

ROVERS

MAGAZINE



2019

LIFESTYLE COLLECTION



ABOVE & BEYOND

LAND ROVER CAPS

Land Rover Hat Grey Marl.
RNG2217 \$ 14.99



RNG2217

Land Rover Hat Navy.
RNG2224 \$ 14.99



RNG2224

UNISEX HERITAGE CAP

Classic baseball cap in Gray Marl with navy peak and trim. Features embroidered Heritage logo to the front with wordmark tab to one side. Imported. Gray Marl.
RNG2218 \$ 25.00



RNG2218



ENAMEL MUG



Celebrate the story of Land Rover's creation with this Green Heritage mug. Features Red Wharf Bay graphic to one side and Series I print to the other. Imported. Green.
RNG2227 \$ 26.40

WAXED COTTON HAT

Arrive In Style! Rovers North waxed cotton hats feature Rallye Plate Logo on the front and the Land Rover Genuine Parts Support logo on the back. Awesome quality, perfect for wet weather, adjustable to fit all sizes, Dark Green/Brown color.
RNH04G \$ 22.99




RNH04G

ENDURE

In December 1971, two Range Rover crews took on the ultimate test of endurance.

They set out on a formidable 18,000 mile journey across the Americas that led them through the Darien Gap. 250 miles of swamplands and rainforest between Columbia and Panama. Here, man and machine took on some of the most dangerous terrain on the planet and endured. To this day their achievement is known as one of the most remarkable expeditions ever attempted.





FABULOUSLY BRITISH

GENUINE LAND ROVER ENTHUSIASTS

By Gene Schubert, Photography by Willa Parkins

Sourcing the right parts for your Land Rover requires product knowledge, commitment and perseverance. Dirk Parkins, the Parts Manager for Rovers North, covers all of them.

Dirk grew up in the Philadelphia area and moved to Vermont in the 1980s, to learn forest management and to log with draft horses; “A tough way to make a living,” he remembers. When his employer in nearby Fletcher purchased a 109” from Mark Letorney, Dirk followed suit and purchased a ’70 Series IIA. He recalled, “Mark taught me how to work on the Land Rover and in December 1984, I joined the company.” His affection for Series Land Rovers continued with a ’67 IIA 109” Military (his favorite, as it was “built to the highest standard and is the easiest to work on”) and a ’68 IIA, given to a friend as a wedding gift. More Land Rovers would follow.

His encyclopedic knowledge of the marque enabled him to help create the early Rovers North Parts Guides, which became essential companions for every enthusiast. As Dirk had rebuilt his Land Rovers (before and after rollovers) himself, he provided critical advice and reassurance to the Rovers North community in service, shipping and sales, before moving to his current position. He made his first trip to the UK to source parts in 1986. Today he heads up the Jaguar Land Rover parts account for Rovers North and leads a dedicated purchasing team sourcing parts for the many models of Classic Land Rover vehicles.

Happily married for 19 years, Dirk has two daughters, enjoys the rural lifestyle that brought him to Vermont and of course enjoys driving his Land Rover.

Dirk never fails to amaze me with his parts knowledge. When an enthusiast walks into Rovers North with a rusty old part, I bring it to Dirk and within seconds he tells me what it is and how to replace it. When we receive parts containers from Land Rover or other British suppliers, Dirk can tell me the part number faster than I can look them up in our inventory system. His expertise and professionalism is invaluable to me as a Land Rover enthusiast and to all of us at Rovers North.

To enthusiasts everywhere, he’s Fabulously British. **///**



Dirk Parkins, Parts Manager, Rovers North and Cisco his Labrador



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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 two year unlimited mileage warranty. We invite you to experience our knowledge, products and friendly service. Thank you for choosing Rovers North.

THE WELLY

GOING FORWARD / ALL GREEN



Jaguar Land Rover committed \$1.3 billion to create an Engine Manufacturing Centre in Wolverhampton, UK, starting in 2014. The Ingenium range of 2-liter engines began with a diesel in 2016, followed by a petrol version in 2017.

This critical commitment enabled Jaguar Land Rover to produce their own engines again to meet the differing requirements of each marque and the ever-increasing regulatory demands worldwide. Most impressively, it empowers JLR to take advantage of the latest in engine technology.

The newest Ingenium is a 3-liter in-line 6-cylinder, which replaces the previous 3-liter V6. As Nick Rogers, Director of Product Engineering, noted in an interview, "An inline 6 is inherently smoother than a V6." The inline is armed with an electronic supercharger, twin scroll turbochargers, and an electrohydraulic variable valvetrain that enables instantaneous changes in intake valve lift. Together, these enhancements add smoothness and efficiency. It's coupled with an MHEV 48-volt regenerative braking system that adds accelerative torque and further smooths out start/stop actions. Land Rover made certain that this MHEV system would be housed so that it would not detract from sideslope angles or wading depth.

Dave Larson, the Product Planning Director for JLR North America, gushed over the new engine, available to start only on the Range Rover Sport HST. It delivers 396 hp and 406 ft lbs of torque. Dave said, "The power and performance are phenomenal. It delivers V8, even diesel levels of torque at very low rpms. I'm a ski enthusiast, and when I drove the steep roads to the trails, the Sport never had to downshift to hold or increase speed. This will also mean better fuel economy."

The growth in the Ingenium engine range demonstrates anew that Land Rover remains committed to advances in engineering. We look forward to these engines in other Land Rover models, including, of course, the new Defender. //



Above: New Range Rover Sport HST and the new Ingenium 3.0L in-line 6-cylinder twin scroll engine.

Jeffrey Aronson

Editor, *Rovers Magazine*

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About the cover:

Rallye Aïcha des Gazelles, Discovery II Td5 crosses a river. Coverage begins on page 8. Photos from Maienga



and Rover and Africa go together seamlessly and both have played major roles in my family history.

Like many Scots before him, my grandfather William immigrated to the USA, met his English wife in Chicago, and returned to England in the 1930s, to escape the Depression. At the beginning of WWII, the family returned to the US. From there he graduated from seminary and in 1948, they served as missionaries in the former "Gold Coast," now Ghana. From 1948-75 he drove all over West Africa, long before anyone considered it "overlanding." After retiring, they lived in Edinburgh for 10 years and then Merseyside, England, for 10 years.

My father, also named William, was born in Manchester, but he grew up in Ghana, returned to the US for college, married my mum, Lois, and they went to Mali as missionaries from 1956-75. I grew up in Mali, where we lived in the village of Niafunke, on the edge of the Niger river, bordered on the north side by the Sahara. Niafunke was a hundred miles or so from the fabled city of Timbuktu. I visited there often as it served as our mission headquarters.

Over the years the family drove a Willys Jeep, Citroen 2CV, Peugeot 404, and other 4x4s, but none lasted like our Series Land Rover vehicles. Our first was a '67 Series IIA 109", and in 1970, we purchased a Series III 109" diesel direct from Solihull and had it shipped to Abidjan (Ivory Coast).

Down Memory Lane

By David Carmichael
Photography
David and William Carmichael



“Once or twice a year we would make it down country by road or on the Niger River and bring back provisions”

In those British Leyland days, it came with a leaky gas tank; we had to find a replacement before going up country to Bamako (Mali) and on north to our home on the edge of the Niger River.

There was no electric service, other than the odd government generator, for hundreds of miles from the city. For our first 12 years, we lived in a mud house with a thatched roof. A government radio telephone line provided our only communications, but often, it would fail when drifting sand dunes would elevate the surface so camels could stretch and chew up the lines. We finally bought a small Onan generator to provide a few hours of evening light.



Another day in the desert



We hunted, fished or grew everything we ate. Once or twice a year we would make it down country by road or on the Niger River and bring back provisions. One of my favorite memories included a weekly square of chocolate and sip of Coca Cola. Every four years we would bring back dry goods from America. At times, our fuel would come contaminated, like when it caused our kerosene-powered refrigerator to explode and almost took my mother's life. It necessitated an emergency night trip across the untracked desert to Timbuktu (we got lost), and then evacuation down country for medical attention.

Beginning in 1960, we children went off to boarding school where we stayed eight to nine months before returning home for three months (I was the oldest and first to go). We had a Series 88 during the 1000-mile journeys to/from school, first in Mamou, in the



The school run!



More than once we found ourselves stuck and stranded when hazarding into flooded areas hidden by the tall grass. One time we sank in up to the axles. My father walked in search of help (something he had done several times over the years and it almost cost him his life more than once). He finally came across a camel caravan that took him into town to get help. Mom and us kids stayed the night in the bush and could hear the wild animals circling us all night. We saw the circle of trampled earth tracks 100 feet out around our camp the next morning. The next day I had climbed a thorn tree and amazingly a desert patrol spotted me and pulled us out. (They said they thought the site of a white creature in a tree

highlands of Guinea and later Bouake, Ivory Coast. A visit to my grandparents meant trips to Ghana; other treks took us to Upper Volta, Niger, Senegal, or down to the capitol city of Bamako for supplies. The Paris-Dakar race used to pass very close to Timbuktu. My brother would go out along the route and scrounge spare parts from the teams (motorcycles or vehicles were abandoned where they broke down).

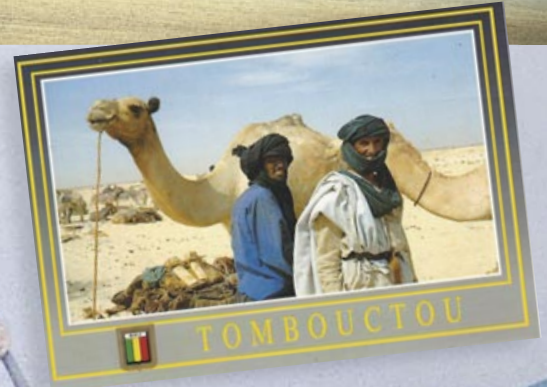
The Niger River's water level varied based on the season, blocking access to Timbuktu. You could travel along the north side of the river through the desert, or cross the river to roads on the south side. A trip along the north/desert side required use of a compass, and/or following tracks left by the desert patrols, or the occasional "Overlander." Depending on the time of year, the Niger river can flood far north into the grasslands; at times, we had to divert into Mauritania to avoid the flooding.

“I had climbed a thorn tree and amazingly a desert patrol spotted me and pulled us out.”



in the middle of nowhere was a demon). When Dad returned with help a day later, he found us on dry land waiting for him. In the next town residents told us they had been searching for a "mad elephant" that had been destroying villages in the area.

Background photo: Just another day with the family on the Niger River ferry – who needs Disneyland?



Down Memory Lane



Experiences like this were common place for our travels in those days. On one occasion, Dad was very near death when villagers found him on the outskirts of town. Mom and us kids were left with the truck, hoping our food and water didn't run out, and never sure if Father would make it back. I remember being 6-years-old, in the desert, with a heat stroke, almost out of water, and waiting for Dad to get back (that's the time he almost died, and if he had, no one would have known where to look for us).



All travel required provisions of water, fuel, sand tracks, tires and as many spare parts as you could load. It wasn't uncommon to break leaf springs, axles or drive shafts. Often you would get bad gas. Poverty meant spare parts could be unaffordable, so you would stuff the tires with straw when tubes could no longer be patched. Twice we cracked windshields because of the heavy weight on the roof racks. Travel by way of the river involved either river crossings in shallow water, crossing on ferries, or travel by river barge down the Niger to Mopti. Once past the desert, travel in the rest of West Africa was on dirt, generally washboard roads and often involved stopping to repair bridge crossings, many river crossings and many check points (especially during the West African "Communist" era of the 60s when westerners were suspect.) The dangers of travel in those days weren't limited to the roads.



Lightening the load to get unstuck



Clockwise from top: David Carmichael and his 1967 Series 109 NADA with the original Westlake 6-cylinder. Left: William Carmichael ready for his trip down memory lane.

Far from Africa, in Florida I sought to rekindle those memories by purchasing a '67 Series IIA NADA 109". Its 6-cylinder engine with the Westlake head was intended to give a 109" more power for the North American market. My 109" required a new frame and many more parts from Rovers North. Shortly before his death in 2017, my father visited and joined me in a trip down memory lane. I enjoyed seeing the pleasure he took from riding in a Land Rover again. We went on a ride together to a local off-road event and on the way back broke down at night, in the middle of nowhere. What's a trip down memory lane in a Land Rover without a breakdown? //

Sixteen years ago, Bill Saunders' brother-in-law purchased a Discovery II for his work as an oil company geologist. "We were driving on the property of my wife's family ranch in Goliad, TX. I couldn't believe what it would do, completely stock," said Bill. "That did it for me!" Since then he's done everything possible to keep Land Rover in his family.

Born in Ft. Worth, TX, he's lived in San Antonio since 1962. His eclectic careers have included camera repair, then professional photography, and a long stint creating architectural finish woodwork for executive offices worldwide. The last one brought him travel opportunities from New York to Dubai.

As an avid camper in Texas and New Mexico, it's no surprise that Bill sought out a Dormobile. "I'd been reading about them for a long time and found mine in Arizona about eight years ago. Mine came with the stronger 2.6L 6-cylinder engine. I really admire the engineering that went into the interior layout, especially the 'Dormatic' seats that unfold to make a bed." There were interior parts to source, but while the original Martin Waller company that produced the Dormobile went out of business, a successor UK company called Dormobile still manufactures parts for this entertaining Land Rover. Bill will soon welcome the arrival of a new Dormobile-style wardrobe locker and installation of the ubiquitous striped roof awning, window moldings and hinges.

ALL IN THE FAMILY

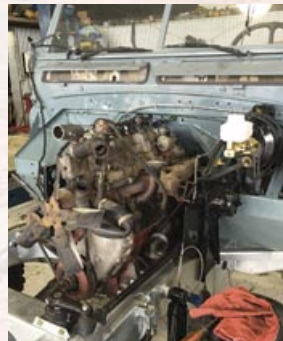
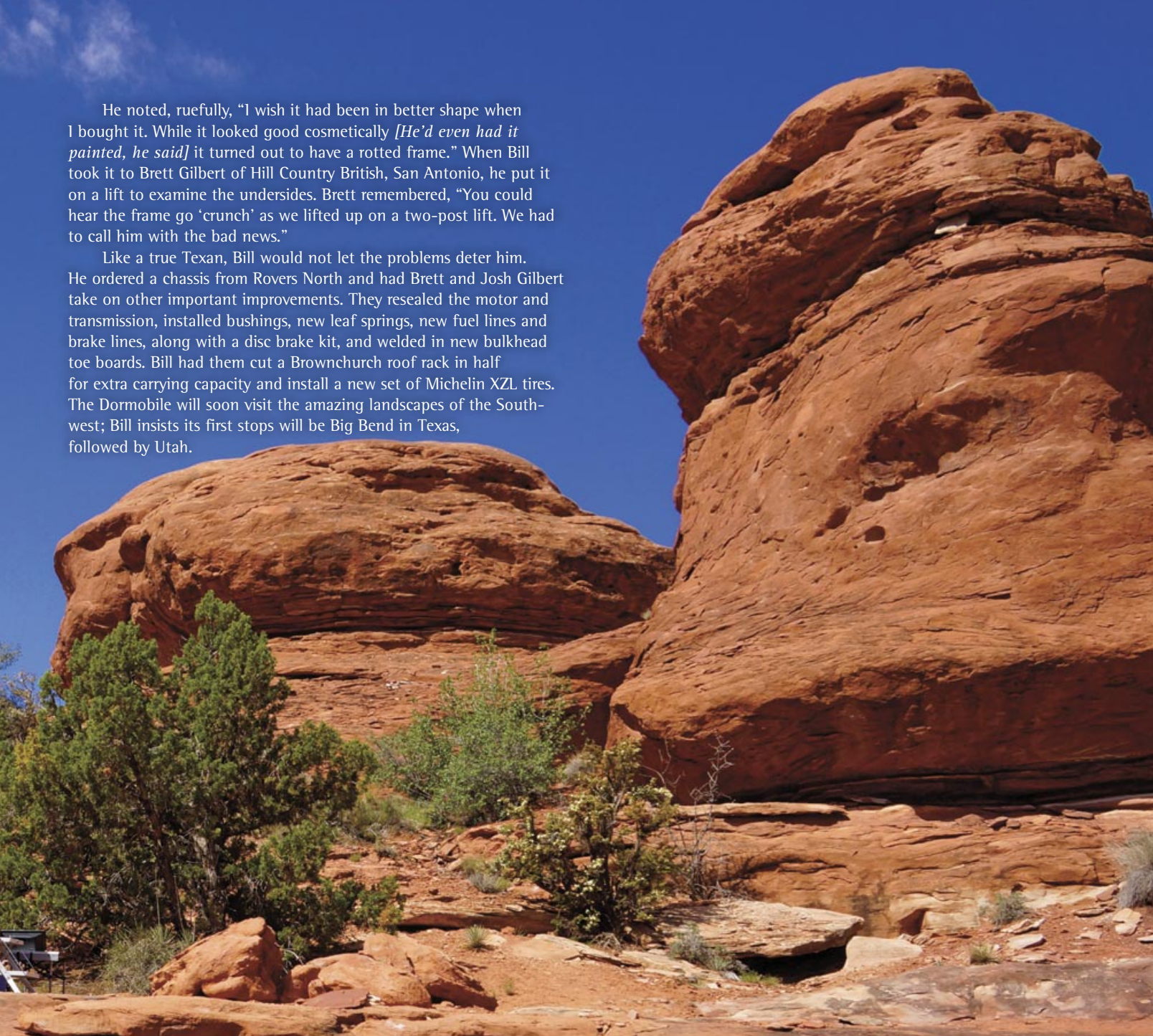
By Jeffrey Aronson



L-R: Dormobile trailered home; At Hill Country British to start the refurbishment and new galvanized chassis from Rovers North; Stopping power!

He noted, ruefully, “I wish it had been in better shape when I bought it. While it looked good cosmetically [*He’d even had it painted, he said*] it turned out to have a rotted frame.” When Bill took it to Brett Gilbert of Hill Country British, San Antonio, he put it on a lift to examine the undersides. Brett remembered, “You could hear the frame go ‘crunch’ as we lifted up on a two-post lift. We had to call him with the bad news.”

Like a true Texan, Bill would not let the problems deter him. He ordered a chassis from Rovers North and had Brett and Josh Gilbert take on other important improvements. They resealed the motor and transmission, installed bushings, new leaf springs, new fuel lines and brake lines, along with a disc brake kit, and welded in new bulkhead toe boards. Bill had them cut a Brownchurch roof rack in half for extra carrying capacity and install a new set of Michelin XZL tires. The Dormobile will soon visit the amazing landscapes of the Southwest; Bill insists its first stops will be Big Bend in Texas, followed by Utah.



L-R: Bulkhead welded up; Six-cylinder engine resealed; Final preparations for first camping trip





Bespoke cabinet to be installed in the Dormobile

While waiting for the specialty parts for the Dormobile, Bill was not without a Land Rover to enjoy. The Saunders have a second home in Santa Fe, NM, where they keep their '93 NAS Defender 110 [#441]. In a touch of Solihull pride, they secured an Arizona personalized license plate that reads, appropriately, "HUE 166". Outside of a modest 2" lift, the Defender looks original; Land Rover Santa Fe asked Bill to enter it in a concours event. At 104,000 miles, it still drives quite well.

For serious camping, Bill purchased an '06 LR3, named "Olive", which he's modified for trips and off-roading around Moab, UT and Ouray, CO. He had Hill Country British relocate the air pump to the rear, add a custom rear bumper and a front winch bumper, as well as rock sliders. A Hannibal

Left and above: Old School camping; Center and below right: New School camping.

roof tent and solar paneled-powered refrigerator provide comfortable sleeping quarters and campsite amenities. Bill has also rediscovered the capabilities of the stock air suspension, having removed previously-installed spacers and coil springs. At 106,000 miles, the LR3 "is abused, but still going strong."

For his wife, Laurie, there's a '10 Range Rover Supercharged and a '17 Range Rover LWB Supercharged, one in Texas and one in New Mexico, as well as an LR4. Their sons, William and Forrest,



ALL IN THE FAMILY



Above: Forrest running his Defender 110 over an easy rock section.



each have enjoyed a Discovery II. William has purchased a Range Rover Autobiography for his wife, Claire. Forrest owns a custom Defender 110 pickup with a Land Rover diesel engine and “serious” off-road modifications; his wife, Andrea, also has a Range Rover Autobiography.

All together, the extended family owns 10 Land Rover vehicles. For all of the contemporary features of the family’s newer LR3, LR4

and Range Rovers, Bill can’t wait to complete his Dormobile project. “I am so proud of ‘La Tuga’ [*“The Turtle” in Spanish*], as it runs so sweet. I know you’re never really ‘done’ with a Series Land Rover, but of all of mine, I hope to keep this one in the family for a long time.” //

Gerry McGovern on Design

By Jeffrey Aronson



“Design represents the values of the marque”

At the Range Rover Evoque Global Launch, Gerry McGovern sat down to school me with an enlightening conversation about the role of design at Land Rover. We were joined by Paul Owen, JLR UK Public Relations.

Not surprisingly, McGovern had a few points to make to automotive journalists in general.

“I read an article,” he said, “that disparaged the 2020 Evoque around the similarity of styling to the current model. Since we created this new market segment in 2010, customers have bought over 800,000 of them. Number of sales aside, we’re really looking to maintain the enthusiasm of our existing customers as we are with attracting new ones.”

“This is only the second generation of the Evoque. We created something that’s intrinsically good and class-leading. Why would we throw it away just to create something new?” Paul Owen agreed, noting, “That’s what our enthusiast customers were saying to us.”

“With the Evoque, we had to listen to the customer,” McGovern said. “Our enthusiast base told us, ‘Don’t change it, just make it better.’ This Evoque is a more tailored, more grown-up design. We try and bring a level of design sophistication to what we do. We pay attention to the technology and engineering, but we have our own path and enthusiast customers are following it.”

“A completely different vehicle, like the Range Rover Velar, is frankly easier to design because we could start with a clean slate. The Velar let us be radical. The evolution of an existing model is harder to accomplish.”



Range Rover Evoque Global Launch, Amanzoe Resort, Porto Heli, Greece
Photography Jeffrey Aronson and Land Rover Media

“Design represents the values of the marque. It’s the glue that pulls it all together. I am convinced that our off-road engineers, who create the mechanical bits, they’re the best in the world. They’re bloody geniuses. Design has to be reconciled with engineering, thus every detail should be doing a job. The surface is critical as it signifies the technology that underlies the vehicle.”


“Cosmetic change just for its own sake is meaningless. Customers aren’t stupid. They expect that we’ll present them with a compelling set of qualities exemplified through design. In the interior and exterior, we sought to create cleaner lines. Some make the Evoque look lower, as befits its use on the road. With this iteration, we were able to smooth out the wheel arches, as the Evoque looks cleaner without them.”

“At the same time, we retained the design elements that enthusiast customers recognize as part of the Land Rover DNA: the floating roof, upswept sides and distinctive, functional rear. While the Evoque’s proportions and volume appear similar, this new model shares no exterior pieces with the previous Evoque except for the door hinges.”

Our conversation stretched back to his time with Ford when it owned Land Rover as part of its “Premier Auto Group.” McGovern’s design work for Lincoln and Ford bore fruit with the recent generations of the Ford Explorer. When our conversation rolled around to the new Discovery, I noted how many American enthusiasts chafed at the resemblance between the Discovery and the Explorer, with the latter being available earlier than the new Discovery. As the Ford Explorer has virtually no presence outside of North America, the impact of the commonality had not been felt in the rest of the world.

Paul Owen put it bluntly. “Ford nicked the look for the Explorer from the Discovery, from Gerry’s designs when Ford owned Land Rover.”

No discussion with any Land Rover official is complete without mentioning the new Defender. McGovern asserted, “Core Defender values are durability and adventure, so we have to make certain you will be able to kick the hell out of it.” He also noted that until the announcement of the end of the Defender production, Land Rover barely sold 25,000 Defender vehicles annually. The new Defender must incorporate the expectations of not just the traditionalists, but also of the new customers and contemporary international regulations.

Gerry McGovern summed it up by noting, “Our competitors would kill to design and produce vehicles like the Range Rover and Range Rover Sport.” He’s right, and considering the reality that Land Rover has never produced a vehicle lampooned and scorned publicly, I’ll keep an open mind on the new Defender. 

“I am convinced that our off-road engineers, who create the mechanical bits, they’re the best in the world. They’re bloody geniuses.”





“*Designing a Land Rover must represent something special*”

want and strive to accomplish. Being the designer of a Land Rover is a most difficult situation. Regulatory challenges, such as emissions, safety, connectivity and electrification exist, but we must use them to our advantage.”

“We’re creating Land Rovers here, not just any vehicle. Like great music, great designs will have appeal for a long time.” When I asked if that included the new Defender, he answered, “Yes,” followed by silence – but accompanied by a smile. //

Inside Land Rover

Design

By Jeffrey Aronson
Photography Land Rover Media

Massimo Frascella, Chief Designer of Land Rover Exteriors, grew up in a seaside town in Tuscany. He studied transportation design by working at Bertone and wound up working with Gerry McGovern at Lincoln-Mercury’s European operation. When Ford sent Gerry McGovern to their California design studio, Massimo joined him there. Massimo’s wife, Amy (Chief Designer, Colour and Materials) was raised in Lake Charles, LA, so they remained in the US until a few years ago when they rejoined McGovern at Gaydon.

“Design is at the core of what we do,” said Massimo in an interview at the New York International Auto Show. “Designing a Land Rover must represent something special, something that can

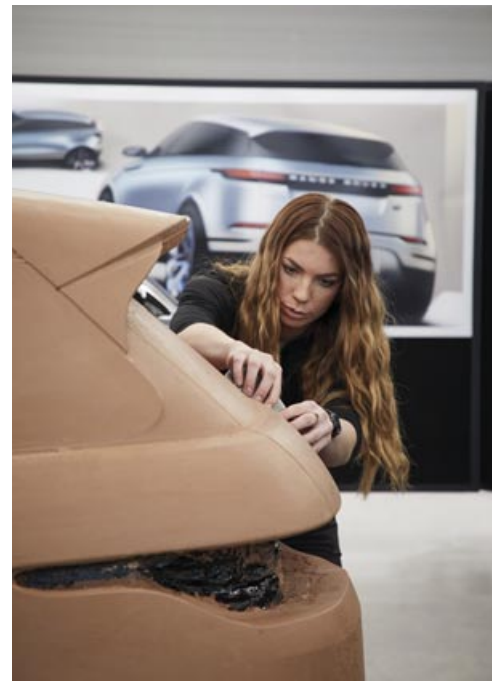


only be a Land Rover. Our designs lead with simplicity and character; they’re understated and never overdone. First and foremost, we study the volume and proportion of the vehicle, working very closely and collaboratively with our engineers. Design elements need to be present for a reason, not a random assemblage of disparate elements. We must discipline ourselves to use fewer elements.”

Asked about the relationship between a vehicle’s engineering and its styling, Massimo replied, “We don’t use the term, ‘styling.’ We reject the word. We don’t just beautify. You must work together with our engineers from the beginning. We can’t dictate to each other; it’s a part of a process. The basic architecture has to be related to our engineers so they already have an understanding of what we



Amy Frascella, Chief Designer, Interiors







2020

THE NEW RANGE ROVER EVOQUE

R-E-S-P-E-C-T

By Jeffrey Aronson, Photography Nick Dimpleby

When the Discovery came into the US lineup in 1994, I visited a Land Rover dealer in Houston, TX. A sales guide told me that the inclusion of the Discovery dismayed her, as it would “bring in a different kind of customer” than the Range Rover and Defender enthusiasts who had made her life so easy. After all, demand exceeded supply of those low-volume models.

However, Land Rover needed the volume sales of the Discovery worldwide to provide it with the funds necessary for future development of other models. The Discovery brought the qualities and capabilities of a Land Rover to thousands of owners in North America who sought a vehicle different from a Range Rover or Defender, introducing the marque and making owners into enthusiasts.

Land Rover introduced the Range Rover Evoque in 2010, and in the process, created a market segment of the smaller, premium SUV, aimed the more urban driver. Just as with the Range Rover (1970), the Discovery (1989) and the Freelander (1997), the first Evoque brought the Land Rover marque to buyers who had not considered a Land Rover in the past.

Since its introduction, Land Rover has sold over 772,000 Evoques worldwide. The compact SUV doesn't get the respect in the US that it does in the rest of the world, as only about 10% of the total sales wind up here. The North American market favors the Range Rover Sport and Range Rover, but worldwide sales of the Evoque have proved critical for Jaguar Land Rover.

The second generation Evoque comes to North America as a 2020 model, and it should now receive respect from US enthusiasts. At the Global Launch in Greece last March, it demonstrated that you don't need to go big to go off-road.

A glance at the new model leaves you thinking that not much has changed, but you'd be wrong. For one thing, this Evoque started on a new monocoque Premium Traverse Architecture – which certainly looked impressive as a body-in-white on display. Aside from a desire for an even stiffer body structure, this new architecture carved out room for MHEV batteries, and hints at future electrification. The PRA also creates a less-than-one-inch stretch of the wheelbase, which results in more rear leg





room, bigger storage compartments and an increase in the rear luggage space, a needed-improvement from the previous model.

There's more aluminum and different attachment points for the front and rear suspension. The front McPherson strut suspension is enhanced through Hydrobush fluid-filled bushings, designed to reduce any steering wheel vibration; the rear is an integral link suspension to enhance handling on and off-road while further reducing cabin noise. An Adaptive Dynamics system of sensors adjusts suspension response as needed every 100 milliseconds.



Only the four side door hinges are carried over from the first generation Evoque. The exterior hallmarks of the trend-setting original remain: the clamshell hood, floating roof line, rising belt line, and coupe-like shape. Even with a new front end appearance and sharper rear taillights, it remains unique and instantly identifiable. Retractable door handles, first seen on the Range Rover Velar, appear on the new Evoque, too. Lock the doors and/or proceed forward or reverse and they recede into the door. At the moment, the Evoque will come only as a 4-door – no coupe, no convertible.

Open the wide door and you'll be struck by the striking, smooth, "reductive" design of the fascia. An instrument binnacle is easily visible no matter how you adjust the steering wheel. I welcomed the return of a gearshift lever instead of a rotary knob, although I will admit that various safety buttons tripped me up at times. Sport mode engages with a mere move of the lever to the left. I traveled 300 km or so over two days, on-road and off-road, and found the seats supportive and comfortable. Those seats could be covered with a wide range of leathers and sustainable fabrics. I'll leave the noise/harshness/vibration judgements to drivers whose daily drivers are not a Series Land Rover.



THE NEW RANGE ROVER EVOQUE

MILD HYBRID

The New Range Rover Evoque introduces Land Rover's first 48V mild hybrid electric vehicle, showcasing an efficient electrified powertrain designed for urban driving, delivering lower CO₂ emissions and a more refined driving experience.



[1] INGENIUM ENGINES
A range of petrol and diesel units are available, with a choice of outputs from 150PS to 300PS.

[3] 48V BATTERY
14 x 8Ah lithium-ion pouch cells store up to 200Wh of energy without compromising cabin space.

[2] BELT-INTEGRATED STARTER GENERATOR (BISG)
Recuperates energy when you lift off the accelerator sending electricity to the battery and converter, then redeploying to aid transient acceleration.

[4] CONVERTER
The DC/DC converter provides power to the 48V and 12V system to support battery charging and ancillaries.

DRIVER BENEFITS

- UP TO **8 g/km** OF CO₂ SAVING
- ENGINE SHUT OFF AT SPEEDS BELOW **17 km/h**
- UP TO **140 Nm** OF ELECTRIC TORQUE
- UP TO **6%** REDUCTION IN FUEL CONSUMPTION



	105.5" Range Rover Evoque S	105.5" Range Rover Evoque	104.8" Range Rover Evoque	113.6" LR4	113.4" Range Rover
Model Year	2020, Petrol	2020, R-Dynamic S MHEV	2012	2012	2012
Length (in.)	172.1	172.1	171.5	190.1	195.7
Wheelbase	105.5	105.5	104.8	113.6	113.4
Width	78.6	78.6	77.4	79.6	80.1
Height	64.9	64.9	64.4	74.3	73.9
Luggage Capacity Seats Up (cubic ft.)	21.5	21.5	20.3	44.5	35.1
Ground Clearance	8.3	8.3	8.4	12.2	11.1
Wading Depth (in.)	23.6	23.6	19.7	27.56	27.56
Approach / Departure	22.2°/30.6°	19.5°/30.6°	25°/33°	36.2°/29.6°	34°/26.6°
Curb Weight (lbs.)	3935	4075	3680	5617	5697
Transmission	9-Speed Auto	9-Speed Auto	6-Speed Auto	6-Speed Auto	6-Speed Auto
Drive Train	4WD	4WD	4WD	4WD	4WD
Engine	2.0L i4 turbocharged	2.0L i4 turbo/Mild-Hybrid	2.0L i4 turbocharged	5.0 Litre V8	5.0 Litre V8
HP/Torque (lb.-ft.)	246hp/269lb.-ft.	296hp/295lb.-ft.	240hp/251lb.-ft.	375hp/376lb.-ft.	375hp/376lb.-ft.
Towing Max (lbs.)*	3968	3968	3500	7716	7700
0-60 MPH (sec.)	7.0	6.3	6.9	7.5	7.2
Turning Radius (ft.)	38.1	38.1	37.1	37.56	39.37
EPA Ratings City/Combined/HWY	NA	NA	18/22/28	12/14/17	12/14/18
Starting price (Base MSRP from)	\$42,650	\$46,600	\$43,995	\$49,750	\$80,275

The 2.0L Ingenium engine sits sideways, as before, and produces either 246 hp/269 ft lbs torque or 296 hp /295 ft lbs torque. The US market will see only the 296 hp version, with or without a mild hybrid 48-volt system. (Oddly, our test vehicles were the European 246 hp spec with MHEV.) The MHEV comes into play most effectively when the vehicle senses an impending stop and shuts off the engine. Upon restart, the regenerative capacity of the hybrid system's starter-generator adds seamless torque to the startup. This minimizes the impact of the stop/start system while improving acceleration from a standing start. The ZF 9-speed transmission remains the same with some changes in calibration for additional smoothness. A Driveline Disconnect feature activates front-wheel drive only, but returns power to all four wheels when sensors dictate the need. At no time could I or my driving partner, Travis Langness of Edmunds, feel any effects from its operation.



To this Series/Discovery I driver, technology features such as connectivity matter less than some genuine enhancements such as ClearSight Ground View, which uses cameras on the grill and door mirrors to show what lies ahead and beneath the front of the Evoque – perfect for steep ascents and water crossings [*with an increased wading depth, too*]. Press a button on the usual rear view mirror and it becomes a ClearSight rear view mirror, using rear cameras to give you a more panoramic sweep of what's behind you – handy when you fill the back of the Evoque such that it blocks the narrow rear window.

Happily, Land Rover chose Greece as its locale for the Global Launch of the new Evoque. Aside from spectacular scenery, warm sunny days, ancient



ruins, storybook villages and mouth-watering cuisine, Greece also made possible a perfect mix of driving conditions: highways, twisting, winding two-lane roads, and superb off-road driving (although we never drove on the snow-capped peaks). We had been warned that one of our drive days would occur on Greek Independence Day, and therefore, the loose rules of the road might loosen further. The Evoque's size provided some extra stature amongst the smaller European cars on the roads, but what really saved us was the nimble handling, responsive steering (but with less steering feel than I would like) and excellent acceleration, especially in sport mode. Land Rover did not have EPA mileage figures yet, but promises that they will be better than the first generation.

Off-road, the Evoque genuinely surprised me. While the ascent, departure and breakover angles are slightly less than the previous model, the ground clearance and wading depth have improved. Land Rover Experience





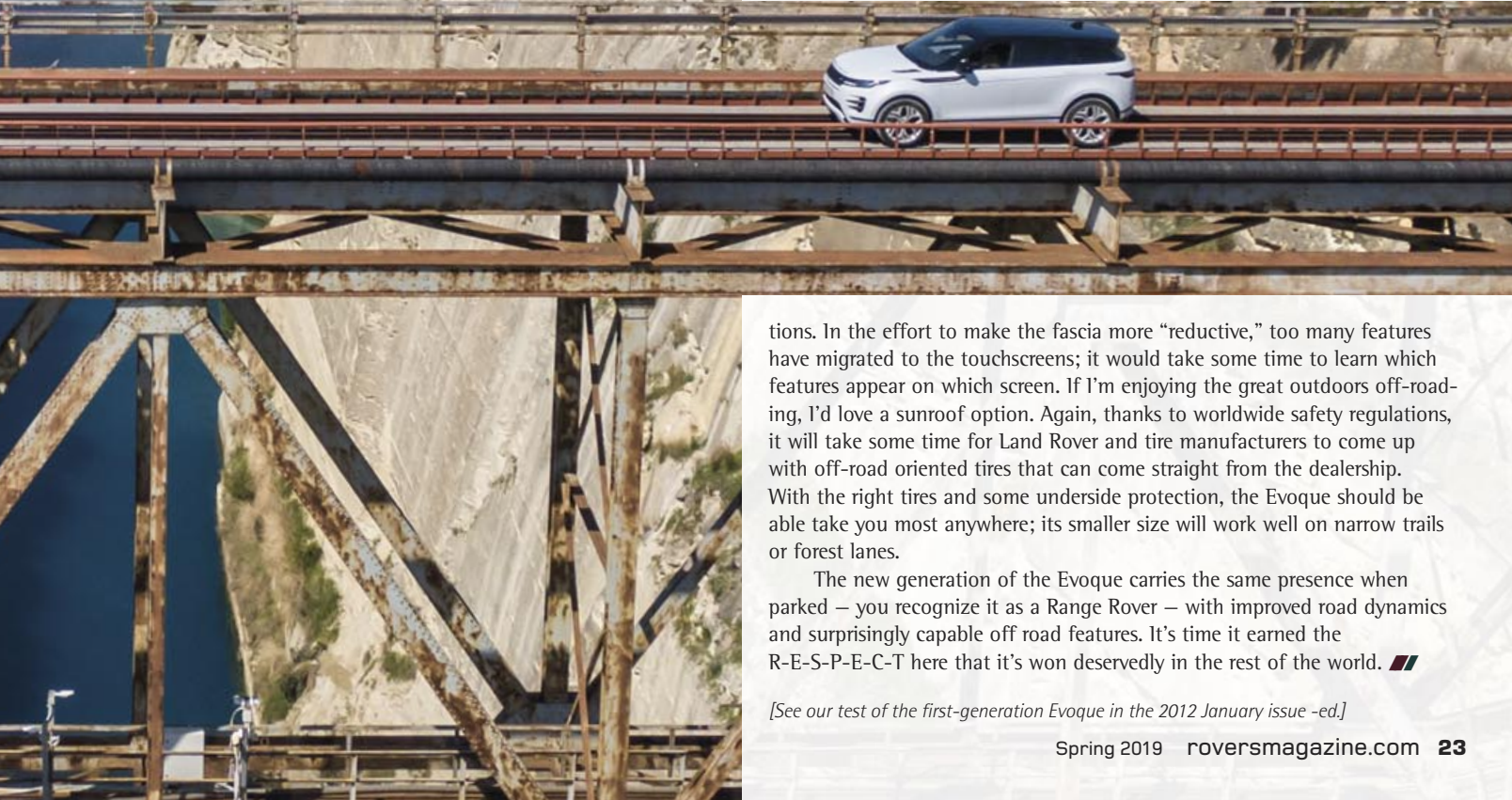
instructors suddenly appeared in unexpected locations to show off the Evoque's greater overall capabilities. One sequence took us through a river bed to tread water, but the dry weather had lowered the water level substantially.

Another took place on a closed-off, rickety train bridge that crossed the famous Corinth Canal. I admit to puzzlement when I saw the instructor wearing straps, ropes and carabiners. He pointed across the wide bridge at another instructor ready to guide me across the bridge. I didn't understand the purpose of all the ropes until after about 10 feet of travel when the bridge let out a might "crack" and "groan." At first I thought I hit something, but it was just the bridge settling and springing from the weight of the Evoque. After driving across I realized the strap-wielding instructor was there in case he had to rescue a panicked driver. (Land Rover's Nathan Hoyt explained later that JLR brought over structural engineers to determine the repairs needed before use.)

So far, so good – the Evoque's electronic off-road systems had worked perfectly. The best came as we drove up and down a hilly lane to our hotel on the Peloponnese Peninsula overlooking the Aegean Sea. I'm stopped by an instructor on a 35-degree dirt and rock ascent. I'm staring at the sky. He checks that I'm in the "Mud and Ruts" setting and tells me to push harder on the brake pedal. Sure enough, it sinks a bit and a light on the dashboard reads "HOLD." When I release the brake, the Evoque does not move. As instructed, to start up the hill I gently press the accelerator, hold it for a few seconds and the Evoque slowly but effortlessly walks its way the rest of the steep incline.

When I get to the top, the trail directions point downward towards a similarly steep angle. Once again, I'm instructed to press hard on the brake pedal, hold for a few seconds, look for the "HOLD" light, and release the brake. The Evoque points downhill and I stare down a very long, steep descent. Lifting my foot off the pedal and the Evoque sits still on the slope. Using the steering wheel paddles *[or the center touchscreen]* I set the hill descent system on its slowest setting. It's counterintuitive, but as I press gently on the accelerator, the Evoque starts to move downhill. The electronic sensors will prevent a wheel from slipping by sending power to an appropriate opposite wheel. The enhanced engine/drivetrain braking is greater than I've experienced with any mechanical system.

As for quibbles, I offer a few. With its modest front overhang, I'd like to see a lower hood line (or higher seating position) to better sense the front of the Evoque. Similarly, the required airbags in the windshield pillars make them thicker and more obstructive, but that comes with our required safety regula-



tions. In the effort to make the fascia more "reductive," too many features have migrated to the touchscreens; it would take some time to learn which features appear on which screen. If I'm enjoying the great outdoors off-roading, I'd love a sunroof option. Again, thanks to worldwide safety regulations, it will take some time for Land Rover and tire manufacturers to come up with off-road oriented tires that can come straight from the dealership. With the right tires and some underside protection, the Evoque should be able to take you most anywhere; its smaller size will work well on narrow trails or forest lanes.

The new generation of the Evoque carries the same presence when parked – you recognize it as a Range Rover – with improved road dynamics and surprisingly capable off-road features. It's time it earned the R-E-S-P-E-C-T here that it's won deservedly in the rest of the world. //

[See our test of the first-generation Evoque in the 2012 January issue -ed.]



L-R: Rallye Moms Dana Saxten and Karen Hoehn

LR4, Team 208



MOTHER & Rallye

Reflecting on her 9 days and 1,500 miles off-roading for the Rallye Aïcha des Gazelles, Karen Hoehn, Del Mar, CA, said, “Even the misery was fun!”

Since 1990, thousands of women have devoted months of planning, navigational practice, off-road driving practice and fundraising to compete in the Rallye Aïcha des Gazelles. The event begins in Nice, along the French Riviera, crosses the Mediterranean by ferry and continues for nine days on the deserts and rocky trails of Morocco.

With apologies to Dr. Seuss, this rally comes each year without the “ribbons, tags and packages” of electronic navigation aids – no GPS, no cellphone apps, no electronic charting or mapping at all. Unlike conventional rallies, the teams do not know the course in advance. You’re handed a paper map each morning that includes the coordinates of that day’s



L-R: Rallye Daughters Suzie Saxten and Jo Hannah Hoehn

LR4, Team 209

DAUGHTER

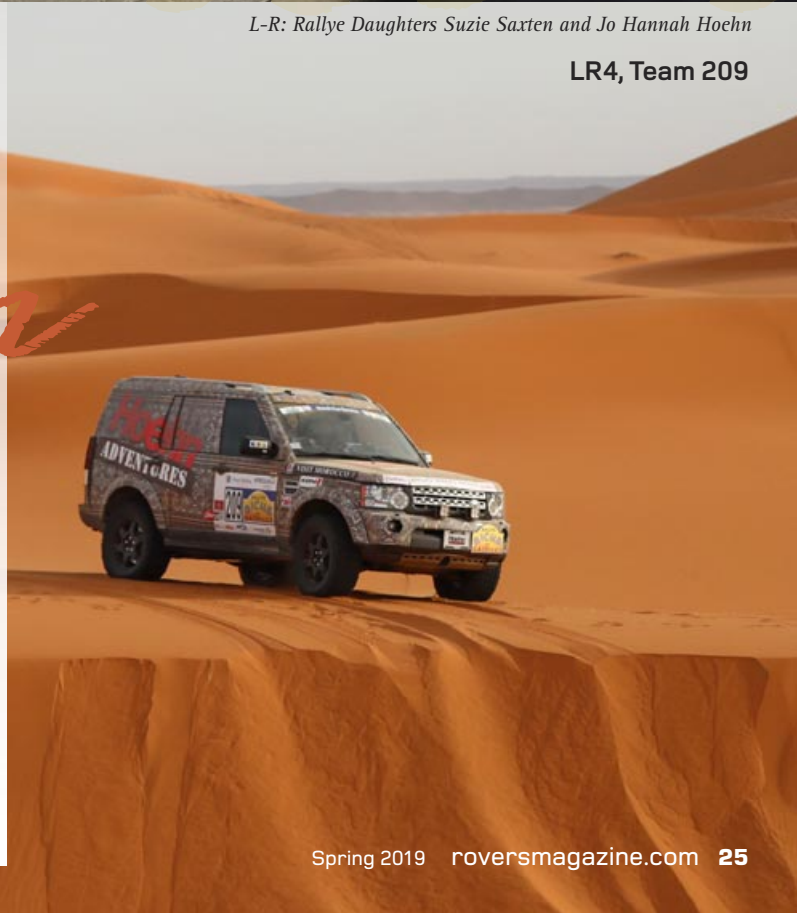
By Jeffrey Aronson, Photos from Maienga

Rennion

checkpoints, and with your compass, parallel ruler, protractor and chart divider, you figure out the best route to reach the checkpoints that will give you the highest point total.

Among the hundreds of vehicles — 4x4s, crossovers, quads and motorcycles — 10 teams ran Land Rovers. Jo Hanna Hoehn and Susie Saxten, San Diego, CA, finished 9th in the highly competitive field, separated by only 40 points from the winning team. They shipped their LR4 from California to France and reported no problems with the vehicle.

Their mothers ran in their second and first Rallyes, respectively. Karen Hoehn, Del Mar, CA and Dana Saxten, Encinitas, CA, had competed together in the US-based Rebelle Rally [see Winter 2019 issue -ed.] For this year's Rallye, they chose a '14 LR4 V6 Supercharged and had no mechanical issues. As Karen said in an interview, "I am so in love with the





“Dana and I won the combined oldest age team, and we even wound up on French television because of it.”



Watch on your mobile device. Karen Hoehn and Dana Saxten on their Rallye experience.

rally world; I wish I started 30 years ago! I love the game of it, out in the desert, camping and getting dirty. There aren't that many all-female rallies around. Add the lure of Morocco and it becomes even more fascinating. It's an exciting and exotic country. The terrain and landscape are really varied and quite spectacular. I've always felt safe and the people are friendly. The whole experience – sights, smells, sound – is quite exotic.”

“We finished 61st overall, but we were in 37th place until a missed checkpoint during one of the

marathon legs did us in.” [A *marathon leg* is a 2-day section during which you're camping out on your own, not in a bivouac -ed.] On the second marathon leg, we did not make it as far as we wanted, and we were lost. We met up with a French team and we camped together for the night. We were so grateful for meeting up with them as we felt more secure. The next morning, we heard some noises. A camel herder had found our campsite and offered us a fresh cup of camel milk. Mind you, he spoke French, English, and Arabic! Hospitality is alive and well out on the desert.”



Defender 110, Team 111

The mother-daughter team of Katherine Chaboud and Joanna Caudan Chaboud, from Brittany, France, finished in 29th place in “Lady Green”, their family Defender 110. Katherine is retired and Joanna works in real estate. They're “passionate Defender owners,” splitting four Defenders between their two families.



Discovery II Td5, Team 120
 Virginie Grizon-Samit, Bosmie L'Aiguille, France, an emergency physician, and Audrey Antech, Deyme, a podiatrist, have been friends for 20 years and ran their Discovery Td5 to 33rd place. Virginie called competing in the Rallye “the realization of a dream that took me out of my comfort zone, rising to new challenges. Our motto was, ‘if you think that adventure is dangerous, you’re wrong. It’s the routine that is deadly.’”



Defender 90, Team 151
 “Maman” Valerie Theillier and her daughter, Alexa, competed in their Defender 90 and took 23rd place. Alexa, a pharmacy college student, and her mum achieved a dream of a decade ago to run the Rallye. Valerie said, “I’ve been dreaming about this event for the past 10 years. For an extraordinary adventure, I needed an extraordinary partner. Who could be better than one of my daughters! We considered ourselves complimentary, combining our brains and our physical strength.”





Defender 90, Team 164

Nathalie Courreges, Gringy, France, works in Human Resources and paired up with her daughter, Roxane Loyola, Lyons, France, a house painter. They competed in a Defender 90. Roxane noted that "This rallye would allow me to have an unprecedented family experience. We are two independent women, always seeking to complete what we start."





Discovery I Tdi, Team 195

Isabelle Durand and Adriane Plantin Verdier both live in southeastern France. Isabelle, the mother of two sons, manages construction projects; Adriane works in team management. They chose to run the event in a Discovery I and finished 68th. They described themselves as “combative and tenacious” and delighted to participate in a rally that “proudly supports women. Beyond the sporting challenge, it is the human adventure that drove us. We had the desire to go beyond ourselves and discover our limits.”

Defender 110, Team 110

Two British ex-pats ran the Rallye in a '98 Defender 110, named “Priscilla, Queen of the Desert”, that they found back in the UK. Helen Tait Wright, a former *haute couture* fashion designer turned interior designer, lives in the Deux Sevres region of the Loire Valley. She paired up with her friend, Haley Bennett, who runs a gardening and building business. “We met when Haley was operating a fish and chip van,” Helen recalled. “That’s an important taste of home in a foreign country.” They both immigrated to France in the early 2000s.



L-R: Helen Tait Wright, Haley Bennett

Helen said, “I have friends in Marrakesh. Morocco inspires me and the country makes me feel alive. In 2015, a Moroccan friend told me about the Rallye; I’d never heard of it. Haley remembered Helen “asking me whether I was ‘intrepid’ – read, crazy – enough to undertake the Rallye, and I said, ‘Why not?’ I live to drive and travel to different countries.” “Priscilla”, their Defender, took them to a 117th place finish.

That position came about from a mechanical error and penalty; who knew that the differential plug on their Defender could be screwed in so far that it would drop into the casing, necessitating a call to mechanics? Helen noted, “We also became bogged down in an ‘oued’, basically a dry river bed into which a Defender will sink suddenly. We lost a lot of time to recovery and thus missed out on checkpoints.”

“We owe a big debt of gratitude to the Hoehns who advised us to empty everything out of our heavy Defender when tackling the sand dunes. That meant we had to return to the bivouac point every night, but we would have never made it at all without their help. One set of dunes required four hours of shoveling and pushing!”

“We had witnessed fellow Gazelles falling out, destroying major car components, having big accidents and being admitted to hospital. We knew we had to preserve Priscilla, as she was our ride back to France!”

“In the end, we drove a 21-year-old Defender through some of the most inhospitable, yet beautiful terrain on the planet. And we survived. I don’t suppose many people can say that.”

Stephanie Lambert, Neufchateau, Belgium, competed in the 2015 Rallye Aïcha des Gazelles with Fatima El Bachiri, Bertrange, Luxembourg, in a '12 Defender 110.

Stephanie recalled the event as “one of the greatest experiences of my life as a woman. It enabled me to extend myself, both physically and emotionally. It was wonderful to expand beyond my life as a mother and a wife. Our use of a Defender was also very symbolic, because for me, it is an iconic vehicle, and not once did I doubt its capabilities. As proof, we never got stuck! I had complete confidence and felt invincible in it.”

[For more information visit www.rallyeaichadesgazelles.com]



Small Countries Big Markets

Story and photography Jeffrey Aronson



I'm partial to small places. I live on a small island in a small state. I'm fascinated by small nations like Iceland, and more recently, Luxembourg. Tucked in between France, Germany and Belgium, this small country seemingly sprouted Land Rover vehicles everywhere.

Land Rover exports to 128 countries. With only 16% of its sales in the UK, the rest of the world really matters to the financial health of Jaguar Land Rover. As North American enthusiasts, we think of our market (about 20% of Land Rover global sales) as the most important one, and thus, our preferences should drive decision making at JLR. The Range Rover Sport has been the most successful model in this market, followed by the Range Rover, Range Rover Velar, and Discovery, and then the Evoque and Discovery Sport.

Europe — including Luxembourg — swept up 30% of Land Rover production. There, size matters and the Evoque and similarly-sized Discovery Sport have become volume leaders. Travel through Great Britain and Europe and the reasons become more evident. Whether you buy liters of gasoline or diesel, you will pay substantially more than in the US. We can shrug off the lower fuel mileage of larger [and older] Land Rover and Range Rover models because of our relatively inexpensive fuel. When you pay the equivalent of \$6.00-\$9.00 per gallon, you come to appreciate a smaller, lighter Land Rover.

City and village streets are historically narrow; parking spots require dexterity, not bulk. Rural roads were not designed for bulky vehicles. Even motorways, autoroutes and toll highways average only 2-3 lanes. By American standards, they all seem narrow and more challenging to drive.



To learn more about the European market, I asked for the help of Land Rover of Luxembourg. The multi-story building in the middle of Luxembourg City is an eye-catching mix of architectural styles as befits its corporate parent of over 100 years, the Arnold Kontz Group [see Sidebar on page 33].

Marc Muller is the Land Rover Brand Manager — a genuine enthusiast, and like so many Land Rover owners, an eclectic and very interesting personality. "I didn't think that I would be in this profession.



L-R: Marie Hoffmann, Marc Muller

I actually studied and performed as an organist for choirs — and I still love music."

"I arrived at the dealership about the time of the first Evoque and I enjoy my work very much. Our clients are passionate about the marque. They love the British qualities and British touches in every model."

Land Rover Luxembourg sells about 600 vehicles annually. "The Evoque is our most popular model, with the Discovery Sport behind it. Our clients prefer the premium features of the Range Rover Evoque, Velar and Range Rover."

The dealership also supports off-road rally teams running events such as the Rallye Aïcha des Gazelles [see Winter 2015 issue -ed.] and others in Europe and North Africa. The dealership also helped establish a Land Rover Experience Centre in Luxembourg; 200-300 people will attend each event.

While Marc does not have a classic Land Rover himself, the company's president, Benji Kontz, the fourth generation to lead the family business, does enjoy a 2012 Defender and "has always had one." That probably helps explain why the Kontz

Group also operates a classic car restoration and refurbishment subsidiary not far from the dealership; classic Land Rover and Jaguar vehicles are most welcome.

Marc viewed the new Defender in Portugal without its camouflage cladding ("They took our phones away," he said glumly,) and promises, "It will be superb.



There will be a great demand for the new Defender." In fact, Marc stated that he's interested in getting one for his family.

After the interview, I reached out to Luxembourg enthusiasts the same way we do in the US. I left a card with a request to talk Land Rover any-





time whenever I saw one from my hotel lobby window. When an LR4 appeared in the parking lot I asked the desk clerk if she would agree to leave a note with the owner. Within an hour, a woman name Kate called and said she and her husband, Jamie, owned the vehicle. Her British husband was “passionate” about Land Rover vehicles, but unavailable at that moment; however, her employer, climbing onto his motorcycle outside, was equally infatuated with his LR4.

That’s how I met Juan Pablo Minioprio, a former resident of Buenos Aires, Argentina. In 2001, he determined to find an affordable Discovery 3. High demand, high taxation and an unfavorable exchange rate made it impossible. Juan Pablo cited the stepped rear roof, alpine windows and seating positions as reasons for his affection for the Discovery.

He kept searching for a Discovery after he moved to Luxembourg — and especially after he saw the first photos of the Discovery 5. “I did not like the new look — it had none of the styling features that I loved about



Clockwise this page from top: Dealership architecture old and new; Chambre des Députés, Luxembourg’s legislature; Chambre guards; Arnold Kontz Group once sold Isetta’s.



Jamie Murray with sons Arthur and William

the Discovery.” When he and his wife, Natalia, went shopping for a new vehicle in 2016, they wound up at the SMART/Mercedes dealership, looking to trade in their SMART EV. When the SMART dealership was inexplicably closed, Juan Pablo remembers “forcing Natalia to come with me to Arnold Kontz.”

The last Discovery 4 in Luxembourg sat in the dealership, a demonstrator with just a few thousand kilometers on it. “Marc Muller was the best salesman ever as he convinced me he was giving me the best deal possible,” Juan Pablo said with a grin. “The Discovery 5 may be years ahead in many respects, but Natalia and I love our Discovery 4. We have family in Barcelona and it makes the 1,200-km trip with me feeling very fresh after the long drive. Our children, Gianluca and Valentina, love camping in the woods in a tent. I can’t stand it, but I can sleep in the back of the Discovery while they enjoy their tent.”

The next morning, Kate Murray sent her husband, Jamie, with their 2012 Discovery 4 to my hotel. He grew up in England in Somerset, near Bristol, but has lived in Europe for eight years and enjoys life in Luxembourg. He’s a former two-time Defender 90 owner who adores their Discovery. Purchased in 2016, with 107,000 km on it, it now has 156,000 km.

“I get so much joy out of being a Land Rover enthusiast. I travel regularly enough to Seattle and when I return, I look forward to seeing the Discovery and my family – in that order. When I’m driving I will give

and often get a wave from a Disco driver; I would not expect one from a Defender owner. I draw the line at Discovery Sports – I will not wave at one!”

“My sons, William, 9, and Arthur, 6, named the Discovery ‘Rocky,’ because we’ve climbed rocks at the Land Rover Experience. (At age 1, our daughter Isabella was too young to have a suggestion.) The Discovery is a part of our family. It’s like having a Labrador dog. You have to feed it, play with it, show affection to it, and every so often, take it to the vet for medical care.”

“I’ve owned two Defender 90s in the past and I’m looking to buy a Defender 110. It’s tough to find them here, as in an agricultural country like Luxembourg, most are farm trucks that have led hard lives. I’m sure the new Defender will be a great vehicle, but I’ll always prefer the original. The imperfections are a part of their beauty. They won’t go much over 100 km, they’re not well sealed against rain and the windows fog up.

I left a card in the windshield of Cristiano Gembari’s 2014 Discovery 4 when I saw it in a restaurant parking lot. The now-retired Luxembourg resident once worked for the European Commission, so he had a few choice thoughts about the Brexit negotiations. Once past them, he spoke with pleasure about his diesel V6 Discovery. “Mine is a lower horsepower model as it does not have an intercooler, but it has also meant better fuel mileage. I don’t need a Ferrari. I use the Discovery as a super station wagon.

“ I get so much joy out of being a Land Rover enthusiast. I travel regularly enough to Seattle and when I return, I look forward to seeing the Discovery and my family – in that order ”

With our grandchildren, the 7-seat capacity is important. I have family in Sweden and Italy; it's perfect on those trips. I still only drive about 10,000-12,000 miles annually. The fuel range is excellent, as is its handling on the motorways. It's also a very comfortable vehicle because of its excellent ventilation system (I rarely use the air conditioning). I'm planning a possible move to Switzerland where the 4-wheel drive system has been superior."

Cristiano has not warmed up to the Discovery 5 yet. "The Discovery 4 has a distinctive look – you either love it or hate it. I'm certain the Discovery 5 has wonderful capabilities, but I'm a tall person and I have found that the shared Discovery 5/Range Rover platform forces me to restrict rear seat legroom behind the driver's seat." He likes to keep his vehicles for a period of 7-8 years as "it's better for the environment."

He's very interested in the upcoming Defender and hopes that Land Rover will produce a basic model analogous to the previous Defender. "I don't use my vehicle's navigation system, I use maps.

I don't even have a mobile phone. As a serious classical music lover, I would never listen to it as just background music on a drive. As long as it would have reasonable motorway speed and comfort, I will seriously consider one."

I saw many smaller Land Rover vehicles – even a Freelander – on the streets of Luxembourg and the dealership confirmed their popularity, but how wonderful to hear of the affection for the Discovery and Defender. Small countries do have big enthusiasts. //



Arnold Kontz Group, Luxembourg

Back in 1917, when "personal transportation" meant bicycles, Arnold Kontz of Luxembourg completed his studies in Paris to open a bicycle shop. The shop would grow to follow "new", up-and-coming modes of transport such as motor scooters and automobiles. Now under the leadership of fourth generation family member Benji Kontz, the multi-faceted dealership can still provide you with a wide range of bicycles, scooters and automobiles.

One-hundred two years later, the Arnold Kontz Group has grown to also become the exclusive dealer in Luxembourg for Land Rover, Jaguar, Lotus and Aston Martin. It's always been located in Luxembourg City, and in its current location, only 6 km from the historic old city, since 2006.

I found my visits there true kid-in-the-candy-store moments. From the outside, you stare at the lineup of Land Rover vehicles through the glass wall fronting the sidewalk. The melange of architectural styles reveals the repurposing of old buildings and the perfect mix of two and four-wheel transportation. Need a bike and bike rack for your Land Rover? All are available in the same complex of buildings.

Surgically-clean service bays and a body/paint shop somehow co-exist in the rabbit warren of buildings. Walk up a couple of flights of stairs and there's a floor full of Lotuses, a marque I never see in the US. If you want to satisfy your inner James Bond, the Aston Martin showroom connects to the Jaguar showroom. Arnold Kontz also has a second Jaguar Land Rover dealership in Niederkorn in the south of the country.



Marie Hoffmann

Equally impressive, the Arnold Kontz Group has sponsored off-road teams in numerous events, such as the famous Rallye Aïcha des Gazelles, Trophée Roses des Sables, Morocco Sand Express (2016) and Sahara Desert Challenge. They've also enticed hundreds of clients to get the most from their Land Rover at the Land Rover Experience course near the dealerships.

Pierre-Louis Leg (Classic Car Manager), Roger Stelitano (Parts Manager), Marie Hoffmann (Marketing), Julien Tarantini (Sales Manager), as well as Marc Muller all took the time to chat and smile, as if I were a potential client who didn't speak bad French. Their shared enthusiasm for British vehicles, especially Land Rover, made me feel right at home. //

Nobody Does it Better

Story and Photography Jeffrey Aronson

The competition between auto manufacturers for attention has never been fiercer. In the midst of the explosion in social media platforms, one old-school method – the auto show – retains its luster. It continues to entice people to stare, touch, and feel new vehicles. Jaguar Land Rover has expanded its presence at auto shows and I caught up with them in Washington, DC and New York this spring.

In the case of Land Rover, you go, as they like to say, “above and beyond.” What makes that possible is a cadre of extraordinary people – demonstration course designers and contractors, Land Rover Experience instructors, DrivProduct specialists and brand ambassadors. Watching them in action behind the scenes in Washington, DC and New York City was amazing. Knowing that they had 10 long days at

each event was humbling.

The Washington DC Auto Show fell in April, a scheduling change from the usual January dates, and Land Rover (and Jaguar) provided a royal treatment for attendees. Of course, you had the chance to see the newest offerings up close. Land Rover lured tens of thousands to step inside, experience the interior seating, legroom and controls, and imagine themselves as Land Rover owners.

Floyd Armstrong, Upper Marlboro, MD and his teenage daughter Lisa seated themselves quite comfortably in a Discovery Sport. Lisa’s reaction –



Floyd Armstrong and daughter Lisa

WASHINGTON DC AUTO SHOW



"I like it a lot!" – was confirmed by her huge grin. Floyd noted that he grew up in Guyana "where I saw lots of Series Land Rovers. I'd see them off-road all the time." He hoped that there would be a Land Rover in his future. Tamika Decatur, Eldridge, MD, and Elena Pritchard-Manwell loved the room in the back seat of a Range Rover Sport. Young Sandy Sangi, Ashburn, VA, leapt right into the open rear compartment as if she were ready to watch the Land Rover Three-Day Event in Lexington, KY.



Dad, Sandy Sangi wants a Range Rover

Jaguar Land Rover created two special experiences for attendees: one was a Halo Tour of the new I-Pace, which you were encouraged to take before you took a Fast and Furious-type ride with a professional driver in the car. (Note – the I-Pace drifts with the best of them!)



The monster experience came in the form of a Land Rover off-road demonstration course. Karen Angus, the Driving Experience Manager for Jaguar Land Rover, oversaw the development of the 10-minute off-road driving course

which featured 20-degree side slopes, ascents that left you staring at the ceiling, expectedly-steep descents, and mogul fields to show off the capabilities of the Land Rover models (all but our much-desired Defender). Karen insisted she wanted to create a "ballet of off-road experiences."

The course required an enormous layer of plastic, hundreds of plywood sheets and 120 dump truck loads of reclaimed crushed concrete, tightly packed and carefully groomed. An estimated 20,000 drivers and/or passengers waited patiently in line or watched from the sidelines. It took a team of 24 Land Rover mobile event instructors, Land Rover Experience instructors and at least a dozen "concierges" and attendants on the Land Rover side alone to keep things entertaining and safe.

When Karen asked if I'd like to run the course, I quickly agreed and she scanned the floor to see which instructors would want me in their Land Rover. Chris Tefke, Don Floyd, Jim West, Ramsey Benson, Jim Swett and Bill Mariano joined others in quickly scattering, but Karen determined that Fred Monsees, former Camel Trophy driver and events instructor, had not run fast enough and would be stuck with me. With a mighty sigh, Fred opened the door of the Range Rover Sport and had me climb into the driver's seat.



"Who wants to take Jeff on the course?"

As he explained the features of the Sport, his immense knowledge of any Land Rover became evident. On events like this one, he figured that he had "less than a minute" to assess the driver's or passenger's wishes and temperament, and to adjust his instructional style accordingly. For me, he chose a simple admonition; "The worst thing you can take off-road is your ego."

Later, Carolyn and Fred Nickens, Washington, DC, let me ride the demonstration course as a passenger while instructor Jamie Cote drove them around. They stepped out gobsmacked. Fred said, "The Range Rover seemed to drive itself. I know I signed a waiver, but all I could think of was, 'Please don't tip over!'"



L-R: Enthusiastic and young Land Rover Brand Ambassador Morgan Prewett, San Antonio, TX and Land Rover Driving Instructor Marianno Beauchamp, Miami, FL



JLR Brand Ambassador Rebekah Bruflodt, Dallas, TX

Carolyn messaged me later stating, "We loved the Range Rover at the Auto Show. We're going to buy one!"

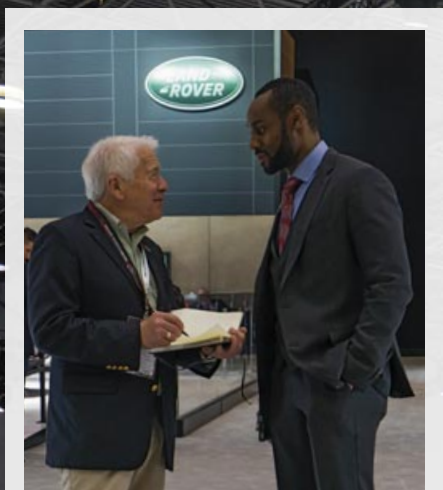
Other instructors, such as Chrystyna Young, Chris Walker, Warren Blevins, and Tim Hensley, among others completed the ride/drive with the attendees. Keeping

the crowds orderly and safe fell to a rotating group of instructors, product specialists and brand ambassadors. I quickly learned that the requirements to fill these positions are substantial. Land Rover takes

its product specialists and brand ambassadors on-road and off-road in its vehicles so they can experience their capabilities for themselves. The training and testing is intense. It's no surprise that the individuals selected have the intelligence and talents to match their charisma.

Gabriela David splits her time between her native Brazil and Miami, where her art was presented at Art Basel this year. She's worked with other auto manufacturers and said, "No team is more educated about the vehicles than the JLR team." Not surprisingly, Gabriela is also multilingual, another JLR expectation. Sarah Wilke, Lansing, MI, noted that some JLR team members know American Sign Language. Rebekah Bruflodt, Dallas, TX, reiterated the breadth of expectations and JLR's high standards. She also brought her childhood experiences as the daughter of missionaries in Lusaka, Zambia, where she rode around in Series Land Rovers.

Rashika Pickett, Pittsburg, PA, who has represented JLR at events from Los Angeles to New York, is also a producer, actress and model. Valence Thomas lives in New Jersey, when he's not appearing in films such as *Men In Black III*, *Notorious*, *Cadillac Records* and the upcoming *Meet Me in a*



L-R: Our Editor interviews JLR Product Specialist Valence Thomas, NJ



Happy Place. He's also the voice of Zekhan on the latest World of Warcraft game. Janora McDuffie, Los Angeles, CA, has worked with Jaguar Land Rover for over 16 years and helped oversee the behind-the-scenes team at the Washington and New York Auto Shows.

Hard on the heels of the Washington Auto Show came the press days of the New York International Auto Show. JLR held a technical presentation and welcoming event at the new, 150,000 multi-story home of Jaguar Land Rover Manhattan. Jon Sobel took over the dealership, number two in Land Rover sales in the US, in 2017, after leaving his previous position with Goldman Sachs. "I bought the dealership because Land Rover and Jaguar are iconic brands. My first Jaguar was 15 years ago and it was a work of art." On display at the event was the new Range Rover Evoque. Jack noted, "I'm 6 ft 2 and I can move the driver's seat back for comfort while still having foot room in the back seat – it's a brilliant design."

Once again, it fell to the product specialists and brand ambassadors to share their knowledge of the Land Rover lineup with guests and attendees. Yurika Collazo, Brooklyn, NY and Christophe Parker, Los Angeles, CA,



L-R: JLR Product Specialist Yurika Collazo shares the Evoque with Gairy Pelle

complimented JLR as "the most demanding and the most professional of the manufacturers, in terms of presenting its vehicles." Judging from the comments overheard around the New York Auto Show, their efforts paid off well. Renada Roman, New York City, listened to a presentation about a Range Rover and said "I had a Range Rover once and I loved it. It will be my next car." That's music to the ears of everyone, behind and in front of the scene. //



L-R: JLR Product Specialist Rashika Pickett, Pittsburg, PA answering questions from Renada Romain and Harold Thomas

NYIAS

NEW YORK INTERNATIONAL AUTO SHOW



BEHIND THE STEERING WHEEL

Story by Jeffrey Aronson

PROPER NOISES / PROPER VIEW



Spring brought me the chance to get behind the steering wheel and drive a range of Land Rovers. The second-generation Range Rover Evoque [see pages 18-23] offered the most refined driving experience. Whether on-road or off-road, the Evoque demonstrated that the laws of physics favor smaller vehicles in terms of handling and roadability. Of course, it doesn't hurt that the electronic wizardry built into the Evoque can also create amazing driving on any terrain.

Not long afterwards, David Short, the president of the Rover Owners of Virginia, offered me the chance to drive his 2-year-old Discovery Sport while he led the convoy to Rovers at Wintergreen, with his Stage One. Yes, the Discovery Sport handled the highways and the twisty roads with aplomb and proved exceedingly comfortable, but my favorite drives of the weekend were in David's RHD Stage One and Mike McCaig's '69 Bugeye Series IIA.

The newest Land Rovers come equipped with features meant to enhance the driving experience, on-road and off-road. Most of these features involve electricity; I come from the school that would far rather complete a valve job than touch a fuse. I accept electricity in my cellphone, tablet and laptop. I prefer my vehicles to have as little electrical needs as possible. My Series IIA has three fuses — and one is a spare. That's enough for me.

In my Series IIA, "technology" refers to the plastic tubes built into the sliding window units to expel water. In my Discovery I, it means the circuit boards that enable the door locks,

a primitive alarm system and electric windows. Obviously, it means something far more complex and integrated in a new Land Rover — but is it better?

Dr. Vatsal Thakkar, a clinical assistant professor at the NYU Medical School, reflected on technology and driving in an opinion piece in the New York Times last March. There, he noted that while driving his wife's car, he found himself backing out of a driveway not looking through the rear window, not looking at the dashboard screen, but just waiting for sensors to beep at him in the case of an obstacle — say, like a child. The problem he confronted was that his wife's car, slightly older than his, didn't even have auditory sensors.

"I had become so reliant on the technology that I stopped paying attention, a problem with potentially dangerous consequences," he wrote.

"The human brain is impeccable in its ability to filter out extraneous information. During normal driving, our brains are in near-constant state of vigilance. But let someone or something else to do the driving for us and this vigilance easily fades."



Dr. Vatsal Thakkar



David Short's Stage One 109 at Wintergreen

“The brain is beyond complex in its ability to reprioritize salient data inputs from multiple sources. If one input becomes less relevant, our cognitive systems shift their attention to the next most relevant one (which these days is generally our mobile devices.)”

Dr. Thakkar extolled the one feature offered on some cars that would increase vigilance while driving – the manual transmission. A car with a stick shift requires the use of all four limbs, especially in city or suburban driving. It’s much harder to eat or text while driving while shifting, steering and moving your feet from pedal to pedal. As he concludes, “maybe the answer for our attentional voids might be less technology, not more.”

Okay, he received his MD from the University of Tennessee Medical Center in Memphis, but should I get a second opinion? The answer came after a phone interview – he’s a serious car guy who keeps and maintains his vehicles for a long time, and who’s still searching for the Defender that slipped by him in 2002.

“I came to my conclusion about manual transmissions when I injured my left rotator cuff skiing five years ago. I was experiencing a lot of pain, especially as I had to use my right arm for shifting. I had to use my left arm for steering. I thought, ‘This sucks,’ as I’d like to rest my left arm – but then I realized that this was great physical therapy.”

“Now I’m not a neuroscientist, but when recovering from a back injury, I realized that steering, shifting and manipulating pedals helped with my core strength – after all, I’m doing all this while in the seated position. My posture when driving an automatic is completely different – I’m slumping in the seat and flopping my arms anywhere.”

Yes, a manual transmission – just what the doctor ordered for core strength, increased cognitive capacity and perfect posture. Maybe I should create an infomercial touting the benefits of a stick shift.



It would be ironic if the ultimate Land Rover, the new Defender, came only as an automatic transmission. Almost as ironic as discovering that the founder of the Human Driving Association – the organization resisting the push for driverless cars – works for a self-driving automotive company. That’s the ironic situation confronting Alex Roy.

He founded his association on the belief that “driving is not about speed. It’s about freedom. It’s about choice. Car in the garage. Keys in hand. Hands on shell. We choose where we go and when we go, and we choose how to get there... The perfect car of the future isn’t one without a steering wheel. The perfect car of the future is self-driving, when if an when we choose to take the wheel – won’t let us harm anyone else.”

In a phone interview, he told me “I drive a Morgan Three-Wheeler, a car with no driving assistance at all. It’s work to drive it, and it’s a responsibility. If I forget that, bad things happen.”

Alex believes in the “catharsis of being in control of a powerful machine. Technical progress should not be intended to isolate us, but to create new opportunities for us. Take off-roading. It takes skill to traverse certain types of terrain. It’s a very complex task. The type of person who can do this is just who you want driving on-road, too.”



Alex Roy living the essence of pure driving

“Automation is not inherently good or bad, but it is perfect for people who are bad at driving and should not be driving at all. I mean, no one wants to crash and die, everyone wants to live. So for people who hate driving, there can be alternatives, like public transportation or even autonomous vehicles. But to suggest that autonomous cars will remove the desire to drive ignores our need for personal autonomy, for the act of driving and the benefits it brings us.”

“The longer I work in the self-driving car industry, the more I know that people will want to drive themselves.”

So I appreciate that Land Rover builds in the technology that adds safety, and as a side benefit, improves the vehicle’s capabilities. I just want it to enhance, not overtake, my time behind the steering wheel. Oh, and I do want all cars in the future to actually have a steering wheel. ■■

[For more on the Human Driving Association, see The New Yorker, April 30, 2019, or visit www.humandriving.org]



A proper Defender manual transmission



LETTERS

ENTHUSIASTS / SPREADING THE WORD

Dear Rovers North,

I appreciate everything you guys do. You have great product lines and great service, too. I wish we were in the same country so the exchange rate and handling costs didn't sting so much.

Alex Heath
Wainwright, AL
Canada

[Thank you for letting Rovers North support your use of your Land Rover. Sadly, there's little we can do about the exchange rate or shipping costs -ed.]

Dear Rovers North,

I was down in Connecticut and found this beauty in a farmer's field. There wasn't much left of her so I let her go. I find the combination of patina and moss very pleasant to look at. Keep up the good work!

Kevin McCall
Amherst, NH

[Kevin, we find that combination equally pleasing to the eye -ed.]

Dear Rovers North,

This Land Rover was built by my only son. He was probably about six or seven-years-old and Legos were his life. At the time, I owned a '63 Series IIA, which sadly, is gone now. However, this Lego Land Rover lives on and will never be sold, restored or altered in any way. It's probably my most prized possession.



Mark Madden
Anderson, SC

[It's a brilliant topless Series Land Rover with a unique color scheme. No wonder its driver looks so happy -ed.]



Dear Rovers North,
We're working madly on our Series III, but in the meantime, we always appreciate spotting other classic Land Rovers, like this Range Rover Classic we saw on the Caribbean island of Vieques.



Carri and Frank Lineberry
Lebanon, CT

[We're eager to see your Series III at an upcoming event -ed.]



Dear Rovers North,
I always see cute pictures in your magazine of parents adorning their children in Rover clothing. And we are no exception. My husband is obsessed with all things Rover, so I wanted to surprise him with a new outfit for our daughter, Goldie.

Anneabel Gemmel
Crystal Lake, IL



[We can't think of a nicer gift for your daughter than that outfit – except her own Land Rover! -ed.]



Dear Rovers North,
My wife Eleanor and I thought it only appropriate that our wedding vehicle should be our '94 NAS Defender 90, and we wanted to share it with you.

Christian Toth
Baltimore, MD

[Congratulations on your marriage. A Defender 90 made for a perfect send-off! -ed.]

Dear Rovers North,
I was visiting Waiheke Island in New Zealand and felt homesick from seeing these Land Rovers as my Series III is waiting for me at home.

Mike Walsh
Boston, MA

[We know the feeling – we miss our Land Rovers when we travel, too -ed.]

Dear Rovers North,
I forwarded an Instagram ad for LG Tech where they use a Defender in the ad. Maybe at some point a Range Rover Classic will be perceived as cool enough to show up in new advertisements. Thanks for all you do for the Land Rover community.

Jesse McCoy
Richmond, VA

[The Range Rover Classic is already cool, and likely too busy to appear in Instagram ads. Thanks for your kind words -ed.]

Dear Rovers North,
A question for you: I have a chance to buy a '91 Range Rover Classic Hunter Edition. The current owner is only the second, and the first was reputed to be a member of the Walton (Walmart) family. It's been a California truck for decades.

The owner says the 209,000-mile engine leaks oil through the valve cover gasket and does not have a head gasket leak.

The power steering and front brakes need attention. The interior is solid. There's no rust to report, but two very minor dings on the exterior.

Assuming I can get it for a reasonable price, is it a good one to pursue? Or am I crazy because it does have a blown head gasket and the engine is ready to go and the whole enterprise will cost me a lot more than the price of entry?

Your wisdom and insight here is greatly appreciated.

Jeff Glucker
Lake Forest, CA

[We're big fans of the Range Rover Classic, and especially appreciative of the rare Hunter Edition – only 400 were made. Look for coolant in the oil and have a compression test done, to check the out the head gasket. Power steering pumps and brake work (no ABS on the Hunter) are DIY repairs. A rust-free body should be Waxoyled to halt future tinworm -ed.]





Story, Photography
By Scott Burt

How do you measure smiles per mile when you rescue another Discovery?"

That's the rhetorical question my Land Rover technician asked me recently, as I updated him on the 1,000-mile initial shakedown of another Discovery II rescue, undertaken by my wife Stacie and I. Rescuing Discoverys has become a passion of ours.

We found a non-salt belt '00, with all indications of good maintenance history, a solid frame and an apparently happy, 139,000 mile, 4.0 motor. It's the third Discovery II in our fleet, and ironically, the oldest and the one with the lowest mileage. Cosmetically, it came to us rougher than the others, with many broken or missing exterior trim moldings, a tired interior and non-functioning windows.

Upon arrival, it took two people to start it, due to frayed battery cable ends and improperly fitted connectors. One of us had to be under the hood jiggling cables while the other keyed the ignition.



2000 Discovery II Project Underdog

In our shop, this Discovery II quickly became known as "Project Underdog."

The "Make Underdog Great Again" movement started with the very basics: engine oil and filter, fresh differential fluids, a fill-up of premium gas, proper tire inflations, a new battery and some lightbulbs. We even did a full-on tailgate refurbishment, as upon arrival it would not open and had a broken license plate light housing.

It might be psychological, but it's always amazing how a Discovery responds to TLC after sitting for sale and not being driven. We have to embrace those moments of immediate gratification. They go along way in offsetting

the days filled with bloody knuckles and busted bolts.

After initial maintenance, the '00 went off to a service tech for a pre-inspection visit, with a scan of stored OBD codes, and a full check of all things mechanical and functional. This created a preliminary list of needs for state inspection requirements (drag link, tie rods, steering damper, working lights).

“Discovery IIs have a great life potential after the first 100,000 miles. Entering into a relationship with a 15-20-year-old Land Rover is like a stewardship”



coolant, engine oil, brake and power steering fluids – increases my confidence in driving it. If fluids go down, they are either being used or leaking. Some consumption and minor leaking might be expected, while other types can be catastrophic.

The '99-'04 years of Discovery IIs are generally in that 80,000-130,000 mile stage of life, where they might have been relegated to second vehicle status, characterized by reduced use and excess sitting. An aging Disco wants to be challenged to continue performing, and it takes an enthusiast to do that right. Vintage vehicles can quickly become cantankerous when not being started and run regularly.

Discovery IIs have great life potential after the first 100,000 miles. Entering into a relationship with a 15-20-year-old Land Rover is like a stewardship. And as Discovery IIs approach classic status, you might think of ownership as an act of preservation.

So as I updated my service tech on the watchlist items on our D2, I pointed out that I hadn't yet started measuring fuel mileage, but know that this 4.0 is always thirsty at the pump. However, really poor fuel economy can be a useful measure of engine performance and overall health.

Any day that our Discovery IIs aren't overheating, there's a reason to smile on the road. Sure, the cabin can be drafty and occasionally, the sunroofs bring in a few drops of rain. Call it character and appreciate the small victories, like the windshield wipers working. And the lights. Smile because you aren't heading home with the "Sport Mode" warning lamp flashing, indicating possible transmission ECU work.

The driving experience makes it all worthwhile. How you measure your enjoyment of your Discovery may be based on the places it takes you, whether to work each day or to the middle of nowhere for recreation or vacation. I don't know about you, but I am convinced that the worse the driving conditions and weather are, the better a Discovery II runs. For example, even a tired power steering box with some play on dry pavement feels responsive and suddenly well centered on ice or slush.

There is a psychology to this, a sensory aspect that makes driving a Discovery II fun, regardless of the road or trail. The sound. The distinctive smell of an old school V8. The unique view from the cabin, with a stance high up over the road and prominent hood presence out the low windscreen. Lots of glass and natural light. Features and styling from decades past are a spartan reminder of how simplicity endures in well-thought out vehicles.

The Discovery II resonates with something nostalgic within us. Whether yours has the solid frame and happy engine to be of service for another decade, or just one last inspection sticker – start it, run it and smile.

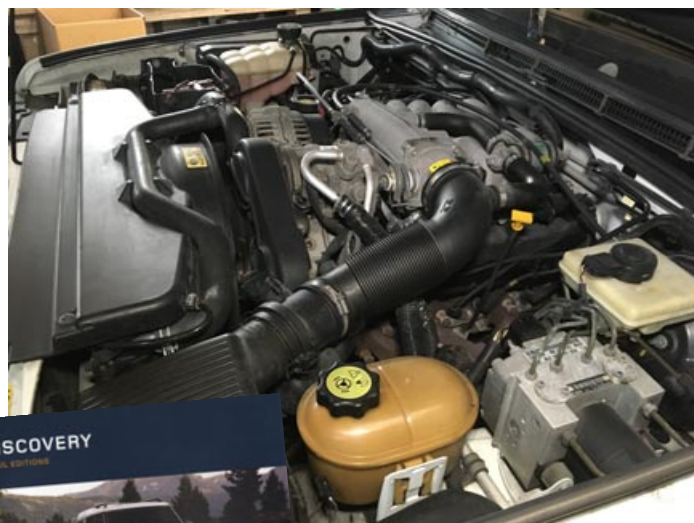
And of course, repeat daily! //

[If you have a Rover Rescue story to share with readers, please send it to jeff.aronson@roversnorth.com]



Then, we compiled a longer-term priority list of bigger ticket items to be completed in phases over time (tires, brakes, exhaust, suspension). If the rig proves itself as an everyday driver, then maybe it receives more accessories down the road. You can easily pour \$6,000 into a Discovery II in one round, so we consider it important to prioritize and do things sequentially.

The first priority for a new-to-you Discovery is to make it safe and legal, then to drive it, listen to it and get to know it. Discovery II's share many commonalities, but each will have its own quirks based on its history. For me, monitoring the essential fluids –



*p42-43 Land Rover North America
Discovery II Sales Brochures*



Back to the Land

If you're a Land Rover enthusiast, at some point you want to take yours off-road.

By Jeffrey Aronson

Photography: Zack Griswold, Jeffrey Aronson, David Short

East Coast enthusiasts face a constant challenge of access to land. Some national parks and forests, such as North Carolina's Uwharrie National Forest and Florida's Point Washington State Park offer access to trails — as do some other state/municipal forests and parks — but they often come with frustrating restrictions (really — no drones, no alcohol at campsites?)

Fortunately, private landowners who enjoy their Land Rover will often share their land with other enthusiasts. Sam Moore, Pembroke, VA, opens his Wheatland Farm to hundreds for the Rover Owners of Virginia's Mid Atlantic Rally every fall. On a smaller scale, Bill Cooper, Blairstown, NJ, quietly makes his property near the Delaware Water Gap National Park available for off-road enthusiasts.

A different, but equally effective dynamic has kept the Wintergreen Resort, in Virginia's Blue Ridge Mountains, available for the Rover Owners of Virginia — thanks to the careful nurturing of land owners by Michael Boggs, Afton, VA.

Back in the 1970s, Michael's commercial construction company carved out the roads and trails, as well as many building lots, on the then-new Wintergreen Resort. It has grown to encompass over 11,000 acres, most of which Michael, through his continuous work, knows intimately. While the ownership of the resort has changed over the decades, Michael has maintained good relations with all the owner groups.

When, in 2013, the Rover Owners of Virginia needed a larger location for their annual spring event, Michael proposed that Wintergreen permit the club to run the trails and fire roads after the close of ski season. The result has been an event that's grown from 30–40



Wintergreen enthusiasts revel in ski resort weather





vehicles to over 100 Land Rovers. David Short, the president of ROAV, said, "We were struggling as a club to find a predictable location for our Spring event and Michael made it happen."

Adam Check, Bolton, MA, trailered his '72 Series III to Virginia in a convoy with Rovers North's Zack Griswold. "This year was my first-ever Wintergreen," Adam said, "and I was really amazed at the superb organization. It's like no other Rover event I had attended over the past 20 years. The levels of hospitality and friendship in Virginia were terrific!"

The weather was, at best, "clement" for the event. Fog shrouded the mountaintop resort every morning and, along with regular drizzles, kept the trails slippery and challenging. I rode with Trail Leaders Jeff Bang and Michael Boggs on different runs and witnessed the multiple problems that slick Virginia clay could cause, regardless of a vehicle's kit. The leaders, including David Short and Michael T. Boggs, deserve extra credit for taking on their added responsibilities.

For over 25 years, Bruce Fowler, Benton, ME, has opened his land and secured the cooperation of adjacent landowners for off-roading every February at the Maine Winter Romp. He's never charged a fee and has steadfastly refused any support from sponsors. Indeed, Bruce has determined that a local non-profit should benefit from donations and t-shirt sales during the event; this year's non-profit was the Waterville Area Habitat for Humanity (SOLAROS in Georgia did much the same at their event last year).



Peter Vollers, Reading, VT, said, "If you've been involved in organizing an off-road event, you know the amount of work that never gets seen by participants. Over the years, Bruce has hidden the workload quite well, navigating competing interests between landowners, snowmobiles and town governments." Mother Nature usually tosses in another stressor – massive snowfalls just before the event over the President's Day Weekend in February.

Land access has always been a concern, but as Peter noted, "Bruce has always been about giving time and energy, not accepting assistance – and he's been dead set against any hint of personal gain from a land purchase." This year, two weeks before the event, an adjacent property owner announced he wanted to sell 160 acres, 90% of which provided trails for Winter Romp.

Bruce Fowler remembered that Peter had suggested a group purchase of the land, but said, "I was dead set against it. I have never wanted to ask



Chris Viola uses the winch on Jason Lavender's Defender 90

anyone at the event for any money." Peter created a GoFundMe page and in a short time, raised \$42,000 from over 100 donors to purchase the land. "All the donors know that we're not technically the owners ourselves, but we dug deep and created a gift to the Winter Romp," Peter said.

Summing it up, Bruce said, "This will make the Romp sustainable for the future." The results were immediate; for the first time, volunteers were able to provide trail signage (frowned upon in past years by concerned landowners) and will be able to work on the trails during other times of year. "I also want to make the land available to the abutting towns of Benton, Unity and Clinton," he said.

One-hundred nineteen Land Rovers and hundreds of enthusiasts enjoyed the snow, relative warmth and entertainment this year, along with a new comfort level as to future access to the existing and new trails. Bruce said, "It's cast in stone that the event will continue along indefinitely. Everyone who participates now has a piece of remote land to use at their leisure."

Adam Check also attended the Maine Winter Romp and said, "The thing I like most is the camaraderie, the people you see, but once a year.

Rebecca, my wife, came this year, her first Romp in a while. The snow conditions were nice this year, just the right amount so as to have fun but not bog down badly."

The tireless energy and commitment of the many volunteers behind April's Rovers at Wintergreen and February's Maine Winter Romp make the events memorable experiences, but it's the relationships forged by the organizers with land owners that make the events possible. License plates indicated that enthusiasts often drove hundreds of miles to attend; many participants were novices whose grins demonstrated their enjoyment.

Kraig Mackett, Perrysburg, OH, said the value of a Land Rover event "is much more than the Land Rover itself. The enthusiasts transcend age or backgrounds. Land Rover enthusiasts are an eclectic, crazy group. You could not make up their stories if you tried! And I get to connect with my kids in a manner that I could not have imagined – and that only an off-road event like this makes possible." ■■

[For more information visit www.winterromp.me and www.roav.org -ed.]



1 Requires 70mm hub caps



2 Requires 70mm hub caps



3 Requires 70mm hub caps

Defender Alloy Wheels

- 1. **Tornado Wheel Sparkle Silver** - Each, Genuine.....RNW211 \$ 439.99
- 2. **Boost 5-Spoke Alloy, Black - Set of 5**, 16 x 7, ProLinePLS862B-5 \$ 1050.00
- Boost 5-Spoke Alloy, Black - Each, 16 x 7, ProLine.....PLS862B \$ 239.00
- Centre Cap, Pewter Discovery I, Defender (70mm).....RNH675 \$ 10.95

- 3. **Boost 5-Spoke Alloy, Silver - Set of 5**, 16 x 7, Genuine.....RNS862-5 \$ 1945.95
- Boost 5-Spoke Alloy, Silver - Set of 5, 16 x 7, ProLine.....PLS862-5 \$ 1095.00
- Boost 5-Spoke Alloy, Silver - Each, 16 x 7, Genuine.....RNS862 \$ 429.95
- Boost 5-Spoke Alloy, Silver - Each, 16 x 7, ProLinePLS862 \$ 229.00
- Centre Cap, Silver Sparkle, Genuine (70mm).....RNC875 \$ 12.69

Wheels do not include hub caps or lug nuts as shown.



70mm dia. hub caps fit wheels on this page

- 4. Cap, Wheel Center PewterRNH675 \$ 10.95
- 5. Cap, Quick SilverRNH673 \$ 9.85
- 6. Cap, Silver Sparkle.....RNC875 \$ 12.69



Sawtooth Alloy wheel in black, 16 x 7, PLS842



Dual Finish Five-Spoke Alloy 16 x 7, RNS863



Sawtooth Style Alloy wheel in Silver, 16 x 7, PLS842S
(does not include centre cap, see page 49)



1 Requires 47mm hub caps



NEW PLS842S-18

2 Requires 47mm hub caps



3 Requires 47mm hub caps

- 1. **Dual Finish Five-Spoke Alloy - Set of 5**, 16 x 7, Genuine.....RNS863-5 \$ 1969.00
- Dual Finish Five-Spoke Alloy - Each, 16 x 7, GenuineRNS863 \$ 397.49
- Centre Cap, Green & Gold Logo, Genuine (47mm).....RNS864 \$ 19.95
- Centre Cap, Green & Silver Logo, Genuine (47mm).....RNS865 \$ 19.55
- 2. **Sawtooth Style Alloy Wheel, Silver - Set of 5**, 16 x 7, ProLine.....PLS842S-5 \$ 1045.00
- Sawtooth Style Alloy Wheel, Silver - Each, 16 x 7, ProLinePLS842S \$ 239.00

- Sawtooth Style Alloy Wheel, Silver - Set of 5, 18 x 8, ProLinePLS842S-18S \$ 1389.00
- Sawtooth Style Alloy Wheel, Silver - Each, 18 x 8, ProLinePLS842S-18 \$ 299.00
- 3. **Sawtooth Style Alloy Wheel, Black - Set of 5**, 16 x 7, ProLinePLS842-5 \$ 1150.00
- Sawtooth Style Alloy Wheel, Black - Each, 16 x 7, ProLine.....PLS842 \$ 259.00
- Sawtooth Style Alloy Wheel, Black - Set of 5, 18 x 8, ProLinePLS842-18S \$ 1389.00
- Sawtooth Style Alloy Wheel, Black - Each, 18 x 8, ProLine.....PLS842-18 \$ 299.00

Wheels do not include hub caps or lug nuts as shown.



Genuine Land Rover Hub Caps for Alloy Wheels



47mm diameter hub caps fit alloy wheels shown above on this page

- 4. **Cap Wheel Center Discovery II**.....RND705 \$ 69.95
- 5. **Cap, Alloy Wheel Bright Black**.....RNQ170 \$ 14.95
- 6. **Cap Wheel Center Jeweled**.....RNH669 \$ 11.41
- 7. **Cap, Polished Green/Silver**RNS865 \$ 19.55
- 8. **Cap, Polished Green/Gold**RNS864 \$ 19.95
- 9. **Cap, Satin Aluminum**.....RNX227 \$ 14.90
- 10. **Cap, Range Rover Classic**.....RND702 \$ 17.95

Lug Nuts for Alloy Wheels

- Defender, Discovery I, RRC** Stainless, GenuineRNX043 \$ 21.14
- Defender, Discovery I, RRC, Stainless, ProLine.....PLX043 \$ 9.50
- Defender, Discovery I, RRC, Black, ProLine.....PLX043B \$ 13.95
- Locking Wheel Nuts Set of 5, Alloy Wheels, GenuineRNW219 \$ 157.29
- Chrome Cover, Locking Wheel Nuts, GenuineRND706 \$ 4.62

- Discovery II, RRP38A** Stainless capped wheel nut, GenuineRNH565 \$ 11.88
- Discovery II, RRP38A Stainless capped wheel nut, ProLine.....PLH565 \$ 4.50
- LR4** Lug Nut Alloy Wheel 2008 on, GenuineRNQ526 \$ 11.98
- LR4 Lug Nut Alloy Wheel 2008 on, ProLinePLQ526 \$ 5.99



PLW216
Steel Wheels
HD Vented Steel Wheel
16" x 6.5", 2-3/4" offset, Black.
Fits: Defender, Discovery I, RRC
Genuine RNW216 \$ 139.00 ea
ProLine PLW216 \$ 94.50 ea



PLW216W
HD Vented Steel Wheel
16" x 6.5", 2-3/4" offset, White.
Fits: Defender, Discovery I, RRC
White PLW216W \$ 96.50 ea
Anthracite PLW216A \$ 97.50 ea



RNA5003
Modular HD Steel Wheel
Black, fits 16" tubeless tires up to 285/75.
Fits: Defender, Discovery I, RRC
16" x 7" RNA5003 \$ 89.99 ea
16" x 8" RNA5008 \$ 99.95 ea



RNA5004
Vented HD Steel Wheel
Satin black, fits 16" tubeless tires up to 285/75. Includes 5 steel lug nuts.
Fits: Discovery II, Range Rover P38A
16" x 8" RNA5004 \$ 98.00 ea



PLC880
Series Wheel
16" x 5.5" 1-7/8" offset, black.
Fits: Series II, IIA, III
Genuine RNC880 \$ 159.95 ea
ProLine PLC880 \$ 139.00 ea

Lug Nuts for Steel Wheels

- Early Series I-IIA** Lug Nut, 15/16" ProLine.....PLA938 \$ 1.29
- Series III, Defender, Discovery I, RRClassic**, Genuine, eaRNS066 \$ 4.49
- Series III, Defender, Discovery I, RRClassic, ProLine, eaPLS066 \$ 1.29
- Locking Wheel Nuts, Steel Wheels, Genuine.....RNW221 \$ 152.33
- Locking Wheel Nuts, Steel Wheels, ProLinePLW221 \$ 49.95
- Discovery II, RRP38A** Steel wheel nut, GenuineRNQ821 \$ 8.04
- Discovery II, RRP38A Steel wheel nut, ProLine.....PLQ821 \$ 5.99

SAVE! Buy Wheels in Sets of 4 or 5
www.roversnorth.com

Hub Caps for Steel Wheels

- Genuine**.....RNX021 \$ 6.95
- ProLine**PLX021 \$ 1.95
- Defender, Genuine** RNE186 \$ 9.39
- Defender, ProLine**..PLE186 \$ 2.95
- Series II, IIA, III**.....PLA953 \$ 2.59

Defender Rear Bumpers, Side Steps



Defender Rear Step and Tow Bumper with Class III Receiver

Fits all years Defender. Easy bolt-on new rear bumper, includes hardware and instructions, hot-dipped galvanized with durable black powdercoated finish. Rear Step and Tow Bumper with Rubber Tread Plate (shown)PLB064 \$ 769.00



Defender Folding Side Steps

Side Folding Step Kit, Defender, GenuineRNF367 \$ 189.50
Side Folding Step Kit, Defender, ProLinePLF367 \$ 79.95
Replacement Rubber Pad For Side Step ('07+ as well), GenuineRNE300 \$ 42.50

Defender Folding Rear Steps

Rear Folding Step Kit, Defender, GenuineRNF368 \$ 160.58
Rear Folding Step Kit, Defender, ProLinePLF368 \$ 69.95
Rubber Mat For Rear Folding Step, Defender, GenuineRNE302 \$ 35.73



Series II, IIA, III Side Step

Side Folding Step Kit Fits all 88 and 109 Series II-III, ProLinePLC768 \$ 125.95
Replacement rubber padRNC222 \$ 31.48



Defender Rock Sliders w/Jack Points & Tree Bars

Galvanized, powdercoated.

Defender 90, Rock Slider Set with Tree BarsRNA1080 \$ 549.00
Defender 110 SW, Rock Slider Set with Tree BarsRNA1081 \$ 619.00



Tubular Nudge Bar for Defender

Tubular Nudge Bar features include stainless steel bars, powdercoated satin black finish with two driving lamp mounting points. Fits: Defender all models with standard bumper.
NAS Style Tubular Nudge Bar for Defender RNA2011 \$ 399.00

NEW

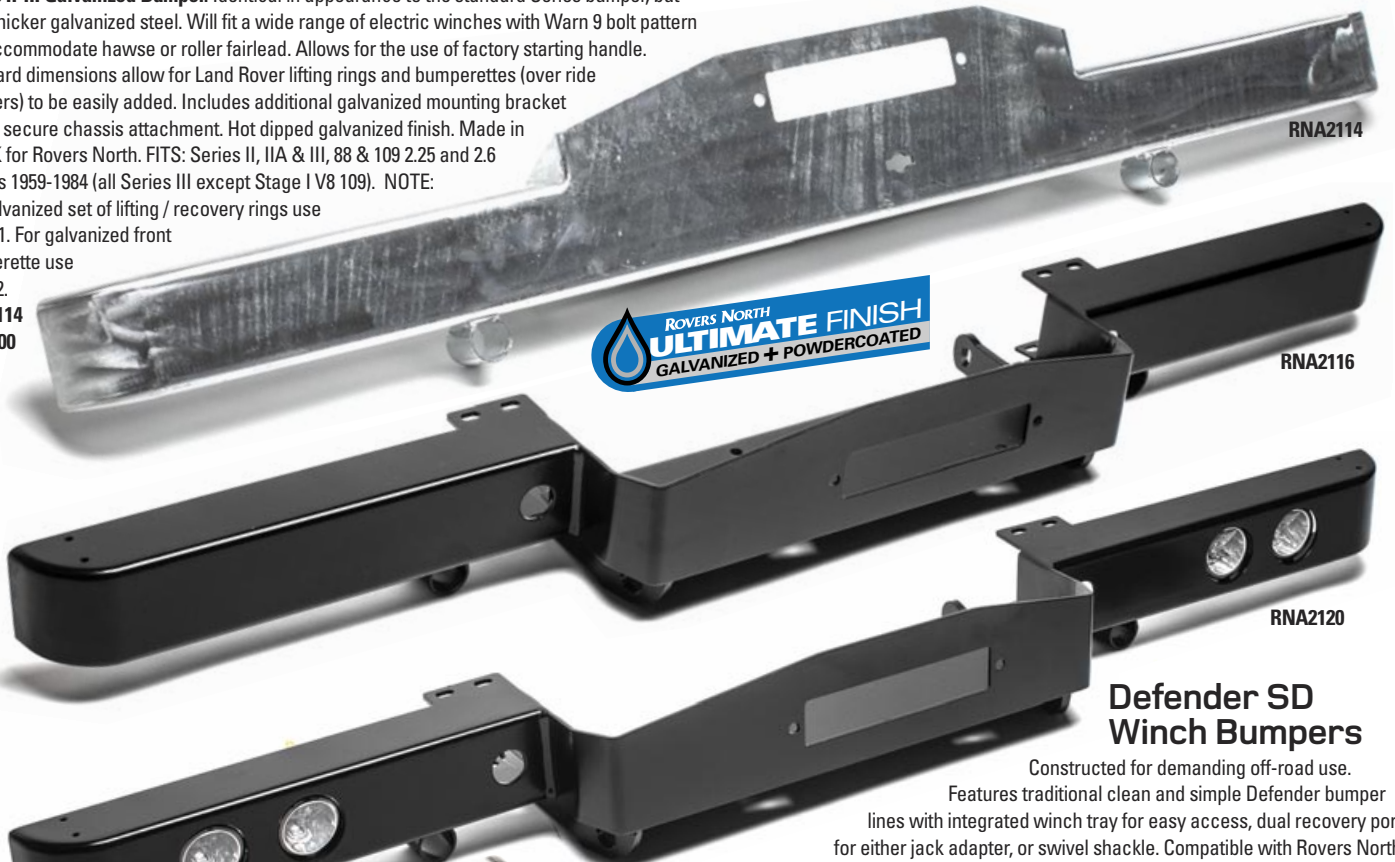
Winch Bumper Series II-III

Series II-III Galvanized Bumper. Identical in appearance to the standard Series bumper, but 3mm thicker galvanized steel. Will fit a wide range of electric winches with Warn 9 bolt pattern and accommodate hawse or roller fairlead. Allows for the use of factory starting handle. Standard dimensions allow for Land Rover lifting rings and bumperettes (over ride bumpers) to be easily added. Includes additional galvanized mounting bracket set for secure chassis attachment. Hot dipped galvanized finish. Made in the UK for Rovers North. FITS: Series II, IIA & III, 88 & 109 2.25 and 2.6 models 1959-1984 (all Series III except Stage I V8 109). NOTE: For galvanized set of lifting / recovery rings use PLK611. For galvanized front bumperette use PLF182.

RNA2114
\$ 399.00



Winch Bumpers



Defender SD Winch Bumpers

Constructed for demanding off-road use.

Features traditional clean and simple Defender bumper lines with integrated winch tray for easy access, dual recovery ports for either jack adapter, or swivel shackle. Compatible with Rovers North alloy skid plates and bumper end caps.

Designed for wide range of winches using the common Warn 9 bolt pattern. Winch tray is 25.25 in. long and 7.75 in. deep. To ensure it stays good looking year after year without rust, each bumper is first sand blasted, then hot dipped galvanized before its final Satin black powder coat finish is applied. Made in the UK for Rovers North.

Rovers North SD Winch BumperRNA2116 \$ 419.00
Rovers North SD Winch Bumper w/LED lightsRNA2120 \$ 499.00
Includes four LED daytime running lights with wiring harness and instructions.



RNASRP
360° Stainless Steel Swivel Eye w/Shackle
RNASRP \$ 48.95



Front Bumper End Cap Fits Defender front bumper all models and winch bumpers (RNA2116, RNA2120)RNS523 \$ 34.95
End Cap Set Kit includes 2 w/fasteners, Genuine ...RNK8621 \$ 79.95
Dixon Bates Tow Jaw Recovery Point Kit.....RNF408 \$ 119.95



Our bumpers fit the following Warn winches:

8,000 LB Capacity: M8274, M8274-70, VR8, VR8-S.
9,500 LB Capacity: 9.5XP 9.5XP-S, 9.5CT1, 9.5CT1-S
10,000 LB Capacity: VR10, VR10-S
12,000 LB Capacity: VR12, VR12-S



Defender Winch Bumper Camel Trophy Style

Our latest version of the famous Camel Trophy Defender winch bumper is now manufactured for Warn winches. This superior winch bumper features the most durable finish ever applied to a Land Rover front bumper. Each bumper is hot dipped galvanized, then a black powder coat finish is baked into the prepared galvanizing, resulting in smooth appearance to ensure a corrosion resistant life in the most abusive conditions. Additional features include: unobstructed cable access, 2 top mounted recovery loops, 2 bottom mounted jack receivers and Dixon Bates recovery mounts. Made in the UK for Rovers North. Supplied as bumper only. Does not include winch. Designed for Defender models with flat alloy radiator front panel. Plastic stick-out radiator front panel requires RNA089. NOTE: For optional Dixon Bates recovery hitch (includes mounting points for 2) use RNF408. **RNA1101 \$ 799.00**

NEW

Off-Road Gear for LR3



LR3, LR4 Safety
Devices Roof Rack
RRL2630RRA
\$ 1599.95

RNA2110

RNA2112

ROVERS NORTH
ULTIMATE FINISH
GALVANIZED + POWDERCOATED

NEW Rovers North LR3 Front bumper with Skidplate

Rovers North LR3 winch bumper with built-in LED lights. Shown with RNASRP stainless steel swivel eye recovery shackles, **winch not included**. To ensure it stays good looking year after year without any rust, each bumper is first etched, then hot dipped galvanized before its final satin black powder coat finish is applied. Two adjustable LED lights, mounting brackets, lower alloy skid plate, alloy washer reservoir and instructions are included with bumper. Made in the UK for Rovers North.

- LR3 Winch Bumper and Skidplate.....RNA2112 \$ 989.00
- 360° Stainless Steel Swivel Eye w/Shackle
sold SeparatelyRNASRP \$ 48.95

LR3 Rock Slider Set w/Tree Bars

Superior side impact protection, for on and off-road. Powder coat finish in satin black, Made in the UK
RNA2110 \$ 749.00



RNA2110



RNA2112

Optional 360° Stainless Steel Swivel Eye w/Shackle
RNASRP \$ 48.95

RNASRP



RNA2112



ROVERS NORTH
ULTIMATE FINISH
GALVANIZED + POWDERCOATED

Discovery II Winch Bumper

Years of driving overland have taught us the best winch bumpers are strong yet compact, with practical features that allow for safe and efficient winch recovery in the most arduous conditions. This is our favorite winch bumper for Discovery II.

Wrap around construction for demanding off-road use without being too heavy. Offers excellent protection, but will still bend before your chassis. An important feature often overlooked in the all too over weight bumper scene. Features improved approach angle, easy winch access, dual recovery ports for either jack adaptor, or swivel shackle (RNASRP).

Includes cut-outs for headlamp washers. Designed for a wide range of winches using the common Warn 9 bolt pattern. To ensure it stays good looking year after year without any rust, each bumper is first etched, then hot dipped galvanized before its final satin black powder coat finish is applied. 2 adjustable LED lights are included with bumper. Made in the UK for Rovers North.

Discovery II Winch Bumper w/LED lights
by Rovers North RNA2106 \$ 579.00

ROVERS NORTH
ULTIMATE FINISH
GALVANIZED + POWDERCOATED

Discovery II Rock Slider Set w/Tree Bars

Heavy duty protection box sill set with integral tree bars. Designed to offer superior protection to side doors and body work from off road obstacles. 90x50x3mm box section with welded 43x3mm tree bar secured with 4mm mounting plates. Replaces plastic factory sills. To ensure superior corrosion protection each rock slider is first etched, then hot dipped galvanized before its final Satin black powder coat finish is applied. Includes mounting hardware. Made in the UK for Rovers North. RNA2108 \$ 459.00



**360° Stainless Steel
Swivel Eye w/Shackle**
RNASRP \$ 48.95

RNASRP



Defender Lighting

NEW



LED Luxeon Z ES Headlamp Pair

Install a pair of high-performance 6000K LED headlights for increased visibility and safety. We are impressed with the incredible projector lens cut-off from these dual beam LEDs headlights. DOT and SAE approved with a built in anti-flicker module. These LEDs put out 2800 lumens 30W on low beam and 3300 lumens 35W on high beam for stunning visibility. Includes H13 to H4 connectors for quick installation. The housings are made from die-cast aluminum with ridges to properly dissipate heat. Fits: Defender 90, Defender 90 NAS, Defender 110, Defender 110 NAS, Defender 130 and Range Rover Classic. NOTE: Series II, IIA, III requires Defender style headlamp bucket. **LED Luxeon Z ES Headlamp Pair HLED01 \$ 309.00**



LED Lamp Assembly Side Markers

Front, Defender 93, 94, ProLine.....PLC848LED \$ 42.50
Rear, Defender 93, 94, ProLine.....PLC849LED \$ 42.50



Replacement Headlight Bucket with adjuster kit

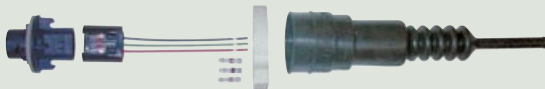
Fits Series II-III. **WIPAC \$ 22.00**
Fits Defender, Range Rover Classic. **PLI239 \$ 23.50**



Retainer Rim Headlamp Chrome, ProLinePLE517 \$ 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, ProLineRNK9095 \$ 189.50



Hella Vision Plus High Performance Headlamp

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

High performance European headlamp technology - street legal D.O.T. version. This is the most powerful, legally-approved headlamp on the market. Out performs all other sealed beam and LED headlamps we have tested. Experience a bright white, 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. Sold individually**RNC673 \$ 51.99

Defender Euro Style Lamp Kit



PLK188A

Includes: 4 amber directional lights, 2 clear parking lights, 2 red stop/tail lights, bulbs. Euro Style Light Kit fits: Defender (all models except NAS), Series II-III. **Euro Style Lamp Kit for Defender, Series, ProLine**PLK188A \$ 54.95



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 \$ 6.50
 - 5. **Rear NAS Lamp kit** Includes 5 plinths, 1 reverse, 2 directional, 2 stop/tail lampsPLK861 \$ 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 \$ 28.95

Defender Lighting

NAS DEFENDER Style LED Clear and Color Vehicle Lamp Kits

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



Kits PLK290, PLK292 include: 2 parking lamps, 2.75" dia., 4 directional lamp 4" dia., 2 Stop / tail lamp 4" dia., 1 Reverse lamp 4" dia., 1 Plate lamp, 7 NAS plinths and 1 Smart load set. **FITS:** Defender 1984 - 2015 all models. **Kits PLK291, PLK293 include:** fog guard, 4" dia. lamp and plinth.

NAS LED Clear Lamp Kit w/o Rear Fog Guard	PLK290	\$ 399.99
NAS LED Clear Lamp Kit with Rear Fog Guard	PLK291	\$ 439.00
NAS LED Color Lamp Kit w/o Rear Fog Guard	PLK292	\$ 399.99
NAS LED Color Lamp Kit with Rear Fog Guard	PLK293	\$ 439.00



LED Lamps for Series & DEFENDER

Standard size 2.75" lamps as fitted to Series and Defender.

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

Lamp Assembly Front Parking LED Clear	LED6085	\$ 29.95
Lamp Assembly Front Directional LED Clear/Amber	LED6489	\$ 29.95
Lamp Assembly Rear Directional LED Clear/Amber	LED6186	\$ 29.99
Lamp Assembly Directional LED Amber	LED6287	\$ 29.95
Lamp Assembly Rear Stop/Tail Red	LED6388	\$ 29.95
Lamp Assembly Rear Stop/Tail LED Clear/Red	LED6590	\$ 29.95
LED Lamp Kit - European Style Series, Defender	PLK188LED	\$ 419.95

Individual NAS Style LED Lamps for Defender & Series

4" diameter lamps

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



Color LED Lamps

Lamp Assembly NAS 4" Red Stop/Tail, Rear	PLN289	\$ 38.95
Lamp Assembly NAS 4" Amber Directional LED	PLN292	\$ 38.95
Lamp Assembly NAS 4" Front Parking LED Clear	LED6084	\$ 48.95
Lamp Assembly NAS 4" Rear Fog Guard (Red) LED	PLN290	\$ 38.95
Lamp Assembly NAS 4" Reverse Clear LED	PLN291	\$ 38.95
Plinth Round Lamp Mount fits all 4" LED Lamps	PLC861	\$ 6.50
Lamp Kit NAS 4" Defender LED Rear includes 5 plinths, 1 reverse LED, 2 directional LED, 2 stop/tail LED lamps	PLK289	\$ 249.00
Connector Kit for NAS 4" LED Lamp Kit PLK289	PLK289CK	\$ 28.95

All Clear LED Lamps

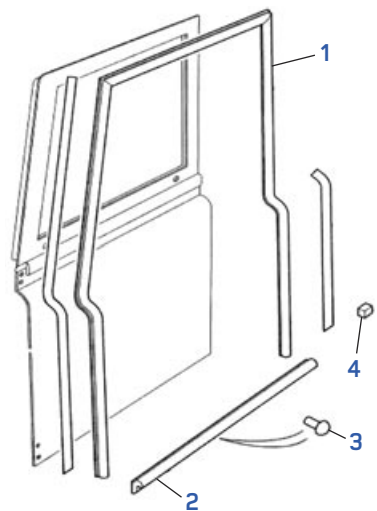
Clear LED Lamp Assembly Directional NAS 4"	LED6060	\$ 48.95
Clear LED Lamp Assembly Rear Stop/Tail NAS 4"	LED6086	\$ 44.69
Clear LED Lamp Assembly Rear Fog NAS 4"	LED6087	\$ 49.95
Lamp Assembly License Plate LED Clear	LED6591	\$ 29.95
Adjustable 12V Flasher Unit, Defender LED	LED6000	\$ 22.95

Lamp Adaptor Harness Series, Defender

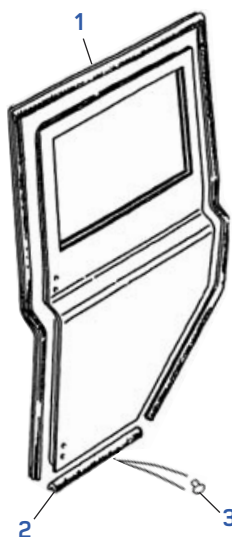
Stop/Tail Lamp - 3 Pin	LAH01	\$ 24.66
Directional/Parking/Reverse Lamp - 2 Pin	LAH02	\$ 19.29
Connector for Rear Stop/Tail LED Lamp - 3 Pin	LEDH01	\$ 9.95
Connector for all other LED Lamps - 2 Pin	LEDH02	\$ 7.50
WIPAC Smart Load Device for NAS 4" LED 12V	SLD12V	\$ 23.99

Door Seals

A Defender Front Door Seals



B Defender Middle Door Seals



A Defender 90, 110 1983 on, Front Door Seals

- Front Door Seal Kit** RH '83-'06, Genuine.....RNH461 \$ 97.50
Front Door Seal Kit LH '83-'06, Genuine.....RNH462 \$ 97.50
Front Door Seal RH, '07 on, Genuine.....RNI444 \$ 95.50
Front Door Seal RH, '07 on, ProLine.....PLI444 \$ 29.50
Front Door Seal LH '07 on, Genuine.....RNI445 \$ 95.50
Front Door Seal LH '07 on, ProLine.....PLI445 \$ 29.50
- Sill Seal**, '83 To #5A696476, Genuine.....RNH453 \$ 32.82
Sill Seal, '83 To #5A696476, ProLine.....PLH453 \$ 12.95
Sill Seal, From #5A696477 on, Genuine.....RNN484 \$ 51.45
- Pop Rivet** To #LA933876, Genuine.....RNC690 \$ 0.69
Pop Rivet To #LA933876, ProLine.....PLC690 \$ 0.38
Pop Rivet From #LA933877, Genuine.....RNH456 \$ 1.44
Pop Rivet From #LA933877, ProLine.....PLH456 \$ 1.19
- Foam**, Genuine.....RNH463 \$ 16.91

B Defender Middle Door Seals 1983 on

- Rear Side Door Seal** RH, Genuine.....RNN513 \$ 90.04
Rear Side Door Seal RH, ProLine.....PLN513 \$ 29.50
Rear Side Door Seal LH, Genuine.....RNH467 \$ 90.04
Rear Side Door Seal LH, ProLine.....PLH467 \$ 28.50
- Rear Side Door Sill Seal** RH To LA933876, Genuine.....RNI446 \$ 52.51
Rear Side Door Sill Seal RH To LA933876, ProLine.....PLI446 \$ 39.90
Rear Side Door Sill Seal LH To LA933876, Genuine.....RNI447 \$ 52.51
Rear Side Door Sill Seal LH To LA933876, ProLine.....PLI447 \$ 39.90
Rear Side Door Sill Seal RH or LH LA933877 to 5A696476, Genuine RNH448 \$ 10.44
Rear Side Door Sill Seal RH 5A696476 on, Genuine.....RNX446 \$ 38.59
Rear Side Door Sill Seal LH 5A696476 on, Genuine.....RNX447 \$ 38.59
- Rivet** up to #YA199999, Genuine.....RNH485 \$ 0.75
Rivet From #YA6000001, Genuine.....RNN515 \$ 0.68

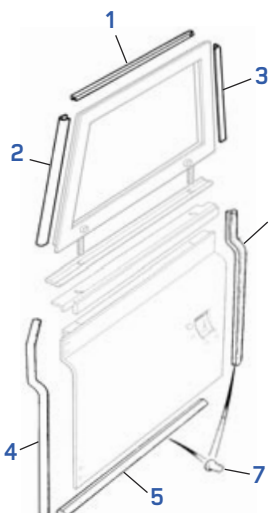


Holder Set for Front & Middle Door Sill Seal

These sill rails fit Series Land Rover and early Defenders (where the door seal is fitted to the sill rail) Made from 1mm Stainless Steel, laser cut and CNC pressed for accuracy.

Holder Set, Series, early Defender.....RNA0079 \$ 48.50

C Series II-III Door Seals



C Series II-III Door Seals

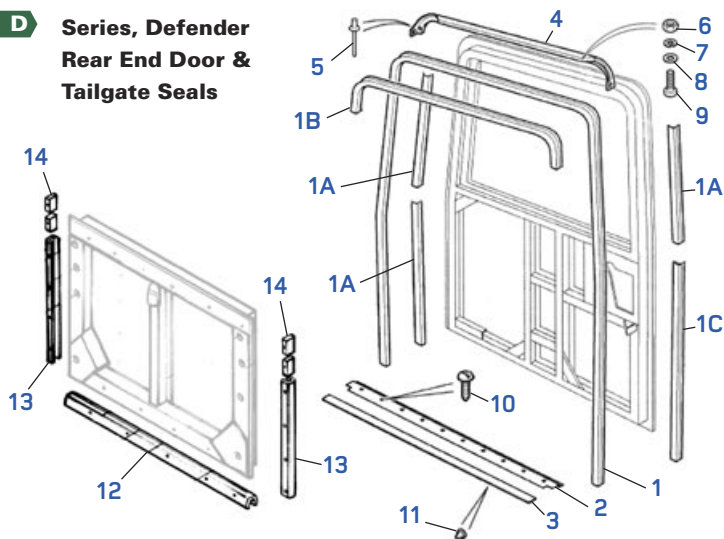
- Seal Front Roof**, Series II-III..PLC120 \$ 18.50
- Seal Top Front**, Series II-III....PLC119 \$ 19.95
- Seal Top Rear**, Series II-III....PLC121 \$ 18.50
- Seal RHF Bottom Front**, Ser...PLC114 \$ 34.95
Seal, LHF, Bottom Front, Ser...PLC115 \$ 34.95
- Seal, Front Sill**, Series II-III...RNE276 \$ 30.18
Seal, Front Sill, ProLine.....PLE276 \$ 19.95
- Seal RHF Bottom Back**, Ser...PLC117 \$ 29.95
Seal, LHF, Bottom Back, Ser...PLC118 \$ 29.95
- Pop Rivet**, Genuine.....RNC690 \$ 0.69
Pop Rivet, ProLine.....PLC690 \$ 0.38

Series II-III Door Seal Kits

Kits inc; seals and pop rivets. Tailgate kits inc; seals, blocks, washers, screws, nuts and rivets.

- Front Door** RH, Ser II-III, Gen.....RNK830 \$ 169.00
Front Door RH, Se II-III, ProLine...PLK830 \$ 139.00
Front Door LH, Se II-III, Genuine..RNK831 \$ 169.00
Front Door LH, Se II-III, ProLine...PLK831 \$ 139.00
Middle Door RH, Ser II-III, Gen...RNK832 \$ 189.00
Middle Door LH, Ser II-III, Gen....RNK833 \$ 189.00
Rear Door, Ser II-III, Genuine.....RNK834 \$ 179.00
Rear Tailgate Seal Kit, Ser, Gen....RNK835 \$ 139.50

D Series, Defender Rear End Door & Tailgate Seals

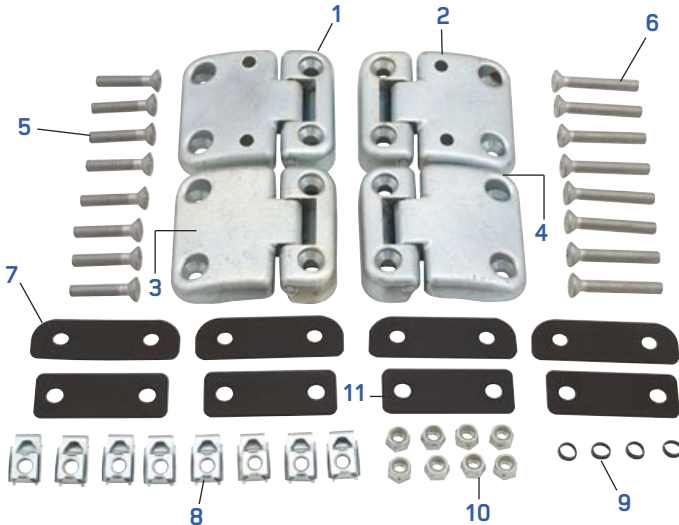


D Series, Defender Rear End Door & Tailgate Seals

- Door Seal Rear Door Surround** Defender, Genuine.....RNC830 \$ 61.12
Door Seal Rear Door Surround Defender, ProLine.....PLC830 \$ 25.95
- 1A. Door Seal Top Rear**, Series II-III, Genuine.....RNC121 \$ 19.99
Door Seal Top Rear, Series II-III, ProLine.....PLC121 \$ 18.50
- 1B. Door Seal Rear Door Roof**, Series II-III, ProLine.....PLC123 \$ 39.95
- 1C. Door Seal Rear Door Lower, LH**, Series II, IIA, III, Genuine.....RNB820 \$ 13.52
- 2. Retainer** Rear Door Sill Seal, Defender.....RNC828 \$ 28.01
Tread Plate Kit Rear Door Stainless Steel, Defender, ProLine.....PLC828S \$ 69.99
- 3. Door Seal - Rear Door Sill** Defender.....RNC829 \$ 37.50
- 4. Retainer Seal**, Genuine.....RNH488 \$ 33.95
- 5. Pop Rivet**, Genuine.....RND154 \$ 3.54
- 6. Retainer Washer** M5, Genuine.....RND115 \$ 2.17
- 7. Hexagonal Nut** M5, Genuine.....RND112 \$ 0.38
- 8. Plain Washer**, Genuine.....RNH489 \$ 1.33
- 9. Pan Head Screw**, Genuine.....RNE033 \$ 2.80
- 10. Long Screw** Self Tapping, Genuine.....RNH490 \$ 0.58
- 11. Rivet**, Genuine.....RNN515 \$ 0.68
- 12. Seal, Tailgate Bottom**, Series, Defender, Genuine.....RNB691 \$ 37.33
Seal, Tailgate Bottom, Series, Defender, ProLine.....PLB691 \$ 23.75
- 13. Tailgate Seal** Side, Series II, IIA, III, ProLine.....PLB866 \$ 29.95
Tailgate Seal, RH Side, Defender, Genuine.....RNH475 \$ 27.57
Tailgate Seal, LH Side, Defender, Genuine.....RNX203 \$ 30.08
- 14. Rubber Block**, Series, Defender, Genuine (2 req for each side).....RNB804 \$ 9.31
Rubber Block, Series, Defender, ProLine (2 req for each side).....PLB804 \$ 1.95

Door Hinges - Series II, IIA, III

A New Style Corrosion resistant hinges and hardware



A Genuine Hinge Replacement Kit

Our kit includes Defender style hinges with mirror holes, all necessary bolts, nuts, washers, gaskets, and clips. For Front and Side Doors.

Defender 90, Series II-III 88" Door Hinge Kit replaces hinges and hardware on both front doors, Genuine.....	RNK8060	\$ 284.00
Defender 90, Series II-III 88" Door Hinge Kit, ProLine.....	PLK8060	\$ 109.99
Defender 110, Series II-III 109" Station Wagon Door Hinge Kit replaces hinges and hardware on front and side doors, Genuine..	RNK8061	\$ 599.00
Defender 110, Series II-III 109" SW Door Hinge Kit, ProLine.....	PLK8061	\$ 259.95

Door Hinge Individual Parts

1. Door Hinge, RH, top with mirror holes, Genuine.....	RNI763	\$ 50.36
Door Hinge, RH, top with mirror holes, ProLine.....	PLI763	\$ 20.95
2. Door Hinge, LH, top with mirror holes, Genuine.....	RNI764	\$ 50.53
Door Hinge, LH, top with mirror holes, ProLine.....	PLI764	\$ 20.95
3. Door Hinge, RH, top or bottom, Genuine.....	RNX091	\$ 58.29
Door Hinge, RH, top or bottom, ProLine.....	PLI748	\$ 19.95
4. Door Hinge, LH, top or bottom, Genuine.....	RNH971	\$ 59.95
Door Hinge, LH, top or bottom, ProLine.....	PLH971	\$ 19.95
5. Torx bolt, M8 x 40mm, ea, Genuine.....	RNI765	\$ 2.98
Torx bolt, M8 x 40mm, ea, ProLine.....	PLI765	\$ 0.99
6. Torx bolt, M8 x 50mm, ea, Genuine.....	RNI766	\$ 3.60
Torx bolt, M8 x 50mm, ea, ProLine.....	PLI766	\$ 1.09
7. Shim, ea, Genuine.....	RNI767	\$ 3.14
Shim, ea, ProLine.....	PLI767	\$ 1.29
8. Fixed nut, M8, ea, Genuine.....	RNI768	\$ 3.53
Fixed nut, M8, ea, ProLine.....	PLI768	\$ 0.89
9. Nylon washer, ea, Genuine.....	RNE255	\$ 0.80
10. Nyloc nut, M8, ea, Genuine.....	RNE469	\$ 1.22
Nyloc nut, M8, ea, ProLine.....	PLE469	\$ 0.66
11. Shim, ea, Genuine.....	RNI762	\$ 3.64
Shim, ea, ProLine.....	PLI762	\$ 1.49

B New Style Rear Door Hinges



B New Style Rear Door Hinges

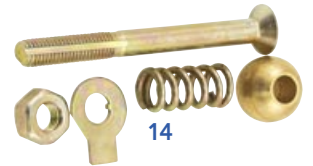
12. Top hinge, Series II, IIA, III, Defender, Genuine.....	RNC914	\$ 69.50
Top hinge, Series II, IIA, III, Defender, ProLine.....	PLC914	\$ 29.99
13. Middle & Bottom, Series II, IIA, III, Defender, Genuine.....	RNC916	\$ 54.90
Middle & Bottom, Series II, IIA, III, Defender, ProLine.....	PLC916	\$ 29.95

Rear Door Hinge Kits

Includes 2 new style rear hinges, 8 improved Torx bolts, with washers and flange nuts.		
Rear Door Hinge Kit, Series II, IIA, III, Defender, Genuine.....	RNK8062	\$ 239.00
Rear Door Hinge Kit, Series II, IIA, III, Defender, ProLine.....	PLK8062	\$ 129.95

Series Hinge Rebuild Kit

14. Rebuild Kit Series II-IIA Front and Rear Doors & Series III, Early Defender rear doors



Rebuild kit for all Series II, IIA hinges and all rear door hinges. Kit includes hinge bolt, spring, bronze bush, locker and nut.....DHK111 \$ 2.99

C Series III Hinge Accessories Kits

16		17	
18		19	
Original Posi-Drive Bolt		Improved Torx Bolt coated for superior corrosion resistance	

Improved Torx Bolt

By design, Torx head screws resist cam-out better than Phillips head, or slot head (flathead) screws. These Torx Bolts are also coated for superior corrosion resistance. We recommend using these when replacing your hinges.

C Genuine Hinge Hardware Replacement Kits for Series III

16. Original Posi-Drive style hardware for original style hinge, Genuine..	RNK170	\$ 27.95
Original Posi-Drive style hardware for original style hinge, ProLine..	PLK170	\$ 7.89
17. Improved Torx Bolt hardware for original style hinge, Genuine.....	RNK172	\$ 18.55
Improved Torx Bolt hardware for original style hinge, ProLine.....	PLK172	\$ 9.39
18. Original Posi-Drive style hardware for new style hinge, Genuine.....	RNK171	\$ 29.99
Original Posi-Drive style hardware for new style hinge, ProLine.....	PLK171	\$ 9.50
19. Improved Torx Bolt hardware for new style hinge, Genuine.....	RNK173	\$ 20.75
Improved Torx Bolt hardware for new style hinge, ProLine.....	PLK173	\$ 10.90

STAINLESS STEEL

NEW Series and Defender Stainless Steel Hardware Sets

Replace your rusty hardware with our new replacement sets

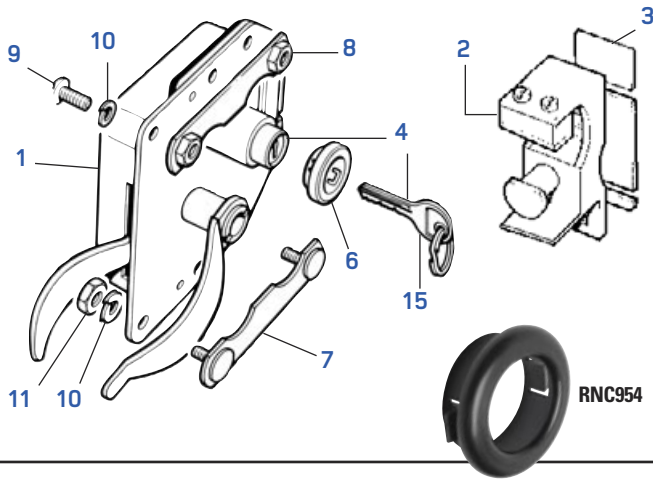


NEW Stainless Steel Hardware Sets

Bolt Kit for Front Door Hinges, Stainless Steel, Defender.....	RNA0026	\$ 29.95
Bolt Kit for Middle Door Hinges, Stainless Steel, Defender.....	RNA0030	\$ 39.95
Bolt Kit for Rear Door Hinges, Stainless Steel, Defender.....	RNA0035	\$ 23.50
Bolt Kit for Hinges, Stainless Steel, 3-Door Series, Defender.....	RNA0041	\$ 49.99
Bolt Kit for Hinges, Stainless Steel, 5-Door Series, Defender.....	RNA0043	\$ 86.50
Bolt Kit for Bonnet Hinges, Stainless Steel, Defender.....	RNA0052	\$ 6.95

Door Latches, Rear Door

A Door Latch Assembly with Lock & Keys Antiburst type for two-piece doors 1971 on



A Antiburst Door Latch Assembly Series III, Defender 90 NAS USA Antiburst Latch Assembly

Series IIA 1969 thru 71 – No longer available from Land Rover. Replace with Series III Antiburst Latch Assembly & Striker. The early Series II, IIA thru 68 assembly & striker will also fit, but the lock cylinder protrudes into the handle pocket, not through the hole in the door skin.

- Door Latch Assembly** (Does not include key & tumbler)
 - Door Latch Assembly, Left Side (Driver's), Genuine.....RNE162 \$ 163.42
 - Door Latch Assembly, Left Side (Driver's), ProLine.....PLE162 \$ 89.95
 - Door Latch Assembly, Right Side & Rear, Genuine.....RNE161 \$ 157.48
 - Door Latch Assembly, Right Side & Rear, ProLine.....PLE161 \$ 89.95
- Striker for Latch**, Left Side (Driver's), Genuine.....RNE160 \$ 65.55
 - Striker for Latch, Right Side & Rear, Genuine.....RNE159 \$ 59.80
 - Striker for Latch, Right Side & Rear, ProLine.....PLE159 \$ 16.99
- Shim for Striker**, Genuine.....RNC103 \$ 9.82



- Single Lock Cylinder with 2 keys**, Series II-III, Genuine.....RNE832 \$ 22.40
 - Single Lock Cylinder with 2 keys, Series II-III, ProLine.....PLE832 \$ 9.95
 - Single Lock Cylinder w/2 keys, Defender, Genuine.....RNH482 \$ 36.79
 - 2 matched cylinders with 2 keys, Genuine.....RNE337 \$ 111.12
 - 2 matched cylinders with 2 keys, ProLine.....PLE337 \$ 18.50
 - 3 matched cylinders with 2 keys, Genuine.....RNE338 \$ 121.99
 - 3 matched cylinders with 2 keys, ProLine.....PLE338 \$ 24.50
 - 5 matched cylinders with 2 keys, Genuine.....RNE339 \$ 138.95
- Key Blank** single edged original to Series models, Genuine.....RNE840 \$ 4.64
 - Key Blank double edged for matched cylinders, Genuine.....RNC947 \$ 12.95
- Plastic Trim** for Door Lock, Genuine.....RNC954 \$ 5.95
 - Plastic Trim for Door Lock, ProLine.....PLC954 \$ 8.29
- Stud Plate**, Genuine.....RNC895 \$ 27.84
 - Stud Plate, Stainless Steel, ProLine.....PLC895 \$ 12.99
- Nut Plate**, Genuine.....RNC896 \$ 24.81
 - Nut Plate, ProLine.....PLC896 \$ 5.79
 - Nut Plate, Stainless Steel, ProLine.....PLC896A \$ 12.99
 - Seal for Door Latch, Genuine.....RNE392 \$ 20.23
- Screw**, Genuine.....RNB038 \$ 1.76
- Locker**, Genuine.....RNF428 \$ 1.63
 - Locker, ProLine.....PLF428 \$ 0.34
- Nut**, Genuine.....RND114 \$ 1.21
- Interior Door Lock**, Left Door (Driver's Side), Genuine.....PLB903 \$ 11.95
 - Interior Door Lock, Right Door, Genuine.....PLB902 \$ 11.95

STAINLESS STEEL

NEW Stainless Steel Hardware Sets



NEW Stainless Steel Hardware Sets

Stud Plate Door Latch, Stainless Steel, Series, Defender.....	PLC895	\$ 12.99
Nut Plate Door Latch, Stainless Steel, Series, Defender.....	PLC896A	\$ 12.99
Bolt Kit for Seat Box, Stainless Steel, Series, Defender.....	RNA0057	\$ 16.50
Bolt Kit for Middle Floor, Stainless Steel, Series, Defender.....	RNA0064	\$ 16.50

Genuine Rear Door Assembly for Defender

This is the latest rear door produced by Land Rover. Features 100% Galvannealed metal construction. Galvanized skin over galvanized frame to prevent corrosion from dissimilar metals. Dipped electrostatic E-Coat finish in matte black primer provides superior corrosion protection. Ready for paint.



Features manual locking, rear heated glass, rear wiper assembly, one piece black plastic interior panel with interior grab handle. Complete with latches, hinges, and limit arm that will retain door in open position. Does not include lock tumbler, or tire mount.

FITS: Direct fit all models 1999-2016. 1983-1998 may require updating check arm bracket to RNN221.

NOTE: Includes rear wiper arm and blade not shown in photo. For spare tire mount use: RNI777. For lock tumbler with key set use: RNJ013. For rear door assembly with central locking and high mount stop lamp use: DRD05.



Defender Rear Door Assembly, Black, Includes; Glass, Wiper, Hinges, Interior Panel, Does not include lock tumbler or tire mount, **Genuine.....DRD03 \$2595.00**

Rear Door Tread Plate Retainer Kit



Series and Defender Tread Plate Retainer Kit Rear Door, Stainless Steel

Premium quality stainless steel tread plate. Kit includes seal and stainless steel attachment screws. Made in the UK.....	PLC828S	\$ 69.99
Tread Plate Retainer Rear Door Sill Seal		
Genuine rear end door seal retainer.....	RNC828	\$ 28.01

Doors – Defender, Series II, IIA, III



KINGFAST2



PLB713

B Door Top Assembly

Corrosion proof, all aluminum construction. Both front and rear glass slide open for improved ventilation.

Series IIA-III Door Top Assembly, RH, 1959-1984, ProLine	PLE323	\$ 199.00
Series IIA-III Door Top Assembly, LH, 1959-1984, ProLine	PLE325	\$ 199.00
Defender 90 , Door top Assembly, Right, ProLine.....	PLC835	\$ 569.00
Defender 90, Door top Assembly, Left, ProLine	PLC834	\$ 569.00
Door Top Speednut - 10m DEFENDER Set of 4.....	KINGFAST2	\$ 59.95

C Series, Defender 90 Front Door Bottom

Aluminum skin over steel frame. Black electrostatic e-coat primer (ready for paint).

Series II, IIA, III , Right, w/Key Hole, Genuine	RNC836	\$ 639.00
Series II, IIA, III, Right, w/o Key Hole, ProLine	PLC836	\$ 239.00
Series II-III 1959-1971 , Right, w/o Key Hole, ProLine.....	PLN341	\$ 239.00
Series II-III 1959-1971, Left, w/o Key Hole, ProLine	PLN342	\$ 239.00
Series III 1972-1984 , Right, w/Key Hole, ProLine.....	PLC836H	\$ 239.00
Series III 1972-1984, Left, w/Key Hole, Genuine	RNC837	\$ 639.00
Series III 1972-1984, Left, w/o Key Hole, ProLine	PLC837	\$ 239.00
Series III 1972-1984, Left, w/Key Hole, ProLine.....	PLC837H	\$ 239.00
Defender 90 , 1994 only, Right, Genuine	RNH632	\$ POA
Defender 90, 1994 only, Left, Genuine	RNH633	\$ POA
Defender 90, 1995-'97, Right, Genuine	RNH634	\$ 669.00
Defender 90, 1995-'97, Left, Genuine	RNH635	\$ 669.00

D Front Door Shell Assembly 1986-1999

Aluminum skin over steel frame. Black electrostatic e-coat primer (ready for paint).

One piece door w/roll down window , RH, Genuine.....	RNI760	\$ 699.00
One piece door w/roll down window, RH, ProLine	PLI760	\$ 599.00
One piece door w/roll down window, LH, Genuine.....	RNH727	\$ 699.00
One piece door w/roll down window, LH, ProLine	PLH727	\$ 599.00

E Front Door Complete Assembly, Genuine Land Rover

This is the latest, reinforced door produced by Land Rover. Features galvanized skin over galvanized frame to prevent corrosion from dissimilar metals. Available in Black Electrostatic e-coat primer (ready for paint) with black interior as supplied on 2010 Defender. Complete with latches and hinges. Does not include lock tumbler.

Black with black interior , RH, Genuine.....	DFD03R	\$ 2599.95
Black with black interior, LH, Genuine.....	DFD03L	\$ 2599.95

F Defender 110 Middle Door Shell Assembly

Aluminum skin over steel frame. Black Electrostatic e-coat primer (ready for paint).

Defender 110 Middle , RH, Genuine	RNH464	\$ 892.93
110 Middle, RH, ProLine	PLH464	\$ 519.00
110 Middle, LH, Genuine.....	RNH465	\$ 892.93
110 Middle, LH, ProLine.....	PLH465	\$ 519.00

G 110 Middle Door Complete Assembly, Genuine

This is the latest, reinforced door produced by Land Rover. Features galvanized skin over galvanized frame to prevent corrosion from dissimilar metals. Available in Black Electrostatic e-coat primer (ready for paint) with grey or black interior, or in Alaska White with grey or black interior as supplied on 2010 Defender. Complete with latches and hinges. Does not include lock tumbler. Fits all models from 1984 on.

Black with black interior , RH, Genuine.....	DMD03R	\$ 2950.00
Black with black interior, LH, Genuine.....	DMD03L	\$ 2950.00

H Series 109" SW Middle Door Shell Assembly

Complete Middle Door Assembly. Steel frame with aluminum alloy skin. Made in the UK to resemble the original Series middle door, which is no longer available from Land Rover. This is the best reproduction door we have experienced. FITS: Left side Series II-III 109 Station Wagon models 1959-1984.

Series 109" SW Middle Door Shell Assembly LH (driver side)	PLB947	\$ 459.00
Series 109" SW Middle Door Shell Assembly RH (passenger side)	PLB713	\$ 459.00



NEW Waxoyl PF
 Apply to interior cavities and parts to protect from corrosion. Long wand used to get into hard to reach locations and "fog" Waxoyl into cavities.

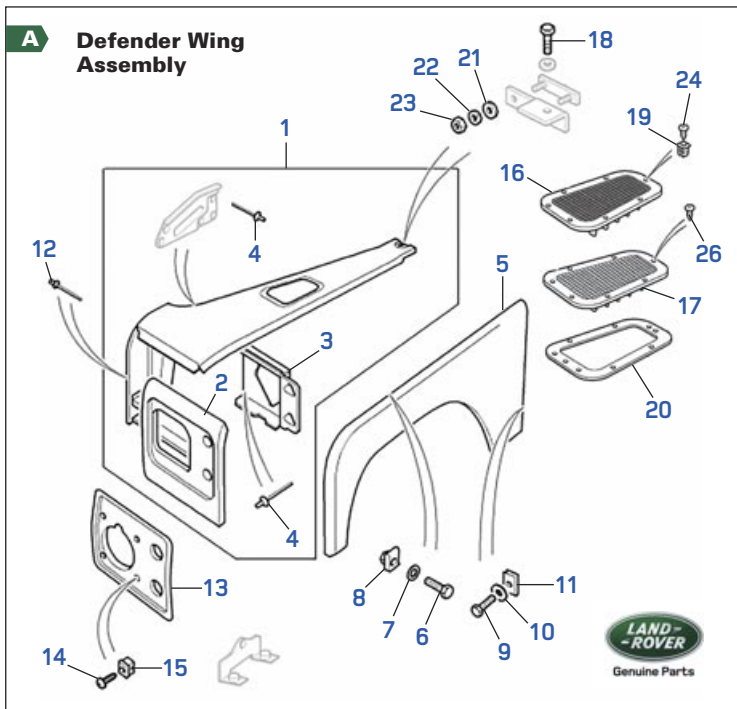
16oz Aerosol **Wand for Fogging**
 RNW5004PF \$ 19.99 RNW5004PFW \$ 6.42

I Rear Door Shells

Aluminum skin over steel frame. Black Electrostatic e-coat primer (ready for paint).

Rear Door Shell with Bracket Holes for Spare Wheel, Genuine	RNB037	\$ 625.94
Rear Door Shell Defender to 1999 with Heated Glass, ProLine	PLB037H	\$ 499.00
Series II-III Rear Door Shell unglazed, ProLine	PLB032	\$ 259.00
Series II-III Rear Door Shell fully glazed w/heated glass, ProLine.....	PLB032H	\$ 399.00

Wings – Defender, Series II, IIA, III



A Defender Wing Assembly

1. LH Front Defender '95-97 NAS, from TA977537 to WA159806	RNF396	\$ 1289.00
RHF Top Front Inner Defender, from WA159807 on, Genuine	RNH639	\$ 899.95
Top Panel RHF Alloy Defender, ProLine	PLH639T	\$ 223.50
LHF Top Front Inner Defender, from WA159807 on, Genuine	RNH638	\$ 843.31
Top Panel LHF Alloy Defender, ProLine	PLH638T	\$ 223.50
RH Front Top Inner Defender from MA993976 to WA159806	RNH331	\$ 759.95
LH Front Top Inner Defender from MA993976 to WA159806	RNH330	\$ 856.82
RH Front Defender '95-97 NAS from TA977537 to WA159806	RNF395	\$ 1289.00
RHF Top Inner Panel 90/110 up to LA939975	RNH332	\$ 869.66
LH Top Inner Panel 90/110 up to LA939975	RNH459	\$ 838.35
2. Panel RH Wing 90 Defender up to LA939975, Genuine	RNF397	\$ 235.14
Panel Wing Headlamp Alloy RH Defender, ProLine	PLF397	\$ 139.00
Panel LH Wing 90 Defender up to LA939975, Genuine	RNF398	\$ 228.05
Wing Headlamp Panel Alloy LH Defender, ProLine	PLF398	\$ 139.00
3. Panel-Backer RH Headlamp-Wing Defender from LA939975 on (and from TA977537 to WA159806)	RNE296	\$ 133.71
Panel-Backer LH Headlamp-Wing Defender from LA939975 on (and from TA977537 to WA159806)	RNE297	\$ 87.22
4. Pop Rivet 3/16" x 7/16", Genuine	RNC690	\$ 0.69
Pop Rivet 3/16" x 7/16", ProLine	PLC690	\$ 0.38
5. Panel LH w/o Intake DEF 1993-94 NAS up to LA939975, Genuine	RNF226	\$ 387.85
Panel LHF Alloy w/o Hole Defender 3, ProLine	PLF226A	\$ 239.00
Panel RH w/o Intake DEF 1993-94 NAS up to LA939975, Genuine	RNF227	\$ 428.52
Panel RHF Alloy Outer TD/200TD Defender 1, ProLine	PLF227A	\$ 239.00
Panel LHF Outer TD/200TD Defender up to LA939975, Genuine	RNI729	\$ 399.00
Panel LHF Alloy Outer TD/200TD Defender, ProLine	PLI729A	\$ 199.95
Panel RH Petrol 1995-1998 from MA993976 to WA159806, Genuine	RNX443	\$ 414.14
Panel RH 300TD 1995-1998 from MA993976 to WA159806, Genuine	RNI556	\$ 399.00
Panel RH Outer Defender w/Petrol Engine from WA159807, Genuine	RNF374	\$ 352.76
Panel RHF Outer Defender from WA159807, Genuine	RNX444	\$ 356.54
Panel LHF Defender (V)XZ159807 on from WA159807, Genuine	RNX445	\$ 384.00
6. Bolt Wing Skin-Wing Defender	RNB688	\$ 0.81
7. Washer 1/4" x 7/8" diameter	RNB998	\$ 0.33
8. Speed Nut Floor Panel Series & Defender, Genuine	RNB681	\$ 2.47
Speed Nut Floor Panel Series & Defender, ProLine	PLB681	\$ 0.38
9. Bolt Wing to Bulkhead, Series & Defender, Genuine	RNC844	\$ 2.17
Bolt Wing to Bulkhead, Series & Defender, ProLine	PLC844	\$ 0.99
Bolt Wing to Bulkhead, Series & Defender	RNF401	\$ 1.93
10. Plain Washer 8mm I.D.	RNF548	\$ 0.87
11. Spire Nut Wing/Bulkhead Series & Defender	RNC815	\$ 1.33
12. Pop Rivet	RND154	\$ 3.54

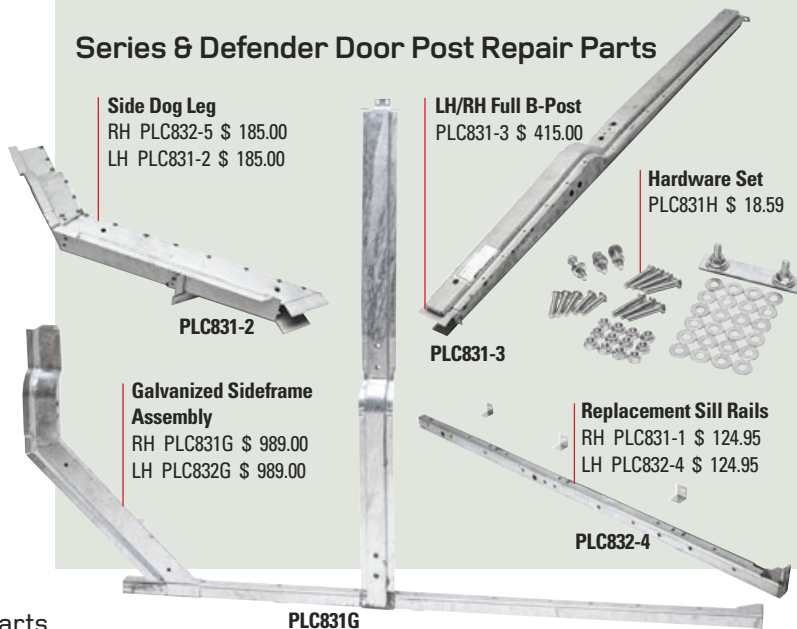
13. Bezel RH Defender pre 1995 up to WA159806, Genuine	RNC929	\$ 61.87
Bezel RH Defender pre 1995, ProLine	PLC929	\$ 14.96
Bezel LH Defender pre 1995 up to WA159806, Genuine	RNC928	\$ 61.87
Bezel LH Defender pre 1995, ProLine	PLC928	\$ 14.96
Bezel RH Defender w/vents Brunel from WA015807	RNS850	\$ 98.29
Bezel LH Defender w/vents Brunel from WA015807	RNS851	\$ 90.62
Bezel RH Defender w/vents Black from WA015807, Genuine	RNL429	\$ 90.62
Bezel RH Defender w/vents Black, ProLine	PLL429	\$ 19.99
Bezel LH Defender w/vents Black from WA015807, Genuine	RNL430	\$ 90.62
Bezel LH Headlamp Defender w/vents Black, ProLine	PLL430	\$ 19.99
14. Screw Self Tapping Interior Bracket Defender	RNI205	\$ 0.64
15. Nutsert Headlamp Bezel	RND143	\$ 0.95
Nutsert	PLD143	\$ 0.55
16. Finisher RH Wing Top Grille Blank Defender	RNS944	\$ 19.26
Finisher LH Wing Top Grille Blank Defender	RNS829	\$ 17.82
Finisher LH Grille Blank Defender	PLS829	\$ 9.95
17. Finisher RH Wing Top Open Grille Defender, Genuine	RNC903	\$ 12.53
Finisher RH Wing Top Open Grille Defender, ProLine	PLC903	\$ 7.95
Finisher LH Wing Top Open Grille Defender, Genuine	RNS604	\$ 19.43
Finisher LH Wing Top Open Grille Defender, ProLine	PLS604	\$ 6.95
18. Bolt M6 to EA320821	RNH026	\$ 0.64
Flange Bolt M6 x 20mm from EA320822 to LA939975	RND909	\$ 1.17
Bolt M6 x 30mm from 3A649223 on	RNX876	\$ 0.54
19. Nutsert	RNE641	\$ 1.48
Nutsert Headlamp Bezel	PLE641	\$ 0.39
20. Seal Heater Duct-Wing Top Defender	RNE293	\$ 13.84
21. Washer 1/4" x 5/8" diameter	RNF216	\$ 0.79
22. Spring Washer M6	RNQ065	\$ 0.87
23. Nyloc Nut M6	RNF731	\$ 2.17
24. Screw	RNH129	\$ 0.60



Premium Alloy Series Wings

Wing Skin RHF w/Hole, Series IIA, III, ProLine	PLB946A	\$ 299.00
Wing Skin RHF w/o Hole, Series II-III, ProLine	PLF384A	\$ 299.00
Wing Skin LHF w/o Hole, Series II-III, ProLine	PLB728A	\$ 299.00
Front Panel RH, Early Series II-IIA, ProLine	PLX837	\$ 189.00
Front Panel LH, Early Series II-IIA, ProLine	PLX838	\$ 189.00

Series 8 Defender Door Post Repair Parts



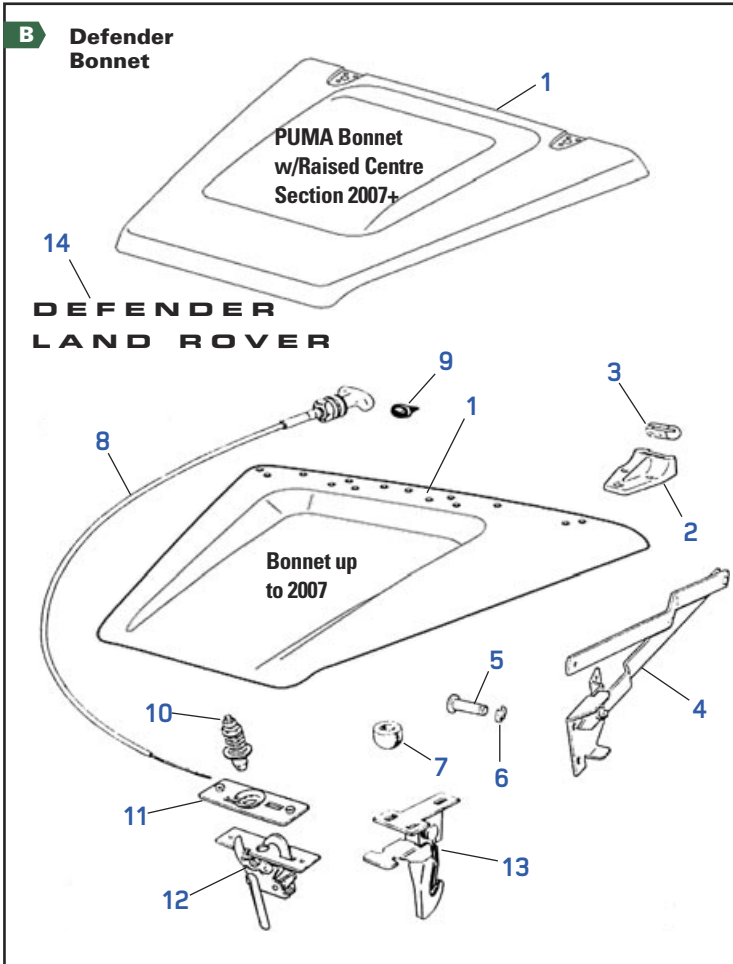
Side Dog Leg
RH PLC832-5 \$ 185.00
LH PLC831-2 \$ 185.00

LH/RH Full B-Post
PLC831-3 \$ 415.00

Hardware Set
PLC831H \$ 18.59

Galvanized Sideframe Assembly
RH PLC831G \$ 989.00
LH PLC832G \$ 989.00

Replacement Sill Rails
RH PLC831-1 \$ 124.95
LH PLC832-4 \$ 124.95



Genuine Land Rover Defender Puma Bonnet

Stronger, taller and wider than earlier bonnets, features a distinctive raised center section to accommodate the TDCi engine. This bonnet can be fitted to all Defender models. Uses the same hinges and closure mechanism. 100% galvanneal construction. Shown here in white for example, but comes electrostatically primed in black E-Coat ready for painting. Made in the UK. **Note:** May interfere with early type pre-2007 wing top protector sets because the Puma bonnet is slightly wider. For Puma wing top protector set use RNA6555B for Black and RNA6555 for Silver. This bonnet does not require an insulation pad.

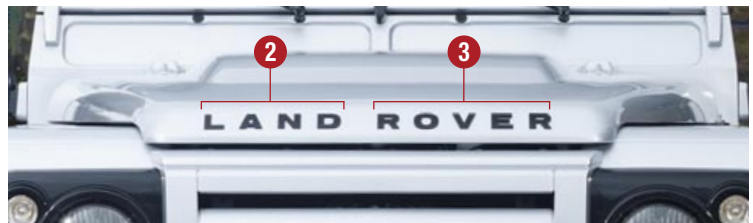
Bonnet Assembly Puma 2007-2016, GenuineRNH858 \$ 829.00



5. RNC930



7. DEFENDER



B Defender Bonnet

1. **Bonnet Assembly** Defender up to 2007 (1983-06).....RNF220 \$ 899.00
Bonnet Assembly 2007+ Defender PUMA (This bonnet can be fitted to a 90, 110, or 130 years 1983-on), GenuineRNH858 \$ 829.00
Bonnet Assembly Fiberglass, 2007+ Defender PUMA, ProLinePLH858 \$ 599.00
Bonnet Insulator Defender, ProLine.....PLB336 \$ 169.95
2. **Hinge**, Defender 90, 110, Right and Left, Genuine.....RNC813 \$ 46.72
3. **Bushing** for Bonnet V, Genuine.....RNB927 \$ 5.30
Bushing for Bonnet V, ProLine.....PLB927 \$ 0.95
4. **Prop Rod** Bonnet, 90, 110 w/o Mounting Base, GenuineRNE364 \$ 46.50
5. **Pin** for Securing Prop Rod Bonnet, GenuineRNB864 \$ 1.33
6. **C-Clip** For Pin.....RNB865 \$ POA
7. **Rubber Bumper** for Front Edge 90, 110, Genuine.....RNB999 \$ 1.88
8. **Bonnet Release Cable**
Defender 90, 110, 5-Foot Long Casing, Genuine.....RNL167 \$ 36.34
Defender 90, 110, 7-Foot Long Casing, Genuine.....RNC843 \$ 32.50
Defender 90, 110, 1999-'01, Genuine.....RNL225 \$ 37.58
Defender 90, 110, 2002-'06, Cable Only, Genuine.....RNH749 \$ 12.90
Defender 90, 110, 2002-'06, Cable Only, ProLinePLH749 \$ 14.95
9. **Rubber Bumper** for Bonnet Rear Edge, ProLine.....PLB821 \$ 1.80
10. **Striker Pin** w/ Spring, Defender 90, 110, Genuine.....RNC890 \$ 34.70
Striker Pin Bonnet, Defender, ProLine.....PLC890 \$ 15.99
11. **Receiver Plate**, Top, Defender 90, 110, Genuine.....RNE366 \$ 23.18
12. **Latch Assembly** for Bonnet, 90, 110 Cable Operated, GenuineRNF399 \$ 54.95
Latch Assembly for Bonnet, 90, 110 Cable Operated, ProLine.....PLF399 \$ 29.95
13. **Safety Latch**, 90, 110, GenuineRNE367 \$ 29.14
Safety Hook Bonnet 90/110, ProLine.....PLE367 \$ 9.95
14. **Decal Bonnet** See Section C this page.



C Bonnet Stickers, Decals, Badges

1. **"Defender" Front Silver/Black Decal**, GenuineRNC921 \$ 19.81
2. **"Land" Bonnet Decal Silver '07+**, GenuineRNN976 \$ 47.71
"Land" Bonnet Decal Titan, Genuine.....RNN186 \$ 48.97
"Land" Bonnet Decal Gloss Black, GenuineRNN974 \$ 61.90
3. **"Rover" Bonnet Decal Silver '07+**, Genuine.....RNN977 \$ 69.95
"Rover" Bonnet Decal Titan, Genuine.....RNN187 \$ 55.45
"Rover" Bonnet Decal Gloss Black, Genuine.....RNN975 \$ 66.90
4. **Decal - "Land Rover 110" Front Silver/BL**, Genuine.....RNE359 \$ 16.98
5. **Decal "Land Rover" Front Defender**, GenuineRNC930 \$ 80.67
6. **Decal Front Land Rover 90** Silver on Black, GenuineRNQ197 \$ 13.96
7. **Decal Bonnet "DEFE"**, Brunel, Genuine.....RNQ645 \$ 52.20
Decal Bonnet "DEFE", Black, Genuine.....RNQ879 \$ 49.20
Decal Bonnet "NDER", Brunel, GenuineRNQ646 \$ 52.20
Decal Bonnet "NDER", Black, GenuineRNQ880 \$ 49.20

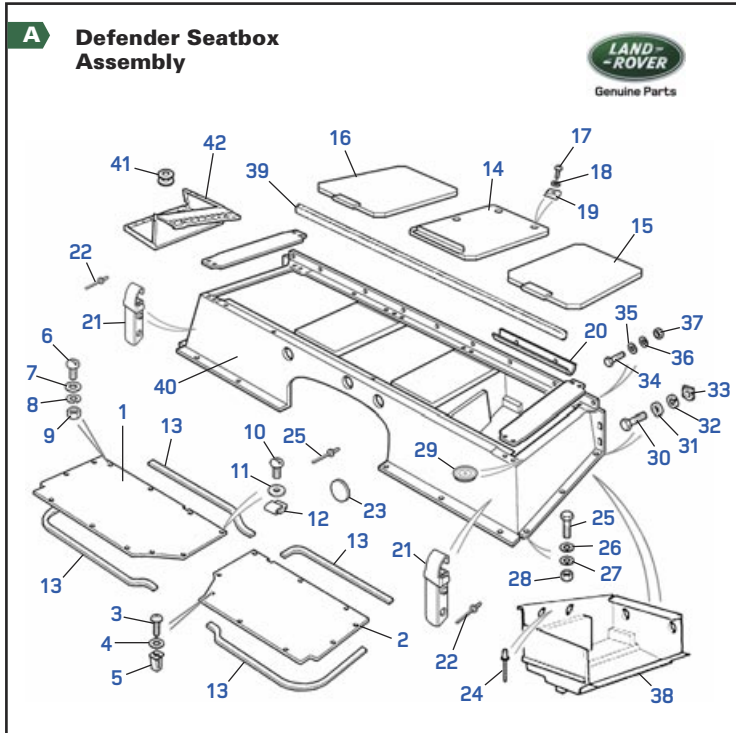


4. RNE359



6. RNQ197

Seatbox - Defender



A Defender Seatbox

1. Front RH Floor Panel , V8 Petrol with LT 85 gearbox only.....	RNS299	\$ 144.16
Front RH Floor Panel, NAS V8, 300Tdi, Td5, ProLine.....	PLS300	\$ 159.95
2. Front LH Floor Panel , V8 Petrol with LT 85 gearbox only, Genuine.....	RNS301	\$ 199.37
Front LH Floor Panel, NAS V8, 300Tdi, Td5, Genuine.....	RNS302	\$ 144.16
Front LH Floor Panel, NAS V8, 300Tdi, Td5, ProLine.....	PLS302	\$ 169.95
Front LH Floor Panel, All 4CYL except 300Tdi.....	RNS303	\$ POA
Floor Screw Kit , Defender 90, V8.....	RNK890	\$ 259.95
Floor Screw Kit, Defender 110, V8.....	RNK8110	\$ 189.95
3. Self Tapping Screw up to #3A654045, Genuine.....	RNH042	\$ 2.94
Self Tapping Screw up to #3A654045, ProLine.....	PLH042	\$ 0.43
Self Tapping Screw from #3A654046, Genuine.....	RNS304	\$ 1.99
4. Plain Washer 6M, Genuine.....	RNN986	\$ 0.75
5. Lokut Nut , Genuine.....	RNC946	\$ 2.92
Lokut Nut, ProLine.....	PLC946	\$ 0.45
6. Screw M6x20mm, Genuine.....	RNH483	\$ 14.95
7. Washer M6, Genuine.....	RNF420	\$ 1.77
8. Sprung Washer M6, Genuine.....	RNF428	\$ 1.63
Sprung Washer M6, ProLine.....	PLF428	\$ 0.34
9. Hex Nut M6, Genuine.....	RNF731	\$ 2.17
10. Bolt , up to #3A654045, Genuine.....	RNB701	\$ 1.19
Bolt, up to #3A654045, ProLine.....	PLB701	\$ 0.45
Bolt, from #3A654046, Genuine.....	RNS304	\$ 1.99
11. Washer M6, Genuine.....	RNF420	\$ 1.77
12. Spiralok Nut 110, ProLine.....	PLS305	\$ 1.70
Spire Nut 90, Genuine.....	RNB681	\$ 2.47
Spire Nut 90, ProLine.....	PLB681	\$ 0.38
13. Seal - Cut to Length, Genuine.....	RNN985	\$ 12.44

Defender Seatbox Assembly

14. Center Seatbox Lid Assembly w/o Cubby Box up to 2007.....	RNS315	\$ 69.00
Center Seatbox Lid Assembly For Cubby Box up to 2007.....	RNS316	\$ 56.72
Center Seatbox Lid Assembly From 2007-2016, Genuine.....	RNS317	\$ 57.55
15. Battery Compartment Lid , Genuine.....	RNS318	\$ 42.98
16. Locker Lid for Vehicles w/RH Side Fuel Tank, Genuine.....	RNS320	\$ 229.00
Locker Lid for Vehicles w/RH Tool Box, 1983-1998, Genuine.....	RNS321	\$ 219.00
Locker Lid Assembly w/RH Tool Box, 1999-2016, Genuine.....	RNS322	\$ 56.90
17. Self Taping Screw , Genuine.....	RNC795	\$ 0.99
18. Washer M6, Genuine.....	RNF420	\$ 1.77
19. Spiralok Nut , Genuine.....	RNS323	\$ 0.75
20. Rear Seat Stop to #HA455945, Genuine.....	RNS324	\$ 45.52
Rear Seat Stop from #HA455946, Genuine.....	RNS325	\$ 33.55
21. Overcenter Catch , Genuine.....	RNS326	\$ 12.39
22. Pop Rivet , Genuine.....	RNS327	\$ 1.33

23. Blanking Plug 13mm, Genuine.....	RNB875	\$ 0.75
Blanking Plug 50mm, Genuine.....	RNB883	\$ 2.41
Blanking Plug 14mm, Genuine.....	RNB876	\$ 0.75
Blanking Plug 30mm, Genuine.....	RNN686	\$ POA
Blanking Plug 25.5mm, Genuine.....	RNB880	\$ 1.93
24. Pop Rivet , Genuine.....	RNC690	\$ 0.69
Pop Rivet, ProLine.....	PLC690	\$ 0.38
25. Screw M6, Genuine.....	RND909	\$ 1.17
26. Plain Washer , Genuine.....	RNI804	\$ 1.13
27. Spring Washer M6, Genuine.....	RNF428	\$ 1.63
Spring Washer M6, ProLine.....	PLF428	\$ 0.34
28. Hex Nut M6 up to 2007, Genuine.....	RNF731	\$ 2.17
Flange Nut from 2007 on, Genuine.....	RNS331	\$ 1.76
29. Blanking Plug from 2002 on, Genuine.....	RNN785	\$ 5.79
Flange Nut from 2007 on, Genuine.....	RNS332	\$ 1.33
30. Screw M6 x 20MM.....	RND909	\$ 1.17
Screw M6 x 25MM.....	RND758	\$ 1.89
31. Plain Washer	RNF434	\$ 0.65
32. Washer - Spring M6.....	RNF428	\$ 1.63
33. Lokut Nut	RNS338	\$ 1.93
34. Screw M6x20MM.....	RND909	\$ 1.17
35. Washer	RNI804	\$ 1.13
36. Spring Washer M6, Genuine.....	RNF428	\$ 1.63
Spring Washer M6, ProLine.....	PLF428	\$ 0.34
37. Hex Nut M6.....	RNF731	\$ 2.17
38. Battery Box Assembly , all Models, Genuine.....	RNS340	\$ 139.95
Battery Box DIY Kit for Seatbase, Aluminum.....	PLS340A	\$ 169.99
39. Seal	RNN985	\$ 12.44

40. Seatbox Assembly with Left Hand Battery Box

for vehicles with side fuel tank

4 Cylinder models, Genuine.....	RNS344	\$ 2944.03
V8, Genuine.....	RNS346	\$ 3069.55

Seatbox Assembly with Left Hand Battery Box and Right Hand Tool Box

for vehicles with rear fuel tank

V8, Tdi, Puma, Genuine.....	RNS349	\$ 2559.95
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41. Harness Grommet , Genuine.....	RNS352	\$ 17.18
42. Tool Box Assembly Right Hand, Genuine.....	RNS132	\$ 689.00
Tool Box Assembly Right Hand, Aluminum, ProLine.....	PLS132A	\$ 135.99
Tool Box Center Seat Series II, III, Aluminum, ProLine.....	PLB863	\$ 68.25

Seatbase Repair Panels, Toolbox, Battery Box Kits



Repair Panel RH Seatbox, Series II-III & Defender.....	CHAS37	\$ 39.95
Repair Panel LH Seatbox, Series II-III & Defender.....	CHAS38	\$ 39.98
Battery Box DIY Kit for Seatbase, Includes Rivets, Aluminum.....	PLS340A	\$ 169.99
Tool Box Seatbase RHF Aluminum, ProLine.....	PLS132A	\$ 135.99



Series Interior Trim

Front Door Interior Trim Set w/Pockets, IIA, III, RH+LH, Black Vinyl.....	EXT382-10	\$ 399.00
Front Door Interior Trim Set w/Pockets, IIA, III, RH+LH, Elephant Hide.....	EXT382-25	\$ 489.00
Top Front Door Trim Panel, RH Black Vinyl	EXT382-2	\$ 67.50
Top Front Door Trim Panel, LH Black Vinyl.....	EXT382-1	\$ 67.50
Top Front Door Trim Panel, RH Elephant Hide.....	EXT382-17	\$ 78.50
Top Front Door Trim Panel, LH Elephant Hide	EXT382-16	\$ 78.50
Lower Front Door Trim Panel, RH, with Pocket, Black Vinyl.....	EXT382-8	\$ 99.95
Lower Front Door Trim Panel, LH, with Pocket, Black Vinyl	EXT382-7	\$ 99.95
Lower Front Door Trim Panel, RH, with Pocket, Elephant Hide	EXT382-23	\$ 139.00
Lower Front Door Trim Panel, LH, with Pocket, Elephant Hide.....	EXT382-22	\$ 139.00
Middle Door Panel Upper 109", RH, Black Vinyl	EXT382-12	\$ 86.12
Middle Door Panel Upper 109", LH, Black Vinyl.....	EXT382-11	\$ 86.12
Middle Door Panel Upper 109", RH, Elephant Hide Vinyl.....	EXT382-27	\$ 96.32
Middle Door Panel Upper 109", LH, Elephant Hide Vinyl	EXT382-26	\$ 96.32
Middle Door Panel Lower 109", RH, Black Vinyl.....	EXT382-14	\$ 84.42
Middle Door Panel Lower 109", LH, Black Vinyl.....	EXT382-13	\$ 84.42
Middle Door Panel Lower 109", RH, Elephant Hide Vinyl.....	EXT382-29	\$ 105.39
Middle Door Panel Lower 109", LH, Elephant Hide Vinyl	EXT382-28	\$ 105.39
Rear Door Interior Trim, Series IIA, III, Black Vinyl	EXT382-15	\$ 81.50
Rear Door Interior Trim, Series IIA, III, Elephant Hide Vinyl	EXT382-30	\$ 97.50
Door Pull Interior, Series II, IIA, III (includes hardware)	PLB693	\$ 18.95
Arm Rest Front Door, RH Series Black Vinyl	EXT382-4	\$ 71.50
Arm Rest Front Door, LH Series Black Vinyl	EXT382-3	\$ 71.50
Arm Rest Front Door, RH Series, Elephant Hide Vinyl	EXT382-19	\$ 86.90
Arm Rest Front Door, LH Series, Elephant Hide Vinyl.....	EXT382-18	\$ 86.90



Above: Middle door 109" Series IIA restored by Lanny Clark, sold by Orvis.



EXT382-35

Canvas Front Door Panels for Defender, Series

The door cards feature a good array of pockets and large centre satchel pocket with traditional buckles and straps, giving you some essential storage that easy to install and looks great. Can be fitted onto existing door trims or onto door frames

that do not have door trim cards fitted. For attachments we recommend you use either rivets or tapping screws with cup washers. Fittings are not included. **Sold in pairs.**

- Sand (pair).....EXT382-34 \$ 169.00
- Khaki (pair).....EXT382-35 \$ 169.00
- Charcoal (pair).....EXT382-38 \$ 169.00



EXT382-38

- 3-Piece Canvas Door Panel Set. Inc. pair of front door panels, 1 rear door panel, Charcoal....RNK0004 \$ 276.71**



EXT382-33

Canvas Rear Door Panel – D90,110, Series

Rear Canvas Door Card for Series rear full door are available in Sand or Khaki canvas. **NOTE: This will ONLY fit early type Defender rear full doors. They do NOT fit if you have rear wiper motors.**

- Sand.....EXT382-32 \$ 135.98
- Khaki.....EXT382-33 \$ 135.98
- CharcoalEXT382-39 \$ 135.98



Canvas Side Storage Bag – D90,110, Series

The Side Storage Bags feature an array of pockets with traditional buckles and straps, giving you some essential storage that's easy to install and looks great. This great piece of kit keeps all the handy tools, dog leads or kids stuff out the way so it doesn't end up rattling around on the floor. No drilling required at all, simply hooks on and tensions using the webbings. Available in Sand or Khaki canvas. 18oz Hooding Canvas, all Fittings are included. Fits all soft and hard top Series or Defender. **Sold individually.**



- Sand.....EXT382-36 \$ 157.83
- Khaki.....EXT382-37 \$ 157.83



EXT382-42

Canvas Bulkhead Storage Bags with Tool Roll

The Bulkhead Storage Bags feature an array of pockets, traditional buckles and straps, giving you some essential storage thats easy to install and looks great. This great piece of kit keeps all the handy tools, dog leads or kids stuff out the way so it doesn't end up rattling around. Includes tool roll. Available in Sand or Khaki canvas. 18oz Hooding Canvas, all Fittings are included. Fits all soft and hard top Series or Defender.

- Canvas Bulkhead Storage Bag with Tool Roll**
- Sand EXT382-42 \$ 179.00
- Khaki EXT382-46 \$ 179.00



Series, Defender Interior Trim



RNA8954

RNA8954B

Aluminum Defender Door Handle Escutcheons

1 left and 1 right high quality polished alloy escutcheon for the interior release handle on a Defender one-piece door with roll down window. Available in polished or black Aluminum. FITS: 1987-2016 Defender. Sold as pair.

Aluminum Polished Finish, pair.....RNA8954 \$ 89.00
 Aluminum Black Anodized Finish, pair.....RNA8954B \$ 79.00

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 pre-cut to allow for varying sizes.

Front Door Panel, Includes mounting hardware & instructions.....RNA4700 \$ 399.00
 Interior Door Handle, Defender 90, 110, Genuine, Also fits Series...RNF474 \$ 5.65

RNA8947B

RNA8947

RNA8948B

Aluminum Defender Door Handle, Locking Button

Available in black anodized and aluminum finish. Fits: 1987-2016 Defender.

Interior Door Handle Anodized Aluminum Black.....RNA8947B \$ 49.95
 Interior Door Handle, Aluminum, Silver.....RNA8947 \$ 49.95
 Locking Button Defender Anodized Aluminum Black.....RNA8948B \$ 42.99
 Locking Button, Aluminum, Silver.....RNA8948 \$ 42.99

Defender Aluminum Heater Control Knobs Set of 3

Polished Aluminum..RNA8946 \$ 59.00
 Black Aluminum.....RNA8946B \$ 69.95



RNA8946B

Automatic Gearbox Interior Conversion Kit for Defender



RNA0300

Kit comes with all necessary parts to change the tunnel to an automatic setup. Includes Genuine parts where applicable. Does not include automatic transmission or automatic selector finisher BTR3100LNF which is NLA.....RNA0300 \$1889.95

Replacement Defender Interior Parts

Defender Interior Door Handle

Can be used on Series II-III, Defender, Plastic, Genuine RNF474 \$ 5.65



RNF474

Lock Button
 RNI827 \$ 6.50

Defender Interior Door Lock

Genuine, each RNI860 \$ 6.40
 ProLine, each PLI860 \$ 3.95



RNI860

Heater Control Knobs

Knob, Plastic, Genuine, each RNE298 \$ 10.62
 Knob, Plastic, ProLine, each PLE298 \$ 3.99



RNE298

PLE298



RNX514

Defender Interior Door Handle Latch

RH, Black, Genuine RNI814 \$ 9.88
 LH, Black, Genuine RNI815 \$ 9.91



RNI814

Escutcheon Interior Door Handle Latch

RH Black, Genuine RNX514 \$ 6.50
 LH Black, Genuine RNX513 \$ 6.50



RNI511

Defender Front Door Window Handle

Black, Genuine RNI511 \$ 14.95
 Black, ProLine PLI511 \$ 7.99

Series, Defender Interior Trim



RNA2100



Rear Moulded Interior Door Panels

Defender interior rear door panel with pocket net. Door panel is manufactured in the UK to fit Defender vehicles with anti-burst door latch. Includes hardware and instructions. Will not fit NAS Defender tailgates with soft tops.

- Rear Moulded Interior Door Panel, Black, Defender 1983-2002RNA2100 \$ 211.99
- Rear Moulded Interior Door Panel, Dark Grey, Defender 1983-2002RNA2101 \$ 211.99

Fiberglass Tunnel Cover Assembly, Defender with R380 gearbox

Black fiberglass tunnel cover for Defender V8, 300 Tdi, & Td5, ProLine **PLN987 \$ 329.95**

Fits:

- Defender 90 V8, 300 Tdi, & Td5
- Defender 90 NAS V8
- Defender 110 V8, 300 Tdi, & Td5
- Defender 110 NAS V8
- Defender 130 V8, 300 Tdi, & Td5



PLN987

Exmoor
preMium



EXT021-2

EXT021-5

NEW Premium Complete Carpet Sets for Defender

Made with OEM material for superior finish and sound proofing. Available in Ebony.

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.

Defender 90" LT77 Gearbox, Ebony	EXT021-2	\$ 547.16
Defender 90" R380 Gearbox, Ebony	EXT021-3	\$ 499.95
Defender 110" Station Wagon LT77 Gearbox, Ebony	EXT021-4	\$ 594.73
Defender 110" Station Wagon R380 Gearbox, Ebony	EXT021-5	\$ 594.73
Defender 110" Crew Cab LT77 Gearbox, Ebony	EXT021-6	\$ 489.00
Defender 110" Crew Cab R380 Gearbox, Ebony	EXT021-7	\$ 499.00
Defender LT77, Standard Front Carpet Set	EXT020-2	\$ 201.13

Defender NAS 90 Seatbox Surround Insulation

Defender NAS 90 V8 Black, Hardura, ProLine **PLF479 \$ 89.95**



PLF479

Series II, III Hardura and Interior Carpet Kits

Full front carpet set will only fit Series II & III Land Rover, this will not fit V8, Lightweight or 6 cylinder series Land Rover.

Quality Front Carpet Sets as you would expect from Exmoor Trim. These carpet sets have been designed to be model specific and we have carefully chosen a carpet that is best suited to Land Rover life!

The floor mats are all laminated with a closed cell Polyethylene foam, giving these parts sound and heat insulation whilst repelling water. Also heavy duty heel mats and bound edging on floor mat sections for durability. Spray adhesive sold separately.

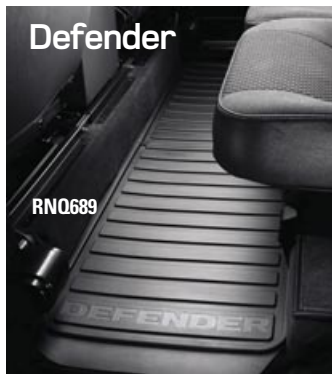
Standard Front Carpet Set, Series II, III	EXT020-3	\$ 194.33
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EXT020-3

Hardura Interior Kits

Series II, III Hardura Tunnel interior Kit RHD, Felt Backing	EXT020-20	\$ 179.00
Series II, III Hardura Tunnel interior Kit LHD, Felt Backing	EXT020-21	\$ 184.91
Spray Adhesive for Seat Retrim Kits	EX3429	\$ 12.50



Defender

RNQ689



RNQ691 Rigid Protector



RNQ688

Defender Rubber Floor Mats

Rubber Mat Set Front, Pre 2007, Genuine.....	RNN213	\$ 112.00
Rubber Mat Set Front, LT77 & R380 up to 2007, Exmoor.....	EXT017-2	\$ 69.12
Rubber Mat Set Front Pair, 2007+, Genuine.....	RNS556	\$ 114.69
Rubber Mat Set Front Pair, 2012+, Genuine.....	RNQ690	\$ 114.69
Rubber Mat Set Front Footwell, up to 1998, Genuine.....	RNI067	\$ 121.92
RH Front Mat Heavy Duty Insulated, R380, ProLine	PLF480	\$ 74.98
LH Front Mat Heavy Duty Insulated, R380, ProLine	PLF481	\$ 74.98
RH Front Mat Heavy Duty Insulated, LT77, ProLine.....	PLS830	\$ 85.99
LH Front Mat Heavy Duty Insulated, LT77, ProLine.....	PLS831	\$ 85.99
110 SW, Rubber Middle Footwell, Tire Tread Pattern, Genuine.....	RNI070	\$ 129.00
110 SW, Rubber Middle Footwell (shown above), Genuine	RNQ689	\$ 98.50
110 SW, Rubber Middle Footwell (shown above), Genuine	RNX158	\$ 130.80
Moulded Floor Mat Set, Middle Row, Exmoor	EXT017-3	\$ 69.12
90 Rear Loadspace Mat, Genuine	RNF468	\$ 259.00
90 NAS Rear Loadspace Mat, Genuine.....	RNI075	\$ 289.00
90 SW non-NAS, Loadspace Mat, Genuine	RNI061	\$ 295.73
110 SW Loadspace Mat, Genuine	RND268	\$ 289.00
110 5-Door Hard Top, Loadspace Mat, 2007+, Genuine.....	RNQ688	\$ 229.00
110 SW Loadspace Mat, 2007+, Genuine.....	RNQ777	\$ 229.00
110 Regular, Loadspace Mat, Exmoor	EXT009-10	\$ 129.00
Front Insulated One-Piece Molded Floor Mat, V8, 300Tdi, & TD5, Black Rubber, Genuine	RNN717	\$ 285.00
110, Loadspace Protector, Rigid, Genuine	RNQ691	\$ 259.00



**Rubber Mat
Tunnel Cover,
Defender V8**
RNF482 \$ 189.95



RNS556 Defender 2007+

Series, Defender Rubber Floor Mats

Defender Moulded Matting System 3-Piece, Black.
Fits 300 Tdi, Td5 and all V8 models from 1985 on



Insulated Rubber Floor Mats Defender 8 Series

Defender Moulded Matting System 3-Piece, Black
Fits 300 Tdi, Td5 and all V8 models from 1985 onEXT009-13BK \$ 699.00
Defender, Series, Rear Acoustic Mat System 3-Pc Set, Exmoor ..EXT009-14 \$ 299.00
Defender Insulation Pad Front Seatbase, Genuine

Series II, IIA, III



Series Land Rover Rubber Floor Mats

Series II, III Floor Mat Set, Front Pair, Exmoor.....	EXT017-1	\$ 69.99
Series IIA, III Floor Mat, 109" SW Middle, Genuine.....	RNB791	\$ 158.95
Series IIA, III Floor Mat, 109" SW Middle, ProLine	PLB791	\$ 32.50
Series 88" Floor Mat Rear, 47"x 36"-1/16", ProLine	PLB786	\$ 46.99
Series Middle Row, Moulded Floor Mats, Exmoor	EXT017-3	\$ 69.12
Acoustic Mat, Series, Loadspace, Exmoor	EXT009-1	\$ 129.95
Floor Mat 109 Regular Rear.....	PLB792R	\$ 55.99
Floor Mat 109 Rear Station Wagon.....	PLB792	\$ 48.95
Series 109, Loadspace Mat, Exmoor.....	EXT009-10	\$ 129.00

Cubby Boxes, Seats



Genuine Land Rover Cubby Box
 Defender, non-locking, Genuine.
 Cup holder sold separately.
RNN962 \$ 337.78
Cup Holder Insert for Cubby Box
RNN963 Genuine \$ 36.59
EXT015-2 Exmoor \$ 24.36

RNN962

Exmoor Trim Premium Front Seats

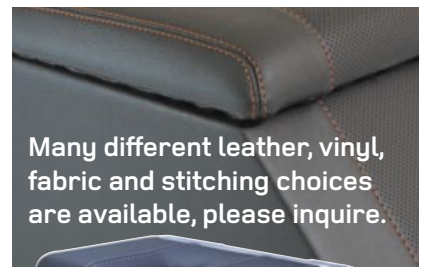
Latest factory special edition for Defender. Includes both Right and Left hand front adjustable seats in XS Black Rack material (black leather sides and back with black cloth and cloth facing inserts). Equipped with adjustable seat heaters.
EXT307-PREMXSBR \$ 2399.00
(shown at left)

Standard Cubby Box

- Black VinylEXT015-BV \$ 139.90
- Black LeatherEXT015-BL \$ 158.00
- Dark Grey VinylEXT015-DGV \$ 139.70
- Grey LeatherEXT015-GL \$ 158.00



EXT015-BV



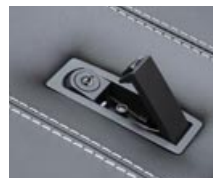
Many different leather, vinyl, fabric and stitching choices are available, please inquire.

Premium Cubby Boxes

EXT015PREM-BL

The Premium XL Cubby will fit all Defender and Series, is available in various trims and comes with all fixings required.

- Premium Cubby Box, XS Black RackEXT015PREM-XSBR \$ 319.00
- Premium Cubby Box, Black Leather/Black StitchingEXT015PREM-BL \$ 329.00



Premium Loc Box

- Black LeatherEXT160-BL \$ 639.00
- Black Leather with White StitchingEXT160-BLWS \$ 639.00



EXT160-BLWS



Defender Puma Style Front Seat Set (pair)

The Puma style Defender front seat assembly from Exmoor Trim features a larger and more comfortable seat back and head rest assembly. Includes removeable seat base, adjustable seat frame, adjustable headrest and reclining back with pocket. Also includes back and bottom seat heaters with wiring loom and switches. **Sold in pairs.**

Fits: Defender 1984-2016

Knob Recline Lever
PLF503 \$ 7.95



Land Rover Genuine Front Puma X-Tech Seat Assembly for Defender

2012 Defender X-Tech black leather, cloth faced seat assembly. Black leather sides and back with cloth facing. Larger and more comfortable, includes head rest, adjustable seat frame and rear pocket. Equipped with bottom and back heater elements. (For heater wire harness set with switches use RNK082). **Fits: Defender 1984-2016**

RNK080

Front Defender Puma Seat Assembly and Parts

Price is for one single front seat

Front RH Puma X-Tech Seat Assembly (shown), Genuine	RNK080	\$ 995.00 ea
Front LH Puma X-Tech Seat Assembly, Genuine	RNK081	\$ 995.00 ea
Front RH Puma Seat, Grey Vinyl, Genuine (headrest sold separately) ..	RNQ664	\$ 899.00 ea
Front LH Puma Seat, Grey Vinyl, Genuine (headrest sold separately) ..	RNQ663	\$ 899.00 ea
Headrest for Def 2007+ Puma Seats (RNQ664, RNQ663), Genuine	RNS575	\$ 94.08 ea
Wiring Harness Kit Front Seat Heated, Defender, Genuine	RNK082	\$ 199.95



EXT315-DT

Price includes matching pair of front seats Puma Defender Front Seat Set

Twill Vinyl	EXT308-DT	\$ 1799.00
Car Denim Vinyl	EXT308-NAS	\$ 1879.00
Black Span Mondus	EXT308-BSM	\$ 1998.00
XS Black Rack	EXT308-XSBR	\$ 1989.00

Defender Front Seat Retrim Kits

Exmoor Trim offers the Defender front seat kit as an alternative to replacing your entire front seat. These kits only use OEM Denim and OEM vinyl sides and rear materials. The Retrim kits include all new foams, seat and headrest covers. Requires spray adhesive.

Two Front Seat Retrim Kits Sold in Pairs

Dark Granite Leather ...	EXT316-GL	\$ 589.00
Techno Cloth	EXT316-TC	\$ 323.01
G4 Cloth	EXT316-G4	\$ 400.09
Denim Twill NAS	EXT316-DT	\$ 308.31
Diamond White XS	EXT316-DWXS	\$ 421.72
Diamond Black XS	EXT316-DBXS	\$ 506.06
Dark Grey Vinyl	EXT316-DGV	\$ 297.25
Black Vinyl	EXT316-BV	\$ 297.25
Black Span Mondus	EXT316-BSM	\$ 597.59
XS Black Rack	EXT316-XSBR	\$ 529.95
Black Leather	EXT316-BL	\$ 599.00

Standard Single Seat Retrim Kits

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

Black Vinyl	EXT315-BV	\$ 161.00
Dark Grey Vinyl	EXT315-DGV	\$ 161.10
Techno	EXT315-TC	\$ 195.00
Twill Vinyl, NAS	EXT315-DT	\$ 169.00
Car Denim, NAS	EXT315-NAS	\$ 169.00
XS 1/2 Leather	EXT315-XSBR	\$ 261.18

Foam Replacement Cushions

Foam Cushion Seat		
Base Front Outer	EXT321-2	\$ 58.90
Foam Cushion Seat		
Back Front	EX776A	\$ 69.50

Replacement Seat Mechanism Parts

Seat Mechanism Cover, RH, Genuine	RNI298	\$ 52.33
Seat Mechanism Cover, RH, ProLine	PLI298	\$ 12.95
Seat Mechanism Cover, LH, Genuine	RNI297	\$ 52.33
Seat Mechanism Cover, LH, ProLine	PLI297	\$ 12.95
Front Seat Recline Lever Knob, Genuine	RNF503	\$ 13.33
Front Seat Recline Lever Knob, ProLine	PLF503	\$ 7.95



Defender Front Seat Bottom Cushions

Twill Vinyl bottom cushion Driver/Pass, ProLine	PLF497	\$ 129.00
Car Denim Vinyl bottom cushion Driver/Pass, ProLine	PLF495	\$ 129.00
Dark Grey Vinyl bottom cushion Driver/Pass, Exmoor	EXT310-DGV	\$ 119.00
Black Vinyl, Driver/Pass, Exmoor	EXT310-BV	\$ 119.00
Bottom Front Seat Cover, Defender, Car Denim, Exmoor	EXT318-NAS	\$ 65.98
Seat Cover Bottom Out Front, Defender, Denim Twill, Exmoor	EXT310-DT	\$ 113.21



Defender Standard Front Seats

Fitted as standard equipment from 1983 to 2006. Supplied complete with adjustable frame, removable seat base, adjustable headrest, reclining seat back with rear pocket. Supplied as a left or right single seat assembly.

Fits: Defender 1984-2016



XS 1/2 Leather - uses Bridge of Weir Ltd - the finest Scottish Grampian textured leather outer bolsters and XS fabric center.

Knob Recline Lever
PLF503 \$ 7.95

EXT303-XSBR

Standard Defender Front Seat Assembly

LH, Black VinylEXT304-BV	\$ 674.45	LH, XS 1/2 LeatherEXT304-XSBR	\$ 754.76
RH, Black VinylEXT303-BV	\$ 674.45	RH, XS 1/2 Leather	
LH, Dark Grey VinylEXT304-DGV	\$ 599.00	(shown above).....EXT303-XSBR	\$ 754.76
RH, Dark Grey VinylEXT303-DGV	\$ 599.00	LH, Black LeatherEXT304-BL	\$ 759.00
LH, Twill VinylEXT304-DT	\$ 599.00	RH, Black LeatherEXT303-BL	\$ 759.00
RH, Twill VinylEXT303-DT	\$ 599.00		

Price is for one single front seat

Trim and Fabric Choices – Standard Defender seats as fitted to 1993–1997 NAS specification vehicles.

Note: Additional fabric selections are also available by special order on standard Defender seats, please see roversnorth.com for different coverings.



Car Denim Vinyl, black lower vinyl -1994 NAS Models & 1997 Soft Tops



Twill Vinyl, grey lower vinyl - 1995 NAS Soft Top & 1997 SW



Moorland Cloth is now NLA- 1993 & 1995 90/110 NAS SW



Standard Defender Front Seat Assembly Car Denim NAS Style

LH, Car Denim VinylEXT331-7NAS \$ 639.00 ea
RH, Car Denim VinylEXT331-8NAS \$ 639.00 ea

Price is for one single front seat

EXT331-8NAS



Replacement Discovery II Seat Base Foam Bottom

Driver or passenger seat.
EXT321-10 \$ 108.67



Discovery II Diaphragm

Replace with Seat Base Foam
EXT317-D2-DIA \$ 89.52



Seat Heater Kits for two seats

Goes great with our retrim kits or added to your existing front or rear seats. Sold in pairs. Easy to install DIY kit, fits into all types of Land Rover Seats. Includes wiring loom & Hi / Low switches and instructions.

EXT010-2 \$ 189.95

Custom installed when ordering a new seat pair
EXT010-2IN \$ 198.00





Extreme Mk II Hi-Back Front Seat Assembly

The all new Mk II Hi-Back Extreme offers Series owners the latest in front seat safety and comfort. Features include internal steel frame, enhanced side bolsters, twin stalk adjustable head rest and a large rear storage pocket. Available with optional heat and lumbar for enhanced comfort. Will fit fixed, or adjustable seat bases. Made to special order in the UK. **FITS:** Series II, IIA, III 88 & 109 front outer seat position, all models except Air Portable "Lightweight" 88.

EXT370-BV

Includes one base and matching back

Black Vinyl.....EXT370-BV	\$ 369.99
Dark Grey Vinyl.....EXT370-DGV	\$ 392.75
Techno.....EXT370-TC	\$ 428.67

Logo Tan.....EXT370-LRB	\$ 428.67
Black Leather.....EXT370-BL	\$ 675.45
Logo Black.....EXT370-LRBK	\$ 428.67



EXT371-BV



Galvanized Corner Cap for Series Seat Base
EXT221-50 \$ 6.99

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	\$ 396.50	Centre Bottom.....EXT377-BV	\$ 44.00
Individual Seat Cushions in Black Vinyl		Centre Back w/Fixing Pins.....EXT376-BV	\$ 79.50
Outer Bottom Non-Adj.....EXT374-BV	\$ 57.00	Outer Back w/Fixing Bolts.....EXT372-BV	\$ 79.50
Outer Bottom for Adj. Tray...EXT375-BV	\$ 59.00	Outer Back w/Fixing Pins.....EXT373-BV	\$ 79.00



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.



Series II, IIA, III
Seat Frame
PLX824

Seat Cushion Set in Deluxe Black Vinyl

Front Set of 6 Cushions.....EXT378-1 \$ 399.00

Individual Deluxe Seat Cushions in Black Vinyl

Outer Bottom for Adj. Tray...EXT378-3 \$ 69.99

Centre Bottom.....EXT378-5 \$ 59.99

Outer Back w/Fixing Bolts.....EXT378-2 \$ 79.99

Centre Back w/Fixing Pins.....EXT378-4 \$ 69.00

Seat Frame.....PLX824 \$ 139.00



EXT371-EHG



Galvanized Corner Cap for Series Seat Base
EXT221-50 \$ 6.99

Standard Front Seats in Elephant Hide Grey Vinyl

The 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 Rover vehicles 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	\$ 499.00	Centre Bottom.....EXT377-EHG	\$ 89.00
Individual Seat Cushions in Elephant Hide Vinyl		Centre Back with Fixing Pins.....EXT376-EHG	\$ 119.00
Outer Bottom Non-Adj.....EXT374-EHG	\$ 84.50	Outer Back with Fixing Bolts.....EXT372-EHG	\$ 129.00
Outer Bottom for Adj. Tray...EXT375-EHG	\$ 99.79	Outer Back with Fixing Pins.....EXT373-EHG	\$ 129.00

Series Land Rover Canvas Tops



Series II-III Land Rover Canvas Tops

Bikini Tops

Series 88/109 Bikini Top Canvas, Sand	EXT253-2SAC	\$ 219.00
Series 88/109 Bikini Top Canvas, Black.....	EXT253-4BKC	\$ 199.00
Series 88/109 Bikini Top Canvas, Blue.....	EXT253-3BLC	\$ 199.00
Series 88/109 Bikini Top Canvas, Khaki.....	EXT253-1KHC	\$ 199.00

3/4 Canvas Pick Up

Series 88 3/4 Canvas Top w/ Side Windows, Black	EXT251-8BKC	\$ 499.00
Series 88 3/4 Canvas Top, w/o Side Windows, Black.....	EXT251-4BKC	\$ 459.00
Series 88 3/4 Deep Weave, w/o Side Windows, Sand.....	PLB775	\$ 499.00
Series 88 3/4 Deep Weave, w/o Side Windows, Khaki Green.....	PLB778	\$ 448.48
Series 88 3/4 Deep Weave, w/Side Windows, Khaki Green.....	PLB781	\$ 579.00
Series 88 3/4 Deep Weave, w/Side Windows, Sand.....	PLF579	\$ 579.00
Series 109 3/4 Canvas, w/o Side Windows, Black	EXT255-4BKC	\$ 539.00
Series 109/110 Regular, 3/4 Canvas, w/o Side Windows, Khaki	PLB769	\$ 568.00
Series 109/110 Regular, 3/4 Canvas w/ Side Windows, Sand.....	PLB771	\$ 599.00
Series 109/110 Regular, 3/4 Canvas w/ Side Windows, Khaki.....	PLB773	\$ 599.00

Full Length Canvas Tops

Series 88 Full Length Canvas, w/o Side Windows, Black	EXT250-4BKC	\$ 529.00
Series 88 Full Length Canvas, w/o Side Windows, Blue.....	EXT250-3BLC	\$ 459.00
Series 88 Full Length Canvas w/ Side Windows, Blue.....	EXT250-8BLC	\$ 599.00
Series 88 Full Length Canvas, FFR, Khaki.....	EXT250-10KHC	\$ 579.00
Series 88 Full Length Canvas w/ Side Windows, Sand.....	PLB752	\$ 549.00
Series 88 Full Length Canvas w/ Side Windows, Black.....	PLB753	\$ 549.00
Series 88 Deep Weave Full Canvas w/ Side Windows, Green	PLB754	\$ 549.00
Series 88 Deep Weave Full Canvas, w/o Side Windows, Sand.....	PLB748	\$ 529.00
Series 88 Deep Weave Full Canvas, w/o Side Windows, Khaki.....	PLB750	\$ 529.00
Series 109 Full Length Canvas, w/o Side Windows, Sand	PLB756	\$ 639.00
Series 109 Full Length Canvas, w/o Side Windows, Black.....	EXT252-4BKC	\$ 639.00
Series 109 Full Length Canvas, w/o Side Windows, Green.....	PLB758	\$ 639.00
Series 109 Deep Weave Full Canvas, w/Side Windows, Black	EXT252-11BKC	\$ 679.00
Series 109 Deep Weave Full Canvas, w/Side Windows, Sand.....	PLB761	\$ 669.00
Series 109 Deep Weave Full Canvas, w/Side Windows, Khaki.....	PLB763	\$ 669.00

Complete Standard Galvanized Hoop Sets

Complete Hoop Sets are galvanized and include all hardware, excludes door seals.

Series 88 3/4 Length Hoop Set	PLB822	\$ 579.00
Series 88" Full Length Hoop Set.....	PLF550	\$ 629.00
Series 109 3/4 Length Hoop Set	PLB823	\$ 599.00
Series 109 Full Length Hoop Set.....	PLF549	\$ 699.00
Defender 90 3/4 Length Hoop Set, Cab Fit	EXT220-5	\$ 589.00
Defender 90 3/4 Length Hoop Set, Body Fit.....	EXT220-6	\$ 599.00
Defender 90 Full Length Hoop Set.....	EXT220-1	\$ 798.67
Defender 90 Full Length Hoop Set, Td5/Td4.....	EXT220-2	\$ 798.67
Defender 110 3/4 Length Hoop Set, Cab Fit	EXT220-7	\$ 599.00
Defender 110 3/4 Length Hoop Set, Body Fit.....	EXT220-8	\$ 649.00
Defender 110 Crew Cab Hoop Set.....	EXT220-9	\$ 549.00
Defender 110 Full Length Hoop Set.....	EXT220-3	\$ 815.84
Defender 110 Full Length Hoop Set, Td5/Td4.....	EXT220-4	\$ 815.84
Defender 110 High Capacity Hoop Set.....	EXT220-10	\$ 799.00
Defender 130 High Capacity Hoop Set	EXT220-11	\$ 799.00



Rear Jump Seats

Twill vinyl.....EXT050-DT	\$ 199.95
Black Vinyl.....EXT050-BV	\$ 209.95
Elephant grey vinyl.....EXT050-EHG	\$ 214.46
Car Denim.....EXT331-9NAS	\$ 219.50
Black Leather.....EXT050-BL	\$ 389.28
Black Mondus Cloth.....EXT050-BSM	\$ 240.24

Diamond Black XS.....EXT050-DBXS	\$ 237.89
Diamond White XS.....EXT050-DWXS	\$ 237.89
Dark Grey Vinyl.....EXT050-DGV	\$ 229.00
XS Black Rack.....EXT050-XSBR	\$ 319.00
Techno Cloth.....EXT050-TC	\$ 194.53
G4 Style.....EXT050-G4	\$ 240.24
Grey Leather.....EXT050-GL	\$ 389.28

Exmoor Seat Strap
for Rear Jump Seats
RNA0284 \$ 10.99



EXT050-BV

Rear Side Bench Seat Kits

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 by special order.

Series 88", Defender 90, 2-Man Bench Seat Kit

Elephant Hide, Galvanized Frame....EXT003-EHG	\$ 248.00
Black Vinyl, Galvanized Frame.....EXT003-BV	\$ 229.00
Black Vinyl, Black Frame.....EXT002-BV	\$ 179.00
XS Vinyl, Black Frame.....EXT002-XSV	\$ 211.61
Dark Grey Vinyl, Black Frame.....EXT002-DGV	\$ 172.17
Denim Twill Vinyl, Black Frame.....EXT002-DT	\$ 192.36
LR Logo Black, Black Frame.....EXT002-LRBK	\$ 226.37
LR Logo Brown, Black Frame.....EXT002-LRB	\$ 193.64
Techno, Black Frame.....EXT002-TC	\$ 269.00

Bottom Cushion only, for 2-Man Rear Bench Seat

Black Vinyl, Exmoor.....EXT005-BV	\$ 45.90
Elephant Hide Vinyl, Exmoor.....EXT005-EHG	\$ 59.99
Dark Grey Vinyl, Exmoor.....EXT005-DGV	\$ 41.81
Denim Twill, Exmoor.....EXT005-DT	\$ 49.28
Techno, Exmoor.....EXT005-TC	\$ 54.52
XS Vinyl, Exmoor.....EXT005-XSV	\$ 49.28



EXT003-BV

Back Cushion only, for 2-Man Rear Bench Seat

Black Vinyl.....EXT004-BV	\$ 74.50
Elephant Hide Grain.....EXT004-EHG	\$ 86.16
Techno.....EXT004-TC	\$ 72.15
XS Vinyl.....EXT004-XSV	\$ 65.27
Dark Grey Vinyl.....EXT004-DGV	\$ 62.65
Denim Twill.....EXT004-DT	\$ 65.27



EXT003-BV

Retainer Strap Set of 4
Rear Jump Seat
PLB894-4 \$ 48.72

Bottom Cushion only, for 3-Man Rear Bench Seat

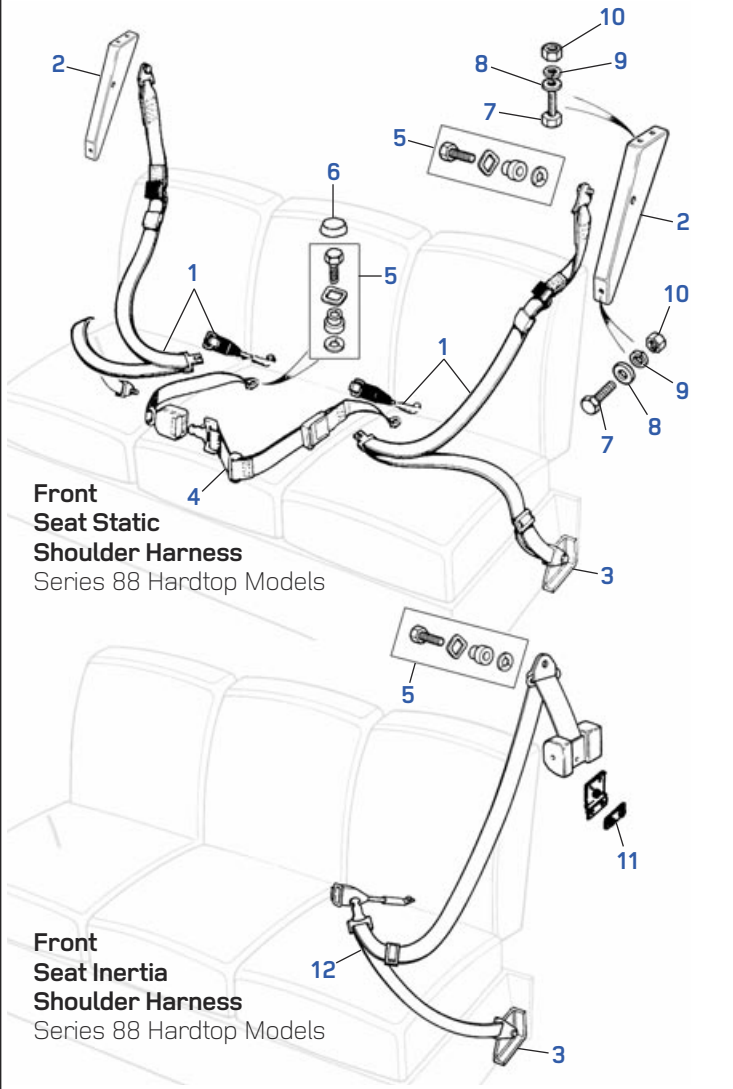
Black Vinyl.....EXT008-BV	\$ 61.25
Dark Grey Vinyl.....EXT008-DGV	\$ 61.25
Denim Twill.....EXT008-DT	\$ 74.29
Elephant Hide.....EXT008-EHG	\$ 102.76
Techno.....EXT008-TC	\$ 96.72

Back Cushion only, for 3-Man Rear Bench Seat

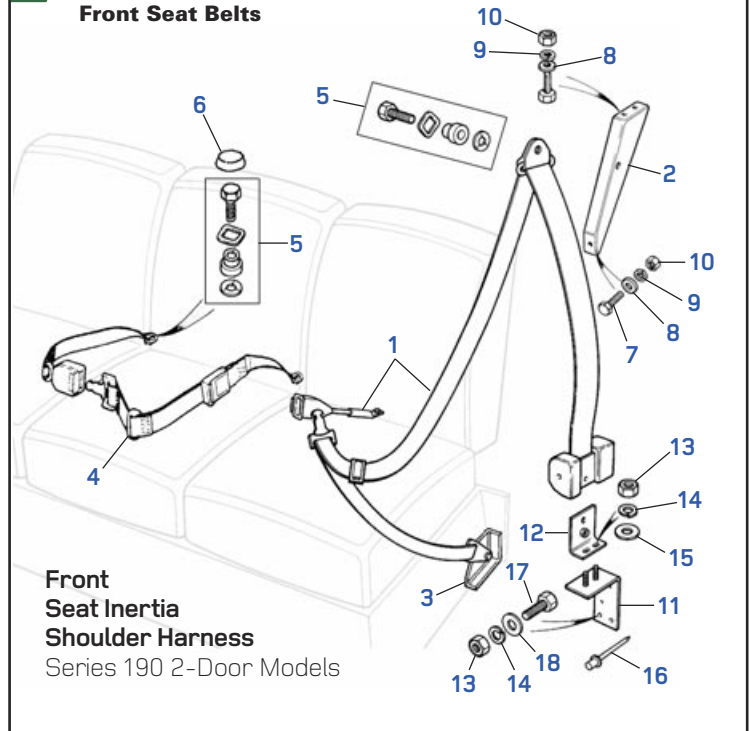
Black Vinyl.....EXT007-BV	\$ 51.53
Dark Grey Vinyl.....EXT007-DGV	\$ 51.53
Denim Twill.....EXT007-DT	\$ 60.88
Elephant Hide.....EXT007-EHG	\$ 94.73
Techno.....EXT007-TC	\$ 66.46

Series Seat Belts

A Series 88" Front Seat Belts



B Series 109" 2-Door Front Seat Belts



B Series 109" 2-Door Front Seat Belts

1. Seat Belt Kit LH or RH Reel, Buckle & Hardware, ProLine	PLF370	\$ 79.95
Seat Belt Assembly 3 Point Inertia Shoulder Harness Front Left 2-Door Series & Defender, Except 88".....	RSB003	\$ 119.00
Seat Belt Assembly 3 Point Inertia Shoulder Harness Front Right 2-Door, Series & Defender, Except 88".....	RSB004	\$ 119.00
2. Bracket RH Upper Seat Belt, Series & Defender, Genuine.....	RNC112	\$ 11.95
Bracket LH Upper Seat Belt, Series & Defender, Genuine.....	RNC113	\$ 14.50
3. Bracket RHF Bottom Seat Belt, Series & Defender, Genuine.....	RNB898	\$ 37.81
Bracket RHF Bottom Seat Belt, Series & Defender, ProLine.....	PLB898	\$ 46.50
Bracket-Front Seat Belt Bottom Left, Genuine.....	RNB899	\$ 41.69
Bracket LHF Bottom Seat Belt, Series & Defender, ProLine.....	PLB899	\$ 58.91
4. Lap Belt Assy Individual Rear Seat, Series & Defender, Genuine..	RNF234	\$ 169.00
Seatbelt-Lap Type Series IIA-III, ProLine.....	PLF234	\$ 44.39
Retractable Lap Seat Belt, Series IIA & III, ProLine.....	PLF234R	\$ 51.99
5. Fixing Kit Seat Belt Hardware, Defender.....	RNN249	\$ 60.60
6. Cap Bolt Head M10 Black.....	RNL007	\$ 2.70
7. Bolt Plate Seat Belt Bracket, Series & Defender.....	RNN260	\$ 28.08
8. Washer	RNS074	\$ 0.75
9. Lock Washer 6mm, Genuine.....	RNF428	\$ 1.63
Lock Washer 6mm, ProLine.....	PLF428	\$ 0.34
10. Nut M6.....	RND114	\$ 1.21
11. Bracket Seatbelt/Bulkhead, Series & Defender.....	RNN257	\$ 23.03
12. Bracket Seatbelt Front Seat Reel, Series & Defender.....	RNX620	\$ 33.32
13. Flange Nut M8, Genuine.....	RNE157	\$ 2.31
Flange Nut M8, ProLine.....	PLE157	\$ 0.69
14. Spring Washer M8.....	RNF429	\$ 0.67
15. Plain Washer 8mm I.D.....	RNF548	\$ 0.87
16. Rivet	RA612347LS	\$ 1.18
17. Bolt M8 x 25mm, Genuine.....	RNN343	\$ 2.95
Bolt M8 x 25mm, ProLine.....	PLN343	\$ 0.39
18. Washer Flat 8mm I.D., Genuine.....	RNI121	\$ 0.88
Washer Flat 8mm I.D., ProLine.....	PLI121	\$ 0.25

A Series 88" Front Seat Belts

1. Seat Belt 3-Point Shoulder Harness for SIIA, III RH or LH Side.....	PLF353	\$ 59.90
2. Bracket RH Upper Seatbelt, Series & Defender, Genuine.....	RNC112	\$ 11.95
Bracket LH Upper Seatbelt, Series & Defender, Genuine.....	RNC113	\$ 14.50
3. Bracket RHF Bottom Seat Belt, Series & Defender, Genuine.....	RNB898	\$ 37.81
Bracket RHF Bottom Seat Belt, Series & Defender, ProLine.....	PLB898	\$ 46.50
Bracket-Front Seat Belt Bottom Left, Genuine.....	RNB899	\$ 41.69
Bracket LHF Bottom Seat Belt, Series & Defender, ProLine.....	PLB899	\$ 58.91
4. Lap Belt Assy Individual Rear Seat, Series & Defender, Genuine..	RNF234	\$ 169.00
Seat Belt-Lap Type Series IIA-III, ProLine.....	PLF234	\$ 44.39
Retractable Lap Seat Belt, Series IIA & III, ProLine.....	PLF234R	\$ 51.99
5. Fixing Kit Seat Belt Hardware, Defender.....	RNN249	\$ 60.60
6. Cap Bolt Head M10 Black.....	RNL007	\$ 2.70
7. Bolt Plate Seatbelt Bracket, Series & Defender.....	RNN260	\$ 28.08
8. Washer	RNS074	\$ 0.75
9. Lock Washer 6mm, Genuine.....	RNF428	\$ 1.63
Lock Washer 6mm, ProLine.....	PLF428	\$ 0.34
10. Nut M6.....	RND114	\$ 1.21
11. Nut Plate Seat Belt Bracket.....	RNE270	\$ 17.33
12. Seat Belt Kit LH or RH Reel, Buckle & Hardware.....	PLF370	\$ 79.95
Seat Belt Assembly 3-Point Inertia Shoulder Harness Front Left 88" & 4 Door, Series & Defender.....	RSB001	\$ 94.50
Seat Belt Assembly 3-Point Inertia Shoulder Harness Front Right 88" & 4 Door, Series & Defender.....	RSB002	\$ 94.50



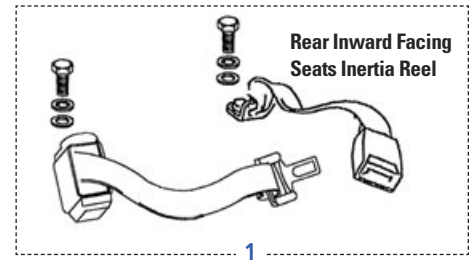
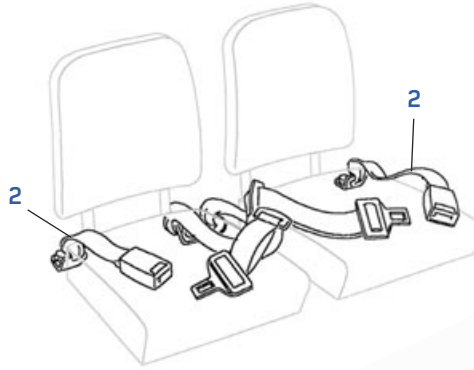
Soft Top Front Seat Belt Bar
Series II, III & Defender
EXT500-1 \$ 256.28

Rear Inward Facing Seats Defender 110

All Defender Hardtop Models

Rear Inward Facing Seats, Defender 90/110

- 1. Retractable Lap Belt, RH or LH**.....PLF234R \$ 51.99
Defender 90
- 2. Static Lap Belt Assembly, Genuine**.....RNF234 \$ 169.00
Static Lap Belt Assm., ProLine.....PLF234 \$ 44.39
- 3. Seat Belt Assembly, Rear Lap Belt Set of Two,**
DefenderRNQ620 \$ 148.53
- 4. Cap, Bolt Head (not included in kit)**.....RNL007 \$ 2.70



Second Row Seats Defender 90, 110

All Defender Hardtop Models

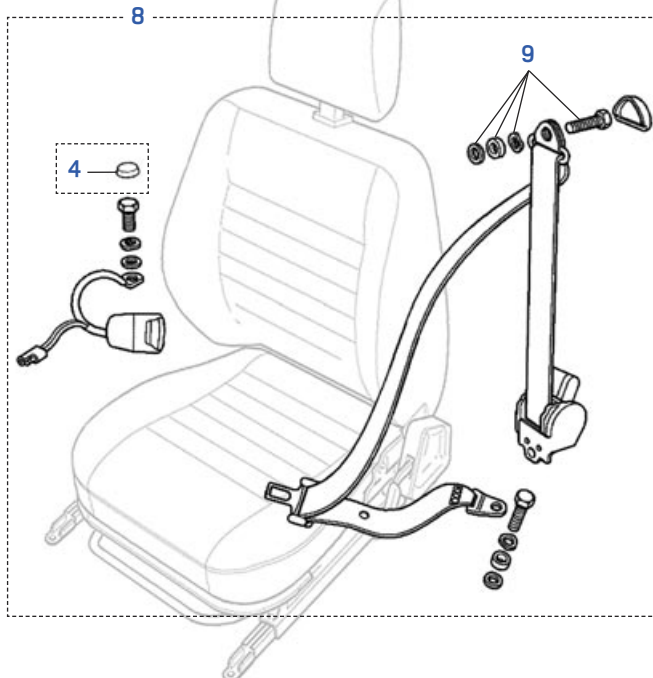
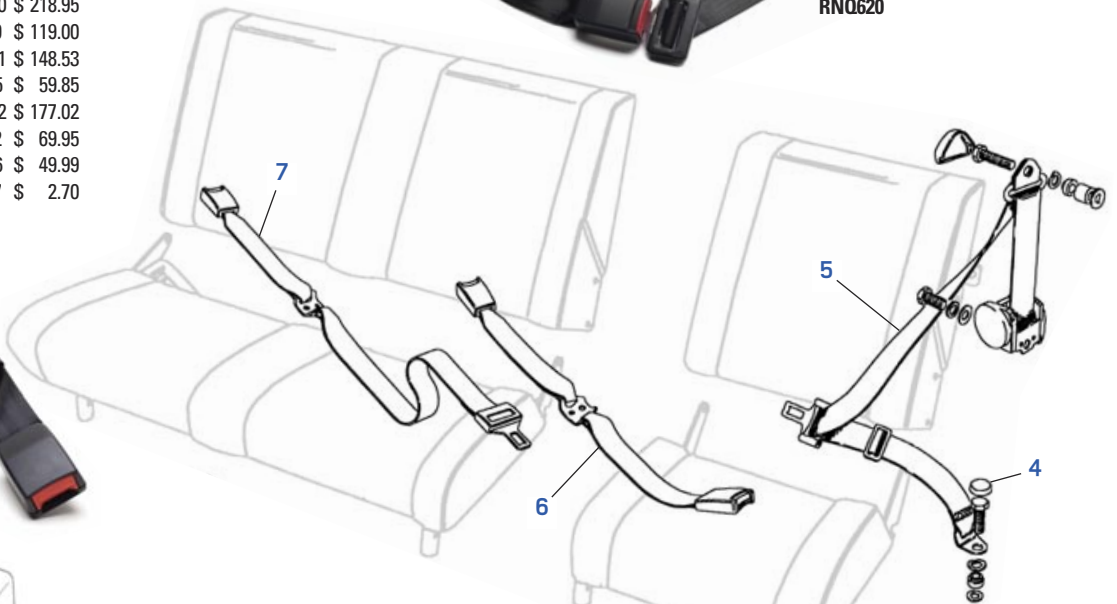
- 5. Seat Belt Reel Assembly, Genuine**.....RNN250 \$ 218.95
Seat Belt Reel Assembly, ProLine.....PLN250 \$ 119.00
- 6. Lap Belt Buckle/Buckle, Center**RNN251 \$ 148.53
Lap Belt Buckle/Buckle, Center.....RSB005 \$ 59.85
- 7. Lap Belt Buckle/Tongue, Center**RNN252 \$ 177.02
Lap Belt Buckle/Tongue, CenterPLN252 \$ 69.95
Lap Belt Buckle/Tongue, Center Bolt-in.RSB006 \$ 49.99
- Cap Bolt Head**RNL007 \$ 2.70



7. Lap Belt Buckle/Tongue Center Bolt-in RSB006



3. Static Lap Belts Defender 90 RNQ620



9. RNN249

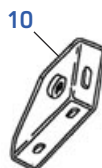


RNL007

Front Seat Defender 90, 110

All Defender Hardtop Models

- 8. Seatbelt Assembly Front, RH (w/wht plastic), Genuine**RNI873 \$ 198.50
Seat Belt Kit, LH or RH Reel, Buckle, Defender, ProLinePLF370 \$ 79.95
Seatbelt 4-Point Inertia, LH or RHEXT001-10 \$ 139.00
- Seatbelt Assembly Front (incl. buckle) 4-Dr Defender, RH**..RSB002 \$ 94.50
- Seatbelt Assembly Front (incl. buckle) 4-Dr Defender, LH**..RSB001 \$ 94.50
- Seatbelt Assembly Front (incl. buckle) 2-Dr Defender, RH**..RSB004 \$ 119.00
- Seatbelt Assembly Front (incl. buckle) 2-Dr Defender, LH**..RSB003 \$ 119.00
- Cap Bolt Head (not included in kit)**.....RNL007 \$ 2.70
- 9. Seat Belt Hardware Fixing Kit, Genuine**RNN249 \$ 60.60
- 10. Bracket RHF Bottom, Genuine**RNB898 \$ 37.81
Bracket RHF Bottom, ProLine.....PLB898 \$ 46.50
Bracket LHF Bottom, GenuineRNB899 \$ 41.69
Bracket LHF Bottom, ProLine.....PLB899 \$ 58.91



Exhaust



NRP Stainless Steel Performance Exhaust

The NRP stainless steel performance exhaust system is by far the finest stainless steel exhaust system we have fitted to a Land Rover! Designed for the do-it-yourselfer, this system installs easily and is backed with an original purchaser lifetime guarantee. System includes center silencer, tailpipe, all stainless steel hangers, hardware and installation instructions (Not California Compliant).

Complete NRP Performance Systems

Includes catalytic converters (except Series), all pipes, hanger brackets and gaskets.

Series II, IIA, III Stainless Performance Exhaust 88", NRP	RNE001AA	\$ 599.95
Defender 90, Manual Gearbox '94 & '95, NRP	RNE0012	\$ 1699.95
Defender 90, Automatic Gearbox '97, NRP	RNE0022	\$ 1699.95
Defender 110, Manual Gearbox '93, NRP	RNE0024	\$ 1699.95
Discovery I, 3.9, 4.0 Litre V8, with Manual 5-Speed, NRP	RNE0013	\$ 1699.95
Range Rover Classic, LWB 1993-1995, NRP	RNE0025	\$ 1699.95
Range Rover Classic, 100" wheelbase, 1990 on, NRP	RNE0015	\$ 1699.95

NEW Performance Stainless Steel

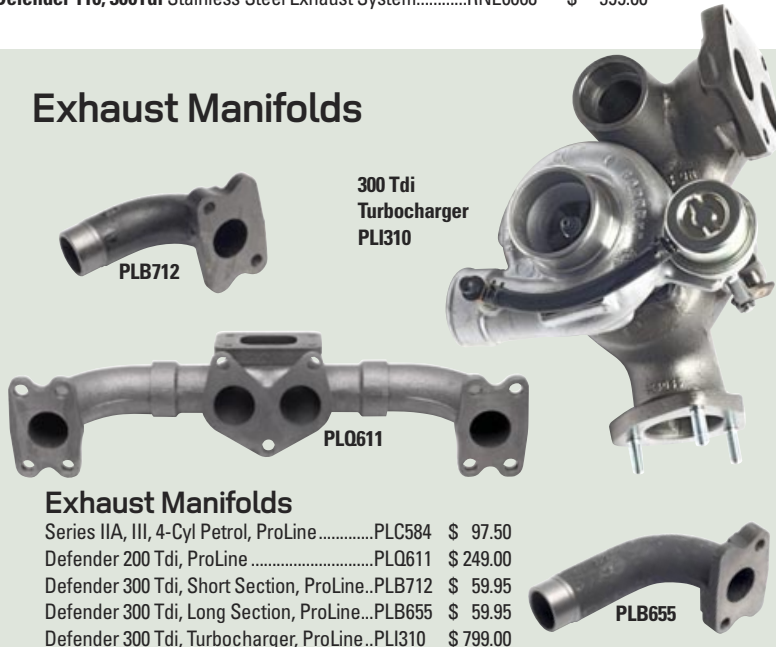
STAINLESS STEEL

Catalyst Exhaust Systems for Tdi Diesel



Defender 90, 200 Tdi Stainless Steel Exhaust System	RNE0290	\$ 499.00
Defender 110, 200 Tdi Stainless Steel Exhaust System	RNE0210	\$ 599.00
Defender 90, 300 Tdi Stainless Steel Exhaust System	RNE0050	\$ 499.00
Defender 110, 300Tdi Stainless Steel Exhaust System	RNE0068	\$ 599.00

Exhaust Manifolds



300 Tdi Turbocharger
PLI310

PLB712

PLQ611

PLB655

Exhaust Manifolds

Series IIA, III, 4-Cyl Petrol, ProLine	PLC584	\$ 97.50
Defender 200 Tdi, ProLine	PLQ611	\$ 249.00
Defender 300 Tdi, Short Section, ProLine..	PLB712	\$ 59.95
Defender 300 Tdi, Long Section, ProLine..	PLB655	\$ 59.95
Defender 300 Tdi, Turbocharger, ProLine..	PLI310	\$ 799.00

Exhaust System & Parts

Defender 90 NAS V8, rear, NRP	RNE0002	\$ 799.95
Defender 110 NAS V8, rear, NRP	RNE0004	\$ 799.95
Defender 90, Rear Silencer Assembly, ProLine.....	PLI432	\$ 59.95
Defender 110, 300 Tdi, rear, Genuine	RNH664	\$ 229.00
Defender 110, 300 Tdi, rear, ProLine	PLH664	\$ 79.95
Defender 200 Tdi, Rear Muffler & Muffler Tailpipe, ProLine	PLL717	\$ 89.95
Defender 200 Tdi, Tailpipe Assembly, D110, 130, ProLine	PLL658	\$ 89.50
Defender 110, 3.5L V8, Exhaust System, Stainless Steel, Double S	DA4230	\$ 1399.00
Defender 110, Td5, Exhaust System, Cat Back, SS, Double S	DA4244	\$ 899.95
Performance Catalyst, OBD 1, OBD 2 Manual and Automatic, NRP	RNE0222	\$ 1207.95
Defender, PUMA, Catalyst Front Pipe, Genuine	RNX738	\$ 1299.00
Range Rover Classic Rear, 1990-95, NRP	RNE0005	\$ 799.95
Range Rover Classic Rear Tailpipe Assembly, ProLine	PLN387	\$ 129.00
Range Rover P38A, 4.0, 4.6 Litre 1996-2002, NRP	RNE0006	\$ 659.00
Discovery I, Rear V8, EFI, ProLine	PLE904	\$ 149.95
Discovery II, Rear, NRP	RNE0009	\$ 799.95

PLL717

Front, Y-Pipe, Catalyst, Middle & Intermediate Pipes

Defender, Performance Catalyst OBD1 / OBD2, NRP	RNE0222	\$ 1207.95
Defender 200 Tdi, Front Pipe, ProLine	PLL529	\$ 39.99
Defender 200 Tdi, Inter. Pipe & Front Muffler, ProLine	PLL738	\$ 105.95
Defender 200 Tdi, Middle Silencer, D110, ProLine	PLL718	\$ 79.95
Defender 90 2.5T, Silencer Center Mount, ProLine	PLL530	\$ 57.00
Defender 300 Tdi, Downpipe Assembly, Genuine	RNL381	\$ 84.50
Defender 300 Tdi, Downpipe Assem, Front pipe, non-catalyst, ProLine..	PLL381	\$ 44.00
Defender 300 Tdi, Middle Silencer, D110, Genuine	RNH764	\$ 209.00
Defender 300 Tdi, Middle Silencer, D110, ProLine	PLH764	\$ 79.20
Discovery I, Performance Catalyst OBD1 / OBD2, NRP	RNE0222	\$ 1207.95
Range Rover Classic, LWB, NRP	RNE0011	\$ 1107.75

RNE0221



RNE0068

Series II, IIA, III Manifold Kits

Full kit RNK057 includes: PLC636, nuts, lock washers, manifolds, gaskets, bolts, studs.

Series Full Manifold Kit,

4-Cylinder Petrol (includes manifold)	RNK057	\$ 166.95
Series II, IIA, III Manifold Fixing Kit, 4-Cyl Petrol	606988K	\$ 91.95
Series II, IIA, III Exhaust Manifold Fixing Kit, ProLine	PLC636	\$ 9.88
Series Manifold Heat Shield Kit	RNK058	\$ 99.98



RNK057

Exhaust Gaskets, Hangers

Gasket Manifold-Cylinder Head, DEF, Disco I,II, Genuine	RNE753	\$ 14.32
Gasket Manifold-Cylinder Head, DEF, Disco I,II, ProLine	PLE753	\$ 3.99
Manifold-Y Pipe V8, 3.5, 3.9, 4.0, 4.2L, DEF, Disco I,II, Genuine	RNE888	\$ 8.59
Manifold-Y Pipe V8, 3.5, 3.9, 4.0, 4.2L, DEF, Disco I,II, ProLine	PLE888	\$ 2.90
Series Exhaust Hanger Complete Assembly, RH Exit, Genuine	RNK052	\$ 29.95
Series Exhaust Hanger Complete Assembly, LH Exit, Genuine	RNK053	\$ 38.95

RNK053

Power Steering Box

Defender,
Discovery I,
Range Rover Classic

NEW Power Steering Box Assembly, ProLine	PLS004A	\$ 1399.00
Seal Kit, Power Steering Box, Genuine.....	RNF322	\$ 124.55
Seal Kit, Power Steering Box, ProLine.....	PLF322	\$ 29.96

Sway Bar Ball Joints

Front/Rear RRC, Defender & Discovery I, Genuine RNS124 \$ 69.99
Front/Rear RRC, Defender & Discovery I, ProLine PLS124 \$ 33.50

PLS124

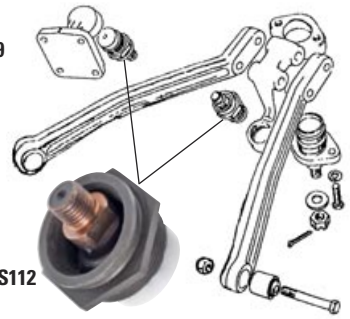


NEW

Steering, Ball Joints

45 Degree Top Link

Significantly improves rear axle articulation from 30 degrees to a full 45 degrees of movement in all directions. Includes mounting bracket, lock nut and grease fitting for an extended service life. **FITS:** Discovery I all models and Defender 1983 -2015 with non-leveled suspension. **RNA0009 \$ 179.00**



Top Link Components

Defender, Range Rover Classic, Discovery I

Ball Joint Assembly , attaches top link to rear axle, Genuine.....	RNS072	\$ 69.95
Ball Joint Assembly, attaches top link to rear axle, ProLine.....	PLS072	\$ 44.69
Ball Joint for Leveling Unit , Defender 110, Range Rover Classic w/coil spring suspension, (2 required), ProLine.....	PLS112	\$ 14.99

Series Steering Damper Kits

NEW

Steering Damper Bracket Kits

Series IIA.....**PLB487IIA \$109.50**
Series III.....**PLB487III \$109.50**

Steering Dampers

Genuine.....	RNS122	\$ 115.95
ProLine.....	PLS122	\$ 39.95
Old Man Emu.....	OMESD11	\$ 98.00
Bilstein.....	RNA245	\$ 139.95



Series IIA
PLB487IIA

RNA245

Series IIA, III

Series II, IIA, III Tie Rod End Assembly

Heavy Duty, fully threaded includes boot, washer and lock nut.....	RNA5612	\$ 174.50
Ball Joint RH Thread, Early Series Type, ProLine.....	PLD286	\$ 19.50
Ball Joint LH Thread, Early Series Type, ProLine.....	PLD287	\$ 19.50
Ball Joint RH Thread, Genuine.....	RNF204	\$ 53.91
Ball Joint RH Thread, ProLine.....	PLF204	\$ 21.50
Ball Joint LH Thread, ProLine.....	PLF205	\$ 21.50

Defender

Extreme Duty Solid Steel Steering Rod Set

Zinc coated solid steel track rod, Defender all models.....	RNE448HD	\$ 179.00
Tie Rod End RH Thread , Includes hardware, Genuine.....	RNS069	\$ 63.55
Tie Rod End RH Thread, Includes hardware, ProLine.....	PLS069	\$ 24.99
Tie Rod End LH Thread , Includes hardware, Genuine.....	RNS070	\$ 61.10
Tie Rod End LH Thread, Includes hardware, ProLine.....	PLS070	\$ 24.99
Ball Joint Repair Kit , Steering drop arm, Genuine.....	RNS084	\$ 109.95
Ball Joint Repair Kit, Steering drop arm, ProLine.....	PLS084	\$ 16.99

Axle Stops

Front, Defender, Rubber, Genuine.....	RNH057	\$ 44.50
Front, Defender, Rubber, ProLine.....	PLH057A	\$ 9.50
Front, Defender, Poly, ProLine.....	PLH057	\$ 36.50
Front, RRC, Discovery I, Genuine.....	RNQ951	\$ 41.04
Rear, Defender, Range Rover Classic, Discovery I, Genuine.....	RNC879	\$ 29.79
Rear, Defender, Range Rover Classic, Discovery I, ProLine.....	PLC879	\$ 7.99
Front & Rear, Extended 3.5 Inch, Polyurethane, ProLine.....	PLH057E	\$ 39.95



PLH057E RNH057 PLC879 RNC879 PLH057 RNQ951

Discovery I, Range Rover Classic

Extreme Duty Solid Steel Steering Rod Set

Discovery I, RRC 1992-'99, Zinc coated steel.....	RNA563	\$ 179.00
Range Rover Classic 1987-'91 3-rod end, Zinc coated steel.....	RNA562	\$ 170.50
Tie Rod End , RH Thread, includes hardware, Genuine.....	RNS069	\$ 63.55
Tie Rod End, RH Thread, includes hardware, ProLine.....	PLS069	\$ 24.99
Tie Rod End, LH Thread, includes hardware, Genuine.....	RNS070	\$ 61.10
Tie Rod End, LH Thread, includes hardware, ProLine.....	PLS070	\$ 24.99
Securing Clamp Assembly with hardware, Genuine.....	RNK553	\$ 6.99

Discovery II, Range Rover P38A

Heavy Duty Steering Rod Set

Heavy Duty Steering Rod Set , Discovery II, Rovers North.....	RNA5611	\$ 199.50
Track Rod with Ball Joint , Discovery II, Genuine.....	RNH074	\$ 172.67
Track Rod with Ball Joint, Discovery II, ProLine.....	PLH074	\$ 109.95
Track Rod with Ball Joint, Range Rover P38A, ProLine.....	PLH073	\$ 69.95
Track Rod with Ball Joint , Discovery II, Genuine.....	RNH071	\$ 166.35
Track Rod with Ball Joint, Range Rover P38A, Genuine.....	RNH078	\$ 100.57
Drag Link Assembly (does not include ball joint nuts, see RND879)		
Drag Link Assembly, Discovery II, Genuine.....	RNH138	\$ 170.08
Drag Link Assembly, Discovery II, ProLine.....	PLH138	\$ 149.95
Drag Link Assembly, Range Rover P38A, Genuine.....	RND921	\$ 173.03
Track Rod Assembly (does not include ball joint nuts, see RND879)		
Track Rod Assembly, Discovery II, Genuine.....	RNH072	\$ 152.76
Track Rod Assembly, Discovery II, ProLine.....	PLH072	\$ 112.50
Track Rod Assembly, Range Rover P38A, Genuine.....	RND922	\$ 179.70
Track Rod Assembly, Range Rover P38A, ProLine.....	PLD922	\$ 79.95
Ball Joint , Upper Knuckle, RRP38A, Discovery II, Genuine.....	RND486	\$ 46.95
Ball Joint, Upper Knuckle, RRP38A, Discovery II, ProLine.....	PLD486	\$ 19.95
Ball Joint, Lower Knuckle, RRP38A, Discovery II, Genuine.....	RND487	\$ 46.50
Ball Joint, Lower Knuckle, RRP38A, Discovery II, ProLine.....	PLD487	\$ 19.95
Nut for Ball Joint , Genuine.....	RND879	\$ 4.49

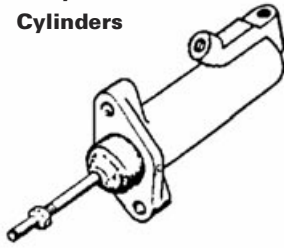
LR3, LR4

Ball Joint Front Upper Suspension Arm , Genuine.....	RNJ663	\$ 58.95
Ball Joint Front 35mm Lower , Genuine.....	RNL356	\$ 59.89

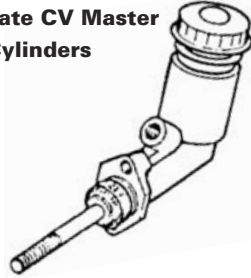
Clutch, Master Cylinder

A

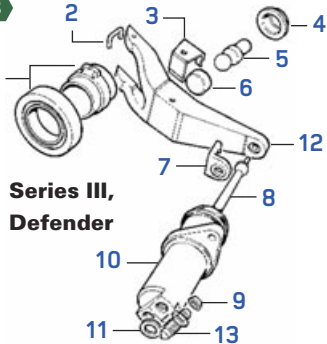
Early CV Master Cylinders



Late CV Master Cylinders

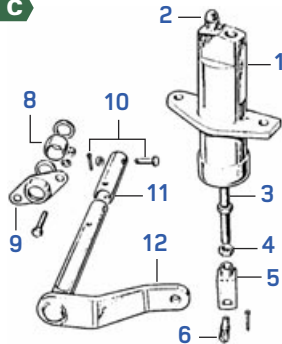


B



Series III, Defender

C



Series IIA

A Clutch Master Cylinders

Series II, IIA 1959 - 1968 early CV type, ProLine	PLC752	\$ 66.95
Series IIA, III, Defender all models, 1969 - 2007 late CV type with fluid reservoir, Genuine.....	RNF289	\$ 139.00
ProLine.....	PLF289	\$ 69.50
Rebuild kit for all CV Master Cylinders 1959 - 2007, Genuine	RNC720	\$ 21.55
Rebuild Kit for all CV Master Cylinders 1959 - 2007, ProLine.....	PLC720	\$ 5.99
Cap with seal for Late CV Master Cylinder, Genuine	RNF290	\$ 35.38
Cap with seal for Late CV Master Cylinder, ProLine.....	PLF290	\$ 3.99

B Clutch Withdrawal Mechanism

Series III, Defender

1. Throw-Out Bearing, Genuine	RNE223	\$ 65.95
Throw-Out Bearing, ProLine.....	PLE223	\$ 29.95
2. Plastic Staple, Genuine	RNC483	\$ 1.39
3. Retainer for Operating Arm, Genuine	RNC465	\$ 2.95
Retainer Collar, Genuine.....	RNC466	\$ 4.31
5. Fulcrum, 3.9 Litre, Genuine	RNE172	\$ 16.62
6. Bush for operating arm, Genuine	RNC464	\$ 5.97
7. Retainer for Push Rod, Genuine	RNC493	\$ 6.89
8. Push Rod for Slave Cylinder, 2.25 Litre, Genuine	RNC463	\$ 52.52
Push Rod for Slave Cylinder, Defender w/LT77, All 4 cyl, Genuine..	RNI700	\$ 13.85
Push Rod for Slave Cylinder, Defender w/R380, All 4 cyl, Genuine..	RNI701	\$ 81.68
9. Dust Cap for Bleeder, Genuine	RNF316	\$ 5.60
10. Slave Cylinder, 2.25, 2.5 Litre & 200 Tdi w/LT77 Gearbox, Genuine ..	RNC535	\$ 123.25
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	\$ 89.50
Slave Cylinder, 3.9 Litre V8, w/LT77 & R380, ProLine.....	PLE222	\$ 36.80
Slave Cylinder, 300 Tdi, up to #56A0669086K, Genuine.....	RND627	\$ 112.37
Slave Cylinder, 300 Tdi, up to #56A0669086K, ProLine.....	PLD627	\$ 38.29
Slave Cylinder, 300 Tdi from #56A0669087K & Td5, Genuine.....	RND493	\$ 109.50
Slave Cylinder, 300 Tdi from #56A0669087K & Td5, ProLine.....	PLD493	\$ 64.50
11. Compression Washer, Genuine	RNA986	\$ 0.88
12. Release Lever, Series III, Defender V8 & Td5, Genuine	RNC481	\$ 103.01
Release Lever, Series III, Defender V8 & Td5, ProLine.....	PLC481	\$ 79.95
Release Lever, Defender 2.5, 200 & 300 Tdi, Genuine.....	RNH396	\$ 44.16
Release Lever, Defender 2.5, 200 & 300 Tdi, ProLine.....	PLH396	\$ 29.95
13. Bleed Screw, Defender, Genuine	RNS491	\$ 32.95

C Clutch Slave Cylinder & Linkage

Series II & IIA (Located at Bell Housing area)

1. Slave Cylinder, ProLine	PLB599	\$ 39.90
2. Bleed Screw, Genuine	RNC380	\$ 3.95
Bleed Screw, ProLine.....	PLC380	\$ 0.89
3. Push Rod, Genuine	RNC293	\$ 27.93
4. Lock Nut, Genuine	RNS034	\$ 1.99
Lock Nut, ProLine.....	PLS034	\$ 0.21
5. Clevis for Push Rod, Genuine	RNB638	\$ 4.36
6. Threaded Clevis Pin, Genuine	RNA932	\$ 33.54
Threaded Clevis Pin, ProLine.....	PLA932	\$ 2.95
8. Spherical Bush, Genuine	RNC733	\$ 42.90
9. Housing for Spherical Bush, ProLine	PLB380	\$ 6.95
10. Pin for Cross Shaft (two required), Genuine	RNC290	\$ 3.96
11. Connecting Tube, ProLine	PLC403	\$ 79.95
12. Operating Lever, 2.25 Litre, Genuine	RNC294	\$ 36.95

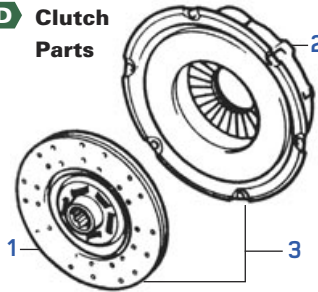


RNC371

Rubber Boot for Cross Shaft

Seals, Cross Shaft to Bell Housing, Genuine.....	RNC371	\$ 18.95
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D Clutch Parts



RNA606

Stainless Steel Clutch Lines

Series II-IIA.....	RNA606	\$ 27.50
Series III.....	RNA211	\$ 199.50
4 Cyl Defender.....	RNA1690	\$ 39.95

D Clutch Driven Plate - NEW

1. Series II, IIA thru 1966, 9", ProLine	PLC546	\$ 89.94
Series IIA, III 9.5", ProLine	PLE170	\$ 79.88
Defender V8, 10", ProLine	PLE220	\$ 84.20
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNI702	\$ 199.50
Defender 2.5, 200 & 300 Tdi, 10", ProLine.....	PLI702	\$ 99.95
Defender TD5, 10", Genuine.....	RNI703	\$ 199.50
Defender TD5, 10", ProLine.....	PLI703	\$ 109.95

Clutch Pressure Plate - NEW

2. Series II, IIA thru 1966, 9", ProLine	PLC547	\$ 139.00
Series II, IIA, 9.5", ProLine	PLC467	\$ 149.95
Series III, 2.25, 2.6 Litre, 9.5", Genuine.....	RNC486	\$ 209.90
Series III, 2.25, 2.6 Litre, 9.5", ProLine.....	PLC486	\$ 79.50
Series III, Defender V8, 10", ProLine	PLC485	\$ 149.00
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNH534	\$ 164.75
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	PLH534	\$ 89.95
Defender TD5, 10", Genuine.....	RNI704	\$ 219.00

Complete Clutch Kit

Includes driven plate, pressure plate and throwout bearing.

3. Series III, ProLine	PLB372	\$ 179.00
Defender V8, ProLine	PLH608	\$ 259.00
Defender 2.5 NA, 200 & 300 Tdi, Genuine.....	RNI705	\$ 259.93
Defender 2.5 NA, 200 & 300 Tdi, ProLine.....	PLI705	\$ 189.00



Throw-out Bearing Assembly

Series III & Defender all models, Genuine.....	RNE223	\$ 65.95
Series III & Defender all models, ProLine.....	PLE223	\$ 29.95

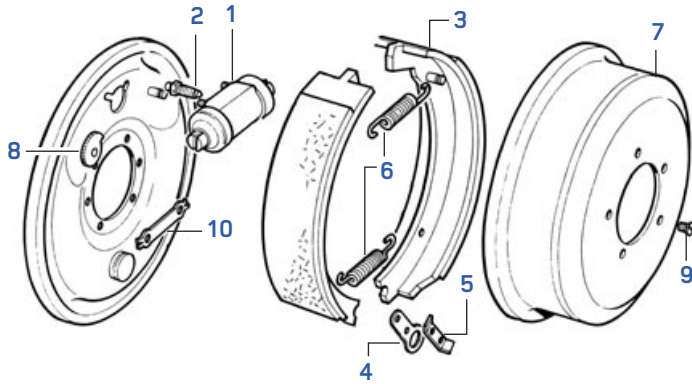


Extreme Duty Clutch Assembly

Kevlar disc, new pressure plate, throw-out bearing, spring and lube.

Series III.....	RNA0088	\$ 495.00
200/300 Tdi.....	RNA0022	\$ 499.00
TD5.....	RNA0036	\$ 499.00
TDCi PUMA.....	RNA0069	\$ 599.00
V8.....	RNA0095	\$ 549.00

E Wheel Cylinders, Shoes, Drums



E Wheel Cylinders, Shoes, Drums

	Genuine	ProLine
1. 88", Series II, IIA, III Front Right.....	RNB535 \$ 90.11	PLB535 \$ 29.99
88", Series II, IIA, III Front Left.....	RNB536 \$ 99.73	PLB536 \$ 29.99
88", Series II, IIA, III Rear Right.....	RNB537 \$ NLA	PLB537 \$ 29.99
88", Series II, IIA, III Rear Left.....	RNB538 \$ NLA	PLB538 \$ 29.99
109", 2.25 Litre Front Right.....	RNB542 \$ NLA	PLB542 \$ 29.99
109", 2.25 Litre Front Left.....	RNB541 \$ NLA	PLB541 \$ 29.99
109", 2.25 Litre Rear Right.....	RNB535 \$ 90.11	PLB535 \$ 29.99
109", 2.25 Litre Rear Left.....	RNB536 \$ 99.73	PLB536 \$ 29.99
109", 2.6, 3.5 Litre Front Right.....	RNC600 \$ NLA	PLC600 \$ 34.50
109", 2.6, 3.5 Litre Front Left.....	RNC599 \$ 249.00	PLC599 \$ 34.50
109", 2.6, 3.5 Litre Rear Right.....	RNB535 \$ 90.11	PLB535 \$ 29.99
109", 2.6, 3.5 Litre Rear Left.....	RNB536 \$ 99.73	PLB536 \$ 29.99
Defender 90 Rear, Right.....	RNL771 \$ 297.59	PLL771 \$ 38.50
Defender 90 Rear, Left.....	RNL772 \$ 172.63	PLL772 \$ 38.50
Defender 110 thru Oct '93 Rear Right.....	RNE635 \$ 52.95	PLE635 \$ 39.95
Defender 110 thru Oct '93 Rear Left.....	RNE636 \$ 52.95	PLE636 \$ 39.95

2. Bleed Screws for Wheel Cylinders, Genuine.....	RNC380 \$ 3.95
Bleed Screws for Wheel Cylinders, ProLine.....	PLC380 \$ 0.89
Dust Cap for bleed screws, Genuine.....	RNF316 \$ 5.60

Bonded Brake Shoes sold in axle sets

Enough for 2 wheels

3. 88", 90" bonded shoe axle set, front or rear, Mintex.....	PLF320M \$ 59.99
109" 2.25 Litre bonded shoe axle set, front only, Mintex.....	PLF343M \$ 59.90
2.6, 3.5 Litre bonded shoe axle set, front only, ProLine.....	PLF344 \$ 37.90
109", 110" bonded shoe axle set, rear only, all models, Mintex.....	PLF321M \$ 79.90
Series IIA, III 2.5 Litre brake shoes for handbrake, ProLine.....	PLF342 \$ 19.95
4. 88", 90" retainer for brake shoes, Genuine.....	RND064 \$ 29.95
5. 88", 90" locker for retainer, Genuine.....	RND065 \$ 2.51

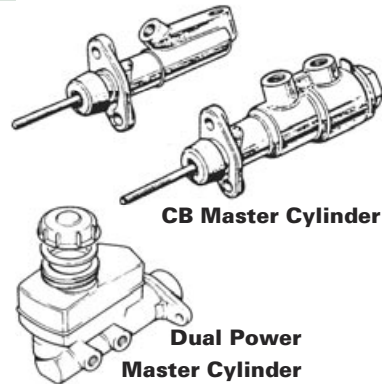
Brake Shoe Return Springs

6. 88" front & rear, all models thru June '80, Top, Genuine.....	RNC165 \$ 5.20
Top, ProLine.....	PLC165 \$ 1.55
Bottom, Genuine.....	RNA952 \$ 5.46
109", 110" all models with drum brakes, Front, Genuine.....	RNA993 \$ 5.46
Rear top, Genuine.....	RNC345 \$ 26.65
Rear top, ProLine.....	PLC345 \$ 3.95
Rear bottom, Genuine.....	RNC273 \$ 7.48
90" all models with rear drum brakes, Top, Genuine.....	RNC165 \$ 5.20
Top, ProLine.....	PLC165 \$ 1.55
Bottom, Genuine.....	RNA952 \$ 5.46

Brake Drums

7. 88" Series II, IIA, 10", ProLine.....	PLC545 \$ 42.50
88" Series III, 90" rear, 10", ProLine.....	PLC534 \$ 39.50
109" Series III 2.25 Litre 1971 on, 110" '84-'93 rear, ProLine.....	PLC504 \$ 48.90
109" Series II, IIA 2.25 Litre through suffix G, ProLine.....	PLC216 \$ 49.50
8. Adjuster Kit does 4 adjusters (109" requires 2 kits), ProLine.....	PLE588 \$ 19.50
9. Drum Screw Fits all Series, ProLine.....	PLA915 \$ 0.44

F CV Master Cylinder

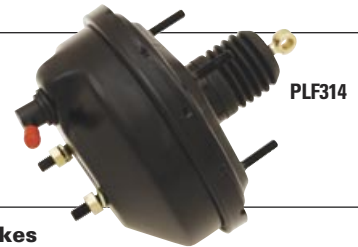


Series II, IIA
Reproduction
Reservoir
PLI107A \$ 249.00

F Brake Master Cylinders

Series II, IIA 88" CB, 1959 - 1967, ProLine.....	PLC228 \$ 64.50
Series IIA 88" CV, 1967 - 1968, ProLine.....	PLC752 \$ 66.95
Series II, IIA 109", 1959 - 1967, CB, ProLine.....	PLC429 \$ 69.48
Series IIA 109", 1968 - 1969, CV, ProLine.....	PLC753 \$ 105.00
Series Single System Power, except V8.....	PLH407 \$ 69.95
Series IIA, III 88" Dual Power, ProLine.....	PLC454 \$ 136.50
Series IIA, III, 109" Dual Power, Genuine.....	RNC762 \$ 698.95
Series IIA, III, 109" Dual Power, ProLine.....	PLC762 \$ 129.00
Series II, IIA Reservoir, Reproduction.....	PLI107A \$ 249.00
CB Master Cylinder Rebuild Kit, Series 88.....	PLF292 \$ 4.59
CB Master Cylinder Rebuild Kit, Series 109.....	PLC625 \$ 9.95
CV Master Cylinder Rebuild Kit, Series 109.....	RNC769 \$ 59.95

G Brake Master Cylinder Servo Assembly



G Servo Assembly for Brakes

1. Defender all Models up to 1991, ProLine.....	PLD293 \$ 169.50
Defender all Models w/out ABS 1991 on, ProLine.....	PLH911 \$ 149.00
Defender all Models with ABS 1999 on, Genuine.....	RNI170 \$ 469.00
Series IIA-III, 2.25 Petrol, ProLine.....	PLF314 \$ 139.00
2. Series IIA-III, Vacuum Hose, Genuine.....	RNI718 \$ 12.99

H



Defender 90
1994-1997
PLF285



Defender 110
1983-1986
PLI706

H Brake Master Cylinders

Defender 110 1983 - 1986, Genuine.....	RNI706 \$ 287.69
Defender 110 1983 - 1986, ProLine.....	PLI706 \$ 69.95
Defender 90 1994 - 1997, Genuine.....	RNF285 \$ 299.50
Defender 90 1994 - 1997, ProLine.....	PLF285 \$ 79.95
Discovery I 1995 - 1999 with ABS, ProLine.....	PLB200 \$ 379.00
Discovery II 1999 - 2004 with ABS, ProLine.....	PLD999 \$ 369.00
Repair Kit - Brake Master Cylinder, Discovery II, Genuine.....	RNH114 \$ 85.99
Reservoir Kit Brake Master Cylinder, Defender, Genuine.....	RNI169 \$ 80.85
Cap Brake Reservoir w/Fluid Level, Defender, Genuine.....	RNI168 \$ 24.57

Series Bulkhead & Floor

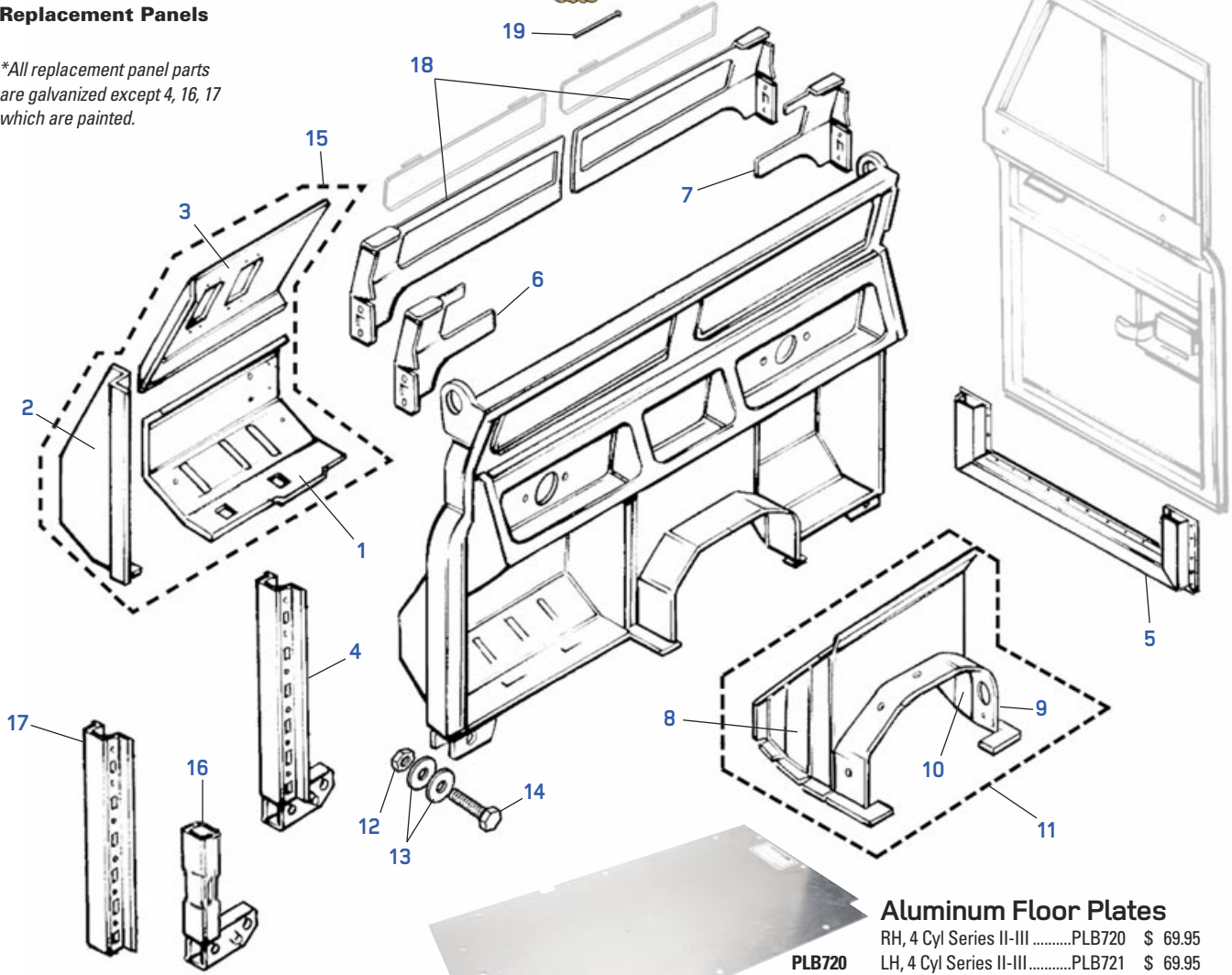


Welding Replacement Chassis Parts

Welding is required to install these parts and should be referred to a professional. For the do-it-yourself Land Rover owner the job requires a cut-off wheel and/or torch, 4" grinder and a 60 amp welder. Try 3/32" 6011 rods at 60 amps (45 amps DC) for best results.

A Series II, IIA, III Bulkhead Replacement Panels

*All replacement panel parts are galvanized except 4, 16, 17 which are painted.



Aluminum Floor Plates

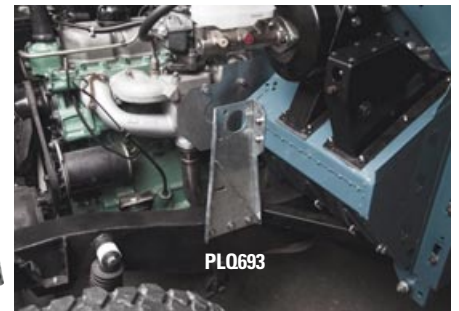
RH, 4 Cyl Series II-III	PLB720	\$ 69.95
LH, 4 Cyl Series II-III	PLB721	\$ 69.95

A Series II, IIA, III Bulkhead Repair Panels

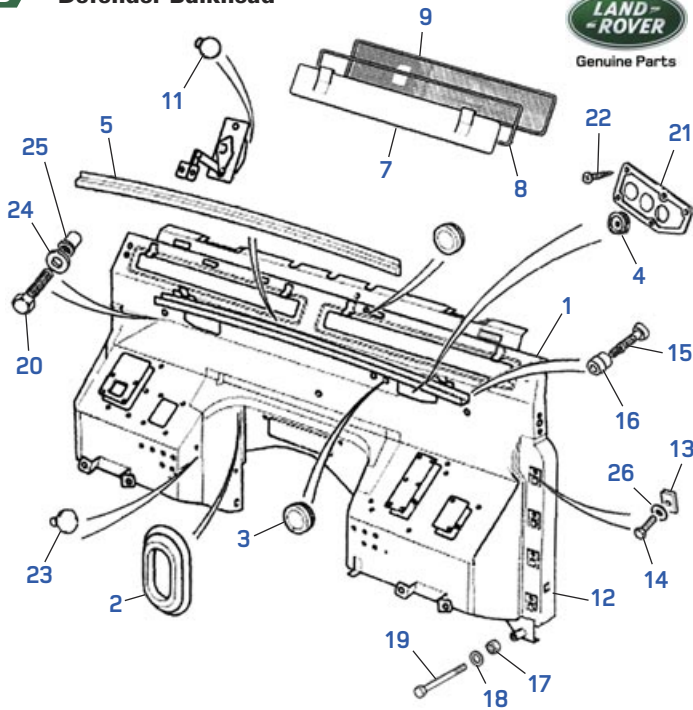
1. Replacement Floor Panel, RH, Series II-III, Galvanized.....	RNF0003	\$ 69.95	15. Replacement Footwell Assm., LH, Series LHD, Galvanized	RNF0005	\$ 169.00
Replacement Floor Panel, LH, Series II-III, Galvanized.....	RNF0002	\$ 69.95	Replacement Footwell Assm., RH, Series LHD, Galvanized.....	RNF0006	\$ 169.00
Simplified Quick Repair Toe Board RH, Series II-III, Galvanized	FLOOR3	\$ 59.95	Replacement Footwell Assm., RH, Series LHD 2-Pc, Galvanized.....	RNF0006A	\$ 69.00
Simplified Quick Repair Toe Board LH, Series II-III, Galvanized.....	FLOOR2	\$ 59.95	Replacement Footwell Assm., LH, Series LHD 2-Pc, Galvanized.....	RNF0005A	\$ 69.00
2. Replacement Kick Panel, LH, Series II-III, Galvanized.....	RNF0001	\$ 57.95	16. Foot Assembly, Right Front Door Post, Series II-III 1958-1984	CHAS32	\$ 42.50
Replacement Kick Panel, RH, Series II-III, Galvanized.....	RNF0004	\$ 54.95	Foot Assembly for Left Front Door Post, Series II-III 1958-1984	CHAS33	\$ 42.50
Simplified Quick Repair Kick Panel, LH, Series, Galvanized	FLOOR1	\$ 57.95	17. Door Post Front Right (Pass. Side) Series IIA & III 1959-1984.....	CHAS30	\$ 85.00
Simplified Quick Repair Kick Panel, RH, Series, Galvanized.....	FLOOR4	\$ 57.95	Door Post Front Left (Drivers Side) Series IIA & III 1959-1984.....	CHAS31	\$ 85.00
3. Replacement Footwell Top, LH, Series LHD, Galvanized.....	FLOOR7	\$ 79.50	18. Bulkhead Vent Repair Panel Set, Series/Defender, Galvanized ...	CHAS34	\$ 179.00
Replacement Footwell Top, RH, Series LHD, Galvanized.....	FLOOR8	\$ 59.90	19. Pin, Dash Vent, Series & Defender, Genuine.....	RNB846	\$ 11.72
4. Door Post Assembly, LH, Series IIA-III & Defender, Painted.....	CHAS17	\$ 129.00	Dash Vent Hinge Pin for Series & Defender, ProLine	PLB846	\$ 2.99
Door Post Assembly, RH, Series IIA-III & Defender, Painted.....	CHAS18	\$ 129.00	Bulkhead Vent Hinge Pin Kit, Stainless Steel.....	RNA1179	\$ 28.50
5. Door Frame Repair Kit Front & Rear, Galvanized	CHAS24	\$ 84.50			
6. Repair Piece, LH Bulkhead, Series IIA & III, Galvanized	CHAS36	\$ 94.95			
Repair Piece, RH Bulkhead, Series IIA & III, Galvanized	CHAS35	\$ 94.95			
7. Bulkhead Panel, LH Center Series II-III, Galvanized.....	RNF0007	\$ 68.90			
Bulkhead Panel, RH Center, Series II-III, Galvanized.....	RNF0008	\$ 119.95			
10. Bulkhead Panel, RH Center, Series II-III, Galvanized.....	RNF0009	\$ 62.80			
11. Center Bulkhead Assembly, Series II-III, Galvanized	RNF0010	\$ 298.95			
12. Nut 1/2" UNF, Genuine.....	RNF459	\$ 3.19			
Nut 1/2" UNF, ProLine	PLF459	\$ 0.39			
13. Plain Washer	RNF460	\$ 0.75			
14. Bolt Bulkhead-Outrigger, Series II, IIA & III.....	RNF461	\$ 6.55			

Galvanized Bulkhead Mounting Brackets, Series II-III

Right-Hand	PLQ692	\$ 49.00
Left-Hand	PLQ693	\$ 49.00



B Defender Bulkhead



B Bulkhead Assembly, LHD Defender V8 NAS 90

1. Bulkhead Assembly LHD Defender, 300Tdi, Td5 & V8 except NAS (easily adapts to earlier 4-cylinder models), Genuine.....	RNN673	\$ 5490.00
1994-95 NAS 90 (easily adapts to 1993 NAS 110), Genuine.....	RNB1995	\$ 6590.00
Bulkhead Assembly, 1997 NAS 90, Genuine.....	RNB1997	\$ 6590.00
Bulkhead Assembly RHD, Genuine.....	RNN022	\$ 5490.00
Updated Wiper Wheel Boxes Kit.....	RNK1995	\$ 179.00
2. Oval Blanking Plug Bulkhead	RNN681	\$ 7.24
3. Bumper Bonnet/Bulkhead	PLB821	\$ 1.80
Buffer Bulkhead-Bonnet.....	RNS924	\$ 3.30
5. Seal Bulkhead Drain Channel-Bonnet	RNN687	\$ 27.19
6. Blanking Plug 3/4" Dia.	RNN688	\$ 3.49
Plug 12x18mm Wiper SP.....	RNN689	\$ 1.62
7. Lid Assembly RH Dash Vent	RNN703	\$ 92.26
Lid Assembly LH Dash Vent.....	RNN704	\$ 92.26
Bulkhead Vent Hinge Pin Kit, Stainless Steel.....	RNA1179	\$ 28.50
Dash Vent Hinge Pin, ProLine.....	PLB846	\$ 2.99
8. Seal Dash Vent-Bulkhead Foam Type	RNE365	\$ 20.34
Seal Dash Vent-Bulkhead Foam Type.....	PLE365	\$ 20.95
Seal Dash Vent-Bulkhead Rubber Type.....	PLB332	\$ 24.50
10. Lever Vent Control	RNI037	\$ 74.34
Control Lever RH Vent, 2002-06.....	RNI669	\$ 429.95
Control Lever LH Vent, 2002-06.....	RNI670	\$ 429.95
11. Vent Control Lever Knob 2002-06	RNI673	\$ 4.97
12. Door Post Assembly LH	CHAS17	\$ 129.00
Door Post Assembly RH.....	CHAS18	\$ 129.00
13. Spire Nut-Wing/Bulkhead	RNC815	\$ 1.33
14. Bolt Nut to Bulkhead	RNC844	\$ 2.17
Bolt Wing to Bulkhead, ProLine.....	PLC844	\$ 0.99
15. Pin	RNS925	\$ 1.93
16. Collar Bed Rail Fixing Pin	RNS926	\$ 0.75
17. Nut M12	RNN675	\$ 0.75
18. Plain Washer M12	RNF417	\$ 2.49
19. Bolt M12x180mm Bulkhead	RNN674	\$ 4.95
20. Bolt M8x25mm	RNN684	\$ 2.68
21. Grommet Main Harness-Bulkhead	RNS927	\$ 54.26
22. Screw Self Tapping No. 10x5x8	RNC795	\$ 0.99
23. Plug 1/2" Hole	RNB875	\$ 0.75
24. Washer Flat 8mm I.D., Genuine	RNI121	\$ 0.88
Washer Flat 8mm I.D., ProLine.....	PLI121	\$ 0.25
25. Nutsert 8mm	RNN691	\$ 4.74
26. Plain Washer 8mm I.D.	RNF548	\$ 0.87
27. Wiper Conversion Kit Late Style	RNK1995	\$ 179.00
Door Post Hardware Kit-Non Roll Cage.....	RNK4261	\$ 59.50

Defender Bulkhead & Floor

Defender Tunnel Panel Center Bulkhead Lower

Weld in replacement piece for 90/110 NAS bulkheads.
RNF0022 \$ 89.95



Diaphragm Assembly Panel
3.5, 3.9 V8, 300 Tdi, Td5
RNN984 \$ 107.93

B DEFENDER

1 RNF0012
2 RNF0014 is required when fitting RNF0012
3 RNF0018
4 RNF0016
5 RNF0020

**All parts are galvanized except RNF0020 which is painted.*

B Defender 1983-2006 Replacement Floor Panels

Reproductions of exact factory units, these hand crafted 18-gauge steel units are galvanized* and ready to fit into your Defender for a proper restoration.

1. Floor Panel, LHF Outer, 90/110 NAS, Galvanized	RNF0012	\$ 69.95
2. Floor Panel, LHF Inner, 90/110 NAS, Galvanized	RNF0014	\$ 49.95
3. Floor Panel, LHF Upper, 90/110 NAS, Galvanized	RNF0018	\$ 93.50
Floor Panel, RHF Inner, 90/110 NAS, Galvanized.....	RNF0015	\$ 49.95
Floor Panel, RHF Outer, 90/110 NAS, Galvanized.....	RNF0013	\$ 69.95
Floor Panel, RHF Upper, 90/110 NAS, Galvanized.....	RNF0019	\$ 93.50
4. Kick Panel, LHF Outer, 90/110 NAS, Galvanized	RNF0016	\$ 59.00
Kick Panel, RHF Outer, 90/110 NAS, Galvanized.....	RNF0017	\$ 59.00
5. Kick Panel, LHF Inner, 90/110 NAS, painted steel	RNF0020	\$ 135.95
Kick Panel, RHF Inner, 90/110 NAS, Galvanized.....	RNF0021	\$ 69.95
Replacement Footwell Complete Assembly LH for Defender LHD	RNF0023	\$ 94.90
Replacement Footwell Complete Assembly RH for Defender LHD.....	RNF0024	\$ 79.95
Galvanized Bracket Set for Mounting Bulkhead to Chassis	RNA0084	\$ 89.95
Bracket Footwell-Inner Wing LH	RNF0023WB	\$ 19.95
Bracket Footwell-Inner Wing RH.....	RNF0024WB	\$ 19.95
Bracket LH Bulkhead Bracket.....	RNS227	\$ 10.25
Bracket RH Bulkhead Bracket.....	RNS226	\$ 82.11
Bulkhead Removal Kit	RNA2111	\$ 289.95

Series LHD Replacement Galvanized Footwells

These are the finest floor replacement assemblies globally available.



Chassis, Parts

Premium Defender OEM Marstrand Galvanized Chassis

Reinforced Outriggers

Gearbox Cross member Standard on all Chassis, except V8 (optional)

Hot-Dipped Galvanized

Features

OEM Center Seam Welds, Full Internal Reinforcement Baffles for Improved Structural Strength and Crash Performance

Premium Defender OEM Marstrand Galvanized Chassis

The ultimate replacement chassis

OEM manufactured with hot-dipped galvanized finish. This is a complete upgrade, offering the latest in chassis structural technology from Land Rover, for owners who want to improve their Defender chassis. Stronger, with reinforced bulkhead outriggers and body mounts. Safer, with improved crash performance. Features the latest Puma rear cross member with integral weld nuts for convenient mounting of tow, or recovery equipment. Plus, a recessed mounting point for your trailer electric plug, so it is no longer exposed underneath. Made in the UK for Rovers North.

Defender 90 Chassis:

Fits all body styles

NAS 90 V8, Inc. Galv. Gearbox Cross Member, Galvanized Steel Fuel

Tank Plate	RNS365	\$ 4590.00
NAS 90 V8, Includes Galvanized Fuel Tank Plate	RNS355	\$ 4290.00
90 200 Tdi, 2.5 Turbo, 2.5 NA, and 2.5, 2.3 Petrol	RNS561	\$ 3750.00
90 300 Tdi, with side tank	RNX385	\$ 3795.00
90 300 Tdi, Rear tank	RNS559	\$ 4190.00
90 PUMA	RNX424	\$ 3980.00

Defender 110 Chassis: Fits all body styles

NAS 110 V8, Includes Galv. Gearbox Cross Member	RNH710	\$ 4859.00
NAS 110 V8, w/o Galv. Gearbox Cross Member	RNH699	\$ 4690.00
NAS 110 V8, Inc. Galv. Gearbox Cross Member for upgraded plastic fuel tank*	RNS562	\$ 4850.00
110 300 Tdi, for steel tank	RNH697	\$ 4579.00
110 300 Tdi, for upgraded plastic fuel tank*	RNS564	\$ 4890.00
110 200 Tdi, 2.5 Turbo, 2.5 NA, and 2.5, 2.3 Petrol for steel tank	RNS563	\$ 4479.00
110 PUMA	PLQ549	\$ 4670.00

*Upgraded Genuine plastic fuel tank kit Includes; fuel tank, pump, sender unit, mounting bracket, rear sway bar and harness link.....RNK4297 \$ 1298.95

RNS365

Chassis Flat Rate Charge to Commercial Shipping Address

LOW COST FLAT RATE SHIPPING

Includes special chassis crate for reduced risk of damage

\$499 \$650 \$850 \$1099 \$1350

All our chassis are shipped via truck freight and are built to travel.



V8 Gearbox Cross Member

Included w/ RNS365, RNH710, RNS562
Optional Extra w/ RNS355, RNH699
PLI243 \$ 359.95

PLI243

Extra Strength Improved Rear Body Supports

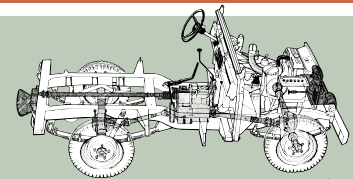
Includes OEM Bolt-on Galvanized Fuel Tank Protection Plate on All Rear Plastic Tank Chassis (110 also includes galvanized top-tank strap)

Defender 90 NAS RNS365 (chassis shown) Includes Both Galvanized Cross Member PLI243 AND Galvanized Steel Fuel Tank Tray PLB346

! Beware of Imitation Defender Chassis !

Did you know aftermarket chassis are hollow inside? They lack all the internal baffles required for strength and crash worthiness built into a real OEM Marstrand Chassis. They may look the same, but they are not nearly as strong as the real OEM Marstrand Chassis. Protect your investment, look for the center seam weld.

Series II-III Galvanized Chassis



88 II, 1959-1961	PLE4162	\$ 3150.00
88 IIA-III	PLE416	\$ 3099.00
109 IIA 6-Cyl, Station Wagon	PLQ322	\$ 3850.00
109 III 6-Cyl, Station Wagon	PLH416	\$ 4150.00
109 IIA-III, Regular	PLE412	\$ 3790.00
109 IIA-III, Station Wagon	PLE413	\$ 3799.00
109 IIA-III Military	PLE414	\$ 4520.00

Series I Chassis Now Available by Special Order

Highest Quality DEFENDER Chassis and Replacement Sections at the Best Prices

Introducing our selection of new 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.

Replacement Rear Cross Members Defender 110

Replacement Rear Cross Member Defender 110, 130 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.

Fits all Defender models with rear steel fuel tank. Made in the UK.

Defender 110 all models 1983 - 1998, Galvanized.....PLH619110HD \$ 498.00

Defender 110 all models 1983 - 1998, BlackPLH619110 \$ 399.00



Defender 90

Replacement Rear Cross Members Defender NAS 90

Direct weld-on replacement rear quarter chassis section for all NAS 90 models.

Improved features included: Expanded slide over ends for easy alignment and improved welding. 3mm thick steel for a heavy duty, stronger than stock rear frame member.

Hot dipped galvanized for superior corrosion resistance. Made in the UK.

FITS: Defender NAS 90 all models 1994 - 1997

PLH61990NASHD \$ 989.00



Defender 90

Rear Cross Member Defender 90

Non-NAS. For 90s with side fuel tanks.

Don't just repair your chassis, improve it.

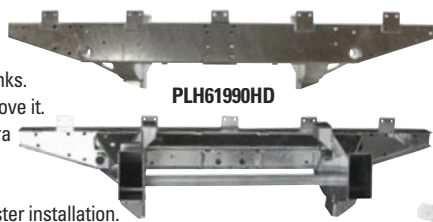
Made with 3 mm thick steel for extra strength. Hot dipped galvanized for superior corrosion resistance.

Supplied with 20" extensions for faster installation.

Made in the UK. Fits: Defender 90 all models 1984 - 1998, Except NAS.

Rear Cross Member, Defender 90, Galvanized.....PLH61990HD \$ 479.00

Rear Cross Member, Defender 90, BlackPLH61990 \$ 359.00



Discovery II Rear Quarter Chassis Replacement

Complete replacement rear half and rear quarter chassis assembly for Discovery II. Features sleeved ends for easy alignment and installation.

Easily installs with body in place.

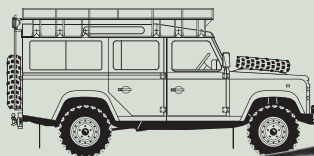
The most effective way to completely cure rear chassis corrosion. Made in the UK.

FITS: Discovery II all models 1999-2004.

Rear Quarter Chassis Discovery II 1999-2004PLQ134R \$ 639.00



Series and Defender Replacement Rear Body Supports



110 SW, Cross Member Rear Floor, Genuine ...RNQ687 \$ 329.95

110 SW, Cross Member Rear Floor, ProLine.....PLQ687 \$ 149.95

Rubber Pad for Rear Bed RailRND148 \$ 6.19

Rivet for Rubber PadPLC690 \$ 0.38

Crossmember

Middle Floor Defender 110 SW,

Genuine RNQ908 \$ 102.50



Bed Rail Rear Body

All Series and Defender, except HICAP,

Genuine RND147 \$ 47.90

Bed Rail Rear Body

Galvanized PLD147G \$ 78.95



NEW Galvanized & Stainless Steel Hardware Sets

NEW Galvanized/Stainless Steel Hardware Sets

Spring Retainer, Vehicle Set, Front and rear coil spring seat and retainer set. Includes 4

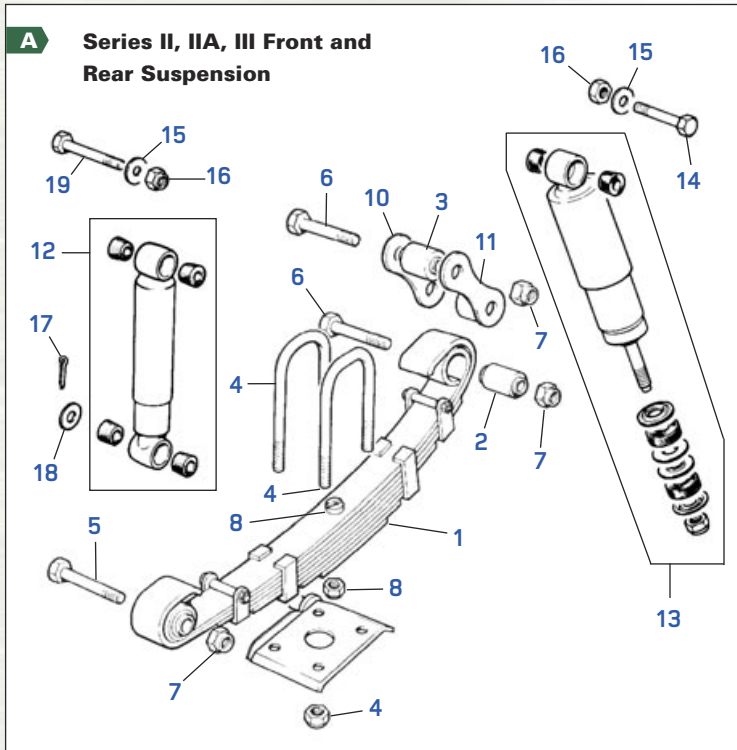
hot dipped galvanized spring seats, 4 stainless steel HD spring retainers and stainless steel hardware. Fits: Defender 90, RRC, Discovery I.....RNA0071 \$ 139.00

Spring Retainer, Vehicle Set, Defender 110, 130RNA0086 \$ 149.00

Clamp Track Rod End, Fits: Series II-III, Defender, Range Rover

Classic, Discovery II, Stainless Steel.....PLK553 \$ 11.99

Series II, IIA, III Suspension



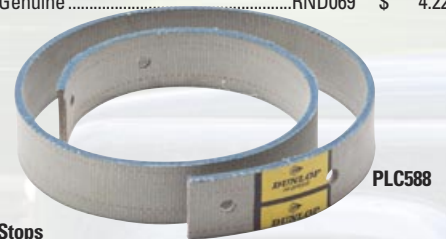
A Series II, IIA, III Front and Rear Suspension

Road Springs Complete with Bushings		
1. Front 88" , ProLine	PLB524	\$ 119.98
Rear 88" , Genuine	RNC218	\$ 340.22
Rear, 88", ProLine.....	PLC218	\$ 179.00
Front 109" , ProLine.....	PLB596	\$ 124.95
Rear Station Wagon , ProLine	PLB664	\$ 269.00
Rear Pick-Up, Heavy Duty , Genuine	RNC286	\$ 407.64
Rear Pick-Up, Heavy Duty, ProLine	PLC286	\$ 329.00
Rear Military Only , Driver's side, ProLine.....	PLD272	\$ 279.00
Rear Military Only, Passenger, Genuine.....	RND273	\$ POA
2. Spring Bushing Front and Rear , Genuine.....	RNC346	\$ 9.08
Spring Bushing Front and Rear, ProLine	PLC346	\$ 3.99
Poly Bushing Front and Rear, ProLine	PLC346P	\$ 10.50
3. Chassis Bushing for Top Shackle Bolt		
Front 88" Series II-III all 1959-84 and 109" Series II-III 1959-70 up to suffix G, Genuine.....	RNC457	\$ 27.59
Front 88" Series II-III all 1959-84 and 109" Series II-III 1959-70 up to suffix G, ProLine	PLC457	\$ 4.99
Front Poly Bushing, 88" Series II-III all 1959-84 and 109" Series II-III 1959-70 up to suffix G, ProLine	PLC457P	\$ 28.98
Front 109" only Series III Oct 1971 on, Genuine	RNC761	\$ 28.08
Front 109" only Series III Oct 1971 on, ProLine.....	PLC761	\$ 7.95
Rear Series , Genuine	RNC346	\$ 9.08
Rear Series, ProLine	PLC346	\$ 3.99
Rear Poly Bushing Series, ProLine.....	PLC346P	\$ 10.50
4. U-bolts with Nuts		
Front 88" , 3 required, Genuine.....	RNC410	\$ 12.42
Front 88", 3 required, ProLine	MUB169	\$ 5.49
Front 88" (longer bolt), 1 required, Genuine	RNC411	\$ POA
Front 88" (longer bolt), 1 required, ProLine.....	MUB171	\$ 7.90
Rear 88", 4 required, ProLine.....	MUB170	\$ 5.49
Front 109" , 3 required, ProLine.....	PLC325	\$ 4.99
Front 109", 1 required, ProLine	PLC450	\$ 4.95
Rear 109" , 4 required, ProLine	MUB170	\$ 5.49
Lock Nut - 7/16" BSF, Front Series 88" & 109", Genuine	RNB580	\$ 5.16
Lock Nut - 7/16" BSF, ProLine.....	PLB580	\$ 0.59
Nylon Nut M12 , Rear Series III 109", Genuine.....	RNE471	\$ 4.16
Nylon Nut M12, Rear Series III 109", ProLine.....	PLE471	\$ 0.49
5. Spring Bolt with Locknut , ProLine.....	PLC300	\$ 2.95

6. Shackle Bolt w/o Locknut , Front, Genuine	RNC301	\$ POA
Shackle Bolt w/o Locknut, Front, ProLine	PLC301	\$ 2.95
Shackle Bolt with Locknut, Rear, Genuine	RNC299	\$ 4.51
Shackle Bolt w/o Locknut, Rear, ProLine.....	PLC299	\$ 2.50
7. Locknut for spring and shackle bolts , ProLine.....	PLB581	\$ 0.60
8. Center Bolt with Nut , 109" SW NOS, Genuine	RNC153	\$ 3.95
Center Bolt with Nut, 109" 1-Ton & Military, Genuine.....	RNE556	\$ 12.07
10. Shackle for Road Springs (Non-Threaded)		
Front Outer 88" w/o Threads, Series IIA, III, Genuine.....	RNB618	\$ 28.48
Front Outer 88" w/o Threads, Series IIA, III, ProLine	PLB618	\$ 4.99
Front Outer 109" w/o Threads, Series IIA, III, Genuine	RNC766	\$ 17.77
Front 109" w/o Threads, 1-Ton & Military, Genuine	RNC764	\$ 27.95
Front 109" w/o Threads, 1-Ton & Military, ProLine	PLC764	\$ 15.00
Rear Outer 88" w/o Threads, Series IIA, III, Genuine.....	RNB548	\$ 18.49
Rear Outer 88" w/o Threads, Series IIA, III, ProLine.....	PLB548	\$ 4.15
Rear Outer w/o Threads , 109" Civilian, Genuine.....	RNB666	\$ 26.96
Rear Outer w/o Threads, 109" Civilian, ProLine	PLB666	\$ 7.50
Rear 109" 1-ton & military , Genuine	RNC303	\$ 19.95
11. Threaded Shackle for Road Spring		
Front Inner 88" Threaded, Series II, IIA, Genuine	RNC297	\$ 20.89
Front Inner 88" Threaded, Series II, IIA, ProLine	PLC297	\$ 6.99
Front Inner 109" Threaded, Series IIA, III, Standard, Genuine	RNC765	\$ 24.95
Front Inner 109" Threaded, Series IIA, III, Standard, ProLine	PLC765	\$ 5.95
Front 109" 1-Ton & Military , Genuine	RNC763	\$ 26.51
Rear Inner 88" Threaded, Series IIA, III, Genuine	RNC296	\$ 18.95
Rear Inner 88" Threaded, Series IIA, III, ProLine.....	PLC296	\$ 5.95
Rear Inner 109" Threaded, Standard, Genuine.....	RNC295	\$ 18.50
Rear Inner 109" Threaded, Standard, Genuine.....	PLC295	\$ 4.73
Rear Inner 109" Threaded, 1-Ton & military, Genuine.....	RNC298	\$ 37.81
Rear Inner 109" Threaded, 1-Ton & military, ProLine.....	PLC298	\$ 11.50

Shock Absorbers complete with Bushings

12. 88" Front Shock Absorber , Standard, ProLine.....	PLF157	\$ 24.80
88" Front Shock Absorber, Heavy Duty, ProLine.....	PLF173	\$ 29.95
109" Front Shock Absorber , Standard	PLF173	\$ 29.95
109" Military Front Shock Absorber , Heavy Duty 1-Ton, Genuine	RNF158	\$ 148.77
109" Military Front Shock Absorber, Heavy Duty 1-Ton, ProLine.....	PLF158	\$ 52.00
13. 88" Rear Shock Absorber , Standard, ProLine.....	PLF159	\$ 24.80
88" Rear Shock Absorber, Heavy Duty, ProLine.....	PLF162	\$ 49.95
109" Rear Shock Absorber , Standard, ProLine	PLF170	\$ 33.60
109" Military Rear Shock Absorber , Heavy Duty, ProLine	PLF160	\$ 41.50
14. Shock Bolt , Rear Upper 109", ProLine.....	PLD091	\$ 5.95
15. Washer , Shock Upper Mount, Genuine.....	RND070	\$ 4.56
Washer, Shock Upper Mount, ProLine.....	PLD070	\$ 1.95
16. Nyloc Nut - 7/16" UNF, Genuine	RNE477	\$ 3.19
17. Cotter Pin for Shock Mount, ProLine.....	PLC136	\$ 0.41
18. Washer for Cotter Pin, Genuine	RNH041	\$ 2.52
Washer for Cotter Pin, ProLine.....	PLH041	\$ 0.49
19. Shock Bolt , Front and Rear, Genuine	RND069	\$ 4.22



Bushings for Shocks and Axle Stops

88" and 109" except 109" Rear Bottom Bushing, Genuine.....	RNS115	\$ 3.17
88" and 109" except 109" Rear Bottom Bushing, ProLine	PLS115	\$ 0.99
109" Rear Bottom Bushing	RNI521	\$ 2.90
Axle Stop, 88" and 109" All models, Genuine.....	RNB525	\$ 16.72
Axle Stop, 88" and 109" All models, ProLine.....	PLB525	\$ 6.99

Spring and Shock Hardware Mount Kits

Spring and Shock Hardware Mount Kit, Series 88".....	RNK5143	\$ 204.24
Spring and Shock Hardware Mount Kit, Series 109".....	RNK5144	\$ 239.95

Rear Check Straps

Check Strap, 88" RH, 33" Long, Genuine.....	RNB506	\$ 31.94
Check Strap, 88" LH, 35" Long, Genuine	RNC592	\$ 31.94
Check Strap Kit 88" (includes Genuine parts)	RNK5141	\$ 84.95
Check Strap, 109", 39" Long, Genuine.....	RNC588	\$ 31.94
Check Strap, 109", 39" Long, ProLine	PLC588	\$ 9.99
Check Strap Kit 109" (includes Genuine parts)	RNK5142	\$ 84.95

Defender Genuine Shock & Spring Kits

The first comment we receive from guests who test drive a new Defender is about how well it rides and handles. We got so many requests from owners desiring to improve their suspension to the level of a new Defender that we started stocking the latest and greatest Land Rover shocks. Land Rover Genuine Suspension components feature superior performance variable rate coil springs and the latest nitrogen gas pressurized valving technology for overall superior Genuine Shock performance.

So if you have had enough of aftermarket replacement suspension kits and long for something better, you won't be disappointed with Genuine Land Rover parts. Each kit includes four Genuine coil springs and four Genuine nitrogen gas shocks. Shock mounting bushings and hardware included.

Each kit includes four Genuine coil springs and four Genuine nitrogen gas shocks. Shock mounting bushings and hardware included.



Genuine kit shown



ABOVE AND BEYOND

GENUINE LAND ROVER DEFENDER SHOCKS

Shock Absorber Front 90/110/130.....RNJ729	\$ 156.95 ea
Shock Absorber Rear 90.....RNJ722	\$ 139.95 ea
Shock Absorber Rear 110/130.....RNJ723	\$ 119.95 ea
Shock Kit Defender 90 (includes 2 front, 2 rear shocks, 1983-2015).....RNK731	\$ 519.00
Shock Kit Defender 110/130 (includes 2 front, 2 rear shocks, 1983-2015).....RNK732	\$ 519.00

GENUINE LAND ROVER SHOCK/SPRING KITS

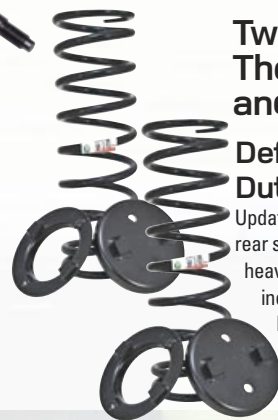
DEFENDER 90, Standard.....RNK5300	\$ 969.95
DEFENDER 90, Heavy Duty.....RNK5301	\$ 899.00
DEFENDER 110, Standard.....RNK5302	\$ 829.00
DEFENDER 110, Heavy Duty.....RNK5303	\$ 829.00



RNK1124109PC

Series II, IIA, III Parabolic & Leaf Spring and Suspension Kits

Leaf Spring & Standard Shock Kit SWB Series IIA & III.....PLK5123	\$ 599.00
Leaf Spring & Pro Comp Shock Kit IIA & III SWB.....PLK5223	\$ 759.95
Parabolic Springs Kit w/OME Shocks 109".....RNK1123109	\$ 1189.00
Parabolic Springs Kit Heavy Duty, w/OME Shocks 109".....RNK1124109	\$ 1389.95
Parabolic Springs Kit w/Pro Comp Shocks 109".....RNK1123109PC	\$ 879.00
Parabolic Springs Kit Heavy Duty, w/Pro Comp Shocks 109".....RNK1124109PC	\$ 1119.95
Parabolic Springs Kit w/OME Shocks 88".....RNK112388	\$ 1159.00
Parabolic Springs Kit w/Pro Comp Shocks 88".....RNK112388PC	\$ 899.95
Parabolic Spring Set of 4 - 2/3 Leaf 88" + 109".....RNK1123	\$ 699.00
Parabolic Spring Set of 4 - 2/4 Leaf 88" + 109".....RNK1124	\$ 859.95



Two is Better than One — The Ultimate Ride Quality and Carrying Capacity

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 \$ 439.95

Land Rover Genuine Parts Superior Performance Variable Rate Spring Kits

Defender 90, Coil Spring Set of 4, HD w/winch, Genuine.....RNK5111	\$ 429.95
Defender 90, Coil Spring Set of 4, Heavy Duty, Genuine.....RNK5101	\$ 379.95
Defender 110, Coil Spring Set of 4, HD, Genuine.....RNK5102	\$ 379.95



ES9000 Standard Length Shock Kits

Shock sets include bushings and poly vinyl dust boots in black. Kits sold as set of four shocks.

Series II, IIA, III 88" Front & Rear shock kit.....PCS3088	\$ 199.00
Series II, IIA, III 109" Front & Rear shock kit.....PCS3109	\$ 209.00



Old Man Emu Shocks

Series IIA & III 88", OME Gas Shocks, Set of 4 OMESK88	\$ 434.90
Series IIA & III 109", OME Gas Shocks, Set of 4 OMESK109	\$ 419.80



Coil Spring Suspension Kits

TerrafirMa
Serious 4x4 Accessories



Terrafirma Pro Sport +2 inch Suspension kits

Kits includes; 4 Terrafirma +2 inch Pro Sport shocks and 4 +2 inch springs. Great off-road, excellent on-road.

Defender 90 , Terrafirma Pro Sport Suspension Kit.....	RNK725	\$ 599.00
Defender 110 , Terrafirma Pro Sport Suspension Kit.....	RNK727	\$ 659.95
Discovery I , 1994-'99, Terrafirma Pro Sport Suspension Kit	RNK726	\$ 599.00
Terrafirma All Terrain 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 Suspension Kit.....	TF230	\$ 639.00



TerrafirMa
Serious 4x4 Accessories



Discovery II

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

Plus 2 Inch Kits Include: 4 Springs, 4 Shocks, 2 Bottom Plates w/Bolts and 2 Isolators.

Heavy Duty Kit.....	TF230	\$ 639.00
Medium Duty Kit.....	TF229	\$ 559.00

PLF171



RNA245



Steering Dampers

Defender , Steering Damper, Terrafirma.....	RNA832	\$ 59.95
Defender , Steering Damper, Genuine.....	RNF171	\$ 139.95
Defender , Steering Damper, ProLine	PLF171	\$ 39.99
Defender , Steering Damper, OME.....	OMESD32	\$ 89.95
Defender , Return to Center Damper, Terrafirma	TF835	\$ 119.95
Discovery I , RRC, Series II, IIA, III 88", 109", Genuine	RNS122	\$ 115.95
Discovery I , RRC, Series II, IIA, III 88", 109", ProLine.....	RNA811	\$ 54.50
Discovery I , RRC, Series II, IIA, III 88", 109", Bilstein.....	RNA245	\$ 139.95
Discovery I , RRC, Series II, IIA, III 88", 109", OME.....	OMESD11	\$ 98.00
Discovery II , Steering Damper, Genuine.....	RND925	\$ 123.14
Discovery II , Steering Damper, ProLine	PLD925	\$ 49.99
Discovery II , Steering Damper, Bilstein.....	RNA246	\$ 139.95
Discovery II , Steering Damper, Terrafirma HD	RNA802	\$ 54.90
Discovery II , Steering Damper, OME	OMESD02	\$ 96.50
Range Rover P38A , Steering Damper, Genuine.....	RND924	\$ 131.68
Range Rover P38A , Steering Damper, Terrafirma.....	TF834	\$ 69.95

PROCOMP

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 ride quality. Shock sets include bushings and poly vinyl dust boots in black.

Kits sold as set of four shocks. Discovery I, Range Rover Classic, Defender

Front & Rear Shock Kit
PCS9000 \$ 249.00



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 poly vinyl dust boots in black. **Kits sold as set of four shocks.**

Discovery I 1989-1999

Front & Rear Shock Kit.....PCS9030 \$ 239.00

Range Rover Classic 1987-1993 with coil suspension

Front & Rear Shock Kit.....PCS9050 \$ 239.00

Defender 1983-1998

Front & Rear Shock Kit.....PCS9020 \$ 239.00



OLD MAN EMU
4X4 SUSPENSION BY ARB



OME Coil Spring Kits

Defender 90 , Extra Heavy Duty, Coil Spring Kit	OMED90SK2	\$ 359.80
Defender 90 , Standard Heavy Duty, Coil Spring Kit.....	OMED90SK1	\$ 359.80
Defender 110 Regular Standard Heavy Duty, Coil Spring Kit ..	OMED110RSK1	\$ 359.80
Defender 110 SW Extra Heavy Duty, Coil Spring Kit	OMED110SK2	\$ 359.80
Defender 110 SW, Standard Heavy Duty, Coil Spring Kit	OMED110SK1	\$ 359.80
RR Classic , Coil Spring Air Suspension Conversion Kit, OME .	RNK5105A	\$ 558.75

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 , Standard Duty	OMED90K1	\$ 799.00
Defender 90 , Heavy Duty	OMED90K2	\$ 799.00
Defender 110 Station Wagon, Standard Duty.....	OMED110K1	\$ 799.00
Defender 110 Station Wagon, Heavy Duty	OMED110K2	\$ 799.00
Defender Pick Up or Hardtop, Standard Duty	OMED110RK1	\$ 799.00
Defender Pick Up or Hardtop, Heavy Duty.....	OMED110RK2	\$ 799.00
Discovery I 1994 - 1999, Standard	OMEDS1K1	\$ 799.00
Discovery I 1994 - 1999, Heavy Duty	OMEDS1K2	\$ 799.00
Discovery II 1999-2004, Standard.....	OMEDS2K1	\$ 799.95
Discovery II 1999-2004, Heavy Duty	OMEDS2K2	\$ 799.95
Range Rover Classic 1987-1993 Coil spring, Standard.....	OMERRK1	\$ 799.95
Range Rover Classic 1987-1993 Coil spring, Heavy Duty.....	OMERRK2	\$ 799.95



Air Spring with Shock Assembly

Air Spring Front Unit , LR3, LR4, ProLine (shock, air spring)	PLJ703	\$ 369.00
Air Spring Front , LR3, LR4, L320 Sport, Genuine	RNJ478	\$ 537.31
Air Spring Front , LR3, LR4, L320 Sport, ProLine	PLJ478	\$ 299.00
Air Spring Rear , LR3, LR4 & L320 Sport, ProLine	PLJ480	\$ 365.00
Seal Kit Front/Rear Strut , LR3, LR4, L320, Genuine (per spring)	RNJ629	\$ 22.85
Buffer Upper Shock Mount , LR3, LR4, Genuine	RNJ878	\$ 21.31
Height Sensor, LHR, LR3 , Genuine	RNX628	\$ 135.25
Height Sensor, LHF 3-Pin , Genuine	RNX629	\$ 135.25

LR3, LR4 Bilstein B6 Shocks

Bilstein B6 4600 shock absorbers are designed as a direct fit upgrade to OE shock absorbers on stock height LR3, LR4s with Air Suspension. B6 4600 shock absorbers offer a significant improvement in ride quality, handling, and comfort. **Fits:** LR3 Front 2005-2009, SE, HSE, V6 4.0L, V8 4.4L; LR4 Front 2010-2016, Base V6 3.0L, HSE V8 5.0L.



Bilstein B6 Front Air Suspension/Shock , LR3, LR4	RNA2404	\$ 739.00
Bilstein B6 Front Shock , LR3, LR4 (requires PLJ478)	RNA2402	\$ 279.95
Bilstein B6 Rear Shock , LR3, LR4 (requires PLJ480)	RNA2403	\$ 279.95

Plus 2 Inch Adjustable Suspension Lift Kit for LR3, LR4 & Range Rover Sport

Plus 2 Inch Suspension Link Kit LR3, LR4 & Range Rover Sport... RNA2107 \$ 269.00

Poly Bushing Kits

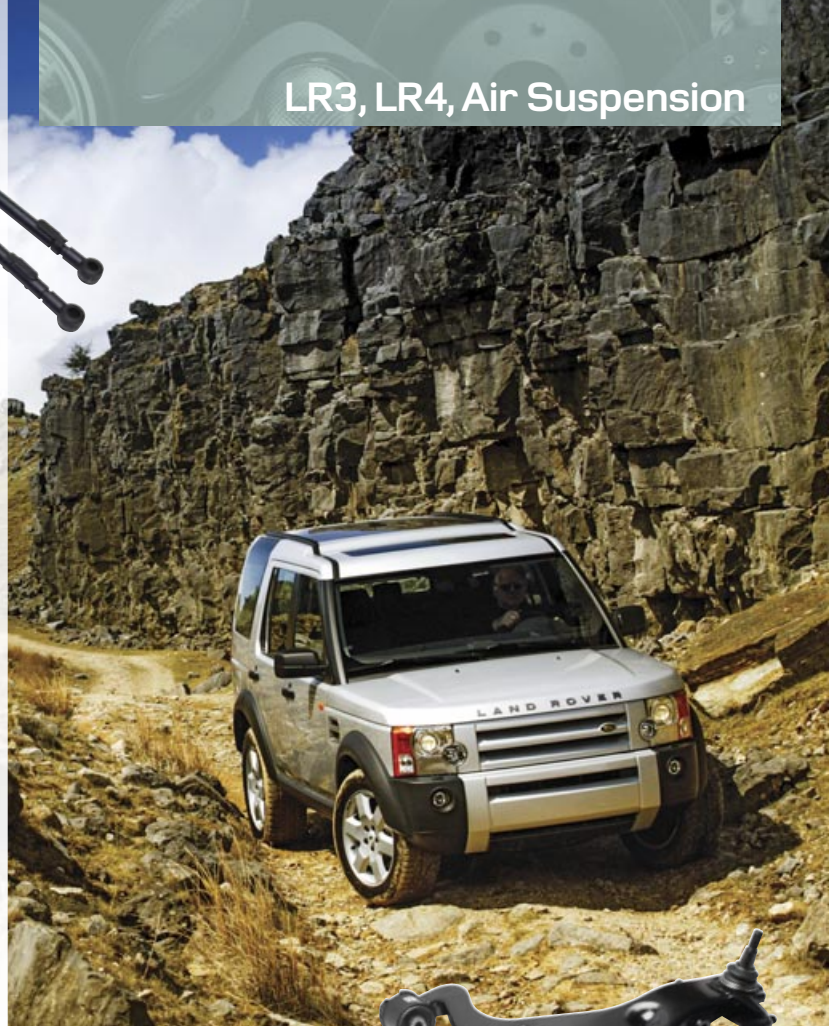
Defender 90/110 pre-94	PBS1114	\$ 199.00
Defender 90/110 post 94	PBS1115	\$ 199.00
Discovery I	PBS1115	\$ 199.00
Discovery II	PBS1119	\$ 169.00
Range Rover Classic	PBS1115	\$ 199.00

PBS1114

Genuine Land Rover Suspension Bushings



Defender 90 , Front Bushing Kit, 1994 on, Genuine.....	RNK5916	\$ 229.95
Defender 90 , 110 Front Bushing Kit up to 1994, Genuine	RNK5910	\$ 219.95
Defender 90 , 110, 130 Rear Bushing Kit, Genuine	RNK5915	\$ 284.95
Discovery I , Front Bushing Kit, Genuine	RNK5918	\$ 239.00
Discovery I , Rear Bushing Kit, Genuine.....	RNK5915	\$ 284.95
Range Rover Classic , Front Kit, 1986-1990, Genuine	RNK5912	\$ 198.95
Range Rover Classic , Front Kit, 1991-1995, Genuine	RNK5914	\$ 239.99
Range Rover Classic , Rear Kit, 1986-1992, Genuine	RNK5913	\$ 279.95
Range Rover Classic , Rear Kit, 1993-1995, Genuine	RNK5915	\$ 284.95
LR3 , Front Bushing Lower Arm Front, Suspension, Genuine	RNX697	\$ 78.50
LR3 , Rear Bushing Lower Arm Front Suspension, Genuine	RNX707	\$ 49.70



LR3 Front Suspension Arms

Lower Front RH Suspension Arm , LR3, ProLine PLX631A	\$ 279.00
Lower Front LH Suspension Arm , LR3, ProLine PLX632A	\$ 279.00



Replacement Air Springs

Discovery II		
Air Spring Rear w/Leveling , Genuine	RND823	\$ 390.14
Air Spring Rear w/Leveling , ProLine	PLD823	\$ 189.00
Range Rover P38A 1995-2002		
Air Spring Front , ProLine	PLD262	\$ 159.00
Air Spring Rear , ProLine	PLD263	\$ 139.00
Range Rover Classic		
Air Spring Front , ProLine	PLS035	\$ 199.00
Air Spring Rear , ProLine	PLS036	\$ 219.95
Range Rover L322 2003-2012		
Air Spring Rear Axle L322 Range Rover from (V)6A233427, Genuine .RNQ846	RNQ846	\$ 446.29



Ignition, Filters

Ignition Condenser

Series 2.25 litre

Early Lucas, Genuine	RNE613	\$ 7.22
Early Lucas, ProLine.....	PLE613	\$ 3.90
Late Lucas, red or blue point sets, Genuine.....	RNF229	\$ 4.97
Late Lucas, red or blue point sets, ProLine	PLF229	\$ 7.95
Ducellier type.....	PLF228	\$ 2.42
2.6 litre 6 Cylinder, 3.5 litre V8.....	RNE613	\$ 7.22



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, ProLine.....

.....	PLE595	\$ 3.50
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4-Cylinder Late Lucas (red)

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

.....	RNE637	\$ 29.95
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4 Cylinder Late Lucas (red), ProLine.....	PLE637	\$ 3.99
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4-Cylinder Late Lucas (blue)

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

.....	RNF232	\$ 19.22
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4-Cylinder Ducellier

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

.....	PLF231	\$ 4.95
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24 volt FFR (Fitted for Radio)

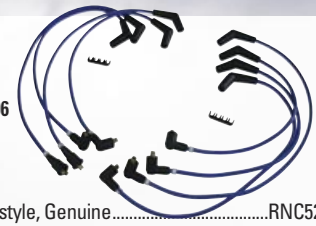
Points set Military 2.25 litre (not pictured), ProLine.....	PLF230	\$ 5.95
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V8 3.5 Litre

Sliding point set.....	PLI738	\$ 6.99
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Non-Sliding point set	PLD074	\$ 9.55
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PLI006



Ignition Wire Sets

4 Cylinder Series II, IIA push-in style, Genuine.....	RNC524	\$ 24.95
4 Cylinder Series III push-in style, Genuine.....	RNC960	\$ 89.00
4 Cylinder Series III push-in style, Lucas.....	PLC960L	\$ 19.95
6 Cylinder, 2.6 ltr, Series III.....	RNC957	\$ 49.95
V8, 3.5, 3.9 litre, Genuine.....	RNI004	\$ 89.38
V8, 3.5, 3.9 litre, ProLine.....	PLI004	\$ 29.95
V8, 4.2 litre 1995 Range Rover Classic LWB, Genuine.....	RNI005	\$ 139.95
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, Genuine.....	RNI006	\$ 129.50
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, ProLine.....	PLI006	\$ 49.50
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, Genuine.....	RNI007	\$ 219.95
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, ProLine.....	PLI007	\$ 43.50



Distributor Caps

Sold separately

1. 4 Cylinder Series II, IIA with screw-in wire ends, Genuine.....	RNC603	\$ 37.50
2. 4 Cylinder Series IIA, III Early Lucas, push-in, ProLine.....	PLC437	\$ 7.90
3. 4 Cylinder Late Lucas, Genuine.....	RNE596	\$ 30.25
4 Cylinder Late Lucas, ProLine.....	PLE596	\$ 6.90
4. 4 Cylinder Ducellier Type Cap, ProLine.....	PLF185	\$ 16.95
4 Cylinder Military 24 volt FFR, Genuine.....	RNC767	\$ 336.80
6 Cylinder, ProLine.....	PLC628	\$ 9.80
V8, Genuine.....	RNI001	\$ 59.98
V8, Lucas, ProLine.....	PLI001	\$ 24.95

Distributor Rotors (sold separately)

1,2. Early Lucas, ProLine.....	PLE633	\$ 3.90
3. Late Lucas, ProLine.....	PLE634	\$ 4.75
4. Ducellier Type Cap, ProLine.....	PLF186	\$ 4.95
6 Cylinder, Genuine.....	RNF178	\$ 4.79
V8, Genuine.....	RNI002	\$ 27.88
V8, ProLine.....	PLI002	\$ 4.99

Spark Plugs

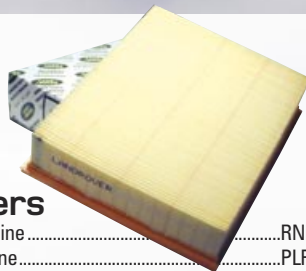
RRC, Discovery I, Defender, Range Rover P38A, Genuine.....	RNI003	\$ 6.49
RRC, Discovery I, Defender, Range Rover P38A, NGK.....	PLI003	\$ 2.84
RRC, Discovery I, Defender, Range Rover P38A, Champion.....	PLI003C	\$ 3.99
Platinum - Discovery II, Range Rover P38A, Bosch.....	RNI034	\$ 14.66
Spark Plug Double Platinum Discovery II, ProLine.....	PLI034	\$ 11.95
2.25 Petrol 8:1.....	RNE630	\$ 2.99
2.25 Petrol 7:1.....	RNE619	\$ 3.99
2.6 litre.....	RNE631	\$ 3.99
Range Rover L322, '03-'05.....	RNN079	\$ 34.95
Range Rover L322, '06 on.....	RNI360	\$ 14.95
Range Rover, Early RoW, point ignition, up to engine suffix "F".....	PLI305	\$ 4.65



Ignition Coils

4 Cylinder and 6 Cylinder, ProLine.....	PLE522	\$ 19.99
3.9 litre and 4.2 litre		
Bosch ignition coil for EFI.....	RNE509	\$ 178.11
Ignition Coil 3.9L Bosch, ProLine.....	PLE509	\$ 99.95
Ignition Coil V8 Lucas, Range Rover Classic 3.5L V8, EFI.....	PLI028	\$ 39.95
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	\$ 274.26
Coil Pack Assembly, 4.0,4.6 Gems P38A, Discovery II.....	PLD310	\$ 125.00





SAVE

Engine Air Filters

Defender NAS 90,110 V8, Genuine.....	RNF950	\$ 13.85
Defender NAS 90,110 V8, ProLine.....	PLF950	\$ 7.95
V8 Carburetor.....	RNL394	\$ 61.44
200 Tdi Diesel, Genuine.....	RNH382	\$ 39.95
200 Tdi Diesel, ProLine.....	PLH382	\$ 16.99
300 Tdi Diesel, Genuine.....	RNH383	\$ 39.95
300 Tdi Diesel, ProLine.....	PLH383	\$ 15.99
Td5 Diesel, Genuine.....	RNF147	\$ 18.52
Td5 Diesel, ProLine.....	PLF147	\$ 11.95
2.4, 2.2 TDCi Diesel, 2007-2015, Genuine.....	RNI725	\$ 45.27
2.4, 2.2 TDCi Diesel, 2007-2015, ProLine.....	PLI725	\$ 18.90
4 Cyl, 2.5 Defender, Genuine.....	RNL213	\$ 28.41
V8 Discovery I 1994-1999, Genuine.....	RNF010	\$ 10.47
V8 Discovery I 1994-1999, ProLine.....	PLF010	\$ 7.50
V8 Discovery II 2000-2004, Genuine.....	RNF147	\$ 18.52
V8 Discovery II 2000-2004, ProLine.....	PLF147	\$ 11.95
V8 Range Rover Classic 1974-1995		
1974-1985, (2 req), Genuine.....	RNF012	\$ 10.59
1986-1994, Genuine.....	RNF950	\$ 13.85
1986-1994, ProLine.....	PLF950	\$ 7.95
RRC 1995, Genuine.....	RNF010	\$ 10.47
RRC 1995, ProLine.....	PLF010	\$ 7.50
V8 Range Rover P38A 1995-2002		
Gems '95-'96, '98 #WA376580 -> #WA385948, Genuine.....	RNF011	\$ 17.55
Bosch '99-02, Gems '97-98 #WA385949 on, Genuine.....	RNF147	\$ 18.52
Bosch '99-02, Gems '97-98 #WA385949 on, ProLine.....	PLF147	\$ 11.95
4.4, 4.2, 5.0 Litre Range Rover L322 2003-2012		
2003-2005, 4.4 Litre, Genuine.....	RNI335	\$ 52.49
2003-2005, 4.4 Litre, ProLine.....	PLI335	\$ 37.95
2006-2010, 4.4 NA, 4.2 Litre Supercharged, Genuine.....	RNI548	\$ 41.42
2006-2010, 4.4 NA, 4.2 Litre Supercharged, ProLine.....	PLI548	\$ 12.90
2010 on, 5.0 Litre, Genuine.....	RNQ949	\$ 39.95
4.4, 4.2, 5.0 Litre Range Rover Sport L320		
4.2, 4.4 Litre, Genuine.....	RNI346	\$ 35.99
4.2, 4.4 Litre, ProLine.....	PLI346	\$ 19.50
5.0 Litre, ProLine.....	RNQ949	\$ 39.95
V8, V6 LR3 2004-2009, Genuine.....		
LR3 Air Filter Element, ProLine.....	PLI346	\$ 19.50
LR2 2008-2010, Genuine.....	RNI719	\$ 25.26
LR4 4.0 Litre, Genuine.....	RNI346	\$ 35.99
LR4 4.0 Litre, ProLine.....	PLI346	\$ 19.50
LR4 5.0 Litre, Genuine.....	RNQ949	\$ 39.95
Evoque 2.0 Litre, Genuine.....	RNQ950	\$ 26.75

Oil Filter, Air Filter Change Kits

(includes; oil filter, air filter, washers)

300 Tdi, Filter Change Kit, Defender 90/110.....	RNK0001	\$ 39.50
200 Tdi, Filter Change Kit, Defender 90/110 1989-94.....	RNK0002	\$ 39.50
4 Cylinder 2.5 NA & 2.5 Turbo, Filter Change Kit, D90/110 2.5L NA Diesel '83-93 D90/110 2.5L Turbo Diesel '87-91.....	RNK0003	\$ 39.50



Defender NAS V8 Air Intake Hoses

Early style molded rigid air intake hose.

Improved version uses rubber to help prevent cracking. Fits between air filter and plenum on NAS V8 Defenders. Made in the USA. Fits: Defender V8 NAS 90 1994-1997 & NAS 110 1993. **Early Style Molded Version.....** PLQ966 \$ 249.95

Latest Updated Flexible Version OEM Mantec, fits between air filter and plenum. This latest upgrade, will not crack or deteriorate like the early style rigid hose. Super strong wire reinforced rubber hose similar in construction to Land Rover raised air intake hoses. Made in the UK by Mantec. **Latest Updated Flexible Version.....** PLX242 \$ 124.50



Oil Filters

V8 Range Rover Classic, RR P38A, V8 Discovery I & II, Defender 2.5, 3.5, 3.9, 4.0 petrol, 2.5 diesel, 200, 300 Tdi, Genuine.....	RNF001	\$ 16.95
ProLine.....	PLF001	\$ 6.29
V8, Tdi, 4 Cyl, 2.5L Extra Capacity, ProLine.....	PLI775	\$ 12.95
V8 Range Rover, L322, 2003-2005 w/ BMW engine, Genuine.....	RNI367	\$ 14.04
V8 Range Rover, L322, 2003-2005 w/BMW engine, ProLine.....	PLI367	\$ 9.29
V8 4.2 litre, 4.4 litre LR3, L322 Range Rover 2006 on, Genuine.....	RNH968	\$ 19.95
V8 4.2 litre, 4.4 litre LR3, L322 Range Rover 2006 on, ProLine.....	PLH968	\$ 5.90
V8 5.0 litre, RR, RR Sport, LR4, Genuine.....	RNN807	\$ 34.95
V8, 101 Forward Control, Genuine.....	RND503	\$ 21.52
V6 4.0 litre LR3 & LR4, Genuine.....	RNL138	\$ 18.29
V6 4.0 litre LR3 & LR4, ProLine.....	PLL138	\$ 6.99
V6 2.7 litre DSL LR3 & RR Sport, Genuine.....	RNL150	\$ 15.51
6 Cylinder LR2, 2008-2012, Genuine.....	RNI720	\$ 12.24
6 Cylinder 2.6 litre NADA 109", petrol, Genuine.....	RNE589	\$ 8.95
6 Cylinder 2.6 litre NADA 109", petrol, ProLine.....	PLE589	\$ 12.69
6 Cylinder 2.5 litre Freelander, petrol, Genuine.....	RND504	\$ 12.95
5 Cylinder 2.5 litre Td5 diesel, engine oil, Genuine.....	RNF001	\$ 14.95
5 Cylinder 2.5 litre Td5 diesel, engine oil, ProLine.....	PLD269	\$ 7.95
5 Cylinder 2.5 litre Td5, Centrifuge element, Genuine.....	RNH251	\$ 26.17
5 Cylinder 2.5 litre Td5, Centrifuge element, Genuine.....	PLH251	\$ 7.99
4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, Genuine.....	RNF001	\$ 16.95
4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, ProLine.....	PLF001	\$ 6.29
4 Cylinder 2.4, 2.2 TDCi 2007-2013, Element type, Genuine.....	RNI726	\$ 16.95
4 Cylinder 2.4, 2.2 TDCi 2007-2013, Element type, ProLine.....	PLI726	\$ 10.95
4 Cylinder, 2.2 TDCi 2014-2015, Cannister type, Genuine.....	RNQ994	\$ 21.47
4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, Genuine.....	RNF001	\$ 16.95
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	\$ 11.95
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, ProLine.....	PLE591	\$ 9.50
4 Cyl 2.0 litre Ser I, petrol, Genuine.....	RNE589	\$ 8.95
4 Cyl 2.0 litre Ser I, petrol, ProLine.....	PLE589	\$ 12.69
4 Cyl LR2, 2013, Genuine.....	RNX728	\$ 15.93
4 Cyl Evoque, 2012, Genuine.....	RNX728	\$ 15.93
4 Cyl Discovery Sport, 2.0 petrol, 2015-2018, Genuine.....	RNX728	\$ 15.93



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	\$ 79.89
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
Head Gasket, 4 Cylinder 2.25L Diesel, Genuine.....	RNC993	\$ 70.52
Head Gasket, 4 Cylinder 2.25L Diesel, ProLine.....	PLC993	\$ 29.95
Head Gasket, 4 Cylinder 2.25, 2.5L Petrol, Genuine.....	RNC969	\$ 41.90
Head Gasket, 4 Cylinder 2.25, 2.5L Petrol, ProLine.....	PLC969	\$ 29.95
Head Gasket, V8 3.9, 4.0, 4.6L Fibre Type, Genuine.....	RNM012	\$ 63.06
Head Gasket, V8 3.9, 4.0, 4.6L Fibre Type, ProLine.....	PLM012	\$ 19.99
Head Gasket, 6 Cylinder 2.6 L, ProLine.....	PLF296	\$ 21.95
Head Gasket, 4 Cylinder 300 Tdi, 1 Hole 1.30mm, Genuine.....	RNH704	\$ 97.30
Head Gasket, 4 Cylinder 200, 300 Tdi, 1 Hole 1.30mm, ProLine.....	PLH704	\$ 39.50
Head Gasket, 4 Cylinder 300 Tdi 2 Hole 1.40mm, Genuine.....	RNH705	\$ 91.96
Head Gasket, 4 Cylinder 200, 300 Tdi 2 Hole 1.40mm, ProLine.....	PLH705	\$ 39.50
Head Gasket, 4 Cylinder 300 Tdi 3 Hole 1.50mm, Genuine.....	RNH706	\$ 79.95
Head Gasket, 4 Cylinder 200, 300 Tdi 3 Hole 1.50mm, ProLine.....	PLH706	\$ 39.50
Head Gasket, 4 Cylinder 300 Tdi 1.60mm Late Style, Genuine.....	RNH707	\$ 71.70
Head Gasket, 4 Cylinder 200, 300 Tdi 1.60 for Res, ProLine.....	PLH707	\$ 49.95
Block Gasket Set Inc. gaskets, sealing washers used in block and front cover.		
All V8 does not include crank shaft oil seals, ProLine.....	PLF311	\$ 24.69
4 Cylinder 300 Tdi, does not include crank shaft oil seals, ProLine.....	PLH702	\$ 36.50
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	\$ 24.90
4 Cylinder 200 Tdi, ProLine.....	PLK0134	\$ 42.50
Td5 Valve Cover Gasket, Genuine.....	RNL309	\$ 58.95
Cylinder Head Bolt Kit, V8 Petrol, Genuine.....	RNK0134	\$ 179.00
Cylinder Head Bolt Kit, V8 Petrol, ProLine.....	PLK0134	\$ 37.50

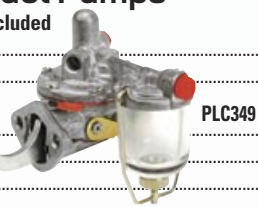


Fuel Pumps, Tanks, Carburetors

Mechanical Fuel Pumps

Series II, IIA, III gasket included

2.25 Litre, Petrol, ProLine.....	PLC349	\$ 39.50
2.25 Litre, Diesel, ProLine.....	PLF299	\$ 46.50
Defender		
200 Tdi diesel, ProLine.....	PLF299	\$ 46.50
300 Tdi diesel, Genuine.....	RNI695	\$ 279.95
300 Tdi diesel, ProLine.....	PLI695	\$ 48.50

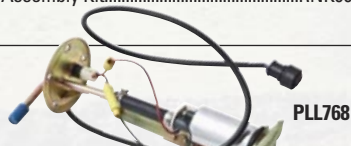


Fuel Tanks



Series 88" and 109" Regular, Petrol & Diesel, ProLine.....	PLC362	\$ 199.00
Series IIA & III Fuel Tank Auxiliary & Ex-Mod, ProLine.....	PLF360	\$ 399.00
Series III 109", Rear Steel Fuel Tank, ProLine.....	PLH650	\$ 264.00
Fuel Sender for PLH650, ProLine.....	PLH652	\$ 59.95
Range Rover Classic 1971-1985 style, ProLine.....	PLH515	\$ 329.00
Defender 110 NAS, Range Rover Classic 1987-1991, ProLine.....	PLE114	\$ 199.00
Cradle for PLE114, ProLine.....	PLE116	\$ 69.99
Locking ring for sender, Series III, Defender 110, RRC, Genuine RNC886		\$ 12.99
Sealing ring for sender, Series III, Defender 110, RRC, Genuine RNC887		\$ 5.95
Defender 110 Diesel up to 1999, Rear Steel Fuel Tank.....	PLN180	\$ 229.00
Defender 90, Side Mount Fuel Tank.....	PLI135	\$ 295.00
Defender 90 NAS, Fuel Tank Assembly Kit.....	RNK660A	\$ 789.00

Fuel Pumps, Sending Units



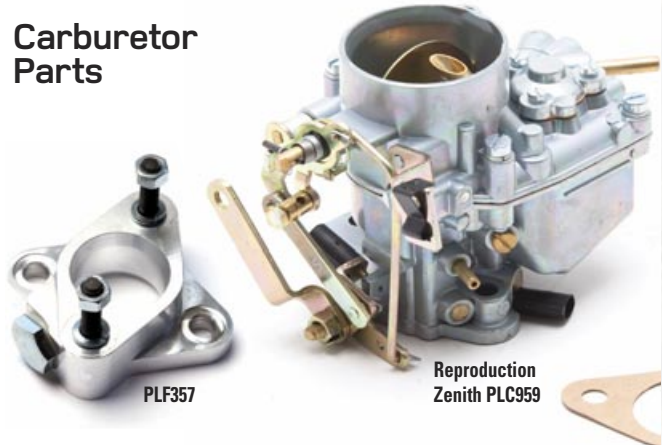
Series IIA & III 2.25 Diesel, Fuel Pump, ProLine.....	PLF299	\$ 46.50
Fuel Sender, Series 109 SW, Positive Ground, ProLine.....	PLC750	\$ 119.00
Fuel Sender, Series IIA & III Petrol, NEG Earth, Forward Tank.....	RNE494	\$ 219.95
Range Rover Classic 1987-1990, Fuel Pump, ProLine.....	PLF131	\$ 79.50
Range Rover Classic up to LA464553, OEM Fuel Pump, ProLine.....	PLF131A	\$ 199.00
Range Rover Classic 1991-1995, Fuel Pump, Genuine.....	RNF132	\$ 443.86
Range Rover Classic 1991-1995, Fuel Pump, ProLine.....	PLF132	\$ 99.50
Fuel Sender, Range Rover Classic Early, ProLine.....	PLI292	\$ 49.95
Defender 90, 1994-1997, Rear Tank NAS, Genuine.....	RNE131	\$ 353.00
Defender 90, 1984-1993, Side Tank, ProLine.....	PLI774	\$ 42.90
Defender V8, Fuel Pump External.....	RNL678	\$ 209.38
Defender 90/110, Fuel Pump, Side Tank Petrol.....	PLL819	\$ 89.90
Defender 90 Td5, Fuel Pump Tank Unit, Genuine.....	RNI296	\$ 383.38
Defender 90 Td5, Fuel Pump tank Unit, ProLine.....	PLI296	\$ 129.99
Defender 110 NAS V8 fuel pump, ProLine.....	PLF131	\$ 79.50
Defender 110 NAS OEM Fuel Pump with steel fuel tank, ProLine.....	PLF131A	\$ 199.00
Defender 110 Rear Tank, Fuel Pump Assy Low Press.....	PLL768	\$ 59.95
Defender 110, Sending unit up to 1998, Genuine.....	RNC854	\$ 121.78
Defender 300 Tdi, Fuel Pump, Genuine.....	RNI695	\$ 279.95
Defender 300 Tdi, Fuel Pump, ProLine.....	PLI695	\$ 48.50
Defender 110 TD5, Fuel Pump & Sending Unit, Genuine.....	RNL876	\$ 379.95
Defender 110 TD5, Fuel Pump & Sending Unit, ProLine.....	PLL876	\$ 399.00
Fuel Sender, Defender 110 Diesel, Genuine.....	RNL631	\$ 114.95
Fuel Sender, Defender 110 Diesel, ProLine.....	PLL631	\$ 49.95
Fuel Sender, Defender 110 Diesel 4-Cyl to 2007.....	PLH662	\$ 51.45
Discovery I 1994-1997, Fuel Pump, Genuine.....	RNF132	\$ 443.86
Discovery I 1994-1997, Fuel Pump, ProLine.....	PLF132	\$ 99.50
Discovery I 1997-1999, from VA737154, Fuel Pump, Genuine.....	RNF148	\$ 389.95
Discovery I 1997-1999, from VA737154, Fuel Pump, ProLine.....	PLF148	\$ 359.95
Discovery II w/black connector, Fuel Pump.....	RNH295	\$ 553.17
Discovery II w/o black connector, Fuel Pump.....	RNE009	\$ 399.95
Range Rover P38A 1995-97, FUEL PUMP - PETROL.....	RNH083	\$ 426.62
Range Rover P38A 1999+ Fuel Pump/Sender.....	RND264	\$ 651.47
Freelander, Fuel Pump & Gasket, Genuine.....	RNQ662	\$ 422.79

Series II, IIA, III Carburetors



Weber 341CH

Carburetor Parts



PLF357

Reproduction Zenith PLC959

Weber, Series IIA, III 2.25L.....	341CH	\$ 239.00
Reproduction Zenith, Series IIA, III 2.25L.....	PLC959	\$ 129.00
Adapter Base Assembly, Zenith Carburetor, SIIA-III.....	PLF357	\$ 87.95
Phenolic Block Fitting Kit for mounting adaptor to manifold, fits all Land Rover Series II-III 4-cylinder carburetors.....	PLB659FK	\$ 10.50



PLB659FK



PLQ643

PLC367

PLC521

Series IIA & III Fuel Lines

Fuel Line Pump-Carb Adapter, Series IIA-III,		
Fuel Pump to Zenith.....	PLC522	\$ 39.95
Fuel Pipe Forward Tank to Fuel Pump, Series II, IIA & III.....	PLC366	\$ 48.95
Fuel Line Rear Tank-Fuel Pump, Series IIA & III 109" S.W.....	PLC367	\$ 69.95
Fuel Pipe Pump to Carb, Series II-III w/Solex Carb,		
Fuel Tank to Fuel Pump, 88 & 109 Regular.....	PLC382	\$ 39.99
Fuel Pipe Pump-Zenith Carb Series IIA.....	PLQ643	\$ 23.50
Adapter Fuel Line-Carb, Series IIA & III, Genuine.....	RNC521	\$ 8.39
Adapter Fuel Line- Carb, Series IIA & III, ProLine.....	PLC521	\$ 8.49



Discovery II V8
RNK9302

SAVE



Defender 300 Tdi
RNK0001

Basic Engine Service Kits

V8 Kits Include: Oil Filter, Oil sump drain washer

V8 - Range Rover, Defender.....	RNK9300	\$ 19.95
V8 - Discovery I.....	RNK9301	\$ 18.50
V8 - Discovery II.....	RNK9302	\$ 17.95

Defender 300 Tdi Kit includes: Air Filter, Oil Filter

and Fuel Filter 300 Tdi Filter Change Kit.....	RNK0001	\$ 39.50
200 Tdi, Filter Change Kit, Defender 90/110 1989-94.....	RNK0002	\$ 39.50
4 Cylinder 2.5 NA & 2.5 Turbo, Filter Change Kit, D90/110 2.5L NA Diesel '83-93		
D90/110 2.5L Turbo Diesel '87-91.....	RNK0003	\$ 39.50

SAVE



**NEW 75 AMP
FOR SERIES III
PLF19375A**

Alternators & Generator

Series III 12 Volt Lucas Style Alternator, ProLine.....	PLF193	\$ 129.00
NEW 12 Volt High Output 75A Alternator for Series III, ProLine.....	PLF19375A	\$ 149.00

Series Generator, Original Equipment,

all 2.25 Litre petrol and diesel engines from 1959-1971.....	RNE647	\$ 169.95
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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	\$ 544.97
300 Tdi, 65 AMP, Defender 90, 110, ProLine.....	PLH259	\$ 245.00
300 Tdi, 100 AMP, ProLine.....	PLL958	\$ 299.00
3.9 Litre V8, Defender 90/110 NAS, ProLine.....	PLE846	\$ 209.99
4.0 Litre V8, Defender 90 NAS 1997, ProLine.....	PLE870	\$ 269.00
Td5, Alternator Assembly, ProLine.....	PLH260	\$ 569.00

Discovery I 120 amp.....

PLD870	\$ 269.00
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Discovery I 3.9 litre, 1994-1995, 67mm, 7 groove pulley for serp belt.....

PLD863	\$ 199.00
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Discovery II, 130 amp Bosch.....

PLH261	\$ 279.00
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Range Rover Classic, 1987-'88.....

PLD498	\$ 199.00
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Range Rover Classic, 1993-'94, 100 amp 4 groove pulley.....

PLE846	\$ 209.99
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RRC, from SA647650, 52mm, 7 groove pulley for serp belt.....

PLE870	\$ 269.00
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Range Rover P38A from VA346795 to WA410481, 120 AMP, 52mm,

7 Groove Pulley.....	PLE870	\$ 269.00
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PLI533

2.25 & 2.6 L Petrol
Hi-Torque Starter
PLI029



NEW Starter Motor Assemblies

V8 Early Twin Carb.....	PLI533A	\$ 259.00
V8 EFI thru 2004, except Range Rover thru 2002.....	PLE867	\$ 289.00
2.25 & 2.6 Petrol, Hi-Torque, ProLine.....	PLI029	\$ 289.00
2.3, 2.5 Petrol.....	PLL879	\$ 198.95
2.25 Diesel.....	PLF198	\$ 249.00
200 & 300 Tdi, 2.5 NA, 2.5 Turbo Diesel, New Bosch.....	PLD294	\$ 399.00
Td5 Diesel, Defender & Discovery, ProLine.....	PLI728	\$ 329.95



RNJ933

RNQ953

Thermostats

2.25, 2.6 Petrol and Diesel Series IIA-III

Thermostat 74 C / 165 F, Genuine.....	RNC276	\$ 73.00
Thermostat 74 C / 165 F, ProLine.....	PLC276	\$ 9.95
Thermostat 82 C / 179 F, Genuine.....	RNC580	\$ 63.20
Thermostat 82 C / 179 F, ProLine.....	PLC580	\$ 8.95
Thermostat, 2.6 Litre, Genuine.....	RNC421	\$ 17.39

V8 Discovery I, Range Rover Classic, Defender

PLC047

Thermostat 82 C / 179 F, Genuine.....	RNH386	\$ 18.67
Thermostat 82 C / 179 F, ProLine.....	PLH386	\$ 7.95
Thermostat 88 C / 190 F, Genuine.....	RNC047	\$ 18.67
Thermostat 88 C / 190 F, ProLine.....	PLC047	\$ 5.95
2.5 NA Diesel Defender, Thermostat 75°C / 165 F.....	RNL151	\$ 22.61
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, Genuine.....	RNH386	\$ 18.67
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, ProLine.....	PLH386	\$ 7.95
300 Tdi Thermostat, ProLine.....	PLL137	\$ 7.95
Td5 Thermostat assembly, 190 deg, Genuine.....	RND564	\$ 52.72
Td5 Thermostat assembly, 190 deg, ProLine.....	PLD564	\$ 29.85

Thermostat Assemblies

V6 Freelander Thermostat assembly.....	RNL472	\$ 95.77
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V8 Discovery II 1999-2004

Thermostat assembly, 190 deg, Genuine.....	RND564	\$ 52.72
Thermostat assembly, ProLine.....	PLD564	\$ 29.85
Thermostat assembly, Td5 (180 deg, fits NAS V8), Genuine.....	RNQ028	\$ 71.71

V8 Range Rover P38A 1995-2002

Thermostat assembly, Genuine.....	RND211	\$ 140.33
Thermostat assembly, ProLine.....	PLD211	\$ 38.50

V8 Range Rover L322 2003-2010

4.4ltr. 2003-'05, BMW Engine, thermostat assembly, Genuine.....	RNJ993	\$ 172.92
4.4, 4.2ltr. Supercharged, 2006-'09 thermostat assembly, Genuine.....	RNJ330	\$ 64.28
4.4ltr., O-ring seal, thermostat housing, Genuine.....	RNN217	\$ 4.04
V8 LR3, L320 Thermostat Housing.....	RNQ953	\$ 132.51

Thermostat Gaskets 2.25 Petrol and Diesel Series IIA-III

Top thermostat gasket, ProLine.....	PLC245	\$ 0.79
Top O-ring seal, ProLine.....	PLC248	\$ 0.50
Bottom thermostat gasket, ProLine.....	RNB573	\$ 3.39
Side by-pass gasket, Genuine.....	RNC738	\$ 2.96
V8 Discovery I, RRC, Defender Thermostat gasket, Genuine.....	RNC046	\$ 4.26
2.5 NA Diesel Thermostat gasket, Genuine.....	RNH387	\$ 4.01
200Tdi Defender Thermostat, Genuine.....	RNL141	\$ 21.25
200Tdi Diesel Thermostat gasket, Genuine.....	RNH387	\$ 4.01
300Tdi Defender Thermostat, Genuine.....	RNL137	\$ 20.49

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	\$ 69.95
Thermostat Kit 74 C / 165 F.....	PLK1574	\$ 11.95
Thermostat Kit 82 C / 179 F.....	RNK1582	\$ 56.95
Thermostat Kit 82 C / 179 F.....	PLK1582	\$ 11.95
Thermostat Kit V8, RRC '87-'95, Discovery I, Defender.....	RNK167	\$ 19.95

GALVANIZED



Standard
Differential
Guard
DIFF01AA

Standard Differential Guards

Hot dipped galvanized finish, 6mm, easy to install. Fits: Front and or Rear.

Discovery I, Defender (except rear 110), RRC DIFF01AA \$ 79.95
Range Rover P38A DIFF03 \$ 179.00

GALVANIZED



Front
Differential
RNA0100



Rear
Differential
RNA0103



RNA0101

Skid Plates, Fuel Tank & Diff Guards



RNA4113

RNA0100

Front Skid Plates

Made from solid aluminum alloy with galvanized steel brackets, our skid plates are strong and durable, without the weight, or corrosion of steel. Designed to protect your steering from off-road hazards. Works well in combination with our Differential Guards and winch bumper. Made in Great Britain.

Defender, 10mm solid aluminum alloy, LHD all modelsRNA4113 \$ 439.00
Defender, 10mm solid aluminum alloy, RHD all modelsRNA4114 \$ 439.90
Discovery II, 8mm solid aluminum alloy, NAS V8 models 1999-2004RNA4115 \$ 399.00



RNA9087

RNAFT01

Fuel Tank Guards

Defender 90 NAS Galvanized steelRNAFT01 \$ 286.00
Discovery II Galvanized steelRNA9063 \$ 189.00
Discovery I Galvanized steel, Requires slight modification of either the guard or the chassis. There is interference between the tubular support bars for the hitch. Best to cut the guard on each side of the bolt holes, and notch out enough for the guard to slide in.RNA9087 \$ 179.00

Next Generation Differential Guards

Features a wraparound formed steel plate that offers full impact and skid over protection for extreme duty off-road. 6 mm thick steel separate this from other wraparound guards. 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.

Front Series III, Defender 1983-2015, Range Rover Classic 1971-1995,
Discovery I-II 1993-2004RNA0100 \$ 124.99
Rear Series III, Defender 90 ONLY 1985-2001, Range Rover Classic 1971-1995,
Discovery I-II 1993-2004RNA0101 \$ 124.99
Rear Diff Guard Salisbury, 109 & 110 1972-1998RNA0102 \$ 89.95
Rear PUMA Style 110, 130, 2001-15 and 110XD TUMRNA0103 \$ 119.95

Get Your Shift Together!

New shift boots and gaiters make all the difference

Alloy Gear Knob Set

Includes main gear and transfer knob.

R380 Gearbox.....RNK380	\$ 53.95
LT77, LT85.....RNK077	\$ 54.95

Alloy Transferbox Knob

LT230.....RNA1004	\$ 25.00
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Alloy Main Gearbox Knob

R380.....RNA1000	\$ 29.99
LT77.....RNA0020	\$ 29.99



RNK380 Set



PLX371

RNX372

FTC3852

Defender Replacement Gear Knobs

Knob, Gearchange Lever R380 5-Speed, Genuine.....RNX372	\$ 24.99
Knob, Main Lever Defender LT77/LT85 5-Speed, ProLine.....PLX371	\$ 5.95
Knob, Transfer Lever LT230, Genuine.....RNX642	\$ 33.59

Series Replacement Gear Knobs



PLT021

RNA956

PLT013

Knob, Main Lever, Round Late Type Series III, ProLine.....PLT021	\$ 11.95
Knob, Red High/Low Lever, Series IIA & III, ProLine.....RNA956	\$ 7.90
Knob, Yellow 4WD Lever, Series II-III, ProLine.....PLT013	\$ 9.95



Land Rover Mud Flaps

Range Rover Classic Front or Rear (each) flap only, Genuine.....RNA652	\$ 29.84
Discovery I Front Pair w/Brackets, ProLine.....PLA648	\$ 19.99
Discovery I Rear Pair, w/Brackets, ProLine.....PLA649	\$ 19.99
Discovery II RH , flap only (each) Front or Rear, molded, Genuine.....RND231	\$ 39.95
Discovery II LH, flap only (each) Front or Rear, molded, Genuine.....RND232	\$ 39.95
Discovery II Front Mud Flap Kit, w/Bracket, w/Hardware, Genuine.....RNQ818	\$ 163.87
Series II-III 88, 109 Front Pair w/Brackets, ProLine.....PLI557	\$ 39.95
Series II-III 88, 109 Rear Pair w/Brackets, Genuine.....RNB704	\$ 79.99
LR3, LR4 Front pair w/Hardware, molded, Genuine.....RNI691	\$ 118.72
LR3, LR4 Front pair w/Hardware, molded, ProLine.....PLI691	\$ 69.50
LR3, LR4 Rear pair w/Hardware, molded, Genuine.....RNI692	\$ 127.50
LR3, LR4 Rear pair w/Hardware, molded, ProLine.....PLI692	\$ 65.70
Defender 90 NAS Rear pair w/Stainless steel mounting brackets.....RNK015	\$ 179.95
Defender 90 LH Rear w/Bracket, (fits non-NAS D90 only).....RNI682	\$ 52.71
Defender 90 RH Rear w/Bracket, (fits non-NAS D90 only).....RNI683	\$ 52.71
Defender 90, 110 Front pair, w/Hardware, Brackets, Genuine.....RNF252	\$ 130.80
Defender 90 Pair, w/Brackets, w/Hardware, ProLine.....PLF252	\$ 89.95
Defender 90 LH front w/Bracket, Genuine.....RNI426	\$ 55.54
Defender 90 RH front w/Bracket, Genuine.....RNI684	\$ 55.54
Defender 110 LH Rear w/Bracket, Genuine.....RNI685	\$ 55.54
Defender 110 RH Rear w/Bracket, Genuine.....RNI686	\$ 55.54
Defender 110 Rear Pair, w/Brackets, w/Hardware, Genuine.....RNK014	\$ 129.95
Defender 110 Rear Mudflap, Single w/o Bracket, Genuine.....RNL313	\$ 48.19

Shift Knobs, Mud Flaps



Series II-III Shift Boots

Interior Boot Kit , Series II, IIA, III.....PLK8210	\$ 34.50
Boot , Main Lever, Series IIA & III, ProLine.....PLB673	\$ 4.59
Boot, High/Low Lever, Series II-III, ProLine.....PLB893	\$ 6.99
Boot, Hand Brake Lever, Series II-III, ProLine.....PLB892	\$ 6.95
Retainer, Low Range Boot , Series IIA & III, Genuine.....RNB689	\$ 18.50



RNK8225



RNK8220

Defender Shift Boots, Pedal Pads

Interior Boot Kit, Defender 90/110 Manual, Genuine.....RNK8220	\$ 99.90
Rubber Boot Handbrake Lever, LHD Defender, Genuine.....RNH418	\$ 55.00
Gaiter Shift Levers, Defender, Genuine.....RNH417	\$ 52.99
Gaiter Shift Levers, Defender, ProLine.....PLH417	\$ 24.95
Illumination Unit, Auto Shifter, Defender 90, Discovery I, Genuine.....RNH591	\$ 198.95
Pedal Pad Set, Defender with Manual Transmission, Genuine.....RNK8225	\$ 39.95
Pedal Pad, Accelerator, RRC, DEF & Discovery I, Genuine.....RNA904	\$ 12.55
Pedal Pad, Accelerator, RRC, DEF & Discovery I, ProLine.....PLA904	\$ 3.29
Pedal Pad, Clutch/Brake Defender, Genuine.....RNC655	\$ 19.50
Pedal Pad, Clutch/Brake Defender, ProLine.....PLC655	\$ 4.99

NEW Stainless Steel Defender Mud Flap Brackets



RNA0053

RNA0055

RNA0056

Stainless Steel Defender Mud Flap Brackets

The last mud flap brackets you'll ever need. Strong superior quality brackets to last the lifetime of your Land Rover Defender.

Front Set , fits all models, includes all stainless steel mounting hardware ..RNA0053	\$ 54.99
Rear Set Defender 90 fits all models (except NAS), includes all stainless steel mounting hardware (not shown).....RNA0054	\$ 54.99
Rear Set Defender 110 fits all models, includes all stainless steel mounting hardware.....RNA0055	\$ 109.00
Rear Hi-Cap Extension Set Used w/RNA0055, fits 110, 130 Rear mud flaps.....RNA0056	\$ 32.00

Towing, Recovery

Hi-Lift Reflective Loop Recovery Straps

STRP230

These recovery straps are ideal for winching and recovery use with a Hi-Lift jack. The polyester material allows for a controlled pull and will reduce dangerous recoil. Designed for slower, more exact extraction requirements. The reflective loops make night recovery easier. With minimal light, the loops reflect and shine making it much easier to see both connecting points during the night recovery process.

- 2" x 30' (20,000 lb. capacity).....STRP230 \$ 38.00
- 3" x 15' (30,000 lb. capacity).....STRP315 \$ 24.00
- 3" x 30' (30,000 lb. capacity).....STRP330 \$ 39.99



Kinetic Recovery Rope

This is the most effective recovery tool we offer. Stronger and smoother than a recovery strap. 24mm x 8 m (26 ft.) 8,000 lb. working load, 24,000 lb. capacity. Made in the UK. KRR001 \$ 109.90

KRR001



Background: 1994 Mt. Washington First and Only Accent by Rovers North covered in Rovers Magazine Issue, Winter 2015.

Filler Spout for NATO Fuel Can, EPA approved
PLF245 \$ 20.99



Fuel Can 20 Litre NATO Approved
RNF246 \$ 39.99

RNF246



Rovers North Expedition Shovel

Gene Richard Carter Shovel. This rugged off-road shovel has been the favorite of explorers the world over. Excels in all types of earth, loose, hard pack, mud, sand, gravel, and packed snow. Built with a stout solid ash Crutch T handle that is ergonomically sculpted to the palm of your hand for promoting a firm grip in all types of digging positions. The pointed shovel head is hot-pressed from pre-cut sheets of hot rolled heavy gauge Carbon Steel. Integrated foot treads provide better grip, increased comfort and protection to the user's feet. According to seasoned overlanders it's the shallow head angle that really sets this shovel apart, making it superior for fast penetration and digging underneath stuck vehicles. Compact size stows easily. Made in England by Richard Carter Ltd, premium quality shovels since 1740. The Original Hand Tool Manufacturer, color may vary. RNA691 \$ 48.95

RNA691



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 pintle style hitch. Includes mounting hardware. We offer receiver hitch kits to fit most Land Rover models and are Class III rated.

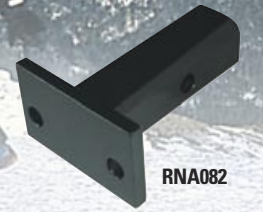
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| Receiver Hitch, Defender 1984-1998 | RNH110 | \$ 289.00 |
| Receiver Hitch, Defender 1999 -2013..... | RNA091 | \$ 298.95 |
| Receiver Hitch, Series IIA, III Standard Chassis..... | RNA084 | \$ 289.95 |
| Receiver Hitch, Series IIA, III Military Chassis..... | RNA086 | \$ 289.95 |
| Receiver Hitch, Series IIA, III 109" S.W..... | RNA087 | \$ 259.95 |
| Bracket Tow Hitch, Range Rover P38A | RNH349 | \$ 131.30 |
| Receiver Hitch Plug, "Land Rover" | RNN397 | \$ 12.16 |
| Hitch Pin, 5/8" with clip | RNN397 | \$ 4.40 |
| Receiver Hitch Adaptor, Tow Jaw | RNA082 | \$ 89.95 |
| Tow Jaw Assembly Kit, 7,700 lb Camel Trophy Style | RNF408 | \$ 119.95 |
| Shackle Mount, 2" Receiver with Hitch Pin | RNA1022 | \$ 49.98 |
| Lift Ring Front Bumper, Series IIA & III, Genuine | RNE426 | \$ 59.57 |
| Lifting Towing Ring Front Bumper, Series II-III, ProLine | PLN959 | \$ 29.99 |
| Front Lifting Ring Set, Series II-III, ProLine (front pair, hot dipped galvanized finish, includes all hardware) | PLK611 | \$ 89.50 |
| Recovery Loop Kit Defender, Genuine | RNK0211 | \$ 109.95 |
| Tow Ring Military J.A.T.E Defender, ProLine | PLK0211 | \$ 27.50 |
| Safety Pin Kit for NATO Pintle Hitch | RNA0104 | \$ 14.95 |



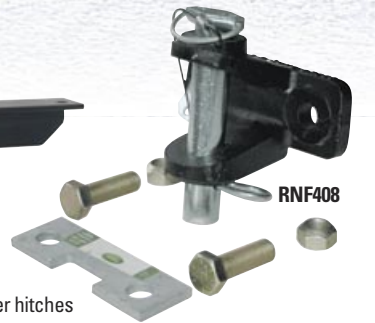
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RNA1022



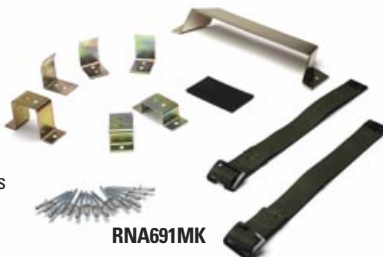
RNA082



RNF408

Wing Top Shovel Mount Kit for Defender, Series

Everything needed to mount your Expedition shovel to the wing-top of your Series or Defender Land Rover. Kit includes all brackets, pads, straps and hardware. Does not require wing top protectors. Kit does not include shovel. RNA691MK \$ 54.50



RNA691MK

Land Rover Trailer Hitch Kits

Receiver Hitch LR3, LR4, Range Rover Sport, Includes lock as shown, Genuine RNX570 \$ 559.95

Lock for Tow Bar Hitch, LR3/LR4, L320 RR Sport, Genuine RNX649 \$ 37.16



RNX570



Genuine Parts



RNX649

LAND ROVER DEFENDER

DEFENDER Accessories

ROOF RACKS

Slimline II Full Rack - Tall/ Land Rover Defender 90.....	KRLD007L	\$ 1253.00
Slimline II Full Rack - Tall / Land Rover Defender 110.....	KRLDT03L	\$ 1631.00
Slimline II Full Rack Defender 110.....	KRLD003L	\$ 1631.00
Slimline II Half Rack D110.....	KRLDT05T	\$ 1081.00
Slimline II Full Rack D90.....	KRLDT07L	\$ 1253.00
Load Bars 1400mm - Defender.....	KRLD024	\$ 367.00

GENERAL Accessories

ROOF RACK ACCESSORIES

Wolf Pack Storage Containers.....	SBOX008	\$ 39.95
Double 20 Litre Fuel Can Holder - Black.....	JCH0004	\$ 125.00
Single Jerry Can Holder.....	JCH0009	\$ 94.95
Water Tank Locking Tap.....	WTAN016	\$ 26.95
Premium Water Tank Hose Kit.....	WTAN029	\$ 33.95
45L Water Tank With Mount.....	WTAN030	\$ 206.00
Ratcheting Spade/Shovel Mount Bracket.....	RRAC024	\$ 57.95
Universal Corner Brackets, Adjustable Cargo Rack Chocks.....	RRAC129	\$ 81.95
Stainless Steel Tie Down Rings, Pair.....	RRAC025	\$ 10.95
Roof Rack Ski / Snowboard.....	RRAC096	\$ 198.00
Vehicle Ladder - 2 Piece / Land Rover Defender 90 & 110.....	LALD001	\$ 172.00
Stratchits (Pair).....	STRA034	\$ 29.95

LIGHTING, CAMPING GEAR

Stainless Side Mount Table, Defender.....	TBRA008	\$ 258.00
40"/1016mm LED Flood / Spot.....	RRAC101	\$ 595.00
Universal Roof Rack Spotlight.....	RRAC022	\$ 39.95
Spare Tire Mount BBQ (Adjusts to your Spare Wheel).....	VACC023	\$ 144.00



JCH0004



VACC023



VACC023

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Africa proven gear for your vehicle.

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