

ROVERS

MAGAZINE





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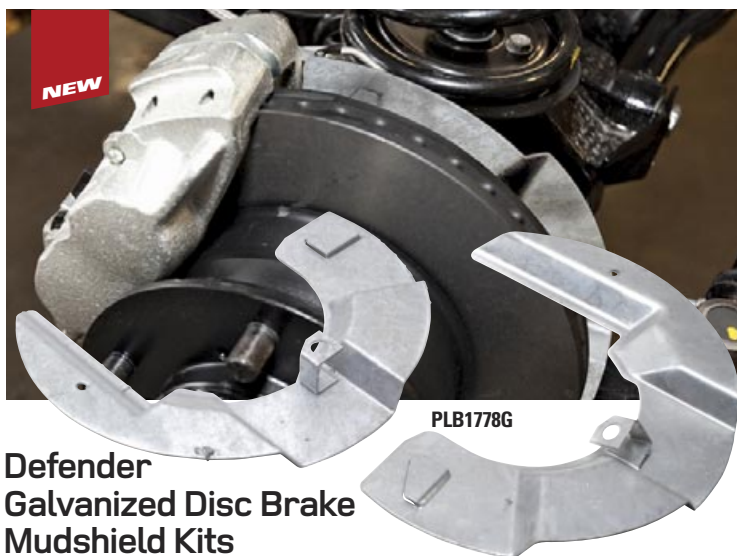


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GENUINE LAND ROVER ENTHUSIASTS

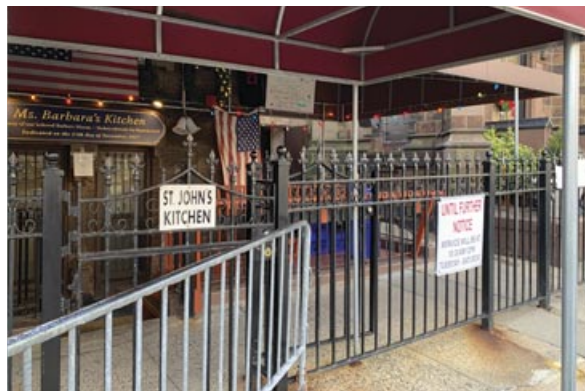
By Jeffrey Aronson



Above: Leon Sarkassian



St. John's food kitchen welcomes everyone



Last year, Jennifer Sarkassian, Summit, NJ, spoiled her husband, Alexis, with a '93 Defender 90 2.5L diesel imported from Italy. To Alexis, "It's a beautiful car, one I would draw if I were an artist. I'm living proof of the love for Land Rovers. Our Land Rovers have become as much a part of our lives as our children Sacha [23], Clara [21] and Leon [14]."

Leon, a 9th grader, attends Newark Academy, Livingston, NJ, a private school of 600 middle and high school students, founded in 1774. The school encourages students to create community-based projects; having volunteered with his family in food kitchen programs, Leon created the "1774 Initiative." Recognizing that homelessness and food insecurity is a major concern in the community, the goal is to make 1,774 lunch bags of sandwiches and drinks over the course of this school year, and deliver them to families and individuals through St. John's Roman Catholic Church in Newark. The church has operated its food program for over 40 years, and has expanded its efforts to provide other services and necessities for families and individuals.

Despite pandemic restrictions, Leon recruited over 150 students to make sandwiches and pack lunches. Leon delivers the meals to the church in the family's Defender. "The sandwiches warm the hearts of many," Leon said in an interview. "We feed the physical hunger as well as the emotional

hunger for friendship. To me, it harkens back to the spirit and the words of President John F. Kennedy."

Pete Dobbs directs the food kitchen program, which serves 500 people daily. He said that "Leon and his volunteers have been wonderful! Their donations have also included badly-needed toiletries and rain ponchos." Pete also admitted to being infatuated by "the iconic Defender."

As we go to press, Leon and his volunteers have managed to make and serve over 3,539 lunches. Packing the Defender full of meals to share with others "is a way for the comfortable to give back and not ride on our privilege," Leon noted.

Worldwide, Defenders have been pressed into humanitarian service in cities, towns and remote regions across the globe. We think that Leon's initiative is Fabulously British, and we wish him every success in meeting his goal this year and in the future. //

[To learn more about the St. John's Food Kitchen, visit njsk.org -ed.]



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THE WELLY

GOING FORWARD / ALL GREEN



With apologies to actor/children's book author Max Greenfield, "I Don't Want..." a 13-inch screen on my dashboard with a menu of options I didn't request and a propensity to cease functioning when I might actually need it. I do not want to select "modes" for different driving conditions. I want levers, knobs or buttons, not touch points.

At least, that's what I thought. Then I peered inside Bill Cooper's '51 Series I – the most analog vehicle imaginable – and spotted an EZ Pass electronic reader, a cellphone mount, a Garmin GPS, Garmin Maps and a digital cylinder head temperature reader. Hmmm, maybe he's onto something. He is, after all, driving it cross-country for the Barbara Toy Tribute Run. It might seem incongruous, but why not let digital gear help with our analog Land Rovers?

This support becomes even more important in daily driving. Simple digital devices would let enthusiasts retain the tactile, direct connection with our heritage vehicles while improving safety in today's conditions. Long gone are the days you could pull over and spread out a paper map, confident that other drivers were paying attention. Today, while distracted motorists tap, text, eat or take phone calls, you might wind up as a traffic statistic while scouring a map.

There's every reason to let your Google/Apple Maps or Waze app announce your route. Or you might want a rear-view camera when you're backing up to connect a trailer or avoid a tree when on a trail. Why not use a camera mounted to your wing or door mirrors to help guide you over difficult terrain?

You might also appreciate the ease with which digital instrumentation can help with your Land Rover. Mark Kellgren, Charlotte, NC, wrote to express his delight with the addition of a Rovers North digital speedometer in his early RoW Defender 110:

"My Defender 110 had the standard factory cable-driven speedometer that read in kilometers. After switching to a different tire size, I knew I wanted a programmable speedometer so I could have accurate mileage and odometer readings. I didn't want to lose the odometer reading, as I am sure many do with restorations. Switching from a mechanical to digital speedometer offered me the luxuries that come with a digital upgrade without the complicated ECU integration to the powertrain that so many of us loath in modern vehicles."

"For a daily driver and overland vehicle, reliability and simplicity are paramount to me. The digital speedometer allows me to easily calibrate to different tire sizes while maintaining the accuracy of my speed, as well as keeping to a proactive, odometer-driven maintenance schedule. Plus, the Rovers North kit was turnkey, including well-documented instructions." [Rovers North also offers a digital gauge cluster with voltage, temperature and fuel readings. See page 65 for RNSKIT2 and RNSKIT3 kits -ed.]

I prefer an analog Land Rover with digital aids over a digitally-controlled Land Rover any day. //

Jeffrey Aronson
Editor, Rovers Magazine

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Jeffrey Aronson
Vinalhaven, ME
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Stepan Pance
Czech Dakar Classic Rally driver

CONTENTS

ROVERS MAGAZINE / SPRING 2022

FEATURES

6 Behind the Scenes-DAKAR Classic 2022

As slow as possible, as fast as necessary. *Story: Jeffrey Aronson*

16 Vintage Outfitting

Rent a Land Rover for family camping. *Story: Jeffrey Aronson*

22 SCARR

Off-roading Texas style. *Story: Jeffrey Aronson*

28 Analog Guy in a Digital World

Engineering for the future. *Story: Jeffrey Aronson*

32 Pit of Despair-Maine Winter Romp

Wild Blueberries, Lobsters and Mud, A-yup. *Story: Jeffrey Aronson*

38 Small Defender - Big Impact

Family D90 is restored for its happy owner. *Story: Jeffrey Aronson*

42 2023 Range Rover Sport, 2022 Range Rover

Fast, Furious and Posh. *Story: Jeffrey Aronson*

52-97 Products from Rovers North

Our years of knowledge and experience, combined with our direct connection with Land Rover, bring you the best parts for your Land Rover.

About the cover:

Czech Dakar Classic entry - a 1965 Series IIA races the dunes with past winners; behind the scenes coverage starts on page 6. *Photography: Ricardo Leizer, A.C.O.*



COLUMNS

2 Fabulously British

4 Letters to the Editor

48 Vermont Rovers

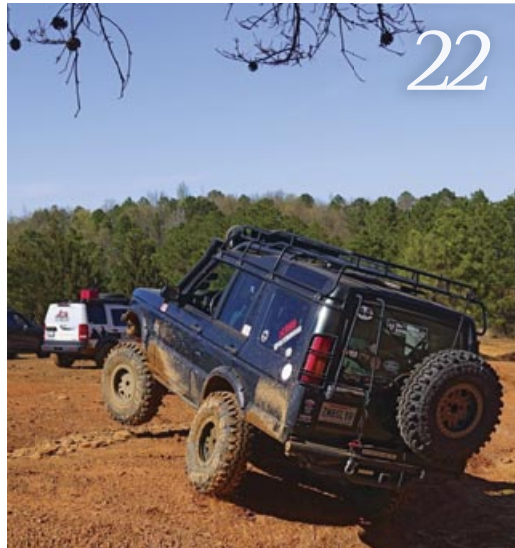
50 Behind the Steering Wheel

94 Sightings

6



22



16



38



28



45



Albert Pance
Czech Dakar Classic Rally driver



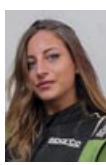
Dusan Randysek
Czech Dakar Classic Rally driver



Frankie Randysek
Czech Dakar Classic Rally driver



Roberto Musi
Italian Dakar Classic Co-driver



Rebecca Busi
Italian Dakar Classic Rally driver

LETTERS TO THE EDITOR

ENTHUSIASTS / SPREADING THE WORD

Send submissions to: editor@roversnorth.com



Dear Rovers North,

Our family Land Rover served as a wedding vehicle for our daughter Mackenzie's marriage to Toby Robinson last summer. We were delighted to see it featured on the cover of Hope Ranch Living magazine. Toby is now a medical student at the University of Vermont.

David Zimmerman
Hope Ranch, CA

[What a sparkling cover for the magazine, and good luck to Toby in his studies at the UVM Medical College -ed.]



Dear Rovers North,

Our 7-year-old granddaughter, Audrey, who lives with us, turned in her school homework and earned high praise for her use of "Land Rover" as a proper noun. Perhaps it is because she is surrounded by our covey of a '20 Defender 110 P400 SE, a '95 NAS Defender 90, a '13 Range Rover HSE Supercharged and a '11 LR4 that we gave to our son. We'll work on her spelling later.

Mick McCorkle
Fredericksburg, TX

[We're assuming that Audrey received an "A" for her proper nouns -ed.]



Name: Audrey		
PROPER NOUNS		
Think of some proper nouns for each common noun.		
	Common Noun	Proper Noun
	store	HEB
	car	Land Rover
	candy	Snickers
	girl	Maria
	movie	Clash Royale
	drink	Sprite

Dear Rovers North,

I bought my Land Rover, an '03 Discovery II, 5 years ago. I had some pictures taking for my 40th birthday - this one with my Discovery was my favorite picture! I was hoping you could put my picture in *Rovers Magazine*.

Lisa Thomas
Lafayette, GA

[A belated Happy Birthday from everyone at Rovers North -ed.]



Dear Rovers North,

I've been a Rover enthusiast since they started importing them in earnest to the US in the early '90s. A white RR Classic followed by a grey Range Rover, a black Discovery (one of the first in St Louis) and then two white Disco IIs, both 2000 model year. I snapped this photo at the local garage for oil change day. I'm planning to keep the twins forever. What fun!

Dan Prescott
Town and Country, MO

[Congratulations on your twin Discoverys. You join many enthusiasts in embracing that model -ed.]





Dear Rovers North,

Amanda, our daughter Eliza and I traveled to Burlington for a University of Vermont student weekend and took a ride over to Westford. I had not visited Rovers North since 2015, when I had Matt Browne of Overland Engineering complete a frame-over on "Hyacinth," our Series Rover. That time, Eliza had to ride all the way back to our home in Maine in the back of the old Discovery, surrounded by elephant hide seats.

This time I sought a new frame for our son Charlie's 110 – it's going to be his first car and he's almost as excited as I am. Despite the COVID protocols [limiting visitors -ed.], Nick Cota greeted us at the door and helped me put together a plan for the large order. I was surprised to learn that Rover North actually had two Td5 110 frames in stock! By the time we left, Nick had lined up a new bulkhead, frame and middle doors.

I must confess that my look around Rovers North at all the available frames made me start thinking of future projects. First, however, I must complete installing the checkerboard wing protectors I bought in 2015 for my '74 Series III 88" named "Pansy."

David Murrell
Charleston, SC

[We look forward to hearing more about your work on "Hyacinth" and "Pansy." It was wonderful to see you and Charlie at the Maine Winter Romp -ed.]

Dear Rovers North,

My son and I were reading your Winter 2022 magazine and saw a request for photos of "working Rovers" on page 5. We submit our humble 1991 Range Rover Classic providing recovery services to a Freightliner that got stuck in the mud. The friendly motorists who came by in their F-150s were without words.

Zach Batson
Overland Park, KS

[The pulling power of a Range Rover Classic should never be underestimated -ed.]



Dear Rovers North,

Dave Sweetapple's Vermont Rovers column provided very valuable information about the details of salting the roads. Here in the mountains next to the Smoky Mountains, it's the same problem and I've been way too careless with our vehicles.

Re: "Avoid parking your vehicle in a heated garage" – I'm not sure where you're coming from with this. The old John Deeres and implements under a shed or in an unheated, enclosed metal building here are always dripping sweat when the weather changes from cold to warm, moist air. I hate it, as any exposed metal is surely suffering. In the dry, tight, heated basement there's never any moisture or temperature swings to attract it.

What am I missing? Again, thanks for an excellent column.

[The problem arises when you bring a vehicle that's been driven in below-freezing temperatures on brine-covered roads into a heated garage. The brine starts reacting with the steel when it begins to thaw. To paraphrase P.J. O'Rourke, "Cars are like vegetables; they rot when they're defrosted" -ed.]

Dear Rovers North,

Hello from the UK! I just thought I would check in and send you a quick photo of a joint project between me and my Dad. It is an '85 C reg Land Rover 90 that popped up for sale local to us back around Christmas time. We saw it and both thought that it was just too nice, original and straight, not to buy. Very shortly afterwards I drove it home! It started life as a V8 but, unfortunately that engine had long since been replaced with a naturally aspirated diesel from a Sherpa van. It ran okay but was painfully slow and leaked oil almost as fast as you could top it up. We agreed that it needed a Tdi. Luckily, a neighbour had a rotten old Discovery which he sold to us to donate its engine. We have just started the swap over this week and today we did our trial fit of the new engine.



Josh Willis
Ashford, Kent, UK

[What a lovely Commercial van, Josh! Good luck with the replacement engine and enjoy your "new" 90 -ed.]

Dear Rovers North,

I have started a new business in Costa Rica called Costa Rovers. Because Costa Rica assembled Land Rovers from the 1960s–1980s from CKD kits, we have some of the most Land Rovers per capita in the world. Not only do I plan to repair Land Rovers for export, but I will have Land Rovers available for rent should US enthusiasts visit our country.

Jairo Flores
Guanacaste, Costa Rica

[We've enjoyed covering the Land Rover community in Costa Rica over the years. Many US enthusiasts visit every year -ed.]




DAKARTM

2022

BEHIND THE SCENES AT THE DAKAR CLASSIC

By Jeffrey Aronson. Photos: Stepan Pance, Frankie Randysek, ASO, Rebecca Busi, Roberto Musi



 DAKAR MILEAGE TABLE		
Day	Race Distance Subtotal (miles)	Special Stage (miles)
1A	381	11
1B	319	206
2	491	210
3	395	158
4	439	289
5	347	215
6	385	251
Rest Day		
7	435	250
8	515	245
9	304	178
10	471	233
11	311	215
12	422	102
Totals	5,215	2,563



Land Rover has always instructed off-roaders to travel, “as slow as possible, as fast as necessary.” The Dakar Classic, held this past January in Saudi Arabia, turned that mantra on its head.

Over 13 days of racing, hundreds of teams tackled 5,215 miles of driving – 2,563 miles of it on special, off-road stages. In between lay 2,652 miles of desert roads or tracks, all to be completed within strict time limits.

What was it like to compete in a famous international race across Arabian desert routes – in heritage Land Rovers? Three teams entered Series Land Rovers, seven ran Range Rover Classics and one competed in a Defender [see *Winter 2022 issue -ed*].



We reached out to many of these teams to get behind-the-scenes insights – from the driver’s seat to under the hood and even beneath the Land Rover.





Team # 772 – '64 Series IIA, Dusan and Frankie Randysek

Dusan Randysek, 51, a self-employed mechanical engineer and experienced off-road motorcycle racer, lives in Hranice, Czech Republic. For over a decade, he had stared at the Series IIA in his backyard. “My son, Frankie, and myself, we love this Land Rover very much; it’s the only 4x4 we’ve ever owned. It still had its original 3-bearing 2.25L engine.”

“The decision to run the Dakar in the Land Rover was spontaneous,” Dusan said. “I had offers to race on a motorcycle this year, but I wanted to do something with my son, Frantisek. So I decided to close up my shop and ‘Frankie’ and I would rebuild the Land Rover.”

“Frankie had grown up around me, building cars and traveling with me to desert races, such as in Tunisia. Many of my racing colleagues knew of him. But with this Dakar, he witnessed the competition from a completely different view.”

“The biggest challenge in the Dakar is that you’re always on the move. You must be ready to race each day, and if mechanical problems stop you for a few hours, you are out of the running for a prize. Of course, we had to install required safety items, like a roll cage, but I knew we would be running the race without a team of mechanics and support trucks, so we focused on reliability. For example, I bolted up a spare fuel pump and coil; in case of failure on the course, we could quickly change out the hose and wiring. I knew that the leaf spring suspension and small engine would be challenges for us, but we used strategy to play their game. In fact, on one stage, we were actually too fast [and received penalty points].”



Above top L-R: Dusan and Frankie Randysek. Bottom row: building the Series IIA for Dakar – roll cage, custom dashboard panel template. Below: The completed interior



Kyiv City Automobile Club Rally Team lend a hand

“The French organizers told us that we would never be competitive. It felt good to prove them wrong!”

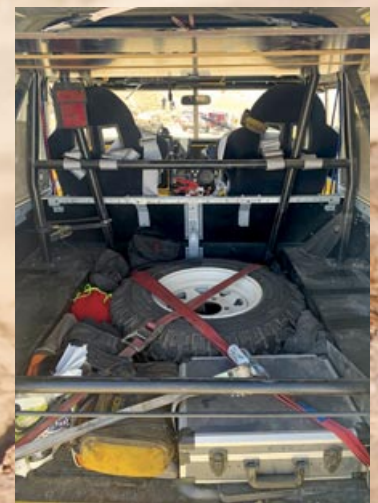
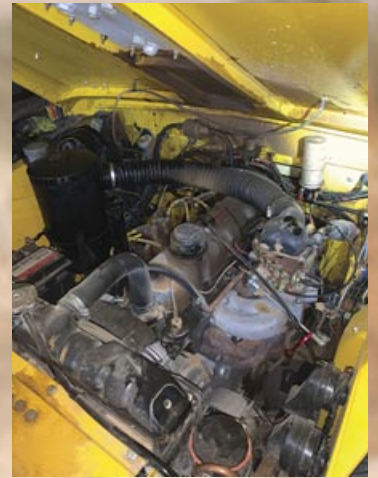


Photo: Vinicius Cabral, A.S.O.

Each day required significant mileage at speed. Dusan recalled, “On the first day, we had to drive 200 miles just to reach the start, then 150 miles of the special stage, then another 200 miles to the finish for that day. Four hours of that day was run at 70 km/h.”

“Our only mechanical problems arose on Day 3, and they involved the wheel hubs. I didn’t realize that we had a bent axle shaft, and that put quite a strain on the wheel flange bolts. Fortunately another team had a spare axle shaft and wheel flange.”

“We were able to finish the race, 119 out of 160. The finish was our goal. The French organizers told us that we would never be competitive. It felt good to prove them wrong!”

Frankie Randysek, 18, studies acting in Prague; he called the Dakar experience “an absolutely unforgettable journey. Competing in the event with my father was always fun. We worked well together and

managed not to get into major arguments; we turned out to be good teammates. My father had participated in other off-road races during my childhood, so I shared some experiences with this kind of rally. I’m glad I have this strong relationship with my father, and I hope everyone can find the same kind of opportunity.”

Dusan agreed that “the most important part of the rally for me was that I did it with my son. He was the youngest driver in the race, and he gained maturity from it. My message to readers thinking about running the Dakar is, make it happen. Time is short and you must do this while you can!”



Above: Team #779 – '65 Series IIA, L-R: Albert and Stepan Pance

Team #779 – '65 Series IIA, Albert and Stepan Pance

Stepan, age 27, earned his mechanical engineering degree from Czech Technical University with a specialization in automotive engineering. He works at Skoda, the Czech Republic's largest automotive manufacturer, but his passion for "vintage cars" came from his father, now age 65.

"Our dad always dreamed of having classic cars," Stepan said, but he had to wait until the 'Velvet Revolution' of late 1989 ended Communist rule. That enabled him to indulge in his passion." In the early 2000s, he purchased a Jaguar XKE convertible "that we still have, and we still love it."

Stepan's older brother, Albert, age 38, had run the Dakar Classic in 2021 and eagerly looked forward to running a vehicle again in this year's event. Stepan and Albert engaged the help of the Land Rover Series Club, Czech Republic, to source a vehicle. Stepan noted, "They're an informal group, but they always seem to have some RHD Series Land Rovers from the UK on hand. We bought ours from them and named him 'Cecil.' It had been sitting for decades and required a lot of work to get it into rally condition. It was our first ever 4x4."

Since "Cecil" had sat for over 30 years, it required engine, drivetrain and brake system renovations to prepare it for the Dakar. To meet rally safety requirements, Stepan said, "We had to put in a roll cage, 6-point racing safety harnesses and racing seats. To meet the driving distance requirements, we installed twin fuel tanks and a manual fuel change-

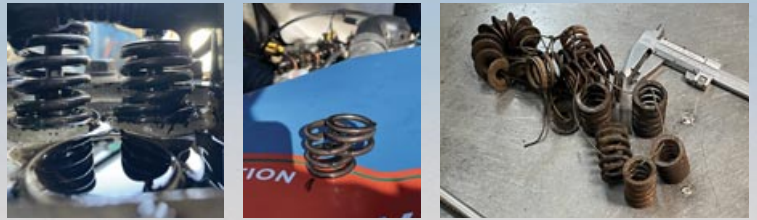




over tap, like those on military Land Rovers. We also installed wiring connections for the safety GPS and satellite communications.”

Once underway, Stepan and Albert ran into two major issues – one expected and one totally unexpected. The first was fuel vaporization, caused by the high engine temperatures when running at high rpm and race speeds. The rapid installation of a low-psi, electric fuel pump solved that problem.

The second issue proved thornier. Although the engine rebuild prior to the race used new parts, “Cecil” suffered from valve spring failures. When the Land Rover stopped running smoothly, Stepan and Albert removed the rocker arm cover to discover three broken springs. Stepan recounted, “we found we could remove and swap out the springs without removing the head, but no one had any spare valve springs. During a bivouac, I took an Uber to a city 15 miles away. I found a shop that had 20–30 old heads and a bunch of valve springs. I found two with similar dimensions and returned to the camp. We jury-rigged a system to



Top to Bottom: Flat out in a Series IIA; Surprise! Broken valve springs; Field repair; Surprise! Mud; Dakar service truck required tire change



prevent losing the valve down into the cylinder, moved the piston to TDC and started off the next day.”

“About 300 km later, another one broke! We drove on but had to bypass the special stage. Two days later, another one broke, and it became clear that we had purchased a bad batch of new springs.” A plea to the Czech Land Rover Club resulted in queries to UK enthusiasts that led to a contact in Saudi Arabia, Faisal Al Osaimi. Stepan said, “He’s a Land Rover enthusiast who works in a hospital, but in his free time, he works on his Land Rovers. He had spare parts, but Series Land Rovers in Saudi Arabia are very rare. There are maybe 20 in the country, and he owns 10 of them.”

Faisal recalls, “When I got the message for help, I thought that my cousin was joking me!” On a Sunday, Faisal invited Stepan to his apartment to help source the needed parts. “I woke up the whole building as I didn’t know which apartment was his,” said Stepan. With Faisal’s help, they went to an engine repair shop where they cannibalized 8 valve springs and spent the next four hours installing them into Cecil’s engine.

The remainder of the race went on without incident. Stepan summed it up. “The Series IIA was tough to ride in, but we were running to enjoy it, not to win. It was a journey that made no sense, but we really wanted to participate in the Dakar!”





L-R: Roberto Musi, Rebecca Busi

Team # 734 – '92 Range Rover Classic, Rebecca Busi and Roberto Musi

[Despite the official biographies from Dakar, Roberto Musi is not Rebecca's father. Her father is Roberto Busi. The families with similar names live in the same village, hence the confusion. Rebecca wanted to correct the record – Team #734 was not a father-daughter team -ed.]

Rebecca Busi, 26, Lagaro, Italy, grew up in a family in which her father raced motorcycles in the desert. "When I was 6, I went to Tunisia and Morocco with my father. Our annual vacations were in deserts; I feel as though I grew up in the middle of the desert. I followed my father in the races and it became my passion. I am his daughter, for certain!"

"I never knew how exciting it was, but my father told me, if you could finish the Dakar, you could do any race. It became a bet with myself. If you have enough courage, you can do anything."

Rebecca's family owns Calandrini SRL, which produces and distributes liturgical items for Catholic churches worldwide. Having graduated university with a degree in economics, Rebecca is continuing her pursuit of a Global Executive MBA through EAE Business School in Barcelona.

Taking a break from her studies one night, she noticed on social media that her father's friend, Roberto Musi, had lost his driver for the Dakar. She messaged him and said, "I'm available!"

"I had never driven a Range Rover. My first time driving one was the first day of the Dakar," Rebecca said. "It's not a difficult car to understand, but there were many points to learn. I always drive cars in the city, so the shift to off-road conditions took 2-3 days to understand. The Range Rover was the best car for me to learn on and make the change. It helped me because of its quiet and comfort,



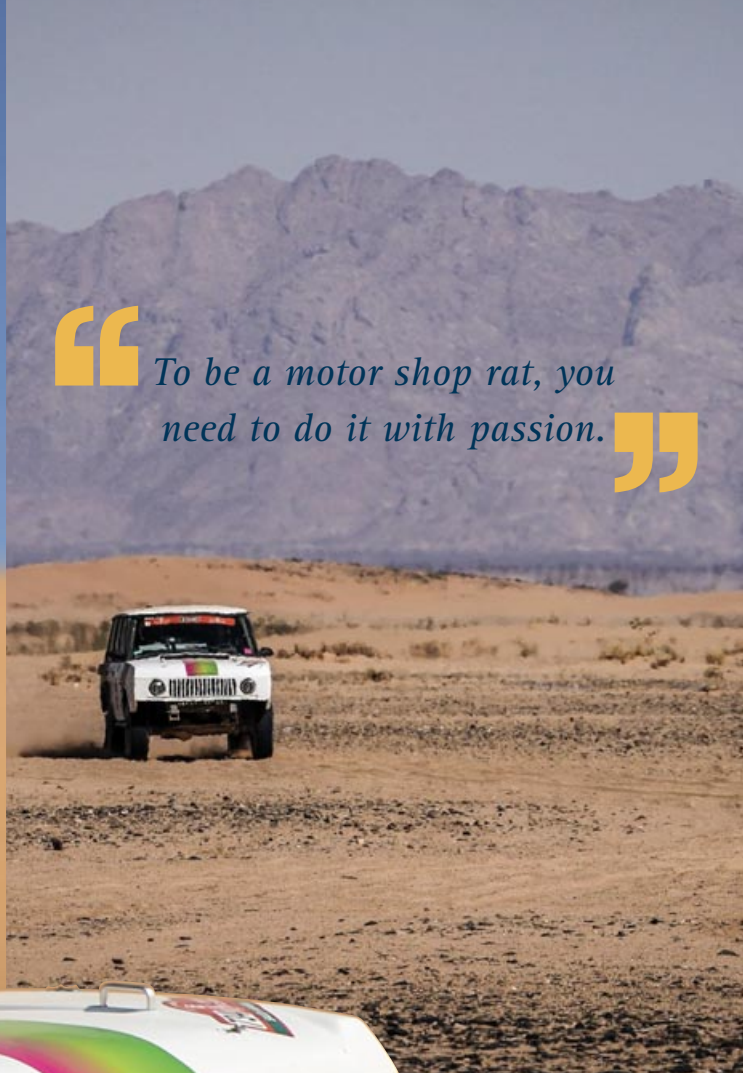
and its capabilities help you while you're learning. The Range Rover hid my mistakes."

The team finished in 114th place, and the experience fired Rebecca up to take on more desert races. "I will be leaving soon to drive side-by-side with a driver in another race in Tunisia. I want to grow as a driver, so I need to try a more powerful vehicle."

Rebecca would also like to see "more female drivers in motor-sports. My father told me before the first stage, I was smiling and I looked so proud. To be a motor shop rat, you need to do it with passion. I would like to see more drivers with passion, not just time, money and opportunity. I want race driving to be my job; when your job meets your passion, you will never 'work' in your life."

"To the younger drivers, you must find the courage to start. Find the road to pursue to your dream. If you are just dreaming, you are missing out. Find the courage to do it. I always knew that desert driving was my dream. I dream of the dunes all the time, even now after the race. I know nothing else as exciting to me."

“To be a motor shop rat, you need to do it with passion.”





Above: Range Rover Classic Dakar build

Rebecca pro-fessed her amaze-ment at the speed of the field repair, as well she should. The flat-rate time at a dealership for a 3.9 engine is 15 hours; shops have done it more quickly indoors when the head has no warpage. To perform the operation at night, under a canopy in the desert, and then complete the reassembly – solo – is quite a remarkable repair. Even more impressively, the Range Rover ran perfectly for the remainder of the rally.



“In a nutshell,” Roberto said, “the Dakar is the highest achievement for desert racing.” Looking ahead, Roberto wants to compete again in 2023. “Yes, it’s almost sure that I will run a Range Rover again in 2023. Maybe a two-car team with a Range Rover and a Defender 130.”



Above: Defender 130 tailgate serves as a field workbench. Left: Field repair.



At age 58, Roberto Musi has curated a dream life for himself; he created Sahara Dream, an off-road, North Africa-based adventure company, and a Land Rover specialty shop of the same name in Bologna. His extensive experience as a driver, mechanic and event organizer in desert rallies has enabled his company to bring over 200 groups to North Africa since its founding. His Italian trail leaders and capable Tuareg guides seek to expose the marvels of the desert landscape and social culture to novice and experienced travelers.

Roberto bought his first Land Rover 38 years ago. His many years of “raids” in Range Rovers led him to create custom suspension components for off-road rally competition, and he knows how to prepare a vehicle for a rally as challenging as the Dakar. Roberto’s mechanical skills were put to the test during this year’s event.

Roberto noticed that his Range Rover Classic developed a problem after the second stage when it began to run hot. First, he checked out the coolant piping; later, he swapped out the thermostat, but those easy fixes did not reduce the engine temperature. While the Range Rover ran competitively, it appeared to be losing coolant without obvious leaks. That led to replacing the head gaskets, starting with removing the heads at night, and then replacing the head gaskets on the following day, which fortuitously was the rest day for the event. “One head bolt was very stubborn,” Roberto said nonchalantly. “Nothing is easy in the desert.”



“ The Dakar is the highest achievement for desert racing ”



For all the teams, the time and financial commitment was substantial. The cost of entering a two-person team in 2022 was \$18,000, which covered shipping the Land Rovers for tech inspection (for European entries, to Marseille, France) and delivering them to Saudi Arabia in time for the rally. In addition, the fee covered airfare for the competitors, as well as their food and tent lodging during the event.

The Dakar Rally moved from South America to Saudi Arabia in 2020, and will return in 2023. Over the past five years, the kingdom has aggressively sought to host major motor racing events, from the Dakar to the Formula 1 Saudi Arabian Grand Prix and – its latest this March – the all-female Rally Jameel, a milestone in the country’s recent efforts to expand rights for women (the kingdom granted women the right to drive in 2017). Mark Vaughn of AutoWeek wrote, “Maybe motorsports isn’t the cure-all for the world’s woes, but it would be a nice start.” //

[For more information, visit: www.kmamk.com/milestones/dakar2022/ ;
@vintageracingteam_dakarclassic and @rebeccabusi33 on instagram;
www.saharadream.com/ -ed.]



Glamping with Grover

*By Jeffrey Aronson, Photos:
Enoch Elwell, Chad and
Claire Chang Tetzlaff*

Chattanooga, TN, does Christmas right, with a host of downtown festivals before the holiday. This spirit of fun led to Dave McCurdy receiving his best Christmas gift ever.

Last December, Dave and his wife, Bibber, were walking through the many festival exhibits when he saw a '73 Series III 109" with a roof-top tent. "I recognized it immediately," Dave remembered, "and jumped at the chance to speak with the owner about it. That's how I met Enoch Elwell, the founder of Vintage Outfitting. My wife could sense my excitement – imagine, a Land Rover built the year I was born!"

Vintage Outfitting grew out of Enoch's love for the power of experiences. As a kid, the Jersey Shore native "could not wait" to leave for the Jersey farm country and travel along the east coast.



Enoch Elwell and family celebrate the holiday





As a student at Chattanooga's Covenant College, he studied business and youth ministry, graduating in 2010. "I had side businesses throughout college and loved making things," Enoch said. "I tried my hand at making guitars and lutes in western Massachusetts, but the guild-like structure of the craft did not appeal to me."

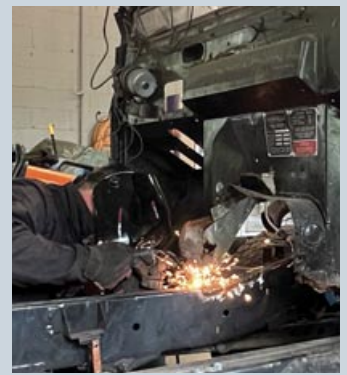
Enoch found himself back in Chattanooga in the quandary of a "quarter-life crisis" – wanting to be creative, contribute to the world in a positive way and be sustainable financially. These goals led Enoch to create CO.STARTERS, an international online network of support groups to help creative people build sustainable futures. Within a decade, CO.STARTERS had supported over 20,000 small businesses in launching and thriving in hundreds of communities worldwide.

Although still passionate about helping entrepreneurial ecosystem builders, Enoch felt that "I was losing the creative side of myself," so while CEO of CO.STARTERS, he opened up Treetop Hideaways around seven years ago. "The idea grew out of my desire to create a hospitality-based experience. Nostalgia is very compelling – everyone

loves treehouses. The fun challenge for me was designing the treehouses, placing them and then hiding the creature-comfort amenities, like Wifi and fine wines."

With the pandemic came a reduction in treehouse rentals, but an upsurge of interest in outdoor camping adventures. "I realized that I needed to take this experience out in the road, Enoch said. "What's the best vintage vehicle for a camping experience? For an iconic theme experience, it had to be a Land Rover. Market research in 2020 from my treehouse guests, combined with information from a market research firm, proved the appeal of a heritage Land Rover." Thus, Vintage Outfitters was born.

Enoch rented a warehouse in Chattanooga, hired a skilled team and began refurbishing and modifying Land Rovers to make them "user friendly." "Every person I talked to knows a 'Land Rover guy,'" he recalled, "but one that jumped out was Price Griffith, who is now our chief mechanic. He knows Land Rovers, their build components and what to look out for. Having him in-house with us is incredible."



SouthEast Bank

Creating a service business focusing on classic Land Rovers and outdoor experience activities – during a pandemic – might have seemed risky to conventional banks. Perhaps it was just sour grapes, but we weren't alone in wondering how Vintage Outfitting secured financing to create its fleet of Land Rovers. To learn more, we reached out to Juli-Ann Morgan of SouthEast Bank in Chattanooga.

"This application appealed to me because I'm not a career banker, Juli-Ann recalled. "I came out of the design industry. As a small community bank, we can think outside the box and deal with creative ventures. Enoch was referred to the bank through our president and a business partner; I had not worked with him before, but I was familiar with his treehouse project as my daughter had worked with him. And I was familiar with CO.STARTERS. I was super excited to work with Enoch because he's such a creative entrepreneur. I would love to take a trip in a Land Rover!"

"Through my work with another car enthusiast at another bank, I was aware of the cult following for Land Rovers. There are so many people who are enthralled by those vehicles!"

"The more I thought about his ideas, the more I thought, we don't need more Walmarts and Targets – we need more Enochs to make our lives more interesting!" //



VINTAGE
OUTFITTING

CASCADIA VEHICLE TENTS



At press time, Vintage Outfitting has a total of 12 Land Rovers, five of which are ready for rental. Some will be modified to accept Range Rover Classic or Discovery chassis and drivetrains underneath their Series Land Rover bodies; sadly, too many Americans cannot handle manual transmissions and drum brakes. “I’d like to refurbish them as much as possible,” said Enoch, “but I need to keep them ‘user-friendly’ to potential clients. We have South African partners who can source Series bodies for us, but underneath, we’ll have to use different drivetrains with automatic transmissions, and suspensions to accommodate the preferences of our clients.” Enoch would also like to develop a parallel line of vehicles that could be leased out to resorts, which will also want the emotional appeal of a heritage Land Rover to share with their guests.

I reached out to recent clients to inquire as to their impressions.

For Dave McCurdy, the owner of an '07 Range Rover, a glamping getaway in “Grover,” the Series III, provided the perfect Christmas gift. “This was the first Series truck I’d ever driven. If you love those vehicles, it’s unbeatable! You can almost see the rhinos out the window. I absolutely loved it. I envision taking a camping trip in it with our son, Means [age 12], as soon as we can find the time!”

This past Valentine’s Day weekend, Chad and Claire Chang Tetzlaff took “Grover” to the Prentice Cooper State Forest outside of Chattanooga. “We had been living in a Fort Transit van throughout 2021,” Claire said. “Chad owned a Series Land Rover years ago and during our travels, he would point out every one that he saw.” Chad cited, “my favorite aspect of the Series II was just how physical it was. There’s no power steering or braking. It was physically tiring, a nice contrast to contemporary cars. You’ve really got to pay attention when you drive it.”



Claire called the ride “quite exhilarating – like a roller coaster!” The rooftop tent was extremely convenient, and as it came with bedding – all we had to do was to crawl into it.

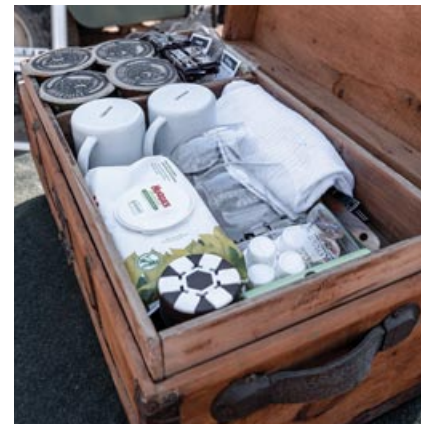


Enoch even packed a treasure chest of wine, s’mores and a breakfast. It was a perfect night of glamping, with a table, lanterns, even a collapsible toilet.” (She suggests the addition of a battery pack and/or solar recharging.)

Chad and Claire had met at the Savannah College of Design (SCAD) and quickly decided to take their design and communication talents around the world. Their pause over Valentine’s Day provided a respite from their travels and reignited a desire to find a Land Rover of their own.

Creating powerful experiences through Land Rover travel has provided Enoch with “the perfect dream experience – one that involves Hannah and our children, Clark [6], Charlotte [3] and Katherine [1], with Land Rovers.” It’s doubtful that there’s a better way to create magical family memories. //

[To view Chad and Claire’s Land Rover adventure, visit <https://www.youtube.com/c/ChadandClaire> or follow the QR code link –ed.]







Above: The Pereda family 109”



By Jeffrey Aronson, Photos: Rusty Hammett, Jeffrey Aronson, Lucio Vazquez



This would be a good place for photos,” said Trail Leader Arto Pullinen. He pointed up the steep hill of aptly-named Clyde’s Ravine. I exited his Discovery II and began yet another arduous climb – one of many at the 2022 SCARR [South Central Area Rover Rally].

Texas Rovers created SCARR 18 years ago – the 2022 edition attracted 134 Land Rovers and over 200 enthusiasts to the Barnwell Mountain Recreation Area in Gilmer, TX. SCARR has always drawn participation from nearby states, but with the pandemic easing, enthusiasts drove all the way from New England, Virginia and Florida from the east and California and New Mexico from the west.

The Barnwell Mountain site comprises 1,800 acres of campgrounds and 27 miles of different trails for motorized vehicles from dirt bikers to Land Rovers. Texas Rovers promotes sponsorships to rent the entire facility for SCARR, assuring that you’ll see only Land Rovers on site and won’t confront a convoy of trucks, side-by-sides or motorcycles blocking your way from the opposite direction. To these New England ears, the Barnwell Mountain staff twanged in a very Texan manner and sounded very friendly (assuming I understood them correctly).

Not surprisingly, a vast state like Texas encompasses a wide range of topography, but most of it looks flat. East Texas not only offers some hills, but even roads with a few turns. During early April, the fish are jumping and the pollen has returned – in vast quantities. Lexi Pereda, Ft. Worth, TX, said, “I always tell visitors in Texas to start taking your allergy medications a few days before you plan to arrive.” (I will heed that advice on my next trip.) The red clay soil absorbed the little bit of rain that fell, just enough to keep the dust down, but not so much to create slick rock conditions.

Those same rains often arrive with a vengeance, which might explain the severe erosion that has afflicted trails such as “Humdinger” or “Jeep Eater,” and made others like “Solihull” impossible to climb this year.



Above: Trail leader Joey Pitts assists Charles Galpin out of a tight spot

The Texas soil covers massive boulders that become ledges onto which you must drive your Land Rover. When they're wet, the narrow tracks are simply too steep and slippery for vehicles to climb. Those same ravine walls seem to close up on you when your Rover tips to one side or the other – watch out for your roof racks.

Relatively speaking, the Texas climate preserves vehicles quite well, which means enthusiasts there can run Land Rovers for decades; when you're not replacing frames and bulkheads, you can load up with lift kits and recovery gear. With Texas' comparatively low fuel prices, you can afford to trailer in more purpose-built Land Rovers; when was the last time you saw two Bowlers in the US at the same time?

I had the pleasure of jumping in with different drivers in a wide range of representative Land Rovers. Emilio Andrade, an anesthesiologist from Dallas, took his stock Discovery 5 onto the Intermediate trails. His longtime Land Rover affiliation arose from his childhood in El Salvador, where his family still has a Defender 110 working on their farm. He regaled me with stories of a childhood spent between two countries, while he skillfully navigated his Discovery up and down the loose rock ravines.

Caleb Reynolds, S. Austin, TX, works in the insurance profession but clearly has an outsized interest in beefing up his '04 Discovery II (@Lu-LutheD2). While ascending the rocky face of a challenging stope, Lulu broke a rear axle. Caleb knows his vehicle well; he had a spare axle and hub back at his camp – but we still needed to get Lulu out of the way. With a small convoy behind him on the narrow trail, reversing was not an option. Winching it further up the hill would require two different sets of the winch, but with a team effort, everything went smoothly and safely. Once on flatter ground, Caleb drove back to his camp site and effected the field repair.



Above: Veronica Brown uses her winch



Texan Veronica Brown drove her family's Range Rover Sport in search of a trail run and fell in behind our convoy.

Only its street-oriented tires let it down. With a carload of children, they wisely accepted a winch recovery. Throughout the day and night runs at SCARR, winches whirred as ground conditions ranged from dry clay to wet surface, loose rock to sharp ledge. The changes caught some unaware by virtue of tire choice, but the yelps of delight from drivers or passengers experiencing their first navigation of obstacles they thought were insurmountable brought applause from the entire convoy.

Trail leaders Arto Pullinen, Joey Pitts, Michael Neal, David Dousay and Tim Carter split the runs up into Beginner and Intermediate levels and took the time to check vehicle kit and condition to reduce the chances of problems out on the trails. Ideally, vehicles with winches would be interspersed throughout the convoy in case the terrain proved

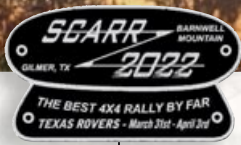


Above: Craig Jones' "Heavyweight Lightweight" and Michael Neal's Bowler.
Background: NorCal's Gustav Tow exits a trail

too much for a Land Rover's tires and/or driver capability. Arto has served as trail leader for beginners over many years, and the Discovery II he brought for this year's event has served him well from new. He alerted the convoy members with precision and calm, stepping out often to assist with spotting as necessary. For the many newcomers to Land Rover off-roading, his demeanor was undoubtedly reassuring.

Joey Pitts, Bridgeport, TX, splits his time between the family trucking company and his own Pitts 4X4 off-road training business. A certified off-road instructor, Joey demonstrated his mastery of the trail network as well his stock '95 Range Rover Classic. Whether ascending or descending, Joey knew exactly where to place each wheel for the best traction while minimizing impact on the suspension or drivetrain. I felt clumsier walking up or down the inclines than I did in Joey's Range Rover while underway. He gave me a lesson on vehicle sympathy, and while never seeming to fight the trail, reminded me that "You're in charge, not the vehicle." Joey also demonstrated centering the Range Rover; he never forgot that where the front goes, the rear must follow.

I could only follow Michael Neal, Lakewood Village, TX, as he had already ensconced wife Sarah and 3-year-old son Carson into the form-fitting racing seats of his Bowler. With its massive tires and minimalist body panels, the Bowler would go anywhere, but Michael remained patient as beginners and intermediate-level drivers filed



through. David Dousay, Fort Worth, TX, has the genial disposition and matching beard of ZZ Top; his hard-worked Range Rover Classic led groups each day.

Barnwell Mountain features several campsite areas spread out over its considerable acreage. Each of the six areas provides a different camping experience, from plugging in your RV or trailer to simpler tent sites, as well as different levels of noise and sleep. The ultimate entertainment is always at Old Camp, also known as “The Fun Zone,” and this year’s music, food and festivities rivaled those of past years.

It’s Texas, so food matters, and there’s not a better food truck in the state than Roz’s Eats from Kilgore, TX, which, to my delight, returned for another SCARR. The big feed happened on Saturday night, when attendees assembled for dinner under a packed pavilion. Once fed, everyone pulled out their raffle tickets – and bought a lot more – in an effort to win the prizes donated by sponsors. Emilio Alcazar and

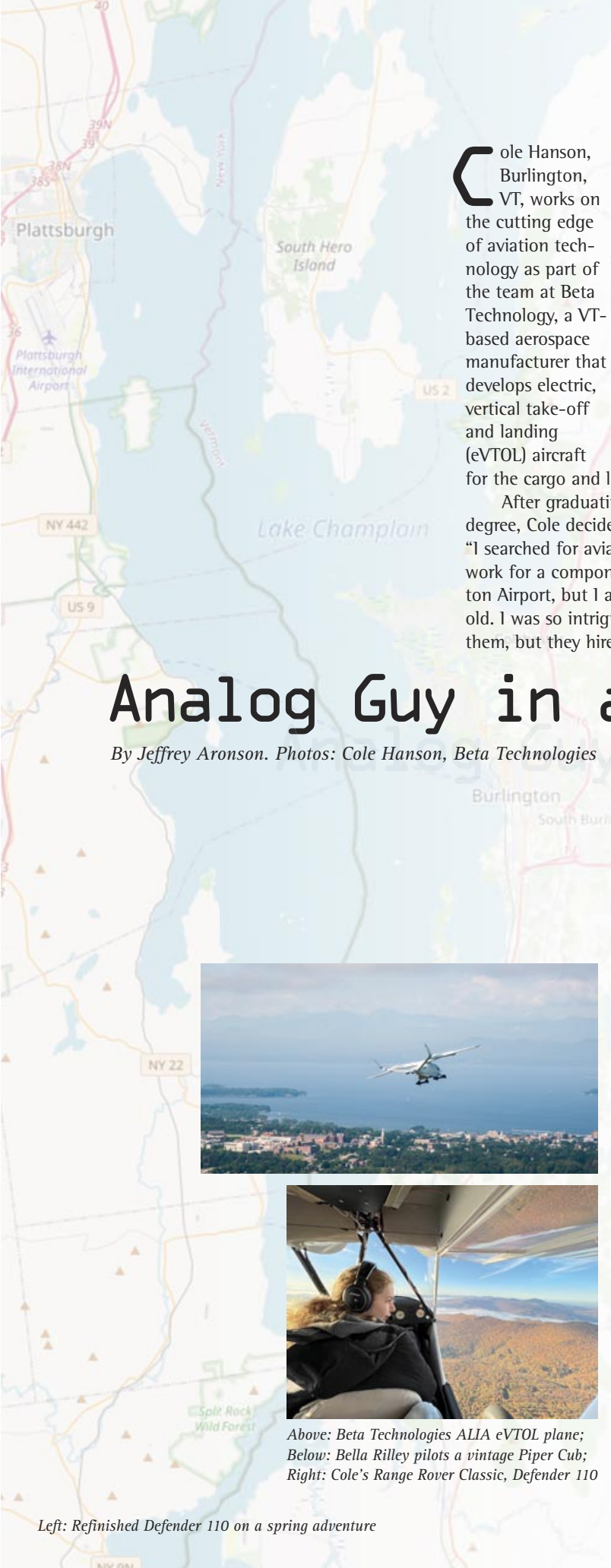
his daughter, Victoria, won a Defender nudge bar from Rovers North, perfect for his work-in-progress, a quad cab RHD Defender 142 with a dump bed. “It’s a project right now,” Emilio said, “but the nudge bar will be the perfect addition.”

SCARR runs on the good will of its volunteers. Event Coordinator Laura Shacklette deserves plaudits for the smooth operation of the tightly run event. Just as importantly, knowledgeable techs such as Alan Avery (North Texas British) and Darrell Oliver (Oliver’s Automotive) not only provided financial sponsorship, but gave of their time and expertise to help with trail support and field repair. Not all the repairs went smoothly; some required drives as far away as Austin and Houston for new Defender parts, but come Sunday afternoon, no Land Rover remained stranded at Barnwell.

134 vehicles carried over 200 enthusiasts who registered for the event. While only four brought their Series Land Rovers to SCARR, 23 Defenders – heritage and new – and 78 Discovery 1–5s tackled the trails. Texas Rovers celebrates its 25th anniversary this year, and judging from the smiles seen at SCARR, they’re on their way to another successful quarter-century. //







Cole Hanson, Burlington, VT, works on the cutting edge of aviation technology as part of the team at Beta Technology, a VT-based aerospace manufacturer that develops electric, vertical take-off and landing (eVTOL) aircraft for the cargo and logistics industry.



After graduating from the University of Vermont (UVM) in 2018 with an engineering degree, Cole decided to remain in Vermont and look for work in the aviation world: “I searched for aviation-related companies because they interested me. I did not want to work for a component manufacturer. Lockheed Martin had an office around the Burlington Airport, but I applied at Beta Technologies when the company was only a few months old. I was so intrigued that I was willing to take the trash out for free just to be around them, but they hired me instead.”

Analog Guy in a Digital World

By Jeffrey Aronson. Photos: Cole Hanson, Beta Technologies

Cole knew that when he moved from Dallas, TX, to Vermont, he needed the right vehicle for Vermont’s long winters, its “mud season” and its handful of summer days – but he needed to find the right ride on a small budget. Cole spotted an ’88 Range Rover Classic in a Craigslist advertisement. The owner was Leigh Williams, the famous chocolatier of Stowe, VT’s Laughing Moon Chocolates. When Cole expressed his interest, it was a done deal. Leigh said the constant battery drains frustrated her; “I just want it out of my sight.”

Cole showed up with cash and a fresh battery, and drove the Range Rover home in October 2019. Turns out the problem was an aftermarket alarm system; once ripped out, the battery never failed again. *[Engineers can do things like this -ed.]*



Above: Beta Technologies ALIA eVTOL plane;
Below: Bella Riley pilots a vintage Piper Cub;
Right: Cole’s Range Rover Classic, Defender 110





He loved the Range Rover Classic but, he explained, “I grew up with standard transmission cars and always loved – no, lusted after – a Defender.” After another search, Cole decided to work with Derek Chance of Green Mountain Imports, Woodstock, VT. “We looked at different ones,” Cole said, “and I settled upon a ’93 ex-MoD Defender 110 soft top with a 2.5 diesel. It had been used as a medic transport vehicle, so it had low mileage. Derek agreed to meet me at the Rutland, VT airport to view the Defender.

“Funny enough,” Cole recalled, “I had bummed a plane ride to the Rutland Airport. I tossed my bag of tools in the back, hoping for the best. Coming in to land, it was weird to get a bird’s eye view of the Defender from the air. I’d only seen a Defender once before! I was super excited and apprehensive at the same time, but it turned out to be everything I hoped for.”

“The drive home went great, even though it was my first time driving a RHD vehicle. I had brought earplugs and rolled the top up.

A journey back from Rovers North





It was slow but fantastic. People honked and waved, which was exactly what I was going for.”

The Defender became Cole’s only car, and thus, his daily driver, but as winter approached he had second thoughts. “It’s an absolute blast to drive, but I dreaded what the winter temperatures of –25 degrees F would do to starting it in January,” he said. Without the capability to run a block heater, his concerns rose, so he decided on an engine swap.

Cole returned to Craigslist and found a 4.1L (250 cu. in.) GM engine in Manchester, VT, and completed the transfer himself. He had to purchase an adapter, drill and tap a Chevrolet flywheel, yet was able to retain the Land Rover clutch and transmission. “I have to admit it’s a lot quicker and quieter,” Cole said, “and it has no problems starting at winter temperatures. The purists get agitated, but it’s a mechanical improvement. I even painted the motor Land Rover green. But I kept the manual choke, as it’s a perfect anti-theft device!”

The other major enhancement came last August when Cole and his girlfriend, Bella Reilly, a UVM student and intern at Beta Technologies, decided to give the Defender a paint job. “Bella and I created the paint color by mixing up Rustoleum blue and grey paints. We actually used rollers and brushes; it took a few coats for us to get the color right. I was so pleased, I installed a new Exmoor soft top.”

Whether it’s his love for his Defender, or his delight in piloting a Piper Cub with Bella (also a pilot), Cole appreciates the analog nature of his vehicle and his plane. “It’s very exciting to work with the latest eVTOL airplanes, but my heart is with the simple and direct. And I have the good fortune to live and work near Rovers North!”



“My favorite aircraft of Beta’s fleet – a 1940 Piper J-3 Cub, a most raw and visceral way to experience flight, not very dissimilar to what Defenders offer for a driving experience.”



Scan the QR code and watch a video about BETA Technologies on your mobile device

Beta Technologies

Beta Technologies considers electric power the inevitable future of aviation and wants to bring this future to the present. That’s what they’ve been doing from their South Burlington, VT headquarters since 2017.

In addition to newly minted engineers like Cole Hanson, Beta has assembled an experienced team to design aircraft using electric power propulsion. Their eVTOL (Electric Vertical Take Off and Landing) prototypes have already demonstrated the capabilities of their technology. Beta also offers internships; of the fifty students currently interning there, many come from UVM.

Beta focuses first on cargo-carrying capabilities; the company already has contracts with UPS for general freight, United Therapeutics for delivery of medications, and both the US Air Force and US Army. eVTOL aircraft do not need vast runway space and can deliver directly from a distribution center to a retailer or client. With their electric propulsion, they are less polluting than the typical petroleum-based, aviation-fueled planes or helicopters. Depending on the source of the electricity for their motors, they can be more sustainable, too.

Beta claims that its Alia 250-C, “is just simple enough to be revolutionary.” With a range of 250 nautical miles, a take-off weight limit of nearly 7,000 pounds, and a charging time of less than one hour, it seems destined to change the logistics of delivery.

If you thought Vermont only produced maple syrup, fine cheeses and amazing ice cream, think again.



Maine Winter Romp

Story by Jeffrey Aronson; Photos by Zack Griswold, Jeffrey Aronson, Chris Raspa, Timothy Oh, Helene Raynauld

THE RETURN ÖF THE PİT ÖF DESPAİR

As I gaze out at the Winter Romp trail network, I can hear the ominous voice of the movie trailer for *In a World...* frightening me:

One by one, the Land Rovers challenged the dreaded “Pit of Despair.” The unlucky did not heed the warnings and succumbed to the insidious, sucking vortex, requiring recovery and extrication. A lucky few gunned their engines, finding those brief, thrilling moments of traction that led to their triumph over the gruesome, hideous obstacle. But heed this warning – beware the “Pit of Despair!”

Maine has a well-deserved reputation for rocky shores, broad forests and majestic mountains, but it hides a reality that wetlands – a.k.a. mud – comprise 5 million of our 20 million acres.



That ratio also applies to the Sebecook Millennium Green location of the Maine Winter Romp, home of the “Pit of Despair.” Despite an average temperature of 22 degrees F throughout February 2022, the 20 inches of snow and ice gave way under the weight of over 130 Land Rovers to expose the mud and water underneath.

The site of the Winter Romp encompasses 207 acres, land purchased through donations from enthusiasts and now owned in trust for off roading and camping. It’s located in the town of Benton, and borders Unity Plantation and Clinton. The topography includes many hills and forests, an old railroad causeway – and swamps, some enhanced by particularly industrious families of beavers.

2021 should have been the 25th anniversary of the Maine Winter Romp, but like so many events during the worst of the Covid-19 pandemic, it held off celebration until this year’s event. It’s hard to believe that the Romp began as a small, local, low-key antidote to winter boredom (the first “banquet” took place in the Unity College Student



Eric Archer and daughter Chelsey tackle the Romp in their 1992 Range Rover Classic.

Photo: Zack Griswold



Union). This harkens back to the days when movie theaters [remember them? -ed.] featured the first *Mission Impossible* (now 8 films and counting) and *Scream* (now 5 films, a television series and a video game), and you gasped through *Independence Day* and *Twister*. Yup, it's been around that long.

From the early years of winter camping (speak with Jason Wachtel), area B&Bs and the nearby American Lodge and USA Lounge (room furniture bolted to the floor, vise grips for faucet handles), the Winter Romp has grown such that this year, organizer Bruce Fowler had to commandeer all the rooms in three Waterville, ME hotels. The attendance rose to over 270 enthusiasts – even with the required proof of Covid-19 vaccination and enforced online preregistration.

The Romp finally caught up with the 21st century. Thanks to website designer Amanda Ehlers, Gibson, BC, Canada, the significantly revamped website did not look like it had been created on Windows 7 or Mac OS 7; thanks to Paula Miniotis, Midland Park, NJ, the online registration went smoothly. Bruce Fowler used social media very effectively to communicate updated information prior to the event, and encouraged participants to download a trail map to their phones. Yet, somehow, the event remains free in terms of registration; you pay only for your meals and lodging.

Although named the *Maine Winter Romp*, the largest number of participants came from Massachusetts, with hefty numbers from





Above: Hey, that's a big snowmobile

New York, New Jersey, Connecticut and New Hampshire, and surprising numbers from Virginia, Maryland, Ohio, South Carolina, Georgia and even California. I'm sworn to secrecy as to exactly how the Canadian contingent from Quebec, Ontario and New Brunswick crossed the border and returned.

The trail network over the Millennium Green land has grown significantly in recent years, and Bruce received invaluable help this year from Paul and Nicholas

Vigue, Ray Sisk and family, Trevor Ness, Jeff Porch, Brian Rossini (BDR Automotive and crew), Georg Miniotis and Parris Lambert, in creating, maintaining and prepping the trails. Other than the likely cold temperatures, you never know what the trail conditions will be from Romp to Romp. This year's weather included a thaw and successive freeze, followed by 6 inches of fresh snow, making the trails quite unpredictable and entertaining. Bruce and his volunteer crew had manufactured trail name signs, color coded to (assumed) level of difficulty. Over recent years, a warming hut, used by the Waterville Habitat for Humanity to sell over \$3,800 in hot food and drinks, and a one-holder outhouse have been erected on a ridge as permanent structures. Other improvements include a much larger staging and "put on chains" area at the end of the entrance road.



Above: A-yup, Maine off-roading sucks you in deep. Left: Brrrr!!

Below: The Warming Hut was a very welcome necessity this year

Below left: Terrence Donahue ponders Maine mud and ice



To the cries of, “You wuss!!” from the 34 Series and Defender drivers, I tackled the trails from the warmth and comfort of my '97 Discovery I. I aired down the tires but stubbornly refused to put on chains. With luck, I made it through all my chosen trails and hills, taking advantage of the center differential lock and low range. Amidst the clamor for upgrades, it's too easy to forget the built-in capability of any Land Rover with proper off-road oriented tires.

As I drove, I enjoyed watching a wide range of Land Rover models. Winter Romp might be the only time I've seen two Stage Ones together – David Short's '80 from Sterling, VA and Terry Jackson's '81 from Lewiston, ME. We don't see enough Range Rover Classics on the trails, so a thanks goes out to Eric Archer, Warwick, RI and Rob Wollschlager, Colchester, CT (both '92's), Lazz Mackenzie, Cumberland, RI ('95) Tristan Black, Lincolnville, ME ('94) and Richard Chase, Gray, ME ('88).

Helene Raynauld, Ellicott City, MD, lived in the lap of luxury in her '08 Range Rover L322, as did Chris Snyder, Newburyport, MA ('14), Edwin Herrera, Frederick, MD and Jim Romano, Wenham, MA (both '98 P38-A's). John Eraklis, Pemaquid, ME, towed his Mad Max Series creation behind his '12 Range Rover L322. “After two days of freezing,” he said, “I opted for the warmth and luxury of the Range Rover.” Doug Foster, Bar Harbor, ME, found an '09 Range Rover Sport, which he affectionately named, “The Beater with a Heater.” He welded on some home-made skid plates, mounted a horse ornament on the hood, and proceeded to tackle every trail while, indeed, staying warm.

Rovers North's own Zach Griswold sought to tow his '93 Defender 110 canvas top behind his Range Rover, but the lack of proper rental trailer availability in Vermont forced him to tax his Defender's heater for the 5-hour drive. I don't know if he thawed out by the time he returned home, but the Defender looked terrific at the event.



Above: Doug Foster's 2009 Range Rover Sport, “Beater with a Heater”





Above: Taylor Brown's Discovery II enjoys an outing in the Maine woods

This 25th year not only saw new trails, but also new features; the first was a Friday night auction, organized by Carlane Mattson and Paula Miniotis, to raise funds in support of the Millennium Green infrastructure. Roped in at the last minute as the auctioneer, I benefitted from the generosity of Rovers North and other parts companies, enthusiasts emptying out their garages and, lastly, the good spirits of bidders such as Stephen Smith, Yarmouth, ME, and Arie Schochat, Rochester, NY, who let his young sons go wild in bidding for Land Rover models. In the end, the collective generosity raised nearly \$2,000.

An unusual raffle became the second special event for the 25th anniversary. Back in 2012, Greg Black and Sarah Katuzny, Lincolnville, ME, drove down a side street in Boston's South End – with far too much cash – to answer an ad for an '01 Discovery II. The deal was done that night and they drove it back to Maine. They found a VCR player in the back [remember those? -ed.] which kept the twins, Sam and Landon, entertained on subsequent long drives to Vermont to visit Sarah's family. The Discovery also transported their oldest son, Tristan, and his mountain bike team to races all over the state. When it reached nearly 200,000 miles and became surplus to their '94 Range Rover Classic and '86 Defender 110 200 Tdi, they

offered "George" to Bruce Fowler as a raffle prize to raise funds for land maintenance. Bruce spread the word and before long, it had new head gaskets, CV joints and a winch, along with a high lift jack and other recovery gear. Bruce also saw to it that "George" received a tune-up, some frame welding and a test drive.

Despite the fact that I bought two \$50 tickets, Jesse Ware, Portsmouth, NH, won the Discovery II. This was only fitting, as I can remember Jesse attending most every Winter Romp since its inception. There's every reason to believe that the next 25 years will prove just as entertaining. //



Above: Winter Romp enthusiast Jesse Ware revels in the raffle win of "George"







1992 Range Rover Classic County



Small Defender - Big Impact

By Jeffrey Aronson; Photos: David Small, 4x4 Center

Newlyweds David and Pamela Small lived in New York City in the early '90s and treated themselves to a '92 Range Rover County. David worked in real estate development and bought himself a Jeep Wrangler Rubicon. But once he saw his first Defender 90 in 1994 he knew – as the Spice Girls say – that's what he really, really wanted.

Finally, on New Year's Day in 2003, David found a buyer for his Jeep and a seller of a 24,000-mile '97 Defender 90, plaque number 782. "It was a surprise for my kids," said David, then ages 9, 6 and 1 – and a treat for him.

The Defender split its time between the Small's homes in Bedford, NY, and the Monomoy area of Nantucket, MA, where Pamela's family had a summer house. "While the boys enjoyed driving it around on the beaches," David recounted, "Alison really took to it. Despite the fact it had a soft top, she drove it to high school every day, even when the winds would blow snow around the windows."

Alison said, "I feel like I was raised in the Defender. I definitely had the coolest car of any of my 350 classmates at Fox Lane High School. I actually learned to drive in the Defender. I drove it to school all winter and sent it to Nantucket when I worked for Vineyard Vines there."

The brine-riddled winter roads of Bedford, combined with the salt air of Nantucket, slowly corroded the Defender's frame and bulkhead. "It was the culmination of winter and summer salt that virtually ate through the Defender and it became dangerous to drive, David concluded. "Prior to the vehicle going in for extensive work, the debate in the house was forceful as to whether she should be restored,



Above: The Small kids enjoying the NAS Defender 90 from Day One



Above: Alison Small just knew it would be her's one day



David and Pamela Small



"Mine, all mine!"

as Alison hoped, or sold for something sportier, as Matthew and Greg were advocating."

"Several things factored into my decision, including how Alison would drive that Defender to school daily and particularly through the cold New York winters. She argued that if she could drive it with no power brakes or power steering, and with snow blowing through the canvas top, she could navigate any car. I also think that she wanted to show her brothers that she was more resilient than them!"

In the end, David recalled, "My daughter's voice was always the loudest and I acquiesced."

Alison, who now lives and works in New York City, remembered, "I was bummed when he wanted to sell it. I'm grateful that he looked past the potential sale and restored it." David spent "months researching those capable of undertaking the extensive restoration task and contemplating the associated costs." He ultimately chose the 4x4 Center in Williston, VT.



Mike Hopwood, the founder and principal at the 4x4 Center, hails from Worcestershire, England, about an hour from Solihull. "I grew up with Land Rovers," Mike recalled, "and opened them all my life." He came to the USA in 1993 when he started working at Rovers North, before opening the 4x4 Center in 1998.

Mike remembers the Small rebuild well. "It was original," he said, "not battered, but certainly rusty. We sourced a replacement NAS bulkhead and frame, and installed new doors with galvanized steel frames, which we then seam sealed. A new soft top helped tighten up the Defender against the weather. The rebuild also required new suspension bits, springs, shocks and bushings, as well as new stainless steel brakes and new fuel lines. We also repaired the existing wiring harness and added a new sub-harness for a sound system and heated Exmoor seats."

"The drivetrain remained original, but we resealed the motor and the transfer case; the transmission was in great condition. We installed a bed liner and new jump seats and covers in the rear."

The Defender took some 13 months to restore. David surprised his family the night before Thanksgiving with its arrival. "The boys have both been interested in driving the truck since its return," he smiled, "but Alison hasn't given up the keys just yet."

Matt and Greg admit to changing their opinions of the Defender now that it's back home. Matt, who lives in Manhattan's West Village and works for a tech startup, said, "I'm the antagonist of this story. Growing up, we had an Audi convertible, and I was obsessed with fast and slick-handling cars. What I do remember, though, was the time a classmate drove his CUV into the Defender. His bumper was ready to fall off, while the Defender suffered a paint chip around the headlight.

When we got the Defender back from the 4x4 center, its suspension





Above: Thanksgiving Eve surprise!

improvements gave it a whole new driving feel. I admit the error of my ways – but I’m always right about everything else!”

Greg, a junior at Syracuse University, recalled, “I was a youngster when we first got it, but I remember learning how to drive in it. I also remember that you

couldn’t hear the stereo system when underway, and that the Defender would shake violently on the highway. Once, when I was driving it to school, a piece fell off and landed on the road. As for the restoration, I was all for it – I know how much the car means to our family.”

The family Defender has solidified Land Rovers within the Small family. David ordered a new Range Rover (“It looks so distinguished,” he said), as Pamela is involved in Westchester County equestrian events. Matt now seeks a Discovery II for himself, while Greg would like a Defender of his own. As for Alison, she plans on inheriting plaque #782. //



L-R: Greg, Alison and Matt

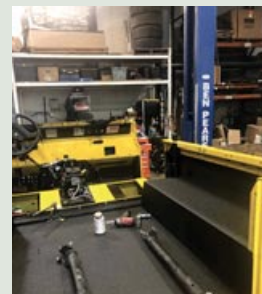
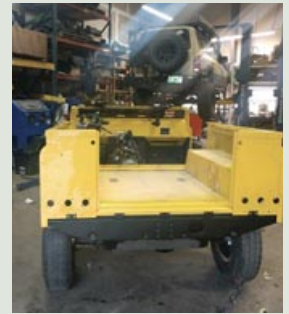


The 4x4 Center

Mike Hopwood emigrated from the UK in the early 1990’s, joining Rovers North to help start the Rovers North Driving School, the first Land Rover – specific training program in the US. His lifelong enthusiasm for the marque led him to create the 4x4 Center in 1999.

The Center opened in Williston, VT, and then grew into its current service locations in S. Burlington, VT. “We have three main services,” Mike reported. “We’re the only independent Land Rover specialist shop in Northern Vermont, and we’ve invested in the diagnostic equipment to work on late model Land Rovers, Range Rovers and Range Rover Sports. A second service involves our work on Series Land Rovers and Defenders, from maintenance to complete restorations and/or customizations. Our third service is a professional off-road driving school located in Bolton, VT.”

[For more information visit <https://www.the4x4center.com> –ed.]



*"If they could see me now,
That little gang of mine,
I'm eating fancy chow
And drinking fancy wine...
They'd never believe it
If my friends could see me now"*

["Sweet Charity"]

Posh Times

By Jeffrey Aronson

Photos: David Shepherd for Land Rover, Land Rover Media, Jeffrey Aronson

Let me be clear. The likelihood of me driving a Range Rover with an odometer reading under 200,000 miles rivals the 80–1 odds of Rich Strike winning this year's Kentucky Derby. Check that – even less. So when JLR invited me to their Global Media Drive to experience the new Range Rover, I accepted within nanoseconds – before they could change their minds!

JLR chose California for the Global Media Drive to introduce the 5th generation Range Rover. It proved the ideal setting to show journalists from around the world the Range Rover's stunning new design, improved driving capabilities and enhanced interiors – and to elevate my living standards for a few days.

Five years ago, Land Rover's design and engineering teams faced the unenviable task of creating the newest Range Rover; I mean, was there anything "wrong" with the L405? With this newest generation, they succeeded in terms of both design and engineering. Its stunning proportions, tightly hewn design elements and striking lines might be the best since the Range Rover Classic. Its specifications looked alluring in its press releases [*See Winter 2022 issue -ed.*] and its performance exceeded expectations during the test drives.

JLR brought journalists through San Francisco to the stunning landscapes of Sonoma County. We arrived at the Charles M. Schultz Sonoma County Airport [*Yes, named after the cartoonist who created the "Peanuts" gang -ed.*], stepped off the plane and found ourselves staring at over \$750,000 worth of Range Rover First Editions. One of them would be shared by Michael Harley (*Forbes, Autoblog, KBB*), a Porsche enthusiast who looks like he belongs in a Range Rover, and me, who looks like the attendant who would wash your Range Rover.





"May I wash your Range Rover, sir?"

Range Rover owners have been spoiled by the presence of a V8 engine throughout the different iterations and the 4.4L twin turbo (523hp / 553 lb-ft torque) did not disappoint. Land Rover claims 0–60 in 5.1 seconds; I can attest that when you shift into Sport mode, the acceleration pushes you back into the encompassing driver's seat and by the time you exhale, you've broken the speed limit. The "base" P400 (Mild Hybrid 3.0L Turbocharged I6 with 395hp / 406 lb-ft) was hardly a sluggard, and I found driving either one a pleasure. Regardless of the engine, the 8-speed transmission responds precisely and seamlessly. Even the stop-start when idling engages smoothly and without the usual "clunk."

New engine options will arrive in the future. For 2023, Land Rover will offer a 434hp mild hybrid that will have a 62-mile electric range and a 0–60 mph time of 4.4 seconds. Even more exciting will be the all-electric powertrain promised for the 2024 model year.

Land Rover trumpeted its "Integrated Chassis Control with Dynamic Response Pro" that uses electronic air suspension to ensure crisp handling. The Range Rover comes in either a SWB (118 inch, 199 inches overall) or LWB (122.9 inches) version; overall, the length grew only two inches from the previous model.

Whether driving the SWB or LWB, you can maneuver the Range Rover without sway; only in the tightest corners does physics win out, but never leaves you doubting its handling. "EHorizon Data" actually anticipates road changes and sets up the suspension ahead of the vehicle's arrival. Also, the rear suspension for the new generation is a five-link setup, which makes rear-wheel steering possible and reduces turning radius. The combination sharpens the handling further, eases concerns about parking and actually gives the Range Rover the smallest turning circle (36 ft) of any Land Rover model.

Ignore the marketing-speak – the engineering really worked in real-life driving. From the airport, JLR's events team curated a drive that took us on narrow, winding two-lane roads past Sebastopol to the coast at Bodega Bay. (If you're a certain age, you might remember Alfred Hitchcock's *The Birds*, which was filmed there.) State Route 1 winds its way along the cliff sides with spectacular views of the Pacific. At any speed, you could fling the Range Rover into corners without the slightest discomfort. Its acceleration and braking enabled it to go from 0–Ludicrous Speed and back with aplomb. I also appreciated that while the software-driven suspen-





sion features gave the Range Rover superb handling, they never masked the tactile road feel; you always knew the composition of the road surface. Driving it along this stunning route pushed Michael into clenched-teeth negotiations with me as to who would drive next.

Nigel Blenkinsop, a 30-year veteran of automotive manufacturing, explained to me the extraordinary build steps required to achieve the panel fit, glazing and chamfering that give the structure such elegance and fluidity. Real adults can fit comfortably, with ample leg room, in the third-row seats – once they climb the doorway. You can order seating for 5 in either SWB or LWB, with a three-row, 7-seat option available in the LWB. Door handles retract into the doors, which in turn have an electronic assist for tight closure. Aside from its obvious beauty, the Range Rover has an amazing .30 Cd, quite remarkable for a vehicle of its size.

The new Range Rover SV, arriving at 2023 model year, will come in a SV Serenity or an SV Intrepid version. Land Rover's Special Vehicle Operations has created the four-seat Signature Suite interior, in which the rear seats recline as footrests rise up. Should you require one, a center table elevates electronically and

flips open to provide room for your phone (complete with wireless charging), tablet – or the chilled glasses you pulled out from the center armrest/cooler. Michael found this so relaxing that he made me chauffeur him about during our entire one-hour drive between wineries.

We did experience a mild off-road course, which involved narrow, winding trails that ascended and descended through a pine forest. With its standard electronic rear differential and all-wheel steering, the Range Rover handled it easily, using the Terrain Response 2 settings that enable its all-wheel drive to behave like the former, permanent 4-wheel drive.

The new Range Rover should spread fear and angst through the executive suites of competing auto companies. JLR has raised the bar for what it means to manufacture a “premium SUV.” The Range Rover's style, engineering, wheelbase and seating options have resulted in moving it even further ahead of its supposed rivals. Honestly, it has no competition. //



An island friend owns a 2016 Range Rover Sport. He's a speed demon, not an off-roader, but he definitely appreciated the fact that when driving through Dallas, TX after a major rainstorm, his Sport entered an underpass and waded through a couple of feet of water, without incident or any water intrusion.

The Range Rover Sport established the benchmark for a new class of SUVs. From its launch in 2005 and its second generation in 2013, the Range Rover Sport remains "the ultimate performance SUV." One out of every three Range Rover Sports sold worldwide winds up in the the US; out of the 300,000 sold here, the metropolitan areas of New York, Los Angeles and Miami remain the biggest markets.

In April, I joined a group of journalists invited to view – but not record – the 2023 Range Rover Sport at a Reveal Event held in a secret location in New York City. JLR staff locked away cell-phones, laptops, tablets and iPads before we could enter the venue. Before us sat two Range Rover Sports hidden under car covers whisked off the cars just prior to the presentations.

Joe Eberhardt, the CEO of JLR North America, stated that we were the first journalists in the world to see the third-generation Range Rover Sport. (By press time, JLR will have held similar presentations in Los Angeles, Dubai and London.) He noted that in addition to being the sales leader here in the US, the Sport's demographic skews younger than the Range Rover's, an important boost to the marque's future.



2023

Range Rover Sport Reveal

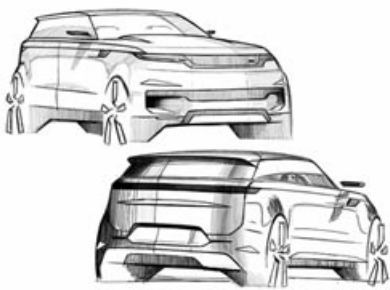
By Jeffrey Aronson, Photos: Land Rover Media

Canadian auto journalist Coleman Molnar [see p.47 -ed.] shared my enthusiasm for the sharpened and tightened design of the new Sport. Designer David Eburah highlighted how the vehicle retains the classic elements of any Range Rover: the descending roofline, the continuous waistline and the upswept rear line. Together with the short front overhang, retractable door handles, flush window glazing and new lighting, the Sport retains the distinctive and compelling styling that has made it so popular. Equally impressive is the .29 Cd, a 12% improvement over the second generation Sport.

Built to perform, the drive-train options [see chart p.46 -ed.] range from a 3L Ingenium 6 with 355 hp/369 lb-ft torque, to a 4.4L twin turbo V8 producing 523 hp/553/lb-ft

torque. Yes, the 2022 Range Rover Sport offered a 5.0L Supercharged V8 (518 hp/461 lb-ft), but the new 4.4 V8, sourced from BMW but modified by JLR, produces far higher torque. If you're so inclined, an all-electric model will arrive in 2024.





In an interview, Rory O'Murcho, JLR's Vehicle Line Director for the Range Rover Sport, said that this generation had been five years in the making. "Dynamics were the core in the design," he noted. The modular architecture is 35% stiffer than the previous Sport, which improves the handling substantially. The addition of a Dynamic Air Suspension intelligent system continuously reads the road and senses movement some 500 times per second to adjust the multi-valve Bilstein shock absorbers and other suspension controls to further reduce lateral roll on turns and enhance sharp handling. An "eHorizon" feature will use navigation data to anticipate upcoming road twists and turns.

Every Range Rover Sport includes rear-wheel steering up to 7.3 degrees at low speeds, and adaptive steering at higher speeds. There's torque vectoring through braking and an electronic active differential. This will help when off-roading too, as do the familiar Terrain

Watch stunt driver Jessica Hawkins in Iceland

Response 2 system, the new Adaptive Cruise Control which works with the off-road settings, Wade Sensing and Clear View camera screens.

The ultimate model of the new Sport will be the "Stormer Handling Pack, unique to the First Edition. [The Stormer name harkens back to the Range Rover Sport concept model -ed.]. In addition to the standard First Edition features, this model enables drivers to create their own Configurable Programs based on their preferred driving modes.

The 2023 Range Rover Sport represents a significant elevation of the model from design to pricing. Time to pull out the string-back gloves while I await the first media drive. //

Trim Level	Powertrain	Specifications
P360 SE	3.0L Turbocharged MHEV	355 hp/369 lb-ft
P400 SE Dynamic	3.0L Turbocharged MHEV	395 hp/406 lb-ft
P400e Autobiography	3.0L Turbocharged PHEV	434 hp/619 lb-ft
P530 First Edition	4.4L Twin Turbo V8	523 hp/553 lb-ft

Note: All New Range Rover Sport models come with an 8-speed ZF automatic transmission and Intelligent All-Wheel Drive.



ABOVE AND BEYOND

First Impression: The 2023 Range Rover Sport

By Coleman Molnar



Land Rover has always done well to lead as well as mirror the style of the times. The brand's vehicles play off modern trends using modern materials and technology, while tapping into the illustrious, old-world vibe that permeates the marque.

When Land Rover traces a new shape, it becomes one of the standards through which the rest of the industry stuffs its segment-competitive vehicles. With the 2023 Range Rover Sport, Land Rover has made yet another beautiful machine worthy of emulation.

Last month, I joined a select group of journalists at the Range Rover Sport Reveal in New York City. Once uncovered, we could see and touch, but not drive, the pair of production models.

From every angle, the new Range Rover Sport evokes its predecessors while looking strikingly new. In fact, Senior Exterior Designer David Eburah believes it is the most easily identifiable Range Rover Sport ever, especially from behind the vehicle, with the new inward- and downward-sloping lines, new taillights and optional quad pipe.

There are many other elements that signify major change with this third-generation of Land Rover's most popular North American nameplate – and that's without even touching on performance. The Sport's face has gone under the proverbial knife as well, with a new and unmistakable triple-decker grille available on some trims.

The terms "sophisticated" and "decluttered" were used multiple times during the presentation. Inside, you can reach out and physically feel what they might mean – a new technical fabric covering the side speakers, a repositioned door handle for ease of egress, an absence of wires due to the upgrade of wireless charging, for example. There's also an updated cabin filtration system that can now allegedly kill the Covid-19 virus.

All this to say, without having driven it – or even heard the engine turn over – I can confirm that the 2023 Range Rover Sport is a vehicle I'd like to spend more time with. And I think all enthusiasts will, too. //

[Coleman Molnar is a British Columbia-based automotive and lifestyle journalist -ed.]



Defender 110 30th Anniversary Edition

As we go to press, Land Rover announced a limited run of the Defender 110 30th Anniversary Edition. All 500 of these special models will be Fuji white, with white 18" steel wheels, as an homage to the 1993 NAS Defender 110, also publicly limited to a production run of 500 *[which was actually 534 -ed.]*

The Defender 110 30th Anniversary is powered by the P300S 2.0-liter, DOHC, twin scroll turbocharged 4-cylinder twin turbo engine, with 296 hp/295 lb-ft torque *[vs. the NAS Defender 110's 180 hp/227 lb-ft -ed.]*. Additional features include a roof rack and deployable ladder, sliding panoramic roof, mud flaps, interior mats, fixed side steps and a front A-bar. //



Land Rover Tampa

Land Rover Tampa

Defender enthusiast Tarek Armoush purchased his Defender 110 30th Edition from Land Rover Tampa as soon as it was announced. He was delighted to find that they had exactly one.

Land Rover Tampa opened to the public 25 years ago as a Land Rover Centre. The dealership opened a new, multi-story facility in 2021, including showroom space for 50 vehicles and 20 service bays. It's one of the few Land Rover-only dealerships and a multiple Pinnacle Award recipient *[They even kept the off-road demonstration track! -ed.]*

Peter Sweetser, past president of the UK-based Camel Trophy Owners Club, described Jennifer Stals, Land Rover Tampa's General Manager, as "steeped in Green." Jennifer joined the dealership in 2001 after a stint at Land Rover Louisville. When she arrived, she told her staff, "I bleed Green. I would not work for any other brand." They were skeptical at first, but she lets her personalized license plates do the talking: one reads "HUE 166" and the other reads "RVRGIRL" – they're attached to a '97 Discovery 1 and a '13 LR4. Jennifer's family has also enjoyed time with the new Defender 90 and 110.

Javier Gerena, now the Sales Manager, joined the dealership in 2005. "Land Rover customers love the history of the brand and what it stands for. Land Rovers and Range Rovers have always been exceptional; they have a soul. I love that, too." Javier's favorite Land Rover is the Defender 110 V8.

Felicia Hudgins, a Sales Guide, worked with Land Rover Tampa's corporate owner for 10 years and came over to Land Rover nearly two years ago. "Honestly, I was a die-hard BMW fan before working here," she admits. "I had multiple BMWs, but I have a Defender 110 now and will never go back. This area gets flooded during hurricanes, and BMWs don't do well in water!" Felicia's Defender 110 S is white with a black top, an homage to her beloved Dalmatians. "I show Dalmatians in area competitions, so I wanted the Defender to match their colors."

We applaud the marque enthusiasm of the Land Rover Tampa team. It's clearly infectious! //



Felicia Hudgins, Halloween 2021



Jennifer Stals



VERMONT ROVERS

Story, photos by
Dave Sweetapple

PROPER PLACE / PROPER TRAILS

Do you really need a good reason to host a gathering of Land Rovers? The answer is “No,” but a weenie roast is as good as any.

Our Vermont Rover Club has no charter members, no bylaws and no dues. The closely knit group gets together infrequently to hit some trails. Over the past few years, we have organized weekend-long events incorporating camping, off-roading, bonfires and of course food. Last February, Glenn Parent and I decided to host a one-day “Vermont Rover Club First Annual Weenie Roast” held on his family’s 15 acres in Grafton, VT on April 16, the day after federal tax returns were due.

Weather in this area can be very uncooperative during April, but we took a chance and officially announced it. We both reached out to all the known Land Rover enthusiasts, followed by a general announcement on social media. As the date approached, the weather forecast read “100% chance of rain for the next 10 days.” This prompted a lot of queries as to

whether we planned to cancel or stay the course. It’s Land Rovers; of course we would welcome the sun, but it would go ahead, rain or shine.

I reached out to Brattleboro chef and buddy Zach Corbin of Peter Havens Restaurant to help me source a bulk order of quality hot dogs. He offered to buy premium, all-beef frankfurters for me through his supplier in Boston. I didn’t know the attendance in advance, so I ordered 240 hot dogs and buns to be safe. On top of the hot dog staple, we invited attendees to bring their favorite snacks or picnic food.

Glenn and I, along with our wives Zoie and Robin, respectively, and a couple of other volunteers, arrived at the event location on Friday to set up the fifty feet of canopy tents, assuming that it would rain all day Saturday. The huge burn pile we had assembled for the bonfire a few weeks prior was still covered with tarps. We were all set for the main event.

On the “Weenie Roast” day, we were quite pleased, as Land Rovers of every vintage began filling the field from about 9:00 am onward. At the height of activity, I counted 55 Land Rovers, with a few that had come and gone beforehand and a few more that arrived later. People came from all six New England states and New York. The farthest may have been Leif Counter, who ferried and drove from Martha’s Vineyard with his girlfriend Maggie Bucci in his Series III 109”. John Vallerand drove five hours from Greene, ME, in his Defender 130 towing an aluminum teardrop sleeping trailer. Jon Peter Fudge and his son-in-law Brian made the trek all the way from the New Haven, Connecticut area in his newly restored ‘69 Series IIa. There were a couple of Series Is along with an assortment of Series II, IIAs and IIIs. Defender 90’s, 110’s and 130’s showed up in a few different configurations. Several Discovery and Range Rover Classics also came, including Chef Brent’s early 90s



Above: Chef John Vallerand mans the grille; Right: Maggie Bucci, Leif Counter and Nala; Far right: Meradith Ganow tackles Vermont’s mud season





Photo: John Martin

4-door Range Rover Classic that won "Best in Show" at the British Invasion a few years ago.

David Nunn, Christina Young and Bill Mariano from the Land Rover Experience in Manchester, VT, arrived in three modern Range Rovers. All three of them could not resist getting right into the middle of the mud-and-recovery situations taking place up in the woods behind the tents.

The event site had 5 acres of fields where the Land Rovers lined up for viewing, but beyond the tree line lay some very challenging trails that we had cut a couple of years ago. I should say that it's more of a course than a network of trails. Four long strips of stone ledges that stand like a group of leviathans emerge from the forest floor, offering a variety of intense natural

obstacles with several beds of muddy forest floor between them. A few of the adventurous types took their Rovers up into the woods to check out the routes and, in most cases, experienced a setback of some sort. The only one that continually drove the full course without trouble, multiple times, was Mike Kenney in his highly modified late Series IIA. His Rover turned out to be the main recovery vehicle for those stuck in the muck, and also the main shuttle for those wanting to experience the run inside a Land Rover as an observer.

My friend John Martin from Chesterfield, NH, travelled with his 80-year-old father, John Sr, who had purchased a new Series III 88" in 1973. That Land Rover has been sitting dormant in a rusted state for many years. After Mike took the Martins and me up through the woods, John Sr again



proclaimed, "That's it – gotta get my Land Rover done!" Very little damage resulted from our runs. Only Rob Wollschlager, Colchester, CT, suffered a small bump on the nose of his '90's Range Rover Classic. The final drop on the farthest piece of ledge is very steep and off-cambered, so making the tight left turn at the bottom of the hill is tricky in a larger vehicle. A Series 88" is short and light enough to make it, but the sheer weight and size of the Range Rover Classic sent the passenger side into a small tree while attempting the turn. No major damage though, and these small recovery episodes provided the extracurricular activity at the gathering.



The cooking of the wieners started around midday with John Vallerand manning the grill. Many people brought food to share: salads of every kind, shrimp platters, veggie platters, pies, cakes, cookies, charcuterie boards, chips/salsa, etc. Mike Kenney brought his deep fat fryer, so we even had curly fries for those who wanted them. There was no excuse for anybody to say they left feeling hungry. When the local fire chief arrived, we touched off the brush pile with a small dousing of gasoline, sending flames and plumes of smoke into the air. We follow the rules in the Vermont Rover Club.

After so much consternation over the weather, it didn't actually start to rain until around 6:00 pm, after all the Land Rovers had left for the day. All in all, the turnout was better than expected for a first-time event and we are now looking forward to the 2nd Annual Vermont Rover Club Weenie Roast next year. We plan to incorporate a parts swap as one of the key components of the event for next year, so start amassing your boxes of old doubles and spare parts to bring along next spring. //

[Follow Dave Sweetapple on Instagram @VermontRovers and @RoversMag -ed.]



Miles age 3

Photo: Nicole Welsh



Caleb Reynolds' Discovery II

Over the 30 days of April, travel to Land Rover events took me to New York, East Texas, San Francisco & the Sonoma Valley and the Blue Ridge Mountains of Virginia. Airlines delivered me to the events, so I spent considerable time in the passenger's seat. That gave me ample time to admire the talents and commitment of so many enthusiasts. Let me share a couple of notable examples.

On a steep ascent at SCARR, Caleb Reynolds, S. Austin, TX, snapped a passenger-side rear axle shaft [See p.22 in this issue -ed.] on LuLu, his Discovery II. He showed ingenuity in accomplishing an on-site repair – having experienced the same problem at the Great American Rover Rally in Moab last year, he made certain he came prepared just in case.

As Caleb told me, “Ever since that event, I make sure to take my tools, wood blocks, spare axles, hubs and axle nuts with me. I had most of the needed tools but forgot to bring two things: a 10pt, 13mm socket (for caliper bracket bolts) and a Phillips-head screwdriver large enough to remove the rotor retention screw. Caleb Lourias and Justin Monnin had the tools I needed, and Chad Street loaned me jack stands.”

“After we got off the trail, I drove to a flat area and lifted the rear. As the passenger rear tire spun freely when the driver rear was on the ground, I knew it was the culprit. I removed the tire, followed by the brake caliper bracket (tied up and out of the way) and brake rotor; finally, I unbolted the 4 hub bolts and slid out the hub and axle assembly together. (I find that removing the hub and axle together is fastest. Since it would be difficult to separate them on the trail, I make sure to carry separated hubs and axles. That way I can reassemble as needed.) I inserted the new axle, slid on the hub, tightened it with a loaner electric impact gun, bolted the hub down, re-installed the rotor and caliper bracket and then tightened the wheel. When I put the truck down, I used my 2 ft breaker bar to finish tightening the hub bolt. Then I pinged the hub nut to lock it in place.”

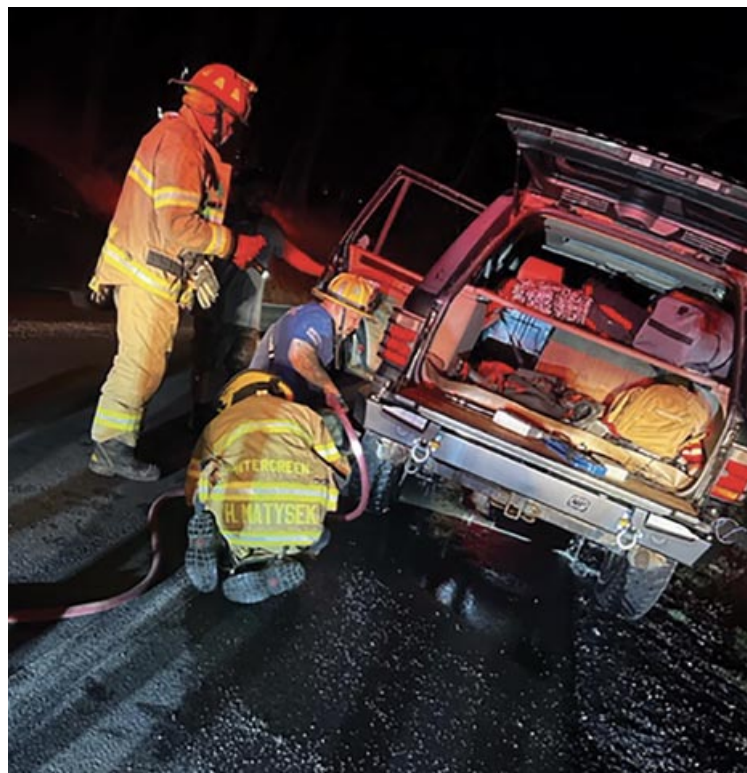
“Once I found the tools I needed, the job took about 30 minutes. The Land Rover community was awesome in helping Lulu get back on the trail to wheel. After I put her back together, we got back in line for the next scheduled trail run and kept wheeling! I had driven LuLu five hours from Austin to the rally and I drove her home without issue.”

An even more dramatic repair occurred at ROAV at Wintergreen later that month. Ronald Saba, Alexandria, VA, and family traveled to

BEHIND THE STEERING WHEEL

Story by Jeffrey Aronson
Photos: Rusty Hammet, Jeffrey Aronson

PROPER NOISES / PROPER VIEW



Wintergreen Fire Department extinguishes an exhaust fire

Wintergreen in their Range Rover P38A, “Coco.” Here is the story of Coco’s field repair at Wintergreen.

Vanessa Saba told me, “While driving up the mountain road to register for Wintergreen, we kept smelling something, but Ronald and I thought it must’ve been an old truck going up the hill. The P38 kept chugging along, and I kept smelling a strange odor – was it smoke, a hard-working engine or hot brakes? As we passed the Wintergreen Fire Station, Ronald realized the smell was coming from our Range Rover. When he popped up the hood, white smoke just poured out. Suddenly, a female driver behind us yells, ‘Dude, you’re on fire! Your truck’s on fire!’ As soon as we heard that, I got Isaac, age 6, and RJ, age 13, our of our Range Rover. Ronald quickly ran for some water bottles and began throwing water at the flames, which came from the left rear quarter of the vehicle. That’s when the Fire Department arrived and sprayed the underside of the car with water.”

“Once the Range Rover cooled down, Ronald found out his center muffler had blown out due to rust. The heat from the exhaust had blown toward and melted the left rear brake hose. It also ignited the ABS wires and the brake lines. Ingenuity and good fortune enabled him to make the repair. David Short, ROAV’s president, loaned us wire and crimping tools to reconnect the ABS system. Our friend, Edwin Herrera, had a spare brake hose in his P38A. The next morning, Ronald purchased some HVAC aluminum and exhaust putty, and he ‘MacGyvered’ the P38 such that we made the trails all weekend.”



Hector Gonzales effects a clever field repair

Rebelle Rally competitor Kristin Thul, Ft. Worth, TX, took her '95 NAS Defender 90 on the Barbara Toy Run, a women-driver only trail drive held annually at SCARR. Once on the trails, she discovered that at low speeds, her Defender ran hot and threatened to over-heat. She finished the run but expressed concern as her long drive home loomed ahead. Darrell Oliver diagnosed the issue as a weakening fan clutch [a viscous coupling activates the engine fan when the cooling system reaches a certain temperature -ed.] Mechanic Hector Gonzales effected a brilliant field repair. He soaked a face cloth with water, squeezed out the excess and rolled it tightly into a tu-



bular shape. Then, he wrapped it between the fan shaft and the plastic flange of the fan. Taking two of the largest zip ties I've ever seen, he tightened the cloth to create enough friction for the fan to turn. [Memo to self: pack a facecloth/shop towel and longer, wider zip ties inside the Discovery I -ed.] A relieved Kristin said the Defender never lost its cool for the remainder of the weekend or her trip home.



With all the travel, I spent little time behind the steering wheel of my own Land Rovers. They let me know how ticked off they were at my neglect.

On one brief period at home between trips, I jumped from Land Rover to Land Rover in an effort to drive one of them on a dump run. I started with the '67 109" SW. As it's parked on an incline, the fuel evaporates from the carb bowl and the fuel pump does not have the draw to pull fuel from the rear-only tank. Rather than fiddle with it at that time, I turned to the '66 Series IIA 88". It runs a fan belt sourced from our local boatyard and now signals its start up and forward motion with an inglorious squeal. I could not make the three-mile dump run howling like a banshee. (A proper fan belt arrived later from Rovers North.) The '97 Discovery I had sat for two weeks and now the battery would put out only 9.9 volts; it required a few hours hooked up to a battery charger before it begrudgingly carted me to the dump.

I named my Discovery I "Gilroy" to honor Tony Gilroy, the man often credited with keeping Land Rover British. We said good-bye to him in late March at age 85. A native of Cork, Ireland, Gilroy started his life in the automotive sector with Ford, then moved to Austin Rover and, in 1983, to head up Land Rover. Within a few months, he had identified a core problem for the marque. Some 75% of its sales went to nations in Africa, the Middle East and the Far East, whose commodity-based economies suffered from low prices and a strong British pound. Put simply, Land Rover was losing sales and needed to find new markets.



Tony Gilroy

In 1983, as Managing Director of Land Rover, Gilroy quickly developed a plan to make the company more successful. He looked to increase Land Rover's market penetration in Europe and Australia, bring Land Rovers to Japan and find a way to increase sales in the large North American market.

He found a market segment between the Land Rover 90/110 and the premium Range Rover that other manufacturers had entered; 36 months later – startling speed for the staid British Leyland – "Project Jay" had designed and manufactured the Discovery. It shared components, such as engines and drivetrains, with the Range Rover (which could then become more luxurious and profitable), and more mundane items like door handles and interior switches with other British Leyland vehicles. Gilroy also consolidated manufacturing from satellite factories to the Solihull site. The launch of the Discovery in 1989 provided badly needed funds for the company. In 1994, that Discovery I drivetrain would become the underpinnings of the NAS Defender 90, enabling Range Rover North America to broaden its offerings and become Land Rover North America.

Ironically, Tony Gilroy left the company in a corporate management shake-up just before the 1989 Discovery launch, so he could only view its success from afar. He could take pride in his role in helping fend off General Motor's bid to purchase Land Rover from British Leyland. The Discovery is still the keystone of the company's success; today, Jaguar Land Rover remains the most important British automotive manufacturer.

Tony got it right. And "Gilroy" brings a smile to my face every time I drive it, whether for work or pleasure. //



Alloy Wheels

Kahn offers wheels for Range Rover, Range Rover Sport, Evoque, Velar, LR3, LR4, Discovery and Discovery Sport. Please contact us for more information.



COS20712

MONDIAL ALLOY 20x9"

20x9" Black COS20712 \$ 815.95 Each. Uses original factory wheel nuts and 47mm hub caps.



COS20712



RS DEFEND ALLOY 18x8"

18x8" Black COS18712 \$ 773.06 Each. 265/65-R18 Tires, direct fit, uses original factory wheel nuts and 47mm hub caps.



COS18712



RALLY TESTED TOUGH

MAXTRAC BLINDO ALLOY RIM

16 x 7" Black, PCD 5x165.1, Offset ET15. Fits: 1984-2016 Defender, Discovery I, Range Rover Classic. RNA2489 \$ 459.00 Each.



RNW216



HD Vented Steel Wheel
Fits: Defender, Discovery I, RRC
16" x 6.5", 2-3/4" offset, Black.
Genuine RNW216 \$ 227.69 Ea



NEW

Alloy Wheels for Range Rover Classic, Defender, Discovery I



Wheels do not include hub caps or lug nuts.

Diamond Turned Alloy Wheels

- 1. Set of 5, 16 x 7, ProLine.....RNA5012-5 \$ 1899.00
- Each, 16 x 7, ProLine.....RNA5012 \$ 431.57
- Set of 5, 18 x 8, ProLine.....RNA5013-5 \$ 1999.00
- Each, 18 x 8, ProLine.....RNA5013 \$ 503.67



75mm dia. hub caps

- 2. Cap, Wheel Center Pewter, Genuine, Each.....RNH675 \$ 14.88
- 3. Cap, Silver Sparkle, Genuine, Each.....RNC875 \$ 14.99
- 4. Cap, Range Rover Classic, 75mm dia, Genuine, Each.....RND702 \$ 21.95

Lug Nuts for Alloy Wheels

- Defender, Discovery I, RRC Stainless, Genuine.....PLX043B \$ 19.95
- Defender, Discovery I, RRC, Stainless, ProLine.....PLX043 \$ 8.44
- Defender, Discovery I, RRC, Black, ProLine.....PLX043B \$ 13.95
- Locking Wheel Nuts Set of 5, Alloy Wheels, Genuine.....RNW219 \$ 169.28
- Chrome Cover, Locking Wheel Nuts, Genuine.....RND706 \$ 5.31
- Discovery II, RRP38A Stainless capped wheel nut, Genuine.....RNH565 \$ 13.13
- Discovery II, RRP38A Stainless capped wheel nut, ProLine.....PLH565 \$ 5.95
- Lug Nut Alloy Wheel 2008 on, LR4, L322, L320, Genuine.....RNX841 \$ 12.24
- Lug Nut Alloy Wheel 2008 on, LR4, L322, L320, ProLine.....PLX841 \$ 4.07
- Lug Nut Alloy Wheel 2008 on, LR4, L322, L320, Black, ProLine.....PLX841B \$ 11.59

- 5. Dual Finish Five-Spoke Alloy - Set of 5, 16 x 7, Genuine.....RNS863-5 \$ 1999.00
- Dual Finish Five-Spoke Alloy - Each, 16 x 7, Genuine.....RNS863 \$ 494.14
- 6. Sawtooth Style Alloy Wheel, Black - Set of 5, 16 x 7, ProLine.....PLS842-5 \$ 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, ProLine.....PLS842-185 \$ 1389.00
- Sawtooth Style Alloy Wheel, Black - Each, 18 x 8, ProLine.....PLS842-18 \$ 299.00
- 7. Boost Five-Spoke Alloy Black - Set of 5, 16 x 7, ProLine.....PLS862B-5 \$ 1159.00
- Boost Five-Spoke Alloy Black - Each, 16 x 7, ProLine.....PLS862B \$ 249.00



47mm diameter hub caps fit alloy wheels shown above in blue

- 8. Cap, Alloy Wheel Bright Black, Genuine (47mm), each.....RNQ170 \$ 17.65
- Cap, Alloy Wheel Bright Black, ProLine (47mm), each.....PLQ170 \$ 10.99
- 9. Cap, Alloy Wheel Bright Black, Genuine (47mm), Set of 4.....RNY036 \$ 65.14
- 10. Cap, Polished Green/Silver, Genuine (47mm), Each.....RNS865 \$ 18.34
- 11. Cap, Satin Aluminum, Genuine, Each.....RNX227 \$ 17.64

Steel Wheels for Series, Defender, Range Rover Classic & Discovery I



Road Wheels

RNC880A

RNJ726

- Fits: Series II, IIA, III, D90, D110 '83-2016 (except NAS 110). 16" x 5.5" 1-7/8" offset.
- Black, Genuine.....RNJ726 \$ 185.00 Ea
 - Black, ProLine.....PLC880 \$ 189.00 Ea
 - Limestone, ProLine.....RNC766L \$ 279.95 Ea
 - Alpine White, ProLine...RNC880A \$ 269.95 Ea



PLA938



RNS066

Hub Caps for Steel Wheels



- 12. Defender, Discovery I, RRC, Genuine.....RNX021 \$ 8.35
- Defender, Discovery I, RRC, ProLine.....PLX021 \$ 1.95
- 13. Defender, Genuine.....RNE186 \$ 11.60
- Defender, ProLine.....PLE186 \$ 2.95
- 14. Series II, IIA, III, Black, ProLine.....PLA953 \$ 2.59

Lug Nuts for Steel Wheels



PLW221

- Early Series I-IIA Lug Nut, 15/16" ProLine.....PLA938 \$ 1.29
- Series III, Defender, Discovery I, RRC Classic, Genuine, Each.....RNS066 \$ 4.49
- Series III, Defender, Discovery I, RRC Classic, ProLine, Each.....PLS066 \$ 1.29
- Locking Wheel Nuts, Steel Wheels, Genuine.....RNW221 \$ 119.95
- Locking Wheel Nuts, Steel Wheels, ProLine.....PLW221 \$ 49.95
- Discovery II, RRP38A Steel wheel nut, Genuine.....RNQ821 \$ 9.98
- Discovery II, RRP38A Steel wheel nut, ProLine.....PLQ821 \$ 5.99

Defender, Series Side & Rear Steps



Defender 90 Side Runner Set

Twin Tubular Side Runners, sold as a pair, made with black powder-coated tubular construction and plastic tread surfaces. Supplied with hardware and instructions. OEM. Made in the UK, ProLinePLB066 \$ 769.00



Defender 110 Side Runner Set

Defender 110 Side Runner Set, Black, GenuineRNQ686 \$1299.95



Defender 110 Side Runner Set

Defender 110 Station Wagon, Side Step, Pair Black, ProLinePLB069 \$ 799.00
Replacement Plastic End Cap Set Complete end cap replacement set for PLB066, PLB069RNA066SET \$ 36.00



Series II, IIA, III Side Step

Side Folding Step Kit

Fits all 88 and 109 Series II-III
 ProLine PLC768 \$ 144.00

Replacement Rubber Pad,
 Genuine RNC222 \$ 35.51



Defender Folding Side Step Kits

Side Folding Step Kit, Defender, Genuine
 RNF367 \$ 279.90

Side Folding Step Kit, Defender, ProLine
 PLF367 \$ 119.50

Replacement Rubber Pad For Side Step,
 2007-on, Genuine
 RNE300 \$ 49.78



Defender Folding Rear Step Kits

Rear Folding Step Kit, Defender, GenuineRNF368 \$ 298.95
Rear Folding Step Kit, Defender, ProLinePLF368 \$ 74.95
Replacement Rubber Mat, Rear Folding Step, GenuineRNE302 \$ 46.79

Defender Front Winch Bumpers



RNA2012

RNA2109

Defender Winch Bumper with Round LED Lights

Our most popular styled Defender winch bumper, built for demanding off-road use. Features improved approach angle, easy jack winch access, dual recovery ports for either jack adapter, or swivel shackle, compatible with RN skid plates. Designed for wide range of winches using the common Warn 9 bolt pattern. To ensure it stays good looking year after year without rust, each bumper is first etched, then hot dipped galvanized before its final Satin black powder coat finish is applied. Adjustable round LED daytime running light set is included with bumper. Made in the UK for Rovers North.

Winch Bumper with round LED LightsRNA2109 \$ 559.00
Brush Bar for Defender Winch Bumpers.....RNA2012 \$ 399.00

Rovers North Standard Duty Winch Bumper
 RNA2116 \$ 479.00

RNA2116

Defender Rear Bumpers

Defender Rear Step & Tow Bumper with Class III Receiver

Tubular construction that bolts directly to Defender chassis rear crossmember. Includes 90 and 110 mounting brackets, rubber tread plate and mounting hardware with instructions. Features built-in receiver for standard 2 inch Class III tow hitch. Superior corrosion resistant finish features hot dipped galvanizing with a durable Satin black powder coat top finish for years of corrosion-free service. This XD model is identical to our NAS style rear step bumper PLB064 except it is made with .375 in. larger diameter tubing for improved protection and updated appearance. Made in the UK for Rovers North. **Fits:** Defender 1983–2016, all 90 and 110 models except High-Capacity Pick Up.

Now available in an XD version with larger diameter tubing for improved protection and updated appearance.
 Standard NAS Style BumperPLB064 \$ 739.00
 XD NAS Style BumperPLB064XD \$ 739.00



PLB064

ROVERS NORTH
ULTIMATE FINISH
 GALVANIZED + POWDERCOATED

PLB064XD

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 \$ 69.50

Skid Plates, Fuel Tank & Diff Guards Overland-Proven Protection



Front Skid Plates

Made from solid 10mm thick aluminum alloy for the best protection on the market. Available in silver or black with powder coated black, 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 bumpers. Fits both RHD and LHD. Made in the UK for Rovers North.

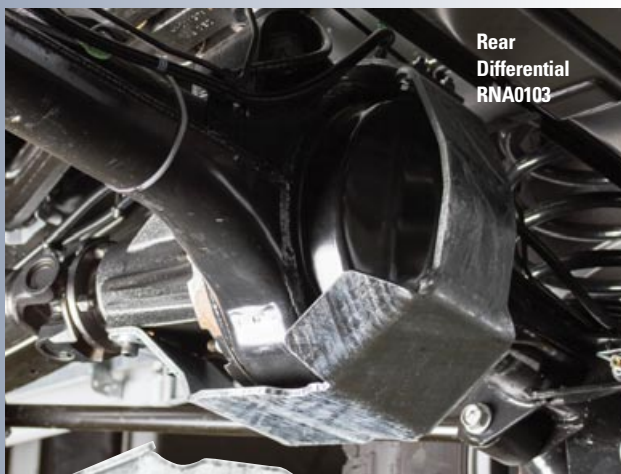
- Defender, 10mm solid aluminum alloy, all models, Natural SilverRNA4113 \$ 419.00
- Defender, 10mm solid aluminum alloy, all models, Black.....RNA4113B \$ 419.00
- Discovery II, 8mm solid aluminum alloy, NAS V8 models 1999-04, Natural Silver..RNA4115 \$ 349.00



Front Differential
RNA0100

Front Weld-On Differential Cover w/Fill Hole

Easy to install front only weld-on replacement cover. Ideal for rusted out or damaged housings. Simply cut off the old housing and weld on this identical cover without having to remove your axle assembly from the vehicle. Fits all Series II, IIA, III, Defender, Range Rover Classic and Discovery I front Land Rover style axles. (Will not fit front Salisbury or ENV type axles.) For weld-on rear cover use RNA0150RNA0149 \$ 95.68



Rear Differential
RNA0103

NEW

Fuel Tank Guards

Defender 90 NAS Heavy Duty

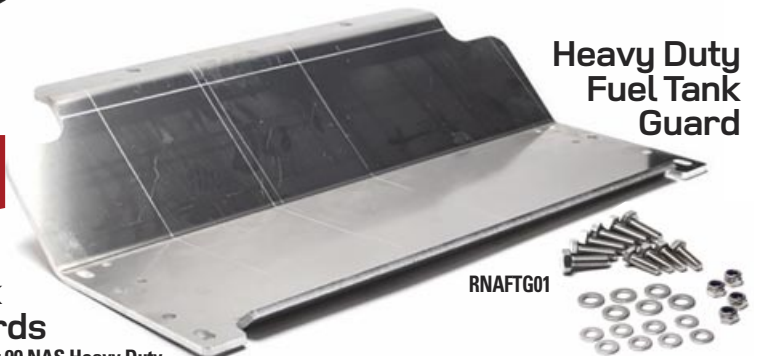
Solid 10mm Thick Aluminum Fuel Tank Guard. Replaces original sheet metal cradle. Serious off-road protection without the weight or corrosion of steel. Supplied complete with mounting hardware.

Fits: Defender NAS 90 original chassis 1994-1997.RNAFTG01 \$ 369.00

Discovery II Galvanized steel.....RNA9063 \$ 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 notch out the guard for a perfect fit.RNA9087 \$ 179.00



Heavy Duty Fuel Tank Guard

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 separates 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 \$ 109.99

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, 2001-2015 and 110XD TUM.....RNA0103 \$ 119.95



RNA0101



Hella Vision Plus High Performance Headlamp



Ideas today for the cars of tomorrow

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

High performance European headlamp technology—street legal DOT version. This is the most powerful, legally approved H4 headlamp on the market. Outperforms all other sealed beam and H4 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 \$ 56.99**

Hella 500 LED Driving Lamp Kit

358117171
\$ 222.95



High Performance H4 Bulbs for Hella Vision Plus, H4 Headlamps

Off-road use only, requires RNA0330 harness, which protects your dash switches and wiring from overloading.

H4 Bulb 100/80 Watt, Hella	RNE869	\$ 5.99
H4 Bulb 100/55 Watt, Genuine	RNE852	\$ 6.90



Performance Headlamp Harness

- Protects headlamp switch from high current and overload
- Easy to install, no changes made to the existing circuit or wiring loom.

Ideal with H4 headlight fixture. Specs: Continuous Current 40A (fuse), Max Relay Current 40A x2. **Fits:** Series, Defender, RRC, Discovery I & II w/H4 Bulb Performance Headlamp Harness for H4 Style Headlamps.....RNA0330 \$ 69.95

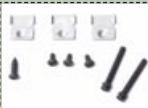


Replacement Headlight Bucket with adjuster kit

Fits: Series II-III. **WIPAC \$ 26.50**
Fits: Defender, Range Rover Classic. **PLI239 \$ 24.95**



Fitting Kit Headlamp Mount RNI240 \$ 26.70



Retainer Rim Headlamp Chrome, ProLine.....PLE517 \$ 24.95

LED Split Reflector Headlamp Pair

This is a 7" LED complex reflector, two diode headlight with a polycarbonate lens in a military grade, die-cast aluminum housing. These headlights are designed to survive tough off-road conditions and can handle 12-24 volt applications. Completely road legal DOT stamped, H4 connection. Made in the USA, sold as a pair. **Fits:** Series (requires Defender style headlamp bucket), Defender, Range Rover Classic. **HLED02K \$ 499.00**



HLED02K



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, D130 and Range Rover Classic. **NOTE:** Series II-III require Defender style headlamp bucket PLI239. Only suitable for negative ground vehicles.



LED Luxeon Z ES Headlamp Pair HLED01 \$ 459.00



Defender Lighting



LED Directional Bumper Mount Light

Defender 1993-'94 NAS

PLC852LED \$ 109.00 Ea

PLC852 non-LED \$ 19.93 Ea



PLC852LED

A

Defender Lamp Assembly

1993, 1994 Defender 90, 110 models only

1995 Defender 90

RNL413

PLE799

PLE757

A Defender Parking Light Assembly Front

- 1. Parking Side Lamp Plastic, Defender 1995-2016, Amber, Genuine**.....RNL413 \$ 79.95
Parking Side Lamp Plastic, Defender 1995-2016, Amber, ProLinePLL413 \$ 12.88
- 2. Bulb, 12 volt, Genuine**RNE626 \$ 4.94
Bulb, 12 volt, ProLinePLE626 \$ 2.19
Bulb, 24 volt, Genuine.....RNF324 \$ 1.71
- 3. Bulb Holder, Genuine**.....RNE799 \$ 10.95
Bulb Holder, ProLinePLE799 \$ 4.90

Side Marker Lamps Front and Rear

Defender 90, 110 1993 & 1994 models only

- 4. Complete Assembly, Front Amber, ProLine**.....PLC848 \$ 9.95
Complete Assembly, Rear Red, ProLinePLC849 \$ 9.95

Defender 90 1995 model on

- | | | |
|--|--------|-----------|
| Rear Rigd, Genuine..... | RNE773 | \$ 242.31 |
| Harness Side Marker Lamp Defender 95MY>, Genuine | RNE803 | \$ 136.87 |
| Harness Side Marker Lamp Defender 95MY>, ProLine..... | PLE803 | \$ 29.95 |
| Front Wing Defender non-NAS, Genuine | RNL134 | \$ 110.59 |
| Front Wing Defender non-NAS, ProLine..... | PLL134 | \$ 13.13 |
- 5. Bulb All Models 90, 110, Genuine**RNE672 \$ 3.89
Bulb All Models 90, 110, ProLinePLE672 \$ 1.25
Bulb 12V 3W Side Marker, GenuineRNL222 \$ 1.93
 - 6. Harness Side Marker Lamp Defender 95MY>, Genuine**.....RNE803 \$ 136.87
Harness Side Marker Lamp Defender 95MY>, ProLine.....PLE803 \$ 29.95

NEW Defender Light Bracket

Add an interior lamp to your soft top or hard top. Fits underneath and above interior mirror bracket. Use with interior lamp PLL159 or RNL159.

RNA0240 \$ 64.50



RNA0240

Defender Interior Lamp Assembly

Genuine RNL159 \$ 104.74

ProLine PLL159 \$ 36.90

Replacement Bulb, Genuine

Fits PLL159.

RNE624 \$ 4.76



RNE624



PLL159

1993, '94 D90, 110 NAS

LED Side Marker Lamp Assemblies

Front, Defender 93, 94, ProLine

PLC848LED \$ 39.5

Rear, Defender 93, 94, ProLine

PLC849LED \$ 39.50



PLC848LED

PLC849LED



LED6592

RNI415

LED6593

PLE810

LED659HK

Front Wing Side Lamps

Clear Lens, Amber Bulb, Genuine, each.....	RNI415	\$ 49.95
Clear Lens, Amber Bulb, ProLine, each.....	PLI415	\$ 39.50
Clear Lens, LED, ProLine, Pair.....	LED6593	\$ 84.55
Amber Lens, Genuine, each.....	RNF595	\$ 44.75
Amber Lens, ProLine, each.....	PLF595	\$ 17.00
LED Amber Lens, ProLine, Pair.....	LED6592	\$ 84.55
Wire Connector for Converting LED Side Markers, each.....	LED659HK	\$ 9.50
Amber Lens, Genuine, each.....	RNE810	\$ 53.16
Amber Lens, ProLine, each.....	PLE810	\$ 5.82

357105012

357106002

RNC949

Hella LED Worklamp and Rear License Plate Light Mount

Hella LED Worklamp features 16 high performance LEDs, 6500k color temperature and compact design. Combined with our rear license plate light mount, makes for a sweet rear back-up light. **Fits:** Series and Defender.

LED Worklamp, Square, close range 357106002 \$ 53.95

LED Worklamp, Round, long range 357105012 \$ 53.95

Rovers North Rear Light Mount RNC949 \$ 62.95

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

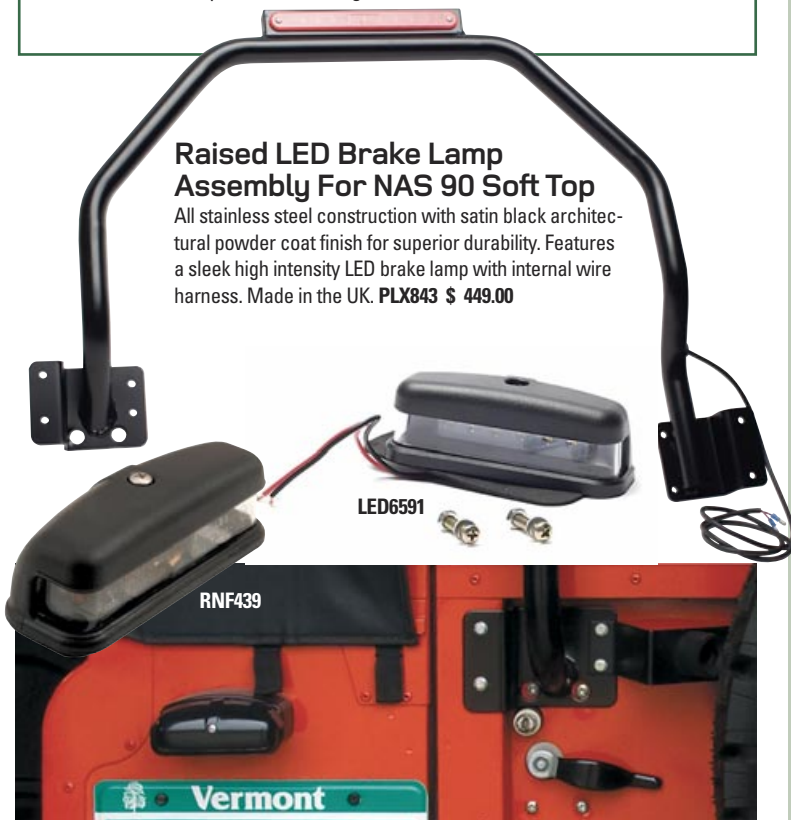


Kits PLK290, PLK292 include: 2 parking lamps, 2.75" dia., 4 directional lamp 4" dia., 2 Stop / tail lamp 4" dia., 1 Reverse lamp 4" dia., 1 Plate lamp, 7 NAS plinths and 1 Smart load set. **FITS:** Defender 1984–2015 all models. **Kits PLK291, PLK293 include:** fog guard, 4" dia. lamp and plinth.

NAS LED Clear Lamp Kit w/o Rear Fog Guard	PLK290	\$ 490.00
NAS LED Clear Lamp Kit with Rear Fog Guard	PLK291	\$ 569.00
NAS LED Color Lamp Kit w/o Rear Fog Guard	PLK292	\$ 489.00
NAS LED Color Lamp Kit with Rear Fog Guard (shown above)	PLK293	\$ 499.00

Raised LED Brake Lamp Assembly For NAS 90 Soft Top

All stainless steel construction with satin black architectural powder coat finish for superior durability. Features a sleek high intensity LED brake lamp with internal wire harness. Made in the UK. **PLX843 \$ 449.00**



Rear License Plate Lamp Assemblies

Rear Number Plate Lamp, Series, Defender, Genuine	RNF439	\$ 28.95
Rear Number Plate Lamp, Series, Defender, ProLine	PLF439	\$ 10.25
Rear Number Plate Lamp, Series, Defender, Chrome, ProLine	PLF439C	\$ 73.50
LED Clear, Series (negative ground vehicles), Defender	LED6591	\$ 27.50



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

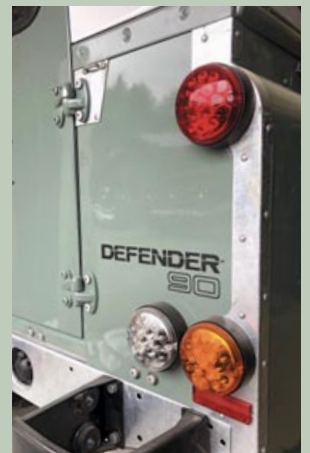
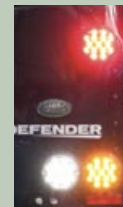
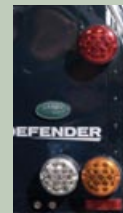


Lamp Assembly Front Parking LED Clear	LED6085	\$ 31.50
Lamp Assembly Front Directional LED Clear/Amber	LED6489	\$ 29.95
Lamp Assembly Rear Directional LED Clear/Amber	LED6186	\$ 29.99
Lamp Assembly Directional LED Amber	LED6287	\$ 29.95
Lamp Assembly Rear Stop/Tail Red	LED6388	\$ 29.95
Lamp Assembly Rear Stop/Tail LED Clear/Red	LED6590	\$ 29.95
LED Lamp Kit - European Style Series, Defender	PLK188LED	\$ 298.95
LED Lamp Assembly, Upgraded Reverse Light	LED6594	\$ 50.42

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	\$ 59.00
Lamp Assembly NAS 4" Amber Directional LED	PLN292	\$ 59.00
Lamp Assembly NAS 4" Front Parking LED Clear	LED6084	\$ 56.00
Lamp Assembly NAS 4" Rear Fog Guard (Red) LED	PLN290	\$ 59.00
Lamp Assembly NAS 4" Reverse Clear LED	PLN291	\$ 59.00
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	\$ 269.00
Connector Kit for NAS 4" LED Lamp Kit PLK289	PLK289CK	\$ 44.50

All Clear LED Lamps

Clear LED Lamp Assembly Directional NAS 4"	LED6060	\$ 58.00
Clear LED Lamp Assembly Rear Stop/Tail NAS 4"	LED6086	\$ 48.95
Clear LED Lamp Assembly Rear Fog NAS 4"	LED6087	\$ 47.50
Lamp Assembly License Plate LED Clear	LED6591	\$ 27.50
Adjustable 12V Flasher Unit, Defender LED	LED6000	\$ 22.95
Lamp Adaptor Harness Series, Defender		
Stop/Tail Lamp - 3 Pin.....	LAH01	\$ 11.95
Directional/Parking/Reverse Lamp - 2 Pin	LAH02	\$ 6.50
Connector for Rear Stop/Tail LED Lamp - 3 Pin	LEDH01	\$ 11.90
Connector for all other LED Lamps - 2 Pin	LEDH02	\$ 8.29
WIPAC Smart Load Device for NAS 4" LED 12V	SLD12V	\$ 27.50



Defender Standard Front Seats



Cover
RH PLI298
\$ 15.90

**Camel Vinyl
Heated Set**
EXT338-CMLH



Cover
LH PLI297
\$ 15.90

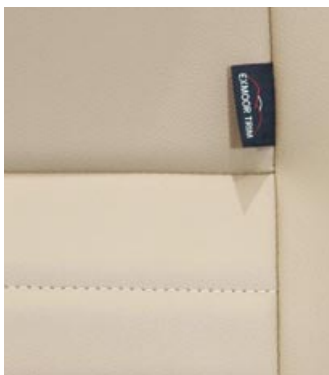
**Car Denim
NAS Style
Heated Set**
EXT338-NASH

**Knob
Recline Lever**
PLF503 \$ 8.31

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. **Fits: Defender 1984-2016.**

Front LH, Black Vinyl	EXT304-BV	\$ 679.00 Ea
RH, Black Vinyl	EXT303-BV	\$ 679.00 Ea
LH, Dark Grey Vinyl	EXT304-DGV	\$ 679.00 Ea
RH, Dark Grey Vinyl	EXT303-DGV	\$ 679.00 Ea
LH, Twill Vinyl	EXT304-DT	\$ 679.00 Ea
RH, Twill Vinyl	EXT303-DT	\$ 679.00 Ea
Front Pair, XS 1/2 Leather - Black Rack, Heated	EXT338-XSBRH	\$ 1579.00 Pair
Front Pair, Car Denim NAS Style Set, Heated	EXT338-NASH	\$ 1560.10 Pair
Front Pair, Camel Vinyl, Heated	EXT338-CMLH	\$ 1849.99 Pair
Front Pair, Morland Cloth, Heated	EXT338-MRH	\$ 1558.60 Pair
Front Pair, Denim Twill, Heated	EXT338-DTH	\$ 1594.02 Pair
Front Pair, Black Leather, Heated	EXT338-BLH	\$ 1881.99 Pair



**Seat
Riser Set**
RNA872 \$ 94.29

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

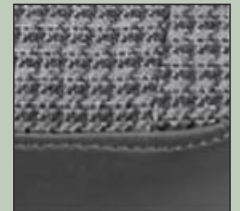
Note: Additional fabric selections are also available by special order on standard Defender seats. Please see roversnorth.com for different coverings.



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 1993 & 1995 90/110 NAS SW



Oxford Tan Front Seat Set with heaters installed
EXT308-CFOT
\$ 1895.68

Cover
LH PLI297
\$ 15.90

Cover
RH PLI298
\$ 15.90

Knob Recline Lever
PLF503 \$ 8.31



Cover
LH PLI297
\$ 15.90

Cover
RH PLI298
\$ 15.90

Twill Vinyl Set
EXT308-DT

Defender Puma Style Front Seat Set

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 as a Set. Fits: Defender 1984-2016**

Twill Vinyl	EXT308-DT	\$ 1795.00 Pair
XS 1/2 Leather - Black Rack	EXT308-XSBR	\$ 1995.00 Pair
Black Leather	EXT308-BL	\$ 2231.25 Pair
Oxford Tan	EXT308-CFOT	\$ 1895.68 Pair

Price includes matching pair of front seats with seat heaters installed



RNK080

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

Front Defender Puma Seat Assembly and Parts

Price is for single front seat

Front RH Puma X-Tech Seat Assembly (shown), Genuine	RNK080	\$ 1499.00 Ea
Front LH Puma X-Tech Seat Assembly, Genuine	RNK081	\$ 1499.00 Ea
Wiring Harness Kit Front Seat Heated, Genuine	RNK082	\$ 199.95

Replacement Seat Mechanism Parts

Seat Mechanism Cover, RH, Genuine	RNI298	\$ 60.62
Seat Mechanism Cover, RH, ProLine	PLI298	\$ 15.90
Seat Mechanism Cover, LH, Genuine	RNI297	\$ 60.62
Seat Mechanism Cover, LH, ProLine	PLI297	\$ 15.90
Front Seat Recline Lever Knob, Genuine	RNF503	\$ 17.18
Front Seat Recline Lever Knob, ProLine	PLF503	\$ 8.31



PLF495

Defender Complete Front Seat Bottom Cushions

Twill Vinyl bottom cushion		
Driver/Passenger, ProLine	PLF497	\$ 159.00
Car Denim NAS bottom cushion Driver/Passenger, ProLine	PLF495	\$ 159.00
Dark Grey Vinyl bottom cushion Driver/Passenger, Exmoor	EXT310-DGV	\$ 125.66
Black Vinyl , Driver/Passenger, Exmoor	EXT310-BV	\$ 125.66
Denim Twill , Exmoor	EXT310-DT	\$ 119.91
Moorland, Exmoor	EXT310-MR	\$ 134.42



Series Interior

Extreme Mk.II Hi-Back Front Seat Assembly

The all new Extreme Mk.II Hi-Back 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-DGV

Includes one base and matching back

Black Vinyl.....EXT370-BV	\$ 489.00
Dark Grey Vinyl.....EXT370-DGV	\$ 400.19
Black Leather.....EXT370-BL	\$ 669.00



EXT3812

Leather Strap (3-pack)

140mm Leather Straps were used for retaining the seat bases and commonly used until 1985 on most Series II, III Land Rover seat bases. EXT3812 \$ 16.88



EXT371-EHG-BOLT

Galvanised Corner Cap for Series Seat Base
EXT221-50 \$ 8.33

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 into 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 when 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	Individual Seat Cushions in Elephant Hide Vinyl
Front Set of 6 Cushions, Non-Adj. Version	Outer Bottom Non-Adj.....EXT374-EHG \$ 97.50
EXT371-EHG-BOLT.....\$ 679.86	Outer Bottom for Adj. Tray.....EXT375-EHG \$ 105.75
Front Set of 6 Cushions, w/Adj. Outer Front Tray	Outer Back w/Fixing Bolts.....EXT372-EHG \$ 139.50
EXT371-EHG-ADJ.....\$ 713.70	Outer Back w/Fixing Pins.....EXT373-EHG \$ 135.61
Center Set (2 cushions)	
EXT371-EHG-CNTR.....\$ 230.98	



EXT378-9

Deluxe Front Seats in Black and Tan 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 center panels of the seats. The center seat back mounts with pin type fittings and the outer seat backs mount with fixing bolts that use internal threads for securing upright into adjustable trays.

Seat Cushion Set in Deluxe Black Vinyl

Front Set of 6 Cushions.....EXT378-1 \$ 459.00

NEW Seat Cushion Set in Deluxe Tan Vinyl

Front Set of 6 Cushions.....EXT378-9 \$ 810.53

Seat Cushion Set in Harris Tweed

Front Set of 6 Cushions.....EXT378-10 \$1694.55

Individual Deluxe Seat Cushions in Black Vinyl

Outer Bottom for Adj. Tray.....EXT378-3 \$ 73.22

Centre Bottom.....EXT378-5 \$ 68.00

Outer Back w/Fixing Bolts.....EXT378-2 \$ 89.95

Centre Back w/Fixing Pins.....EXT378-4 \$ 86.95

Seat Frame.....PLX824 \$ 139.00



Series II, IIA, III
Seat Frame
PLX824 139.00



Galvanised Corner Cap for Series Seat Base
EXT221-50 \$ 8.33

EXT371-BV

Standard Front Seats in Black Vinyl

Exmoor Trim produces 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, and have superb feel and ride. Fitted with the metal back plates beautifully reproduced as original. 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, these are available separately. Seat belts not included.

Seat Cushion Set in Black Vinyl

Front Set of 6 Cushions.....EXT371-BV \$481.46

Individual Seat Cushions in Black Vinyl

Outer Bottom Non-Adj.....EXT374-BV \$ 60.13

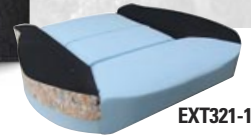
Outer Bottom for Adj. Tray.....EXT375-BV \$ 61.77

Outer Back w/Fixing Bolts.....EXT372-BV \$ 89.00

Outer Back w/Fixing Pins.....EXT373-BV \$ 79.00

Center Set (2 cushions).....EXT371-BV-CNTR \$ 210.99

Defender, Series Seats



Replacement Front Foam Cushions

Defender Foam Cushion Seat Base, Front.....EXT321-2	\$ 62.19
Defender Foam Cushion Seat Back, Front.....EXT76A	\$ 73.29
Headrest Foam, Defender 90/110.....EXT3213	\$ 29.50
Discovery I Foam Cushion Seat Base, LH or RH...EXT321-4	\$ 107.25
Discovery I Diaphragm .....EXT317-D1-DIA	\$ 106.99
Discovery II Foam Cushion Seat Base, LH or RH..EXT321-10	\$ 115.93
Discovery II Diaphragm .....EXT317-D2-DIA	\$ 83.50



EXT050-DT



Forward Facing Lock and Fold Rear Seats



Rear Jump Seats

Twill vinyl .....EXT050-DT	\$ 209.08
Black Vinyl.....EXT050-BV	\$ 219.00
Elephant Grey vinyl .....EXT050-EHG	\$ 289.00
Black Leather .....EXT050-BL	\$ 408.98
Black Mondus Cloth .....EXT050-BSM	\$ 289.00
Diamond Black XS .....EXT050-DBXS	\$ 299.00
Diamond White XS.....EXT050-DWXS	\$ 315.20
Dark Grey Vinyl.....EXT050-DGV	\$ 229.00
XS Black Rack.....EXT050-XSBR	\$ 336.52
Techno Cloth.....EXT050-TC	\$ 205.85
G4 Style .....EXT050-G4	\$ 289.00
Denim Vinyl D90 NAS .....EXT050-NAS	\$ 239.50
Moorland .....EXT050-MR	\$ 241.08

Rear Jump Seat Base Board, Series, Defender
Fits: Series, DefenderPLQ762 \$ 74.50

Rear Inward Fold Up Seats

Black Vinyl.....EXT054-BV	\$ 317.00
Black Leather .....EXT054-BL	\$ 571.89
Denim Twill.....EXT054-DT	\$ 283.56
Diamond White XS.....EXT054-DWXS	\$ 338.86
Dark Grey Vinyl.....EXT054-DGV	\$ 273.43
G4 Style .....EXT054-G4	\$ 333.69

EXT050-BV

EXT0053-VLT-LH

Retainer Strap Set of 4
Rear Jump Seat
PLB894-4 \$ 59.00

EXT054-BV

Other fabric colors are available, please inquire.

Rear Side Bench Seat Kits

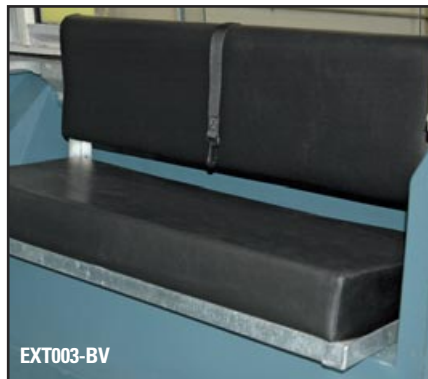
Optional folding, side facing seat assembly as fitted to Series II through Defender up to 2007. Each seat is supplied with mounting hardware and retaining strap. Requires two lap type seat belts. Folds up for additional storage when not in use. Available in all trim colors by special order.

Rear Bench Kit, Seats 2, Series 88", Defender 90

Black Vinyl, Galv. Frame .....EXT003-BV	\$ 243.30
Elephant Hide, Galv. Frame .....EXT003-EHG	\$ 263.75
Dark Grey Vinyl, Black Frame .....EXT002-DGV	\$ 182.01
Denim Twill Vinyl, Black Frame ...EXT002-DT	\$ 203.01
Black Vinyl, Black Frame.....EXT002-BV	\$ 189.60
Techno, Black Frame.....EXT002-TC	\$ 288.99
XS Vinyl, Black Frame .....EXT002-XSV	\$ 238.73
Oxford Tan .....EXT002-OT	\$ 218.75

Bottom Cushion only, for 2-Man Rear Bench Seat

Black Vinyl.....EXT005-BV	\$ 48.14
Elephant Hide Vinyl .....EXT005-EHG	\$ 63.50
Dark Grey Vinyl.....EXT005-DGV	\$ 44.13
Denim Twill .....EXT005-DT	\$ 52.07
Techno .....EXT005-TC	\$ 57.60
XS Vinyl.....EXT005-XSV	\$ 52.07



EXT003-BV

Back Cushion only, for 2-Man Rear Bench Seat

Black Vinyl.....EXT004-BV	\$ 79.43
Elephant Hide Grain .....EXT004-EHG	\$ 91.00
Dark Grey Vinyl .....EXT004-DGV	\$ 66.19
Denim Twill.....EXT004-DT	\$ 68.94
Techno.....EXT004-TC	\$ 76.22
XS Vinyl .....EXT004-XSV	\$ 68.94
Black Leather .....EXT004-BLL	\$ 542.50

Forward Facing Lock and Fold Rear Seats

Designed for easy installation and simple operation. When not in use, it locks securely away on top of the wheel arch with minimal intrusion into the load area.

Black Vinyl Vault, RH.....EXT053-VLT-R/H	\$ 2487.99
Black Vinyl Vault, LH .....EXT053-VLT-L/H	\$ 2487.99
Denim Twill, RH .....EXT053-DT-R/H	\$ 2193.40
Denim Twill, LH.....EXT053-DT-L/H	\$ 2193.40
Black Leather, RH .....EXT053-BL-R/H	\$ 2425.49
Black Leather, LH.....EXT053-BL-L/H	\$ 2425.49



Nylon Web Strap for Rear Bench Seat
RNA0283 \$ 10.99

Finished seat shown. Seat frame not included; you must use your original frame.



EXT331-10NAS

Bottom Cushion only, for 3-Man Rear Bench Seat

Black Vinyl.....EXT008-BV	\$ 74.50
Dark Grey Vinyl.....EXT008-DGV	\$ 64.50
Denim Twill.....EXT008-DT	\$ 78.47

Back Cushion only, for 3-Man Rear Bench Seat

Black Vinyl.....EXT007-BV	\$ 51.53
Dark Grey Vinyl.....EXT007-DGV	\$ 54.72
Denim Twill.....EXT007-DT	\$ 64.68

Defender 90 NAS Rear Forward Facing Bench Seat Retrim Kit

Seat Base and Seat Back (foam pads not included) EXT331-10NAS.....\$ 367.21
Seat Base Foam ETUSA321-2.....\$ 147.95
Seat Back Foam ETUSA321-3.....\$ 107.09
Seat Bracket Set Rear RNA9008.....\$ 199.50

Defender Dashboard

Defender Late Style Dash Top

Fits all Defenders 1983-2006, LHD and RHD. Genuine. PLH7672 \$ 579.00



Vent Demister Nozzle
RH, Genuine RNX646 \$ 46.15
LH, Genuine RNX645 \$ 46.14



End Cap Facia LH
Genuine RNI652 \$ 27.59



Radio Housing Mount
Genuine RNH512 \$ 110.26



Shifter Boot kit
RNK8220 \$ 118.50

Automatic Transmission Gaiter, Genuine
RNY226 \$ 222.95

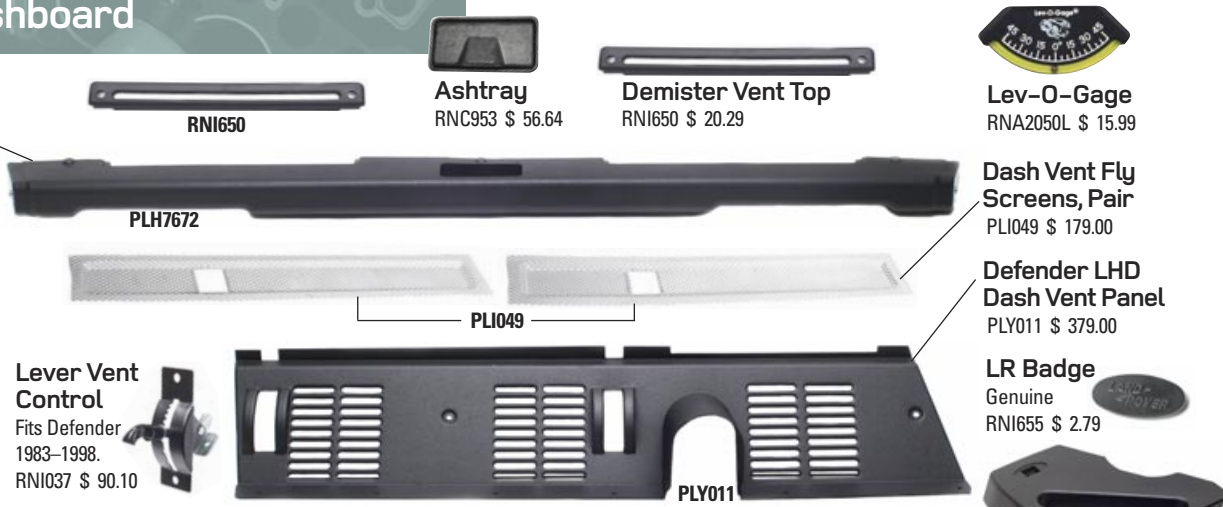
Polished Alloy Gear Knob Set

R380 RNA5500 \$ 86.50
LT77 RNA6600 \$ 69.95

Defender Air Conditioning Kits

Update your Defender with the latest R134A OEM Air Conditioning system. Features better ventilation and blower capacity for faster, colder air. Includes: Lower dash fascia unit, blowers, compressor, lines, hoses, fittings, pulley, tensioner belt, evaporator, condenser and fan unit, receiver-drier, all hardware and fitting instructions.

200 Tdi, RHD	RNAC200R	\$ 4489.00	NAS, 4.0L V8, LHD	RNAC40	\$ 4799.00
200 Tdi, LHD	RNAC200	\$ 3999.95	NAS, 3.9L V8, LHD	RNAC39	\$ 4390.00
300 Tdi, RHD	RNAC300R	\$ 4489.00	AC Base Kit Less		
300 Tdi, LHD	RNAC300	\$ 4550.00	Compressor, LHD	RNACKIT	\$ 3699.00
Td5, RHD	RNAC500R	\$ 4290.00	AC Base Kit Less		
Td5, LHD	RNAC500	\$ 4290.00	Compressor, RHD	RNACKITRHD	\$ 3895.00



Ashtray
RNC953 \$ 56.64

Demister Vent Top
RNI650 \$ 20.29

Lev-O-Gage
RNA2050L \$ 15.99

Dash Vent Fly Screens, Pair
PLI049 \$ 179.00

Defender LHD Dash Vent Panel
PLY011 \$ 379.00

LR Badge
Genuine RNI655 \$ 2.79

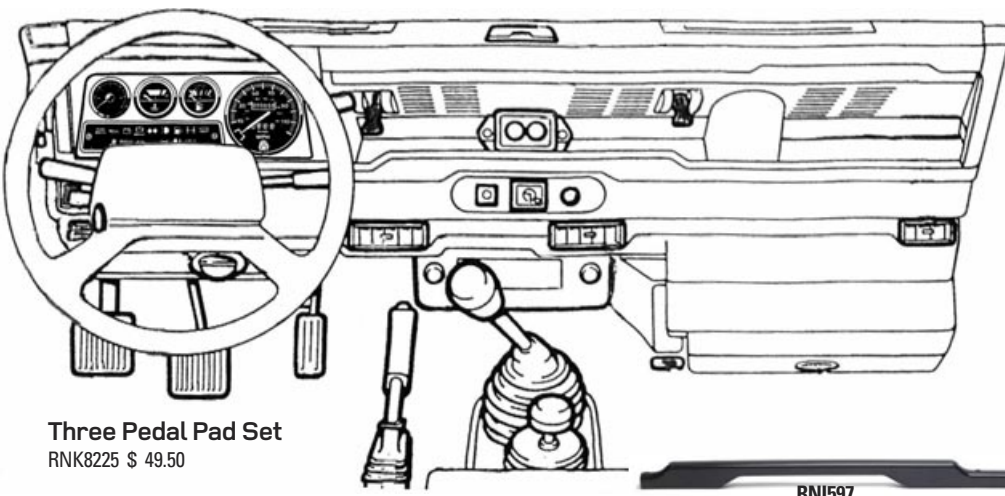
Lever Vent Control
Fits Defender 1983-1998.
RNI037 \$ 90.10



Grab Handle RH
Genuine RNI654 \$ 134.32

AC Vent Louvers
1997 D90 NAS Auto
RNB293 \$ 79.02

1993 D110, '94 D90 NAS
RNI668 \$ 49.42



Three Pedal Pad Set
RNK8225 \$ 49.50

AC Vent Louvers
1997 D90 NAS Auto
RNB293 \$ 79.02
1993 D110, '94 D90 NAS
RNI668 \$ 49.42

Wiper Motor Lower Dash Cover, LHD
Up to 1996 RNI059 \$ 268.95

Defender Lower Dashboard

New Defender lower dashboard assembly without right hand speaker hole. Lower padded LHD dash assembly for Defender. Exact replacement is patterned for gauges, clock and radio cut outs. Includes heater channel with metal top cover with assembled heater flaps and actuation cable. Complete with the top edge plastic trim piece. High quality OEM exact replacement in Satin Black. **Fits:** Defender, all Left Hand Drive models with wiper motor located in lower left dash and 2 large outside fresh air vents in dash 1983-1998. PLI586 \$ 1259.00



Finisher Lower Dash, LHD
RNI597 \$ 24.99



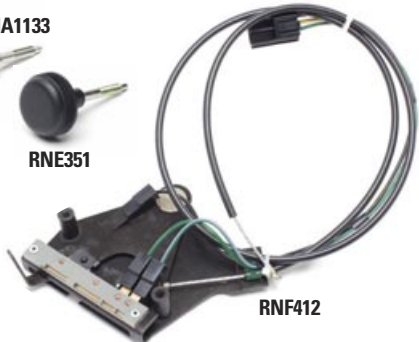
Differential Lock Warning Label
RNC924 \$ 7.79

Fuse Box Cover
RNF446 \$ 62.44

Fuse Box Cover Knobs
Genuine RNE351 \$ 15.66 Ea
Alloy Set RNA1133 \$ 36.50

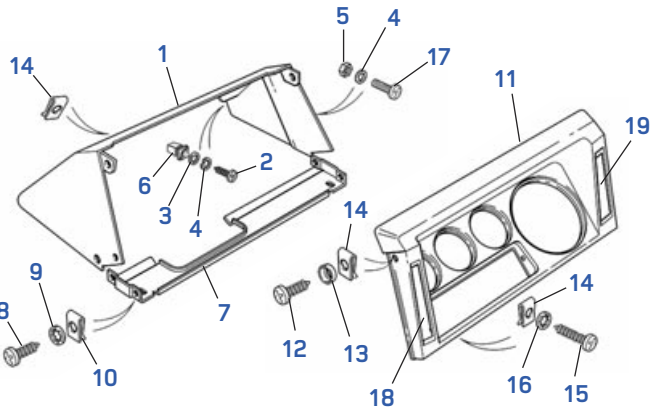
Heater Control Assembly

Defender 90, 110 NAS, LHD, Genuine RNF412 \$ 179.95 Ea
LHD, ProLine PLF412 \$ 175.10 Ea
RHD, Genuine RNY227 \$ 179.95 Ea



RNF412

A Defender Gauge Panel



A Defender Dashboard Gauge Panel

1. Instrument Panel Cowl Defender LHD With A/C, Genuine.....	RNI620	\$ 102.08
Instrument Panel Cowl Defender, with two large outside air vents in upper dash, Genuine	RNI621	\$ 106.61
Instrument Panel Cowl Defender, Powder Coated Aluminum, with two large outside air vents in upper dash, ProLine	PLI621A	\$ 79.90
2. Screw, Instrument Panel Cowl , Defender, Genuine	RNI622	\$ 3.25
3. Plain Washer , Genuine.....	RNI623	\$ 0.95
4. Lock Washer 5mm, Genuine	RND115	\$ 2.37
5. Nut , M5, Genuine.....	RND112	\$ 0.38
6. Plastic Nutsert Series, Defender, Genuine.....	RNC946	\$ 3.22
Plastic Nutsert Series, Defender, ProLine	PLC946	\$ 0.39
7. Instrument Cowl Stiffener LHD Defender, Genuine.....	RNI624	\$ 161.22
Instrument Cowl Stiffener RHD Defender, Genuine	RNY228	\$ 59.46
8. Screw #8 x 5/8", LHD with A/C, D110 NAS, Genuine	RNI626	\$ 2.13
Screw Self Tapping Interior Bracket Defender, RHD with A/C, D90 NAS, Genuine	RNI205	\$ 0.69
9. Washer Defender Dash Cowl, Genuine.....	RNI627	\$ 0.83
10. Spring Nut Dash Cowl Defender, Genuine.....	RNI628	\$ 0.83
11. Instrument Cluster Panel LHD, up to 1998, D110 NAS, Genuine	RNI629	\$ 156.95
Instrument Cluster Panel LHD Defender, D90 NAS, ProLine.....	PLI629	\$ 149.00
Instrument Cluster Panel Kit LHD Defender, D90 NAS, ProLine.....	PLI629K	\$ 269.95
Instrument Cluster Panel LHD Defender 1999-2006, Genuine.....	RNI740	\$ 189.95
Instrument Cluster Panel RHD up to WA159806, Genuine.....	RNS868	\$ 156.95
Instrument Cluster Panel RHD Defender 1999-2006, Genuine.....	RNY229	\$ 155.91
12. Screw , Genuine	RNI631	\$ 0.83
13. Washer Dash Screw Cup Type Defender, Genuine.....	RNI632	\$ 1.86
14. Fixed Nut Instrument Bezel Defender, Genuine	RNI633	\$ 3.35
Fixed Nut Instrument Bezel Defender, ProLine	PLI633	\$ 3.35
15. Self Tapping Screw Number 6 x 1/2", Genuine.....	RNI634	\$ 0.83
16. Washer Shakeproof Defender Dash Cowl, Genuine	RNI635	\$ 0.83
17. Screw M5 x 16mm, Genuine.....	RNE033	\$ 3.06
18. Heater Control Label Defender, ProLine.....	PLE331	\$ 7.50
19. Label Fan Control Defender, ProLine.....	PLE332	\$ 7.50



NEW



Digital Speedometer Kit for Defender

Non-ECU Defenders can step into the future with Rovers North's complete speedometer solution. This bright, easy-to-read, water-resistant (sealed) gauge is not only accurate, it is driven by an electrical signal for smooth needle movement; no more annoying needle-bob from the cable driven speedometer. Users can easily adjust the built-in clock, the brightness of the LED illumination, the dial color and screen color. The convenient auto-calibration feature means changes to gear ratios or tires sizes are no big deal; your speedometer will be accurate again with just a few pokes of the button and driving a mile.

This kit includes a VDO SingleViu 90mph Speedometer, our custom wiring harness, and VDO Hall effect sensor. For convenience, Rovers North has preconfigured the gauges and included easy-to-follow instructions. Installation should take about an hour or less. We can even pre-program your odometer reading!

The speedometer wiring harness included in this kit is designed to seamlessly integrate with the wiring harness of Rovers North's digital three gauge kit. This kit will incorporate matching volts meter, water temp and fuel level gauges. Adding these three modern instruments will be as simple as swapping the gauges, plugging in a tidy new wiring harness, connecting the sender wires for your water temp and fuel level, and removing some of the redundant wiring. For more information, see our website. **Digital Speedometer kit for Early Defender w/o ECU 1983-1996. RNSKIT2 \$ 499.00**

NEW

Digital Three Gauge Kit for Defender

Upgrade to a complete set of the best instruments available! Defenders fitted with the Rovers North's Speedo Kit2 (RNSKIT2), can easily add the matching VDO SingleViu battery condition, water temperature and fuel level gauges. This set of sealed LED gauges feature CAN bus connectivity which allows users to easily adjust the color and brightness from the speedometer—this setting automatically synchronizes across all gauges, creating a truly personalized instrument cluster.

Developed in-house for your non-ECU Defender, this complete kit includes 3 pre-programmed gauges, a custom wiring harness, a temperature sender unit and easy-to-follow instructions, so even novice mechanics can tackle this project in about an hour. **NOTE:** Requires RNSKIT2 speedometer kit (shown above, not included). **RNSKIT3 \$ 499.00**



Water Temp Gauge

D90 Auto, 1997 4.0L V8
Genuine RNC863 \$ 379.04
4-Cylinder, ProLine PLC856 \$ 145.95



Fuel Level Gauge
1987-2006 Defender
Genuine RNE513 \$ 306.87
ProLine PLE513 \$ 94.95



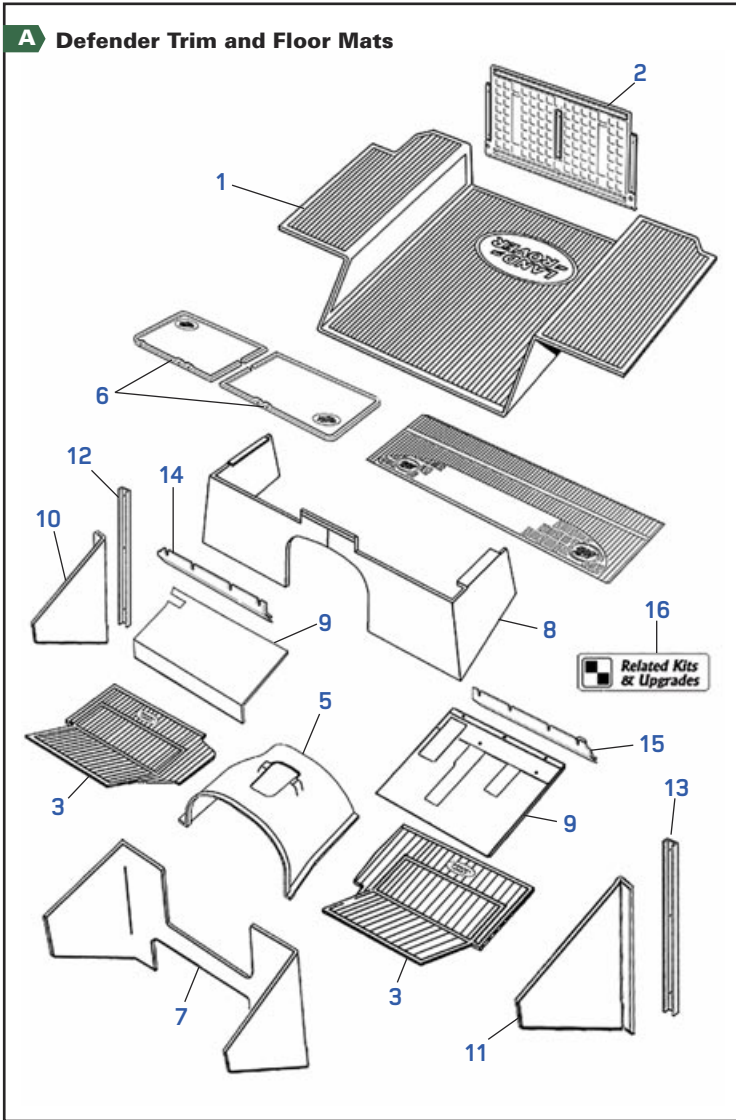
Speedometer Defender
1983-1996 Defender, ProLine PLE515 \$ 399.00
1997 D90 NAS Genuine RNC862 \$ 1039.95



Defender Dash Warning Light Assembly
Fits Defender 1987-1997. PLX961 \$ 379.00

Defender Interior Trim

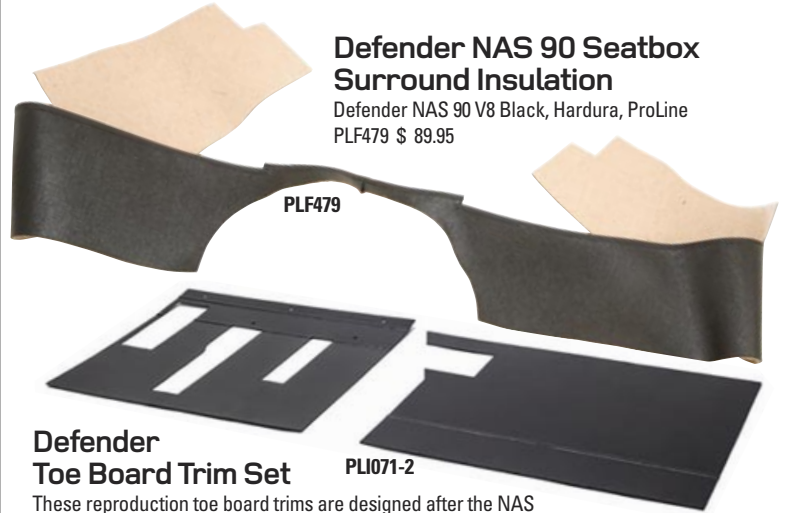
A Defender Trim and Floor Mats



- | | | |
|--|-------------|-----------|
| 6. Rubber Mat Middle Seat Floor Defender 110 SW, Genuine | RNQ689 | \$ 119.00 |
| Rubber Floor Mat Set Middle Footwell, D110 SW, Genuine | RNI070 | \$ 139.95 |
| Rubber Floor Mat Set Rear Pr Defender 110 SW, Genuine..... | RNX158 | \$ 140.79 |
| Rubber Floor Mat Set Middle Defender 130 Crew Cab, Genuine..... | RNY222 | \$ 140.79 |
| Moulded Floor Mats Middle Row Series, Defender..... | EXT017-3 | \$ 70.53 |
| 7. Bulkhead Trim Panel Center Defender V8, 300Tdi, Genuine..... | RNI325 | \$ 535.50 |
| Bulkhead Trim Panel Center Defender, V8, 300Tdi, Td5 ProLine..... | PLI325 | \$ 169.00 |
| 8. Insulation Pad Front Seatbase Defender Td5 on LHD, Genuine | RNI865 | \$ 249.95 |
| Seatbox Surround Insulation D90 NAS V8 Black Hardura, ProLine .. | PLF479 | \$ 89.95 |
| 9. Trim Set For Toe Boards Defender..... | PLI071-2 | \$ 79.95 |
| 10. Interior Trim RHF Kick Panel Defender, Genuine..... | RNY223 | \$ 42.15 |
| 11. Interior Trim LHF Kick Panel Defender, Genuine..... | RNY224 | \$ 45.48 |
| 12. Retainer RH Footwell Vertical Trim Defender up to 2007, ProLine... | PLY147 | \$ 19.50 |
| 13. Retainer LH Footwell Vertical Trim Defender up to 2007, ProLine ... | PLY146 | \$ 19.50 |
| 14. Retainer Stainless RH Top Footwell Trim Defender..... | PLF569S | \$ 44.50 |
| 15. Retainer Stainless LH Top Footwell Trim Defender | PLF568S | \$ 44.50 |
| 16. Moulded Defender Mat Set V8, 300Tdi, Td5 Black, Genuine | RNK4200 | \$ 999.95 |
| Moulded Defeater Barrier Mat 3-Piece, R380, Late 300Tdi, Black.... | EXT009-29 | \$ 964.99 |
| Moulded Matting System 3-Piece Puma Black..... | EXT009-25 | \$ 796.00 |
| Moulded Matting System 3-Piece 4-Cyl w/LT77 LHD or RHD, Black ... | EXT009-12BK | \$ 893.99 |
| Fastener Seat Box Trim Defender Black, Genuine..... | RNY225 | \$ 2.01 |
| Screw Self Tapping No. 10 x 5 x 8, Genuine..... | RNC795 | \$ 1.17 |
| Insulated Floor Mat Defender V8, 300Tdi, & Td5, Genuine | RNN717 | \$ 359.95 |
| Acoustic Rear Mat System 3-Piece Set Series, Defender, Exmoor .. | EXT009-14 | \$ 311.04 |

Defender NAS 90 Seatbox Surround Insulation

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



Defender Toe Board Trim Set

PLI071-2

These reproduction toe board trims are designed after the NAS Defender original. They fit most Defender vehicles up to 2006; however they may require some trimming with a utility knife **PLI071-2 \$ 79.95**

A Defender Interior Trim and Floor Mats

- | | | |
|---|-----------|-----------|
| 1. Rear Loadspace Mat Defender 90, w/rear fuel filler, Genuine | RNF468 | \$ 277.95 |
| Rear Loadspace Mat 109 3-Door, 110 3-Door , ProLine..... | PLB792R | \$ 55.99 |
| Rear Loadspace Mat 109 3-Door, 110 3-Door , Exmoor | EXT009-10 | \$ 205.00 |
| Rear Loadspace Mat 110 Puma 7-Seat SW 2007-2016, Genuine | RNQ688 | \$ 259.00 |
| Rear Loadspace Mat 110 Puma 5-Seat SW 2007-2016, Genuine | RNQ777 | \$ 254.95 |
| Rear Loadspace Mat 90 Puma SW 2007-2016, Genuine..... | RNY220 | \$ 189.76 |
| Rear Loadspace Mat 90 Puma, 2007-2016, Genuine..... | RNY221 | \$ 254.82 |
| Rear Loadspace Protector Rigid , Fits: Defender 90, D110 w/o loadspace seats up to 2007..... | RNQ691 | \$ 289.77 |
| Acoustic Loadspace Mat all Series & D90, 110 SW, Exmoor..... | EXT009-1 | \$ 179.00 |
| Mat For Drop Down Tailgate For Defender, Series | EXT017-33 | \$ 125.17 |
| 2. Moulded Floor Mats Front Pair Defender (LT77, R380 and 2007-on).EXT017-2 | | \$ 70.53 |
| Rubber Floor Mat Front Pair Defender 2007-on, Genuine..... | RNS556 | \$ 123.44 |
| Rubber Mat Set Front Pair, Defender Black, Genuine..... | RNI067 | \$ 144.33 |
| Rubber Floor Mat RH Front Defender R380, ProLine | PLF480 | \$ 119.50 |
| Rubber Floor Mat LH Front Defender R380, ProLine..... | PLF481 | \$ 119.50 |
| Rubber Floor Cover Front RH Defender 4-Cylinder LT77, Genuine | RNS830 | \$ 219.47 |
| Rubber Floor Mat RH Front Defender 4-Cylinder, ProLine..... | PLS830 | \$ 85.99 |
| Rubber Floor Cover Front LH, Defender, Genuine | RNS831 | \$ 222.96 |
| Rubber Floor Mat LH Front Defender 4-Cylinder, LT77, ProLine..... | PLS831 | \$ 85.99 |
| Rubber Floor Mat Set Front, Defender Pre-2007, Genuine..... | RNN213 | \$ 112.00 |
| Rubber Floor Mat Set Front, Defender 2012-2016, Genuine..... | RNQ690 | \$ 114.69 |
| 5. Rubber Mat Tunnel Cover , 300Tdi, V8, Td5 w/R380 Genuine | RNF482 | \$ 221.80 |
| Moulded Tunnel Insulation Matting Cover, LT77, Exmoor | EXT420 | \$ 189.00 |
| Moulded Tunnel Insulation Matting Cover, R380, Exmoor..... | EXT421 | \$ 184.70 |

Rubber Mat Tunnel Covers

Defender V8 RNF482 \$ 221.80
LT77 EXT420 \$ 189.00
R380 EXT421 \$ 184.70



Gear Lever Insulation Pad

Crumbling foam on your gear lever seal? This is the answer; refit with a new factory Land Rover Genuine part RNN992 \$ 62.31



RNS556 Defender 2007-on



RNN992



Genuine Land Rover Defender Loadspace Mats



Defender 110 Puma 7-Seat SW RNQ688



Defender 110 Puma 5-Seat SW, 2007-2016 RNQ777

Defender 90, 110 w/o Loadspace Seats up to 2007 RNQ691



Defender 90 Puma SW 4-Seats, 2007-2016 RNY220

Defender Interior Trim



Defender Carpet Sets

High quality OEM carpet sets. Easy to install with good soundproofing, creating a truly great kit that will transform your entire interior.

EXT021-3

Full Premium Carpet Sets

- Defender 90 R380 and ZF auto, LHD, Full Premium Carpet Set, Ebony..EXT021-3** \$ 569.00
- Defender 110 R380, LHD, Full Premium Carpet Set, Ebony**EXT021-5 \$ 629.00
- Defender 90 LT77, LHD, Front Set, Full Premium Carpet Set, Ebony**EXT021-2 \$ 655.99
- Defender 110 LT77, LHD, Front Set, Full Premium Carpet Set, Ebony.....**EXT021-4 \$ 704.99

Front Standard Carpet Sets

- Defender LHD, Front Set LT77 Gearbox, Standard Set, Ebony**EXT020-2RN \$ 266.99
- Defender RHD, Front Set LT77 Gearbox, Standard Set, Ebony.....**EXT020-2 \$ 266.99

NEW Defender Footwell Vertical Trim

Vertical alloy footwell trim retainer, powder coated Satin black for improved durability. Locates on door post interior below dash. Retains the outer edge of footwell insulated rubber, or carpet trim. Features cut-outs for door activated interior lamp switch and door electrics grommet. Made in the USA. Fits: Defender all models 1983-2006.
RH (pass side) PLY147 \$ 19.50
LH (driver side) PLY146 \$ 19.50



PLY146

NEW Series, Defender Rear Trim Speaker Panel Kit



RNA1327

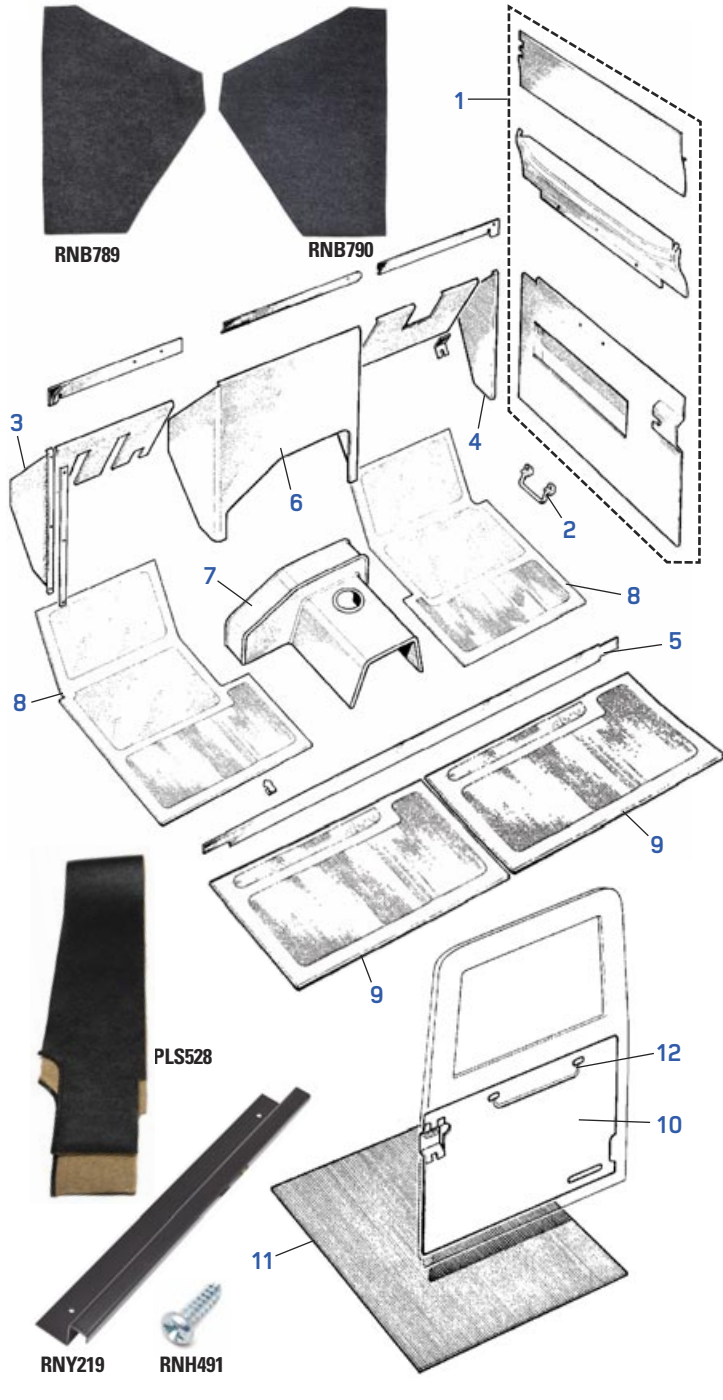
RNA1327 - Left Side

Defender Rear Speaker Mount Panel Kit

Trim Panel RH, & LH Panel Set, max 5" dia. speaker, ProLine.....RNA1327 \$ 119.00

Series Interior Trim

A Series Interior Trim and Floor Mats



A Series Interior Trim and Floor Mats

- Front Door Trim Set w/o Pockets Series, Elephant Hide Grey Vinyl** .EXT382-24 \$ 425.35
 Front Door Trim Set w/Pockets Series, Elephant Hide Grey Vinyl ...EXT382-25 \$ 507.96
 Front Door Trim Set With Pockets Series, Black Vinyl.....EXT382-10 \$ 420.12
 Interior Front Door Panel Set For Defender 90 and Series IIIRNA4700 \$ 449.00
- Interior Door Pull Handle Galvanized For Series, ProLine**PLB693 \$ 18.95
Grab Rail Middle Seats Series IIA & III 109" SW, GenuineRNX836 \$ 259.95
 Handle Interior Door Pull, Defender, GenuineRNF474 \$ 7.16
- Kick Panel Trim, LH Replacement Part, Series IIA, III, Genuine**RNB789 \$ 19.43
- Kick Panel Trim, RH Replacement Part, Series IIA, III, Genuine**.....RNB790 \$ 19.43
- Kick Panel Trim Middle Floor 109 & 110 Station Wagon, ProLine** .PLS528 \$ 67.00
 Retainer, Interior Trim, Series III, 109" SW, Defender, GenuineRNY219 \$ 30.24
 Retainer, Interior Trim, Series III, 109" SW, Defender, ProLine.....PLY219 \$ 14.50

- | | |
|---|-----------------------|
| Screw, Self Tapping, No. 6 x 1/2", Genuine.....RNH491 | \$ 2.06 |
| Screw, Self Tapping, No. 6 x 1/2", ProLine | PLH491 \$ 0.82 |
| 6. Trim, Center Bulkhead Series IIA & III, ProLine | PLF464 \$ 51.98 |
| 7. Tunnel Cover, Cloth Series II, IIA & III | RNC128 \$ 89.90 |
| 8. Floor Mat Set Series II-III Front Pair | EXT017-1 \$ 73.41 |
| Front Mat Set Front Pair Series I 80" | EXT017-32 \$ 94.15 |
| Front Mat Set Front Pair Series I 86" | EXT017-36 \$ 92.19 |
| 9. Floor Mat, 109" SW Middle, Series IIA & III, Genuine | RNB791 \$ 249.87 |
| Floor Mat, 109" SW Middle, Series IIA & III, ProLine | PLB791 \$ 89.00 |
| Moulded Floor Mats Middle Row Series, Defender | EXT017-3 \$ 70.53 |
| Series 88" Moulded Mat System, Black, Exmoor Trim | EXT009-11BK \$ 796.00 |
| 10. Door Trim Rear End Door, Series, Black Vinyl | EXT382-15 \$ 85.99 |
| Door Trim Rear End Door, Series, Elephant Hide Grey Vinyl | EXT382-30 \$ 101.50 |
| 11. Rear Loadspace Mat, 88", 47" x 36 1/16" Series, ProLine | PLB786 \$ 67.50 |
| Rear Acoustic Mat, Loadspace Series & Defender | EXT009-1 \$ 179.00 |
| Rear Acoustic Mat 3-Piece Set, Series, Exmoor | EXT009-14 \$ 311.04 |
| Rear Loadspace Mat, 109/110 Regular | EXT009-10 \$ 205.00 |
| Rear Loadspace Mat, 109/110 SW, 61" x 36", ProLine..... | PLB792 \$ 129.00 |
| Rear Loadspace Mat, 109/110 Regular, ProLine..... | PLB792R \$ 55.99 |
| 12. Rear Door Grab Handle Series and Defender, Genuine | RNB056 \$ 59.50 |
| Heavy Duty Grab Handle Rear Door Series & Defender, ProLine .. | PLB056HD \$ 139.00 |



Series 2.25L Moulded Matting System, 3-Piece, Black

Series Acoustic Moulded Matting System (not V8, 6-Cylinder) - 3-piece kit .EXT009-11BK \$ 796.00



Series IIA, III Centre Bulkhead Trim
 ProLine PLF464 \$ 51.98

LAND ROVER DEFENDER



FRONT RUNNER ROOF RACKS

Defender 90, Slimline II Full Rack, Tall	KRLD007L	\$ 1635.00
Defender 90, Slimline II Full Rack	KRLD07L	\$ 1655.00
Defender 110, Slimline II Full Rack, Tall	KRLD03L	\$ 2035.00
Defender 110, Slimline II Full Rack	KRLD003L	\$ 2015.00
Defender 110, Slimline II Half Rack	KRLD05L	\$ 1315.00
Defender, Load Bars 1400mm	KRLD024	\$ 395.00
Defender L663 110, Slimline II Roof Rack Kit	KRLD034T	\$ 1685.00
Defender L663, 110 w/OEM Tracks L663, Slimline II Roof Rack Kit	KRLD037T	\$ 1005.00
Defender L663, 90 Slimline II Roof Rack Kit	KRLD039T	\$ 1445.00
Defender L663, Load Bar Kit	KRLD038	\$ 325.00
LR3, LR4, Slimline II Full Rack	KRLD028T	\$ 1505.00
LR3, LR4, Slimline II 3/4 Cargo Rack, Foot Rail Mount	KRLD029T	\$ 1125.00



KRLD037T



VACC023

ACCESSORIES

Defender 90, 110, Vehicle Ladder, 2 Piece	LALD006	\$ 235.00
Defender L663, Side Mounted Ladder	LALD007	\$ 507.00
LR3, LR4 Rear Roof Rack Ladder	LALD004	\$ 458.00
Discovery II, Load Bar Kit, Rain Gutter Mounted	KRLD026	\$ 405.00
Hi-Lift Jack Mount Bracket	JADA010	\$ 132.00
Wolf Pack Storage Containers	SBOX008	\$ 59.00
Vertical Fuel Can Holder, Black (fuel can not incl.)	JCH0019	\$ 151.00
45L Water Tank With Mount	WTAN030	\$ 269.00
Ratcheting Spade/Shovel Mount Bracket	RRAC024	\$ 66.95
Stainless Steel Tie Down Rings, Pair	RRAC025	\$ 11.95
Stratchits (Pair)	STRA034	\$ 35.95
Galvanized Tie Down Ring Pair	RRAC012	\$ 12.95

LIGHTING, CAMPING GEAR RRAC012

Universal Roof Rack Spotlight	RRAC022	\$ 42.95
Spare Tire Mount BBQ (Adjusts to your Spare Wheel)	VACC023	\$ 234.00
Roof Rack Mounted Bottle Opener	RRAC077	\$ 6.95

KRLD003L



LALD007

JCH0019



KRLD039T

KRLD034T

FRONT RUNNER | GET AHEAD OF THE PACK

Africa proven gear for your vehicle.

www.roversnorth.com



(800) 403-7591 roversnorth.com 69



Cubby Boxes

A full selection of leather, vinyl, fabric and stitching choices are available, please inquire.



Premium Cubby Boxes

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

XS Black Rack.....	EXT015PREM-XSBR	\$ 340.50
Black Leather/Black Stitching.....	EXT015PREM-BL	\$ 369.00
XS Black w/White Stitching.....	EXT015PREM-XS	\$ 339.50
Black Leather w/Black Stitching.....	EXT024PREM-BL	\$ 519.00
Black Vinyl Vault.....	EXT024PREM-VLT	\$ 549.99
Black XS Vinyl w/Black Stitching.....	EXT015PREM-XSBS	\$ 319.00
XS Deluxe Grey Vinyl w/G4 Grey Vinyl Center.....	EXT015PREM-G4	\$ 419.00
Oxford Tan Vinyl.....	EXT015PREM-OT	\$ 319.00
Cup Holder Insert	EXT015-2	\$ 27.99

EXT015-BV



Standard Cubby Box

Black Vinyl.....	EXT015-BV	\$ 147.16
Black Leather.....	EXT015-FBL	\$ 394.03
Black Span Mondus.....	EXT015-BSM	\$ 142.18
Dark Grey Vinyl.....	EXT015-DGV	\$ 147.16
Denim Twill.....	EXT015-DT	\$ 147.35
Moorland.....	EXT015-MR	\$ 151.82
G4.....	EXT015-G4	\$ 156.99
Techno Cloth.....	EXT015-TC	\$ 142.71
XS Black Rack	EXT015-XSBR	\$ 145.82



Tuffy Security Box Stereo Console

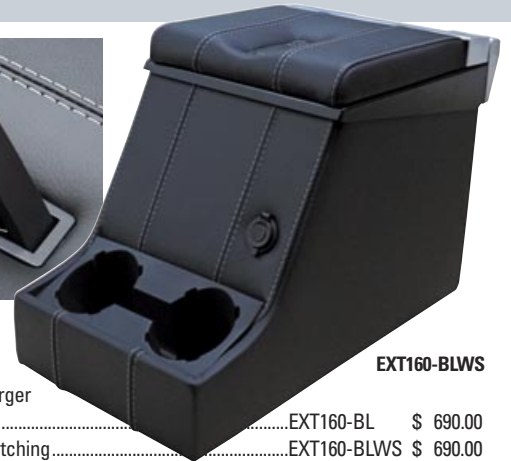
This convenient 16-gauge steel security console has two compartments, a separate compartment for mounting a stereo, CB Radio, or other electronic equipment, and a lockable rear storage space lined with a rubber floor mat. The spacious rear compartment accommodates a CD changer, tools and other valuables. Includes drink holder and mounting package as shown. Fits all Defender models except automatic. **Also fits Series II-III.**

Tuffy Security Box Stereo Console, Black	RNA1700	\$ 359.00
Tuffy Security Box Stereo Console, Charcoal	RNA1703	\$ 339.00
Tuffy Drink Holder, Black	RNA1704	\$ 44.95



Premium Loc Box

Black Leather with USB charger socket, wiring loom.....	EXT160-BL	\$ 690.00
Black Leather with White Stitching.....	EXT160-BLWS	\$ 690.00
Black Rack Half Leather.....	EXT160-XSBR	\$ 639.00
Denim Twill Vinyl.....	EXT160-DT	\$ 595.00
G4.....	EXT160-G4	\$ 639.00
Camel Vinyl.....	EXT160-CML	\$ 682.54



Defender Rear Air Conditioning Kits

Companion kit for Rovers North Air Conditioning systems. Newly updated rear AC kit design. Fits: Defender 110 SW models.

Tdi, Td5, V8, LHD.....	RNAC1421	\$ 4850.00
Tdi, Td5, V8, RHD.....	RNAC1433	\$ 4850.00
Puma 2.2, 2.4 LHD/RHD.....	RNAC1420	\$ 4850.00



Cubby box and rear AC combined RNAC1420

RNAC1420



RNA90ST

RNA90ST Photos: Professional installation and fitment by Adventure Motor Cars, AL

NEW Defender 90 NAS Soft Top

Constructed with superior quality fabric by Stayfast. Will not fade, shrink or crack like the original material. Year after year, this top will look as good as the day you first put it on. Features include weather-secure door seals, heavy-duty rear zipper, roll-up sides, and large durable scratch-resistant side and rear quarter windows for improved visibility. Totally weatherproof to keep you dry and comfortable in foul weather. Will fit perfectly on your existing belt rail system. Made in the UK. **Defender 90 NAS full soft top RNA90ST \$ 2479.53**

Defender 90 NAS Soft Top Parts



Sunvisor RH Black Defender SVX
RNX160 \$ 314.95
Sunvisor LH Black Defender SVX
RNX161 \$ 314.95



RNQ619



RNQ618

RNE246

EXT406-1

Defender 90 NAS Soft Top Parts

Alpine Bow Hoop Set , Defender 90 NAS Soft Top, Genuine	RNQ618	\$ 96.50
Five Bar Stud Door Top , Defender 90 NAS Soft Top, Pair	RNQ619	\$ 95.00
Tailgate Bar Kit 1994 Defender 90 NAS	RNE246	\$ 159.31
Handle Fixing Kit , Windscreen Header Rail, Defender	EXT221-30	\$ 29.00
Replacement Clips for Tailgate Bar, Pair	EXT406-1	\$ 24.50

1994 Defender 90 Belt Rail Kit for Soft Top



RNE245

Kit contains side and rear soft top alloy fastener rails with fixing hardware. Black powder coat finish. **Fits:** 1995 & 1997 NAS Defender 90 Soft Top.
Belt Rail Kit, Defender 90

RNE245 \$ 178.98



Defender 90 NAS Soft Top Fitting Instructions



Watch the video on your mobile device.



EXT249-10

EXMOOR TRIM

Defender 90 NAS Roll Cage Pad Protection Kit

New padded foam covers for your NAS roll cage. Easily installed and cleaned. Adds an extra layer of comfort, and looks great, too. **EXT249-10 \$ 491.77**



NAS-North American Specification



EXT249-8

Bimini NAS Soft Top, Stayfast Fabric

NAS Defender Bimini Hood made from black Stayfast material; designed exclusively for Rovers North by Exmoor Trim. The Stayfast hooding is hard-wearing, totally waterproof, and a step above Mohair quality. Designed for summer fun outdoors! Exmoor Trim's skilled staff understands exactly what is required to ensure that all hoods are made with care and attention to detail. Reinforced panels for durability, a contoured design to maintain a beautiful shape, and pleats and snaps around the door top for a tailored fit. For more product information on Stayfast fabric, see page 70.

NEW Bimini NAS half style top, Stayfast, Black, Exmoor Trim...EXT249-8 \$ 399.95



EXT249-9

Defender 90 NAS Surrey Soft Tops

NEW Surrey NAS style, Exmoor Trim, Stayfast, black...EXT249-9 \$ 789.00

RoW-Rest of World Specification

Defender RoW Full Length Soft Tops

Designed to fit over standard galvanized hoop sets



EXT202-11SAC



EXT202-15BKC



EXT249-XS

Defender 90 RoW Soft Tops

EARLY Style Header, Canvas 90 Full length w/ side windows

Canvas, Sand	EXT202-11SAC	\$ 714.99
Canvas, Black	EX5199	\$ 829.99
Canvas, Khaki Green	EXT202-9KHC	\$ 634.89

LATE Style Header, Canvas 90 Full length w/ side windows

Canvas, Sand	EXT202-12SAC	\$ 714.99
Canvas, Black	EXT202-15BKC	\$ 829.99
Canvas, Khaki Green	EXT202-10KHC	\$ 714.99

LATE Style Header, Stayfast 90 Full length w/ side windows

Full Length Stayfast, Sand w/side windows	EXT201-4SDM	\$ 2839.99
Full Length Stayfast, Sand w/side windows	EXT201-2BKM	\$ 2469.99
Full Length Stayfast, Black w/side, Alpine and rear 1/4 windows (For RoW only, fits over RBL2367SSS shown on p. 73)	EXT249-XS	\$ 3089.99

Tech Tip—Header Rail Styles



Check your header rails before ordering.

LATE style is shown on the left, EARLY style is shown on the right.



RoW—Rest of World Specification

Defender 110 RoW Soft Tops

EARLY Style Header, Canvas 110 Full Length w/o side Windows

Canvas, Sand	EXT211-3SAC	\$ 742.89
Canvas, Black	EXT211-6BKC	\$ 770.19
Canvas, Khaki Green	EXT211-1KHC	\$ 742.89

LATE Style Header, Canvas 110 Full length w/o side windows

Canvas, Sand	EXT211-4SAC	\$ 742.89
Canvas, Black	EXT211-7BKC	\$ 770.19
Canvas, Khaki Green	EXT211-2KHC	\$ 742.89

EARLY Style Header, Canvas 110 Full length w/ side windows

Canvas, Sand	EXT211-12SAC	\$ 754.99
Canvas, Black	EXT211-15BKC	\$ 754.99
Canvas, Khaki Green	EXT211-10KHC	\$ 733.10

LATE Style Header, Canvas 110 Full length w/ side windows

Canvas, Sand	EXT211-13SAC	\$ 758.86
Canvas, Black	EXT211-16BKC	\$ 733.10
Canvas, Khaki Green	EXT211-11KHC	\$ 733.10

Early Style Header Rail For Canvas Top-Windscreen RoW,

Black Powdercoated, Exmoor Trim, Set.....	EXT221-22	\$ 239.99
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Late Style Header Rail For Canvas Top-RoW, Genuine.....	RNF800	\$ 297.95
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Early Style Header Rail For Canvas Top-RoW,

Black Powdercoated, Exmoor Trim	EXT221-37	\$ 233.99
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Handmade in the UK



Defender RoW Bimini Tops

EARLY Style Bimini Canvas, Black.....	EXT206-6BKC	\$ 249.99
EARLY Style Bimini Canvas, Sand.....	EXT206-3SAC	\$ 249.99
EARLY Style Bimini Canvas, Green.....	EXT206-1KHC	\$ 249.99
LATE Style Bimini Canvas, Black.....	EXT206-7BKC	\$ 249.99
LATE Style Bimini Canvas, Sand	EXT206-4SAC	\$ 249.99
LATE Style Bimini Canvas, Green.....	EXT206-2KHC	\$ 249.99

NAS Style Roll Cage for Early 90s
Turn your RoW Defender into a NAS 90 look alike



RoW – Rest of World



RBL2367SSS



RBL1887SSS

Full External Defender 90 RoW Soft Top Roll Cage

Safety Devices 8 point multi-point external/internal bolt-in roll cage is designed for front occupant roll over protection. Existing soft top will require modification where the bar over the front door top connected to the roll bar behind the front seat. This connection needs to pass through the soft top similar to NAS. Supplied as a complete kit with hardware. Finished with Satin black powder coat, unless specified otherwise. FITS: Defender 90 Soft Top RoW (1984-2016). Not designed for NAS soft top. Designed for normal RoW canvas tops, please enquire. **NOTE:** We strongly recommend using black padding RBPUPADC16MMBLK on bars near occupant head areas. Padding lengths can be covered with PREM202 Exmoor Trim padding cover kit. Built to special order by Safety Devices UK.

Roll Cage Defender 90 RoW Soft Top	RBL1887SSS	\$ 2895.95
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Heavy Duty Hoop Set, 6-Point bolt-in internal, Defender 90 RoW only

(for soft top, use EXT249-XS shown on p. 72).....	RBL2367SSS	\$ 3133.95
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Drain Channel Kit, Black Powder Coated, Late Style Header..	EXT220-15	\$ 659.99
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External Front Roll Cage, Safety Devices	RBL1383SSS	\$ 1735.95
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Internal Rear Roll Cage, Safety Devices.....	RBL1697SSS	\$ 2269.00
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Bracket, RH Lower Roll Cage, Defender.....	PLQ649	\$ 49.67
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Bracket, LH, Lower Roll Cage, Defender.....	PLQ648	\$ 49.67
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Bracket, RH, Lower Roll Cage Defender 90 Late Style		
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for Replacement Chassis	PLQ649A	\$ 59.95
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Bracket, LH, Lower Roll Cage Defender 90 Late Style		
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for Replacement Chassis	PLQ648A	\$ 59.95
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RBL1887SSS

Defender 90 RoW Soft Top

90 Full Soft Top w/ side and rear windows, black. Designed to fit Safety Devices L188 Roll Cage RBL1887SSS (above).

Stayfast Canvas, Black	EXT247-L188SF	\$ 2478.93
Stayfast Canvas, Sand	EXT247-L188-SAND	\$ 3508.64



Defender RoW Front Hoop Set for Bimini or Canvas Cab Tops

Soft top frame kit for use with open bimini, or canvas cab top that cover the front seat area. Hot dipped galvanized finish. Does not include door seals. Will accept one piece, or sectioned door seals. Made in the UK by Exmoor Trim. FITS: Defender 90 and 110 RoW models except 110 Crew Cab and 110 Station Wagon. NOTE: For one piece doors seals use RNI444 and RNI445, or PLI444 and PLI445. For sectioned door seals use Top seal PLC120. Door top front seal PLC119 and Door top back seal PLC121. For seal Rivet use RNC690 or PLC690.

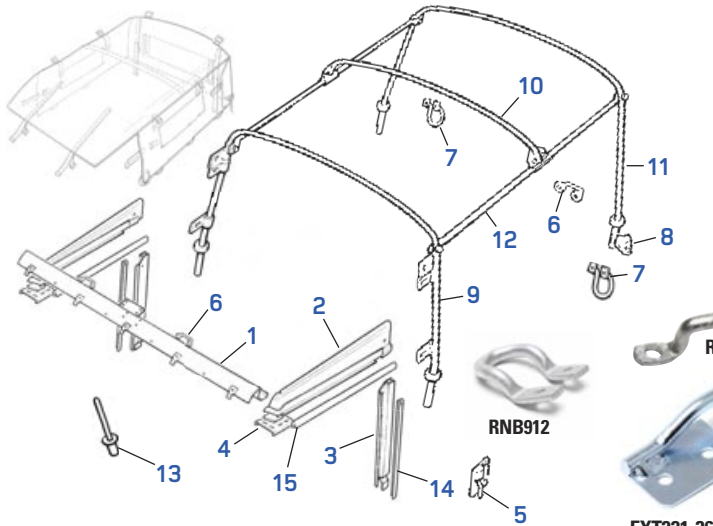


EXT220-13

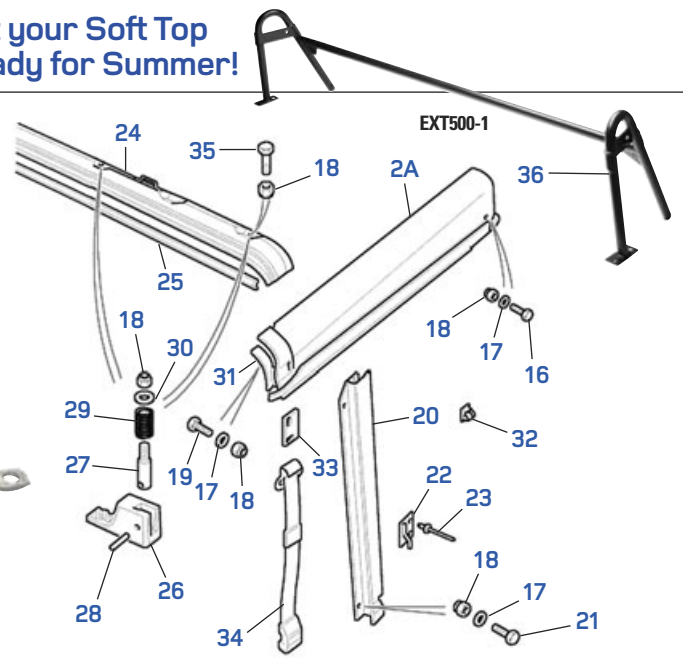
Exmoor Hoop Set Bimini Top Defender.....	EXT220-12	\$ 609.20
Front Hoop Set Defender for Truck Cab.....	EXT220-13	\$ 699.99

Get your Soft Top Ready for Summer!

A Standard Galvanized Hoop Set Components



Series Soft Top Components



Defender 90, 110 RoW Front (only) Soft Top Components

A Series Standard Galvanized Hoop Set Components

1. Windscreen Bracket, ProLine	.....PLB736	\$ 167.99
2. Drain Channel Door Top, Series, LH, ProLine	.....PLE329	\$ 112.99
Drain Channel Door Top, Series, RH, ProLine	.....PLE330	\$ 112.99
2A. Drain Channel Door Top, Defender, RH, Genuine	.....RNF797	\$ 138.76
Drain Channel Door Top, Defender, LH, Genuine	.....RNF798	\$ 128.46
3. Drain Channel Series, Door Post, RH, Genuine	.....RNE327	\$ 57.64
Drain Channel Series, Door Post, RH, ProLine	.....PLE327	\$ 40.99
Drain Channel Series, Door Post, LH, Genuine	.....RNE328	\$ 57.64
Drain Channel Series, Door Post, LH, ProLine	.....PLE328	\$ 40.99
4. Corner Bracket, RH	.....PLB740	\$ 15.95
Corner Bracket, LH	.....PLB741	\$ 15.95
5. Front Tie Down, RH, Genuine	.....RNB737	\$ 37.97
Front Tie Down, RH, ProLine	.....PLB737	\$ 7.50
Front Tie Down, LH, Genuine	.....RNB738	\$ 37.97
Front Tie Down, LH, ProLine	.....PLB738	\$ 7.50
6. Tie Down Staple	.....RNE531	\$ 5.56
7. Tie Down Rear, Genuine	.....RNB912	\$ 21.90
Tie Down Rear, ProLine	.....PLB912	\$ 6.16
8. Hoop Bracket, Genuine	.....RNB692	\$ 52.77
Hoop Bracket, Exmoor Trim	.....EXT263-23	\$ 8.70
9. Front Hoop, 88" & 109", Defender, ProLine	.....PLB732	\$ 99.99
10. Middle Hoop, 88", Genuine	.....RNB734	\$ 85.95
Middle Hoop, 88", ProLine	.....PLB734	\$ 85.99
11. Rear Hoop, 88" & 109", Genuine	.....RNB733	\$ 163.83
Rear Hoop, 88" & 109", ProLine	.....PLB733	\$ 87.99
12. Tie Tube, 88", ProLine	.....PLB735	\$ 74.99
13. Pop Rivet for Hoop Set, Genuine	.....RNC690	\$ 0.65
Pop Rivet for Hoop Set, ProLine	.....PLC690	\$ 0.38
14. Door Seal Top Back, Genuine	.....RNC121	\$ 22.95
Door Seal Top Back, ProLine	.....PLC121	\$ 22.95
15. Door Seal Top, Genuine	.....RNC120	\$ 23.22
Door Seal Top, ProLine	.....PLC120	\$ 28.00
Defender RoW Standard Galvanized Hoop Set Components		
16. Bolt, M6 X 20mm	.....RND909	\$ 1.23
17. Plain Washer	.....RNS733	\$ 2.69
18. Nyloc Nut	.....RNF731	\$ 1.29
19. Bolt M6 X 16mm	.....RNF533	\$ 2.75
20. Drain Channel RH Side, Genuine	.....RNE327	\$ 57.64
Drain Channel RH Side, ProLine	.....PLE327	\$ 40.99
Drain Channel LH Side, Genuine	.....RNE328	\$ 57.64
Drain Channel LH Side, ProLine	.....PLE328	\$ 40.99
21. Bolt M6 X 16mm	.....RNF533	\$ 2.75
22. Forward Tie Down RH, Genuine	.....RNB737	\$ 37.97
Forward Tie Down RH, ProLine	.....PLB737	\$ 7.50

Forward Tie Down LH, Genuine	.....RNB738	\$ 37.97
Forward Tie Down LH, ProLine	.....PLB738	\$ 7.50
23. Pop Rivet, Genuine	.....RNC690	\$ 0.65
Pop Rivet, ProLine	.....PLC690	\$ 0.38
24. Early Style Header Rail For Canvas Top-Windscreen RoW,		
Black Powdercoated, Exmoor Trim, Each	.....EXT221-28	\$ 174.09
Early Style Header Rail For Canvas Top-Windscreen RoW,		
Black Powdercoated, Exmoor Trim, Set	.....EXT221-22	\$ 239.99
Late Style Header Rail For Canvas Top-RoW, Genuine	.....RNF800	\$ 297.95
Early Style Header Rail For Canvas Top-RoW,		
Black Powdercoated, Exmoor Trim	.....EXT221-37	\$ 233.99
25. Seal Windscreen/Header Canvas Top	.....EXT221-25	\$ 15.69
26. Handle Windscreen Fixing Canvas Top	.....RNF802	\$ POA
27. Spindle-Hood Ret	.....RNF803	\$ 7.80
28. Spring Pin Canvas Header Rail	.....RNF804	\$ 0.83
29. Spring Windscreen Header Rail Fixing	.....RNF805	\$ 2.42
30. Plain Washer M6	.....RNF420	\$ 1.97
31. Seal	.....RNF806	\$ 22.03
32. Hook Canvas Top-Drain Channel, Genuine	.....RNF807	\$ 3.09
Hook Canvas Top-Drain Channel, ProLine	.....PLF807	\$ 3.50
33. Seal Top Drain Channel to Hoodstick	.....RNF808	\$ 13.46
34. Strap-Hood Khaki Green	.....RNF809	\$ 34.34
Strap-Hood Matte Sand	.....RNF810	\$ 78.25
35. Screw M6 X 25mm	.....RNH284	\$ 0.63
36. Soft Top Front Seatbelt Bar, Exmoor Trim	.....EXT500-1	\$ 334.99

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	\$ 589.00
Series 88" Full Length Hoop Set	.....PLF550	\$ 799.00
Series 109" 3/4 Length Hoop Set	.....PLB823	\$ 628.30
Series 109" Full Length Hoop Set	.....PLF549	\$ 837.99
Defender 90 3/4 Length Hoop Set, Cab Fit	.....EXT220-5	\$ 618.71
Defender 90 3/4 Length Hoop Set, Body Fit	.....EXT220-6	\$ 627.99
Defender 90 Full Length Hoop Set, EARLY	.....EXT220-1	\$ 846.75
Defender 90 Full Length Hoop Set, LATE	.....EXT220-2	\$ 872.99
Defender 90 Full Length Hoop Set, Heavy Duty, LATE	.....RBL2367SSS	\$ 3133.95
Defender 110 3/4 Length Hoop Set, Cab Fit	.....EXT220-7	\$ 628.30
Defender 110 3/4 Length Hoop Set, Body Fit	.....EXT220-8	\$ 749.00
Defender 110 Crew Cab Hoop Set	.....EXT220-9	\$ 714.18
Defender 110 Full Length Hoop Set, EARLY	.....EXT220-3	\$ 859.93
Defender 110 Full Length Hoop Set, LATE	.....EXT220-4	\$ 859.93
Defender 110 High Capacity Hoop Set	.....EXT220-10	\$ 858.80
Defender 130 High Capacity Hoop Set	.....EXT220-11	\$ 858.80
Defender Bimini Top Hoop Set	.....EXT220-12	\$ 609.20
Defender Front Hoop Set for Truck Cab	.....EXT220-13	\$ 699.99
Defender Drain Channel Kit, Exmoor Trim	.....EXT220-15	\$ 659.99

Series Land Rover Soft Tops



PLB775



PLB758



PLB752



Series II, IIA, III Canvas Soft Tops

Exmoor Trim Deep Weave Waterproofed Canvas Tops.

Our most popular cost effective replacement canvas top.

Series II, IIA, III 88" Full Canvas

88" Full Canvas with Side Windows, Black.....	PLB753	\$ 638.99
88" Full Canvas with Side Windows, Sand.....	PLB752	\$ 607.99
88" Full Canvas with Side Windows, Khaki Green	PLB754	\$ 607.99
88" Full Canvas without Side Windows, Sand.....	PLB748	\$ 591.81
88" Full Canvas without Side Windows, Green	PLB750	\$ 549.54

Series II, IIA, III 109" Full Canvas

109" Full Canvas with Side Windows, Sand.....	PLB761	\$ 767.99
109" Full Canvas with Side Windows, Khaki Green	PLB763	\$ 694.81
109" Full Canvas without Side Windows, Sand.....	PLB756	\$ 670.85
109" Full Canvas without Side Windows, Khaki Green	PLB758	\$ 639.00

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

88" 3/4 Canvas with Side Windows, Black.....	EXT251-8BKC	\$ 522.99
88" 3/4 Canvas with Side Windows, Sand.....	PLF579	\$ 608.13
88" 3/4 Canvas with Side Windows, Khaki Green	PLB781	\$ 608.13
88" 3/4 Canvas without Side Windows, Sand.....	PLB775	\$ 499.00
88" 3/4 Canvas without Side Windows, Khaki Green	PLB778	\$ 416.78

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

109" 3/4 Canvas with Side Windows, Sand.....	PLB771	\$ 632.43
109" 3/4 Canvas with Side Windows, Khaki Green	PLB773	\$ 632.43
109" 3/4 Canvas without Side Windows, Sand.....	PLB767	\$ 611.64
109" 3/4 Canvas without Side Windows, Khaki Green	PLB769	\$ 599.65



EXT240-2SAC

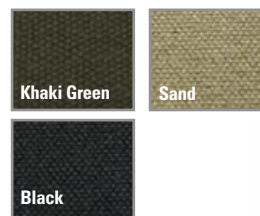
Fume Load Curtain for Series & Defender

Installs behind front seats. It is also known as a fume curtain. Requires 2 tie-down loops/staples and 4 pop-rivets if your vehicle lacks these on the bulkhead; used to secure the tension straps. Made to order, we will email you with an ETA. Fits Full Canvas Tops Only.

Fume Load Curtain with Window, Series & Defender, Sand.....	EXT240-2SAC	\$ 181.99
Load Curtain, Series and Defender, Khaki Green.....	EXT240-1KHC	\$ 171.56
Tie Down Canvas Top Strap, Genuine.....	RNE531	\$ 5.56
Staple Rear Body and Windscreen, Exmoor.....	EXT263-22	\$ 4.25



EXT253-2SAC



Bimini Hoods

88/109" Bimini Khaki Canvas	EXT253-1KHC	\$ 208.16
88/109" Bimini Sand Canvas	EXT253-2SAC	\$ 242.99
88/109" Bimini Black Canvas	EXT253-4BKC	\$ 242.99

Black

Bimini Hoop Set, 88, 109" EXT262-5 \$ 517.99



Swivel Ball Housing Kits



RNA3167

Swivel Ball Kit Defender

This repair kit has all the parts needed to replace your vehicle's swivel ball components. For Swivel Ball with Railko bushing type top pin.

Defender up to 1983-93 (VIN KA930455) .RNA3167	\$ 369.00
Defender 1994-1998.....RNA3178	\$ 369.00
Defender 1999-2016 Non-ABS.....RNA3179	\$ 369.00
Defender 1999-2016 w/ABS.....RNA3180	\$ 369.00



RND265

Swivel Ball Housing Seal Kit, Defender

Swivel Ball Housing seal kit, Genuine. Fits: Defender all models 1994-2016.

Early axle numbers up to 20L13358B (RHD) and 21L10632B (LHD). Requires RTC3511 Hub Seals.....RND265 \$ 132.95

Swivel Ball Housing seal kit, ProLine. Gaskets and oil seals for resealing one Swivel Ball Housing. High quality OEM. Made in the UK. **Fits:** Defender 1983-1997, Discovery I 1994-1999, Range Rover Classic 1987-1995.....PLD265 \$ 27.71



RNX998

PLX998

Swivel Pin Kits, Defender

Swivel Pin Kit, Upper, Defender w/ABS, Genuine.....RNX998	\$ 123.85
Swivel Pin Kit, Upper, Defender w/ABS, ProLine.....PLX998	\$ 74.16
Swivel Pin Kit, Upper & Lower Pins, Defender 1984-1993, ProLine.....PLK020	\$ 47.50

Swivel Balls, Seal Kits

Swivel Ball, Grease Type, RR Classic, Defender (1983-98) and Discovery I w/bearings for the top pin, Black, ProLine.....PLX026 \$ 267.46

Swivel Ball 88" and 109" Series IIA and III, ProLine.....PLC314 \$ 189.00

Swivel Ball Grease Style, Defender, RR Classic and Discovery I for vehicles w/Railko bushing top pin, ProLine.....PLX019 \$ 249.00

Swivel Ball Kit, Series IIA-III. Includes: SPH Locker, Bearings, Washers, Collar retainer, Top Pin, Shims, U-Joint, Railko bush, Oil Seals, O-Rings, Wafer, Retainer, Half-Shaft Distance Piece, Genuine.....RNK550 \$ 399.00
ProLine.....PLK550 \$ 189.95

Swivel Ball Seal Kit, Includes: Land Rover Genuine Parts hub seal, hub gasket and locker for hub nut (for one wheel). **Fits:** Range Rover Classic-1995 from

axle # 57L05189B, Defender 90, 1997 NAS, Discovery I.....RNK5614 \$ 49.95

Swivel Ball Seal Kit, 12mm, Genuine.....RNK5611 \$ 29.95

Swivel Ball Seal Kit, 9mm, Range Rover Classic, Genuine.....RNK5610 \$ 49.99

Swivel Pin Conversion Kit, Series II, ProLine. Converts cone and spring to Railko bushing set up. **Fits:** Series II 1959-1960 with steering arms mounted on top of swivel housing. May be also be found on some very early 1961 Series IIA front axles.PLK029 \$ 92.65

Series II, IIA, III Swivel Ball Kits



RNA3169

Swivel Ball Kit, Series II, IIA-Early

This Swivel Ball repair kit has all the parts needed to replace your vehicle's swivel ball and components, including a new swivel ball. Does one side only. **ONLY** for Series II-IIA up to 1962 with steering arm on top of SPH Housing.....RNA3169 \$ 289.00



RNA3181

Swivel Ball Kit, Series IIA-III

This swivel ball repair kit has all the parts needed to replace your vehicle's swivel ball and components, including a new swivel ball. **Fits:** 1962-1984, except V8, with steering arm on bottom. **Does one side only.**RNA3181 \$ 359.00



RNA3181P

Swivel Ball Kit Less Swivel Ball, Series IIA-III

This swivel repair kit has all the parts needed to replace your vehicle's swivel components. **Fits:** 1962-1984, except V8, with steering arm on bottom. **Does one side only, does not include a swivel ball, Series IIA-III.**.....RNA3181P \$ 68.50

Swivel Ball Rebuild Kit (less swivel ball), Series II, IIA, ONLY for Series II-IIA up to 1962 with steering arm on top of SPH Housing.RNA3169P \$ 59.00

Power Steering Box Defender, Discovery I, Range Rover Classic

Power Steering Box Assembly,

ProLine (w/o Drop Arm and Ball Joint) PLS004 \$ 1630.00
Power Steering Box Assembly, Defender '07-on LHD (w/drop arm) and Ball Joint, Genuine RNJ631 \$ 1495.00

Drop Arm w/Ball Joint RHD, Genuine RNL670 \$ 185.95
Drop Arm w/Ball Joint RHD, ProLine PLL670 \$ 153.47
Drop Arm w/Ball Joint LHD, Genuine RNS080 \$ 179.95
Drop Arm w/Ball Joint LHD, ProLine PLS080 \$ 149.00
Reservoir, Power Steering, ZF PLS001 \$ 34.50

Defender 1993-97 Power Steering Lines

Pump to Box, Defender 90, Genuine RNH405 \$ 103.67
Pump to Box, Defender 110, Genuine RNS008 \$ 135.28
Pump to Box, Defender 110, ProLine PLS008 \$ 51.45
Steering Box to Reservoir, Genuine RNH402 \$ 138.95
Steering Box to Reservoir, ProLine PLH402 \$ 57.63
Reservoir to Pump, 1993-1995, Genuine RNH403 \$ 127.95
Reservoir to Pump, 1997, Genuine RNH404 \$ 205.95

Discovery I, Range Rover Classic

Extreme Duty Solid Steel Steering Rod Set
Discovery I, RRC 1992-1999, Zinc coated steel RNA563 \$ 249.00
Range Rover Classic 1987-1991 3-rod end, Zinc coated steel RNA562 \$ 249.00

Tie Rod End, RH Thread, includes hardware, Genuine RNS069 \$ 75.76
Tie Rod End, RH Thread, includes hardware, ProLine PLS069 \$ 29.95
Tie Rod End, LH Thread, includes hardware, Genuine RNS070 \$ 78.00
Tie Rod End, LH Thread, includes hardware, ProLine PLS070 \$ 29.95
Securing Clamp Assembly with hardware, Genuine RNK553 \$ 8.75
Securing Clamp Assembly with hardware, ProLine PLK553 \$ 12.40

Discovery II, Range Rover P38A

Heavy Duty Steering Rod Set, Discovery II, Rovers North RNA5611 \$ 239.00

Rear Track Rod with Ball Joint, Discovery II, Genuine RNH074 \$ 194.52
Front Drag Link Rod with Ball Joint, Discovery II, ProLine PLH071 \$ 48.00
Front Drag Link Assembly (does not include Ball Joint nuts, see RND879)
Front Drag Link Assembly, Discovery II, Genuine RNH138 \$ 191.60
Front Drag Link Assembly, Discovery II, ProLine PLH138 \$ 149.95
Front Drag Link Assembly, Range Rover P38A, Genuine RND921 \$ 192.14
Rear Track Rod Assembly (does not include Ball Joint nuts, see RND879)
Rear Track Rod Assembly, Discovery II, Genuine RNH072 \$ 196.64
Rear Track Rod Assembly, Discovery II, ProLine PLH072 \$ 112.50
Rear Track Rod Assembly, Range Rover P38A, Genuine RND922 \$ 199.57
Rear Track Rod Assembly, Range Rover P38A, ProLine PLD922 \$ 79.95
Ball Joint, Upper Knuckle, RRP38A, Discovery II, Genuine RND486 \$ 61.05
Ball Joint, Upper Knuckle, RRP38A, Discovery II, ProLine PLD486 \$ 19.95
Ball Joint, Lower Knuckle, RRP38A, Discovery II, Genuine RND487 \$ 61.05
Ball Joint, Lower Knuckle, RRP38A, Discovery II, ProLine PLD487 \$ 19.95
Nut for Ball Joint, Genuine RND879 \$ 5.53
Nut for Ball Joint, ProLine PLD879 \$ 2.01

LR3, LR4

Ball Joint Front Upper Suspension Arm, Genuine RNJ663 \$ 72.79
Ball Joint Front 35mm Lower, Genuine RNL356 \$ 72.79

Steering

Defender, Discovery I, Range Rover Classic Tie Rod Ends (Ball Joints)

Tie Rod End RH Thread, Includes hardware, Genuine RNS069 \$ 75.76
Tie Rod End RH Thread, Includes hardware, ProLine PLS069 \$ 29.95
Tie Rod End LH Thread, Includes hardware, Genuine RNS070 \$ 78.00
Tie Rod End LH Thread, Includes hardware, ProLine PLS070 \$ 29.95
Tie Rod End (Ball Joint) Repair Kit, Steering drop arm, Genuine RNS084 \$ 116.94
Tie Rod End (Ball Joint) Repair Kit, Steering drop arm, ProLine PLS084 \$ 16.99

Sway Bar Ball Joints

Front/Rear RRC, Defender & Discovery I, Genuine RNS124 \$ 88.79
Front/Rear RRC, Defender & Discovery I, ProLine PLS124 \$ 33.50

Defender

Extreme Duty Solid Steel Steering Rod Set
Zinc-coated solid steel track rod, Defender all models RNE448HD \$ 239.00

Axle Stops

Front, Defender, Rubber, Genuine RNH057 \$ 59.95
Front, Defender, Rubber, ProLine PLH057A \$ 9.50
Front, Defender, Poly, ProLine PLH057 \$ 39.95
Front, RRC, Discovery I, Genuine RNQ951 \$ 46.25
Rear, Defender, Range Rover Classic, Discovery I, Genuine RNC879 \$ 38.50
Rear, Defender, Range Rover Classic, Discovery I, ProLine PLC879 \$ 7.99
Front & Rear, Extended 3.5 Inch, Polyurethane, ProLine PLH057E \$ 42.50

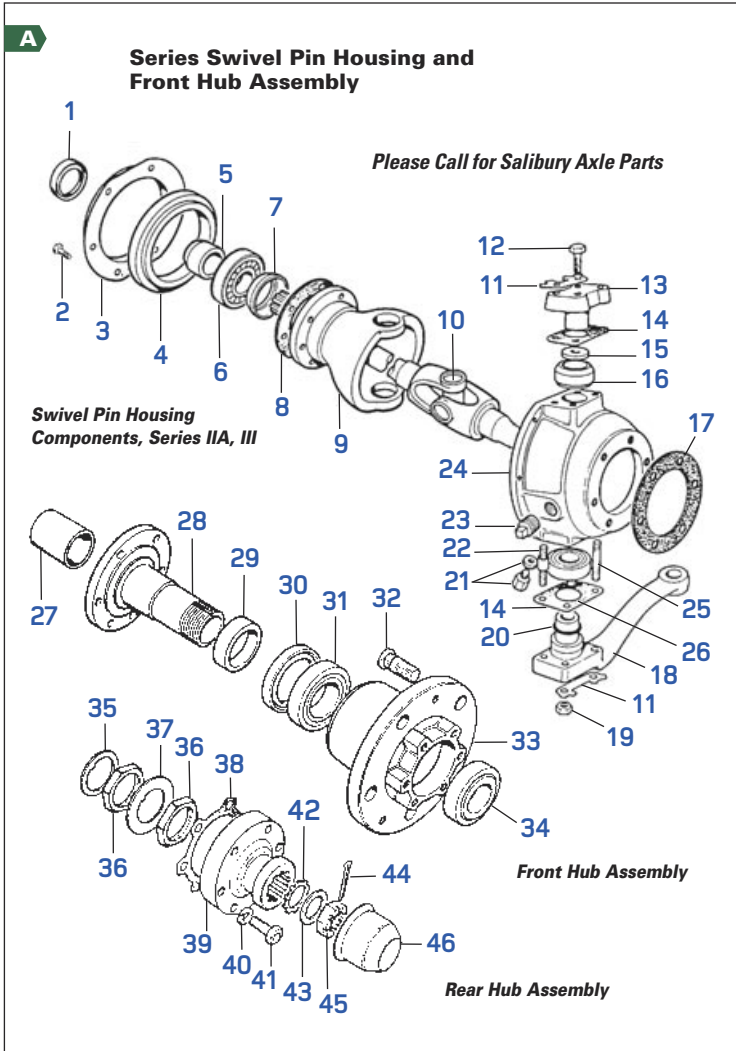
Steering Dampers

Series IIA Steering Damper Bracket Kit PLB487IIA \$ 109.50
Series III Steering Damper Bracket Kit PLB487III \$ 109.50
Defender, Steering Damper, Bilstein RNA235 \$ 185.50
Defender Steering Damper, Terrafirma RNA832 \$ 69.00
Defender, Steering Damper, Genuine RNF171 \$ 186.86
Defender, Steering Damper, ProLine PLF171 \$ 39.99
Defender, Steering Damper, OME OMESD32 \$ 97.00
Defender, Return to Center Damper, Terrafirma TF835 \$ 119.95
Discovery I, RRC, Series II, IIA, III 88", 109", ProLine PLS122 \$ 39.95
Discovery I, RRC, Series II, IIA, III 88", 109", ProLine RNA811 \$ 69.00
Discovery I, RRC, Series II, IIA, III 88", 109", Bilstein RNA245 \$ 150.90
Discovery I, RRC, Series II, IIA, III 88", 109", OME OMESD11 \$ 98.00
Discovery II, Steering Damper, Genuine RND925 \$ 452.73
Discovery II, Steering Damper, ProLine PLD925 \$ 49.99
Discovery II, Steering Damper, Bilstein RNA246 \$ 169.95
Discovery II, Steering Damper, Terrafirma HD RNA802 \$ 69.00
Discovery II, Steering Damper, OME OMESD02 \$ 97.00
Range Rover P38A, Steering Damper, Genuine RND924 \$ 156.21
Range Rover P38A, Steering Damper, Terrafirma TF834 \$ 69.95

Series IIA, III

Series II, IIA, III Tie Rod End Assembly
Heavy Duty, fully threaded includes boot, washer and lock nut RNA5612 \$ 249.00
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, ProLine PLF204 \$ 28.90
Ball Joint LH Thread, ProLine PLF205 \$ 28.90

Series Swivel Pin Housing, Hub



A Swivel Pin Housing and Hub Assembly Series 88" & 109" up to July 1980

1. Axle Case Oil Seal, Genuine	RNA939	\$ 10.70
Axle Case Oil Seal, ProLine	PLA939	\$ 2.79
2. Bolt for Retainer, ProLine	PLB577	\$ 0.71
3. Retainer for Oil Seal, ProLine	PLA997	\$ 6.13
4. SPH Oil Seal, Genuine	RNE618	\$ 25.01
SPH Oil Seal, ProLine	PLE618	\$ 7.16
5. Retainer Collar for Bearing, ProLine	PLC728	\$ 22.61
6. Halfshaft Bearing, ProLine	PLB546	\$ 112.33
7. Bearing Distance Piece, ProLine	PLB547	\$ 6.18
8. SPH Gasket, Genuine	RNA981	\$ 1.38
Swivel Ball, ProLine	PLC314	\$ 189.00
10. Halfshaft U-Joint, Genuine	RNE640	\$ 81.15
Halfshaft U-Joint, ProLine	PLE640	\$ 22.75
11. Bolt Locker, Genuine	RNC264	\$ 1.52
12. SPH Top Bolt, ProLine	PLB508	\$ 1.39
13. Top Pin, Genuine	RNC487	\$ 60.98
Top Pin, ProLine	PLC487	\$ 13.13
14. Shim Pack, .003, ProLine	PLC258	\$ 0.46
Shim Pack, .005, Genuine	RNC259	\$ 0.80
Shim Pack, .005, ProLine	PLC259	\$ 0.52
Shim Pack, .010, Genuine	RNC260	\$ 13.03
Shim Pack, .010, ProLine	PLC260	\$ 0.62
Shim Pack, .030, ProLine	PLC261	\$ 0.79
15. Wafer for Railco Brush, Genuine	RNC253	\$ 2.98
Locker for Brake Backing Plate, ProLine	PLB653	\$ 1.70
16. Railco Bush, Genuine	RNC316	\$ 45.89
Railco Bush, ProLine	PLC316	\$ 16.17

17. SPH Housing Gasket, ProLine	PLB652	\$ 1.85
18. SPH Steering Arm, Right, ProLine	PLC262	\$ 257.45
SPH Steering Arm, Left, Genuine	RNC263	\$ 234.41
19. Steering Arm Nut, ProLine	PLC559	\$ 0.88
20. O-Ring, Genuine	RNC267	\$ 0.81
21. Drain Plug, Genuine	RNC061	\$ 11.61
Drain Plug, ProLine	PLC061	\$ 11.95
Washer for Drain Plug, Genuine	RNS090	\$ 1.25
22. SPH Bottom Stud (wide center), Genuine	RNC266	\$ 10.11
SPH Bottom Stud (wide center), ProLine	PLC266	\$ 2.32
23. Oil Filler Plug, Genuine	RNS105	\$ 31.96
Oil Filler Plug, ProLine	PLS105	\$ 3.08
24. Swivel Pin Housing (used available)		
Right	RNF329	\$ POA
Left, ProLine	PLE169	\$ POA
25. SPH Bottom Stud, Genuine	RNC268	\$ 3.46
SPH Bottom Stud, ProLine	PLC268	\$ 2.56
26. SPH Bottom Bearing, Genuine	RNA934	\$ 83.01
SPH Bottom Bearing, ProLine	PLA934	\$ 19.52
Front Hub Assembly		
27. Drive Shaft Bush Front only, Early Type Stub Axle	RNA937	\$ POA
28. Spindle, ProLine	PLB413	\$ 47.00
29. Hub Seal Race, All Models, Genuine	RNC596	\$ 17.92
Hub Seal Race, All Models, ProLine	PLC596	\$ 6.79
30. Hub Oil Seal, All Models up to Sept 1980, Genuine	RNE615	\$ 12.66
Hub Oil Seal, All Models up to Sept 1980, ProLine	PLE615	\$ 4.79
Hub Oil Seal, From Oct 1980, Genuine	RNE616	\$ 24.95
Hub Oil Seal, From Oct 1980, ProLine	PLE616	\$ 8.95
31. Inner Hub Bearing, 88" up to July 1980 & 109" up to '72, Gen	RNE609	\$ 94.28
Inner Hub Bearing, 88" up to July 1980 & 109" up to '72, Pro	PLE609	\$ 33.48
Inner & Outer Hub Bearing, 88" from July 1980 except		
V8 & 109" Series III, Genuine	RNH003	\$ 23.59
32. Wheel Studs, Series I, II, IIA threaded to hub	PLC402	\$ 2.04
Wheel Studs, Series IIA press fit	PLC405	\$ 2.80
Wheel Studs, Series III press fit	PLC501	\$ 1.43
33. Hub with Wheel Studs, Series II, IIA (used only)	RNC406	\$ POA
Hub with Wheel Studs, Series III (used available), ProLine	PLC502	\$ 82.35
34. Outer Hub Bearing, Series II, IIA, III up to July, 1980, Genuine	RNE610	\$ 145.47
Outer Hub Bearing, Series II, IIA, III up to July, 1980, ProLine	PLE610	\$ 27.02
Inner & Outer Bearing, Series III from July, 1980, Genuine	RNH003	\$ 23.59

Genuine Hub Seal Kit

Includes Genuine hub seal, hub gasket, hub seal race and locker for hub nut. Seal Kit, Genuine (4 req)RNK552 \$ 36.50

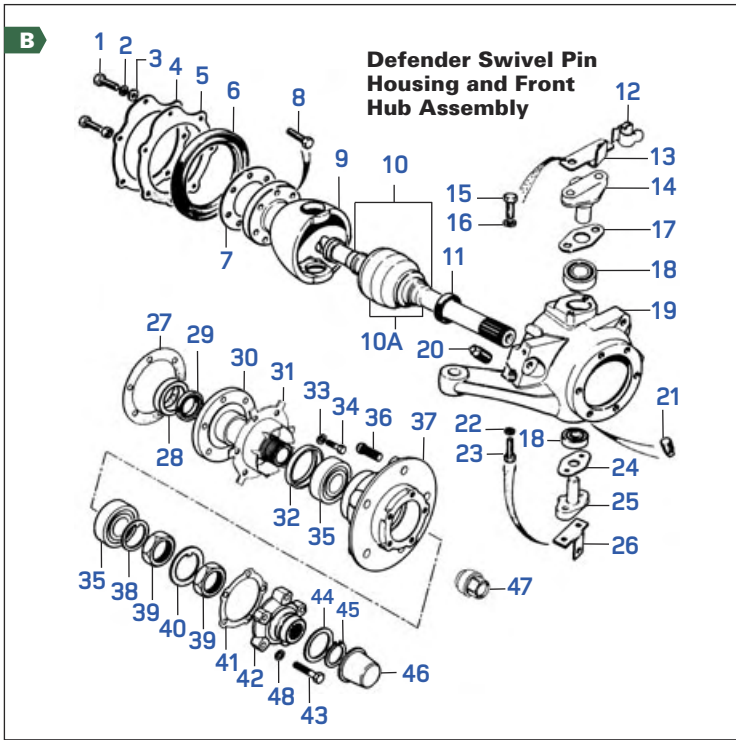
Rear Hub Assembly

35. Flat Washer, Genuine	RNH022	\$ 7.15
36. Lock Nut, Genuine	RNH006	\$ 22.61
Lock Nut, ProLine	PLH006	\$ 3.79
37. Lock Washer, Genuine	RNH005	\$ 4.39
Lock Washer, ProLine	PLH005	\$ 0.92
38. Drive Flange Gasket, Genuine	RNA975	\$ 1.65
Drive Flange Gasket, ProLine	PLA975	\$ 0.50
39. Drive Flange, Rover Type, Genuine	RNC468	\$ 87.32
Drive Flange, Rover Type, ProLine	PLC468	\$ 30.85
Drive Flange, Salisbury, ProLine	PLC469	\$ 20.55
40. Drive Flange Bolt Lock Washer, Genuine	RNH011	\$ 2.03
Drive Flange Bolt Lock Washer, ProLine	PLH011	\$ 0.65
41. Drive Flange Bolt, Genuine	RNA929	\$ 3.51
Drive Flange Bolt, ProLine	PLA929	\$ 1.01
42. Felt Washer, Genuine	RNE617	\$ 3.69
Felt Washer, ProLine	PLE617	\$ 1.01
43. Flat Washer, Genuine	RNC470	\$ POA
44. Cotter Pin, Genuine	RNE523	\$ 0.83
45. Castle Nut, ProLine	PLB716	\$ 1.60
46. Hub Cap, ProLine	PLA953	\$ 2.59

Swivel Pin Conversion Kit

Cone & Seat to Railco, ProLine
PLK029 \$ 92.65



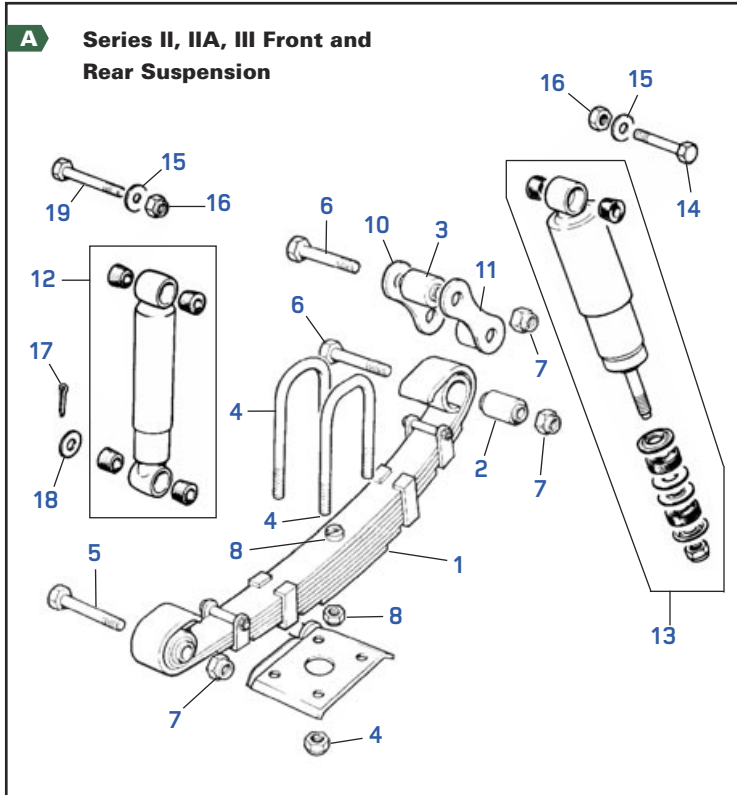


B Defender 90, 110 Swivel Pin Housing, Front Hub Assembly

1. Bolt for Seal Retainer, Genuine.....	RNF278	\$ 1.46
2. Lock Washer, Genuine.....	RNF428	\$ 1.84
Lock Washer, ProLine.....	PLF428	\$ 0.35
3. Flat Washer, Genuine.....	RNX034	\$ 2.79
Flat Washer, ProLine.....	PLX034	\$ 0.39
4. Retainer for Oil Seal, 90, Genuine.....	RNX036	\$ 9.23
Retainer for Oil Seal, 90, ProLine.....	PLX036S	\$ 22.50
Retainer for Oil Seal, 110, Genuine.....	RNE182	\$ 17.15
Retainer for Oil Seal, 110, ProLine.....	PLE182S	\$ 21.50
5. Gasket for Retainer, 110 only, Genuine.....	RNE183	\$ 9.33
Gasket for Retainer, 110 only, ProLine.....	PLE183	\$ 2.01
6. SPH Oil Seal, Genuine.....	RNX029	\$ 22.76
SPH Oil Seal, ProLine.....	PLX029	\$ 15.95
7. Gasket for Swivel Ball, Genuine.....	RNX024	\$ 5.38
Gasket for Swivel Ball, ProLine.....	PLX024	\$ 1.29
8. Bolt for Fixing Swivel Ball, Genuine.....	RNX022	\$ 0.94
9. Swivel Ball, 90, Genuine.....	RNX026	\$ 316.43
Swivel Ball, 90, ProLine.....	PLX026	\$ 267.46
Swivel Ball, 110, Genuine.....	RNX019	\$ 398.95
Swivel Ball, 110, ProLine.....	PLX019	\$ 249.00
10. Front Half Shaft Assembly NAS 90, Right, Genuine.....	RNE215	\$ 564.50
Front Half Shaft Assembly NAS 90, Right, ProLine.....	PLE215	\$ 149.00
Half Shaft Assembly NAS 90, Left, Genuine.....	RNE216	\$ 480.86
Half Shaft Assembly NAS 90, Left, ProLine.....	PLE216	\$ 159.00
Half Shaft Assembly NAS 110, Right, ProLine.....	PLE208	\$ 249.00
Half Shaft Assembly NAS 110, Left, ProLine.....	PLE209	\$ 113.86
10A. CV Joints for Defender, ProLine, NAS 90, ProLine.....	PLD201	\$ 71.59
CV Joints for Defender, ProLine, NAS 110, ProLine.....	PLD301	\$ 102.79
11. Inner Axle Seal, 90, Genuine.....	RNE218	\$ 9.30
Inner Axle Seal, 90, ProLine.....	PLE218	\$ 4.95
Inner Axle Seal, 110, Genuine.....	RNX035	\$ 13.88
Inner Axle Seal, 110, ProLine.....	PLX035	\$ 4.07
12. Clip Brake Hose, 90 only, Genuine.....	RNE466	\$ 6.63
13. Bolt Locker Bracket for Clip, 90 only, Genuine.....	RNC759	\$ 2.13
14. Top Swivel Pin, 90, Genuine.....	RNE214	\$ POA
Top Swivel Pin, 90, ProLine.....	PLE214	\$ 20.09
Top Swivel Pin, 110, ProLine.....	PLE176	\$ 13.34
15. Bolt for Top Pin, Genuine.....	RNC934	\$ 11.07
16. Locker for Bolt, Genuine.....	RNC430	\$ 0.93
17. Shim Pack, .075 mm, ProLine.....	PLS097	\$ 0.99
Shim Pack, .130 mm, ProLine.....	PLS098	\$ 0.99
Shim Pack, .250 mm, ProLine.....	PLS099	\$ 0.99
Shim Pack, .750 mm, ProLine.....	PLS100	\$ 1.02
18. Top Bearing, 90 only, ProLine.....	PLS086	\$ 39.50
Top Railco Bush, 110 only, Genuine.....	RNE174	\$ 74.63
Top Railco Bush, 110 only, ProLine.....	PLE174	\$ 20.55
Wafer for Railco Bush, 110 only, Genuine.....	RNE173	\$ 8.38
19. Swivel Pin Housing Right, 90, Genuine.....	RNE225	\$ 434.49
Left, 90, Genuine.....	RNE224	\$ 435.50
Right, 110, Genuine.....	RNE210	\$ POA
Left, 110, Genuine.....	RNE211	\$ POA
20. Fill Plug, ProLine.....	PLS105	\$ 3.08
21. Drain Plug, 90, Genuine.....	RNC061	\$ 11.61

Drain Plug, 90, ProLine.....	PLC061	\$ 11.95
Drain Plug, 110, Genuine.....	RNB717	\$ 17.98
Drain Plug, 110, ProLine.....	PLB717	\$ 4.07
Washer for Drain Plug, 90 only, Genuine.....	RNS090	\$ 1.25
22. Locker, 110 only, Genuine.....	RNF429	\$ 0.75
23. Bolt for Bottom Pin, 90, Genuine.....	RNE219	\$ 7.15
Bolt for Bottom Pin, 90, ProLine.....	PLE219	\$ 8.00
Bolt for Bottom Pin, 110, Genuine.....	RNN364	\$ 4.66
Bolt for Bottom Pin, 110, ProLine.....	PLN364	\$ 1.55
24. Joint Washer for Bottom Pin, Genuine.....	RNS101	\$ 5.64
Joint Washer for Bottom Pin, ProLine.....	PLS101	\$ 0.98
25. Bottom Swivel Pin, Genuine.....	RNS110	\$ 191.95
Bottom Swivel Pin, ProLine.....	PLS110	\$ 12.88
26. Bracket for Brake Shield, Genuine.....	RNE178	\$ 23.28
Bracket for Brake Shield, ProLine.....	PLE178	\$ 9.27
27. Gasket for Spindle, Genuine.....	RNH021	\$ 5.61
Gasket for Spindle, ProLine.....	PLH021	\$ 1.29
28. Bearing for Spindle, 90 only, Genuine.....	RNH018	\$ 28.60
Bearing for Spindle, 90 only, ProLine.....	PLH018	\$ 14.37
Oil Seal for Spindle, 110 only, ProLine.....	PLE175	\$ 4.42
29. Oil Seal for Spindle, 90 only, Genuine to (V)LA930456.....	RNH023	\$ 21.14
Oil Seal for Spindle, 90 only, ProLine to (V)LA930456.....	PLH023	\$ 5.10
Oil Seal for Spindle, 90 only, Genuine from (V)LA930456.....	RND671	\$ 11.30
Oil Seal for Spindle, 90 only, ProLine from (V)LA930456.....	PLD671	\$ 5.38
Bushing for Spindle, 110 only, Genuine.....	RNE184	\$ 26.78
Bushing for Spindle, 110 only, ProLine.....	PLE184	\$ 12.99
30. Front Axle Spindle, 90, ProLine.....	PLH016	\$ 47.90
Front Axle Spindle, 110, Genuine.....	RNE185	\$ 213.69
Front Axle Spindle, 110, ProLine.....	PLE185	\$ 61.70
31. Mud Shield Locker, Genuine.....	RNS103	\$ 23.48
Mud Shield Locker, ProLine.....	PLS103S	\$ 11.50
32. Hub Seal 12mm, Early Defender, Genuine.....	RNE616	\$ 24.95
Hub Seal 12mm, Early Defender, ProLine.....	PLE616	\$ 8.95
Hub Seal, Genuine.....	RNH001	\$ 10.38
Hub Seal, ProLine.....	PLH001	\$ 5.67
33. Locker, Genuine.....	RNF430	\$ 0.93
34. Bolt, Spindle to Swivel Pin Housing, Genuine.....	RNF403	\$ 0.80
35. Wheel Bearing, Genuine.....	RNH003	\$ 23.59
36. Wheel Stud, 90, Genuine.....	RNH012	\$ 5.43
Wheel Stud, 90, ProLine.....	PLH012	\$ 2.56
Wheel Stud, 110, Genuine.....	RNE193	\$ 9.98
Wheel Stud, 110, ProLine.....	PLE193	\$ 0.56
37. Hub Assembly, 90, Genuine.....	RNE228	\$ 344.95
Hub Assembly, 90, ProLine.....	PLE228	\$ 127.50
Hub Assembly, 110, Genuine.....	PLE194	\$ 133.72
38. Washer, 90, Genuine.....	RNH019	\$ POA
Washer, 110, Genuine.....	RNH022	\$ 7.15
39. Nut, Genuine, Genuine.....	RNH006	\$ 22.61
Nut, ProLine.....	PLH006	\$ 3.79
40. Lock Washer, 1985 through 1993, Genuine.....	RNH004	\$ 6.99
Lock Washer, 1985 through 1993, ProLine.....	PLH004	\$ 1.29
Lock Washer, 90, 1994 on, Genuine.....	PLH004	\$ 3.74
Lock Washer, 90, 1994 on, ProLine.....	PLH020	\$ 0.81
Lock Washer, 110, Genuine.....	RNH005	\$ 4.39
Lock Washer, 110, ProLine.....	PLH005	\$ 0.92
41. Hub Gasket, 90, Genuine.....	RNH007	\$ 2.82
Hub Gasket, ProLine.....	PLH007	\$ 0.98
Hub Gasket, 110, Genuine.....	RNE179	\$ 4.20
Hub Gasket, 110, ProLine.....	PLE179	\$ 1.10
42. Drive Member, 90, Genuine.....	RNH009	\$ 270.51
Drive Member, 90, ProLine.....	PLH009	\$ 71.59
Drive Member, 110, Genuine.....	RNE192	\$ 292.18
Drive Member, 110, ProLine.....	PLE192	\$ 28.33
43. Bolt, Drive Member to Hub, 90, Genuine.....	RNC935	\$ 3.22
Bolt, Drive Member to Hub, 90, ProLine.....	PLC935	\$ 1.03
Bolt, Drive Member to Hub, 110, Genuine.....	RNF261	\$ 2.79
44. Shims, use as required, 0.45mm, Genuine.....	RNX006	\$ 7.71
Shims, use as required, 0.45mm, ProLine.....	PLX006	\$ 4.50
0.60mm, Genuine.....	RNX007	\$ 11.10
0.60mm, ProLine.....	PLX011	\$ 16.42
0.75mm, Genuine.....	RNX008	\$ 12.78
0.75mm, ProLine.....	RNX012	\$ 15.71
0.90mm, Genuine.....	RNX009	\$ 11.08
0.90mm, ProLine.....	RNX013	\$ 14.58
1.05mm, Genuine.....	RNX010	\$ 16.42
1.05mm, ProLine.....	RNX014	\$ 16.42
45. Circlip, Genuine.....	RNX040	\$ 4.29
46. Hub Cap, 90, Genuine.....	RNX021	\$ 8.35
Hub Cap, 90, ProLine.....	PLX021	\$ 1.95
Hub Cap, 110, Genuine.....	RNE186	\$ 11.60
Hub Cap, 110, ProLine.....	PLE186	\$ 2.95
47. Lug Nut for Steel Wheels, Defender 90, 110, Genuine, Ea.....	RNS066	\$ 4.49
Lug Nut for Steel Wheels, Defender 90, 110, ProLine, Ea.....	PLS066	\$ 1.29
Lug Nut for Alloy Wheels, Stainless Capped, Genuine, Ea.....	RNX043	\$ 19.95
Lug Nut for Alloy Wheels, Stainless Capped, ProLine, Ea.....	PLX043	\$ 8.44
Lug Nut Wrench for 1 1/16" nuts.....	LUG1116	\$ 18.85
48. Lock Washer 3/8", ProLine.....	PLH011	\$ 0.65

Series II, IIA, III Suspension



A Series II, IIA, III Front and Rear Suspension

Road Springs Complete with Bushings		
1. Front 88", ProLine	PLB524	\$ 139.50
Rear 88", Genuine	RNC218	\$ 396.21
Rear, 88", ProLine	PLC218	\$ 249.00
Front 109", ProLine	PLB596	\$ 159.95
Rear 109" Station Wagon, ProLine	PLB664	\$ 349.95
Rear 109", 1-Ton Heavy Duty, ProLine	PLC286	\$ 329.00
Rear Military 109" Only, Driver's side, ProLine	PLD272	\$ 329.00
Rear Military Only, Passenger, Genuine	RND273	\$ POA
2. Spring Bushing Front and Rear, Genuine	RNC346	\$ 10.09
Spring Bushing Front and Rear, ProLine	PLC346	\$ 3.99
Poly Bushing Front and Rear, ProLine	PLC346P	\$ 12.96
3. Chassis Bushing for Top Shackle Bolt		
Front 88" Series II-III all 1959-1984 and 109" Series II-III 1959-1970		
up to suffix G, Genuine	RNC457	\$ 39.82
Front 88" Series II-III all 1959-1984 and 109" Series II-III 1959-1970		
up to suffix G, ProLine	PLC457	\$ 4.99
Front Poly Bushing, 88" Series II-III all 1959-1984 and		
109" Series II-III 1959-1970 up to suffix G, ProLine	PLC457P	\$ 28.98
Front 109" only Series III Oct 1971-on, Genuine	RNC761	\$ 31.03
Front 109" only Series III Oct 1971-on, ProLine	PLC761	\$ 7.95
Rear Series, Genuine	RNC346	\$ 10.09
Rear Series, ProLine	PLC346	\$ 3.99
Rear Poly Bushing Series, ProLine	PLC346P	\$ 12.96
4. U-bolts with Nuts		
Front 88", 3 required, Genuine	RNC410	\$ 13.73
Front 88", 3 required, ProLine	MUB169	\$ 5.49
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	\$ 5.71
Lock Nut - 7/16" BSF, ProLine	PLB580	\$ 0.68
Nylon Nut M12, Rear Series III 109", Genuine	RNE471	\$ 4.54
Nylon Nut M12, Rear Series III 109", ProLine	PLN116	\$ 0.49
5. Spring Bolt with Locknut, ProLine	PLC300	\$ 2.95

6. Shackle Bolt w/o Locknut, Front, ProLine	PLC301	\$ 2.95
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" 1-Ton & Military, Genuine	RNE556	\$ 13.34
10. Shackle for Road Springs (Non-Threaded)		
Front Outer 88" w/o Threads, Series IIA, III, Genuine	RNB618	\$ 32.09
Front Outer 88" w/o Threads, Series IIA, III, ProLine	PLB618	\$ 4.99
Front Outer 109" w/o Threads, Series IIA, III, Genuine	RNC766	\$ 19.74
Front Outer 109" w/o TThreads, Series IIA, III, ProLine	PLC766	\$ 5.95
Rear Outer 88" w/o Threads, Series IIA, III, Genuine	RNB548	\$ 20.43
Rear Outer 88" w/o Threads, Series IIA, III, ProLine	PLB548	\$ 4.15
Rear Outer w/o Threads, 109" Civilian, Genuine	RNB666	\$ 34.31
Rear Outer w/o Threads, 109" Civilian, ProLine	PLB666	\$ 6.59
11. Threaded Shackle for Road Spring		
Front Inner 88" Threaded, Series II, IIA, Genuine	RNC297	\$ 23.08
Front Inner 88" Threaded, Series II, IIA, ProLine	PLC297	\$ 6.99
Front Inner 109" Threaded, Series IIA, III, Standard, ProLine	PLC765	\$ 5.95
Front 109" 1-Ton & Military, Genuine	RNC763	\$ 29.43
Rear Inner 88" Threaded, Series IIA, III, ProLine	PLC296	\$ 5.95
Rear Inner 109" Threaded, Standard, Genuine	RNC295	\$ 20.86
Rear Inner 109" Threaded, Standard, Genuine	PLC295	\$ 4.73
Rear Inner 109" Threaded, 1-Ton & military, Genuine	RNC298	\$ 39.45
Rear Inner 109" Threaded, 1-Ton & military, ProLine	PLC298	\$ 12.59

Shock Absorbers complete with Bushings

12. 88" Front Shock Absorber, Standard, ProLine	PLF157	\$ 29.95
88" Front Shock Absorber, Heavy Duty, ProLine	PLF173	\$ 45.90
109" Front Shock Absorber, Standard	PLF173	\$ 45.90
109" Military Front Shock Absorber, Heavy Duty 1-Ton, Genuine	RNF158	\$ 169.19
109" Military Front Shock Absorber, Heavy Duty 1-Ton, ProLine	PLF158	\$ 52.00
13. 88" Rear Shock Absorber, Standard, ProLine	PLF159	\$ 29.95
109" Rear Shock Absorber, Standard, ProLine	PLF170	\$ 33.60
109" Military Rear Shock Absorber, Heavy Duty, ProLine	PLF160	\$ 46.89
14. Shock Bolt, Rear Upper 109", ProLine	PLD091	\$ 7.50
15. Washer, Shock Upper Mount, ProLine	PLD070	\$ 1.95
16. Nyloc Nut - 7/16" UNF, Genuine	RNE477	\$ 3.51
17. Cotter Pin for Shock Mount, ProLine	PLC136	\$ 0.59
18. Washer for Cotter Pin, Genuine	RNH041	\$ 2.81
Washer for Cotter Pin, ProLine	PLH041	\$ 0.69
19. Shock Bolt, Front and Rear, Genuine	RND069	\$ 4.60

Bushings for Shocks and Axle Stops

88" and 109" except 109" Rear Bottom Bushing, ProLine	PLS115	\$ 0.99
109" Rear Bottom Bushing, Genuine	RNI151	\$ 7.95
109" Rear Bottom Bushing, ProLine	PLB525	\$ 0.99
Axle Stop, 88" and 109" All models, Genuine	RNB525	\$ 18.95
Axle Stop, 88" and 109" All models, ProLine	PLB525	\$ 18.25

Rear Check Straps

Check Strap, 88" RH, 33" Long, Genuine	RNB506	\$ 35.31
Check Strap, 88" RH, 33" Long, ProLine	PLB506	\$ 10.25
Check Strap, 88" LH, 35" Long, Genuine	RNC592	\$ 35.31
Check Strap, 88" LH, 35" Long, ProLine	PLC592	\$ 13.50
Check Strap Kit 88" (includes Genuine parts)	RNK5141	\$ 94.50
Check Strap, 109", 39" Long, Genuine	RNC588	\$ 34.79
Check Strap, 109", 39" Long, ProLine	PLC588	\$ 9.99

Series II, IIA, III Shocks



Gas Pressurized Front Shock with bushings. Made in Australia. Fits: Front Series II-III 1959-1984 all models except 101.

Front Nitrogen Gas Shock, 88 / 109" ....N78	\$ 119.95
Rear Nitrogen Gas Shock, 109" .....N69	\$ 115.00
Rear OME Sport Shock, 88" .....60062	\$ 129.00
Rear OME Sport Shock, 88", Firm .....60065	\$ 129.90

Old Man Emu Shock Kits

OMESK88

OME Gas Shocks, Set of 4, 88" .....OMESK88	\$ 493.90
OME Gas Shocks, Set of 4, 109" .....OMESK109	\$ 469.90

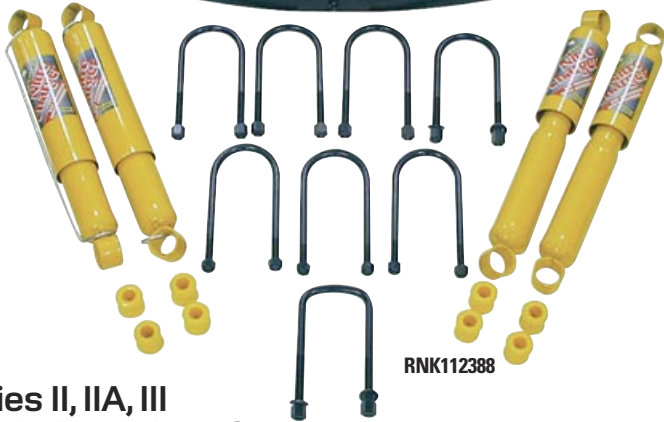


Series II, IIA, III Suspension Kits



RNK1123

Parabolic Spring Set of 4 -
2/3 Leaf 88" + 109"



RNK112388



PLK5123

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

Leaf Spring & Standard Shock Kit SWB Series IIA & III	PLK5123	\$ 739.00
Parabolic Springs Kit w/OME Shocks 109"	RNK1123109	\$ 1189.00
Parabolic Springs Kit Heavy Duty, w/OME Shocks 109"	RNK1124109	\$ 1349.00
Parabolic Springs Kit w/OME Shocks 88"	RNK112388	\$ 1249.00
Parabolic Spring Set of 4 - 2/3 Leaf 88" + 109"	RNK1123	\$ 769.00
Parabolic Spring Set of 4 - 2/4 Leaf 88" + 109"	RNK1124	\$ 799.00

Leaf Spring & Standard Shock
Kit SWB Series IIA & III

Shocks, Suspension Kits



Bilstein Shock Kits

Defender 90, Defender 110 (except HCPU),.....RNA243-4	\$ 479.95
Defender 90, 110, 130 with Steering Stabilizer .....RNA243-5D	\$ 689.00
Discovery I.....RNA243-6	\$ 489.00
Discovery I (w/Stabilizer).....RNA243-7	\$ 619.00
Discovery II .....RNA6046-7	\$ 649.95
Range Rover Classic .....RNA243-4	\$ 479.95
RR Classic (w/Stabilizer).....RNA243-5	\$ 590.00



Bilstein Shocks

Defender, RRC, Discovery I	
Front, Each.....RNA243	\$ 139.95
Rear, Each.....RNA244	\$ 129.95
Discovery II	
Front, Each.....RNA6046	\$ 189.95
Rear, Each.....RNA6047	\$ 189.95
LR3, LR4	
Front w/Air Susp, Ea...RNA2404	\$ 739.00
Front Shock only, Ea...RNA2402	\$ 279.95
Rear Shock only, Ea...RNA2403	\$ 279.95

Defender Off-Road Specification	
Front, Each.....RNA2406	\$ 139.95
Rear, Each.....RNA2407	\$ 139.95



The Performance Series 2.0 IFP smooth body shocks contain the latest in shock technology to transform the performance of your Land Rover. They use race-proven damping control to provide a comfortable on-road ride and predictable off-road handling in even the toughest conditions.

Fox Shocks for Coil Suspension

Std Performance, Front, Defender, RRC (up to '93 expt LWB), DI.....870425	\$ 197.00
Std Performance, Rear, Defender, RRC (up to '93 expt LWB), DI.....970425	\$ 197.00
+2" Lift, Performance, Front, Defender, RRC (up to '93 ext LWB), DI ..804258	\$ 219.00
+2" Lift, Performance, Rear, Defender, RRC (up to '93 ext LWB), DI ..180425	\$ 219.00
+2" Lift, Performance, Front, Discovery II.....721425	\$ 179.00
+2" Lift, Performance, Rear, Discovery II.....821425	\$ 179.00
Remote Reservoir, Adj, Rear, Defender, RRC (up to '93 ext LWB), DI ..321625	\$ 395.00



Terrafirma

Serious 4x4 Accessories

Terrafirma Shocks

Defender, RRC, Discovery I, Pro Sport +2", Front.....	RNA120	\$ 89.00
Defender, RRC, Discovery I, Pro Sport +2", Rear.....	RNA121	\$ 89.50
Defender, RRC, Discovery I, Big Bore +2", Front.....	RNA123	\$ 99.80
Defender, RRC, Discovery I, Big Bore +2", Rear.....	RNA124	\$ 99.80
Discovery II , All Terrain, Front.....	TF118	\$ 69.95
Discovery II, All Terrain, Rear.....	TF119	\$ 69.95
Discovery II, Pro Sport +2", Front.....	TF146	\$ 110.00
Discovery II, Pro Sport +2", Rear.....	TF147	\$ 129.00

RNA121

OLD MAN EMU 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 and 4 OME springs. Imported from Australia. Standard Length.

Defender 90 , Standard Duty.....	OMED90K1	\$ 936.00
Defender 90, Heavy Duty.....	OMED90K2	\$ 936.00
Defender 110 Station Wagon, Standard Duty.....	OMED110K1	\$ 936.00
Defender 110 Station Wagon, Heavy Duty.....	OMED110K2	\$ 936.00
Defender Pick Up or Hardtop, Standard Duty.....	OMED110RK1	\$ 936.00
Defender Pick Up or Hardtop, Heavy Duty.....	OMED110RK2	\$ 946.00
Discovery I 1994-1999, Standard.....	OMEDS1K1	\$ 936.00
Discovery I 1994-1999, Heavy Duty.....	OMEDS1K2	\$ 936.00
Discovery II 1999-2004, Standard.....	OMEDS2K1	\$ 936.00
Discovery II 1999-2004, Heavy Duty.....	OMEDS2K2	\$ 936.00
RR Classic 1987-1993 Coil spring, Standard.....	OMERRK1	\$ 936.00
RR Classic 1987-1993 Coil spring, Heavy Duty.....	OMERRK2	\$ 936.00

OME Coil Spring Kits

D90, Extra Heavy Duty, Coil Spring Kit.....	OMED90SK2	\$ 428.00
D90, Standard Heavy Duty, Coil Spring Kit.....	OMED90SK1	\$ 428.00
D110 Regular Standard HD, Coil Spring Kit.....	OMED110RSK1	\$ 428.00
D110 SW Extra Heavy Duty, Coil Spring Kit.....	OMED110SK2	\$ 428.00
D110 SW, Standard Heavy Duty, Coil Spring Kit.....	OMED110SK1	\$ 428.00
RR Classic, Coil Spring Air Susp Conv Kit, OME.....	RNK5105A	\$ 558.75



OME Gas Shocks

N44

Gas Pressurized Front Shock with bushings. Made in Australia.

Defender, RRC, Discovery I , Front.....	N45F	\$ 127.00
Defender, RRC, Discovery I, Rear.....	N46	\$ 127.00
Defender, RRC, Discovery I, HD Rear.....	N44	\$ 127.00
Discovery II , Front.....	N107	\$ 127.00
Discovery II, Front, Long Travel.....	60024L	\$ 127.00
Discovery II, Rear.....	N108	\$ 127.00
Discovery II, Rear, Long Travel.....	60025L	\$ 127.00



ABOVE AND BEYOND



Defender Genuine Shock & Spring Kits

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



Genuine Land Rover Defender Shocks

Shock Absorber Front Defender 90/110/130, Genuine.....RNJ729	\$ 191.95 Ea
Shock Absorber Rear Defender 90, Genuine.....RNJ722	\$ 166.78 Ea
Shock Absorber Rear Defender 110/130, Genuine.....RNJ723	\$ 138.42 Ea
Shock Kit Defender 90 (includes 2 front, 2 rear shocks, 1983-2015), Genuine.....RNK731	\$ 639.00
Shock Kit Defender 110/130 (includes 2 front, 2 rear shocks, 1983-2015), Genuine.....RNK732	\$ 619.00

Genuine Land Rover Defender Shock and Spring Kits

Defender 90, Standard Shock & Spring Kit, Genuine.....RNK5300	\$1096.00
Defender 90, Heavy Duty Shock & Spring Kit, Genuine.....RNK5301	\$1139.00
Defender 110, Standard Shock & Spring Kit, Genuine.....RNK5302	\$1020.00
Defender 110, Heavy Duty Shock & Spring Kit, Genuine.....RNK5303	\$1080.00

Land Rover Genuine Parts Superior Performance Variable Rate Spring Kits



Defender 90, Coil Spring Set of 4, HD w/winch, Genuine.....RNK5111	\$ 479.00
Defender 90, Coil Spring Set of 4, Heavy Duty, Genuine.....RNK5101	\$ 399.00
Defender 110, Coil Spring Set of 4, HD, Genuine.....RNK5102	\$ 449.00



Front Axle Assembly Defender

Remanufactured complete non-ABS/ETC front axle assembly. Built to the latest Land Rover heavy-duty specification with vented disc brakes as fitted from 2007-on. Remanufactured front axle housing with 4-pin differential assembly. Features all new Genuine OEM axles, CV joints, swivel balls, top pins, vented brake discs, 4-piston calipers, bearings and oil seals. **Fits:** Defender 90, 110, 130 without ABS/ETC 1983-2016.

Front Axle Assembly Front 4-Pin Defender..... PLY119 \$ 5489.00

Features NEW Ashcroft Torque Biasing Limited Slip Differential



Rear Axle Assembly Defender 110, 127, 130

Remanufactured complete non-ABS/ETC rear axle assembly. Built to the latest Land Rover heavy duty specification with disc brakes as fitted from 2007 on. **Features new Ashcroft Torque Biasing Limited Slip differential assembly** for improved traction. Features all new Genuine, or OEM half axles, brake discs, caliper assemblies, bearings and oil seals.

Fits: Defender 110,127,130 rear without anti-lock braking and electronic traction control systems. A direct replacement for 2002-2016. **Note:** To fit 110, 127 and 130 models 1983-2001 requires replacing the rear prop shaft with the correct length for wheel base. For 110 rear prop shaft use PLL839A. For 127, 130 rear use PLY186.

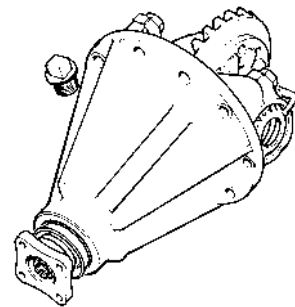
Axle Assembly Rear Defender 110, 127, 130.....PLY120L \$ 4890.00

Rear Axle Assembly Defender 90

Remanufactured complete non-ABS/ETC rear axle assembly. Built to the latest Land Rover specification with disc brakes as fitted from 2007 on. **Features new Ashcroft Torque Biasing Limited Slip differential assembly** for improved traction. Features all new Genuine, or OEM half axles, brake discs, caliper assemblies, bearings and oil seals. Ready to bolt in. Made in the UK. **Fits:** Defender 90 1985-2016 without Anti Lock Braking and Electronic Traction Control. **Note:** For early 90 models 1985-1993 with drum brakes upgrading to rear disc brakes requires upgrading the brake master cylinder. Use RNF285, or PLF285 master cylinder for 4 wheel disc brakes. **Axle Assembly Rear Defender 90**.....PLY121L \$ 4490.00

Torque Biasing Limited Slip Differential Assembly, 3:54 Ratio

The key features are: Fully automatic, needs no driver input required. Totally transparent on-road, i.e. no unwanted adverse effects. Only comes into play when one wheel loses traction, i.e. a difference in wheel speed. Enhances the traction control as it multiplies the bias load created by the braking effect of the traction control. Needs no adjustment as the gears compensate for any wear that takes place. These Torque Biasing Limited Slip Differential works best with a good quality Mineral based oil, we do not recommend synthetic oils, friction additives / modifiers aren't required.



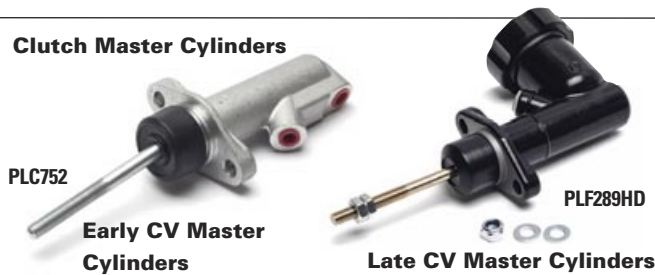
The Torque Biasing Limited Slip Differential is a Helical Gear type LSD with six gear pockets. **Fits:** Defender 90 front and rear, Defender 110, 130 front only, Discovery I front and rear with 4-bolt drive flange, Range Rover Classic front and rear.

Rebuild differentials have four new Timken tapered roller bearings, new oil seal and new drive flange. Ring and pinions are inspected for wear and damage — if they pass are reused, if not, new are fitted. An additional \$200.00 core charge will be added to all orders for FTC3272A.

Torque Biasing Limited Slip Differential, 3:54, 24 spline.....FTC3272ATB \$1279.95
2-Pin Differential, Rebuilt, 3:54, 24 spline.....FTC3272A \$ 719.95

Clutch, Master Cylinder

A Clutch Master Cylinders

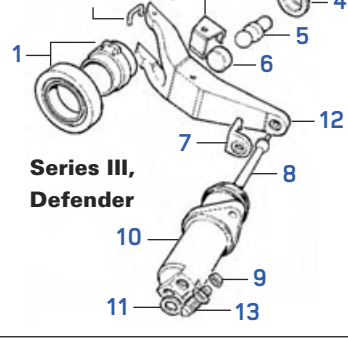


C Clutch Slave Cylinder & Linkage

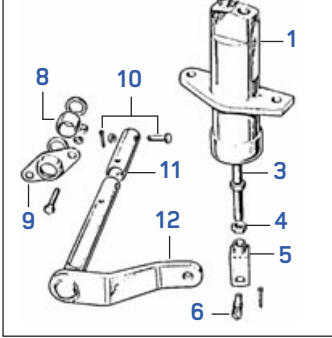
Series II & IIA (Located at bell housing area)

1. Slave Cylinder, ProLine.....	PLB599	\$ 39.90
2. Bleed Screw, Genuine.....	RNC380	\$ 4.93
Bleed Screw, ProLine.....	PLC380	\$ 0.89
3. Push Rod, Genuine.....	RNC293	\$ 35.62
4. Lock Nut, Genuine.....	RNS034	\$ 2.37
Lock Nut, ProLine.....	PLS034	\$ 0.55
5. Clevis for Push Rod, Genuine.....	RNB638	\$ 4.36
Clevis for Push Rod, ProLine.....	PLB638	\$ 4.37
6. Threaded Clevis Pin, Genuine.....	RNA932	\$ 34.54
Threaded Clevis Pin, ProLine.....	PLA932	\$ 3.95
8. Spherical Bush, Genuine.....	RNC733	\$ 53.67
9. Housing for Spherical Bush, ProLine.....	PLB380	\$ 27.50
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	\$ 47.95
Rubber Boot for Cross Shaft Seals, Cross Shaft to Bell Housing, Genuine.....	RNC371	\$ 23.91

B Series III, Defender



C Series IIA



A Clutch Master Cylinders

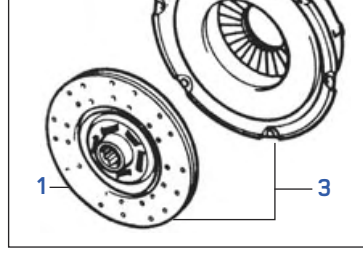
Series II, IIA 1959-1968 early CV type, ProLine.....	PLC752	\$ 69.50
Series IIA, III, Defender all models, 1969-2007 late CV type with fluid reservoir, Genuine.....	RNF289	\$ 169.95
ProLine.....	PLF289	\$ 69.50
Master Cylinder CV Late Type Series & Defender, ProLine.....	PLF289HD	\$ 98.00
Rebuild Kit for all CV Master Cylinders 1959-2007, Genuine.....	RNC720	\$ 26.26
Rebuild Kit for all CV Master Cylinders 1959-2007, ProLine.....	PLC720	\$ 5.99
Cap with seal for Late CV Master Cylinder, Genuine.....	RNF290	\$ 39.09
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	\$ 79.50
Throw-Out Bearing, ProLine.....	PLE223	\$ 29.95
2. Plastic Staple, Genuine.....	RNC483	\$ 1.58
3. Retainer for operating arm, Genuine.....	RNC465	\$ 3.50
4. Retainer Collar, Genuine.....	RNC466	\$ 5.17
5. Fulcrum, 3.9 Litre, Genuine.....	RNE172	\$ 21.66
6. Bush for operating arm, Genuine.....	RNC464	\$ 7.79
7. Retainer for Push Rod, Genuine.....	RNC493	\$ 8.97
Retainer for Push Rod, ProLine.....	PLC493	\$ 0.88
8. Push Rod for Slave Cylinder, 2.25 Litre, Genuine.....	RNC463	\$ 58.95
Push Rod for Slave Cylinder, Defender w/LT77, All 4 cyl, ProLine.....	PLI700	\$ 10.95
Push Rod for Slave Cylinder, Defender w/R380, All 4 cyl, Genuine.....	RNI701	\$ 106.44
9. Dust Cap for Bleeder, Genuine.....	RNF316	\$ 7.05
10. 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	\$ 105.08
Slave Cylinder, 3.9 Litre V8, w/LT77 & R380, ProLine.....	PLE222	\$ 36.80
Slave Cylinder, 300 Tdi, up to #56A0669086K, Genuine.....	RND627	\$ 139.95
Slave Cylinder, 300 Tdi, up to #56A0669086K, ProLine.....	PLD627	\$ 38.29
Slave Cylinder, 300 Tdi from #56A0669087K & Td5, Genuine.....	RND493	\$ 134.95
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	\$ 131.36
Release Lever, Series III, Defender V8 & Td5, ProLine.....	PLC481	\$ 79.95
Release Lever, Defender 2.5, 200 & 300 Tdi, Genuine.....	RNH396	\$ 49.95
Release Lever, Defender 2.5, 200 & 300 Tdi, ProLine.....	PLH396	\$ 29.95
13. Bleed Screw, Defender, Genuine.....	RNS491	\$ 38.71

D Clutch Parts



Stainless Steel Clutch Lines

Series II-IIA.....	RNA606	\$ 28.50
Series III.....	RNA211	\$ 49.95
4-Cylinder Defender.....	RNA1690	\$ 45.95

D Clutch Driven Plate - NEW

1. Series II, IIA thru 1966, 9", ProLine.....	PLC546	\$ 109.00
Series IIA, III 9.5", ProLine.....	PLE170	\$ 89.00
Defender V8, 10", ProLine.....	PLE220	\$ 95.00
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNI702	\$ 236.95
Defender 2.5, 200 & 300 Tdi, 10", ProLine.....	PLI702	\$ 133.00
Defender TD5, 10", Genuine.....	RNI703	\$ 230.51
Defender TD5, 10", ProLine.....	PLI703	\$ 99.50

Clutch Pressure Plate - NEW

2. Series II, IIA thru 1966, 9", ProLine.....	PLC547	\$ 189.00
Series II, IIA, 9.5", ProLine.....	PLC467	\$ 179.00
Series III, 2.25, 2.6 Litre, 9.5", ProLine.....	PLC486	\$ 99.00
Series III, Defender V8, 10", ProLine.....	PLC485	\$ 149.00
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNH534	\$ 185.60
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	PLH534	\$ 87.25
Defender TD5, 10", Genuine.....	RNI704	\$ 256.48

Complete Clutch Kit

Includes driven plate, pressure plate and throwout bearing.

3. Series III, ProLine.....	PLB372	\$ 179.00
Defender V8, ProLine.....	PLH608	\$ 269.00
Defender 2.5 NA, 200 & 300 Tdi, Genuine.....	RNI705	\$ 362.95
Defender 2.5 NA, 200 & 300 Tdi, ProLine.....	PLI705	\$ 207.50

Throw-out Bearing Assembly

Series III and Defender all models, Genuine.....	RNE223	\$ 79.50
Series III and Defender all models, ProLine.....	PLE223	\$ 29.95

NEW Heavy Duty Rear Axle Set w/Fixed Drive Flanges



THESE SHAFTS ARE DESIGNED FOR LONGEVITY, NOT DESIGNED FOR EXTREME OFF-ROAD. Easy to replace, these make a world of difference in reducing the slop in the drive train. Tested in a Defender with a 5.0 V8 Engine (450HP 550NM torque) with Limited slip differentials, and they have not broken yet. Fits Defender 90 and 110/130 fitted with 24 splined rear Rover (non-Salisbury) axle. Also fits Discovery I and Range Rover Classic.

HD Rear Axle fixed One-piece Set.....RNA1401 \$ 390.00

Power Clutch Assemblies

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

Series III.....	RNA088R	\$ 309.00
200/300 Tdi.....	RNA0022P	\$ 439.00
TD5.....	RNA0036SM	\$ 699.00
V8.....	RNA0095P	\$ 479.00
Extreme Duty Assembly		
200/300 Tdi, 2.5 turbo,		
2.5 NA Diesel.....	RNA0022	\$ 469.00

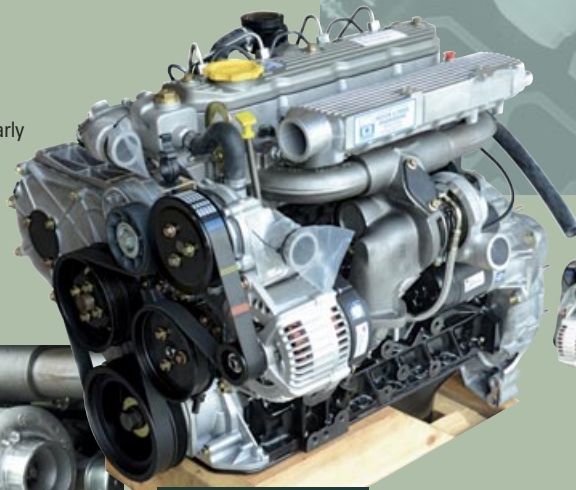
NEW

For Defender 90, 110, 130 All 4-cylinder Models 1983-1993

The perfect solution for owners requiring more power and reliability in their early Defender. Improve performance, fuel mileage and increase your Defender's value by installing Land Rover's famous 300 Tdi into your early Defender. Available in both standard 2.5 Litre and a more powerful 2.8 Litre version. Both these engines come power steering and air conditioning ready. They also allow for further performance options like performance stainless steel exhaust and performance intercooler assembly.

Fits: Defender 1983-1994 originally fitted with a 2.5 NA, 2.5 Turbo, 200 Tdi diesel, 2.3 and 2.5 petrol engines with LT77 five-speed gearbox. **NOTE:** Replacing an early worn motor will most likely require replacing certain fuel system, cooling and exhaust components.

These precision-built engines come as a complete direct replacement for all 4-cylinder diesel and petrol motors fitted to Defenders from 1983 to 1993. Remanufactured to exacting standards. Features all new OEM and/or Genuine cylinder head components, piston assemblies, tappet assemblies, camshaft, engine bearings, turbocharger, injectors, injection pump, oil pump, seals and gaskets. Includes new starter motor, vacuum motor, fuel lines, fuel pump, fan belt, water pump, thermostat, 100 amp alternator and reconditioned flywheel. Includes new power steering bracket and pump, clutch assembly and engine mounts.



Updated Land Rover Engines for Defenders



The 2.8L Engine Upgrade offers 20% increase in power over the standard 300 Tdi!

300 Tdi, 2.5 Litre Engine Upgrade
Defender All 4-Cylinder models 1983-1993 RNE0300 \$ 14690.00

300 Tdi, 2.8 Litre Engine Upgrade
Defender All 4-Cylinder models 1983-1993 RNE0328 \$ 15890.00

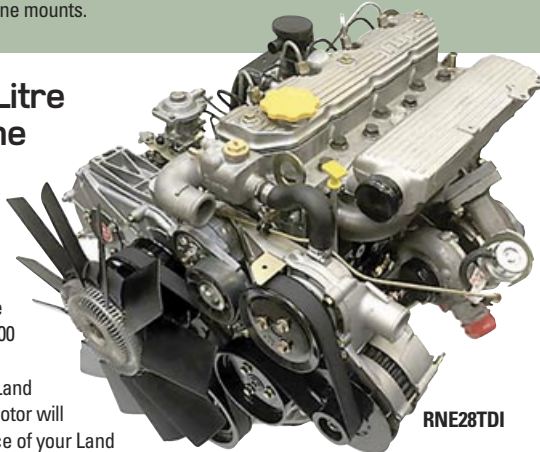
Ultimate 2.8 Litre 300 Tdi Engine Kit

Experience the amazing power and low speed torque of our 2.8 litre remanufactured 300 Tdi Diesel engine with the fitting kit for a Defender 300 Tdi application.

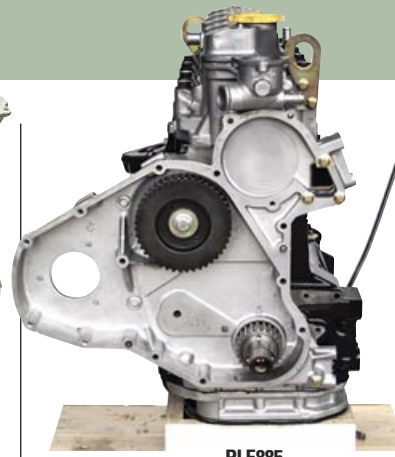
Built from a Genuine Land Rover 300 Tdi core, this motor will transform the performance of your Land Rover with an awesome 277 lb-ft. torque at only 1400 rpm! With bigger pistons and a variable turbo, our engine produces 24 more horsepower and 82 more lb-ft of torque than the original 300 Tdi.

Our engine manufacturer starts with a used 300 Tdi cylinder block, which is subjected to a rigorous overhaul process involving a special acid bath to remove any internal rust deposits. The 2.5 liter 300 Tdi block is then rebored to 2.8300 liters and comes with all new parts, including a new variable geometry turbocharger, cylinder head, injectors, crankshaft, connecting rods, pistons, timing case, and timing gears. **Assembly required!** This is an engine kit. For compliance reasons, the turbo with manifolds is supplied as a separate part. We include a complete assembly guide and all the necessary bolts, washers, gaskets, etc. **This Engine is not certified for use in California.** **NOTE:** This motor may be used in many applications. This part number includes a fitting kit for Defenders originally equipped with 300 Tdi engines. Contact us for more information.

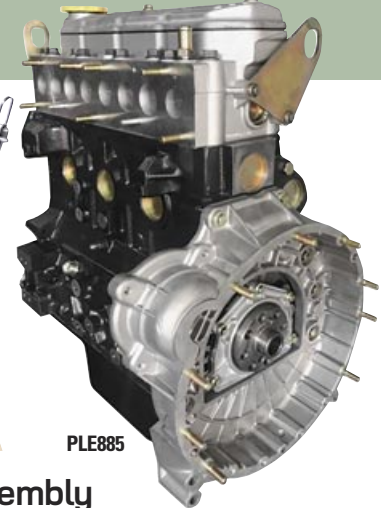
Ultimate 2.8 Litre 300 Tdi Engine Kit
RNE28TDI \$ 16590.00



RNE28TDI



PLE885



PLE885

200 Tdi Long Block Assembly

200 Tdi diesel stripped engine assembly for Defender. Precision remanufactured to exacting standards. Features all new OEM and/or Genuine cylinder head components, piston assemblies, tappet assemblies, camshaft, engine bearings, oil pump, seals and gaskets.
200 Tdi, 2.5 Litre PLE885 \$ 6489.00

Performance 300 Tdi Turbo Kit

Kits includes new Variable Nozzle Turbocharger (VNT), exhaust manifold, manifolds gasket, front exhaust adaptor pipe, intercooler pipes, intake hoses and hardware. Everything you need to seriously increase turbocharger performance for your 300 Tdi. Maximum torque will increase from 195 lb-ft @ 1800 rpm to 235 lb-ft @ 1400 rpm. **Fits:** Defender 300 Tdi diesel.

Performance 300 Tdi Turbo Kit MDTK300 \$ 2490.00



MDTK300

Performance 200 Tdi Turbo Kit

Everything you need to seriously increase turbocharger performance for your 200 Tdi. Maximum torque will increase from 188 lb-ft @ 1800 rpm to 235 lb-ft @ 1400 rpm. **Fits:** Defender 200 Tdi diesel. **NOTE:** The larger size of the new variable nozzle turbo locates the turbo too close to your bonnet, which will most likely cause heat and clearance issues. We recommend fitting the Puma bonnet with raised center to avoid possible excessive heat and clearance issues. Genuine Puma bonnet use RNH858; for ProLine use PLH858.

Performance 200 Tdi Turbo Kit MDTK200 \$ 2590.00

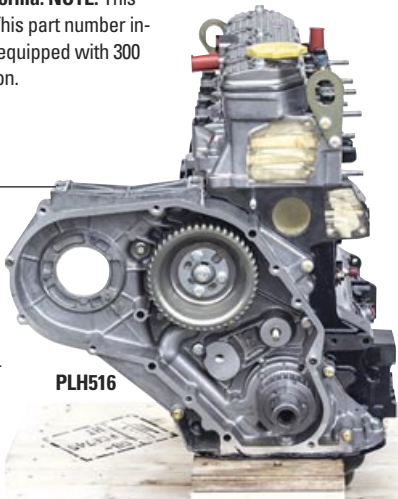


MDTK200

300 Tdi Diesel Engine Long Block Assembly

300 Tdi diesel stripped engine assembly with new OEM and Genuine cylinder head components, piston assemblies, tappet assemblies, camshaft, engine bearings, oil pump, seals, and gaskets. Precision re-manufactured to exacting standards to ensure long and reliable service life.

300 Tdi, 2.5 Litre PLH516 \$ 5299.00



PLH516

Raised Air Intake

300 Tdi, Td5, TDCi

Strong ABS Defender air intake prolongs the life of your air filter and engine. Provides superior intake filtration to insure clean air delivery to your engine when operating in extremely dusty or wet conditions. Strong impact resistant Black ABS construction. Attaches to the vehicle using the existing air intake vent on the right hand front wing. Supplied with a vortex swirl filter cap for improved induction and superior filtration. Easy to install. Kit includes hardware and instructions. Made in the UK by Mantec. Fits: Defender models with RH side air intake: 300 Tdi, Td5, and TDCi engines up to 2016.
RNA2002TDI \$ 390.37



RNA2002TDI

Raised Air Intake

300 Tdi, Td5, TDCi

Important feature for diesel Defenders with RH side air intake operating on dirt roads, or in dusty environments. Eliminates premature air filter failure caused by excessive dust and moisture drawn through the side intake. High quality powder coated steel with metal vortex swirl filter cap for improved induction and superior filtration. Easy to install. Supplied with hardware. Includes rubber flex hose for easy adaptation to different roof heights, ProLine.

RNA2015 \$ 235.87



RNA2015



RNA2013

Raised Air Intake

300 Tdi, Td5, TDCi

Flexlite ABS, Genuine ..RNL890 \$ 929.95

Flexlite ABS, Mantec ...RNA2013 \$ 331.17



RNL890

Raised Air Intake

300 Tdi, Td5, TDCi

Safari Snorkle, ARB

RNA550R \$ 459.00

2.5 Turbo, 200 Tdi

Safari Snorkle, ARB

RNA500R \$ 469.00



RNA550R



ABOVE AND BEYOND

Chassis, Parts



Premium Defender OEM Marsland Galvanized Chassis

Reinforced Outriggers

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

Hot Dipped Galvanized

Extra Strength Improved Rear Body Supports

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

Features

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

Premium Defender OEM Marsland 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.

RNS365

Defender 90 Chassis: Fits all body styles

NAS 90 V8, Includes Galvanized Gearbox Cross Member, Stainless Steel Fuel Tank Plate.....	RNS365	\$ 4590.00
NAS 90 V8, Includes Stainless Steel Fuel Tank Plate	RNS355	\$ 4198.00
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, Includes Stainless Steel Fuel Tank Plate	ANR4742P	\$ 4190.00
90 PUMA, Includes Stainless Steel Fuel Tank Plate	RNX424	\$ 4150.00
90 Blank Chassis with Threaded Plates for Engine Conversions.....	RNX978	\$ 4198.00

Defender 110 Chassis: Fits all body styles

NAS 110 V8, Includes Galv. Gearbox Cross Member and galvanized fuel tank plate.....	RNH710	\$ 4859.00
NAS 110 V8, w/o Galv. Gearbox Cross Member, includes galvanized fuel tank plate	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	\$ 4999.00



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



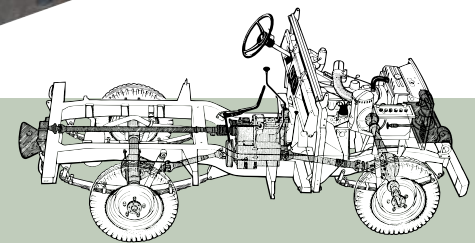
PLI243

V8 Gearbox Cross Member

Included w/RNS365, RNH710, RNS562. Optional Extra w/RNS355, RNH699

PLI243 \$ 359.95

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



Series II-III Galvanized Chassis

88 II, 1959-1961.....	PLE4162	\$ 3150.00
88 IIA-III.....	PLE416	\$ 3450.00
88 IIA-III, OEM Marsland.....	RNE416	\$ 3890.00
109 IIA 6-Cylinder Station Wagon.....	PLQ322	\$ 4550.00
109 III 6-Cylinder, Station Wagon.....	PLH416	\$ 4350.00
109 IIA-III, Regular.....	PLE412	\$ 4479.00
109 IIA-III, Station Wagon.....	PLE413	\$ 4479.00
109 IIA-III Military	PLE414	\$ 4520.00

Air Portable and Series I Chassis Available by Special Order

Defender 110 Chassis: Fits all body styles, continued

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
110 Blank Chassis with Threaded Plates for Engine Conversions.....	RNX979	\$ 4690.00
*Upgraded Genuine plastic fuel tank kit Includes: fuel tank, pump, sender unit, mounting bracket, rear sway bar and harness link.....		
	RNK4297	\$ 1298.95

Auto Dim Interior Mirror

Upgrade your rear view mirror to this Gentex mirror featuring auto dim, compass and temperature. A truly remarkable, full featured mirror to help modernize your daily driver.

Affixes to any windscreen glass.
Gentex Mirror RNA0220 \$ 199.00

RNA0220

Interior Mirrors

Series II, IIA, III.....PLB905 \$ 12.99
Defender, Genuine.....RNI505 \$ 65.04
Defender, ProLine.....PLI505 \$ 29.95



Round Mirror Head
PLC633
\$ 10.90 ea

Series II-III Mirrors

6"x10" Mirror Head

RNF260 \$ 13.99



RNF260

5"x7" Mirror Head

RNF259 \$ 12.50



RNF259

Mirror Arms, 8 1/2"

Mounts to wing top & Series IIA hinges with mirror mount.
Fits RNF259 & RNF260.

Mirror Arm ARM2 \$ 14.50
Stainless Steel ARM3 \$ 29.00

Mirrors, Mud Flaps

Defender Mirrors

Standard 5" x 8" Head with 6 1/2" Arm
RNE314 \$ 29.75 ea



X-Large 6" x 10" Head RNH716 with 6 1/2" Arm
RNH716 \$ 69.50 ea



RNE314

Defender Convex Mirror Assemblies

Standard size 5" x 8", head with 6 1/2" Arm, shown aboveRNE314 \$ 29.75 ea
Can be mounted on Series w/Defender door hinge kits.

X-Large 6" x 10" Head with 6 1/2" ArmRNH716 \$ 69.50 ea

X-Large 6" x 10" Head Convex Mirror Head, ProLineRNA1341 \$ 39.95

Mirror Arm, Genuine.....RNE313 \$ 73.91

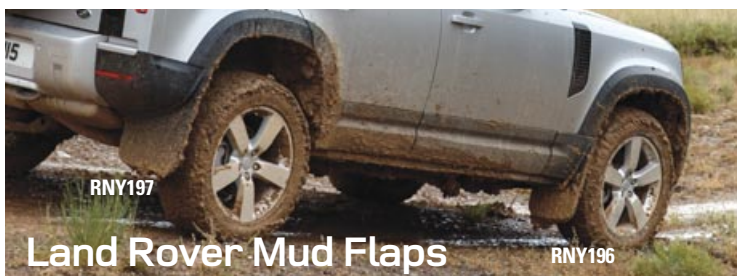
Mirror Arm, ProLinePLE313 \$ 18.50

Convex Mirror Head 5 x 8", GenuineRNE315 \$ 102.28 ea

Convex Mirror Head 5 x 8", ProLine.....PLE315 \$ 19.95 ea

Flat Mirror 5 x 8"RNF400 \$ 40.82 ea

Mirror Head Assembly Flat GlassRNC825 \$ 67.84



RNY197

RNY196

Land Rover Mud Flaps

Range Rover Classic Front or Rear (each) flap only, ProLine	PLA652	\$ 12.31
Range Rover Classic Front only w/Bracket (Pair) flap only, ProLine	PLA654	\$ 51.45
Discovery I Front Pair w/Brackets, ProLine	PLA648	\$ 20.59
Discovery I Rear Pair, w/Brackets, ProLine	PLA649	\$ 20.59
Discovery II RH, flap only (each) Front or Rear, molded, Genuine.....	RND231	\$ 47.69
Discovery II LH, flap only (each) Front or Rear, molded, Genuine	RND232	\$ 47.69
Series II-III 88, 109 Front Pair w/Brackets, ProLine.....	PLI557	\$ 41.15
Series II-III 88, 109 Rear Pair w/Brackets, Genuine	RNB704	\$ 79.99
Series II-III 88, 109 Rear Pair w/Brackets, ProLine	PLB704	\$ 29.99
LR3, LR4 Front pair w/Hardware, molded, Genuine.....	RNI691	\$ 127.78
LR3, LR4 Front pair w/Hardware, molded, ProLine	PLI691	\$ 81.64
LR3, LR4 Rear pair w/Hardware, molded, Genuine.....	RNI692	\$ 127.50
LR3, LR4 Rear pair w/Hardware, molded, ProLine	PLI692	\$ 67.67
Defender 90 NAS Rear pair w/Stainless steel mounting brackets.....	RNK015	\$ 169.00
Defender 90 LH Rear w/Bracket, (fits non-NAS D90 only)	RNI682	\$ 57.42
Defender 90 RH Rear w/Bracket, (fits non-NAS D90 only).....	RNI683	\$ 57.42
Defender 90, 110 Front pair, w/Hardware, Brackets, Genuine.....	RNF252	\$ 140.79
Defender 90 Pair, w/Brackets, w/Hardware, ProLine	PLF252	\$ 82.39
Defender 90 LH Front w/Bracket, Genuine	RNI426	\$ 61.38
Defender 90 RH Front w/Bracket, Genuine.....	RNI684	\$ 61.38
Defender 110 LH Rear w/Bracket, Genuine	RNI685	\$ 60.52
Defender 110 RH Rear w/Bracket, Genuine	RNI686	\$ 61.38
Defender 110 Rear Pair, w/Brackets, w/Hardware, Genuine.....	RNK014	\$ 169.00
Defender 110 Rear Mudflap, Single w/o Bracket, Genuine.....	RNL313	\$ 51.85
Defender 110 Rear Mudflap, Single w/o Bracket, ProLine	PLL313	\$ 18.50
New Defender L663 Classic Set (beefy), Front.....	RNY196	\$ 129.74
New Defender L663 Classic Set (beefy), Rear	RNY197	\$ 129.74
New Defender L663 Standard Set (wimpy), Front.....	RNY198	\$ 106.95
New Defender L663 Standard Set (wimpy), Rear.....	RNY199	\$ 106.95

Stainless Steel Defender Mud Flap Brackets



RNA0054



NEW



RNA0053

RNA0055

RNA0056

Stainless Steel Defender Mud Flap Brackets

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

Front Set, fits all models, includes all stainless steel mounting hardware ..RNA0053 \$ 72.50

Rear Set Defender 90 fits all models (except NAS), includes all stainless steel mounting hardwareRNA0054 \$ 62.50

Rear Set Defender 110 fits all models, includes all stainless steel mounting hardwareRNA0055 \$ 139.50

Rear Hi-Cap Extension Set
Use with RNA0055, fits 110, 130 Rear mud flapsRNA0056 \$ 35.90

Replacement Bulkhead, Floor Parts

NEW



Series LHD Stainless Steel Footwells

Manufactured in stout 304 stainless steel for a superior corrosion proof footwell. This is an exact replacement assembly manufactured to exacting detail as original. Includes top, bottom, side sections and middle reinforcement panel. These are the finest floor replacement assemblies available globally and are unmatched for quality and original appearance.

Fits: LHD Series II-III 2.25 Petrol and Diesel 1959-1984. Except Military Airportable.

Series II-III LHD, RH.....	RNF0006S	\$ 179.00
Series II-III LHD, LH.....	RNF0005S	\$ 179.00

NEW



Seatbox Assembly Flat Pack

Assemble your own and save on shipping. Eight-piece kit that comes with rivets for assembly. Lids and toolboxes sold separately.

Seatbox Assembly Flat Pack Kit, Series IIA-III	PLC069	\$ 669.00
Seatbox Assembly Flat Pack Kit, Defender V8s, 300 Tdi, Td5	RNA0050	\$ 739.00
Lid Seat Base Center, Series IIA-III	PLC092	\$ 62.95
Lid Seat Base LH Tool Box, Series IIA-III	PLC091	\$ 62.95

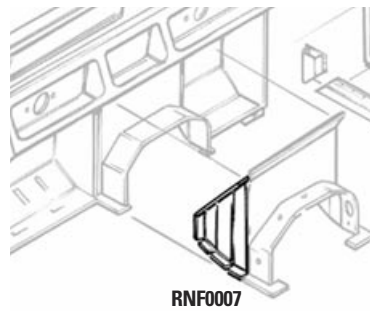
Series Bulkheads Galvanized, Epoxy Primed Ready for Paint



Series IIA Positive Earth, 1959-1966 LHD
PLX907LHD

ProLine bulkheads are hot dipped galvanized steel, epoxy primed.

Series II-IIA Positive Earth 1959-1966 LHD, ProLine	PLX907LHD	\$ 3195.00
Series II-IIA Positive Earth 1959-1966 RHD, ProLine	PLX907RHD	\$ 3195.00
Series IIA Negative Earth 1967-1971 LHD, ProLine	PLX908LHD	\$ 3195.00
Series IIA Negative Earth 1967-1971 RHD, ProLine	PLX908RHD	\$ 3195.00
Series III 1972-1984 LHD, ProLine	PLX909LHD	\$ 3199.00
Series III 1972-1984 RHD, ProLine	PLX909RHD	\$ 3199.00



RNF0007



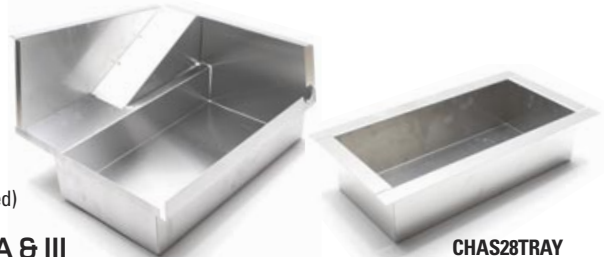
RNF0010

Series II-III Center Bulkhead Replacement Parts

Complete center bulkhead replacement section in stainless steel. FITS: Series II-III 2.25 liter Petrol and Diesel models 1959-1984.	RNF0010	\$ 289.00
Bulkhead Side Panel, RH Center Series II, IIA, III	RNF0009	\$ 59.90
Bulkhead Side Panel, LH Center Series II, IIA, III	RNF0007	\$ 54.00

Twin Battery Tool Box CHAS29A

(assembly required)



CHAS28TRAY

Series II, IIA & III Under Seat Tool Box Replacement Kits

Replacement toolbox assembly for the seat box of a Series III, and also earlier models. These are made of 2mm thick aluminum and are machine cut and CNC pressed for accuracy of fitting. Supplied pre drilled in three separate parts for ease of fitting. This tool box fits on the Left Hand Side. Requires pop rivets and recommended seam sealant for assembly. Add CHAS28TRAY for adding storage for a single battery, or use CHAS29A for twin battery storage, ProLine.

Under Seat Tool Box Replacement Kit	CHAS28A	\$ 169.00
Under Seat Tool Box Replacement Assembly, Galvanized	CHAS28	\$ 198.95
Battery Box Replacement Assembly for Seat Box	CHAS29	\$ 249.95
Under Seat Twin Battery Tool Box Replacement Kit	CHAS29A	\$ 236.50
Replacement Battery Tray Seatbase Tool Box, ProLine	CHAS28TRAY	\$ 58.95
Pop Rivet 3/16" x 7/16", ProLine	PLC690	\$ 0.38



PLB863

Series IIA, III Tool Box Center Seat

Drop in tool box for extra hidden away storage space under the center seat. Can be easily installed and removed to access the gearbox. PLB863 \$ 79.50



PLS302

RNA0143

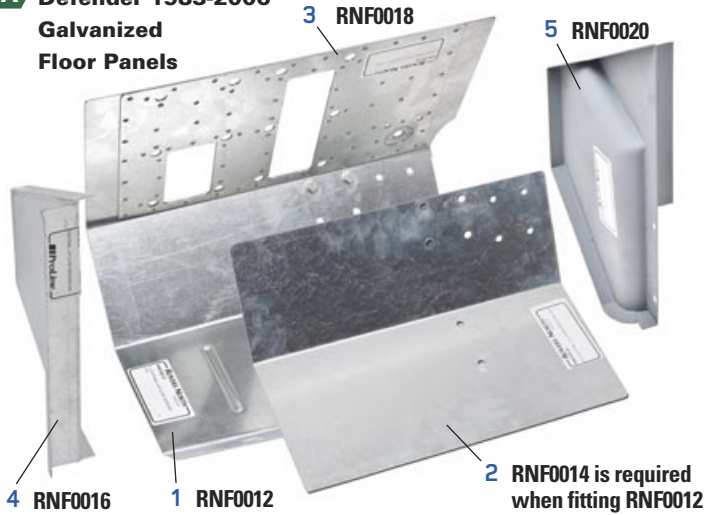
RNA0164

Floor Plates

Series IIA-III		
RH, Series IIA-III 4-Cylinder, ProLine.....	PLB720	\$ 69.95
LH, Series IIA-III 4-Cylinder, ProLine.....	PLB721	\$ 69.95
Defender		
RH Front Defender, ProLine.....	PLS300	\$ 54.95
RH Front Defender, 4-Cylinder Petrol, 2.25L NA Diesel w/LT77.....	PLS304	\$ 72.00
LH Front Defender, Genuine.....	RNS302	\$ 159.33
LH Front Defender, ProLine.....	PLS302	\$ 54.95
LH Front Defender, 4-Cylinder Petrol, 2.25L NA Diesel w/LT77.....	PLS303	\$ 72.00
LH Front LT85 V8, Genuine.....	RNS301	\$ 220.35
Stainless Steel Front Footwell Floor Plate Hardware Kit	RNA0143	\$ 18.70
R380 Floor Tunnel Hardware Kit	RNA0164	\$ 59.50

A Defender 1983-2006

Galvanized Floor Panels



All parts are galvanized except RNF0020, which is painted.

A Defender 1983-2006 Galvanized Floor Panels

Reproductions of exact factory units, these hand crafted 18-gauge steel units are galvanized (except RNF0020) and ready to fit into your Defender for a proper restoration.

1. Floor Panel, LHF Outer, 90/110 NAS, Galvanized.....	RNF0012	\$ 74.90
2. Floor Panel, LHF Inner, 90/110 NAS, Galvanized.....	RNF0014	\$ 59.95
3. Floor Panel, LHF Upper, 90/110 NAS, Galvanized.....	RNF0018	\$ 97.50
Floor Panel, RHF Inner, 90/110 NAS, Galvanized.....	RNF0015	\$ 59.95
Floor Panel, RHF Outer, 90/110 NAS, Galvanized.....	RNF0013	\$ 74.90
Floor Panel, RHF Upper, 90/110 NAS, Galvanized.....	RNF0019	\$ 97.50
4. Kick Panel, LHF Outer, 90/110 NAS, Galvanized.....	RNF0016	\$ 59.00
Kick Panel, RHF Outer, 90/110 NAS, Galvanized.....	RNF0017	\$ POA
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 Economy Footwell 2-Piece Assembly

2-piece economy footwell assembly for LHD Defenders. Made from a single sheet of 1.5mm thick zinc-coated mild steel. Machine cut and CNC pressed for accuracy. Outside sidewall is supplied as a separate piece for ease of fitting. **Fits:** Defender Left Hand Drive 1983-2006 all models. **NOTE:** This is an economical repair panel manufactured from a single sheet of mild steel. The original footwell uses an inner and outer panel welded together.

Replacement Footwell Assembly LH for Defender LHD.....	RNF0023	\$ 99.95
Replacement Footwell Assembly RH for Defender LHD.....	RNF0024	\$ 99.95
Replacement Footwell, LH for Defender RHD.....	RNF0023RHD	\$ 99.95
Replacement Footwell, RH for Defender RHD.....	RNF0024RHD	\$ 99.95



Defender Seat Bulkhead Removal Kit

Fits: D90 1983-2002, D110 1983-2002 non-SW. RNA2111 \$ 289.95



NEW Defender Center Toolbox

Fits into the center section of your seatbox above your transmission. Fits LT77, R380 manual transmissions, ProLine. Center Tool Box RNA0050CTB \$ 98.50

Create a hidden compartment below with a cubby box lid

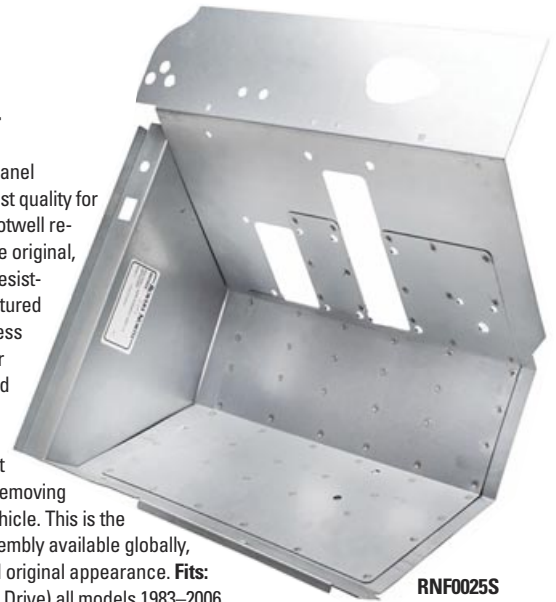
Center Lid w/Cubby Box mounting holes Genuine RNS317 \$ 69.72 ProLine PLS317 \$ 54.50



Defender LHD Stainless Steel Footwells

This is an exact double-panel replacement of the highest quality for owners who require a footwell replacement identical to the original, with superior corrosion resistance. Precision manufactured from 18-gauge 304 stainless steel. The inner and outer panels are pre-assembled for ease of installation. Outside knee wall is included as a separate part to allow fitment without removing the bulkhead from the vehicle. This is the finest Defender floor assembly available globally, unmatched in quality and original appearance. **Fits:** Defender LHD (Left Hand Drive) all models 1983-2006.

Replacement Footwell RH (Pasenger side), Defender LHD RNF0026S \$ 229.00
Replacement Footwell LH (Driver's side), Defender LHD RNF0025S \$ 229.00



RNF0025S

Defender Bulkheads Galvanized, Epoxy Primed Ready for Paint



RNA0133

Defender 300Tdi, 3.5 V8 LHD w/ air vents PLN673

ProLine bulkheads are hot dipped galvanized steel, epoxy primed. Genuine bulkheads are Galvanealed steel, electrostatic primed.

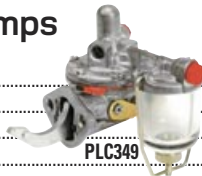
Defender 300Tdi, 3.5 V8 LHD w/ air vents, ProLine.....	PLN673	\$ 2869.00
Defender 300Tdi RHD w/ air vents, ProLine.....	PLN022	\$ 2869.00
Defender RoW 300Tdi & Td5 1994-2006 LHD, Genuine.....	RNN673	\$ 5999.95
Defender RoW 300Tdi & Td5 1994-2006 RHD, Genuine.....	RNN022	\$ 6537.69
Defender 1983-1992 w/ air vents RHD, ProLine.....	PLX910	\$ 3199.00
Defender 1983-1992 w/ air vents LHD, ProLine.....	PLX911	\$ 3189.00
Defender NAS 1994-1995, Genuine (shown below painted).....	RNB1995	\$ 5990.00
Defender NAS 1997, Genuine.....	RNB1997	\$ 5999.00
Bulkhead to Chassis Stainless Steel Hardware.....	RNA0133	\$ 25.50

Fuel Pumps, Tanks, Carburetors

Mechanical Fuel Pumps

Series II, IIA, III gasket included

2.25 Litre, Petrol, ProLine	PLC349	\$ 49.90
2.25 Litre, Diesel, ProLine	PLF299	\$ 46.50
Defender 200 Tdi diesel, ProLine	PLF299	\$ 46.50
Defender Diesel 2.25 to 200Tdi, ProLine	PLL946	\$ 49.95
Defender 300 Tdi diesel, ProLine	PLI695	\$ 47.50



Fuel Tanks



Series 88" and 109" Regular, Petrol and Diesel, ProLine	PLC362	\$ 259.00
Series IIA & III Fuel Tank Auxiliary and Ex-MoD, ProLine	PLF360	\$ 420.00
Series III 109", Rear Steel Fuel Tank, ProLine	PLH650	\$ 269.00
Fuel Sender for PLH650, ProLine	PLH652	\$ 59.95
Range Rover Classic 1971-1985 style, ProLine	PLH515	\$ 299.00
Defender 110 NAS, Range Rover Classic 1987-1991, ProLine	PLE114	\$ 299.00
Cradle for PLE114, ProLine	PLE116	\$ 69.99
Locking ring for sender, Series III, Defender 110, RRC, Genuine	RNC886	\$ 12.99
Locking ring for sender, Series III, Defender 110, RRC, ProLine	PLC886	\$ 3.08
Sealing ring for sender, Series III, Defender 110, RRC, ProLine	PLC887	\$ 1.19
Defender 110 Diesel up to 1999, Steel Fuel Tank, Rear	PLN180	\$ 269.00
Defender 90, Side Mount Fuel Tank	PLI135	\$ 295.00
Defender 90 NAS, Upgrade Fuel Tank Kit-Complete	RNK660A	\$ 889.95

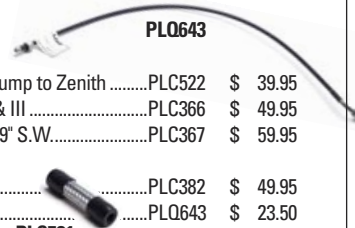
Electric Fuel Pumps, Sending Units

Series IIA & III Petrol, NEG Earth, Forward Tank, Fuel Sender, Genuine	RNE494	\$ 273.77
Series IIA & III Petrol, NEG Earth, Forward Tank, Fuel Sender, ProLine	PLE494	\$ 72.05
Series IIA 109" SW, Positive Ground, Fuel Sender, ProLine	PLC750	\$ 69.95
Series III 109", Fuel Sender for Fuel Tank PLH650, ProLine	PLH652	\$ 59.95
Range Rover Classic 1987-1990, Fuel Pump, ProLine	PLF131	\$ 79.50
Range Rover Classic 1991-1995, Fuel Pump, ProLine	PLF132	\$ 99.50
Range Rover Classic Early, Fuel Sender, ProLine	PLI292	\$ 59.00
Defender 90, 1994-1997, Rear Tank NAS, ProLine	PLE131	\$ 329.00
Defender 90, 1984-1993, Side Tank, ProLine	PLI774	\$ 69.10
Defender V8, Fuel Pump External, Genuine	RNL678	\$ 228.11
Defender V8, Fuel Pump External, ProLine	PLL678	\$ 41.15
Defender 90/110, Fuel Pump, Side Tank Petrol	PLL819	\$ 119.00
Defender 90 Td5, Fuel Pump Tank Unit, Genuine	RNI296	\$ 438.03
Defender 90 Td5, Fuel Pump Tank Unit, ProLine	PLI296	\$ 129.99
Defender 110 NAS V8 Fuel Pump, ProLine	PLF131	\$ 79.50
Defender 110 Rear Tank, Fuel Pump Assy Low Press	PLL768	\$ 59.95
Defender 110, Sending Unit up to 1998, Genuine	RNC854	\$ 179.95
Defender 300 Tdi, Fuel Pump, ProLine	PLI695	\$ 47.50
Defender 110 Td5, Fuel Pump and Sending Unit, Genuine	RNL876	\$ 456.95
Defender 110 Td5, Fuel Pump and Sending Unit, ProLine	PLL876	\$ 399.00
Defender 110 Diesel, Fuel Sender, ProLine	PLL631	\$ 54.50
Defender 110 Diesel, 4-Cylinder to 2007, Fuel Sender, ProLine	PLH662	\$ 69.50
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, ProLine	PLF148	\$ 499.00
Discovery II w/black connector, Fuel Pump, Genuine	RNH295	\$ 632.01
Discovery II w/black connector, Fuel Pump, ProLine	PLH295	\$ 295.00
Discovery II w/o black connector, Fuel Pump, ProLine	PLE009	\$ 365.00
Range Rover P38A 1999-on Fuel Pump/Sender	RND264	\$ 744.32
Range Rover P38A 1999-on Fuel Pump/Sender, ProLine	PLD264	\$ 529.00



Series IIA & III Fuel Lines

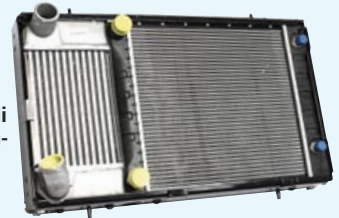
Fuel Line Pump-Carb Adapter, Series IIA-III, Fuel Pump to Zenith	PLC522	\$ 39.95
Fuel Line Forward Tank to Fuel Pump, Series II, IIA & III	PLC366	\$ 49.95
Fuel Line Rear Tank-Fuel Pump, Series IIA and III 109" S.W.	PLC367	\$ 59.95
Fuel Line Pump to Carb, Series II-III w/Solex Carb, Fuel Tank to Fuel Pump, 88 and 109 Regular	PLC382	\$ 49.95
Fuel Line Pump-Zenith Carb, Series IIA	PLQ643	\$ 23.50
Adapter Fuel Line- Carb, Series IIA & III, ProLine	PLC521	\$ 8.49



Radiator and Cooling Parts



Defender 300 Tdi Radiator with intercooler, frame PLD500



Radiators

Series IIA-III, 2.25 Litre, 4-core style radiator, ProLine	PLC513	\$ 339.00
Discovery I 1994-1999 with automatic transmission, ProLine	PLC019A	\$ 349.00
Discovery I 1994-1997 with manual transmission, ProLine	PLC060	\$ 469.95
Plastic Fill Plug, Radiator, Genuine	RNC997	\$ 5.95
Brass Fill Plug, Radiator, ProLine	PLC997	\$ 3.99
Washer, For Brass or Plastic Fill Plug, ProLine	PLC996	\$ 0.49
Range Rover Classic 1987-1988, Radiator, ProLine	PLC020	\$ 459.00
Range Rover Classic 1993-1995, Radiator, Genuine	RNC062	\$ POA
Range Rover Classic 1993-1995, Radiator, ProLine	PLC019A	\$ 349.00
Range Rover P38A Radiator Assembly, 1995-1998, ProLine	PLD357	\$ 249.00
Range Rover P38A Radiator Assembly, 1999-2002, ProLine	PLI759	\$ 559.95
Defender 1993-1997 NAS 90/110 V8 Radiator Assembly, Genuine	RNE130	\$ 889.95
Defender 1993-1997 NAS 90/110 V8 Radiator Assembly, ProLine	PLE130	\$ 439.00
Bracket Kit, Radiator Panel, Defender w/Air Conditioning	PLQ143S	\$ 32.50
Defender Td5 w/EGR, Genuine	RNH256	\$ 439.24
Defender Td5 w/EGR, ProLine	PLH256	\$ 279.95
Defender 300 Tdi Radiator with intercooler, frame, ProLine	PLD500	\$ 579.00

Series II, IIA, III Carburetors



Weber, Series IIA, III 2.25L	341CH	\$ 259.00
Phenolic Block Fitting Kit for mounting adaptor to manifold, fits all Land Rover Series II-III 4-cylinder engines	PLB659FK	\$ 18.95

Diesel Engine Service Kits

(includes: oil filter, air filter, fuel filter, washers)

Td5, Filter Change Kit, Defender 1998-2006	RNK0000	\$ 50.00
300 Tdi, Filter Change Kit, Defender 1994-2006	RNK0001	\$ 42.50
200 Tdi, Filter Change Kit, Defender 1989-1994	RNK0002	\$ 35.90
2.5 NA & 2.5 Turbo Diesel, Filter Change Kit, Defender 1983-1993	RNK0003	\$ 39.50
TDCi Filter Change Kit, Defender 2007-2016	RNK0005	\$ 59.00

Petrol V8 Engine Service Kits (includes: oil filter, oil sump washer)

V8 - Range Rover, Defender	RNK9300	\$ 22.90
V8 - Discovery I	RNK9301	\$ 19.50
V8 - Discovery II	RNK9302	\$ 19.50

Generator & Alternators

Series Generator, OEM, all 2.25L petrol and diesel from 1959-1971	RNE647	\$ 169.95
Series III 12 Volt Lucas Style Alternator, ProLine	PLF193	\$ 179.00
NEW 12 Volt High Output 75A Alternator for Series III, ProLine	PLF19375A	\$ 149.00
Defender 2.5 NA Diesel, 2.5 Turbo Diesel, 200 Tdi, 2.5 Petrol, 3.5 V8	PLD498	\$ 229.00
300 Tdi, 65 AMP, Defender 90, 110, ProLine	PLH259	\$ 245.00
300 Tdi, 100 AMP, ProLine	PLL958	\$ 269.00
3.9 Litre V8, Defender 90/110 NAS, ProLine	PLE846	\$ 209.99
4.0 Litre V8, Defender 90 NAS 1997, ProLine	PLE870	\$ 299.50
Td5, Alternator Assembly, ProLine	PLF19375A	\$ 439.00
Discovery I 3.9 litre, 1994-1995, 67mm, 7 groove pulley for serp. belt	PLE863	\$ 199.00
Discovery I 4.0 Litre, 120 amp	PLE870	\$ 299.50
Discovery II, 130 amp Bosch	PLH261	\$ 279.00
Range Rover Classic, 1987-'88	PLD498	\$ 229.00
Range Rover Classic, 1993-'94, 100 amp 4 groove pulley	PLE846	\$ 209.99
Range Rover Classic, from SA647650, 52mm, 7 groove pulley for serp. belt	PLE870	\$ 299.50
Range Rover P38A from VA346795 to WA410481, 120A, 52mm, 7 Groove	PLE870	\$ 299.50



Starters

V8 Early Twin Carb	PLE867	\$ 320.50
V8 EFI thru 2004, except Range Rover thru 2002	PLE867	\$ 320.50
2.25 & 2.6 Petrol, Hi-Torque, ProLine	PLI029	\$ 349.00
2.3, 2.5 Petrol, Defender	PLI533	\$ 189.00
2.25 Diesel	PLF198	\$ 249.00
200 & 300 Tdi, 2.5 NA, 2.5 Turbo Diesel, New Bosch	PLD294	\$ 399.00
Td5 Diesel, Defender and Discovery, ProLine	PLI728	\$ 329.95



Defender 300 Tdi HD Radiator with intercooler, frame, ProLine.

As fitted to British Military 110XD TUM and 90XD (Wolf).....	PLD500HD	\$ 599.00
Defender 300 Tdi Radiator, plastic and aluminium, ProLine.....	PLH255	\$ 269.00
Defender 300 Tdi HD, all metal and brass, ProLine.....	PLH255HD	\$ 419.00
Defender 200 Tdi Radiator, plastic and aluminium, ProLine.....	PLD496	\$ 229.00
Defender 200 Tdi HD, all metal and brass, ProLine.....	PLD496HD	\$ 439.00
Defender 3.5L Twin Carb V8 (w/o Engine oil cooler), Genuine.....	RNC861	\$ 849.60
Defender 3.5L Twin Carb V8 (w/o Engine oil cooler), ProLine.....	PLL885	\$ 269.00
Defender 2.5L Turbo Diesel, ProLine.....	PLL918	\$ 429.00
Discovery II 1999-2004 Radiator, ProLine.....	PLD495	\$ 189.00
Range Rover 2003-05 L322 4.4 Litre, ProLine.....	PLI516	\$ 369.00
Range Rover 2006-09 L322 4.4, 4.2 Litre Supercharged, Genuine.....	RNM150	\$ 538.61
Range Rover 2006-09 L322 4.4, 4.2 Litre Supercharged, ProLine.....	PLM150	\$ 279.95

Water Pumps with Gasket

Series IIA, III 1961-1984 , 2.25 litre petrol, diesel, ProLine.....	PLF334	\$ 46.50
Rebuild kit for 2.25 water pumps.....	PLE587	\$ 27.50
Series IIA, III 2.25 L Petrol, ex-MoD, ProLine with gasket.....	PLC348	\$ 99.18

Defender 90/110 1993 - 2006

1993-1995 NAS, Water Pump, Genuine.....	RNC011	\$ 294.95
1993-1995 NAS, Water Pump, ProLine.....	PLC011	\$ 91.67
1997 D90 NAS, Water Pump, Genuine.....	RNC052	\$ 234.95
1997 D90 NAS, Water Pump, ProLine.....	PLC052	\$ 72.09
200 Tdi diesel, Water Pump, ProLine.....	PLH257	\$ 82.39
300 Tdi diesel, Water Pump, Genuine.....	PLC052	\$ 189.95
300 Tdi diesel, Water Pump, ProLine.....	PLH258	\$ 61.50
4 Cylinder, Defender 90/110, Genuine.....	RNI847	\$ 299.27
4 Cylinder, Defender 90/110, ProLine.....	PLI847	\$ 102.49
4 Cylinder, Defender 2.25L w/o AC, Genuine.....	RNF361	\$ 426.30
4 Cylinder, Defender 2.25L w/o AC, ProLine.....	PLF361	\$ 133.85
4 Cylinder, Defender 2.5L Non Viscous, Genuine.....	RNI781	\$ 248.64
4 Cylinder, Defender 2.5L w/o AC, ProLine.....	PLI781	\$ 79.00
Td5 diesel, Water Pump, Genuine.....	RNH360	\$ 210.62
Td5 diesel, Water Pump, ProLine.....	PLH360	\$ 92.65
Discovery I 1994-1999, Water Pump, Genuine.....	RNC052	\$ 234.95
Discovery I 1994-1999, Water Pump, ProLine.....	PLC052	\$ 72.09
Discovery I 200 Tdi, Water Pump, Genuine.....	RNN036	\$ 201.15
Discovery I 200 Tdi, Water Pump, ProLine.....	PLN036	\$ 111.19
Discovery II 2000-2002, Water Pump, Genuine.....	RNC052	\$ 234.95
Discovery II 2000-2002, Water Pump, ProLine.....	PLC052	\$ 72.09
Range Rover Classic '87-1994, Water Pump, Genuine.....	RNC011	\$ 294.95
Range Rover Classic '87-1994, Water Pump, ProLine.....	PLC011	\$ 91.67
Range Rover Classic '95, Water Pump, Genuine.....	RNC052	\$ 234.95
Range Rover Classic '95, Water Pump, ProLine.....	PLC052	\$ 72.09
Range Rover Classic V-8.....	PLN716	\$ 119.69
Range Rover Classic 200 Tdi, Water Pump, Genuine.....	RNN036	\$ 201.15
Range Rover Classic 200 Tdi, Water Pump, ProLine.....	PLN036	\$ 111.19
Range Rover P38A '95-2002, Water Pump, Genuine.....	RNC052	\$ 234.95
Range Rover P38A, '95-2002, Water Pump, ProLine.....	PLC052	\$ 72.09

Series II, IIA, III Radiator Hoses

2.25 Litre, Series II, IIA thru 1969 (early type)

Top Radiator Hose, Genuine.....	RNC458	\$ 59.00
Top Radiator Hose, ProLine.....	PLC458	\$ 8.19
Middle Hose Bypass, Genuine.....	RNC476	\$ 51.17
Middle Hose Bypass, ProLine.....	PLC476	\$ 5.10
Bottom Hose, ProLine.....	PLC459	\$ 9.22

2.25 Litre, Series IIA, III 1970 on (late type)

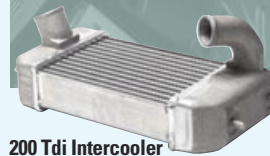
Top Radiator Hose, Genuine.....	RNC510	\$ 42.11
Top Radiator Hose, ProLine.....	PLC510	\$ 13.25
Middle Hose Bypass, Genuine.....	RNC476	\$ 51.17
Middle Hose Bypass, ProLine.....	PLC476	\$ 5.10
Bottom Hose, ProLine.....	PLE407	\$ 7.52

2.25 Litre, Series II, IIA thru 1969, Military Models

Top Radiator Hose, Genuine.....	RNC458	\$ 59.00
Top Radiator Hose, ProLine.....	PLC458	\$ 8.19
Middle Hose, Genuine.....	RNC476	\$ 51.17
Middle Hose Bypass, ProLine.....	PLC476	\$ 5.10
Bottom Hose, ex-MoD, ProLine.....	PLB365	\$ 44.00

2.6 Litre, Series IIA, III

Top Radiator Hose, Genuine.....	RNC664	\$ 69.95
O-Ring for Water Pump, Genuine.....	RNE561	\$ 9.52
Bottom Hose, Genuine.....	RNC665	\$ 27.66
Hose Clamp for Radiator Hoses, All Models, Genuine.....	RNC013	\$ 3.52
Hose Clamp for Radiator Hoses, All Models, ProLine.....	PLC013	\$ 1.80
Hose Clamp for Bled Off Hose, Series IIA, III, Genuine.....	RNE398	\$ 3.51
Bleed Off Hoses, Series IIA, III 1970 on, ProLine.....	PLC432	\$ 12.99
Bleed Off Hoses, Radiator to Intake Manifold, Genuine.....	RNE529	\$ 75.95
Bleed Off Hoses, Radiator to Intake Manifold, ProLine.....	PLE529	\$ 37.03
Overflow Tank with cap, Series IIA, III 1970 on, Genuine.....	RNC430	\$ 93.74
Overflow Tank Drain Hose, Series IIA, III, 90, 110, 1970 on.....	RNC009	\$ 5.80
Cap for Overflow Tank, Series IIA, III, Genuine.....	RNC431	\$ 11.04
Cap for Overflow Tank, Series IIA, III, ProLine.....	PLC431	\$ 7.82



200 Tdi Intercooler PLC139



RNA3170



RNC017



RNC007



PLC007A



RNJ523

Cooling Parts



Does your LR3, LR4, Range Rover, Range Rover Sport L320 dash indicate "Low Coolant Level" but coolant level is fine? The most likely the culprit is a saturated float in the expansion tank. Replace with new tank that includes new float and sensor.

Intercooler Assembly, 200 Tdi, Defender, ProLine.....	PLC139	\$ 249.00
Intercooler Assembly, 300 Tdi, Defender, ProLine.....	PLQ944	\$ 249.95
Expansion Tank, Range Rover Classic, Discovery I, Defender,		
Fits 200, 300 Tdi and V8, Genuine.....	RNC007	\$ 105.37
Expansion Tank, Range Rover Classic, Discovery I, Defender,		
Fits 200, 300 Tdi and V8, ProLine.....	PLC007	\$ 38.95
Expansion Tank Aluminum, Range Rover Classic, Discovery I, Defender,		
Fits 200, 300 Tdi and V8, ProLine.....	PLC007A	\$ 219.00
Expansion Tank, LR4, RR Sport L320, (w/o cap) Genuine.....	RNJ523	\$ 147.48
Expansion Tank LR4, RR Sport L320, (incl. cap) ProLine.....	PLJ523	\$ 69.00
Cap, Expansion Tank (for RNC007, PLC007, PLC007A) ProLine.....	PLC017	\$ 7.50
Aluminum Radiator Cradle, 200 & 300 Tdi, ProLine.....	RNA0080	\$ 219.00
Upper Radiator Mount Set Defender Late Style, Galvanized.....	RNA0083	\$ 59.95
Silicone Intercooler Hose Kit Black, 200 Tdi, ProLine.....	RNA3170	\$ 89.95
Silicone Intercooler Hose Kit Black, 300 Tdi, ProLine.....	RNA3171	\$ 89.95

Thermostats

2.25, 2.6 Petrol and Diesel Series IIA-III

Thermostat 74° C / 165° F, Genuine.....	RNC276	\$ 79.52
Thermostat 74° C / 165° F, ProLine.....	PLC276	\$ 13.99
Thermostat 82° C / 179° F, Genuine.....	RNC580	\$ 69.95
Thermostat 82° C / 179° F, ProLine.....	PLC580	\$ 8.95
Thermostat, 2.6 Litre, Genuine.....	RNC421	\$ 20.44



V8 Discovery I, Range Rover Classic, Defender

PLC047

Thermostat 82° C / 179° F, Genuine.....	RNH386	\$ 21.95
Thermostat 82° C / 179° F, ProLine.....	PLH386	\$ 7.95
Thermostat 88° C / 190° F, Genuine.....	RNC047	\$ 20.64
Thermostat 88° C / 190° F, ProLine.....	PLC047	\$ 6.99
2.5 NA Diesel Defender, Thermostat 75° C / 165° F.....	RNL151	\$ 24.98
2.5 NA Diesel Defender, Thermostat 82° C / 179° F, Genuine.....	RNH386	\$ 21.95
2.5 NA Diesel Defender, Thermostat 82° C / 179° F, ProLine.....	PLH386	\$ 7.95
300 Tdi Thermostat, Genuine.....	RNL137	\$ 22.67
300 Tdi Thermostat, ProLine.....	PLL137	\$ 7.95
200Tdi Defender Thermostat, Genuine.....	RNL141	\$ 23.48
200Tdi Defender Thermostat, ProLine.....	PLL141	\$ 5.82
Td5 Thermostat assembly, 190° F, Genuine.....	RND564	\$ 58.95
Td5 Thermostat assembly, 190° F, ProLine.....	PLD564	\$ 27.00



Thermostats & Gaskets

V8 Discovery II 1999-2004

Thermostat assembly, 190° F, Genuine.....	RND564	\$ 58.95
Thermostat assembly, ProLine.....	PLD564	\$ 27.00
Thermostat assembly, Td5 (180° F, fits NAS V8), Genuine.....	RNQ028	\$ 83.08
Thermostat assembly, Td5 (180° F, fits NAS V8), ProLine.....	PLQ028	\$ 47.72

2.25 Petrol and Diesel Series IIA-III

Gasket, Top Thermostat, ProLine.....	PLC245	\$ 0.79
Gasket, Bottom Thermostat, Genuine.....	RNB573	\$ 3.74
Gasket, Bottom Thermostat, ProLine.....	PLB573	\$ 0.98
Gasket, Side by-pass, Genuine.....	RNC738	\$ 3.28
O-ring seal, Top, ProLine.....	PLC248	\$ 0.50

V8 Discovery I, RRC, Defender Thermostat gasket, Genuine..... RNC046 \$ 4.70

V8 Discovery I, RRC, Defender Thermostat gasket, ProLine..... PLC046 \$ 1.60

2.5 NA Diesel Thermostat gasket, Genuine..... RNH387 \$ 4.39

200Tdi Diesel Thermostat gasket, Genuine..... RNH387 \$ 4.39

Thermostat Kits—Complete

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 \$ 14.95

Thermostat Kit 82° C / 179° F..... PLK1582 \$ 11.95

Thermostat Kit V8, RRC 1987-1995, Discovery I, Defender..... RNK167 \$ 22.90

Spare Wheel Carrier, Towing Gear



RNA2553

Spare Wheel Carriers

The best tire carrier we've found. If you use your rear door even occasionally, you'll appreciate how this tire carrier makes access to the cargo area much easier and takes the stress and weight off of your rear door hinges. Simply open the rear door and the wheel carrier automatically swings out of the way. Smooth action is aided by a strut. Features heavy-duty tubular steel construction, hinge hardware, zinc phosphate and black polyester coated. Kit includes all necessary mounting hardware and instructions. **Fits:** Defender 90, 110 with rear door. Fits Series with modifications.

Mantec Spare Wheel Carrier	RNA2550	\$ 649.00
Swing Away Wheel Carrier, Defender Half Door.....	RNA2553	\$ 439.00
Defender Moulded Tire Cover	RNX832	\$ 259.00
Swing Gate Wheel Carrier Conversion Kit	RNA2552-1	\$ 149.95
Stainless Steel Bolt Kit, Rear Tire Carrier	RNA0155	\$ 24.00



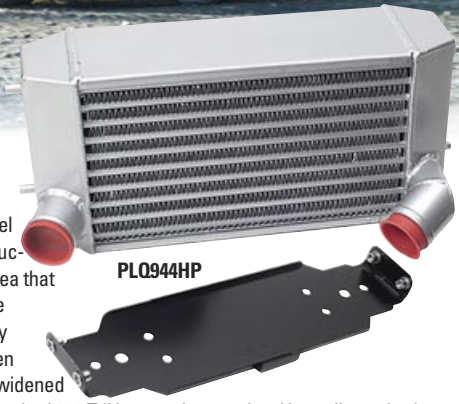
RNA2550

Performance Intercooler Assembly for 200, 300 Tdi

Up to 20% increase in power and 10% improvement in mpg!

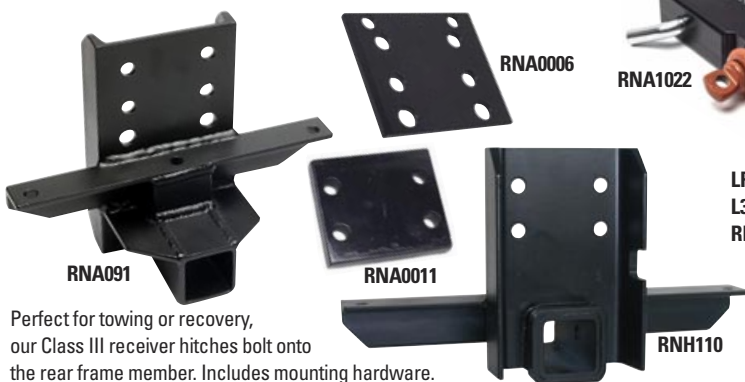
High-performance air-to-air intercooler assembly for 200, 300 Tdi diesel. Delivers up to a 20% increase in power with a 10% improvement in fuel mileage. All alloy, TIG welded construction features a 45% larger surface area that is 4.5 inches thick, combined with the latest louvered cooling fin technology creates a dense, super-cooled oxygen flow. Easy to install. Supplied with a widened side frame to allow it to fit into the standard 300 Tdi intercooler opening. Uses all standard pipe and hose connections for a stress-free installation that eliminates the usual front panel and AC modifications. Made in the UK.

Performance Intercooler Assembly for 300 Tdi	PLQ944HP	\$ 549.00
Silicone Intercooler Hose Kit, Black, 300 Tdi	RNA3171	\$ 89.95
Rubber Bushing Mount (8 required)	RNC471	\$ 0.94 Ea
Adaptor Kit for 200 Tdi Installation	PLQ944HPHK	\$ 299.00
Silicone Intercooler Hose Kit, Black, 200 Tdi	RNA3170	\$ 89.95



PLQ944HP

Towing Gear for your Land Rover



Perfect for towing or recovery, our Class III receiver hitches bolt onto the rear frame member. Includes mounting hardware.

Receiver Hitch, Defender 1984-1998	RNH110	\$ 349.95
Receiver Hitch, Defender 1999-2013	RNA091	\$ 298.95
Receiver Hitch, Series 88, 109 Civilian with Side Fuel Tank	RNA084	\$ 339.00
Receiver Hitch, Series IIA, III Military Chassis	RNA086	\$ 329.95
Receiver Hitch, Series IIA, III 109" Civilian with Rear Fuel Tank	RNA087	\$ 375.00
Receiver Hitch, LR3, LR4, L320 Sport, Genuine	RNX570	\$ 649.95
Backing Plate Defender for Rear Tow and Recovery Hitches	RNA0006	\$ 39.50
Backing Plate Series for Rear Tow and Recovery Hitches	RNA0007	\$ 39.50
Spacer Plate for Pintle Hitch	RNA0011	\$ 69.95
Bracket Tow Hitch, Range Rover P38A	RNH349	\$ 145.11
Receiver Hitch Plug, "Land Rover"	RNN397	\$ 15.47
Hitch Pin, 5/8" with clip	RNE231	\$ 4.40
Receiver Hitch Adaptor, Tow Jaw	RNA082	\$ 119.00
Tow Jaw Assembly Kit, 7,700 lb Camel Trophy Style	RNN397	\$ 119.95
Shackle Mount, 2" Receiver with Hitch Pin	RNA1022	\$ 79.95



Lift Ring Front Bumper, Series IIA and III Late Type, Genuine	RNE426	\$ 74.11
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
Tow Ring Military J.A.T.E Defender, ProLine (includes hardware)	PLK0211	\$ 27.50
Safety Pin Kit for NATO Pintle Hitch	RNA104	\$ 14.95
Trailer Towing 7 to 4-Pin Adapter, ProLine	PLS557	\$ 44.95
Trailer Towing Plug 7-Pin, ProLine	PLQ614	\$ 6.99
Harness Trailer Wiring, Discovery II, Genuine	RND241	\$ 359.00
Harness Trailer, RR Sport L320, 7 and 4-Pin Socket, Genuine	RNY037	\$ 259.55
Harness Towing, LR3, LR4, RR Sport L320, 7-Pin, Genuine	RNY038	\$ 239.95
Harness Towing RR Sport L320 2010-on, 7-Pin, Genuine	RNY039	\$ 95.31



NEW



Rovers North is not only your source for classic Land Rover parts, but also apparel and gifts that show the love for your Legacy Vehicle—and the lifestyle of adventure and exploration you've chosen to embrace. Whether you're on the trail or having a pint with friends, Rovers North has you covered in style.

Rovers North Gear



DEFENDER MINI MULTITOO AND BOTTLE OPENER

Black credit card sized Multi Tool and Bottle Opener in the shape of the Land Rover Defender. Made from steel.
RNG2225 \$ 16.95



SERIES 109 EXPEDITION BEVERAGE OPENER

Crack open your favourite beverage Rovers North style. Hand made in New England, our stainless steel beverage opener will do it every time.
RNAB01 \$ 9.25



RNG9923

RIPSTOP BAG

This light and durable stuff sack will handle a big mission's worth and features a two-layer felt applique vintage Land Rover patch and a woven flag patch. Deploy and Enjoy. 100% cotton, olive color. Dimensions: 15" H x 7.5" D.
RNG9923 \$ 24.99



OLIVE T-SHIRT

100% Cotton, available in M-XXL
TS97 \$ 44.98



HERITAGE T-SHIRT

100% Cotton, available in M-XXL
TS99 \$ 44.98



KHAKI GREEN T-SHIRT

100% Cotton, available in M-XXL
TS98 \$ 44.98



EXT294-8

TOOL ROLLS

Sand Canvas EXT294-8 \$ 71.08
Green Canvas EXT294-7 \$ 71.08



EXT294-7



LAND ROVER PATCHES

Large 7.5" x 3" Felt patch RNG9925 \$ 12.99
Small 4.5" x 2" Felt patch RNG9924 \$ 9.99



WAXED COTTON HAT

Arrive In Style! Rovers North waxed cotton hats feature Rallye Plate Logo on the front and the Land Rover logo on the back. Awesome quality, perfect for wet weather, adjustable to fit all sizes, Dark Green / Brown color.
RNH04G \$ 19.99



RNH04G



RNH2008

GRASMERE GREEN HAT

100% cotton hat featuring Land Rover patch on the front and Velcro closure.
RNH2008 \$ 34.98



RNH2007

OLIVE HAT

100% cotton hat with Velcro closure and applique Land Rover logo.
RNH2007 \$ 34.98



RNG9910

CANVAS MESSENGER BAG

A heavy-duty canvas messenger bag with licensed Land Rover applique. This bag features an adjustable strap with brass accents with shoulder or crossbody carry. Ideal for holding necessities or a small tablet (interior is 13" wide and 10" tall). This would make a great gift for any Land Rover enthusiast. Tan RNG9910 \$ 49.98



RNG9909

NYLON MESSENGER BAG

Made with a sturdy, water-resistant nylon fabric, including a licensed Land Rover logo and an adjustable strap suitable for over the shoulder or crossbody carry. Perfect for everyday carry with two-position brass snap to hold everything you need. Dimensions: 14" W x 3.5" D, 11" H. Green RNG9909 \$ 49.98

ROVERS

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ABOVE AND BEYOND



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