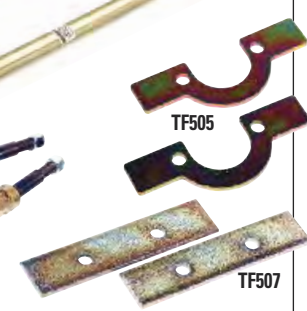
Front Radius Arms
 3 Degrees (2-4" lift) pair
 TF508 \$ 459.00
 6 Degree (4-6" lift) pair
 RNA0747 \$ 628.95



Heavy Duty Spring Retainers

Heavy duty coil spring retaining plates. Sold in pairs.

Front Pair TF505 \$ 13.00
 Rear Pair TF506 \$ 15.80
 Rear HD D110 TF507 \$ 12.99



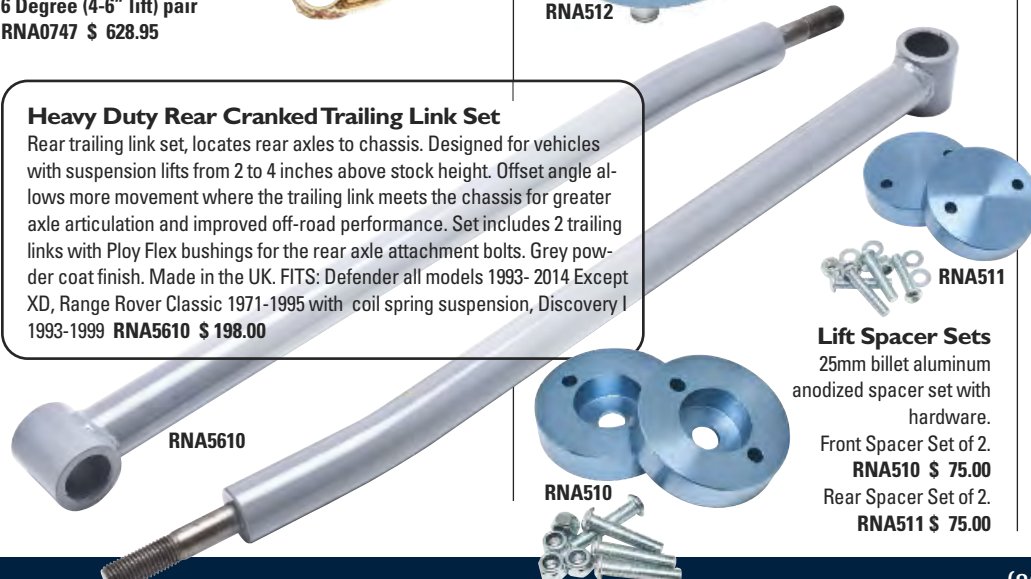
Propshaft Spacer Kit

RNA512 \$ 29.95



Heavy Duty Rear Cranked Trailing Link Set

Rear trailing link set, locates rear axles to chassis. Designed for vehicles with suspension lifts from 2 to 4 inches above stock height. Offset angle allows more movement where the trailing link meets the chassis for greater axle articulation and improved off-road performance. Set includes 2 trailing links with Ploy Flex bushings for the rear axle attachment bolts. Grey powder coat finish. Made in the UK. FITS: Defender all models 1993- 2014 Except XD, Range Rover Classic 1971-1995 with coil spring suspension, Discovery I 1993-1999 RNA5610 \$ 198.00



Lift Spacer Sets

25mm billet aluminum anodized spacer set with hardware.

Front Spacer Set of 2
 RNA510 \$ 75.00
 Rear Spacer Set of 2
 RNA511 \$ 75.00



Heavy Duty Shock Tower Sets

Available in standard 10" height or lowered 8" height to allow more suspension drop.

Defender, Discovery I, RRC
 10" HD Shock Tower SetRNA504 \$ 108.95
 8" HD Shock Tower Set, TerrafirmaTF503 \$ 108.95
 Discovery II
 10" HD Shock Tower Set, Terrafirma ...TF534 \$ 189.00
 10" HD Shock Tower Set,
 Galvanized, ProLineRNA198G \$ 169.00

Heavy Duty Securing Rings for Front Towers

Fits all coil sprung models. Sold as a pair with nyloc nuts. RNA502 \$ 27.95



Coil Spring Dislocation Cones

When longer than standard front shocks are fitted the coil spring can move around becoming dislocated on full suspension drop out, sometimes failing to relocate correctly when the suspension compresses again. Fitting dislocation cones in conjunction with spring retaining plates TF505 will ensure the spring re-seats correctly every time.

Front Dislocation Cones TF501 \$ 89.00
 Rear Dislocation Cones TF510 \$ 89.00



ProLine 2 Inch Lift Spacer Kit

Raise your coil sprung vehicle by 2 inches, using our welded steel Lift Spacer Kit. Easy to install, for that DIY person, no special tools are required. Fits between axle and spring plate. Set of 4 (2 front and 2 rear). Does not fit Discovery II's. Fits: Range Rover Classic, Defender 90/110, Discovery I RNA5102 \$ 99.95

Shocks for Land Rovers

Series IIA, III, Defender, Discovery I & II, Range Rover Classic, P38A

OME Nitro Charger Sport Standard Length Shocks & Steering Dampers

For Land Rover owners who require heavy-duty shocks, off-road performance and maximum load capacity. New dual stack twin disc technology features an interactive, multi-stacked rebound and compression valving system that ensures optimal damping performance in all conditions. For applications where more dampening is needed for use with oversize tires.

Kits sold as set of four shocks.

Series IIA, III, 88".....	OMESK88	\$ 519.50
Series IIA, III, 109".....	OMESK109	\$ 429.00
Defender 90/110 1983-2002.....	OMESKDEF	\$ 429.00
Discovery I 1994-1999.....	OMESKDS1	\$ 429.00
Discovery II 1999-2004.....	OMESKDS2	\$ 429.00
Range Rover Classic 1987-1995.....	OMESKRR	\$ 429.00
Range Rover P38A.....	OMESKP38A	\$ 429.00

Steering Dampers

Defender 90/110.....	OMESD32	\$ 94.50
Discovery I, RR Classic.....	OMESD11	\$ 98.00
Discovery II.....	OMESD02	\$ 96.50



Bilstein Standard Length Shocks & Steering Dampers

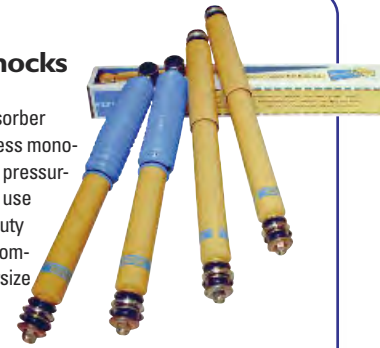
The world leader in gas-pressurized shock absorber technology. Bilstein utilizes a one piece seamless mono-tube design filled with oil and nitrogen gas in a pressurized, sealed compartment. We recommend for use with Land Rover Genuine Standard or Heavy Duty springs in normally equipped vehicles. Not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

Kits sold as set of four shocks.

Defender 90/110 1983 - 2002.....	RNA243-4	\$ 359.00
Set of four shocks & damper.....	RNA243-5D	\$ 399.00
Discovery I 1994-1999.....	RNA243-6	\$ 359.00
Set of four shocks & damper.....	RNA243-7	\$ 399.00
Discovery II 1999-2004.....	RNA6046-7	\$ 599.00
Range Rover Classic w/coil springs 1987-1995		
Set of four shocks.....	RNA243-4	\$ 359.00
Set of four shocks & damper.....	RNA243-5	\$ 429.00
Range Rover Classic LWB w/ air suspension		
Set of four shocks.....	RNA2152-3	\$ 389.00
Range Rover P38A 1999-2002.....	RNA2214-5	\$ 429.00

Steering Dampers

Defender 90/110.....	RNA235	\$ 139.95
Discovery I, RR Classic.....	RNA245	\$ 139.95
Discovery II.....	RNA246	\$ 89.95



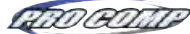
ES9000 Standard Length Shock Kits

These Pro Comp ES9000 dual action nitrogen 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.

Kits sold as set of four shocks.

Series II, IIA, III

Front & Rear shock kit 109".....	PCS3109	\$ 209.00
Front & Rear shock kit 88".....	PCS3088	\$ 199.00
Discovery I, Range Rover Classic, Defender 90/110		
Front & Rear Shock Kit.....	PCS9000	\$ 199.00



Big Bore Expedition shocks

Developed specifically for fully laden working Land Rovers. **Features include:** 76mm body, twin tube design • 50mm internal bore and piston • 20mm double chromed shaft • High temperature oil fluid • 2.5mm outer shock tube wall thickness • 14mm mounting pins. Superior all around performance.

Kits sold as set of four shocks.

Discovery I 1989-1999

Range Rover Classic 1987-1993 with coil suspension		
Defender 90/110 1983-1998		
Front and rear shock kit.....	RNK721	\$ 299.00

Steering Dampers

Discovery I 1989-1999		
Range Rover Classic 1987-1993		
with coil suspension.....	RNA811	\$ 54.50
Defender 90/110 1983-1998.....	RNA832	\$ 49.50
Return to Center Damper.....	TF835	\$ 119.95



ES9000 + 2 inch Raised Shock Kits

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.

Kits sold as set of four shocks.

Discovery I 1989-1999

Front & Rear Shock Kit.....	PCS9030	\$ 199.00
Range Rover Classic 1987-1993 with coil suspension		
Front & Rear Shock Kit.....	PCS9050	\$ 199.00
Defender 90/110 1983-1998		
Front & Rear Shock Kit.....	PCS9020	\$ 199.00



Pro Sport + 2 inch Shocks

Exclusively designed for off-roading Land Rovers. This is a true +2" longer than standard shock. The advantages when driving off-road are remarkable as these shocks are built with hardcore use in mind. Fitted with velocity sensitive valving means the shock will automatically adjust its internal damping to suit driving conditions, the harder you punish them the better they work. On the drive home you'll really notice the superior ride quality and handling.

Kits sold as set of four shocks.

Discovery I 1989-1999

Range Rover Classic 1987-1993 w/coil susp.		
Defender 90/110 1983-1998		
Front and rear shock kit.....	RNK722	\$ 279.00
Discovery II 1999-2004		
Front & Rear Shock Kit.....	RNK728	\$ 279.00

Steering Dampers

Discovery I '89-1999, RRC '87-'95..	RNA811	\$ 54.50
Discovery II.....	RNA802	\$ 55.50
Defender 90/110 1983-2010.....	RNA832	\$ 49.50
Return to Center Damper.....	TF835	\$ 119.95



Coil Springs



NEW Front Struts for 2003-'09 Range Rover L322

Refurbish your 2003-'09 Range Rover L322 air suspension system with completely new OEM front struts.

2003-'06 RH, Genuine	RNI375	\$1,234.15
2003-'06 RH, ProLine.....	PLI375	\$ 569.00
2003-'06 LH, Genuine.....	RNI373	\$1,234.15
2003-'06 LH, ProLine.....	PLI373	\$ 569.00
2007-'09 RH, ProLine.....	PLN031	\$ 569.00
2007-'09 LH, ProLine.....	PLJ700	\$ 569.00



Terrafirma 2" HD kit TF230

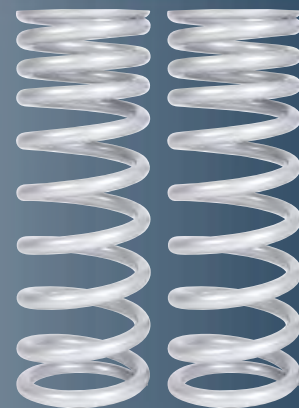
Terrafirma
Serious 4x4 Accessories

Terrafirma 2" Lift Coil Spring Selection

All Terrafirma Coil Springs have been designed to provide approximately 2" (50mm) of lift while carrying light, medium or heavy loads.

Load carrying coil springs are often progressive or variable (V) this provides a combination of comfort and load carrying in one spring.

It is worth noting that Terrafirma coil springs are sold in pairs, in many cases one spring is 10mm longer than the other, the longer spring should always be fitted to the driver's side. **Sold in pairs.**



Terrafirma Coil Springs	Light Load	Medium Load	Heavy Load
Defender 90			
Coil Spring Front, pair	TF014 \$ 125.95	TF018 \$ 113.95	TF015 \$ 120.99
Coil Spring Rear, pair	TF015 \$ 120.99	TF023V \$ 147.95	TF027V \$ 159.00
Defender 110			
Coil Spring Front, pair	TF014 \$ 125.95	TF018 \$ 113.95	TF015 \$ 120.99
Coil Spring Rear, pair	TF010 \$ 219.00	TF019 \$ 239.00	TF011 \$ 239.00
Discovery I / RR Classic			
Coil Spring Front, pair	TF014 \$ 125.95	TF018 \$ 113.95	TF015 \$ 120.99
Coil Spring Rear, pair	TF015 \$ 120.99	TF023V \$ 147.95	TF027V \$ 159.00
Discovery II (non-ACE)			
Coil Spring Front, pair		TF042 \$ 125.95	TF052 \$ 126.95
Coil Spring Rear, pair		TF023V \$ 147.95	TF027V \$ 159.00



Coil Spring Kits





1/2 kit shown



Defender 110, 130 Rear Heavy Duty Inner Coil Spring Kit
Update your Defender 110 or 130 to the ultimate heavy duty rear suspension. This inner coil kit inserts into your existing heavy duty rear springs. Improves handling on-road and increases load capacity without the harsh ride. **Kit contains two rear inner coils, upper and lower retainers.** Genuine parts. Fits Defender 110, 130 only. **RNK5119 \$ 499.00**




Discovery II Rear Air to Coil Spring Conversion Kit
Kit contains Genuine or ProLine parts, everything for the conversion, instructions and hardware.
Discovery II, Genuine **RNK5118 \$ 319.00**
Discovery II, ProLine **PLK5118 \$ 189.95**



Land Rover Genuine Superior Performance Variable Rate Coil Spring Kits

Defender 90, Coil Spring Set of Four, HD w/winch, Genuine	RNK5111 \$ 325.44
Defender 90, Coil Spring Set of Four, Heavy Duty, Genuine.....	RNK5101 \$ 285.00
Defender 110, Coil Spring Set of Four, HD, Genuine	RNK5102 \$ 278.19
RR Classic, Coil Spring Set of Four, HD w/winch, Genuine.....	RNK5114 \$ 340.73
RR Classic, Coil Spring Set of Four, HD, Genuine	RNK5104 \$ 331.74
RR Classic, Coil Spring Conversion Kit for Air Suspension, Genuine.....	RNK5105 \$ 439.00
Discovery I, Coil Spring Heavy Duty, Set of Four, Genuine.....	RNK5103 \$ 331.75
Discovery I, Coil Spring Extra HD, Set of Four, Genuine	RNK5113 \$ 340.72
Discovery II, Coil Spring Conversion Kit Rear, Genuine.....	RNK5118 \$ 319.00




OME Coil Spring Kits

Defender 90, Extra Heavy Duty, Coil Spring Kit.....	OMED90SK2 \$ 389.00
Defender 90, Std. Heavy Duty, Coil Spring Kit.....	OMED90SK1 \$ 379.00
Defender 110 Regular Standard Heavy Duty, Coil Spring Kit ..	OMED110RSK1 \$ 379.00
Defender 110 SW Extra Heavy Duty, Coil Spring Kit	OMED110SK2 \$ 380.00
Defender 110 SW, Std. Heavy Duty, Coil Spring Kit	OMED110SK1 \$ 349.90
RR Classic, Coil Spring Air Suspension Conversion Kit, OME .	RNK5105A \$ 489.00

TerraFirma

Serious 4x4 Accessories



TerraFirma Pro Sport +2 inch heavy duty suspension kits

Include; 4 TerraFirma +2 inch Pro Sport shocks and 4 +2 inch springs. Great off-road, excellent on-road.

- Defender 90**, 1984-'02, TerraFirma Pro Sport HD Suspension KitRNK725 \$ 555.95
- Defender 110**, 1983-'02, TerraFirma Pro Sport HD Suspension KitRNK727 \$ 629.00
- Discovery I**, 1994-'99, TerraFirma Pro Sport HD Suspension Kit.....RNK726 \$ 555.95

TerraFirma All Terrain Heavy Duty Suspension Kit. Designed for Discovery II's with extra large tires and extra accessory weight. Very good off-road, very good on-road. Includes 4 TerraFirma +2 inch All Terrain shocks and 4 +2 inch springs.

- Discovery II**, 1999-'04, TerraFirma All Terrain HD Suspension Kit.....TF230 \$ 499.00

Steering Damper

- Discovery II TerraFirma HDRNA802 \$ 55.50
- Defender 90/110 1983-2010RNA832 \$ 49.50
- Return to Center DamperTF835 \$ 119.95

Suspension Kits



Range Rover P38A 1995-2002 Coil Spring Conversion Kits

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 kits include 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.

Simply the best kit at the best price.

Range Rover P38A Coil Kit

- Genuine Standard DutyRNK5106 \$ 879.00
- ProLine Standard DutyPLK5106 \$ 659.00
- Genuine Heavy DutyRNK5107 \$ 899.00

Range Rover P38A Coil Kit with Bilstein Shocks

- Standard Duty w/ Bilsteins.....RNK5116 \$ 1,299.00
- Heavy Duty w/ BilsteinsRNK5117 \$ 1,269.00
- Steering damper, P38APLD924 \$ 39.95



Range Rover Classic Coil Spring Conversion Kit

Convert your Range Rover Classic to 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 \$ 439.00**



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 inch. Great off-road, fair on-road. Includes 4 OME Nitro Charger Sport Shocks & 4 OME springs. Imported from Australia. Standard Length.

- Defender 90** 1984-2002, Standard Duty.....OMED90K1 \$ 789.00
- Defender 90 1984-2002, Heavy Duty.....OMED90K2 \$ 789.00
- Defender 110 Station Wagon 1983-2002, Standard DutyOMED110K1 \$ 769.00
- Defender 110 Station Wagon 1983-2002, Heavy Duty.....OMED110K2 \$ 789.00
- Defender Pick Up or Hardtop 1983-2002, Standard DutyOMED110RK1 \$ 789.00
- Defender Pick Up or Hardtop 1983-2002, Heavy DutyOMED110RK2 \$ 769.00
- Discovery I** 1994 - 1999, Standard.....OMEDS1K1 \$ 749.00
- Discovery I 1994 - 1999, Heavy DutyOMEDS1K2 \$ 769.00
- Discovery II** 1999-2004, Standard.....OMEDS2K1 \$ 769.00
- Discovery II 1999-2004, Heavy DutyOMEDS2K2 \$ 749.00
- Range Rover Classic** 1987-1993 Coil spring, StandardOMERRK1 \$ 749.00
- Range Rover Classic 1987-1993 Coil spring, Heavy DutyOMERRK2 \$ 759.00

Steering Dampers

- Defender 90, 110OMESD32 \$ 94.50
- Discovery I, Range Rover Classic.....OMESD11 \$ 98.00
- Discovery IIOMESD02 \$ 96.50



Heavy Duty Air to Coil Conversion Kit with +2" Long Travel Shocks

Plus 2 Inch Kit by TerraFirma Includes: 4 Heavy Duty Springs, 4 HD Shocks, 2 Bottom Plates w/Bolts and 2 Isolators. **TF230 \$ 499.00**



Discovery II

Shock & Spring Kits



ProLine

Series 88" Spring & Shock Kit

Standard duty Spring set with U-bolts and shocks.

88 Series II, IIA, III PLK5123 \$ 599.00



PRO COMP

ProLine



Series 88" Spring & Pro Comp Shock Kit

Standard Duty spring set with U-bolts and Nitrogen charged Pro Comp shocks.

88 Series II, IIA, III PLK5223 \$ 699.00



Balanced Parabolic Spring Kits with Pro Comp Shocks

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 Nitro-charger shocks. Kits include 4 springs, 4 shocks & U-Bolts.

88" 2 leaf front & 3 leaf rears,

4 shocks.....RNK112388PC \$ 869.00

109" 2 leaf front & 3 leaf rears,

4 shocks.....RNK1123109PC \$ 879.00

109" 2 leaf front & 4 leaf rears,

4 shocks.....RNK1124109PC \$ 899.00



PRO COMP



Balanced Parabolic Spring Kits with OME Shocks

Series II, IIA, III Kits include 4 Old Man Emu Shocks, 4 springs, U-Bolts.

88" 2 leaf front & 3 leaf rears,

4 shocks.....RNK112388 \$ 1,089.00

109" 2 leaf front & 3 leaf rears,

4 shocks.....RNK1123109 \$ 1,099.00

109" 2 leaf front & 4 leaf rears,

4 shocks, Heavy Duty set.....RNK1124109 \$ 1,299.00



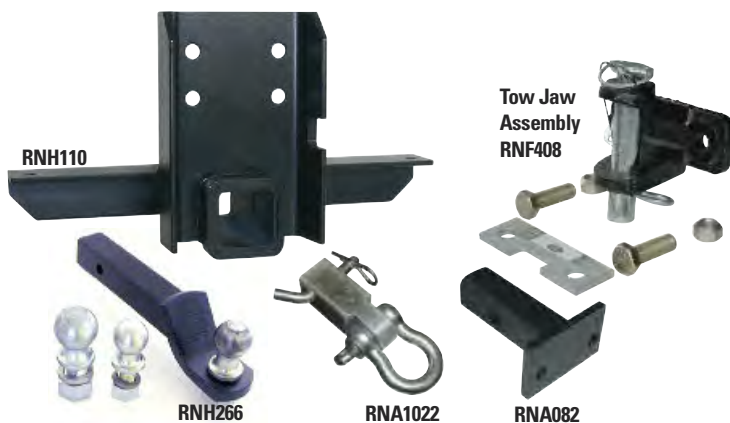
OLD MAN EMU
4x4 SUSPENSION BY ARB



Planning on towing with your Land Rover?

Perfect for towing or recovery, class III receiver hitches bolt onto the rear frame member. Can be incorporated with pintel style hitch. Includes mounting hardware. We offer receiver hitch kits to fit most Land Rover models and are Class III rated.

Receiver Hitch, Defender 1984-1998.....	RNH110	\$ 239.00
Receiver Hitch, Defender 1999 -2013.....	RNA091	\$ 279.95
Receiver Hitch, Series IIA, III Standard Chassis.....	RNA084	\$ 229.95
Receiver Hitch, Front Mount Defender.....	RNA085	\$ 229.95
Receiver Hitch, Series IIA, III Military Chassis.....	RNA086	\$ 289.95
Receiver Hitch, Series IIA, III 109" S.W.....	RNA087	\$ 229.95
Bracket Tow Hitch, Range Rover P38A.....	RNH349	\$ 150.59
Receiver Hitch Plug, "Land Rover".....	RNN397	\$ 19.50
Hitch Pin, 5/8" with clip.....	RNE231	\$ 4.40
Receiver Hitch Adaptor, Tow Jaw.....	RNA082	\$ 72.50
Tow Jaw Assembly, 7,700 lb Camel Trophy Style.....	RNF408	\$ 85.50
Shackle Mount, 2" Receiver with Hitch Pin.....	RNA1022	\$ 49.98



RNH110

Tow Jaw Assembly
RNF408

RNH266

RNA1022

RNA082

Land Rover Trailer Hitch Kits

Kit includes tow bar, 1 7/8" ball, 2" ball, ball cover, locking hitch pin and 2 safety chains.

Trailer Hitch Kit, Discovery I, II, Range Rover Classic, Genuine.....RNH266 \$ 189.00

Trailer Wiring Harness Kits

Our Genuine Trailer Wiring and Hitch Kits

will get the job done. Includes: converter box, receptacle, 4-prong receptacle and all necessary wiring and hardware.

Trailer Wiring Harness, Discovery I, Genuine - Harness Only.....RNN396 \$ 239.20

Trailer Wiring Harness, Discovery II, Genuine.....RND241 \$ 379.95

Trailer Wiring Harness, Range Rover P38A, Genuine.....RND170 \$ 521.51

Trailer Wiring Harness, 7-4 Pin Adapter, Genuine.....RNS557 \$ 49.95

Plug 7 Pin Trailer Lamps.....RNQ614 \$ 25.80



RNS557



RND241

Suspension Bushing Kits



Protect your Land Rover

Waxoyl U.P.T. Fabric & Leather Protection
RNW5007 \$ 23.53



Waxoyl 120-4 Rust Inhibitor

A clear wax that comes in a large 500ml aerosol.
RNW5004 \$ 15.99



Waxoyl Hardwax Underbody

Large 500ml aerosol can perfect for protecting your underbody.
RNW5006 \$ 15.99



Rallye style Series Land Rover suspension testing in the Philippines. Photo: Ron Pascual

Genuine Suspension Bushing Kits

Front Axle Bushing Kits

Suspension Bushing Kit, Front, Defender up to 1994, Range Rover Classic pre 1986, Genuine.....	RNK5910 \$ 199.00
Suspension Bushing Kit, Front, Defender 1994 on, Genuine.....	RNK5916 \$ 183.60
Suspension Bushing Kit, Front, RRC 1986-'90, Genuine.....	RNK5912 \$ 149.00
Suspension Bushing Kit, Front, RRC 1991 on, Genuine.....	RNK5914 \$ 170.00
Suspension Bushing Kit, Front, Discovery I, Genuine.....	RNK5918 \$ 185.00

Rear Axle Bushing Kits

Suspension Bushing Kit, Rear, RRC 1986-'92, Genuine.....	RNK5913 \$ 179.00
Suspension Bushing Kit, Rear, Defender, Discovery I, Range Rover Classic 1993 on, Genuine.....	RNK5915 \$ 229.50

Discovery II Suspension Bushing Kits

Front, non ACE, Genuine.....	RNK5919 \$ 579.00
Front, non ACE, ProLine.....	PLK5919 \$ 169.95
Rear non ACE, Genuine.....	RNK5920 \$ 799.00
Rear non ACE, ProLine.....	PLK5920 \$ 499.95
Rear Air non ACE, Genuine.....	RNK5921 \$ 799.00
Rear Air non ACE, ProLine.....	PLK5921 \$ 499.95
Front with ACE, Genuine.....	RNK5922 \$ 699.00
Front with ACE, ProLine.....	PLK5922 \$ 194.95
Rear with ACE, Genuine.....	RNK5923 \$ 599.00
Rear with ACE, ProLine.....	PLK5923 \$ 199.00



RNK5915

Poly Bushing Kits

An easy to install, economical alternative to Genuine Bushings. Superior quality formulated for medium firmness to provide the best mix of handling and comfort for Land Rovers used both on and off-road. Kit includes all suspension and shock absorber bushings for your vehicle.

ProLine , Discovery I, Range Rover Classic (except 1995), Defender 90, 110, 1994 on.....	PBS1115 \$ 179.00
ProLine , Defender 90, 110, '83-'93.....	PBS1114 \$ 179.00
SuperPro , Defender 1994-2002, Range Rover Classic 1986-'94, Discovery I 1989-1998.....	SPB1115 \$ 299.95
ProLine , Discovery II.....	PBS1119 \$ 195.00
TerraFirma , Polybush Kit.....	TF910 \$ 209.00
Series III LWB Polybush Set	PBS1111LWB \$ 129.95
Series IIA, III SWB Polybush Set	PBS1111SWB \$ 159.00



PBS1119



TF910



Discovery II Lights, Lamps

Headlights

1999-'02.....RH, Genuine.....	RNE992	\$ 164.95
1999-'02.....LH, Genuine.....	RNE993	\$ 164.95
2003-'04.....RH, Genuine.....	RNI220	\$ 429.95
2003-'04.....LH, Genuine.....	RNI221	\$ 429.95

Tailights

1999-'02.....RH, Genuine.....	RNH094	\$ 194.95
1999-'02.....LH, Genuine.....	RNF597	\$ 194.95
2003-'04.....RH, Genuine.....	RNN858	\$ 138.03
2003-'04.....LH, Genuine.....	RNN857	\$ 131.28

Rear Bumper

1999-'02.....RH, Genuine.....	RNF600	\$ 109.95
1999-'02.....LH, Genuine.....	RNF601	\$ 109.95
2003-'04.....RH, Genuine.....	RNH683	\$ 139.95
2003-'04.....RH, ProLine.....	PLH683	\$ 45.00
2003-'04.....LH, Genuine.....	RNH684	\$ 139.95
2003-'04.....LH, ProLine.....	PLH684	\$ 45.00



RN1221



RNF597



PLF593C



PLF593



Discovery II Lamp Guards

Front up to 2003, Genuine.....	RNA663	\$ 259.95
Front 2003 on, Genuine.....	RNI709	\$ 219.95
Rear upper, Genuine.....	RNI303	\$ 109.95
Rear set of 4, tail & bumper,		
plastic, Genuine.....	RNA664	\$ 229.95
steel, Genuine.....	RNI309	\$ 267.98
2003 on for brush bar, Genuine.....	RNI710	\$ 199.95
2003 on rear bumper, Genuine.....	RNI713	\$ 119.95
2003 on rear upper without		
rear park aid, Genuine.....	RNI714	\$ 179.95

Front Corner Side Lamps

Fits Discovery II 1999-'02. Front indicator lamp. Lens comes with amber bulb.

Front Indicator Lamp, Amber, RH, ProLine.....	PLF593	\$ 34.29
Front Indicator Lamp, Clear, RH, ProLine.....	PLF593C	\$ 39.50
Front Indicator Lamp, Amber, LH, ProLine.....	PLF594	\$ 34.29
Front Indicator Lamp, Clear, LH, ProLine.....	PLF594C	\$ 39.50

Discovery I Lights, Lamps

Headlamp, Corner Lamp and Side Marker Lamp Upgrade Kits

Get the look, style and improved visibility for less money than replacing your original Discovery I lighting. Headlamp kit includes: 2 Genuine Land Rover headlamp assemblies with H4 halogen bulbs. Fits all Discovery I, 1994-'99, Genuine. Shown with optional clear front corner side lens kit.

Headlamp Upgrade Kit.....	RNK9923	\$ 289.00
Clear Corner Lamp Kit.....	RNK9921	\$ 69.29
Clear Side Marker Kit.....	RNK9922	\$ 69.88

Headlamps

1994-'99, RH, Genuine.....	RNE817	\$ 139.95
1994-'99, LH, Genuine.....	RNE816	\$ 139.95
1994-'99, Headlamp Upgrade Kit.....	RNK9923	\$ 289.00

Front Corner Lamp

1994-'99, RH, Genuine, Amber.....	RNE818	\$ 89.95
1994-'99, RH, ProLine, Clear.....	PLE818C	\$ 39.90
1994-'99, LH, Genuine, Amber.....	RNE789	\$ 94.95
1994-'99, RH, ProLine, Clear.....	PLE789C	\$ 39.90
1994-'99, Clear Corner Lamp Kit.....	RNK9921	\$ 69.29
1994-'99, Clear Side Marker Kit.....	RNK9922	\$ 69.88

Tailights

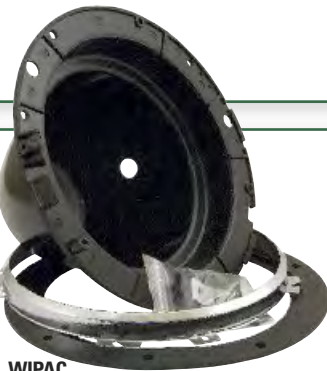
1994-'95, RH, up to VIN SA162389/ SA501704 (up to late < 1995).....	RNE782	\$ 89.95
1994-'95, LH, up to VIN SA162389/ SA501704 (up to late < 1995).....	RNE756	\$ 89.95
1995-'99, RH, from VIN SA162390/ SA501705 (late 1995 > on).....	RNE779	\$ 149.95
1995-'99, LH, from VIN SA162390/ SA501705 (late 1995 > on).....	RNE785	\$ 149.95
Rear Bumper		
1994-'99, RH, Genuine.....	RNE758	\$ 69.95
1994-'99, LH, Genuine.....	RNE784	\$ 69.95
1994-'99, LH, ProLine.....	PLE784	\$ 29.95



RNK9922



RNE756



WIPAC

Replacement Headlight Bucket with adjuster kit

Fits Series & Defender.
WIPAC \$ 23.50

Fits Defender, Range Rover Classic. **PLI239 \$ 23.50**



PLI239

Genuine Land Rover Rear Plate Lamp Assemblies

All Defender & Series models
Includes bulbs, Genuine
RNF439 \$ 23.50

Discovery II **RNF604 \$ 22.95**



RNF439

RNF604



Hella
Ideas today for the cars of tomorrow

Hella Vision Plus Conversion Headlamp
High performance European headlamp technology - street legal D.O.T. version.

This is the most powerful, legally-approved headlamp on the market. These headlamps provide a precise, focused beam pattern that turns night into day! Single headlamp, includes 60 watt high beam / 55 watt low beam replaceable HB2 (9003) bulb and dust cover. Fits Series, II, IIA, III, Defender 90, 110, 130, and Range Rover Classic.

Hella 60/55w HB2 (9003) bulb included!

Sold individuallyRNC673 \$ 40.99

Waterproof LED Lamps for Defender & Series

NEW NAS Style LED Lamps
LED lamps are brighter and offer a stylish alternative to traditional halogen lighting.

- Longer life (typical LED life 100,000 hours)
- Low energy consumption

Waterproof



Stop/Tail Lamp, Rear	PLN289	\$ 49.95
Amber Directional Lamp, Front or Rear	PLN292	\$ 49.95
Clear Parking Lamp	LED6084	\$ 49.95
Rear Fog Guard Lamp	PLN290	\$ 49.95
Reverse Lamp, Rear	PLN291	\$ 49.95
Plinth, fits all	PLC861	\$ 6.99
Complete LED Lamp Kit includes 5 plinths, 1 reverse LED, 2 directional LED, 2 stop/tail LED lamps	PLK289	\$ 249.00
Connector Kit for LED Lamp Kit PLK289	PLK289CK	\$ 49.95
WIPAC Smart Load Device for NAS LED 12V	SLD12V	\$ 23.99
Adaptor Kit for Series II-III, Allows NAS Lamps to plug directly into Series harness	PLK861AK	\$ 98.00



Defender NAS Lamp Assemblies
Brighten up your Defender with our Wipac Lamp assemblies. Includes mounting screws and bulb holder. Bulb not included. When upgrading a '94 NAS 90 or '93 NAS 110 you need to purchase PLK289CK.

1. Stop/Tail Lamp, Red, ProLine (each)	PLC867	\$ 15.80
2. Directional Lamp, Amber, ProLine (each)	PLC868	\$ 15.80
3. Reverse Lamp, Clear, ProLine (each)	PLC869	\$ 15.80
4. Plinth mounting base for lamps, ProLine (each)	PLC861	\$ 6.99
5. Rear NAS Lamp kit Includes 5 plinths, 1 reverse, 2 directional, 2 stop/tail lamps	PLK861	\$ 99.95
Adaptor Kit for Series II-III, Allows NAS Lamp Kit PLK861 to plug directly into Series harness	PLK861AK	\$ 98.00
Connector Kit for LED Lamp Kit	PLK289CK	\$ 49.95

Defender Normal Style Lamp Assemblies 1999 on
With fixed lenses. Bulbs included as indicated.



Front Indicator Clear with Amber Bulb, Genuine	RNL413	\$ 75.60
Front Indicator Amber with Clear Bulb, Genuine	RNL106	\$ 25.95
Front Side/Parking Lamp Clear with Clear Bulb, Genuine	RNL104	\$ 39.95
Rear Stop/Tail Lamp Red with Clear Bulb, Genuine	RNL155	\$ 22.26
Rear Indicator Amber with Clear Bulb, Genuine	RNH970	\$ 24.95

Defender Rear Light Waterproof Boot Kit
Kit includes new bulb sockets, rubber boots, clamps, connector repair kit and sealing compound. Does all five rear lamp assemblies. All components are available individually, see parts at left (does not include bulb).



For Round NAS Defender Tail Lamps 1995 on, ProLineRNN9095 \$ 189.50



Normal Style Lamp Assemblies
Applicable to all models from Series I up to 1999 Defender. Automotive plastic construction for corrosion resistant operation with removable lens. Equipped with 36-inch long wire harness with bullet end connectors. 2.75 inch diameter. Bulb not included.

1. Stop / Tail Lamp, Red, Genuine (each)	RNF199	\$ 29.95
Stop / Tail Lamp, Red, ProLine (each)	PLF199	\$ 15.95
2. Directional or Park Lamp, Amber, Genuine (each)	RNF188	\$ 44.95
Directional or Park Lamp, Amber, ProLine (each)	PLF188	\$ 6.98
3. Park or Reverse Lamp, Clear, Genuine (each)	RNF187	\$ 20.95
Park or reverse Lamp, Clear, ProLine (each)	PLF187	\$ 7.98
4. Vehicle Kit, 2 park, 4 directional, 2 stop/tail lamps, Genuine	RNK188	\$ 319.00
Vehicle Kit, 2 park, 4 directional, 2 stop/tail lamps, ProLine	PLK188	\$ 69.95
5. Bulb, Directional, 12 Volt, Genuine (each)	RNE627	\$ 2.95
Bulb, Stop/Tail, 12 Volt, Genuine (each)	RNE626	\$ 2.59

Interior Dome Lens & Lamp Assemblies



Dome Lens, Range Rover Classic	PLE923	\$ 16.79
Dome Lamp Assembly, Series & Defender	PLF319	\$ 23.50
Switched Dome, Defender 1994 on	RNL159	\$ 34.95
Bracket for Switched Dome light	RNN288	\$ 18.20

Popular Kits for your Land Rover

MANTEC

Raised Air Intakes



- Series IIA, III**
Defender 90/110 NA
Round Metal Tubed
RNA2002 \$ 369.00
- Defender NAS**
Round Metal Tubed
RNA1002 \$ 489.00
- Defender 200Tdi**
Round Metal Tubed
RNA1102 \$ 379.00
- Defender 300, Tdi, Td5**
Round ABS Tubed
RNA2002TDI \$ 349.00
- Defender 300 Tdi, Td5**
Flexlit ABS Angular
RNA2013 \$ 309.00
- Discovery I**
Round Metal Tubed
RNA1003 \$ 399.00
- Discovery II**
Round Metal Tubed
RNA1013 \$ 479.95
- Range Rover Classic**
Round Metal Tubed
RNA1115 \$ 398.95
- LR3**
Flexlit ABS Angular
RNA1473 \$ 799.95



- Raised Air Intake**
Defender NAS
Round Metal Tubed
RNA1002 \$ 489.00
- Camel Trophy Brush Bar**
Black Nylon Coated.
RNA011 \$ 749.95

LED Lamps



NEW LED Lamps for Series and Defender

Standard 2.75" inch lights as fitted to Series and Defender.

- 100% Waterproof
- Low Energy Consumption
- Long 100,000+ Hour Life
- Super Bright for Increased Visibility
- Easy to Install

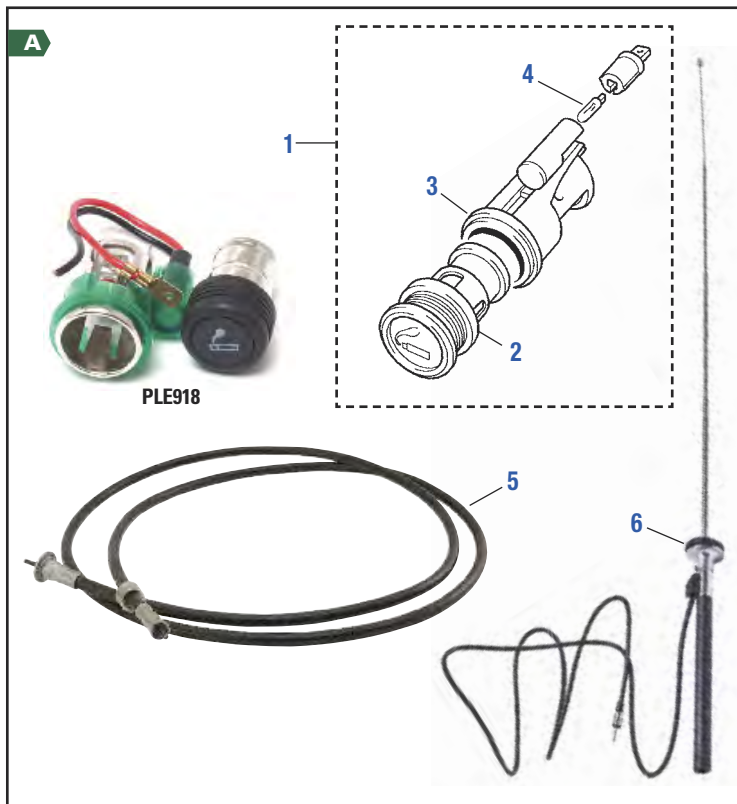
Clear Parking Lamp.....	LED6085	\$ 29.95
Clear / Amber Directional Front.....	LED6489	\$ 29.95
Clear / Amber Directional Rear.....	LED6186	\$ 29.95
Amber Directional.....	LED6287	\$ 29.95
Red Stop / Tail.....	LED6388	\$ 29.95
Clear / Red Stop / Tail.....	LED6590	\$ 29.95

Defender Snow Shield for Heater Intake

Injection moulded black plastic cover for wing top heater intake. **Fits:** Defender models 1983-2012 LHD.
RNA2102 \$ 49.95



Mirrors, Cigar Lighters, Speedometer Cables, Aerials



A Cigar Lighters, Speedo Cables, Aerials

1. Cigar Lighter Assembly , Defender, RRC, Discovery I, II, Genuine RNF450	\$ 44.95
Cigar Lighter Assembly, Defender, RRC, Discovery I, ProLine....PLE918	\$ 12.95
Cigar Lighter Assembly, Range Rover P38A 4.0/4.6.....RNF641	\$ 45.60
Cigar Lighter Assembly, Discovery II, Freelander.....RNS879	\$ 29.70
Cigar Lighter Assembly, Defender 2007 on.....RNS881	\$ 29.95
Cigar Lighter, LR2, LR3.....RNS882	\$ 34.28
2. Cigar Lighter Pop Out Unit , Defender.....RNS880	\$ 39.17
3. Cigar Lighter Light Ring , LR2, LR3, L320.....RNS883	\$ 12.87
4. Bulb , 1.2 Watt.....RNE673	\$ 3.26
5. Speedometer Cable , Series II, IIA, Genuine.....RNE614	\$ 119.95
Series II, IIA, ProLine.....PLE614	\$ 17.95
Series III, Genuine.....RNT008	\$ 119.95
Series III, ProLine.....PLT008	\$ 19.95
Series III, RHD, Genuine.....RNS870	\$ 133.23
Defender, Upper 2-piece Style, for RHD or LHD, up to #AA266613, Genuine.....RNS871	\$ 94.95
Defender, Lower LHD up to #267696.....RNS873	\$ 55.63
Defender, Lower RHD up to #AA266613.....RNS872	\$ 94.95
Defender V8, RHD, non-NAS, Genuine.....PLS874	\$ 39.95
Defender 4cyl, RHD, ProLine.....PLL572	\$ 21.95
Defender, 1-Peice, LHD, Non-NAS up to 1977, Genuine.....RNL570	\$ 149.95
Defender, 1-Peice, LHD, Non-NAS up to 1977, ProLine.....PLL570	\$ 22.95
Cable Speedo-Transducer , Defender.....PLE521	\$ 159.00
Speedometer Cable, RRC, Upper EFI.....RNE914	\$ 32.00
Speedometer Cable, RRC, Lower non-EFI.....RNS875	\$ 79.96
Trip Reset Cable, Series III, Genuine.....RNT018	\$ 19.03
6. Aerial Wing Mount Metal Type , Defender, Genuine.....RNS876	\$ 74.95
Aerial Assembly, Metal Type, Defender, Genuine.....RNS877	\$ 59.95
Rod Antenna, Discovery I, Genuine.....RNS878	\$ 54.95

Mirrors

Series II, IIA, III
6" x 10" Mirror Head
RNF260 \$ 13.99

5" x 7" Mirror Head
RNF259 \$ 12.50

Round Mirror Head
PLC633 \$ 11.99 ea

8 1/2" Mirror Arm
Mounts to wing top & Series IIA hinges
with mirror mount. Fits RNF259 & RNF260.
ARM2 \$ 14.50

Interior Mirror
Series II, IIA, III, PLB905 \$ 14.90
Defender, RNI505 \$ 54.95



Discovery II Mirrors
Mirror Glass, LH Flat, Discovery II
RNS458 \$ 52.29
Mirror Glass, RH Convex, Discovery II
RNS459 \$ 83.65



Defender Mirrors

X Large
6" x 10" Head
with 6 1/2" arm
RNF716 \$ 42.50 ea



Standard
5" x 8" head
with 6 1/2" arm
RNE314 \$ 36.00 ea

Convex Mirror

Defender Convex Mirror Assembly

Standard size 5" x 8", head with 6 1/2" arm, shown above.....RNE314	\$ 36.00 ea
All of these can be mounted on Series with Defender door hinge kits.	
Mirror Arm, Defender.....RNE313	\$ 53.23
Replacement convex mirror head 5 x 8", Defender, Genuine.....RNE315	\$ 84.95 ea
Replacement convex mirror head 5 x 8", Defender, ProLine.....PLE315	\$ 22.95 ea
Replacement flat mirror head 5 x 8", Defender.....RNF400	\$ 39.95 ea
Mirror Head Assy Flat Glass , Defender.....RNC825	\$ 69.95

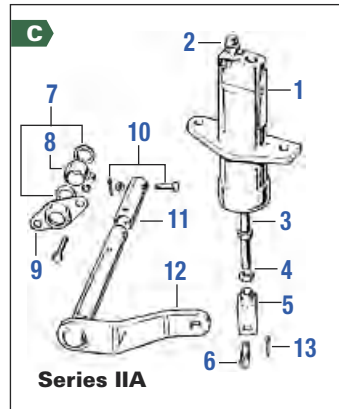
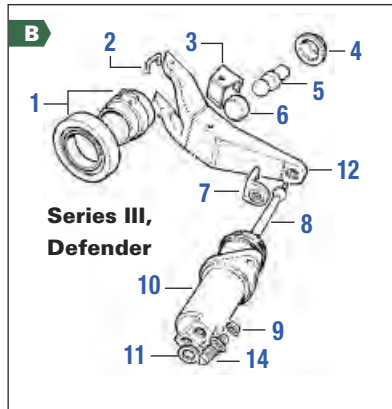
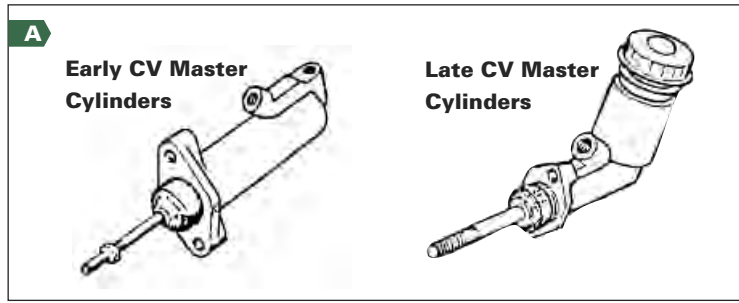
Mirror Kits

Includes standard 5" x 8" mirror and arm, top door hinge, sealing washer, and all hinge bolts.
5" x 8" Mirror Kit, LH...RNK841L \$ 99.85
5" x 8" Mirror Kit, RH...RNK841R \$ 99.85
10" x 6" Mirror Kit, LH...RNK851L \$ 99.85
10" x 6" Mirror Kit, RH...RNK851R \$ 99.85



Genuine Door Hinge Kits
D90, Series II-III 88".....RNK8060 \$ 289.00
D110, Series II-III 109".....RNK8061 \$ 549.00 ea

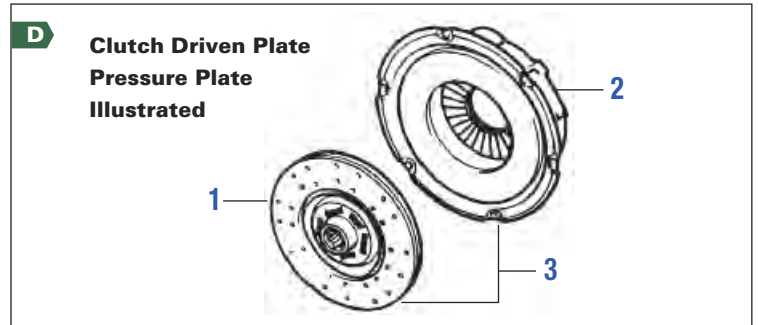
Clutch, Master Cylinder



- | | | |
|--|--------|----------|
| 2. Bleed Screw, Genuine..... | RNC380 | \$ 3.95 |
| Bleed Screw, ProLine..... | PLC380 | \$ 1.56 |
| 3. Push Rod, Genuine..... | RNC293 | \$ 27.95 |
| 4. Lock Nut, Genuine..... | RNS034 | \$ 1.99 |
| 5. Clevis for Push Rod, Genuine..... | RNB638 | \$ 4.60 |
| 6. Threaded Clevis Pin, Genuine..... | RNA932 | \$ 29.95 |
| 7. Felt Ring for Spherical Bushing, Genuine..... | RNA946 | \$ POA |
| 8. Spherical Bush, Genuine..... | RNC733 | \$ 39.95 |
| 9. Housing for Spherical Bush, Genuine..... | RNB380 | \$ 9.95 |
| 10. Pin for Cross Shaft (two required), Genuine..... | RNC290 | \$ 3.96 |
| 11. Connecting Tube, Genuine..... | RNC403 | \$ 74.80 |
| 12. Operating Lever, 2.25 Litre, Genuine..... | RNC294 | \$ 38.75 |
| 13. Split pin for clevis, Genuine..... | RNB315 | \$ POA |

Rubber Boot for Cross Shaft

- | | | |
|--|--------|----------|
| Seals, Cross Shaft to Bell Housing, Genuine (not shown)..... | RNC371 | \$ 18.95 |
|--|--------|----------|



A Clutch Master Cylinders

- | | | |
|---|--------|-----------|
| Series II, IIA 1959 - 1968 early CV type, ProLine..... | PLC752 | \$ 64.50 |
| Series IIA, III, Defender all models, 1969 - 2007 late CV type with fluid reservoir, Genuine..... | RNF289 | \$ 139.95 |
| ProLine..... | PLF289 | \$ 69.50 |
| Rebuild kit for all CV Master Cylinders 1959 - 2007, Genuine..... | RNC720 | \$ 24.95 |
| Cap with seal for Late CV Master Cylinder, Genuine..... | RNF290 | \$ 29.95 |
| Cap with seal for Late CV Master Cylinder, ProLine..... | PLF290 | \$ 4.98 |

B Clutch Withdrawal Mechanism

Series III, Defender

- | | | |
|--|--------|-----------|
| 1. Throw-Out Bearing, Genuine..... | RNE223 | \$ 68.29 |
| Throw-Out Bearing, ProLine..... | PLE223 | \$ 26.50 |
| 2. Plastic Staple, Genuine..... | RNC483 | \$ 1.39 |
| 3. Retainer for Operating Arm, Genuine..... | RNC465 | \$ 2.95 |
| 4. Retainer Collar, Genuine..... | RNC466 | \$ 3.95 |
| 5. Fulcrum, 3.9 Litre, Genuine..... | RNE172 | \$ 15.38 |
| 6. Bush for operating arm, Genuine..... | RNC464 | \$ 4.50 |
| 7. Retainer for Push Rod, Genuine..... | RNC493 | \$ 4.95 |
| 8. Push Rod for Slave Cylinder, 2.25 Litre, Genuine..... | RNC463 | \$ 47.69 |
| Push Rod for Slave Cylinder, 2.25 Litre, ProLine..... | PLC498 | \$ 6.25 |
| Push Rod for Slave Cylinder, Defender w/LT77, All 4 cyl, Genuine..... | RNI700 | \$ 10.99 |
| Push Rod for Slave Cylinder, Defender w/R380, All 4 cyl, Genuine..... | RNI701 | \$ 79.95 |
| 9. Dust Cap for Bleeder, Genuine..... | RNF316 | \$ 3.95 |
| 10. Slave Cylinder, 2.25, 2.5 Litre & 200 TDI w/LT77 Gearbox, Genuine..... | RNC535 | \$ 139.00 |
| Slave Cylinder, 2.25, 2.5 Litre & 200 TDI w/LT77 Gearbox, ProLine..... | PLC535 | \$ 39.50 |
| Slave Cylinder, 3.9 Litre V8, w/LT77 & R380, Genuine..... | RNE222 | \$ 89.45 |
| Slave Cylinder, 3.9 Litre V8, w/LT77 & R380, ProLine..... | PLE222 | \$ 36.80 |
| Slave Cylinder, 300 Tdi, up to #56A0669086K, Genuine..... | RND627 | \$ 139.95 |
| Slave Cylinder, 300 Tdi, up to #56A0669086K, ProLine..... | PLD627 | \$ 38.29 |
| Slave Cylinder, 300 Tdi from #56A0669087K & Td5, Genuine..... | RND493 | \$ 119.95 |
| Slave Cylinder, 300 Tdi from #56A0669087K & Td5, ProLine..... | PLD493 | \$ 64.50 |
| 11. Compression Washer, Genuine..... | RNA986 | \$ 0.89 |
| 12. Release Lever, Series III, Defender V8 & Td5, Genuine..... | RNC481 | \$ 119.95 |
| Release Lever, Defender 2.5, 200 & 300 Tdi, Genuine..... | RNH396 | \$ 46.99 |

C Clutch Slave Cylinder & Linkage

Series II & IIA (Located at Bell Housing area)

- | | | |
|---------------------------------|--------|----------|
| 1. Slave Cylinder, ProLine..... | PLB599 | \$ 48.50 |
|---------------------------------|--------|----------|

D Clutch Driven Plate - NEW

- | | | |
|--|--------|-----------|
| 1. Series II, IIA thru 1966, 9", ProLine..... | PLC546 | \$ 89.94 |
| Series IIA, III 9.5", Genuine..... | RNE170 | \$ 129.95 |
| Series IIA, III 9.5", ProLine..... | PLE170 | \$ 79.88 |
| Defender V8, 10", Genuine..... | RNE220 | \$ 289.95 |
| Defender V8, 10", ProLine..... | PLE220 | \$ 84.20 |
| Defender 2.5, 200 & 300 Tdi, 10", Genuine..... | RNI702 | \$ 229.95 |
| Defender TD5, 10", Genuine..... | RNI703 | \$ 192.00 |

Clutch Pressure Plate - NEW

- | | | |
|---|--------|-----------|
| 2. Series II, IIA thru 1966, 9", ProLine..... | PLC547 | \$ 139.00 |
| Series II, IIA, 9.5", ProLine..... | PLC467 | \$ 139.80 |
| Series III, 2.25, 2.6 Litre, 9.5", Genuine..... | RNC486 | \$ 139.00 |
| Series III, 2.25, 2.6 Litre, 9.5", ProLine..... | PLC486 | \$ 82.95 |
| Series III, Defender V8, 10", Genuine..... | RNC485 | \$ 389.95 |
| Defender 2.5, 200 & 300 Tdi, 10", Genuine..... | RNH534 | \$ 169.95 |
| Defender TD5, 10", Genuine..... | RNI704 | \$ 275.01 |

Complete Clutch Kit

Includes driven plate, pressure plate and throwout bearing.

- | | | |
|--|--------|-----------|
| 3. Series III, ProLine..... | PLB372 | \$ 189.95 |
| Defender V8, Genuine..... | RNI705 | \$ 319.95 |
| Defender V8, ProLine..... | PLH608 | \$ 259.00 |
| Defender 2.5 NA, 200 & 300 Tdi, Genuine..... | RNI705 | \$ 319.95 |

Throw-Out Bearing Assembly

- | | | |
|--|--------|----------|
| Series III & Defender all models, Genuine..... | RNE223 | \$ 68.29 |
| Series III & Defender all models, ProLine..... | PLE223 | \$ 26.50 |



Stainless Steel Clutch Lines

- | | | |
|--------------------|---------|----------|
| Series II-IIA..... | RNA606 | \$ 27.50 |
| Series III..... | RNA211 | \$ 39.50 |
| 4cyl Defender..... | RNA1690 | \$ 44.50 |



Which Defender gearbox do I have?

LT77, LT77S - Reverse is forward to the left.

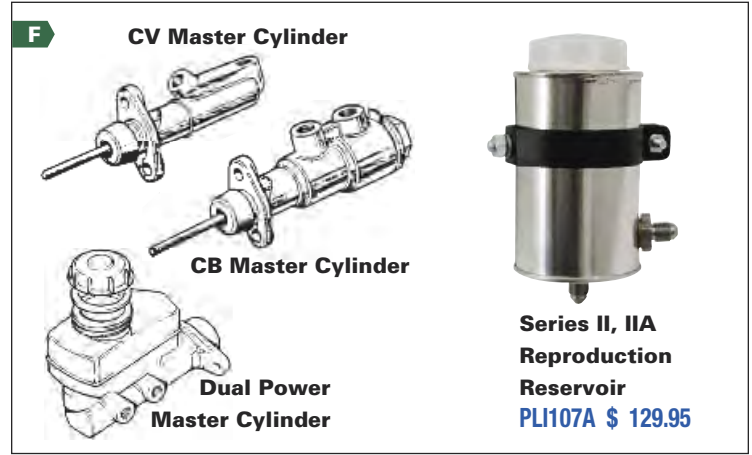
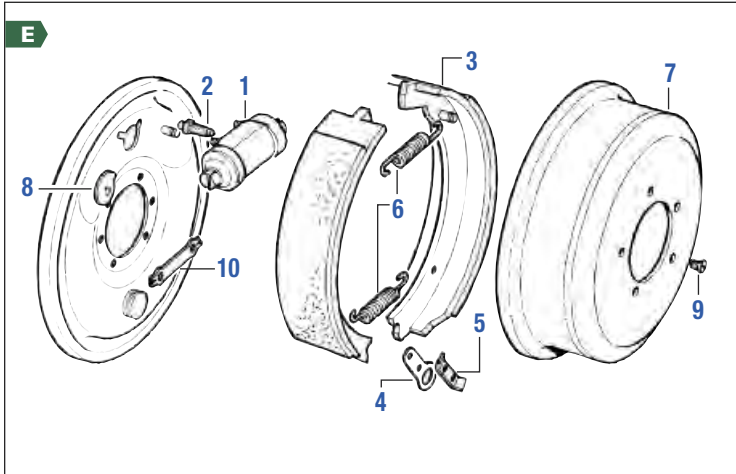
R380 - Reverse is rearward to the right.



LT77 / LT77S



R380



E Wheel Cylinders, Shoes, Drums

	Genuine	ProLine
1. 88", Series II, IIA, III Front Right	RNB535 \$ 93.50	PLB535 \$ 36.85
88", Series II, IIA, III Front Left	RNB536 \$ 119.95	PLB536 \$ 36.85
88", Series II, IIA, III Rear Right	RNB537 \$ 129.95	PLB537 \$ 39.50
88", Series II, IIA, III Rear Left	RNB538 \$ 129.95	PLB538 \$ 39.50
109", 2.25 Litre Front Right	RNB542 \$ NLA	PLB542 \$ 36.90
109", 2.25 Litre Front Left	RNB541 \$ NLA	PLB541 \$ 36.90
109", 2.25 Litre Rear Right	RNB535 \$ 93.50	PLB535 \$ 36.85
109", 2.25 Litre Rear Left	RNB536 \$ 119.95	PLB536 \$ 36.85
109", 2.6, 3.5 Litre Front Right	RNC600 \$ 257.75	PLC600 \$ 38.90
109", 2.6, 3.5 Litre Front Left	RNC599 \$ 257.75	PLC599 \$ 38.90
109", 2.6, 3.5 Litre Rear Right	RNB535 \$ 93.50	PLB535 \$ 36.85
109", 2.6, 3.5 Litre Rear Left	RNB536 \$ 119.95	PLB536 \$ 36.85
Defender 90 thru Oct '93 Rear Right	RNF349 \$ 249.95	PLF349 \$ 82.43
Defender 90 thru Oct '93 Rear Left	RNF348 \$ 249.95	PLF348 \$ 82.43
Defender 110 thru Oct '93 Rear Right	RNE635 \$ 118.90	PLE635 \$ 29.95
Defender 110 thru Oct '93 Rear Left	RNE636 \$ 118.90	PLE636 \$ 29.95

2. Bleed Screws for Wheel Cylinders, Genuine	RNC380 \$ 3.95
Bleed Screws for Wheel Cylinders, ProLine	PLC380 \$ 1.56
Dust Cap for bleed screws, Genuine	RNF316 \$ 3.95

Bonded Brake Shoes sold in axle sets

Enough for 2 wheels

3. 88", 90" bonded shoe axle set, front or rear, Mintex	PLF320M \$ 49.95
109" 2.25 Litre bonded shoe axle set, front only, Mintex	PLF343M \$ 59.20
2.6, 3.5 Litre bonded shoe axle set, front only, ProLine	PLF344 \$ 69.25
109", 110" bonded shoe axle set, rear only, all models, Mintex	PLF321M \$ 58.90
Series IIA, III 2.5 Litre brake shoes for handbrake, ProLine	PLF342 \$ 19.95
4. 88", 90" retainer for brake shoes, Genuine	RND064 \$ 17.95
5. 88", 90" locker for retainer, Genuine	RND065 \$ 2.95

Shoe Return Springs

6. 88" front & rear, all models thru June '80, Top, Genuine	RNC165 \$ 5.20
Top, ProLine	PLC165 \$ 1.55
Bottom, Genuine	RNA952 \$ 5.95
109", 110" all models with drum brakes, Front, Genuine	RNA993 \$ 7.20
Rear top, Genuine	RNC345 \$ 29.95
Rear top, ProLine	PLC345 \$ 3.95
Rear bottom, Genuine	RNC273 \$ 8.95
90" all models with rear drum brakes, Top, Genuine	RNC165 \$ 5.20
Top, ProLine	PLC165 \$ 1.55
Bottom, Genuine	RNA952 \$ 5.95

Brake Drums

7. 88" Series II, IIA, 10", ProLine	PLC545 \$ 42.50
88" Series III, 90" rear, 10", ProLine	PLC534 \$ 39.50
109" Series IIA, III 2.25 Litre 1971 on, 110" rear, ProLine	PLC504 \$ 45.99
8. Adjuster Kit does 4 adjusters (109" requires 2 kits), ProLine	PLE588 \$ 29.99
9. Drum Screw Fits all Series, ProLine	PLA915 \$ 0.50

F Brake Master Cylinders

Series II, IIA 88" CB, 1959 - 1967, ProLine	PLC228 \$ 64.50
Series IIA 88" CV, 1967 - 1968, ProLine	PLC752 \$ 64.50
Series II, IIA 109", 1959 - 1967, CB, ProLine	PLC429 \$ 69.48
Series IIA 109", 1968 - 1969, CV, ProLine	PLC753 \$ 49.95
Series Single System Power, except V8	PLH407 \$ 69.95
Series IIA, III 88" Dual Power, Genuine	RNC454 \$ 666.99
Series IIA, III 88" Dual Power, ProLine	PLC454 \$ 138.00
Series IIA, III, 109" Dual Power, Genuine	RNC762 \$ 780.62
Series IIA, III, 109" Dual Power, ProLine	PLC762 \$ 129.00
Series II, IIA Reservoir, Reproduction	PLI107A \$ 129.95
CB Master Cylinder Rebuild Kit, Series 88	PLF292 \$ 8.95
CV Master Cylinder Rebuild Kit, Series 109	RNC769 \$ 37.50

Complete Series Vehicle Brake Pipe Kits

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

88" early Series IIA, single system kit	RNK680 \$ 169.90
109" single system kit	RNK681 \$ 184.50
88" Series IIA, dual power system kit	RNK682 \$ 209.66
88" Series III, dual power system kit	RNK683 \$ 229.95



G Stainless Steel Brake Line Kits - DOT approved

These 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.

Extended Length + 2" inch

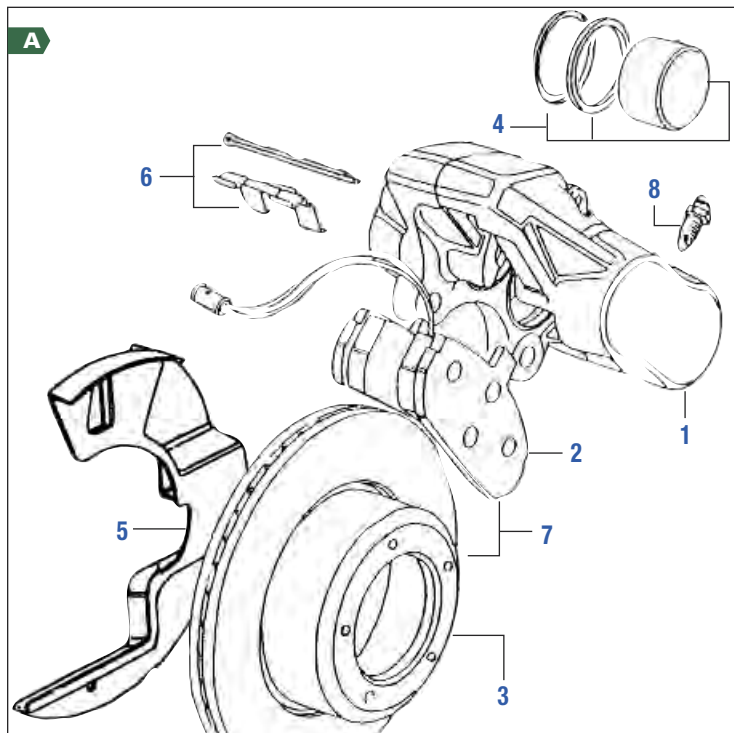
Defender	SBL2003E \$ 89.50
Discovery I	SBL3004E \$ 129.00
Discovery II	SBL6004E \$ 119.00
Range Rover Classic 1986-1989	SBL5005E \$ 165.00
Range Rover Classic 1990-1991	SBL5007E \$ 179.99
Range Rover Classic 1992-1995	SBL5006E \$ 219.00

Extended Length + 4" inch

Defender	SBL2004E \$ 99.50
Discovery I	SBL3005E4 \$ 129.00
Discovery II	SBL6005E4 \$ 119.00
Range Rover Classic 1992-1995	SBL5006E4 \$ 189.99

Series II-III Standard Length

Series II, IIA, 88"	RNA1076 \$ 79.50
Series III, 88"	RNA1032 \$ 78.50
Series II, IIA, 109"	RNA1091 \$ 79.50
Series III, 109"	RNA1033 \$ 78.50



A NEW ProLine Brake Calipers (no Core Charge)

1. Defender 90/110 1993-1997

Defender 90, Front Caliper, RH.....	PLF300A	\$ 139.00
Defender 90, Front Caliper, LH.....	PLF301A	\$ 139.00
Defender 90, Rear Caliper, RH.....	PLB198A	\$ 99.80
Defender 90, Rear Caliper, LH.....	PLB197A	\$ 99.80
Defender 110, Front Caliper, RH, Solid Retainer Pin.....	PLF200	\$ 127.60
Defender 110, Front Caliper, LH, Solid Retainer Pin.....	PLF201	\$ 127.60
Defender 110, Front Caliper, RH, Split Retainer Pin.....	PLL942	\$ 129.00
Defender 110, Front Caliper, LH, Split Retainer Pin.....	PLL943	\$ 129.00
Defender 110, Rear Caliper, RH.....	PLH346A	\$ 88.49
Defender 110, Rear Caliper, LH.....	PLH347A	\$ 88.49

Discovery I 1995-1999

Front Caliper, RH.....	PLB192A	\$ 149.00
Front Caliper, LH.....	PLB191A	\$ 149.00
Rear Caliper, NEW, RH.....	PLB198A	\$ 99.80
Rear Caliper, NEW, LH.....	PLB197A	\$ 99.80

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

Front Caliper, NEW, RH.....	PLD016A	\$ 79.99
Front Caliper, NEW, LH.....	PLD017A	\$ 79.99
Rear Caliper, NEW, RH.....	PLD004	\$ 89.95
Rear Caliper, NEW, LH.....	PLD005	\$ 89.95

Range Rover Classic 1987-1995

Front Caliper, NEW, 1987-1989 RH.....	PLB014A	\$ 129.00
Front Caliper, NEW, 1987-1989 LH.....	PLB015A	\$ 129.00
Front Caliper, NEW, 1993-1995 RH, From Vin #PA637568.....	PLD259A	\$ 159.00
Front Caliper, NEW, 1993-1995 LH, From Vin #PA637568.....	PLD258A	\$ 179.00
Front Caliper, NEW, ABS & Hunter, '90-1993, RH.....	PLB011A	\$ 149.00
Front Caliper, NEW, ABS & Hunter, '90-1993, LH.....	PLB017A	\$ 149.00
Rear Caliper, NEW, 1987-1992 RH 10mm.....	PLB018A	\$ 109.50
Rear Caliper, NEW, 1987-1992 LH 10mm.....	PLB010A	\$ 109.50
Rear Caliper, NEW, 1993-1995 RH 12mm.....	PLB198A	\$ 99.80
Rear Caliper, NEW, 1993-1995 LH 12mm.....	PLB197A	\$ 99.80

Genuine & ProLine Brake Pads

2. Defender 90 1994-2010

Front, Brake Pad set, Genuine.....	RNF302	\$ 139.22
Front, Brake Pad set, ProLine.....	PLF323	\$ 36.50
Rear, Brake Pad set, Genuine.....	RNF303	\$ 96.85
Rear, Brake Pad set, ProLine.....	PLB195	\$ 24.95

Defender 110

Front, Brake Pad set, 1983-1993, Genuine.....	RNF323	\$ 98.44
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Front, Brake Pad set, 1983-1993, ProLine.....	PLF323	\$ 36.50
Front, Brake Pad set, Pre '86, Split Pin Type, ProLine.....	PLI512	\$ 34.95
Front, Brake Pad set, 1994-on, Genuine.....	RNF302	\$ 139.22
Rear, Brake Pad set, 1994-2001, Genuine.....	RNH601	\$ 94.50
Rear, Brake Pad set, 1994-2001, ProLine.....	PLH601	\$ 39.95
Rear, Brake Pad set, 2002-on, Genuine.....	RNI162	\$ 89.60

Discovery I 1994-1999

Front, Brake Pad, set, Genuine (w/o sensor).....	RNB208	\$ 97.95
Front, Brake Pad, set, ProLine.....	PLB208	\$ 36.50
Rear, Brake Pad set, Genuine.....	RNF303	\$ 96.85
Rear, Brake Pad set, Genuine (w/o sensor).....	RNB195	\$ 102.04
Rear, Brake Pad set, ProLine (w/o sensor).....	PLB195	\$ 24.95

Discovery II 1999-2004

Front, Brake Pad set, Genuine.....	RND036	\$ 76.84
Front, Brake Pad set, ProLine.....	PLD036	\$ 42.95
Rear, Brake Pad set, Genuine.....	RND020	\$ 129.95
Rear, Brake Pad set, ProLine.....	PLD242	\$ 39.50

Range Rover Classic 1987-1995

Front, Brake Pad set, '87-1989, Genuine.....	RNB001	\$ 83.50
Front, Brake Pad set, '87-1989, non ABS, ProLine.....	PLB001	\$ 35.95
Front, Brake Pad set, '90-1995, Genuine.....	RNB002	\$ 62.50
Front, Brake Pad set, '90-1995, ProLine.....	PLB208	\$ 36.50
Rear, Brake Pad set, '87-1995, Genuine.....	RNB004	\$ 119.95
Rear, Brake Pad set, '87-1995, ProLine.....	PLB004	\$ 49.99

Range Rover P38A 1995-2002

Front, Brake Pad set, ProLine.....	PLD036	\$ 42.95
Rear, Brake Pad, set ProLine.....	PLD242	\$ 39.50

Range Rover L322, 2003 on

Front, Brake Pad set up to 4A159171, Genuine.....	RNL590	\$ 129.95
Front, Brake Pad set up to 4A15917, ProLine.....	PLH715	\$ 61.95
Front, Brake Pad set, 4.2 ltr Supercharged.....	RNI369	\$ 179.95
Rear, Brake Pad set up to 6A000001, Genuine.....	RNH594	\$ 169.95
Rear, Brake Pad set 2006 on, Genuine.....	RNI571	\$ 136.75

LR3, 2004 on

Brake Pad set, front, Genuine.....	RNH721	\$ 99.51
Brake Pad set, front, ProLine.....	PLH721	\$ 69.95
Brake Pad set, rear, Genuine.....	RNH958	\$ 96.95
Brake Pad set, rear, ProLine.....	PLH958	\$ 54.50

Genuine & ProLine Brake Rotors

3. Defender 90, 110, 130

Front solid rotor, each, Genuine.....	RNB006	\$ 89.95
Front solid rotor, each, ProLine.....	PLB006A	\$ 39.50
Front vented rotor, each, Genuine.....	RNB022	\$ 99.50
Front vented rotor, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor, each, 110, 130, 1994-1998, Genuine.....	RNN954	\$ 86.40
Rear rotor, each, 110, 130, 1998-2013, Genuine.....	RNI154	\$ 98.95
Rear rotor, each, 110, 130, 1998-2013, ProLine.....	PLI154	\$ 39.95
Rear rotor, each, 90 only 1994-2013, Genuine.....	RNI721	\$ 115.16
Rear rotor, each, 90 only 1994-2013, ProLine.....	PLB012A	\$ 39.00

Discovery I 1995-1999

Front, rotor, each, Genuine.....	RNB006	\$ 89.95
Front, rotor, each, ProLine.....	PLB006A	\$ 39.50
Rear, rotor, each, Genuine.....	RNI721	\$ 115.16
Rear, rotor, each, ProLine.....	PLB012A	\$ 39.00

Discovery II 1999-2004

Front, rotor, each, Genuine.....	RND013	\$ 99.50
Front, rotor, each, ProLine.....	PLD013A	\$ 45.00
Front, Disc Set Pair, Slotted & Drilled, ProLine.....	PLD013SD	\$ 139.00
Rear, rotor, each, Genuine.....	RND024	\$ 98.50
Rear, rotor, each, ProLine.....	PLD024A	\$ 39.95
Rear, Disc Set Pair, Slotted & Drilled, ProLine.....	PLD024SD	\$ 129.00

Range Rover Classic 1987-1995

Front rotor '87-1989, each, Genuine.....	RNB006	\$ 89.95
Front rotor '87-1989, each, ProLine.....	PLB006A	\$ 39.50
Front rotor '90-1995, each, Genuine.....	RNB022	\$ 99.50
Front rotor '90-1995, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor '87-1995, each, Genuine.....	RNI721	\$ 115.16
Rear rotor '87-1995, each, ProLine.....	PLB012A	\$ 39.00

3. Range Rover P38A 1995-2002			
Front rotor, each, Genuine.....	RND028	\$	119.95
Front rotor, each, ProLine.....	PLD028A	\$	44.50
Rear rotor, each, Genuine.....	RND024	\$	98.50
Rear rotor, each, ProLine.....	PLD024A	\$	39.95
Rear, Disc Set Pair, Slotted & Drilled, ProLine.....	PLD024SD	\$	129.00

Range Rover L322 2003 on			
Front rotor, up to 3A130140, each, Genuine.....	RNH909	\$	179.00
Front rotor, up to 3A130140, each, ProLine.....	PLH909	\$	68.00
Front rotor, from 4A159171 up to 6A228066, each, Genuine.....	RNH954	\$	124.80
Rear rotor, up to 6A000001, each, Genuine.....	RNH955	\$	139.95
Rear rotor, up to 6A000001, each, ProLine.....	PLH955	\$	58.00

LR3 V8 only, 2004 on			
Front rotor, each, Genuine.....	RNH956	\$	99.50
Front rotor, each, ProLine.....	PLH956	\$	59.95
Rear rotor, each, Genuine.....	RNI350	\$	97.50
Rear rotor, each, ProLine.....	PLI350	\$	48.50

LR3 V6			
Front rotor, each, Genuine.....	RNL493	\$	112.20
Rear rotor, each, Genuine.....	RNL515	\$	115.38

Brake Fluid, Land Rover, Suitable for all			
Brake Fluid, Girling, TRW, 1 litre (33oz).....	GBF4100	\$	13.60
Brake Fluid, Girling, TRW, 500ml (16.9oz).....	GBF4500	\$	7.45



Caliper Rebuild Kits Includes pistons and seals for one caliper.

4. Defender 90			
front caliper kit per side, ProLine.....	PLF304	\$	29.80
Rear caliper kit per side, Genuine.....	RNB246	\$	96.65
Rear caliper kit per side, ProLine.....	PLB246	\$	29.95

Discovery I 1994-1999			
Front caliper kit per side, ProLine.....	PLB176	\$	36.50
Rear caliper kit per side, ProLine.....	PLB246	\$	29.95

5. Mud Shield			
Defender 90			
front RH, Genuine.....	RNB178	\$	29.50
front LH, Genuine.....	RNB177	\$	29.50
rear RH, Genuine.....	RNB206	\$	29.65
rear LH, Genuine.....	RNB205	\$	29.65
Defender 110			
front RH, Genuine.....	RNE195	\$	125.70
front LH, Genuine.....	RNE196	\$	125.70
rear RH, Genuine.....	RNB206	\$	29.65
rear LH, Genuine.....	RNB205	\$	29.65

Discovery I 1994-1999, Range Rover Classic 1987-1995			
Discovery I Front RH, Genuine.....	RNB178	\$	29.50
Discovery I Front LH, Genuine.....	RNB177	\$	29.50
Discovery I Rear RH, Genuine.....	RNI183	\$	172.90
Discovery I Rear LH, Genuine.....	RNI182	\$	172.90

Discovery II 1999-2004, Range Rover P38A 1996-2002			
Discovery II Front RH, Genuine.....	RND964	\$	47.95
Discovery II Front LH, Genuine.....	RND965	\$	47.95
Discovery II Rear RH & LH, Genuine.....	RNE004	\$	49.95

6. Fixing Kits for Brake Pads			
Defender 110 NAS, Discovery I, front, solid disc, ProLine.....			
	PLB204	\$	3.99
Range Rover Classic, Defender 90 NAS, front, vented, ProLine.....			
	PLD161	\$	6.95
Range Rover Classic, front, non-vented, ProLine.....			
	PLH320	\$	5.50
Range Rover Classic, Defender 90, Discovery I, rear, solid disc, ProLine.....			
	PLH321	\$	4.50

7. Brake Kits Genuine & ProLine kits include 2 pads, 2 rotors & hardware.			
Range Rover Classic 1987-1995			
Front Brakes non ABS, Genuine.....	RNK6101	\$	209.00
Front Brakes non ABS, ProLine.....	PLK6101	\$	109.00
Rear Brakes non ABS LH Sensor, Genuine.....	RNK6102	\$	289.00
Rear Brakes non ABS LH Sensor, ProLine.....	PLK6102	\$	129.00
Rear Brakes non ABS RH Sensor, Genuine.....	RNK6103	\$	289.00
Rear Brakes non ABS RH Sensor, ProLine.....	PLK6103	\$	129.00
Front Brakes w/ABS, Genuine.....	RNK6104	\$	239.00
Front Brakes w/ABS, ProLine.....	PLK6104	\$	118.90
Rear Brakes w/ABS, Genuine.....	RNK6105	\$	279.00
Rear Brakes w/ABS, ProLine.....	PLK6105	\$	129.00

7. Range Rover P38A 1995-2002			
Front Brakes, Genuine.....	RNK6112	\$	389.00
Front Brakes, ProLine.....	PLK6112	\$	124.00

7. Range Rover P38A 1995-2002 (con't)			
Rear Brakes, Genuine.....	RNK6113	\$	319.00
Rear Brakes, ProLine.....	PLK6113	\$	99.50

Discovery I 1995-1999			
Front Brakes, Genuine.....	RNK6106	\$	239.99
Front Brakes, ProLine.....	PLK6106	\$	110.00
Rear Brakes, Genuine.....	RNK6107	\$	256.00
Rear Brakes, ProLine.....	PLK6107	\$	94.50

Discovery II 1999-2004			
Front Brakes, Genuine.....	RNK6114	\$	278.29
Front Brakes, ProLine.....	PLK6114	\$	129.90
Rear Brakes, Genuine.....	RNK6115	\$	299.85
Rear Brakes, ProLine.....	PLK6115	\$	99.99

Defender 90			
Front Brakes, Genuine.....	RNK6110	\$	299.00
Front Brakes, ProLine.....	PLK6110	\$	112.99
Rear Brakes, Genuine.....	RNK6111	\$	299.50
Rear Brakes, ProLine.....	PLK6111	\$	98.50

Defender 110			
Front Brakes, Genuine.....	RNK6108	\$	239.00
Front Brakes, Genuine.....	PLK6108	\$	109.99
Rear Brakes, Drums and Shoes, Defender 110 NAS, Genuine.....	RNK6109	\$	POA
Rear Brakes, Drums and Shoes, Defender 110 NAS, Proline.....	PLK6109	\$	149.50

8. Bleed Screw			
Defender, Range Rover Classic, Discovery I, Genuine.....	RNB023	\$	6.95
Range Rover P38A, Discovery II, Genuine.....	RND966	\$	5.99

B Brake Master Cylinder Servo Assembly

PLF314

B Servo Assembly for Brakes			
1. Defender all Models up to 1991, ProLine.....			
	PLD293	\$	199.00
Defender all Models w/out ABS 1991 on, ProLine.....			
	PLH911	\$	139.00
Defender all Models with ABS 1999 on, Genuine.....			
	RNI170	\$	379.95
Series IIA-III, 2.25 Petrol, Genuine.....			
	RNF314	\$	549.95
Series IIA-III, 2.25 Petrol, ProLine.....			
	PLF314	\$	158.20
2. Series IIA-III, Vacuum Hose, Genuine.....			
	RNI718	\$	3.60

C

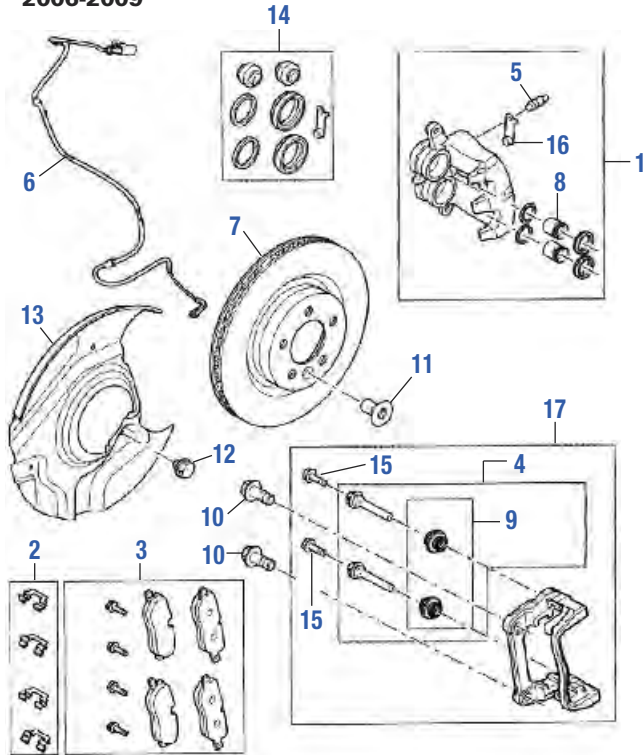
Defender 90
1994-1997 PLF285

Defender 110
1983-1986 PLI706

C Brake Master Cylinders			
Defender 110 1983 - 1986, Genuine.....			
	RNI706	\$	269.95
Defender 110 1983 - 1986, ProLine.....			
	PLI706	\$	69.95
Defender 90 1994 - 1997, Genuine.....			
	RNF285	\$	319.95
Defender 90 1994 - 1997, ProLine.....			
	PLF285	\$	199.00
Discovery I 1995 - 1999 with ABS, ProLine.....			
	PLB200	\$	298.00
Discovery II 1999 - 2004 with ABS, ProLine.....			
	PLD999	\$	269.00
Range Rover Classic 1988-1989, Non-ABS, ProLine.....			
	PLB180	\$	259.95
Range Rover P38A, Genuine.....			
	RNH682	\$	POA



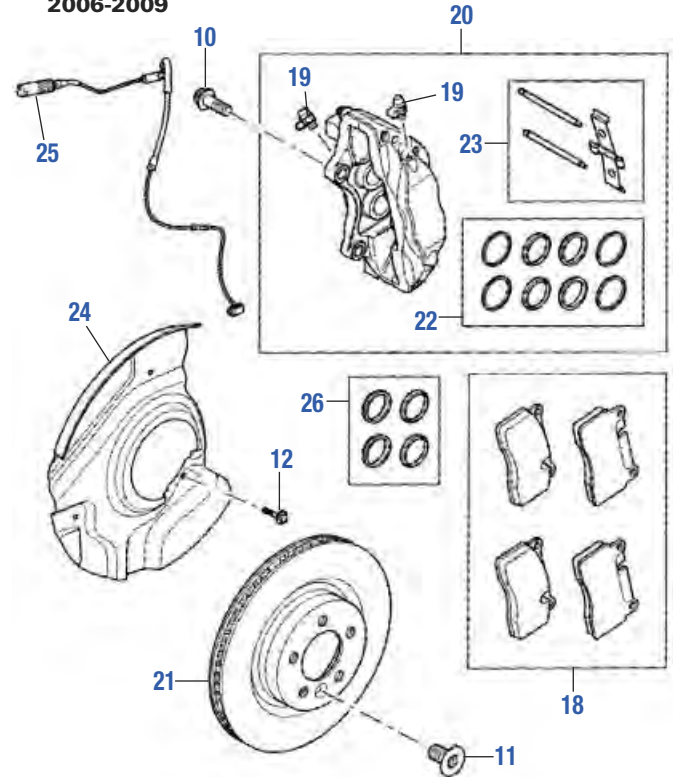
L322 4.4 Litre V8 Range Rover Front Brakes, 2006-2009



Front Brake Parts, L322, L320, LR3, LR2

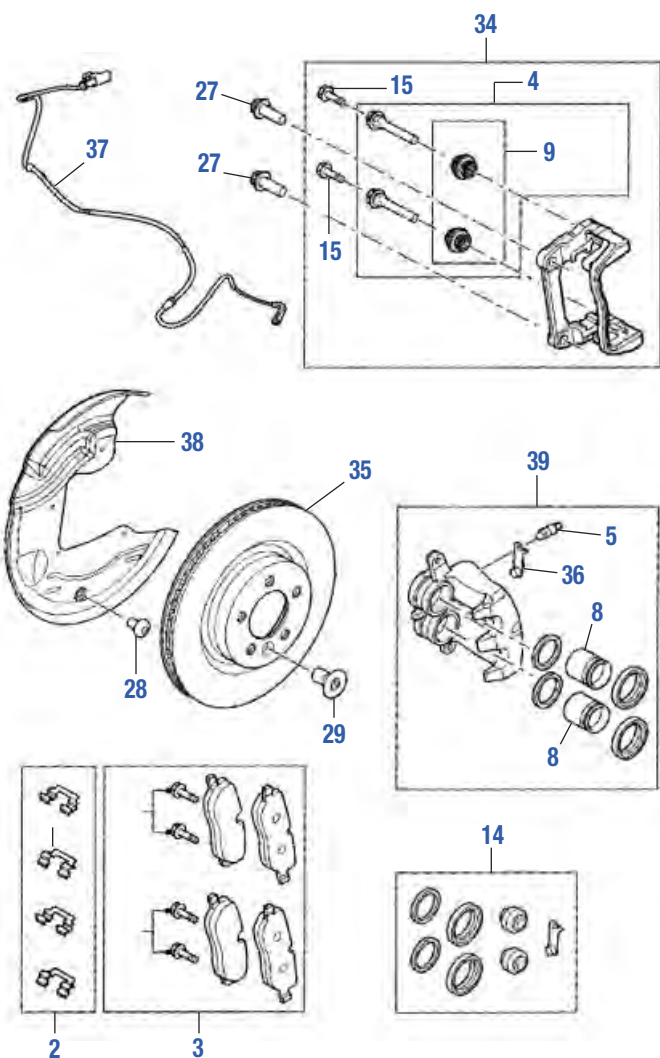
1. CALIPER ASSEMBLY LH L322 4.4 V8	RNJ748	\$ 398.36
CALIPER ASSEMBLY RH L322 4.4 V8	RNJ747	\$ 398.36
2. RETAINER SET FRONT BRAKE PADS L322 & L320 4.4 V8, LR3	RNQ554	\$ 10.24
3. BRAKE PAD SET FRONT L322 & L320 4.4 V8, LR3	RNH721	\$ 99.51
4. PIN & BOOT KIT FRONT BRAKE CALIPER L322 & L320 4.4 V8, LR3	RNQ555	\$ 24.95
5. SCREW - BRAKE BLEEDER L322 & L320 4.4 V8, LR3	RND966	\$ 5.59
6. BRAKE PAD WEAR SENSOR FRONT PADS L322 4.4 V8, L322 M62 BMW	RNI333	\$ 42.82
7. BRAKE DISC - L322 4.4 V8	RNH954	\$ 124.80
8. FRONT BRAKE CALIPER PISTON L322 & L320 4.4 V8, LR3	RND969	\$ 70.34
9. CALIPER PIN SEAL KIT - L322 & L320 4.4 V8, LR3	RNQ556	\$ 21.69
10. BOLT-FLANGED HEAD M12	RNQ557	\$ 8.72
11. DISC BRAKE SCREW	RNQ558	\$ 1.82
12. SCREW	RNQ559	\$ 0.83
13. SPLASH SHIELD RH L322 4.4 V8	RNQ560	\$ 52.37
SPLASH SHIELD LH L322 4.4 V8	RNQ561	\$ 47.12
14. CALIPER SEAL KIT - L322 & L320 4.4 V8, LR3	RNJ745	\$ 30.78
15. PIN SLIDE SCREW L322 & L320 4.4 V8, LR3	RNQ562	\$ 3.12
16. BLEED SCREW CAP L322 4.4 V8	RNI159	\$ 126.19
17. CALIPER - FRONT BRAKE L322 4.4 V8	RNQ563	\$ 172.41
18. BRAKE PAD SET FRONT AXLE L322 & L320 4.2 V8	RNI369	\$ 179.95
19. FRONT CALIPER BLEED SCREW L322 & L320 4.2 V8	RNQ564	\$ 10.95

L322 4.2 Supercharged V8 Range Rover Front Brakes, 2006-2009

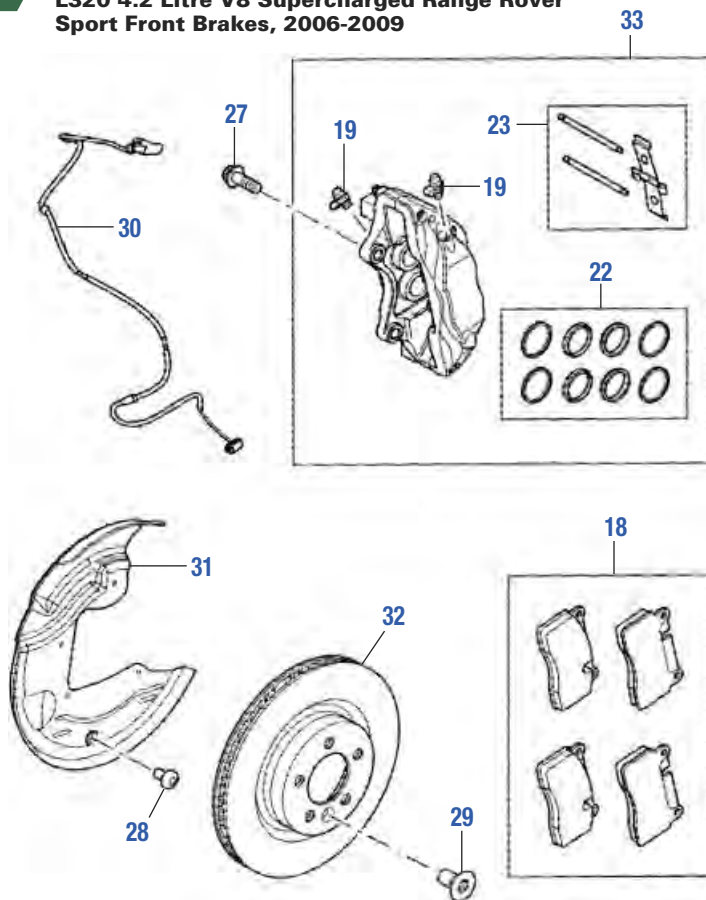


20. CALIPER ASSEMBLY LH BLACK L322 4.2 V8 UP TO 6A238982	RNJ743	\$ 874.33
CALIPER ASSEMBLY LH SILVER L322 4.2 V8 FROM 6A238983	RNJ744	\$ 938.48
CALIPER ASSEMBLY RH BLACK L322 4.2 V8 UP TO 6A238982	RNJ741	\$ 938.48
CALIPER ASSEMBLY RH SILVER L322 4.2 V8 FROM 6A238983	RNJ742	\$ 938.48
21. DISC BRAKE VENTED L322 4.2 V8	RNQ565	\$ 138.01
22. CALIPER SEAL KIT L322 & L320 4.2 V8	RNJ746	\$ 54.65
23. RETAINER KIT FRONT DISC PADS L322 & L320 4.2 V8	RNQ566	\$ 59.95
24. SPLASH SHIELD RH L322 4.2 V8	RNQ567	\$ 47.02
SPLASH SHIELD LH L322 4.2 V8	RNQ568	\$ 47.02
25. BRAKE PAD WEAR SENSOR L322 4.2 V8	RNI376	\$ 46.19
26. CALIPER BOOT L322 4.2 V8	RNQ569	\$ 50.56
27. BOLT M16 x 1.5 x 45	RNQ570	\$ 11.61
28. SCREW TORX M6 x 10MM	RNQ571	\$ 1.90
29. DISC BRAKE SCREW	RNI351	\$ 3.20
30. BRAKE PAD WEAR SENSOR HARNESS L320 4.2 V8		
FROM #7A000001	RNJ750	\$ 46.19
BRAKE PAD WEAR SENSOR HARNESS L320 4.2 V8		
TO #6A999999	RNL298	\$ 49.41
31. SPLASH SHIELD RH L320 4.2 V8	RNQ572	\$ 61.97
SPLASH SHIELD LH L320 4.2 V8	RNQ573	\$ 61.97
32. BRAKE DISC FRONT AXLE L320 4.2 V8	RNL609	\$ 156.18
33. CALIPER ASSEMBLY RH L320 4.2 V8	RNJ740	\$ 823.24
CALIPER ASSEMBLY LH L320 4.2 V8	RNJ739	\$ 823.24

L320 4.4 Litre V8 Range Rover Sport Front Brakes, 2006-2009



L320 4.2 Litre V8 Supercharged Range Rover Sport Front Brakes, 2006-2009

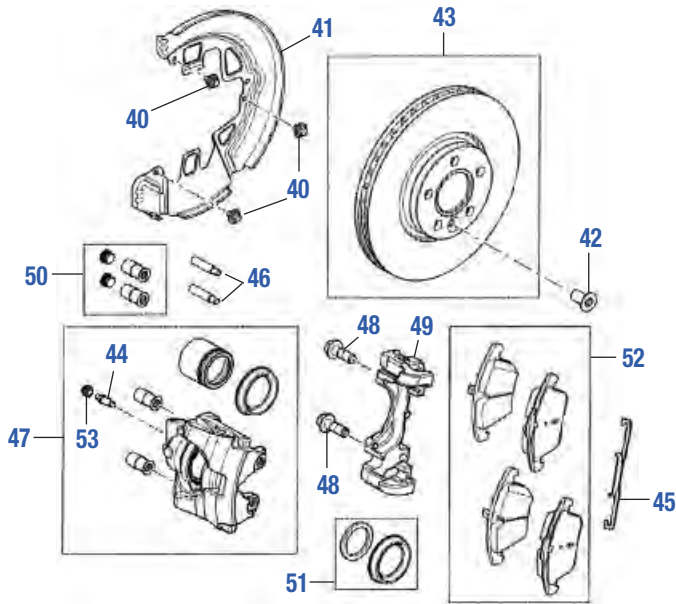


34. CALIPER - LR3 & L320 4.4 V8	RNQ574	\$ 89.94
CALIPER LR3 V6.....	RNQ575	\$ 89.94
35. BRAKE DISC FRONT AXLE LR3 FROM #6A393141 & L320 4.4 V8	RNH956	\$ 99.50
BRAKE DISC FRONT AXLE LR3.....	RNL493	\$ 112.20
36. CAP - BLEED SCREW.....	RNQ576	\$ 2.93
37. FRONT BRAKE WEAR SENSOR L320 4.4 V8 FROM #7A000001	RNJ749	\$ 46.19
FRONT BRAKE WEAR SENSOR L320 4.4 V8 FROM #6A999999.....	RNL245	\$ 46.19
38. SPLASH SHIELD RH L320 4.4 V8 & LR3.....	RNQ577	\$ 136.46
SPLASH SHIELD LH L320 4.4 V8 & LR3.....	RNQ578	\$ 136.46
39. CALIPER ASSY LHF w/o PAD L320 4.4 V8	RNQ579	\$ 398.36
CALIPER ASSY RHF w/o PAD L320 4.4 V8	RNQ580	\$ 398.36
40. SCREW M6 X 12MM LR2 FROM #7H200000 TO #CH291126.....	RNQ581	\$ 0.83
SCREW TORX M6 X 10MM LR2 FROM #CH291127	RNQ582	\$ 1.63
41. SPLASH SHIELD LH LR2 FROM #AH208667.....	RNQ583	\$ 15.02
SPLASH SHIELD RH LR2 FROM #AH208667 TO #CH308752.....	RNQ584	\$ 9.02
SPLASH SHIELD RH LR2 FROM #CH308753	RNQ585	\$ 15.02
SPLASH SHIELD LH LR2 FROM #AH186105 TO #AH208666.....	RNQ586	\$ 8.58
SPLASH SHIELD RH LR2 FROM #AH186105 TO #AH208666	RNQ587	\$ 8.40
SPLASH SHIELD RH LR2 TO #AH186104	RNQ588	\$ 9.60
SHIELD SPLASH FRONT LH LR2 TO #AH186104.....	RNQ589	\$ 9.60
42. TORX BOLT - M10 x 20mm	RNQ590	\$ 6.25
43. DISC BRAKE ROTOR LR2 MPI PETROL.....	RNL441	\$ 110.13
44. SCREW BLEED	RNQ591	\$ 7.39

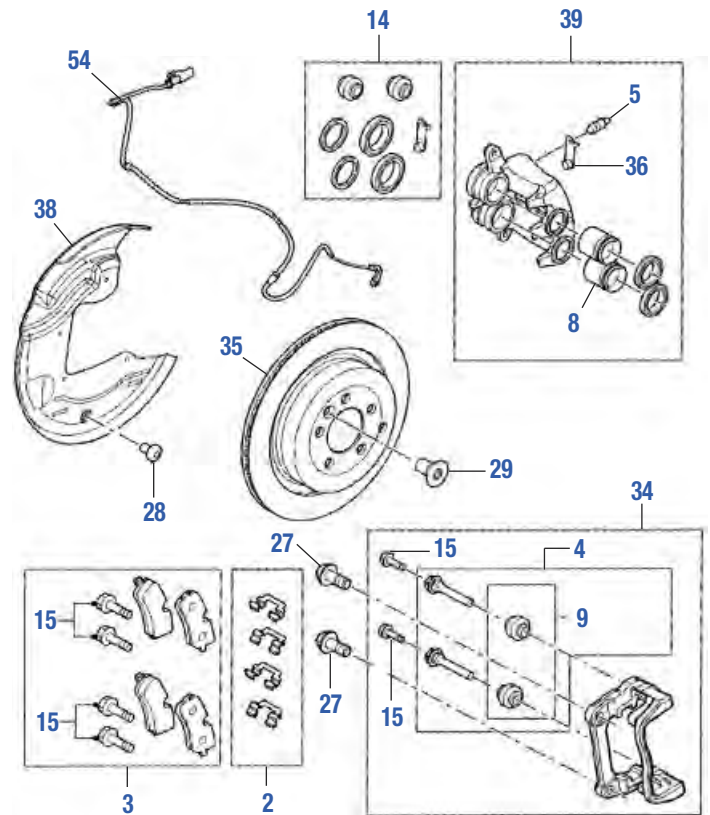




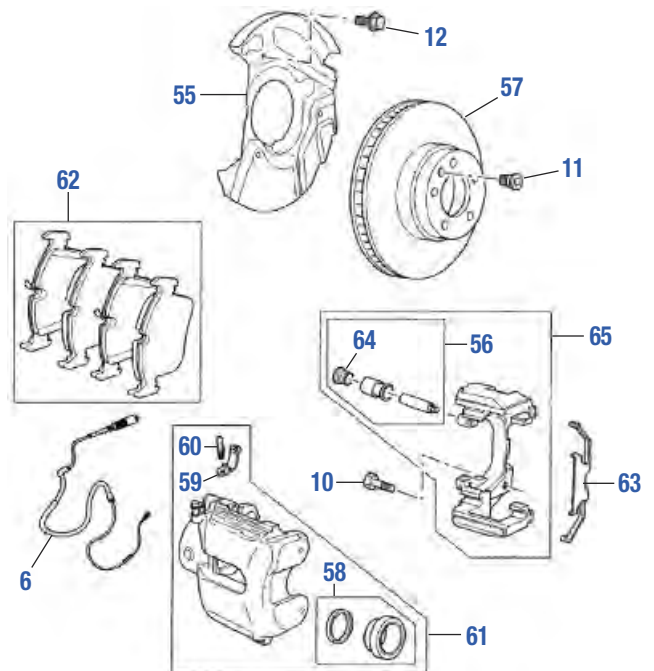
LR2 Front Brakes, 2006 -



LR3 Front Brakes, 2005-2009

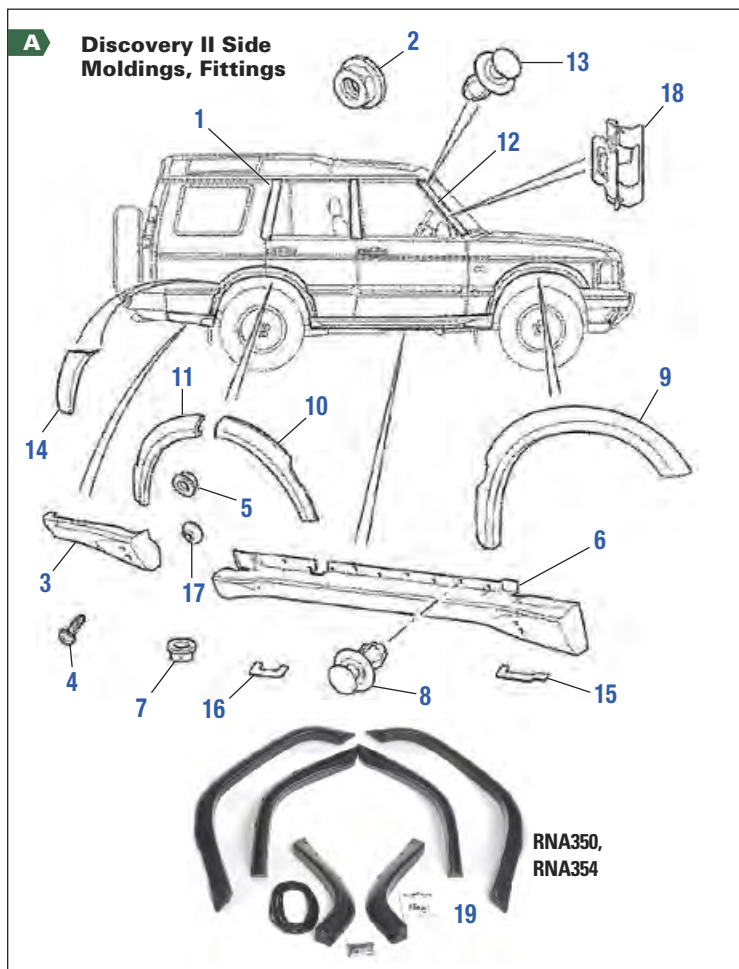


L322 M62 BMW Range Rover Front Brakes, 2003-2005



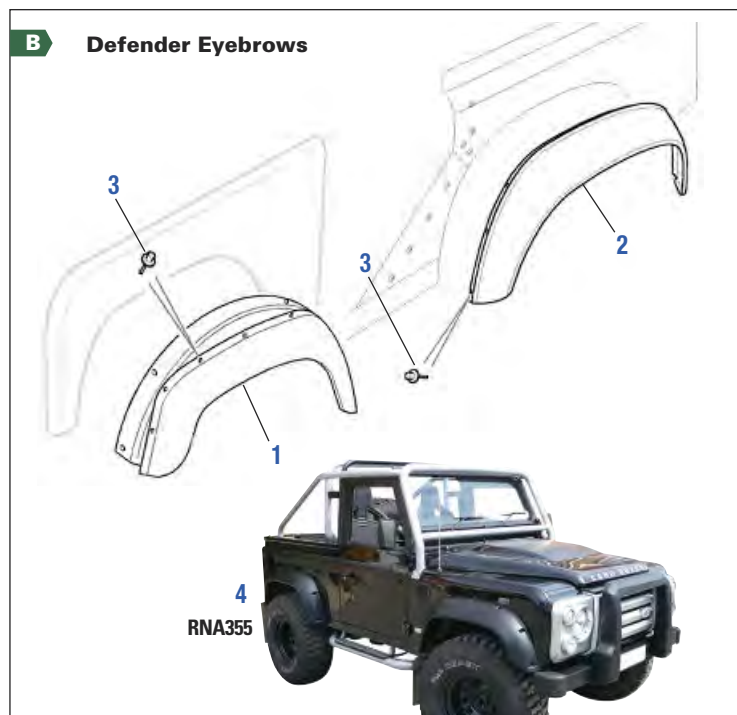
Front Brake Parts, L322, L320, LR3, LR2, continued

45. BRAKE CALIPER SPRING LR2.....	RNQ592	\$ 20.25
46. RETAINING PIN KIT BRAKE LR2.....	RNQ593	\$ 42.32
47. BRAKE CALIPER RH LR2.....	RNJ475	\$ 246.24
BRAKE CALIPER LH LR2.....	RNJ476	\$ 246.24
48. BOLT HEX HEAD M14 X 40MM.....	RNQ594	\$ 2.70
49. BRAKE SUPPORT BRACKET LR2.....	RNQ595	\$ 110.43
50. CALIPER REPAIR KIT LR2.....	RNQ596	\$ 34.43
51. CALIPER SEAL KIT LR2.....	RNQ597	\$ 60.60
52. BRAKE PAD SET FRONT AXLE LR2 MPI PETROL.....	RNL612	\$ 152.53
53. CAP - BLEED SCREW LR2.....	RNQ598	\$ 1.90
54. BRAKE WEAR HARNESS LR3 UP TO #6A414975.....	RNI348	\$ 39.95
BRAKE WEAR HARNESS LR3 FROM #6A414976 ON.....	RNI347	\$ 39.95
55. SHIELD SPLASH RH L322 M62 BMW.....	RNQ599	\$ 71.49
SHIELD SPLASH LH L322 M62 BMW.....	RNQ600	\$ 71.49
56. BUSHING KIT L322 M62 BMW.....	RNQ601	\$ 58.26
57. BRAKE DISC L322 M62 BMW.....	RNH909	\$ 179.00
58. CALIPER REPAIR KIT L322 M62 BMW.....	RNQ602	\$ 40.83
59. BLEED SCREW CAP L322 M62 BMW.....	RNQ603	\$ 9.25
60. BLEED SCREW FRONT BRAKE L322 M62 BMW.....	RNQ604	\$ 19.25
61. CALIPER ASSEMBLY RH L322 M62 BMW.....	RNQ605	\$ 640.12
CALIPER ASSEMBLY LH L322 M62 BMW.....	RNQ606	\$ 634.29
62. BRAKE PAD SET L322 M62 BMW.....	RNL590	\$ 129.95
63. SPRING L322 M62 BMW.....	RNQ607	\$ 17.45
64. BOOT L322 M62 BMW.....	RNQ608	\$ 2.60
65. BRACKET L322 M62 BMW.....	RNQ609	\$ 179.46



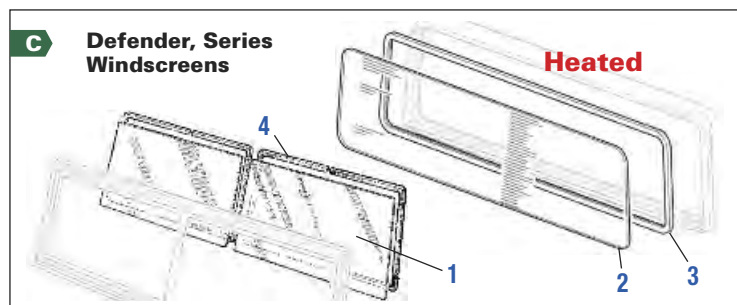
A Discovery II Side Moldings, Fittings

1. FINISHER POST RH.....	RNS422	\$ 56.90
FINISHER POST LH.....	RNS423	\$ 56.90
2. NUT-FOA (QTY 3 REQUIRED)	RNS424	\$ 2.70
3. TONNEAU FINISHER RH	RNS425	\$ 35.99
TONNEAU FINISHER LH	RNS426	\$ 35.99
4. SCREW (QTY 2 REQUIRED).....	RNS427	\$ 1.04
5. FLANGE NUT SELF THREADING WHEEL FLARE DISCOVERY II	RNS428	\$ 1.11
6. FINISHER SILL RH	RNS429	\$ 250.87
FINISHER SILL LH	RNS430	\$ 599.95
7. FLANGE NUT M6.....	RNN463	\$ 1.95
8. RIVET (QTY 11 REQUIRED).....	RNS281	\$ 3.20
9. WHEELARCH FLARE RH	RNL583	\$ 119.95
WHEELARCH FLARE LH	RNL584	\$ 111.05
10. WHEELARCH FLARE RH	RNL450	\$ 60.36
WHEELARCH FLARE LH	RNL451	\$ 60.36
11. WHEELARCH FLARE RH	RNL452	\$ 82.13
WHEELARCH FLARE LH	RNL453	\$ 86.37
12. WINDSCREEN Moulding RH	RNS431	\$ 79.95
WINDSCREEN Moulding LH	RNS432	\$ 83.34
13. PLASTIC RIVET (QTY 3 REQUIRED)	RNF755	\$ 1.95
PLASTIC RIVET, DEFENDER '06	RNQ612	\$ 2.50
14. LOWER WHEELARCH FLARE RH.....	RNS433	\$ 97.17
LOWER WHEELARCH FLARE RH.....	RNS434	\$ 102.15
15. FILLER RH	RNS435	\$ 21.28
FILLER LH	RNS436	\$ 19.91
16. REAR FILLER.....	RNS437	\$ 18.11
17. REAR FINISHER SILL TRIM (QTY 2 REQUIRED)	RNS438	\$ 1.94
18. FINISHER RETAINING CLIP.....	RNS439	\$ 1.22
19. FLEXI ARCH PLUS 2" VEHICLE SET, DISCOVERY II.....	RNA354	\$ 349.00
FLEXI ARCH PLUS 2" VEHICLE SET, DISCOVERY I, RRC.....	RNA350	\$ 295.00



B Defender Eyebrows

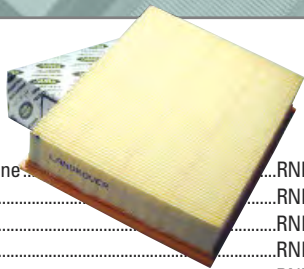
1. RH FRONT BLACK, GENUINE.....	RNE291	\$ 159.95
RH FRONT BLACK, PROLINE.....	PLE291	\$ 87.95
LH FRONT BLACK, GENUINE	RNE290	\$ 159.95
LH FRONT BLACK, PROLINE	PLE290	\$ 87.95
2. REAR BLACK, GENUINE.....	RNC819	\$ 129.95
REAR BLACK, PROLINE.....	PLC819	\$ 49.95
3. RIVET PLASTIC FOR WHEELFLARE, FRONT REQUIRE 15 PER SIDE, REAR REQUIRES 12 PER SIDE, GENUINE, EA, UP TO 2006.....	RNC806	\$ 1.95
RIVET PLASTIC FOR WHEELFLARE, PROLINE, EA UP TO 2006	PLC806	\$ 0.50
RIVET PLASTIC FOR WHEELFLARE, GENUINE, EA 2007 ON.....	RNQ612	\$ 2.50
4. FLEXI ARCH PLUS 2" VEHICLE SET, DEFENDER.....	RNA355	\$ 349.00



C Windscreens

SERIES	
1. GLASS HEATED SERIES II-III.....	PLB962 \$ 229.95
WINDSCREEN GLASS LAMINATE SERIES II-III	PLE319 \$ 89.95
DEFENDER	
2. CLEAR HEATED w/BOTTOM POWER CONNECTION, GENUINE	RNI134 \$ 515.09
TINTED HEATED w/BOTTOM POWER CONNECTION, PROLINE.....	PLI134 \$ 439.00
CLEAR NON-HEATED, GENUINE	RNE299 \$ 338.77
TINTED NON-HEATED, GENUINE.....	RNE304 \$ 469.95
TINTED NON-HEATED, PROLINE.....	PLE304 \$ 179.00
TINTED HEATED w/BOTTOM POWER CONNECTION, GENUINE.....	RNI113 \$ 723.65
CLEAR HEATED w/TOP POWER CONNECTION, GENUINE.....	RNC927 \$ 998.95
3. SEAL WINDSCREEN GLASS-FRAME DEFENDER, GENUINE.....	RNE362 \$ 154.38
SEAL WINDSCREEN GLASS-FRAME DEFENDER, PROLINE	PLE362 \$ 36.50
4. GLAZING SEAL 50 FOOT ROLL	GT106 \$ 13.95

Engine Air Filters



Defender NAS 90,110 V8, Genuine	RNF950	\$ 14.95
V8 Carburetor.....	RNL394	\$ 69.22
200 Tdi diesel, Genuine.....	RNH382	\$ 39.95
300 Tdi diesel, Genuine.....	RNH383	\$ 34.95
Td5 diesel, Genuine.....	RNF147	\$ 19.95
2.4 TDCi diesel, Genuine.....	RNI725	\$ 59.95
4 Cyl, 2.5 Defender, Genuine.....	RNL213	\$ 31.26
V8 Discovery I 1994-1999, Genuine	RNF010	\$ 11.95
V8 Discovery II 2000-2004, Genuine.....	RNF147	\$ 19.95
V8 Range Rover Classic 1974-1995		
1974-1985, (2 req), Genuine.....	RNF012	\$ 11.95
1986-1994, Genuine.....	RNF950	\$ 14.95
RRC 1995, Genuine.....	RNF010	\$ 11.95
V8 Range Rover P38A 1995-2002		
1995-1997, Genuine.....	RNF011	\$ 19.95
1998-2002, Genuine.....	RNF147	\$ 19.95
4.4, 4.2 Litre Range Rover L322 2003-2010		
2003-2005, 4.4 Litre, Genuine.....	RNI335	\$ 63.48
2003-2005, 4.4 Litre, ProLine.....	PLI335	\$ 37.95
2006-2010, 4.4 NA, 4.2 Litre Supercharged, Genuine.....	RNI548	\$ 50.67
2006-2010, 4.4 NA, 4.2 Litre Supercharged, ProLine.....	PLI548	\$ 29.95
V8, V6 LR3 2004-2009, Genuine	RNI346	\$ 39.95
LR3, L322 Air Filter Element, ProLine.....	PLI346	\$ 17.95
LR2 2008-2010, Genuine	RNI719	\$ 29.95

Genuine Pollen Air Filters



	RNI353	
Range Rover L322 2002-2010, Genuine	RNI392	\$ 54.95
Range Rover P38A 1996-2002, Genuine.....	RND208	\$ 34.95
Range Rover Classic, Genuine	RNN718	\$ 10.65
LR2, Genuine	RNI723	\$ 29.95
LR3 2004-2009, Genuine	RNI353	\$ 64.95

Automatic Transmission Service Kits



Includes filter, pan gasket and O-rings
Discovery I, II, Range Rover Classic, Range Rover P38A, 1997 Defender.

ZF Trans Filter Kit, 1987-2004, Genuine	RNK312	\$ 109.00
ZF Trans Filter Service Kit, 1987-2004, ProLine.....	PLK312	\$ 27.50

Genuine Hub Seal Kits

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

Series II, IIA, & III
(4 req), Genuine.....
 RNK552 | \$ 24.39 || **Defender 90/110 1993-1997** (4 req), Genuine..... | RNK5623 | \$ 10.50 |
Hub Seal Kit Front Spindle, Defender 110.....	RNK5624	\$ 11.99
Hub Seal Kit Rear Spindle, Defender 110.....	RNK5625	\$ 39.00
Discovery I 1994-1999 Hub Seal Kit (4 req), Genuine.....	RNK5623	\$ 10.50
Range Rover Classic		
1987-'89, Hub Seal Kit (4 req), Genuine.....	RNK5621	\$ 37.90
1990-'92, Hub Seal Kit (4 req), Genuine.....	RNK5622	\$ 10.50
1993-'95, Hub Seal Kit (4 req), Genuine.....	RNK5623	\$ 10.50

Oil Filters

V8 Range Rover Classic, Range Rover P38A, V8 Discovery I & II, Defender 2.5, 3.9, 4.0 petrol, 2.5 diesel, 200, 300 Tdi,

Genuine.....	RNF001	\$ 12.95
ProLine.....	PLF001	\$ 6.29

V8 Range Rover, L322, 2003-2005

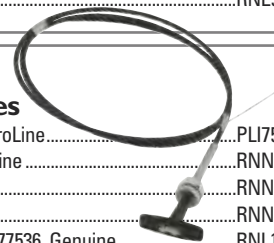
w/ BMW engine, Genuine.....	RNI367	\$ 14.66
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V8 4.3 litre, 4.4 litre LR3, LR4,
Range Rover, 2005 on, Genuine.....
 RNH968 | \$ 19.50 || **V8 4.3 litre, 4.4 litre LR3, LR4,** Range Rover, 2005 on, ProLine..... | PLH968 | \$ 7.95 |
V8 5.0 litre, RR, RR Sport, LR4, Genuine.....	RNN807	\$ 45.57
V8, 101 Forward Control, Genuine.....	RND503	\$ 30.78
V6 LR3, Genuine.....	RNH969	\$ 15.81
6 Cylinder LR2, 2008-2010, Genuine.....	RNI720	\$ 14.95
6 Cylinder 2.6 litre NADA 109", petrol, Genuine.....	RNE589	\$ 7.99
6 Cylinder 2.5 litre Freelander, petrol, Genuine.....	RND504	\$ 11.95
5 Cylinder 2.5 litre Td5 diesel, engine oil, Genuine.....	RND269	\$ 12.50
5 Cylinder 2.5 litre Td5, Centrifuge element, Genuine.....	RNH251	\$ 29.95
4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, Genuine.....	RNF001	\$ 12.95
4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, ProLine.....	PLF001	\$ 6.29
4 Cylinder 2.4 TDCi 2007-2010, Genuine.....	RNI726	\$ 15.95
4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, Genuine.....	RNF001	\$ 12.95
4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, ProLine.....	PLF001	\$ 6.29
4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 5.5" canister, Genuine.....	RNE590	\$ 9.95
4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 5.5" canister, ProLine.....	PLE590	\$ 6.95
4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 7.5" canister, Genuine.....	RNE591	\$ 8.50
4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 7.5" canister, ProLine.....	PLE591	\$ 8.75
4 Cyl 2.0 litre Ser I, petrol, Genuine.....	RNE589	\$ 7.99



Bonnet Release Cables

Range Rover Classic & Discovery, ProLine.....	PLI758	\$ 18.95
Range Rover Classic, 1984-'95, Genuine.....	RNN008	\$ 20.59
Discovery I, Late, Genuine.....	RNN958	\$ 39.95
Discovery II, Genuine.....	RNN957	\$ 44.95
Defender 90, 110, 1995-'96, up to TA977536, Genuine.....	RNL167	\$ 39.95
Defender 90, 110, 1996 from TA977537-'98, Genuine.....	RNC843	\$ 30.54
Defender 90, 110, 1999-'01, Genuine.....	RNL225	\$ 46.43
Defender 90, 110, 2002-'06, Cable Only, Genuine.....	RNH749	\$ 15.55
Defender 90, 110, ProLine.....	PLH749	\$ 10.45
Cable Bonnet Release, Range Rover 4.0, 4.6, Genuine	RNQ616	\$ 53.02
Release Lever, Range Rover 4.0, 4.6, Genuine	RNQ615	\$ 41.80
Cable Bonnet Release, Discovery I Mid 1995 to mid 1996, Genuine	RNL957	\$ 27.10
Cable Bonnet Release, Discovery II.....	RNN970	\$ 29.26



Gaskets & Head Gasket Sets

Includes all gaskets and seals to overhaul your cylinder head(s).

V8, 3.5 Steel Head Gasket & Valve Cover Gasket, ProLine	PLM015	\$ 69.00
V8, 3.9, 4.0, 4.2 litre, Latest OEM upgrade kit with composite head gasket and rubber valve cover gaskets, ProLine	PLM083	\$ 98.90
V8, 3.9, 4.0, 4.2 litre, Premium Cylinder Head Gasket Set, ProLine	PLM083A	\$ 199.00
6 Cylinder 2.6 Petrol, ProLine	PLE602	\$ 49.99
4 Cylinder 2.25 Diesel, ProLine	PLF309	\$ 29.50
4 Cylinder 300 Tdi, ProLine.....	PLH701	\$ 99.50
Block Gasket Set		
Includes gaskets and sealing washers used in your block and front cover.		
All V8 does not include crank shaft oil seals, ProLine	PLF311	\$ 29.59
4 Cylinder 300 Tdi, does not include crank shaft oil seals, ProLine	PLH702	\$ 49.50
Full Engine Gasket Sets		
Includes all gaskets and seals to overhaul your entire engine.		
4 Cylinder 2.25 Petrol, ProLine	PLF308	\$ 39.99
4 Cylinder 2.25 Diesel, ProLine	PLC239	\$ 29.80
4 Cylinder 200 Tdi, ProLine.....	PLH703	\$ 45.50
Td5 Valve Cover Gasket, Genuine	RNL309	\$ 69.95
Cylinder Head Bolt Kits		
V8 Petrol, ProLine	PLK0134	\$ 39.00
V8 Petrol, Genuine.....	PLK0134	\$ 95.00



Mechanical Fuel Pumps

Series II, IIA, III gasket included

2.25 Litre, Petrol, ProLine	PLC349	\$ 39.50
2.25 Litre, Diesel, ProLine	PLF299	\$ 59.98
Defender		
200 Tdi diesel, ProLine	PLI739	\$ 32.68
300 Tdi diesel, Genuine	RNI695	\$ 215.95
300 Tdi diesel, ProLine	PLI695	\$ 48.50



Mass Air Flow Sensors

Sensor, MAF, Range Rover P38A, to WA410481, Genuine.....	RNE040	\$1,487.89
Sensor, MAF, Range Rover P38A, from XA410482, Genuine.....	RNE041	\$ 299.95
Sensor, MAF, Range Rover P38A, from XA410482, ProLine.....	PLE041	\$ 229.95
O-Ring, MAF, 4.0 Litre V8 (fits all of the above)	RNE034	\$ 9.95
Sensor, MAF, Discovery II '99-'02, Genuine	RNE054	\$ 239.95
Sensor, MAF, Discovery II '03-'04, Genuine	RNE041	\$ 299.95
Sensor, MAF, Discovery II '03-'04, ProLine	PLE041	\$ 229.95
O-Ring, MAF, Discovery II, Genuine	RNE056	\$ 3.05



Fuel Tanks

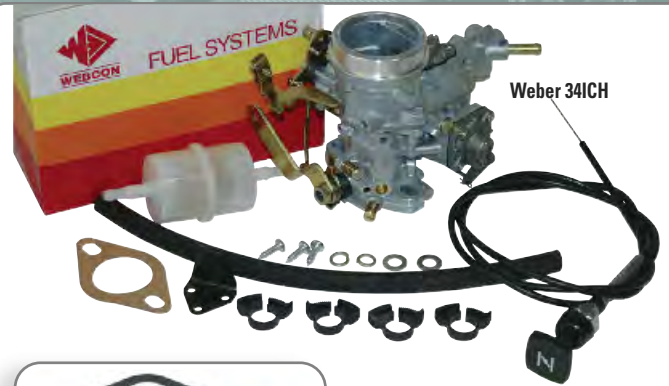


Series 88" and 109" Regular, Petrol & Diesel, ProLine	PLC362	\$ 169.00
Range Rover Classic 1971-1985 style, ProLine	PLH515	\$ 328.00
Defender 110 NAS, Range Rover Classic 1987-1991, ProLine	PLE114	\$ 199.00
Cradle for PLE114, ProLine.....	PLE116	\$ 79.50
Series III 109", Rear Steel Fuel Tank, ProLine	PLH650	\$ 264.00
Fuel Sender for PLH650, ProLine.....	PLH652	\$ 47.50
Locking ring for sender, Series III, Defender 110, Range Rover Classic, Genuine	RNC886	\$ 8.95
Sealing ring for sender, Series III, Defender 110, Range Rover Classic, Genuine	RNC887	\$ 5.95
Defender 110 Diesel up to 1999, Rear Steel Fuel Tank.....	PLN180	\$ 239.00
Defender 90 , Side Mount Fuel Tank	PLI135	\$ 295.00

Fuel Pumps, Sending Units

Series Land Rover

Fuel Sender, Series 109 SW Positive Ground, ProLine	PLC750	\$ 129.00
Range Rover Classic		
Fuel Pump Range Rover Classic 1987-1990, ProLine	PLF131	\$ 98.20
Fuel Pump Range Rover Classic 1991-1995, Genuine	RNF132	\$ 369.95
Fuel Pump Range Rover Classic 1991-1995, ProLine	PLF132	\$ 99.50
Fuel Sender , Range Rover Classic, Genuine	RND035	\$ POA
Defender 90 , 1994-1997, Rear Tank NAS, Genuine	RNE131	\$ 396.95
Defender 90, 1984-1993, Side Tank, ProLine	PLI774	\$ 42.90
Defender 110 NAS V8 fuel pump, ProLine	PLF131	\$ 98.20
Defender 110, Sending unit up to 1998, Genuine	RNC854	\$ 149.95
Defender 110 TD5, Fuel Pump & Sending Unit, Genuine	RNL876	\$ 859.95
Discovery I, II		
Fuel Pump Discovery I 1994-1997, Genuine.....	RNE131	\$ 369.95
Fuel Pump Discovery I 1994-1997, ProLine	PLF132	\$ 99.50
Fuel Pump Discovery I 1997-1999, from VA737154, Genuine	RNF148	\$ 599.95
Fuel Pump Discovery I 1997-1999, from VA737154, ProLine.....	PLF148	\$ 369.00
Fuel Pump Discovery II w/black connector	RNH295	\$ 499.95
Fuel Pump Discovery II w/o black connector.....	RNE009	\$ 449.95



Weber 341CH



PLC180 Solex Rebuild Kit



Reproduction Zenith PLC959

Replacement Carburetors

Weber , Series IIA & III 2.25 Litre	341CH	\$ 318.90
Reproduction Zenith , Series IIA & III 2.25 Litre	PLC959	\$ 169.00
Adapter Ring Zenith Carb, from Intake elbow to carb, ProLine.....	PLC375	\$ 7.95

Carburetor Rebuild Kits

Zenith 1967-1983 Series IIA-III, 2.25 Rebuild Kit, ProLine	PLC622	\$ 24.95
Zenith Carburetor Rebuild Kit, Genuine	RNC622	\$ 279.95
Zenith Carburetor Gasket Set, Genuine	RNC623	\$ 28.84
Weber 341CH Rebuild kit, ProLine.....	WEBERKIT	\$ 29.60
Solex 1959-1966 Series II-IIA Rebuild kit, ProLine	PLC180	\$ 31.49

Fuel Filters

Series II, IIA, III 1959-1976

Inline filter with Quick Clamp Fittings, that can be adapted to any 5/16" fuel line, ProLine	RFF111	\$ 6.99
Series III 1974 on , 2.25 litre petrol, canister type, Genuine.....	RNE235	\$ 5.90
Defender 90/110 1993-1997		
V8 inline with threaded fittings, Genuine	RNF861	\$ 28.95
V8 inline with threaded fittings, ProLine.....	PLF861	\$ 5.95
2.25, 2.5 petrol, inline w/threaded fittings, Genuine	RNC632	\$ 23.50
2.25, 2.5 petrol, inline, splice in, ProLine	RFF111	\$ 6.99
2.25, 2.5 NA, 2.5 turbo diesel, Genuine	RNC745	\$ 9.95
200, 300Tdi Fuel Filter-diesel, Genuine.....	RNF862	\$ 24.50
200, 300Tdi Fuel Filter-diesel, ProLine	PLF862	\$ 7.90
Td5, Fuel Filter, Genuine	RND270	\$ 69.95
2.4 TDCi, 2007-2013, Genuine.....	RNI724	\$ 69.95
Filter Fuel Tank Draw Tube, Defender	RNQ617	\$ 12.70
Discovery I 1994-1999		
V8, threaded both ends, Genuine.....	RNF861	\$ 28.95
V8 inline with threaded fittings, ProLine.....	PLF861	\$ 5.95
Range Rover Classic 1987-1995		
Fuel Filter Update Kit (required for early V8 Range Rover up to VIN #LA464553), Genuine	RNF133	\$ 98.95
Range Rover Classic V8 1987-1990, fuel filter (up to VIN #LA464553 w/out update kit)	RNF025	\$ 14.99
Range Rover Classic V8 1987-1995 (threaded both ends), Genuine	RNF861	\$ 28.95
Range Rover Classic V8 1987-1995, ProLine.....	PLF861	\$ 5.95
Range Rover L322 2003-2005, Genuine	RNI371	\$ 84.95



RNF861



Discovery II V8
RNK9302



Defender 300 TDI
RNK0001

SAVE! Basic Engine Service Kits

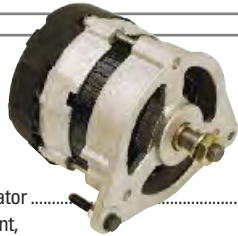
V8 Kits Include: Oil Filter, Oil sump drain washer

V8 - Range Rover, Defender	RNK9300	\$ 16.96
V8 - Discovery I	RNK9301	\$ 19.95
V8 - Discovery II	RNK9302	\$ 15.50

Defender 300 TDI Kit includes: Air Filter, Oil Filter
and Fuel Filter 300 TDI Filter Change Kit

RNK0001 \$ 42.50

NEW Alternators & Generator



PLF193

Series III 12 Volt Lucas Style Alternator

PLF193 \$ 99.50

Series Generator, Original Equipment,

all 2.25 Litre petrol and diesel engines from 1959-1971

RNE647 \$ 143.00

Series Alternator Conversion Mounting Kit, Converts Generator to Alternator

Includes proper brackets and instructions

RNK951 \$ 139.95

Defender 2.5 NA Diesel, 2.5 Turbo Diesel,

200 TDI, 2.5 Petrol, 3.5 V8

PLD498 \$ 199.00

300 TDI, 65 AMP, Defender 90, 110, Genuine

RNH259 \$ 579.95

300 TDI, 65 AMP, Defender 90, 110, ProLine

PLH259 \$ 169.00

3.9 Litre V8, Defender 90/110 NAS, ProLine

PLE846 \$ 219.24

4.0 Litre V8, Defender 90 NAS 1997, ProLine

PLE870 \$ 299.95

4.0 Litre V8, Defender 90 NAS 1997, 100 amp, 7 groove, rebuilt

PLE866A \$ 279.95

Discovery I 4.0 litre 1996-1999

PLE870 \$ 299.95

Discovery I 3.9 litre, 1994-1995, 67mm, 7 groove pulley for serp belt

PLE863 \$ 299.95

Discovery I 1996 on, 100 amp, 7 groove, rebuilt

PLE866A \$ 279.95

Discovery II, 130 amp Bosch

PLH261 \$ 329.95

Range Rover Classic, 1987-'88

PLD498 \$ 199.00

Range Rover Classic, 1993-'94, 100 amp 4 groove pully

PLE846 \$ 219.24

RRC, from SA647650, 52mm, 7 groove pulley for serp belt

PLE870 \$ 299.95

Range Rover P38A from VA346795 to VWA410481, 120 AMP, 52mm,

7 Grove Pulley

PLE870 \$ 299.95



RNK9330
1987-'90 Range Rover Classic
30K Mile Service Kit

Complete 30K Mile Engine Service Kits

Range Rover Classic

30K Mile Service Kit, Range Rover Classic 1987-'90

RNK9330 \$ 339.00

30K Mile Service Kit, Range Rover Classic 1991-'94

RNK9331 \$ 339.00

Discovery I

30K Mile Service Kit, Discovery I 1994-'95 Automatic

RNK9332 \$ 299.99

30K Mile Service Kit, Discovery I Standard Transmission

RNK9333 \$ 205.27



RNK9337

Improve your mpg! Engine Ignition Service Kits

Ignition Tune-Up Kit, 3.5, 3.9, 4.2 L V8, RRC, Defender

RNK9335 \$ 198.00

Ignition Tune-Up Kit, Range Rover Classic, 1995

RNK9337 \$ 236.25

Ignition Tune-Up Kit, V8, 3.9 L, 1994-'95 Discovery I

RNK9336 \$ 157.45

Ignition Tune-Up Kit, V8, 4.0 L, 1996-'99 Discovery I

RNK9339 \$ 149.00

Ignition Tune-Up Kit, V8, 1995-'98, RR P38A

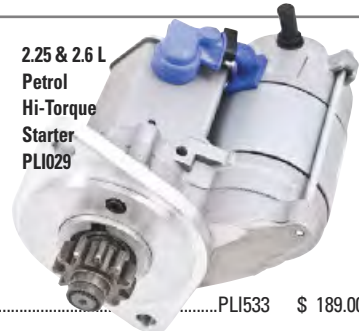
RNK9340 \$ 139.00

Ignition Tune-Up Kit, V8, 1999 on, RR P38A, Discovery II

RNK9341 \$ 289.00



PLI533



2.25 & 2.6 L
Petrol
Hi-Torque
Starter
PLI029

NEW Starter Motor Assemblies

V8 Early

PLI533 \$ 189.00

V8 thru 2004, except

Range Rover thru 2002

PLE867 \$ 219.00

2.25 & 2.6, Litre petrol, Hi-Torque, ProLine

PLI029 \$ 299.50

2.25, Diesel

PLF198 \$ 239.00

200 & 300 Tdi, High speed

PLD294 \$ 499.00

Td5, Defender & Discovery, Genuine

RNI728 \$ 566.51

Td5, Defender & Discovery, ProLine

PLI728 \$ 359.00

Ignition Coil

RNE509

4 Cylinder and 6 Cylinder

RNE522 \$ 129.50

4 Cylinder and 6 Cylinder

PLE522 \$ 29.00

3.9 litre and 4.2 litre

Bosch ignition coil for EFI

RNE509 \$ 199.95

4.0, 4.6 ltr P38A, Discovery II, individual unit only

RNI110 \$ 89.95

4.0, 4.6 ltr P38A, Discovery II, Coil Pack Assembly complete

RND523 \$ 339.96

Spark Plugs

RRC, Discovery I, Defender, Range Rover P38A, Genuine

RNI003 \$ 6.49

RRC, Discovery I, Defender, Range Rover P38A, NGK

PLI003 \$ 2.84

RRC, Discovery I, Defender, Range Rover P38A, Champion

PLI003C \$ 3.99

Platinum - Discovery II, Range Rover P38A, Bosch

RNI034 \$ 15.95

2.25 Petrol 8:1

RNE630 \$ 2.59

2.25 Petrol 7:1

RNE619 \$ 2.99

2.6 litre

RNE631 \$ 3.99

Range Rover L322, '03-'05

RNN079 \$ 34.95

Range Rover L322, '06 on

RNI360 \$ 12.95

Range Rover, Early RoW, point ignition, up to engine suffix "F"

RNI305 \$ 7.35





RN1019



PL1019



PLE143

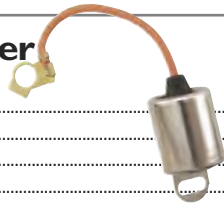
NEW Complete Distributor Assemblies

V8 EFI Distributor Assembly 3.5, 3.9, 4.2, Genuine	RN1019	\$1,018.37
V8 EFI Distributor Assembly 3.5, 3.9, 4.2, ProLine	PL1019	\$ 239.00
V8 Distributor Rebuild Kit, Genuine	RN1012	\$ 89.95
V8 Distributor Rebuild Kit, ProLine	PL1012	\$ 44.95
Series II, IIA & III 2.25L 4 Cylinder models, ProLine	PLE143	\$ 119.00
V8 Module Amplifier, 3 Pin, ProLine	PL1024	\$ 73.45
V8 Vacuum Unit, ProLine	PL1009	\$ 79.45

Ignition Condenser

Series 2.25 litre

Early Lucas	RNE613	\$ 6.95
Late Lucas, red or blue point sets	RNF229	\$ 5.23
Ducellier type	PLF228	\$ 2.42
2.6 litre 6 Cylinder, 3.5 litre V8	RNE613	\$ 6.95



Ignition Point Sets

4 Cylinder and 6 Cylinder Early Lucas Points

Condenser and low tension lead ends slide over the round post and are "Sandwiched" between the points spring and plastic isolator. A single nut tightens these on the post.....

RNE595 \$ 11.95

4 Cylinder Late Lucas (red)

Combination low tension / condenser lead clips onto the "Shepard Hook" end of the points spring.....

RNE637 \$ 19.95

4 Cylinder Late Lucas (red), ProLine.....

PLE637 \$ 3.99

4 Cylinder Late Lucas (blue)

Similar as preceding, but blue. Known as sliding points.....

RNF232 \$ 19.99

4 Cylinder Ducellier

Two-piece points. Low tension lead attached by moving contact. Condenser mounted on outside of distributor.....

PLF231 \$ 4.95

24 volt FFR (Fitted for Radio)

Points set Military 2.25 litre (not pictured).....

RNF230 \$ 68.29

V8 3.5 Litre

Sliding point set.....

PL1738 \$ 6.99

Non-sliding point set

PLD074 \$ 11.95



RNE595



RNE637



RNF232



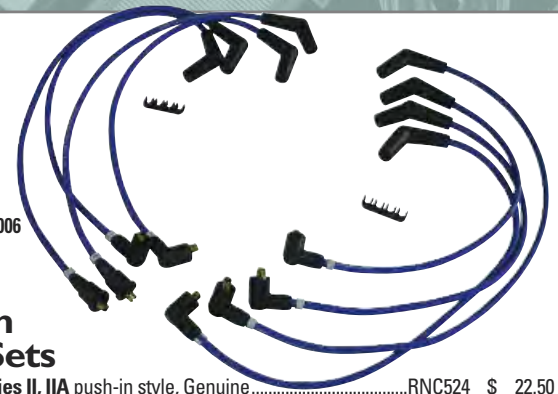
RNF231



PL1738



RND074



PL1006

Ignition Wire Sets

4 Cylinder Series II, IIA push-in style, Genuine.....	RNC524	\$ 22.50
4 Cylinder Series III push-in style, Genuine.....	RNC960	\$ 74.95
4 Cylinder Series III push-in style, ProLine.....	PLC960	\$ 12.99
4 Cylinder Series III push-in style, Lucas.....	PLC960L	\$ 19.50
6 Cylinder, 2.6 ltr, Series III	RNC957	\$ 49.95
V8, 3.5, 3.9 litre, Genuine.....	RN1004	\$ 79.95
V8, 3.5, 3.9 litre, ProLine	PL1004	\$ 29.95
V8, 4.2 litre 1995 Range Rover Classic LWB, Genuine.....	RN1005	\$ 119.00
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, Genuine	RN1006	\$ 119.80
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, ProLine.....	PL1006	\$ 49.50
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, Genuine	RN1007	\$ 187.95
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, ProLine.....	PL1007	\$ 43.50

Distributor Caps

Sold separately

1. 4 Cylinder Series II, IIA with screw-in wire ends, Genuine	RNC603	\$ 34.95
2. 4 Cylinder Series IIA, III Early Lucas, push-in, ProLine	PLC437	\$ 11.75
3. 4 Cylinder Late Lucas, Genuine.....	RNE596	\$ 19.99
4 Cylinder Late Lucas, ProLine	PLE596	\$ 6.90
4. 4 Cylinder Ducellier Type Cap, ProLine	PLF185	\$ 7.90
4 Cylinder Military 24 volt FFR, Genuine.....	RNC767	\$ 319.95
6 Cylinder, ProLine	PLC628	\$ 9.80
V8, Genuine	RN1001	\$ 58.95
V8, Lucas, ProLine	PL1001	\$ 18.50



1



2



3



4

Distributor Rotors

Sold separately

1,2. Early Lucas, ProLine	PLE633	\$ 5.95
3. Late Lucas, ProLine.....	PLE634	\$ 4.75
4. Ducellier Type Cap, Genuine	RNF186	\$ 8.95
6 Cylinder, Genuine.....	RNF178	\$ 4.79
V8, Genuine	RN1002	\$ 39.50
V8, ProLine.....	PL1002	\$ 8.50

Oxygen Sensors

Defender

3.9 V8, OBD1 front, 2 req, ProLine	PLE029	\$ 136.45
4.0 V8, OBD2 Heated, 4 required, front and rear, Genuine.....	RND292	\$ 339.34
4.0 V8, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95

Discovery I

3.9 V8, OBD1, 2 required, ProLine	PLE029	\$ 136.45
4.0 V8 w/AEL, OBD2 Heated, 4 required, front and rear, Genuine	RND292	\$ 339.34
4.0 V8 w/AEL, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95
4.0 V8 w/o AEL, OBD2, 4 required, front and rear, Genuine	RND290	\$ 299.95
4.0 V8 w/o AEL, OBD2, 4 required, front and rear, ProLine.....	PLD290	\$ 139.00

Discovery II

V8, OBD2, 2 required, front, Genuine	RNE910	\$ 269.95
V8, OBD2, 2 required, front, ProLine.....	PLE910	\$ 82.50
V8, OBD2, 2 required, rear, Genuine.....	RNE892	\$ 259.95
V8, OBD2, 2 required, rear, ProLine	PLE892	\$ 89.95

Range Rover Classic

3.5, 3.9, 4.2 litre V8, OBD1 front, 2 required, ProLine	PLE029	\$ 136.45
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Range Rover P38A

1995-'97 to VA350101, OBD2, 4 required, ProLine.....	PLD290	\$ 139.00
1997-'98 from VA350101 to WA410481, OBD2 Heated, 4 required, front and rear, Genuine.....	RND292	\$ 339.34
1997-'98 from VA350101 to WA410481, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95
1999-'02 from XA410482, OBD2, 2 required, rear, Genuine.....	RNE892	\$ 259.95
1999-'02 from XA410482, OBD2, 2 required, rear, ProLine	PLE892	\$ 89.95
1999-'02 from XA410482, OBD2, 2 required, front, Genuine	RNE893	\$ 269.95
Range Rover L322, rearward, Genuine	RNI334	\$ 344.76

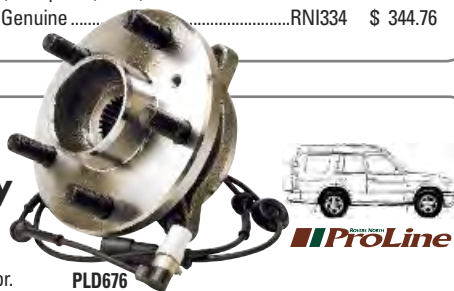


Discovery II Hub Assembly with Sensor

Discovery II 1999-2004.

Includes bearings, ABS sensor.

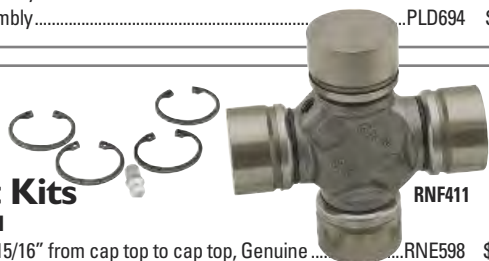
Front hub assembly	PLD676	\$ 459.00
Rear hub assembly.....	PLD694	\$ 459.00



U-Joint Kits

Series II, IIA, III

Front & rear, 2 15/16" from cap top to cap top, Genuine.....	RNE598	\$ 54.95
Front & rear, 2 15/16" from cap top to cap top, ProLine.....	PLE598	\$ 24.95
Front & rear, 3 7/32" from cap top to cap top, Genuine	RNE604	\$ 67.95
Discovery I, Range Rover Classic, Front or rear, Genuine	RNF411	\$ 98.95
Discovery I, Range Rover Classic, Front or rear, ProLine	PLE598	\$ 24.95
Defender 90, Front, Genuine	RNF411	\$ 98.95
Defender 90, Front or Rear, ProLine	PLE598	\$ 24.95
Defender 90, Rear, Genuine.....	RNE611	\$ 64.95
Defender 110, Front or rear, Genuine.....	RNE611	\$ 64.95
Defender 110, Front or rear, ProLine	PLE598	\$ 24.95

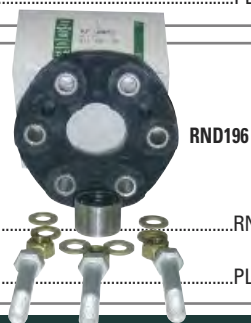


Rear Driveshaft Flex Couplers

Range Rover Classic 1995

Discovery I & II

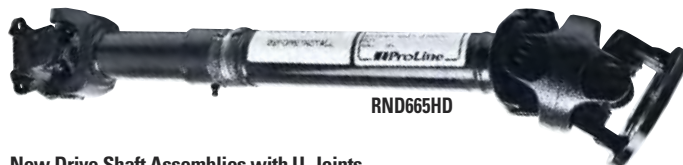
Flex Coupler for rear drive shaft, with hardware, Genuine.....	RND196	\$ 139.95
Flex Coupler, with hardware, OEM, ProLine	PLD196	\$ 79.95



Drive Shafts

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, ProLine.....PLK4100 \$ 269.00



New Drive Shaft Assemblies with U-Joints

Series II, IIA, III, front, 88 & 109, ProLine.....	PLF315	\$ 159.95
Series II, IIA, III 88, rear, ProLine.....	PLE189	\$ 178.45
Series II, IIA 109, rear, ProLine.....	PLF358	\$ 178.45
Defender 90 V8, rear, ProLine.....	PLE201	\$ 199.00
Defender 110, front, ProLine.....	PLF410	\$ 258.00
Defender 110, 4 Cyl up to 1999, rear, ProLine	PLE217	\$ 251.95
Discovery II, front, 1999-2004, ProLine	RND665HD	\$ 409.99
Discovery II, front, 2003-2004 4.6 litre, ProLine	RND665HD	\$ 409.99
Discovery I & Range Rover Classic 100 inch, rear, ProLine	PLD473	\$ 199.00

1999-'04

Discovery II RND564

Thermostats

2.25, 2.6 Petrol and Diesel Series IIA-III

Thermostat 74 C / 165 F, Genuine	RNC276	\$ 59.95
Thermostat 74 C / 165 F, ProLine.....	PLC276	\$ 9.95
Thermostat 82 C / 179 F, Genuine	RNC580	\$ 59.95
Thermostat 82 C / 179 F, ProLine.....	PLC580	\$ 8.95
Thermostat, 2.6 Litre, Genuine	RNC421	\$ 16.10

V8 Discovery I, Range Rover Classic, Defender

Thermostat 82 C / 179 F, Genuine	RNH386	\$ 14.99
Thermostat 82 C / 179 F, ProLine.....	PLH386	\$ 4.74
Thermostat 88 C / 190 F, Genuine	RNC047	\$ 12.95

2.5 NA Diesel Defender, Thermostat 75°C / 165 F.....	RNL151	\$ 21.80
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, Genuine.....	RNH386	\$ 14.99
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, ProLine	PLH386	\$ 4.74

Thermostat Assemblies

V6 Freelander Thermostat assembly	RNL472	\$ 108.51
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V8 Discovery II 1999-2004

Thermostat assembly, 190 deg, Genuine	RND564	\$ 49.95
Thermostat assembly, ProLine	PLD564	\$ 29.85
Thermostat assembly, Td5 (180 deg, fits NAS V8), Genuine.....	RNQ028	\$ 69.95

V8 Range Rover P38A 1995-2002

Thermostat assembly, Genuine	RND211	\$ 139.95
Thermostat assembly, ProLine	PLD211	\$ 49.86

V8 Range Rover L322 2003-2010

4.4ltr. 2003-'05, BMW Engine, thermostat assembly, Genuine.....	RNJ993	\$ 159.95
4.4, 4.2ltr. Supercharged, 2006-'09 thermostat assembly, Genuine.....	RNJ330	\$ 47.95
4.4ltr., O-ring seal, thermostat housing, Genuine	RNN217	\$ 5.66

Thermostat Gaskets 2.25 Petrol and Diesel Series IIA-III

Top thermostat gasket, ProLine.....	PLC245	\$ 0.83
Top O-ring seal, Genuine.....	RNC248	\$ 1.73
Bottom thermostat gasket, ProLine.....	RNB573	\$ 3.66
Side by-pass gasket, Genuine	RNC738	\$ 2.78
V8 Discovery I, RRC, Defender Thermostat gasket, Genuine.....	RNC046	\$ 3.96
2.5 NA Diesel Thermostat gasket, Genuine.....	RNH387	\$ 3.69
200Tdi Defender Thermostat, Genuine	RNL141	\$ 20.59
200Tdi Diesel Thermostat gasket, Genuine.....	RNH387	\$ 3.69
300Tdi Defender Thermostat, Genuine.....	RNL137	\$ 19.85

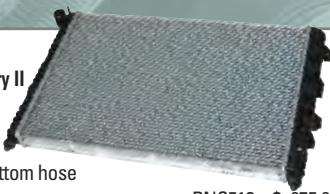
Thermostat Kits

2.25 Petrol Series IIA-III. Kits include o-ring, upper and lower gaskets and thermostat

Thermostat Kit 74 C / 165 F	RNK1574	\$ 48.50
Thermostat Kit 74 C / 165 F.....	PLK1574	\$ 12.99
Thermostat Kit 82 C / 179 F.....	RNK1582	\$ 47.50
Thermostat Kit 82 C / 179 F.....	PLK1582	\$ 14.99
Thermostat Kit V8, RRC '87-'95, Discovery I, Defender	RNK167	\$ 11.95

NEW Radiators

Discovery II
PLD495



2.25 Litre, Series II-III 4 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, Genuine	RNC513	\$ 675.96
2.25 Litre, Series II-III 4 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, ProLine	PLC513	\$ 298.00
2.25 Litre, Series II-III 3 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, ProLine	PLC513A	\$ 298.00
Discovery I 1994-1999		
with automatic transmission, Genuine	RNC062	\$ 929.95
3.9 Litre V8, ProLine	PLC019A	\$ 399.00
Plastic Fill Plug, Radiator, Genuine	RNC997	\$ 5.95
Brass Fill Plug, Radiator, ProLine	PLC997	\$ 3.79
Washer, For Plastic Fill Plug, Genuine	RNC996	\$ 2.92
Range Rover Classic 1987-1995		
1987-1988, Radiator, ProLine.....	PLC020	\$ 459.00
1993-1995, Radiator, Genuine	RNC062	\$ 929.95
1989-1995, Radiator, ProLine.....	PLC019A	\$ 399.00
Plastic Fill Plug, Radiator, Genuine	RNC997	\$ 5.95
Brass Fill Plug, Radiator, ProLine	PLC997	\$ 3.79
Washer, For Plastic Fill Plug, Genuine.....	RNC996	\$ 2.92
Range Rover P38A		
Range Rover P38A Radiator Assembly, 1995-'98, Genuine.....	RND357	\$ 607.89
Defender 1993-1997		
NAS 90/110 V8 Radiator Assembly, Genuine.....	RNE130	\$ 799.95
Defender 300 Tdi Radiator with intercooler, ProLine	PLD500	\$ 548.00
Defender 300 Tdi Radiator, ProLine	PLH255	\$ 239.00
Defender 200 Tdi Radiator, ProLine	PLD496	\$ 269.00
Defender 3.5L V8 twin carb, ProLine	PLL885	\$ 249.95
Discovery II 1999-2004 Radiator, ProLine	PLD495	\$ 279.00
Range Rover 2002 on L322 4.4 Litre, ProLine	PLI516	\$ 299.00
Radiator Assembly, 1999-'02.....	PLI759	\$ 299.00



RNK1609

Stop Leaks! Complete Cooling System Kits

We only recommend genuine hoses. There is a dramatic difference in quality!

Includes: Genuine radiator hoses, heater hoses, expansion tank hoses, thermostat, gasket and all necessary clamps.

Range Rover Classic

Cooling System Kit, Range Rover Classic 1987-'88	RNK1601	\$ 209.00
Cooling System Kit, Range Rover Classic 1989.....	RNK1602	\$ 241.44
Cooling System Kit, Range Rover Classic 1990-'94.....	RNK1603	\$ 299.00
Cooling System Kit, Range Rover Classic, 4.2L 1993-'94.....	RNK1604	\$ 319.00
Cooling System Kit, Range Rover Classic 1995.....	RNK1608	\$ 249.00

Range Rover P38A

Cooling System Kit, Range Rover P38A up to VIN XA30701	RNK1610	\$ 519.95
Cooling System Kit, Range Rover P38A from VIN YA30702.....	RNK1610A	\$ 599.95

Discovery I

Cooling System Kit, Discovery I w/A.E.L.....	RNK1607	\$ 279.00
Cooling System Kit, Discovery I w/o A.E.L	RNK1606	\$ 359.00

Discovery II

Cooling System Kit, Discovery II (shown above).....	RNK1609	\$ 489.95
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Radiator Hose Kits

We recommend only using genuine hoses when it's time to replace yours.

Don't settle for lower quality imitations. Includes: Genuine top and bottom radiator hoses, manifold jacket hoses, and all necessary clamps.

Range Rover Classic

Radiator Hose Kit, Range Rover Classic, 1989	RNK1612	\$ 149.95
Radiator Hose Kit, Range Rover Classic, 3.9L 1990-'94	RNK1613	\$ 149.00
Radiator Hose Kit, Range Rover Classic, 4.2L 1993-'94.....	RNK1614	\$ 179.95
Radiator Hose Kit, Range Rover Classic, 4.2L 1995.....	RNK1617	\$ 159.00

Range Rover P38A

Radiator Hose Kit, Range Rover P38A, up to VIN XA430701.....	RNK1619	\$ 345.95
Radiator Hose Kit, Range Rover P38A, from VIN YA430702.....	RNK1619A	\$ 469.95

Discovery

Radiator Hose Kit, Discovery I, 1995-'99	RNK1616	\$ 169.00
Radiator Hose Kit, Discovery I w/EVAP Loss System, 1995-'99	RNK1618	\$ 189.00

NEW Water Pumps with Gasket

Series IIA, III 1961-1984

2.25 litre petrol, diesel, Genuine	RNF334	\$ 169.95
2.25 litre petrol, diesel, ProLine	PLF334	\$ 49.50
Rebuild kit for 2.25 water pumps	PLE587	\$ 34.95

Defender 90/110 1993 - 2006

1993-1995 NAS, Water Pump, Genuine	RNC011	\$ 269.95
'93-1995 NAS, Water Pump, ProLine	PLC011	\$ 89.00
'97 D90 NAS, Water Pump, Genuine	RNC052	\$ 359.95
'97 D90 NAS, Water Pump, ProLine	PLC052	\$ 89.50
200 Tdi diesel, Water Pump, Genuine	RNH257	\$ 349.95
200 Tdi diesel, Water Pump, ProLine.....	PLH257	\$ 89.00
300 Tdi diesel, Water Pump, Genuine	RNH258	\$ 119.95
4 Cylinder, Defender 90/110, Genuine.....	RNI847	\$ 316.35
4 Cylinder, Defender 90/110, ProLine	PLI847	\$ 149.50
Td5 diesel, Water Pump, Genuine	RNH360	\$ 184.95

Discovery I 1994-1999

Water Pump, Genuine	RNC052	\$ 359.95
Water Pump, ProLine.....	PLC052	\$ 89.50

Discovery II 2000-2002

Water Pump, Genuine	PLC052	\$ 359.95
Water Pump, ProLine.....	PLC052	\$ 89.50

Range Rover Classic 1987-1995

'87-1994, Water Pump, Genuine	RNC011	\$ 269.95
'87-1994, Water Pump, ProLine.....	PLC011	\$ 89.00
'95, Water Pump, Genuine	RNC052	\$ 359.95
'95, Water Pump, ProLine.....	PLC052	\$ 89.50

Range Rover P38A 1995-2002

'95-2002, Water Pump, Genuine	RNC052	\$ 359.95
'95-2002, Water Pump, ProLine	PLC052	\$ 89.50

Hylomar Gasket Sealer

Official sealer used by Land Rover during assembly.

Supplied in 3.5 oz. tubes	RNA681	\$ 10.95
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PLC052



PLC007

Coolant Expansion Tanks

Defender 3.9 Litre V8, 1993-95, Genuine	RNH393	\$ 285.45
Defender 4.0 Litre V8, 1997, Genuine.....	RNH394	\$ 141.80
RR Classic, 1990 on, Discovery I, Genuine.....	RNC007	\$ 119.95
RR Classic, 1990 on, Discovery I, ProLine	PLC007	\$ 38.95
Discovery II, RR P38A, Genuine.....	RNI554	\$ 259.95
Discovery II, RR P38A, ProLine	PLI554	\$ 79.95



TF009A

Terraforma Front Bumper A stylish close fit off-road bumper for enhanced approach angle. Features wrap around edges with a special washer fluid reservoir protection plate. A direct replacement for 2003 -2004 stock bumper. Requires removing the bottom inch of plastic center grill on 1999-2002 models. Made from 5mm steel with black powder coat finish. Uses popular Warn 9 mount pattern to fit most electric winches. Will require removing a section of center grill to accommodate winch. Includes mounting hardware. Made in the UK by Terraforma. For swivel recovery shackles use TFSRP. **Terraforma Front Winch Bumper, includes mounting hardware. TF009A \$ 799.00**



TF090A

Terraforma Heavy Duty Rear Bumper, includes mounting hardware. For swivel recovery shackles use TFSRP. Made in the UK.....TF090A \$ 799.00

Swivel Recovery Shackle fits front bumpers TF009A, RNA195, RNA194, and rear bumper TF090A.

Swivel Recovery Shackle TFSRP \$ 79.00 ea



Access Ladder Rear, Discovery I, II, GenuineRNA661 \$ 159.95

Access Ladder Rear, Discovery I, II, Powder coated over zinc plating, superior corrosion resistance, ProLine.....PLA661 \$ 98.50



ProLine Discovery II Rear Heavy Duty Bumper with fixed recovery and jacking points. Includes mounting hardware (trailer hitch shown not included). RNA196 \$ 499.00



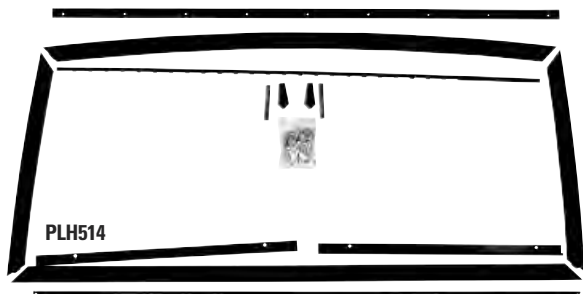
PLE794

Range Rover Classic Pre-assembled Tailgate Lid Kit with Glass Already Installed

High quality hand crafted aluminum lift gate for a Range Rover Classic. Does not have aperture for high mount stop lamp. Made with high quality Pilkington heated glass. Made with pride in the UK. **PLE794 \$ 794.95**

Liftgate Strut, Genuine RNE795 \$ 57.95

Liftgate Strut, ProLine PLE795 \$ 29.95



PLH514

Aluminum Tailgate Lid Kit

This do-it-yourself kit is a permanent and economical fix for your rusty Range Rover Classic tailgate lid. Kit includes corrosion-proof aluminum frame pieces finished in matte black. Hardware and instructions included. **PLH514 \$ 459.00**



Rear Access Ladder

LR3 and LR4, GenuineRNQ613 \$ 498.00
 Discovery I, II, GenuineRNA661 \$ 159.95

Fuel Caps, Petrol Caps
You name it we've got it!



PLC168



RNE247



Defender Locking Vented,
 European RNL361



Discovery I,
 Defender
 RNF137



Discovery II,
 Range Rover P38A
 RNN294



RNF143

Fuel Caps

Discovery I, Defender, GenuineRNF137 \$ 39.95
 Discovery I, Defender, ProLinePLF137 \$ 12.99
 Discovery I, II, NAS Defender, GenuineRNF143 \$ 34.90
 Defender, Locking Vented, European, GenuineRNL361 \$ 54.95
 Defender, Locking Vented, European, ProLinePLL361 \$ 21.90
 Defender, Non-Locking Vented Fuel Cap, GenuineRNL222 \$ 39.95
 Defender, Locking NAS Fuel Cap, GenuineRNE247 \$ 39.90
 Defender, Locking NAS Fuel Cap, ProLinePLE247 \$ 16.50
 Discovery II, RRP38A V-8, GenuineRNN294 \$ 44.95
 Series II & IIA, ProLinePLC168 \$ 32.95
 Series III, ProLinePLE406 \$ 8.50
 Series Fuel Cap, 2 prong, GenuineRNC168 \$ 69.95
 Series Fuel Cap, 2 prong, ProLinePLC168 \$ 32.95
 Series Fuel Cap, ex-MoD & Auxilliary TankPLC449 \$ 89.95
 LR4, Range Rover Sport L320 Fuel CapRNS558 \$ 27.33

ROVERS

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