

ROVERS

MAGAZINE



Happy Holidays!



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Happy Holidays!



Rubber Floor Mats

Range Rover Classic 1987-1995

Short Wheel Base
Front & Middle Rubber
Floor Mat Set, Genuine.....**RNA624 \$ 153.47**

Discovery I 1994-1999

Front & Middle Rubber Floor Mat Set
Genuine.....**RNA626 \$ 179.00**

Loadspace Mat w/out Rear A/C,
Genuine.....**RNA674 \$ 169.00**

Discovery II 1999-2004

Front Rubber Floor Mat, Pair
Genuine.....**RNA708 \$ 119.00**

Front & Middle Rubber Floor Mat Set
Genuine.....**RNA676 \$ 149.00**

Rear Loadspace Mat, Full Length
Genuine.....**RNA682 \$ 268.00**

Rubber Loadspace Mat, Half Length
Genuine.....**RNA683 \$ 129.00**

Exmoor Trim Insulated Rubber Floor Mats

Series II, IIA, III

Series II, IIA, III, Front set Insulated
Exmoor Trim.....**EX844 \$ 129.00**

Series 88", Rear floor, Insulated
Exmoor Trim.....**EXT0091 \$ 129.95**

Defender

Defender 90, Loadspace Mat Insulated
Exmoor Trim.....**EXT0091 \$ 129.95**

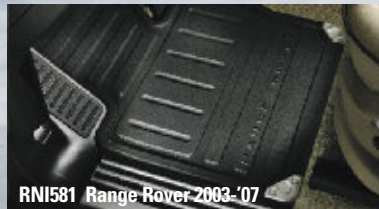
Defender 4 Cylinder, Front Mat Insulated
Exmoor Trim.....**EXT0096 \$ 89.50**

Defender V8, Front Mat Insulated
Exmoor Trim.....**EXT0097 \$ 79.95**

Defender, Moulded Rubber Mat Insulated
Exmoor Trim.....**EX6136 \$ 829.00**

Genuine Rubber Floor Mats

Defender Rubber Mat Set Front, Pre '07
Genuine (as shown).....**RNN213 \$ 148.50**



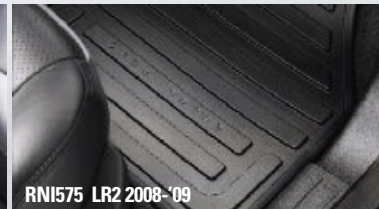
RNI581 Range Rover 2003-'07



RNI584 Range Rover Sport 2006-'09



RNI579 LR3 2005-'09



RNI575 LR2 2008-'09

Range Rover 2003-2009

Front & Middle Rubber Floor Mat Set
2003-'07, Genuine.....**RNI581 \$ 198.68**
2008-'09, Genuine.....**RNI582 \$ 198.00**

Loadspace Mat, Genuine.....RNI583 \$ 199.00

Range Rover Sport 2006-2009

Rubber Floor Mat Set
2006-'07, Genuine.....**RNI577 \$ 176.00**
2008-'09, Genuine.....**RNI578 \$ 219.00**

Loadspace Mat, Genuine.....RNI584 \$ 170.00

LR3 2005-2009

Front & Middle Rubber Floor Mat Set
Genuine.....**RNI579 \$ 179.00**
Loadspace Mat, Genuine.....RNI580 \$ 69.95

**Loadspace Mat, For use without
3rd Row Seats, Genuine.....RNL715 \$ 219.47**

**Loadspace Mat,
Semi ridged, ProLine.....RNA319 \$ 99.84**

LR2 2008-2009

Front Rubber Floor Mats Set
Genuine.....**RNI575 \$ 128.00**

**Rear Loadspace Mat
Genuine.....RNI576 \$ 119.00**



Happy Holidays!



NEW! Discovery I, II Defender Waterproof Seat Covers

EXT01827SND Discovery II, 60/40 Middle Seat

ExmoorTrim™
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Nylon Waterproof Seat Covers

from Exmoor Trim are manufactured from an exclusive waterproof material that is totally non slip. This means that you won't slide off the seat and the cover won't slide on the seating fabric. All our waterproof seat covers are specifically tailored to fit each seat. This guarantees they will enhance the interior unlike a baggy seat cover. Front covers are a one piece cover with a large rear pocket.



Discovery I

Front, Sand PairEXT01821SND \$ 109.95
60/40 Middle Seat, Sand PairEXT01822SND \$ 119.95

Discovery II

Front, Sand PairEXT01826SND \$ 199.95
60/40 Middle Seat, Sand PairEXT01827SND \$ 299.95

Defender

Front, Sand PairEXT0182SND \$ 99.50
Front, Grey PairEXT0182GRY \$ 99.50
Front, Black PairEXT0182BLK \$ 99.50
D110 SW, 60/40 Middle, GreyEXT0186GRY \$ 129.00
D110 SW, 60/40 Middle, Black.....EXT0186BLK \$ 129.00
Rear Jump Seat, Grey, SingleEXT0187GRY \$ 49.50
Rear Jump Seat, Black, Single ..EXT0187BLK \$ 49.50

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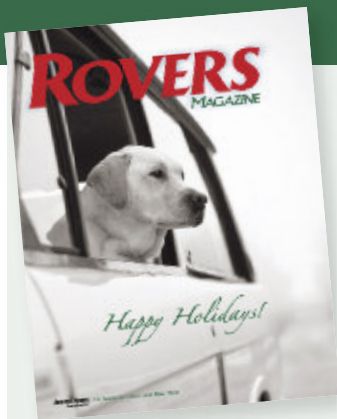
NEW! Hella Rallye 4000 LED

011002101 \$ 599.95 ea

Watch the **NEW** Hella LED video featuring Land Rover Defenders!

NEW Hella Micro 70 LED Driving Lamp Kit
H15176201 \$ 399.95

NEW Hella Micro FF LED Driving Lamp
H15176301 \$ 199.95 ea



About the cover:

Take the whole family in the Land Rover out together for a holiday season ride.

Photo: Maria Carey, Charlotte Carey Photography.



“Something old, something new, something borrowed, something blue”

Weddings bring the oddest collections of people together. Family that you didn't know you had, old cousins you've not seen since the Ice Age, and long-lost friends surface out of the mud. In this issue, we send off another correspondent and very hard-core Land Rover enthusiast to her new life. The timing of her wedding was impeccable—almost exactly 18 years to the day, I, too, found myself sent off into the great unknown of marital life.

Yes, I'm still happily married and I've learned to evolve with life's inevitable changes. Being a huge car guy, I've also witnessed some big changes in vehicle design and tried to adapt to these but, most of the time, I've wanted to straighten them out and hark back to my "old school" vehicle roots. Contemporary designers must build within safety regulations, comfort enhancements and environmental upgrades that I welcome when I, or my kids, are behind the wheel. That doesn't always result in styling or engineering that I consider "old school."

As with most tried and true enthusiasts, we're thoroughly enamored with the old school feel and functionality of Series Land Rovers and Defenders. The classic design just shouldn't be messed with—but just like the latest app for your smart phone or automotive safety feature, there is always something new and better on the horizon. It's the nature of change. And as a fellow designer, I know you just have to fritz with things; it's just the way we work.

By now I'm sure you've seen the new vehicle offerings from Land Rover: the Range Rover Evoque as well as the Defender DC100 and DC100 Sport concepts released for viewing at the Frankfurt Auto Show. Land Rover has always set the stage with industry-leading concept vehicles. Winning *Autoweek's* "Best Concept" award at the Frankfurt Auto Show, the DC100 Sport looks like it would be a hoot flat out on a sand dune. As in the creation of a new family, the new Land Rovers are not unwanted wedding party crashers; they could be very much family.

Just like a family wedding, *Rovers Magazine* brings all Land Rover enthusiasts together—old and new, borrowed or blue and everything in between. All the best from Rovers North; we hope that this holiday season brings together the entire family.

Thompson Smith, Art Director



Land Rover has unveiled two new concepts for the Land Rover Defender, the iconic go-anywhere vehicle. Named DC100 and DC100 Sport (in yellow), the two concepts showcase the direction and thinking behind the ongoing development of the new Land Rover Defender, intended for production in 2015.



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



Cool blue winter. New Fuji White 2012 Range Rover Evoque. Photos: Land Rover media.



NEW! AMSOIL Engine and Transmission Flush helps restore fuel economy, increase operating efficiency and reduce emissions in gasoline and diesel engines, and automatic transmissions. Its potent, detergent-based formula cleans sludge and deposit build-up, promoting lower operating temperatures and reduced oil consumption. AMSOIL Engine and Transmission Flush is safe on parts and can be easily disposed of with waste oil.

NEW Amsoil Engine & Transmission Flush..FLSH \$ 10.95



Letters to the Editor

Dear Rovers North,

On behalf of Texas Rovers we would like to sincerely thank Rovers North for your generous donation that helped make our 2011 SCARR event and Raffle a great success.

This year's event attracted 92 registered Land Rovers and over 170 Land Rover owners, families and enthusiasts, not only from Texas but from all over North America. Your company was recognized as a SCARR 2011 supporter at the Saturday night dinner and raffle.

Once again, on behalf of the entire Texas Rovers leadership we thank you for your generous contribution.

Staci Angel and Chris von Czoernig

Texas Rovers SCARR 2011 Event Coordinators

[Thank you, Staci and Chris, for your hard work on making the event so successful. We look forward to the 2012 SCARR! -ed.]

Dear Rovers North,

I'm submitting this as every article I send seems to wind up in the trash bin!

I'm very upset with the new Range Rover [Evoque]. It's the end of an iconic era. God help us Land Rover lovers. If you think I'm going to run around in a vehicle that looks like a giant stepped on it, equipped with wheels and a grille that look like a rolling circus, and with a 4-cylinder sewing machine as a motor—no way! Immediately our family is going to purchase a pre-owned Range Rover to complement our existing 1996 Land Rover Discovery. Rovers North will be responsible for keeping both Rovers in parts forever. They're the last of an era!

Richard Gerhardt, North Palm Beach, FL

[The Range Rover Evoque certainly takes Land Rovers in a new direction, Richard, and it's hard to imagine one pulling hay trailers around a farm. The Discovery took Land Rover into a new arena back in 1989, too, but it proved to be a lifeline for the company. Meanwhile we'll keep stocking and sourcing parts for all the classic Land Rovers -ed.]

Dear Rovers North,

Enclosed is a photograph of an older Land Rover, located on Route 11 between Nicholson and Hop Bottom, PA. Martha Franklin, Kingsley, PA

[Thanks, Martha. We certainly hope that someone will rescue it and put it back to work -ed.]

Dear Rovers North,

I recently acquired my D1 project and was very happy to find Rovers North! Les was just a big help on the phone, thank you Les! My beast came to me missing some lug nuts and I was finding that they are around \$16 each! Les helped me get a whole car set Friday afternoon and they arrived on Saturday—the next day! Thanks again, we will be talking again soon.

Greg Kessler, South Yarmouth, MA

[As you can see from the letter below you'll find many Land Rover enthusiasts on Cape Cod, Greg. We're delighted that you found us—let us know what we can do to help you get the most out of your Discovery -ed.]

Dear Rovers North,

Thanks for putting out Rovers Magazine. I read every issue cover to cover. By the way, will the parts selection for LR3 and LR4s be expanding? I have a 2006

LR3 and as it increases in mileage, I'd like to be able to order parts from Rovers North. Thanks again for a great magazine.

Keith Richardson, Falmouth, MA

[Rovers North coordinates with Land Rover UK to support all models at the end of their product cycle; the LR3/4 models are still in their production cycle. We look forward to providing parts support for you in the future, too -ed.]

Dear Rovers North,

My 1970 Series II-A and I just spent two long days in the woods cutting, hauling and splitting firewood. I now have a 7-foot diameter, 7-foot tall tower of wood in my driveway. We're in the mountains of North Carolina and I have some steep terrain to cover. "The Mule" did awesome hauling the heavy loads while taking a few shots; one mud flap was ripped off and my dent in the left rear quarter panel is a little bigger now. Thanks for hosting a great forum and for stocking parts. I'm about to place an order to get the Mule ready for winter.

Pat Brown, Banner Elk NC

[There are few vehicles as capable as a Series Land Rover for working the woods, Pat. We're glad we can help you keep warm this winter -ed.]

Dear Rovers North,

You are doing a great job with Rovers Magazine. I enjoy every issue. Thanks for all the great service I get when I order for my Defender 90 or Range Rover P38. Keep up the good work!

Pat Harris, Wilton, CT

[Thanks, Pat. What a fine collection of Land Rovers you have -ed.]

Dear Rovers North,

Thanks for all you do. Keep up the great work!
John Belt, Topeka, KS

Dear Rovers North,

Thanks again for the great parts for my '87 and '88 RR Classics!
Scott Battle, Scottsdale, AZ

Dear Rovers North,

I've enjoyed the magazine over the years. It's a great read.
Henrik Owenmark, San Francisco CA

[Thanks, John, Scott and Henrik. We appreciate your enthusiasm for Range Rover Classics, too -ed.]

Dear Rovers North,

I was the poor sap that won the trials at MAR this year with a score of 10 in my '62 Series II 88", yeah, the one who forgot to put his name on the scorecard! Very nice course this year—best since the horse track (I built that one for you guys!) I just replaced the steering components in my Series and you guys were the only ones that still had the OEM steering track rods in stock! If it weren't for Rovers North I'm not sure how many trucks would still be at the MAR and our trials event. I've heard from some that your prices are high, yet when my father and I rebuilt our '97 Defender and '65 109 the total cost from Rovers North was much lower, with a higher content of OEM parts than any other company we priced.

Lyle McMullan, Robeson, PA

'62 series II, '97 D-90, '76 101 FC, '96 Disco (X2), '99 Disco, '90 Rangie, and '65 109

[Wow, Lyle, what a fabulous collection of Land Rovers! I hope you scored as well at the Robeson Trials in October -ed.]



Product Features

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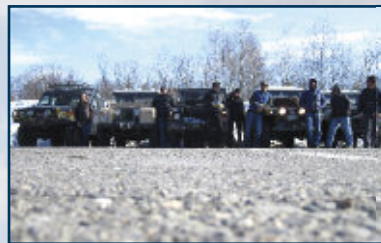
2011 Solihull National Rally
Text and photos:
Taylor Congleton

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Rocky Mountain Odyssey
Text & Photos: Rik Olsen

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2011 Maine Winter Romp
Text: Jeff Aronson
Photos: Carlos Melo, Ingrid Sjulander, Nordel Gagnon

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2011 Mid-Atlantic Rally
Text: Arthur Patsouris
Photos: Jason Lavender, Arthur Patsouris, Taylor Congleton

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Off-Roading The Company Way
Text: Colin Hughes

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Background photo: Colorado Rocky Mountain High. Follow our coverage of Land Rovers at the 2011 Solihull National event, starting on page 6. Photo: Jordan Blasé



A A cross-country flight is a remarkable thing. Starting from anywhere on the eastern seaboard, and barring visibility-inhibiting clouds, remarkable terrain changes take place in just a few hours.

A country that took two hundred years to settle can be quickly surveyed during this fly by. I only mention these details to underscore the tremendous terrain changes that occur—rolling eastern mountains, sweeping plains that transform into a featureless mass of green and brown crop fields, and lastly, an especially barren, occasionally hilly expanse that stops at the foot of the Rockies. The featureless flat land certainly creates contrast and a dulling of the senses that serves to shock the viewer as the Rockies come into view. Those mountains are huge—I can't stress that enough—and yes, I know this has nothing to do with Land Rovers. After passing the Front Range, we quickly overtake the San Juans and descend into the Montrose-Telluride area in style.

Montrose Airport greets us with a demonstration of Rovers North logistics excellence. Our loaner 110 has been stashed here, keys in place. It sits amongst the other nameless auto shapes looking strong and ready, flanked by Red Mountain Rovers Defender 130 and another strategically placed Range Rover Classic, both on-site for the National Rally. In convoy with the Classic our 110 ascends the San Juans toward Telluride for one night of respite for the occupants before beginning the journey to Breckenridge. After raiding Erik Dalton's supply hut (an off-roader/outdoor enthusiast's dream manifest into reality) we depart the next morning under clear skies in convoy with T. Congleton Rovers customer Peter Iovanella and his Range Rover Classic. Five hours later we arrive in Breckenridge, having enjoyed along the way such highlights as South Park, Colorado, and a few wayward towns in-between.

Breckenridge is the quintessential Colorado ski town. The beautiful central town is built around a river and promenade area flanked by the local ski resort. It's a little bourgeois for our Land Rover crowd upon first inspection, but it's only the base camp and I don't judge the off-road event by the town. Registration is conveniently close to the hotel, and the cocktail hour is our first chance to see old friends and get acquainted with new off-road buddies. Being a representative from Rovers North always garners more recognition than I'm used to, but I quickly get the hang of it.

The thing about a cocktail hour at an off-road event is that we are all really hankering to go off-road, and yet are inside at the cocktail hour. Complimentary beverage coupons are quickly exhausted, as everyone gets ready for an early night and rise the following a.m. for trail day.

At 7 a.m., we assemble in an overflow parking lot belonging to the ski area and begin a lively jumble of vehicle line formations, highly uncontrolled and with vehicles joining one trail group only to abandon it after being goaded by their buddies or seizing the op-

Text & Photos: Taylor Congleton

[Taylor Congleton owns and operates T. Congleton Rovers, a Land Rover restoration and repair shop. He represented Rovers North at the 2011 National Rally in Breckenridge, CO —ed.]

Left to right: Jordan Blasé, Taylor Congleton.

Background: Vehicles descending from Crystal Lake, CO



2011 Solihull National Rally

“Those mountains are huge, can't stress that enough, and yes I know this has nothing to do with Land Rovers.”

portunity to join a line with their friends. I have a bit of a moment when my selected group mourns our 110s departure and we join a secondary group. A former Rover owner has brought his midsize Chevy SUV and is insisting on staying in line behind my 110.

Besides the principle of it being a Land Rover event, this gentleman could easily have ridden with his friends. I declare that all pictures of our group will be useless with him in the middle of our line, predictably though he has no interest in riding at the front or back of the group. Making the call, I abandon group one for group two.

Our new home is a smattering of mid to light modified Disco 2s, Defenders and Disco 1s, and the odd Range Rover Classic. Trucks around us are dressed to the nines in Rovers North gear, so we quickly feel at home. We depart town and after a few mile journey begin an off-road ascent that will eventually clear in a

dramatic view of the local mountain range.

Predictably, I make the first real blunder of the day. Having been coached and spotted flawlessly through a section of trail resembling a bobsled or luge track, I round the corner to find an area with no spotters; trying to keep momentum the TDI and I power through, and quickly encounter a problem. The truck we are driving is named "Gumball" for having the distinction of being the slowest car ever, we think, to complete the Gumball 3000 rally. Besides this, she has a 2" lift, roof rack, roof top tent, awning, two jerry cans of fuel on top and 25 gallons of water, and is sneakered with 265 BFG all terrains. Top heavy is an understatement.

As I round the corner, the unique square sidewall of my tires affords no lateral bite and my ass end slides into the middle of the trail. An awesome, yet puckering wheelie ensues. I decide not to drive out and we have a good time winching. My shame is less-



Left to right: Discovery IIs at a mining camp; View of lower Crystal Lake; Defender's flanking Crystal Lake.



Left to right: Proud tool roll display; Family conference before trails; Rocky Mountain Goat family on trail.



Background: Overlook of Breckenridge Ski Resort.



Taylor negotiates a v-gully rock formation in Jordan Blase's RoW Defender 110; Nick Koentges' 1995 Range Rover Classic near old mining ruins; European badges mounted on Land Rover Series left front wing.

ened as two more trucks, this time with spotters, soon drive into the same hole. We quickly meld as a group and utilize safe recovery techniques: weighing down the winch line, gloves, and an overall recovery command spotter for the pulls. The finish of the climb reveals breathtaking mountain views—my poor command of the English language cannot do them justice so I won't even try. We eat a quick snack lunch, pose for pictures and begin descent. The rest of the afternoon is lost to picking out a good dinner place, avoiding glossy tourist traps always, and an early retirement for rest.

In the a.m. it is obvious that I am not the only one whom has an inability to sleep at altitude. Charged up on coffee and the cool morning temperatures we again play musical Land Rovers and join up into selected lines. Friday seems like a good day to take it easy and I decide to focus on a scenic trail with the capacity for product shots and spectacular views of the surrounding area. The off-roading is delightfully uneventful; the views are stunning. Something about the Rockies makes surrounding mountains seem very close—a rock outcropping above looks to be only 150 yards away. I quickly scramble for it, only every step up makes it recede further and further above me. After retrieving a lost lung, I eventually make the outcropping, realizing I have travelled at least a 1/4 mile from the trucks. Lesson learned.

As we traverse a strong ridgeline we encounter numerous mining ruins. The waywardness of these structures boggles the mind. Miles from anywhere and easily above 10,000 ft. it is a stretch to imagine what type of life the miners endured—no engines of any sort, frigid temperatures and stubborn mules to contend with. The only upside I can see is that most miners seemingly travelled with prodigious amounts of bacon. The roads we are travelling are all former mining two tracks, and our full coil suspensions are offering a much plusher ride at greater speeds than the miners could have ever hoped for. We stumble upon a family of mountain goats playing on a sheer cliff. I quickly realize why they are called mountain goats; they are playing around on near vertical cliff faces with a total lack of regard for the thousand footfalls that await a misstep. I delight in noticing that their ascent techniques are very reminiscent of Mark Letorney's school of off-road. I flashback to,

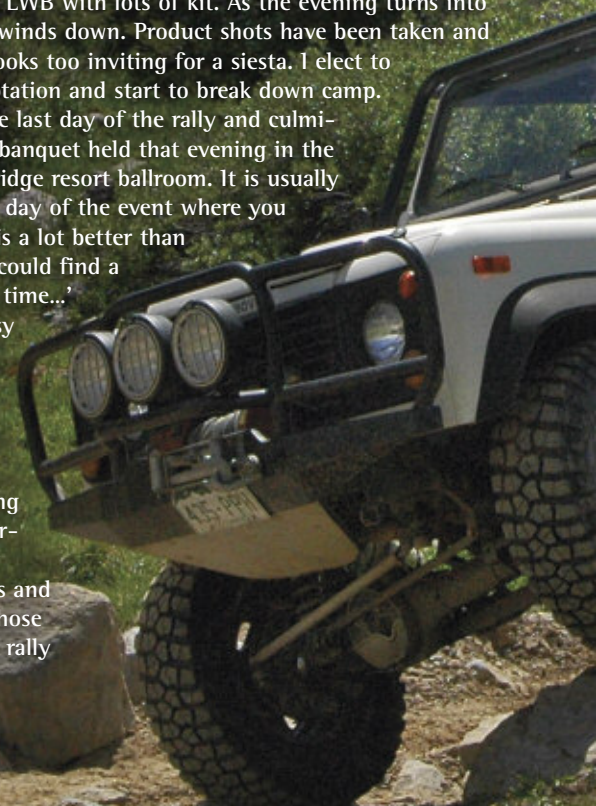
"Momentum, it's all about momentum, Mr. Congleton."

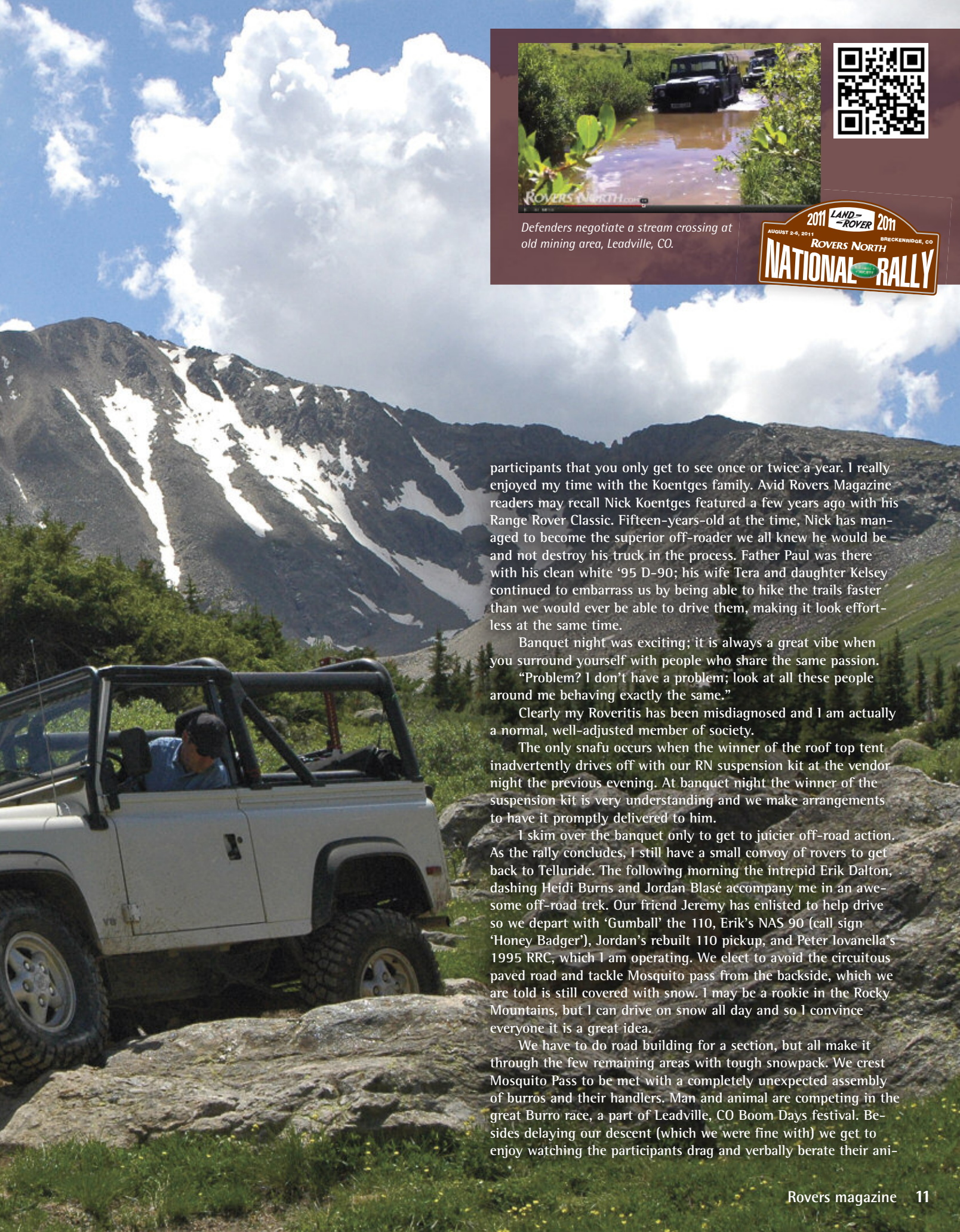
Clearly these goats have spent some time at our off-road school. Alas, this terrain is much less forgiving and there is no back up and redo for the goat that doesn't make the climb.

The day's trail ends early and preparations are made for the vendor event. Having not reserved a space for Vendor Night I anticipate an incognito appearance with camera in hand, and a 110 parked quietly amongst the other Land Rovers. I keep getting waved through by the parking attendants and quickly end up driving through the vendor area. Everyone seems to expect us there so I roll with it and take a prominent position next to the raffle tent. Having scored a choice set-up spot I go for full show mode and setup the EEZI AWN tent, Rovers North banner, and a little Rovers North table for distribution of our stickers and the latest copy of Rovers Magazine. Staying close to the 110 with water bottle in hand, I enjoy the enthusiasm of all attendees and admire the raffle truck—a 1995 RRC LWB with lots of kit. As the evening turns into twilight the event winds down. Product shots have been taken and the roof top tent looks too inviting for a siesta. I elect to eliminate the temptation and start to break down camp.

Saturday is the last day of the rally and culminates at the event banquet held that evening in the Village at Breckenridge resort ballroom. It is usually the third or fourth day of the event where you realize, 'Gosh this is a lot better than working—if only I could find a way to do this full time...' Anyway, the fantasy continues I'll let you all know when it happens.

We conquer Crystal lakes trail early in the morning and spend the afternoon congregating around the vehicles and catching up with those few customers and rally





Defenders negotiate a stream crossing at old mining area, Leadville, CO.



participants that you only get to see once or twice a year. I really enjoyed my time with the Koentges family. Avid Rovers Magazine readers may recall Nick Koentges featured a few years ago with his Range Rover Classic. Fifteen-years-old at the time, Nick has managed to become the superior off-roader we all knew he would be and not destroy his truck in the process. Father Paul was there with his clean white '95 D-90; his wife Tera and daughter Kelsey continued to embarrass us by being able to hike the trails faster than we would ever be able to drive them, making it look effortless at the same time.

Banquet night was exciting; it is always a great vibe when you surround yourself with people who share the same passion.

"Problem? I don't have a problem; look at all these people around me behaving exactly the same."

Clearly my Roveritis has been misdiagnosed and I am actually a normal, well-adjusted member of society.

The only snafu occurs when the winner of the roof top tent inadvertently drives off with our RN suspension kit at the vendor night the previous evening. At banquet night the winner of the suspension kit is very understanding and we make arrangements to have it promptly delivered to him.

I skim over the banquet only to get to juicier off-road action. As the rally concludes, I still have a small convoy of rovers to get back to Telluride. The following morning the intrepid Erik Dalton, dashing Heidi Burns and Jordan Blasé accompany me in an awesome off-road trek. Our friend Jeremy has enlisted to help drive so we depart with 'Gumball' the 110, Erik's NAS 90 (call sign 'Honey Badger'), Jordan's rebuilt 110 pickup, and Peter Iovanella's 1995 RRC, which I am operating. We elect to avoid the circuitous paved road and tackle Mosquito pass from the backside, which we are told is still covered with snow. I may be a rookie in the Rocky Mountains, but I can drive on snow all day and so I convince everyone it is a great idea.

We have to do road building for a section, but all make it through the few remaining areas with tough snowpack. We crest Mosquito Pass to be met with a completely unexpected assembly of burros and their handlers. Man and animal are competing in the great Burro race, a part of Leadville, CO Boom Days festival. Besides delaying our descent (which we were fine with) we get to enjoy watching the participants drag and verbally berate their ani-



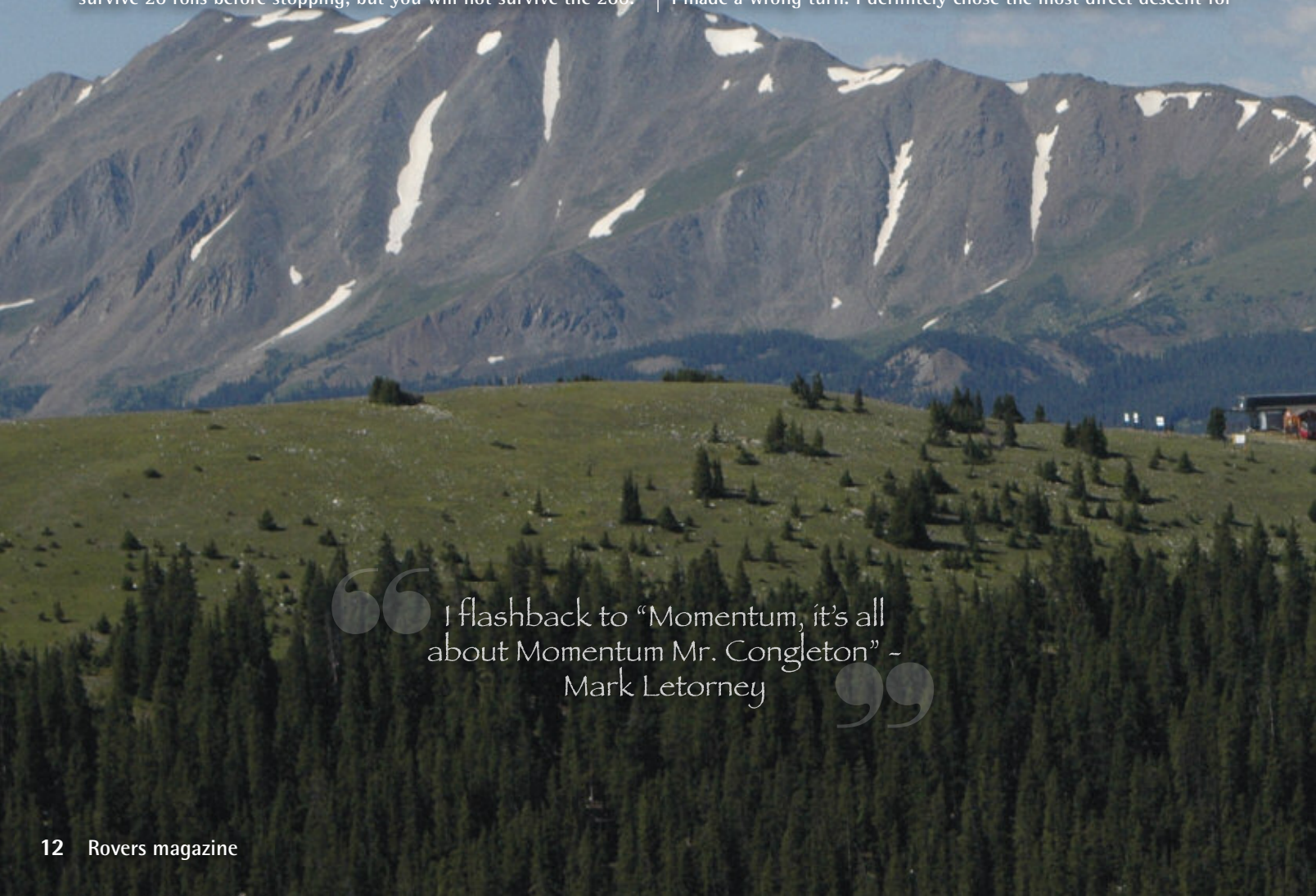
Left to right: Happy camper; Solihull Society Grand Prize raffle—Range Rover Classic; Taylor & EEZI-AWN tent; Happy family; Proper Rovers North sticker placement.

mals up one side of the 12K pass and back down to Leadville. I now know firsthand how stubborn a mule is and the saying is no underestimation.

During a break in the racers we begin a quick descent. Taking care to pull over and shut off motors before animals are encountered, we gingerly make our way down the mountain. The road is the definition of a cutout, used for over a hundred years by wagon and horse rider alike, cut out of the mountain shale and impassable in winter. If we misplace a tire we have the opportunity for a slide/fall/rollover of many thousands of feet. I approximate it like this: back east a rollover is usually a one or two roll affair, and I feel good about my chances of walking away from those. In the west, I categorize the rollover count as a 20 or a 200. You may survive 20 rolls before stopping, but you will not survive the 200.

For the purposes of imagination, a roll is more like tumble/endo/freefall. We were certainly looking at a 200 scenario. Now I don't mind a fun ride, but it would kill me to ruin a good Defender like that.

As lead vehicle (somehow my previous two ascents of this pass make me the most qualified) I scout the two tracks that look safest and most travelled. The idea is to avoid the various notches and side trails that lead to an abandoned mine hole on the mountain face or a track that has been wholly removed by an avalanche; these sections are usually just out of view around the next corner. For the majority of the descent I choose wisely. Remembering which way I drove this mountain last year proves challenging, especially as I'm now descending in the opposite direction. Turns out I made a wrong turn. I definitely chose the most direct descent for




“ I flashback to “Momentum, it's all about Momentum Mr. Congleton” ~ Mark Letorney ”



the last mile, but it was not the “trail.” I realize this when I reach the bottom and see the lone “do not enter” sign riddled with bullet holes. My cohorts have already started descending and stopping them now is a moot point. Wishing not to rattle them I just keep quiet and calmly ask them to continue downwards over the 2 meter radio. We make it and get great pictures in the meantime. While my shortcut has bypassed a large majority of the trail, I’ve bypassed much of the burro traffic also. Rolling through the mine ruins and into Leadville, I feel satisfied with the days “pucker factor.” We elect to choose paved roads for the remainder of trip back to Telluride.

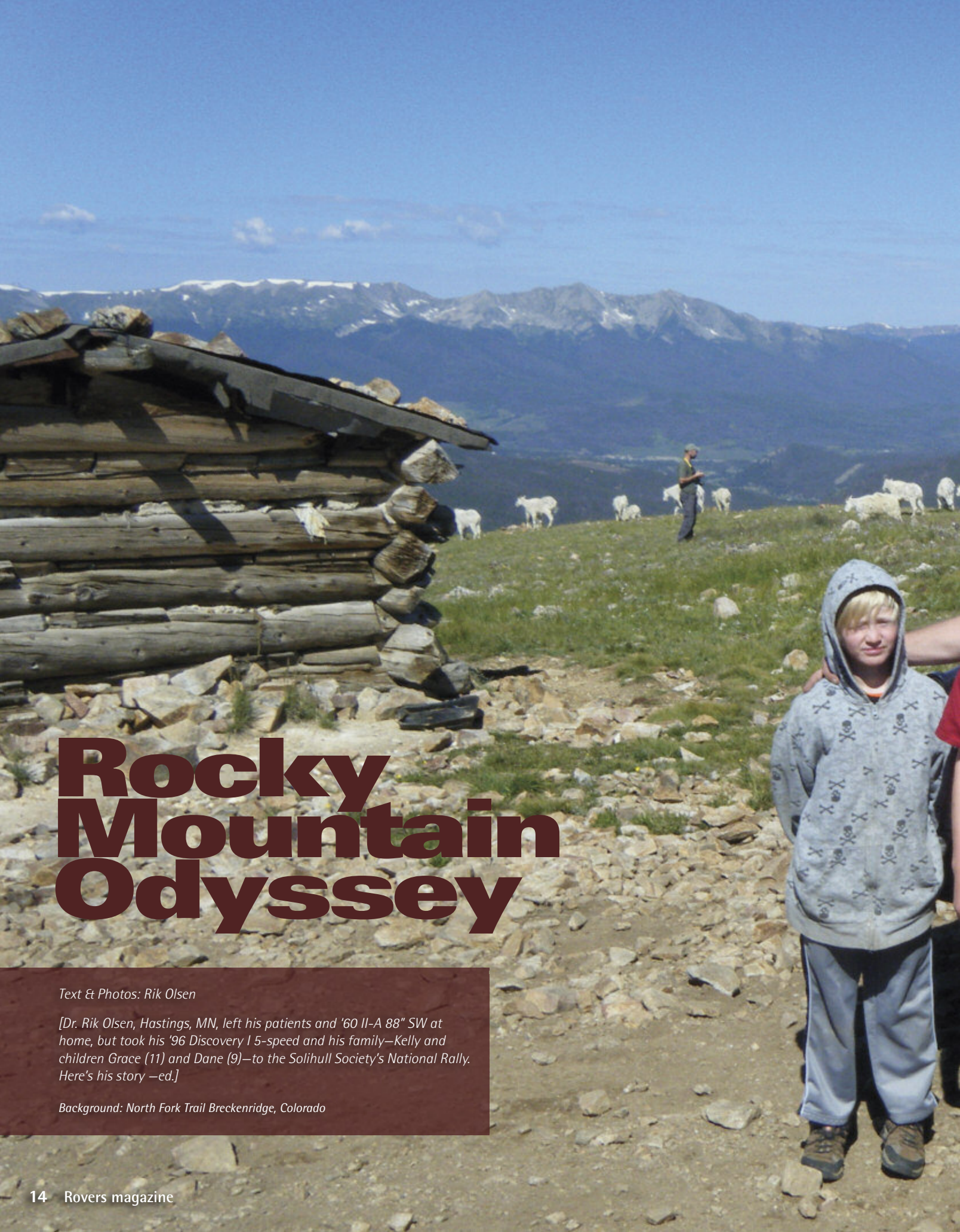
I leave you with this borrowed phrase from a sign at my favorite outdoor gear shop in Telluride, “Find a path that captures your heart, and follow it until the end.”

Time is short; keep moving, do good work and we’ll see you on the trail. 



Family interview in Breckenridge, CO





Rocky Mountain Odyssey

Text & Photos: Rik Olsen

[Dr. Rik Olsen, Hastings, MN, left his patients and '60 II-A 88" SW at home, but took his '96 Discovery I 5-speed and his family—Kelly and children Grace (11) and Dane (9)—to the Solihull Society's National Rally. Here's his story —ed.]

Background: North Fork Trail Breckenridge, Colorado



I hoped that most of my bad luck had been all used up before the trip started; a reprogramming of a used ECU by Eric at Expedition Autoworks finally ended three weeks of misfiring, but I still had the problem of the rusted side body mounts and in-operative air conditioning. The fact that neither could be repaired in time only added to the spirit of adventure!

Our Grand Tour involved driving me to a medical conference in Snowmass, then enjoying the National Rally in Breckenridge, and finally taking the long way home via South Dakota [visiting Mt. Rushmore] before arriving at the Minnesota Land Rovers yearly picnic at Gilbert, MN.

The Discovery felt quite hot inside as the heat index in Iowa at night reached 110 degrees, but the temp gauge stayed in the normal range. The swimming lake felt downright hot. I thought the heat got to the truck the next day when it felt quite tippy on the road; pulling over I found the left rear tire almost leaving the hub! One lug had spun completely off. I had flashbacks to when I actually did lose a tire from the same location on the 1960. I tightened them all down and we ran quite stable the rest of the trip.



Driving into Colorado brought back many memories. We passed the “space ship” house, had to down shift to 3rd to get up the hills and saw no mountain goats from the highway. Visiting Aspen during my conference I found every other car to be a late model Range Rover—strange place, but an excellent local brewery and pizza joint!

Heading to the National Rally, we elected to take the scenic route via Independence Pass. The impressive side drop offs made for magnificent views. We arrived late in the day in a cold heavy rain. As always, the reception by the Solihull Society members felt genuinely warm and inviting. I enjoyed the chance to shake hands with some old friends.

The first Camel Trophy moment came that night setting up the tent. I had remained dry until I raised my arm and introduced rain-



water from my open cuff. My wife and I lost feeling in our fingers; the kids picked on each other in the back seat. The late, cold, tired and crabby family retired to a burrito restaurant. There I tried to warm up, eat and to talk the family into getting back to the tent in the cold rain instead of going to a hotel. Back at tent, there was a small puddle in the tent as the roof bag had leaked. We fought to get the driest part of open sleeping bags!

After the cold night and a good breakfast we took the trail with Jesse as the leader and joined Jim Hall, his girlfriend Linda, and her son with his girlfriend. We crept up a long pass to Crystal Lake where Jim had brought sleds for the early August snow and Linda had a looking glass to stare into the depths of the crystals found in the local rocks. We eventually made it back to the campsite for a lunch of manifold heated veggie dogs and a rest. Then the wind picked up and nearly lifted the tent Wizard of Oz style

off the ground! We staked everything again and put all of our kit in the tent. Then we were off to the hotel for the cocktail party. These Solihull people really know how to organize so the event was a real kick!

We hurried to meet up with John in his Red Defender 110 RHD Diesel for the Wheeler Lake run. This had some more challenging sections where I was hopping over rocks and over V shaped grooves. We reacquainted ourselves with Chris and her AA Yellow Defender 90. We climbed some serious rock faces and crept along the trail intermittently over run by a stream. The final stage resembled a bowling ball hill that lead to the great opening of the lake. We were well above the tree line and had plentiful snow. A snowboard track down one snow face let us know we weren't the first ones there this season.

As we descended the trail we confronted a Rover convoy as-



Left to right: Campsite set-up at Peak 1; Rob down the "V" at Wheeler in his Defender 90. Background: Line-up on the way to Wheeler.





Left to right: Lunch at the top of Wheeler; Chris right behind on Bowling Alley on Wheeler; More on Bowling Alley; Water crossing with toy Land Rovers.



We wound our way up past more abandoned mines to a well-stocked, empty cabin at the very top of the mountain. This looks to be shelter for skiers or hikers lost anyone lost up high. Apparently fuzzy white mountain goats liked it too because we saw them everywhere. The hardest part was to remind the kids that the goats were not just like a nice neighbor's dog; those horns meant business!

The final evening's banquet included a raffle of a rebuilt Range Rover Classic with all donor parts and workmanship. I didn't win it, but I did sit across from the fellow that did (radius of fame and six degrees of separation).

The next day we packed up and made our way across Wyoming southwest corner, driving through winds that made me think the Discovery's side windows would be blown out. Over the next few days we explored the bison heard ranges, local hot springs, a mastodon excavation site, nosy wild donkey herds and vast carvings such as the Crazy Horse monument and Mount Rushmore. We also found ourselves in Sturgis for their Bike Week—a wild event.

On the way back, we met up with friends and explored the Black Hills, down trails through dense forests and along dry stream beds. With another big dent in my ARB, I picked my way through the rocks. We then found a way out up a very steep dirt covered climb; yes, it was a dead end, but it reminded us that what counted was the journey, not the destination.

At the Minnesota Land Rover picnic my front driveshaft finally gave up the ghost; those must be the most difficult four bolts to remove in the whole truck! An auction of off-road accessories raised over \$500 for my dream of purchasing a Land Rover ambulance for patient transport in rural Ilula, Tanzania.

Our two-week trip proved fantastic and we're making plans now for the 2012 National Rally at Moab. As the Grateful Dead sang, "Back home, sit down and patch my bones, and get back trucking on!"

[Note: for more information on Rik's fund-raising, visit www.ilulahealth.org —ed.]

ending the same route. They graciously moved aside, and we continued slowly down. Right at the end where the old mine still stands our leader's wife sheared the front prop shaft bolts on the lifted, armored white Defender 90. Of course, John carried spares. Then we had a steering rod break on a Gold Discovery Series II. Of course, John had a welder on board, so an hour later we resumed our descent.

After this, we took a "day off." Kelly read and rested while the kids biked all around the campsite with friends new and old. How kids can pick up with each other and make a great day out of doing nothing should provide a lesson for us old people. I spent some quality time under the Discovery re-hanging all three of the exhaust mounts with plumber's tape. Inspection of the lateral body mounts showed they had pressed yet deeper into the rusted metal—ah those Minnesota winters! I also went through and got all of the outside lights working. That's almost bragging. We still made it to the vendor event outside, enjoying the lovely weather climbing around the roof tents and eyeing the mods and accessories.

The next day included an easier route up to the North Fork.

I searched in vain for a tie. It's no real surprise that I couldn't find one; the biggest surprise was that I needed one at all.

During my professional life at UVM and as a consultant in the 1990's, I routinely knotted up a tie. No planned obsolescence for me; I bought the same ones every few years at Brooks Brothers when their predecessors wore out. I know I wore one to a family funeral in 2004—so where were the handful of ties I still owned?

The need arose because I received a wedding invitation, the first one in a long time at which I wasn't asked to serve as the bartender. The invitation came from Hallie Vail, a *Rovers Magazine* correspondent, and Matt Hawkes, a Land Rover technician and off-road enthusiast. It would be a wedding of Maine's Land Rover aristocracy. Hallie, who is ridiculously stunning, rarely returns from any Land Rover event with her Rover intact. Matt, who is ridiculously handsome, can repair any model Land Rover. Hallie works as a middle school guidance counselor; Matt serves as a firefighter/EMT in Portland, ME. Land Rovers mean so much to them that their honeymoon plans include the Maine Winter Romp in February followed by a trip to the Caribbean.

Attending the ceremony would require me to drive at night, and that meant replacing my balky alternator. I noticed that the generator light did not illuminate with the key turned to "on." I checked the bulb and it proved fine. According to my multimeter, my alternator did not appear to charge up the battery when the car was running.

Dozens of Land Rover enthusiasts have told me how they removed the connector, sprayed contact cleaner and cleaned the spades, and then reinserted the plug. Naturally this failed to work for me.

Years ago, when Rovers North offered a special on alternators, I bought one which promptly did nothing but gather dust. I was quite chuffed to find it and assumed the swap out would be simple. The nuts and bolts holding the alternator in place came off slickly enough and I bolted up the new one. Then I leaned over the open engine compartment and tried to plug in the connector to the alternator. No matter how hard I tried, the plug would not match up with the spades on the alternator. Rovers North offered a conversion kit that included the plug, so I bought it, but that didn't work either. Finally, I crawled under the car again and took a small screwdriver to check the spades hidden from view. That's when I felt a small spade bent over to one side—probably by some nitwit trying to force a plug in blind instead of checking it before he bolted it back to the car. Prying it to one side I plugged in the connector. I started up the car and checked the alternator output with the multimeter, the replacement now completed successfully.



Behind the steering wheel

I dusted off the blue blazer, the one with the Land Rover lapel pin, found a clean shirt and reminded myself how to tie a tie. Cleaning me up took some time; cleaning the Land Rover required much more time. Just how I accumulated so much grunge and junk in my Series II-A baffled me, but it took quite some time to empty out the detritus and wash out the seats and interior mats. When I arrived on the mainland, I took the Rover to a carwash and spent many quarters on the exterior. Then I used a gas station bathroom to change into my wedding outfit.

Hallie and Matt held their wedding at a historic church in West Falmouth, ME. While the site meant a great deal to the Hawke's family history, I did not even know there was a West Falmouth. I stopped to get fuel and a guy watched me climb back into the Rover; "Whoa, a tie and a Land Rover. What a combination!" he said. I felt like a toff.

At the Falmouth exit off the Maine Turnpike, I asked the toll taker if he knew of West Falmouth and he gave me general directions. Miles later, my first hint that I might be in the right area was the sight of Steve Alexander, a Land Rover service technician, coming down a road in the opposite direction. If the church wasn't back there, we

agreed, we should turn around and go the other way. We arrived at the church where Nate Vail, Hallie's brother and chief usher, pointed me towards a parking lot filled with Land Rovers across the street. Nate proved himself as ruthless as a New York City club bouncer, sending some very nice German sedans

and a restored '58 Corvette into another parking lot so that only Rovers would occupy the elite parking spots in front of the church.

The Land Rovers that filled the parking lot became eye candy for new arrivals and passers-by; what few knew was that Chip Perkins and Amory Baker—during a "one night stand" had bolted up one Series Rover just to have it ready for the wedding. I don't know what amazed me more, the stunning lineup or the sartorial splendor of Land Rover friends. Hallie noted that, "they clean up good, just like Rovers do."

I'm rather confident that for Hallie and Matt's minister, this was the first time he had spoken the words "Land Rover" in a sermon. Since the wedding program included a Land Rover oval on the cover, he had little choice. I winced when he referred to the Land Rover life as a "hobby"—I mean, who wants their life's passion to be reduced to a "hobby"?

The Land Rover convoy led the procession to the nearby Falmouth Country Club. As we entered the grounds I could only thank the Vail's for choosing this spot. Except for some golfers in the way, the hills, sand traps and tree-lined verges would make for a fun, non-damaging night run off-road course. Wedding favors at each table included a chocolate Land Rover oval logo and a bar of soap, the latter presumably for washing up after working on your Land Rover. The delicious meal for the event came courtesy of Steve Johnson's [NAS Defender 90 purchased from Matt Hawkes] Moat Mountain brewpub in North Conway, NH.

An evening of dancing and drinking meant that one topless 109" remained behind in the country club parking lot that night. When Bob Vail, Nate and Matt Hawkes went to retrieve it the next morning, they found themselves without a key, forcing Matt to hot wire it in order to return it to its rightful owner. I'm sure it's with relief that Bob Vail surveyed the golf course from the parking lot and found no evidence of off-road excursions by his guests.

May the joy of Maine's Royal Wedding carry over to Hallie and Matt, and to all readers, this holiday season. //



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Defender 1993 - '97, Rear door wiper blade, ProLine.....	PLC948	\$ 6.90
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Discovery I 1994-'99, Front Wiper Blade, ProLine	PLW116	\$ 3.99
Discovery I 1994-'99, Front Wiper Blade with spoiler (driver's side), Genuine.....	RNW117	\$ 9.26
Discovery I 1994-'99, Rear Wiper Blade, Genuine	RNW103	\$ 13.30
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RR P38A 1995-'02 , Front Wiper Blade, Genuine.....	RNW107	\$ 19.95
RR P38A 1995-'02, Front Wiper Blade, ProLine.....	PLW107	\$ 10.95
RR P38A 1995-'02, Rear Wiper Blade, Genuine	RNW118	\$ 15.95
RR P38A 1995-'02, Rear Wiper Blade, ProLine.....	PLW118W	\$ 15.70
RR P38A 1995-'02, Headlamp Wiper Blade, Genuine.....	RND223	\$ 14.66
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RR L322, 2002-'09, Rear Wiper Blade, Genuine.....	RNI126	\$ 36.22
RR L322, 2002-'09, Rear Wiper Blade, ProLine	PLI126	\$ 12.95
RR Sport, 2005-'09 , Front Wiper Blade, Genuine	RNH781	\$ 28.95
RR Sport, 2005-'09, Front Wiper Blade, ProLine.....	PLH781	\$ 19.95
RR Sport, 2005-'09, Rear Wiper Blade, Genuine.....	RNI747	\$ 39.89
LR3, 2008-'10 , Front Wiper Blade, Genuine	RNH781	\$ 28.95
LR3, 2008-'10, Front Wiper Blade, ProLine	PLH781	\$ 19.95
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LR2, 2008-'10 , Front Wiper Blade, Drivers side, Genuine.....	RNI742	\$ 22.95
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Front or Rear (each) flap onlyRNA652 \$ 24.50

Discovery I

Front pair, molded style w/hardwareRNB312 \$ 109.00

Front pair with hardware styled w/logo, flexible, Genuine

Front pair with hardware, plain, flexible, ProLine

RH, Front flap only, flexible

LH, Front flap only, flexible

Rear pair, w/hardware, flexible, Genuine

Rear pair, w/hardware, flexible, ProLine.....

Range Rover P38A

4.0 / 4.6, Front pair, molded.....

4.0 / 4.6, '95-96, Rear pair, molded

4.0 / 4.6, '99-on, Rear pair, molded.....

Discovery II

RH, flap only (each) Front or Rear, molded

LH, flap only (each) Front or Rear, molded.....

Series 88, 109 Regular

Rear pair, styled w/logo, flexible

Front, without logo, flexible, ProLine.....

LR2

Front pair with hardware, molded

Rear pair with hardware, molded

LR3 up to '09

Front pair with hardware, molded

Rear pair with hardware, molded



Defender 90

LH Rear with hardware, flexible (fits RoW Defender 90 only).....

RH Rear with hardware, flexible (fits RoW Defender 90 only).....

Defender 90, 110

Front pair, with hardware, without logo, flexible

LH front with hardware, flexible.....

RH front with hardware, flexible

Defender 110

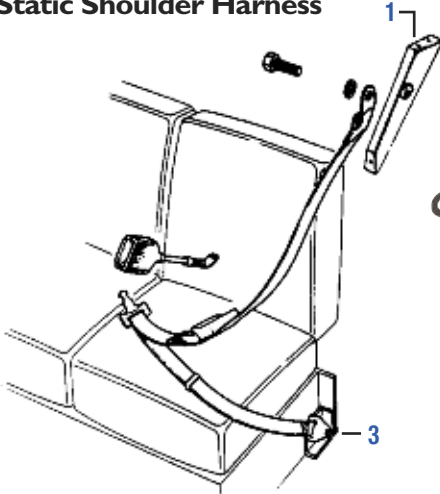
LH Rear with hardware, flexible.....

RH Rear with hardware, flexible

All, Rear pair, styled w/logo, flexible



Static Shoulder Harness



Static Shoulder Harness Kit

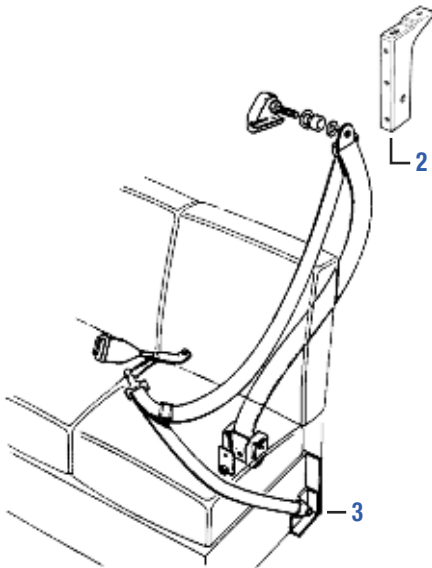
3 Point Series IIA & III, RH or LH PLF353 \$ 61.95



Upper Defender Seat belt Bracket for Hard Tops

Upper RH RNC112 \$ 8.41
Upper LH (Driver) RNC113 \$ 8.54

Inertia Shoulder Harness



Genuine Inertia Shoulder Harness Kit

Includes bottom mounting bracket.

RH front, Defender RNI873 \$ 200.16
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Series & Defender LH or RH reel, buckle & hardware. PLF370 \$ 79.95



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Upper RH RNB963 \$ 48.95

Upper LH (Driver) RNB964 \$ 48.95



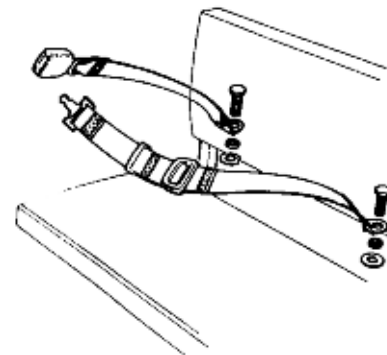
Bottom Series & Defender Seat Belt Bracket

Bottom RH RNB898 \$ 29.80

Bottom LH (Driver) RNB899 \$ 29.80



Static & Inertia Lap Belts



Static Lap Belt

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Genuine (not shown) RNF234 \$ 103.89



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Includes stainless steel hardware - Sold in pairs.

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 Defender 90, Silver.....RNA6550 \$ 74.50
 Defender 110, Black.....RNA6551B \$ 79.50
 Defender 110, Silver.....RNA6551 \$ 89.50

4 Sill Protectors

Includes stainless steel hardware - Sold in Pairs.

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

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 Defender Standard, Satin Black, RH.....KBX4111R \$ 109.95
 Defender Premium, Brunel Silver/Java Black.....KBX4431L \$ 139.00
 Defender Premium, Brunel Silver/Java Black.....KBX4431R \$ 139.00
 Defender Premium, Satin Black/Brunel Silver.....KBX4121L \$ 119.95
 Defender Premium, Satin Black/Brunel Silver.....KBX4121R \$ 119.95

Defender Hi-Force Top Air Intake Set

- Sports styling, strength, & improved air flow
- Includes stainless steel woven wire filter mesh
- Unique multi step louver design provides improved airflow for greater heater efficiency and improved engine bay cooling
- Quality injection moulded ABS products designed with attention to detail
- Easy to fit using stainless steel Torx head screws for added security and finish - Torx screws & Driver Bit are included
- Sold as a pair

Suitable for: all Defenders

Hi-Force Wing Top Set, Defender, Satin Black KBX5101.....\$ 119.95
Hi-Force Wing Top Set, Defender, Brunel Silver KBX5401.....\$ 139.90

NEW GEAR!



KBX4111R



Defender Grille & Lamp Surround Kit



Stainless Steel diamond pattern woven wire backing premium mesh for the grille panel.

Grille Facia Kit Defender, Satin Black Premium KBX3121 \$ 399.00
Grille Facia Kit Defender, Brunel Silver Premium KBX3421 \$ 519.00

TerrafirMa

Serious 4x4 Accessories



Dakar Wheel



Beadlock Wheel

NEW TerrafirMa Beadlock Alloy Wheels

This super strong TerrafirMa alloy wheel is rated at 1300kg per wheel and with the unique 'bead lock ready' outer rim (sold separately - RNA100L) providing incredible rock damage resistance and protection. **Fits: Defender, Discovery I, RR Classic.**
Beadlock Alloy wheel, 7"x16", 20mm offset, anthracite, bead lock ready. RNA100A \$ 289.00 ea

NEW TerrafirMa Bead Lock Kit

Set of 4 specially machined alloy rings designed to clamp the tire in place preventing it from being pushed off the rim at very low inflation pressures. The ring is machined in such a way that it centralises the tire on the wheel so that balancing is possible, something not usually achievable with other bead lock systems. The bead lock ring kit also includes alignment dowels and a full set of allen key cap head bolts and lock nuts. The bead lock ring is recessed reducing rock damage to the bolt heads. The bead lock rings are powder coated anthracite grey with discreet TerrafirMa logos. Also available as singles.



Bead Lock Kit Set of 4, anthracite RNA100L \$ 699.00
Bead Lock Ring Single, anthracite RNA101L \$ 188.00

NEW TerrafirMa Dakar Wheels

Influenced by the rugged and stylish wheels used on Dakar rally raid vehicles the new TerrafirMa Dakar wheel looks amazing in either satin black or silver and is super strong with a massive 1450kg load rating.

The Dakar wheel is a 12 spoke wheel with built in valve protection against rocks and ruts and is suitable for the heaviest off road use when fitted to Land Rover Defender, Discovery 1 and Range Rover Classic.

With +33mm off set the TerrafirMa Dakar wheel allows large diameter tyres to be fitted without compromising steering lock as well as giving a wide stance appearance to your land Rover. **Uses original alloy wheel nuts.**

Dakar Alloy wheel, 7"x16", 33mm offset, matte black. TF105 \$ 299.00 ea
Dakar Alloy wheel, 7"x16", 33mm offset, silver. TF104 \$ 299.00 ea



TerrafirMa 2 Inch Lift Spring Spacer Sets

Increase the body clearance to allow the fitment of really big tyres as well as provide an additional 2" (50mm) of lift to your suspension. These simple spacers bolt between the coil spring and the axle and can be the perfect way to lift the vehicle to the desired ride height when the load or equipment carried exceeds even the heaviest rated coil springs. It must be noted that bump stop spacers or extended bump stops may be required to prevent the coil spring from becoming coil bound (fully compressed) on full compression. **NOTE: If fitting TF516, TF517 only, CALR2 Castor Kit is needed.**
Fits: Defender, Discovery I, RR Classic.
Front Spring Spacer Set TF516 \$ 69.99
Rear Spring Spacer Set TF517 \$ 69.99

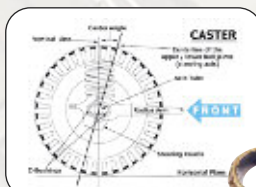
TerrafirMa Cranked Rear Radius Arms

When Land Rovers are lifted the rear radius arm to chassis bushes become strained, further suspension drop out can be restricted by the lack of movement in the bush. To relieve the strain and to improve suspension flex fit cranked rear radius arms. TerrafirMa rear radius arms are made from super tough 1 3/8" diameter x 3/16" wall thickness CDS tubing.

Fits: Defender, Discovery I, RR Classic.
Cranked Rear Radius Arms TF509 \$ 245.00



NOTE: If fitting TF508 Front Radius Arms, CALR2 Castor Kit is not needed.



TerrafirMa 3 Degrees Front Radius Arms

Realigns caster angle for correct front axle steering and handling geometry. Designed for 3-4 inch suspension lifts. Sold as pairs.
Fits: Defender, Discovery I, RR Classic.
Front Radius Arms TF508 \$ 499.95



Castor Kit

Caster Correction Bushes. An inexpensive way to restore positive caster angle to a vehicle lift with 2-3 inches. Set of 4.
Fits: Defender, Discovery I, Post '86 RR Classic.
Front Radius Arms CALR2 \$ 129.95

TerrafirMa

Serious 4x4 Accessories

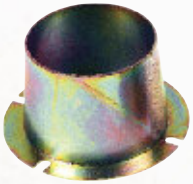
TF512



TerrafirMa Rear Shock Lowered Mount

Lowered rear 2 inch shock mounts. Bolt to your chassis in place of factory mounts, lowering your rear shocks 2 inches. Sold as pairs. **Fits: Defender, Discovery I, RR Classic.** TF512 \$ 79.95

TF501



TF510



TerrafirMa Coil Spring Dislocation Cones

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

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

TerrafirMa HD Spring Retainers

Heavy duty coil spring retaining plates. Sold in pairs.
TF505 \$ 19.50
TF507 \$ 10.95
Defender 110 SRP107 \$ 10.95



TF507

TerrafirMa Rear Top Shock Mount re-locators

This is an alternative kit to TF512 allowing the original rear top shock mount to be bolted 2" (50mm) lower on the chassis. The mounting bracket lowers the top shock mount to give greater axle articulation. Attaching the shock lower on the chassis allows greater axle articulation. Lowering your shocks can reduce the amount of upward or compression movement and may require the fitment of bump stop spacers and/or extended bump stops.
TF518 \$ 48.50



RNA504

TerrafirMa HD Shock Tower Set 10" Anodized

Tubular front shock turrets are stylish, much stronger and less liable to rusting through than the original pressed steel cone type and they also allow you to show off your TerrafirMa shocks!

Available in standard height RNA504 or lowered height -2" (-50mm) TF503 which allows more suspension drop out with standard length shocks. Lowering your shocks can reduce the amount of upward or compression movement and may require the fitment of bump stop spacers and/or extended bump stops.

10" HD Shock Tower RNA504 \$ 139.45
8" HD Shock Tower TF503 \$ 129.00

TerrafirMa Rock Sliders with Tree Bars

Sold in Pairs

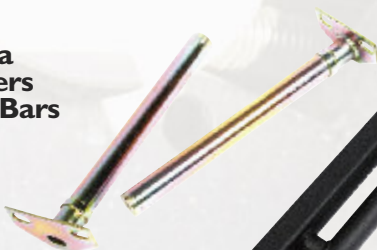
Defender 90
With Tree Bars
TF801 \$ 399.00

Defender 90 Galvanized
with Tree Bars
TF801GALS \$ 429.00

Defender 110
Black with Tree Bars
TF810 \$ 499.90

Discovery I
Black with Tree Bars
TF807 \$ 699.00

Discovery II
Black with Tree Bars
TF809 \$ 699.00



TF801

TerrafirMa Wheel

7"x16", bead lock ready, shown painted white.
RNA100A \$ 289.00



RNA502

TerrafirMa HD Securing Rings for Front Towers

Sold as a pair. RNA502 \$ 36.00



Differential Guards

Range Rover P38A
Discovery II 2003-'04 Front
DIFF03 \$ 179.00

DIFF03



DIFF01AA

Range Rover Classic, Discovery I & Defender
Front or Rear - Galvanized
DIFF01AA \$ 79.95 ea

Discovery II (non-ACE only)
Front DIFF02AA \$ 79.00

Featured in July 2011 Issue



Aluminum Traction Sand Mat

60" x 17" - Sold in pairs RNP1004 \$ 389.00
Sand Track Mount Bracket
Sold in pairs RNP1004MB \$ 99.90

Receiver Hitch Adapter for Tow Jaw

For 2" receivers
RNA082 \$ 69.00



Shackle Mount

For 2" Receiver w/Hitch Pin
RNA1022 \$ 49.98



Tow Jaw Assembly

7,700 lb Camel Trophy Style
By Dixon Bates
RNF408 \$ 89.90

Rock Sliders

Sold in Pairs

Mantec Defender 90
with jack points.
Black powder coated
RNA1001 \$ 399.00

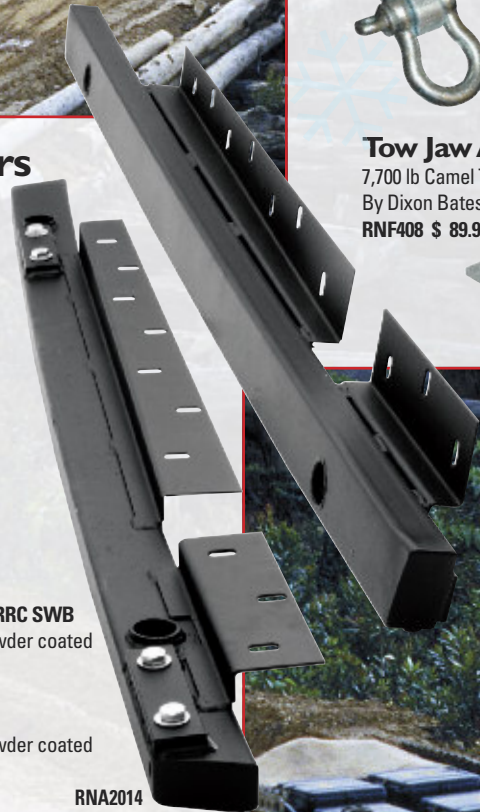
Mantec Defender 110
with jack points.
Black powder coated
RNA1005A \$ 422.00

ProLine Series II-III 88"
Galvanized
RNA1011 \$ 395.00

Terrafirma Discovery I & RRC SWB
with jack points. Black powder coated
RNA2014 \$ 589.00

Terrafirma Discovery II
with jack points. Black powder coated
RNA1117 \$ 599.00

RNA2014



Rovers North Front Alloy Skid Plates

Range Rover Classic & Discovery I
Front Alloy Skid Plate RNA4111 \$ 469.00
Discovery II Front Alloy Skid Plate RNA4117AA \$ 459.00
Defender Front Alloy Skid Plate RNA4113 \$ 439.00



BURKE'S CORNER

December 2011



Me of Y

Left: Dan, Jon, and Seth in the Land Rover Series 88", circa 1978.

Below: Bill, exercising a Chevy LUV 2WD in the sand.



By Bill Burke

[Bill Burke, Fruita, CO, operates Bill Burke's 4-Wheeling America, one of the foremost off-road instruction specialists in the US. Enjoy his reminiscences –ed.]

This year brought many personal milestones: 43 years of owning and using my 2-burner Coleman stove, 40 years since high school, 36 years since my Army service, 35 years of life with Rachel, 32 years living in Colorado, 25 years of 4-Wheeling America, 20 years since the Camel Trophy, 17 years driving my Defender 90 and more recently, the birth of my beautiful twin granddaughters!

With a new year ahead of us, join me in strolling down the green oval path of memory lane.

Back in 1961, a friend of my dad's took me for a ride in his Land Rover. This guy showed me all the knobs and levers that gave him the "8 forward speeds and 2 reverse" along with an overdrive. What was all that he just said?! Didn't matter, that early Series II-A 88" safari top hooked me into Land Rovers.

Many Matchbox model Series Rovers later, I became a Boy Scout led by a couple of cool guys with 4-wheel drive vehicles. Growing up with the Everglades as my backyard, I considered airboats and swamp buggies as "second cars" in my neighborhood. On my first day as a Boy Scout, my troop leader drove up in a Ford Bronco Roadster with open doors, bucket seats and a 289 cu V-8.

The other troop leader, named Fred Custer, arrived in his Land Rover. He put dual tires all around the 88" and would run through the swamps far better than any Jeep, Scout or Bronco. Dan, in his Bronco,

gave Fred a run for the money, but the duals really made the little 88" seemingly invincible. Before a campout, a couple of us senior patrol members helped Fred install the dual tires front and rear. We used spacers for the front: 9:00x16's on the inside and 7:50's on the outside—that way he could steer. Then we helped swap a Salisbury (or maybe an ENV?) axle (from a 109" donor) with dual 9:00's to the rear. We got to be pretty quick with the changeover; a couple hours and bam, out to the swamps for camping, chasing 'gators and hooking bigmouth bass. Cattail fritters with frog legs, bass eggs, wild greens and coffee—now that's Florida campin, ya'll!

One time Fred called me to help get his buddy's Jeep unstuck from the swamp. We just drove around the stuck Jeep, through the swamp pushing water with the headlights! Water covered the seat tops of the Jeep. We used a ship towing rope (my first experience with kinetic ropes for recovery) attached to the frame mounted hooks and just yanked the Jeep (dead stick) right out of the hole and onto dry land where we had to drain the engine, transmission, transfer case, etc.—you know the drill.

Man, a Rover seemed the only way to go in my mind. It offered far less hassle than a Swampbuggy—cool looks, able to leap tall buildings in low gear and an aluminum body so the Florida moisture wouldn't rust it. Yeah, buddy! Since I was still a kid and couldn't af-

ford a Land Rover, I stuck with my Honda 450 for the trips to Key West and up the eastern seaboard!

The draft sent me into the Army, through which I spent the next three years traveling around, jumping from perfectly decent aircraft, getting big army vehicles unstuck and driving some of the coolest rigs in the world. The UK army guys seemed awfully proud of their military lightweights, which proved much more stable than our M151 heaps!

My GI Bill benefits sent me off to college, usually riding my '51 Harley Panhead in the Florida rain! Trips to Key West and even Toronto were a bit rough on the rigid hardtail. When Rachel and I start dating we needed to find a vehicle to supplement the Harley. One July day in 1977, Rachel looked through the newspaper under "cars" and asked, "What's a Land Rover?" Grabbing the paper from her

Memories of Years Past

hands I called the number. Yes, the 1967 SIIA 88" is still available! \$900 later, Rachel and I drove away a pristine, garage-kept 88" formerly owned by a geologist who needed a family wagon for a new child.

Over the years we loaded that old Rover with our boys, canoes, Harley parts, camping gear, friends, dogs, prized possessions when moving, and racked up over 200,000 miles traveling all over the US.



Bill, Jon and dogs in the '67 Land Rover, circa 1978.

Our trip in 1979 to Colorado stands out in my mind. I'd like to think that the 88" opened so many friendly doors along the way. We met some other people in Arkansas who wanted us to join their commune. We stayed with some folks in western Tennessee on their subsistence farm where we helped clean and process chickens and hogs to be sold at market. In southern Kansas we worked for a hay baler; and then we landed in the mountains of Colorado just in time for the first snow-storm. Yep, a couple of Florida kids stuck at 10,000 feet in an early snow. I still credit Rachel to this day for being such a good sport and sticking it out with me. We learned about snow chains and carefully drove the 88" down to Denver to ride the winter out.

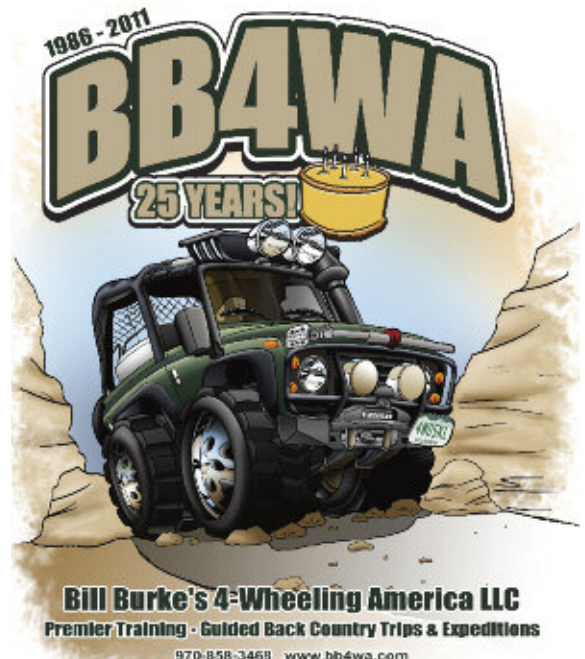
Along the way we experimented with Dodge Power Wagons ('59/'67), Jeeps ('74/'86) and finally, we found our destiny—a new

1994 Defender 90 (original owner 190 miles) at a local used car lot. When we bought that green beauty Rachel said to me, "Now I feel like we have the right rig for Bill Burke's 4-Wheeling America!" In 1995, we found our 1987 Range Rover with 250,000 miles on another used car lot. We were set until Rachel decided she wanted her own Range Rover with air conditioning and heated seats. Luckily, we found a re-ally clean 1995 Range Rover Classic online. Most of the miles on the D90 and the '87 Range Rover have been off-road miles; given my business you could say they are actually only driven to and from school.

It has been a long journey, but I don't think we would have done it any other way. We have been very happy being part of the 4-wheeling community and the Rover family. I don't really mind the "nice

Jeep" comments—and I do like the ease of maintenance and ultimate reliability of my Rovers. They are still kinda' old school, but with modern features—like disc brakes and fuel injection. The old 88" went to my brother-in-law for a California movie project and we haven't seen it since; it is probably parked on some farm in Carmel.

Rachel and I wish the best for your 'wheeling days! May the mud be deep, the rocks nasty and the sand soft. May your winch line pull you true, your jack lift you up and your yank rope stretch smoothly. Thanks for all your support over these past 25 years of BB4WA. I've immensely enjoyed teaching, guiding and sharing with you all. Have a great holiday season and Happy New Year. //



P.O. Box 430, Fruita, CO 81521 USA
970-858-3468 bb4wa@bb4wa.com





Happy Holidays!

Heavy Duty 3/8" Alloy Recovery Loops & Chain Ends

Professional quality exceeds Land Rover vehicle load and winch capacity requirements. Made of rust-free alloy, essential for safe recovery.



3/4" "D" Shackle
Essential for attaching a tree strap to winch cable or recovery strap to vehicle.
RNP0120 \$ 16.95



Recovery Ring
Versatile tool for winching and vehicle recovery. Dimensions are 41/2"x 65/8".
RNR1800 \$ 29.00



Choke Ring
Allows you to lock on to a chain link. For use with recovery strap or winch.
RNR1756 \$ 17.95



Pear Ring
Similar to recovery ring in a smaller size. Focuses winch hook or strap shackle to one end.
RNR1753 \$ 16.75

pewag



Slip Hook w/Latch
Absolute finest quality alloy recovery hook available. By Pewag of Austria.
RNR1755 \$ 49.00



Slip Hook
Ideal for working with downed trees. Smooth design, allows chain to tighten without catching on obstacles.
RNR1750 \$ 20.95

pewag



Grab Hook
Locks into chain links to form a non-slip loop. Built in skid guards maintain a firm connection. By Pewag of Austria.
RNR1754 \$ 29.35



Fixed Clevis
Install on the end of your chain and hook combination to create the ultimate in versatility.
RNR1752 \$ 19.99

Turn your Hi-Lift Jack into a winch!

Hi-Lift Off-Road Gear Kit

- Includes:**
- Winch tensioner
 - 8 ft tree strap
 - Custom nose attachment
 - Pair of leather gloves
- ORK \$ 55.95



Snatch Blocks
Used to double the pulling power of your winch and to aid in angled pulls.
ARB 9000 Ultra-light 10100020 \$ 119.00
Warn Snatch Block RNC713 \$ 97.95



Alloy 3/8" Sling Hook with Latch
Can be attached directly to a master link, chain, wire rope, or synthetic slings.
RNR2022 \$ 78.50



ARB Sport Camping Chair 10500100 \$ 58.95



ARB Tree Protector, 10 ft ARB730 \$ 43.95
ARB Tree Protector, 16 ft ARB735 \$ 54.95
ARB Strap Tree Protector Recovery ARB200 \$ 55.60



ARB Snatch Strap, 17,600lb ARB705 \$ 69.95
ARB Snatch Strap, 24,000 lb ARB710 \$ 76.95
ARB Snatch Strap, 33,000 lb ARB715 \$ 109.95

ARB Strap Kenetic Energy Recovery 8000 ARB201 \$ 59.80
ARB Recovery Damper ARB220 \$ 39.95

ARB Speedy Seal
Tire Repair Kit
10000010 \$ 42.95



ARB Snatch Block ARB209 \$ 89.95



ARB D Shackle, 19,000 lb ARB207D \$ 14.95



ARB E-Z Deflator Kit ARB505 \$ 49.95



ARB Winch Extension Strap, 9,900 lb ARB720 \$ 88.29
ARB Winch Extension Strap, 17,600 lb ARB725 129.50

Lift-Mate

Lift directly from the wheel
LM100 \$ 37.95



Jack Adapter

For use with Hi-Lift Jacks only. Fits into receptacles located on Defender chassis, rock sliders & winch bumpers offered by Rovers North.
PLA908HL \$ 59.00

Hi-Lift Jack Cover

Black Neoprene.
NJC \$ 24.95



Hi-Lift Jack Base

Use for soft ground.
ORB \$ 36.50



Marlow Kinetic Rope

Exclusively issued by the British Military for Land Rover use. Far superior to recovery straps. Requires securely fastened recovery hitches for safe use. Kinetic Rope 24mm diameter x 8m, 12,030kg (26,500lb) military rating. KRR001 \$ 129.00

Plasma Winch Rope

The best plasma ropes available. Safer and stronger than wire.

3/8" Plasma Rope; 100'
RNR2021 \$ 279.00

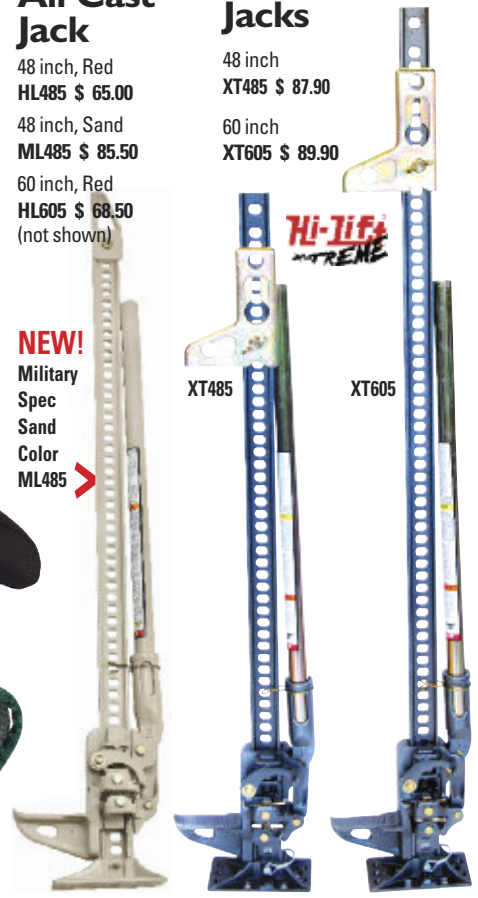
5/16" Plasma Rope; 125'
RNR2011 \$ 259.00



Hi-Lift All Cast Jack

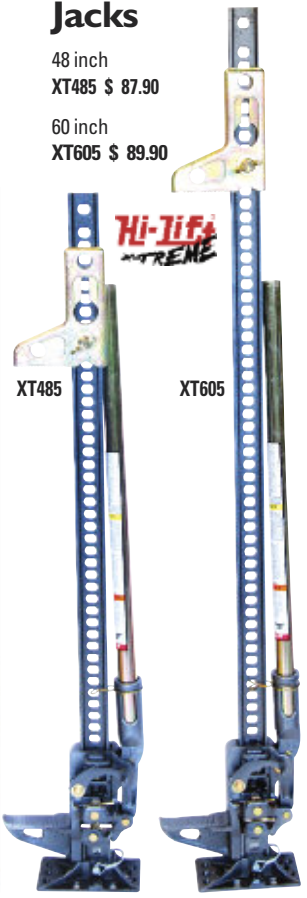
48 inch, Red
HL485 \$ 65.00
48 inch, Sand
ML485 \$ 85.50
60 inch, Red
HL605 \$ 68.50 (not shown)

NEW!
Military Spec Sand Color
ML485



Hi-Lift X-TREME Jacks

48 inch
XT485 \$ 87.90
60 inch
XT605 \$ 89.90



NEW Quick Fist

One Piece Rubber Clamps Great for Roof Rack Equipment

1. Mini Quick Fist .62-1.3" dia.

Holds objects from 5/8" to 1 3/8" (16 to 32mm) in diameter. Each clamp supports a safe working load of 25lbs (11 kilos). 2 clamps support 50 lbs (23 kilos). 2 Clamps Per Package. 30050 \$ 6.99

2. Quick Fist 1"-2.25" dia.

Holds objects 1" to 2.25" (25 to 57mm) in diameter. Each clamp supports a safe working load of 25lbs (11 kilos). 2 clamps support 50lbs (23 kilos). 2 Clamps Per Package. 10010 \$ 9.50

3. Super Quick Fist 2.5"-9.5" dia.

Holds objects from 2.5" to 9.5" (64 to 240mm) in diameter. Each clamp supports a safe working load of 50lbs (23 kilos). 2 clamps support 100lbs (45 kilos). 1 Clamp Per Package. 20020 \$ 9.99

4. Quick Fist XL 28"

Two 14" (356mm) separate straps hold round objects up to 15" (381mm) in diameter. Holds equipment measuring up to 28" (711mm) in linear distance. Each clamp supports a safe working load of 150lbs. (68 kilos) with a break-strength of 300lbs. (176 kilos). Two clamps support 300lbs with a break-strength of 600lbs (272 kilos). 2 Clamps Per Package. 60060 \$ 21.99

5. Quick Fist, 2.75"-3.25" dia.

Holds objects from 2 3/4" to 3 1/4" (70mm to 83mm) in diameter. Each clamp supports a safe working load of 50lbs (23 Kilos). 1 Clamp Per Package 50050 \$ 9.50

6. Quick Fist Long Arm .5"-4.5" dia.

Holds objects from 1/2" to 4.5" (13mm to 114mm) in diameter. Each clamp supports a safe working load of 50lbs (23k). Break strength is 120lbs (55k). 2 Clamps Per Package. 40010 \$ 16.50



Buy Quick Fist Clamps
www.roversnorth.com/quick-fist

Tough & Reliable Suspension Choices for On and Off-Road



25 1/4"

Bilstein



25 1/2"

OME



25 1/2"

TerraFirma Big Bore



28"

TerraFirma Pro Sport



28"

Pro Comp

Displayed to extended length to demonstrate actual size differences.



ES9000 + 2 inch Raised Shock Kits

Nitrogen gas

charged shocks with two inches of extra travel. (Designed for off-road performance for vehicles with raised suspension of two inches or less). Excellent all around ride quality and handling. Shock sets include bushings and optional poly vinyl dust boots in black. Sold as set of four.

Discovery I 1989-1999

Front & Rear Shock KitPCS9030 \$ 199.00
Steering Damper.....PLS122 \$ 44.50

Range Rover Classic 1987-1993 with coil suspension

Front & Rear Shock Kit.....PCS9050 \$ 199.00
Steering Damper.....PLS122 \$ 44.50

Defender 90/I I 10 1983-1998

Front & Rear Shock Kit.....PCS9020 \$ 199.00



Pro Sport + 2 inch Shocks

Exclusively designed for off-roading Land Rovers.

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

Discovery I 1989-1999

Range Rover Classic 1987-1993 w/coil susp.

Defender 90/I I 10 1983-1998

Front and rear shock kitRNK722 \$ 289.00

Discovery II 1999-2004

Front Pro Sport + 2" Shock, eaRNA127 \$ 69.99

Rear Pro Sport + 2" Shock, ea.....RNA128 \$ 69.99

Steering Damper

Discovery I 1989-1999, Range Rover Classic 1987-1995

Steering DamperRNA811 \$ 60.90

Defender 90/I I 10 1983-2010

Steering DamperRNA832 \$ 60.90



ES9000 Standard Length Shock Kits

These Pro Comp ES9000 dual action nitrogen gas shocks in-

corporate a twin-tube cellular gas design that prevents foaming and reduces shock fade to improve the ride quality of leaf spring suspension. Shock sets include bushings and optional poly vinyl dust boots in black. Sold as set of four.

Series II, IIA, III

Front & Rear shock kit 109"PCS3109 \$ 189.00
Front & Rear shock kit 88"PCS3088 \$ 189.00

Discovery I, Range Rover Classic, Defender 90/110

Front & Rear Shock Kit.....PCS9000 \$ 199.00

Steering Damper

Series II, IIA, III, 88", 109"

Range Rover Classic

Discovery I.....PLS122 \$ 44.50



Big Bore Expedition shocks

Developed specifically for fully laden working Land Rovers.

Features include: 76mm body, twin tube design • 50mm internal bore and piston

• 20mm double chromed shaft • High temperature oil fluid

• 2.5mm outer shock tube wall thickness

• 14mm mounting pins. Superior all around performance. Sold as set of four.

Discovery I 1989-1999

Range Rover Classic 1987-1993 with coil suspension

Defender 90/I I 10 1983-1998

Front and rear shock kit.....RNK721 \$ 299.00

Steering Damper

Discovery I 1989-1999

Range Rover Classic 1987-1993

with coil suspensionRNA811 \$ 60.90

Defender 90/I I 10 1983-1998RNA832 \$ 60.90



OME Nitro Charger Sport Standard Length Shocks & Steering Dampers

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

Series IIA, III

Set of four shocks, 88"	OMESK88	\$ 359.00
Set of four shocks, 109"	OMESK109	\$ 359.00

Defender 90/110 1983-2002

Set of four shocks.....	OMESKDEF	\$ 396.00
Steering Damper	OMESD32	\$ 84.50

Discovery I 1994-1999

Set of four shocks.....	OMESKDS1	\$ 396.00
Steering Damper	OMESD11	\$ 89.00

Discovery II 1999-2004

Set of four shocks.....	OMESKDS2	\$ 396.00
Steering Damper	OMESD02	\$ 84.50

Range Rover Classic 1987-1995

Set of four shocks.....	OMESKRR	\$ 379.00
Steering Damper	OMESD11	\$ 89.00

Range Rover P38A

Set of four shocks.....	OMESKP38A	\$ 329.00
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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 1inch. Great off-road, fair on-road. Includes 4 OME Nitro Charger Sport Shocks & 4 OME springs. Imported from Australia. Standard Length.

Defender 90 1984-2002

Standard Duty	OMED90K1	\$ 759.00
Heavy Duty.....	OMED90K2	\$ 758.00
Steering Damper	OMESD32	\$ 84.50

Defender 110 Station Wagon 1983-2002

Standard Duty	OMED110K1	\$ 725.00
Heavy Duty.....	OMED110K2	\$ 759.00
Steering Damper	OMESD32	\$ 84.50

Defender Pick Up or Hardtop 1983-2002

Standard Duty	OMED110RK1	\$ 725.00
Heavy Duty.....	OMED110RK2	\$ 725.00
Steering Damper	OMESD32	\$ 84.50

Discovery I 1994 - 1999

Standard.....	OMEDS1K1	\$ 725.00
Heavy Duty.....	OMEDS1K2	\$ 725.00
Steering Damper	OMESD11	\$ 89.00

Discovery II 1999-2004

Standard.....	OMEDS2K1	\$ 725.00
Heavy Duty.....	OMEDS2K2	\$ 725.00
Steering Damper	OMESD02	\$ 84.50

Range Rover Classic 1987-1993 Coil spring

Standard.....	OMERRK1	\$ 725.00
Heavy Duty.....	OMERRK2	\$ 739.00
Steering Damper	OMESD11	\$ 89.00



Bilstein Standard Length Shocks & Steering Dampers

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

Defender 90/110 1983 - 2002

Set of four shocks	RNA243-4	\$ 359.00
Set of four shocks & damper.....	RNA243-5D	\$ 399.00
Steering Damper	RNA235	\$ 88.50

Discovery I 1994-1999

Set of four shocks	RNA243-6	\$ 329.00
Set of four shocks & damper.....	RNA243-7	\$ 399.00
Steering Damper	RNA245	\$ 79.95

Discovery II 1999-2004

Set of four shocks	RNA6046-7	\$ 599.00
Steering Damper	RNA246	\$ 89.95

Range Rover Classic w/coil springs 1987-1995

Set of four shocks	RNA243-4	\$ 359.00
Set of four shocks & damper.....	RNA243-5	\$ 429.00

Range Rover Classic LWB w/ air suspension

Set of four shocks	RNA2152-3	\$ 389.00
Steering Damper	RNA245	\$ 79.95

Range Rover P38A 1999-2002

Set of four shocks	RNA2214-5	\$ 429.00
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Heavy Duty Springs & Pro Comp +2 inch Shock Kits

Designed for owners who want the most suspension lift possible without modifications. A true 2 inch taller spring and shock kit. Ideal for owners using oversize tires combined with heavy duty bumper/winch combinations and extra vehicle equipment. Designed for all round use. Great off-road, excellent on-road. Includes 4 Pro Comp Nitrogen Charged + 2 inch shocks & ProLine springs. Springs imported from England - shocks made in the USA.



Defender 90 1984-2002

Standard Duty.....	RNK450	\$ 499.00
Heavy Duty.....	RNK451	\$ 499.00

Defender 110 1983-2002

Heavy Duty.....	RNK452	\$ 499.00
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Discovery I 1994-1999

Standard.....	RNK453	\$ 499.00
Heavy Duty.....	RNK454	\$ 499.00

Range Rover Classic 1987-1993

Coil spring Standard.....	RNK455	\$ 499.00
Heavy Duty.....	RNK456	\$ 499.00



**Series II, IIA, III
Balanced Parabolic Spring Kits
without Shocks**

Set of 4. Includes U-bolts with nuts.

88" and 109" 2 leaf front &
3 leaf rearsRNK1123 \$ 689.00

109" 2 leaf front & 4 leaf rears,
Heavy Duty kitRNK1124 \$ 699.00



**Refresh Your Tired
Worn Out Range
Rover P38A Air
Spring Assemblies
with New Units**

Range Rover P38A 1995-2002
Front Spring PLD262 \$ 159.00 ea
Rear Spring PLD263 \$ 159.95 ea

DUNLOP

Front PLD262
Rear PLD263

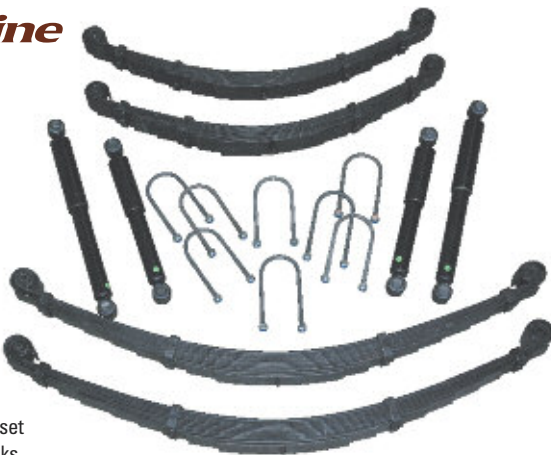
ProLine



**Series 88"
Spring
& Shock Kit**

Standard duty Spring set
with U-bolts and shocks.

88 Series II, IIA, III PLK5123 \$ 539.00



ProLine



**Series 88"
Spring
& Pro Comp
Shock Kit**

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

88 Series II, IIA, III PLK5223 \$ 599.95



**Balanced Parabolic
Spring Kits with
Pro Comp Shocks**

Improve your ride, comfort and get additional axle articulation out of your Series Land Rover. Includes four springs with U-Bolts and hardware. For best results, we've paired them with a set of our Pro Comp Nitro Gas Shocks or OME Nitrocharger shocks. Kits include 4 springs, 4 shocks & U-Bolts.

88" 2 leaf front & 3 leaf rears,
4 shocksRNK112388PC \$ 849.00

109" 2 leaf front & 3 leaf rears,
4 shocksRNK1123109PC \$ 879.00

109" 2 leaf front & 4 leaf rears,
4 shocksRNK1124109PC \$ 879.00



**Balanced Parabolic
Spring Kits with
OME Shocks**

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

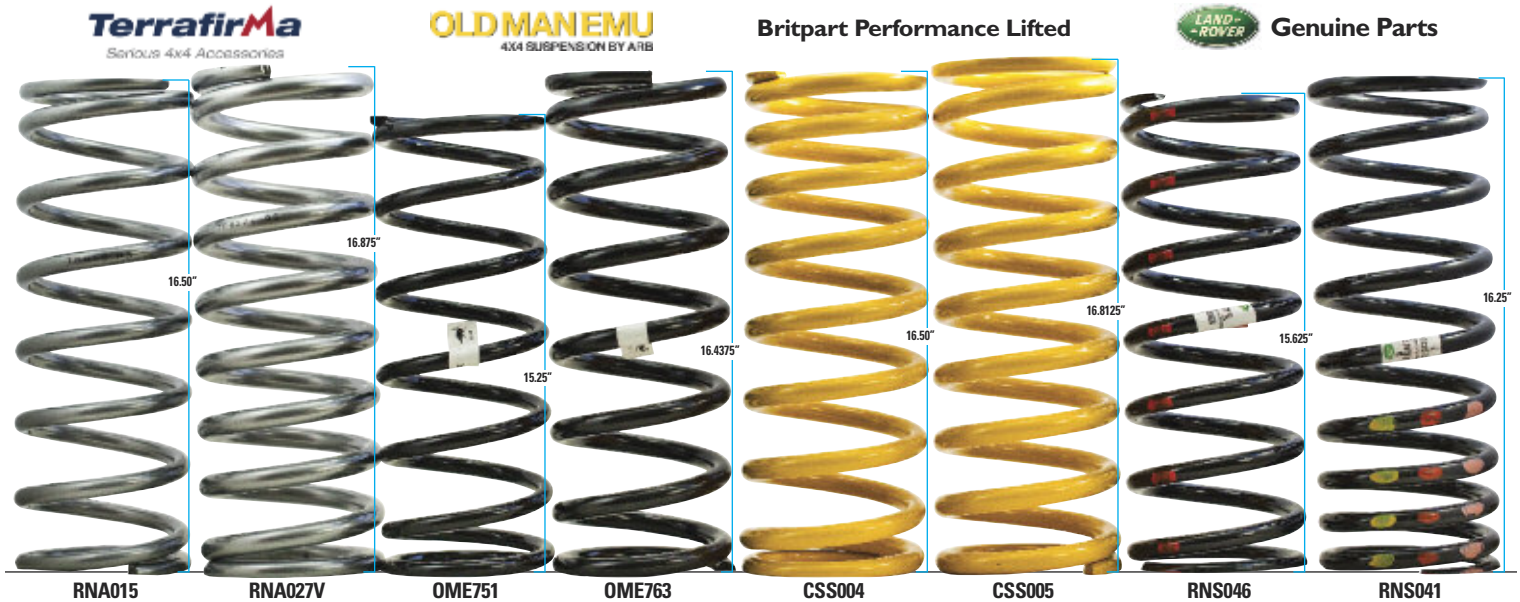
88" 2 leaf front & 3 leaf rears,
4 shocksRNK112388 \$ 979.00

109" 2 leaf front & 3 leaf rears,
4 shocksRNK1123109 \$ 989.00

109" 2 leaf front & 4 leaf rears,
4 shocks, Heavy Duty setRNK1124109 \$ 1120.00



Coil Springs



The above photo is an actual side by side out of the box line up of our most popular heavy duty springs. This will allow you to compare free standing height, number of coil wraps, spacing and thickness. **NOTE:** This does not represent installed height which is affected by spring rate and the weight of your vehicle.



OME Coil Springs

Defender 90 , Coil Spring Standard Front, Each (0-110lbs, 1.25" lift).....	OME761	\$ 119.95 ea
Defender 90 , Coil Spring Heavy Duty Front, Each (110-220lbs, 1.25" lift).....	OME751	\$ 119.95 ea
Defender 110 , Coil Spring Front, Each (0-110lbs, 1.25" lift).....	OME761	\$ 119.95 ea
Defender 110 , Coil Spring Extra HD Front, Each (110-220lbs, 1.50" lift).....	OME767	\$ 119.95 ea
Defender 110 , Coil Spring Extra HD Front, Each (220-350lbs, 1.25" lift).....	OME766	\$ 119.95 ea
Discovery I , Coil Spring Standard Front, Each (0-50lbs, 0.75" lift).....	OME760	\$ 119.95 ea
Discovery I , Coil Spring Heavy Duty Front, Each (50-110lbs, 1.25" lift).....	OME761	\$ 119.95 ea
Discovery I , Coil Spring Extra HD Front, Each (110-250lbs, 1.50" lift).....	OME767	\$ 119.95 ea
Discovery II , Coil Spring Standard Front, Each (0-50lbs, 1.50" lift).....	OME776	\$ 119.95 ea
Discovery II , Coil Spring Heavy Duty Front, Each (50-110lbs, 1.50" lift).....	OME777	\$ 119.95 ea
Discovery II , Coil Spring Extra HD Front, Each (110-250lbs, 1.50" lift).....	OME779	\$ 119.95 ea
RR Classic , Coil Spring Standard Front, Each (0-50lbs, 0.75" lift).....	OME760	\$ 119.95 ea
RR Classic , Coil Spring Heavy Duty, Front, Each (50-110lbs, 1.25" lift).....	OME761	\$ 119.95 ea
RR Classic , Coil Spring Extra HD Front, Each (110-250lbs, 1.50" lift).....	OME767	\$ 119.95 ea

OME Rear Coil Springs

Defender 90 , Coil Spring HD Rear, Each (0lbs to GVW, 1.50" lift).....	OME764	\$ 119.95 ea
Defender 90 , Coil Spring Extra HD Rear, Each (440lbs to GVW, 2.0" lift).....	OME762	\$ 119.95 ea
Defender 110 , Coil Spring Std Rear, SW, Each (0lbs to GVW, 1.50" lift).....	OME752	\$ 119.95 ea
Defender 110 , Coil Spring HD Rear, D110 SW/Standard, D110 Regular, Each (660lbs to GVW, 2.0" lift).....	OME755	\$ 119.95 ea
Defender 110 , Coil Spring Extra HD Rear, D110 Regular, Each (1,110lbs to GVW, 1.50" lift).....	OME754	\$ 119.95 ea
Discovery I , Coil Spring Standard Rear, Each (0lbs to GVW, 1.50" lift).....	OME764	\$ 119.95 ea
Discovery I , Coil Spring HD Rear, Each (220lbs to GVW, 2.0" lift).....	OME762	\$ 119.95 ea
Discovery I , Coil Spring Extra HD Rear, Each (440lbs to GVW 1.50" lift).....	OME763	\$ 119.95 ea
Discovery II , Coil Spring Standard Rear, Each (0lbs to GVW, 1.50" lift).....	OME781	\$ 119.95 ea
Discovery II , Coil Spring HD Rear, Each (220lbs to GVW, 1.50" lift).....	OME762	\$ 119.95 ea
Discovery II , Coil Spring Extra HD Rear, Each (440lbs to GVW 1.50" lift).....	OME763	\$ 119.95 ea
RR Classic , Coil Spring Standard Rear, Each (0lbs to GVW, 1.50" lift).....	OME764	\$ 119.95 ea
RR Classic , Coil Spring Heavy Duty Rear, Each (220lbs to GVW, 2.0" lift).....	OME762	\$ 119.95 ea
RR Classic , Coil Spring Extra HD Rear, Each (440lbs to GVW, 1.50" lift).....	OME763	\$ 119.95 ea

Britpart Performance Lifted



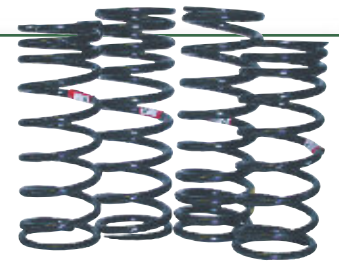
Genuine Parts

Superior Performance Variable Rate Springs



Genuine Parts

Land Rover Genuine Coil Spring Kits



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

Replacement Coil Springs

Land Rover Genuine Front Coil Springs	LH Driver Side	RH Passenger Side
Defender 90 , Standard Front, Genuine.....	RNE444 \$ 69.95 ea	RNE445 \$ 69.95 ea
Defender 90 , Heavy Duty Front, Genuine.....	RNS046 \$ 69.95 ea	RNS047 \$ 69.95 ea
Defender 110 , Standard Front, Genuine.....	RNS050 \$ 69.95 ea	RNS051 \$ 69.95 ea
Defender 110 , Heavy Duty Front, Genuine.....	RNS046 \$ 69.95 ea	RNS047 \$ 69.95 ea
RR Classic , Standard, Front, Genuine.....	RNS043 \$ 85.08 ea	RNS044 \$ 85.08 ea
RR Classic , Heavy Duty Front, Genuine.....	RNS050 \$ 69.95 ea	RNS051 \$ 69.95 ea
RR Classic , Extra HD Front, Genuine.....	RNS046 \$ 69.95 ea	RNS047 \$ 69.95 ea
Discovery I , Standard Front, Genuine.....	RNS043 \$ 85.08 ea	RNS044 \$ 85.08 ea
Discovery I , Heavy Duty Front, Genuine.....	RNS050 \$ 69.95 ea	RNS051 \$ 69.95 ea
Discovery I , Extra HD Front, Genuine.....	RNS046 \$ 69.95 ea	RNS047 \$ 69.95 ea
Discovery II , Standard Front, LHD, Genuine.....	RND795 \$ 119.50 ea	RND795 \$ 119.50 ea

Land Rover Genuine Rear Coil Springs	LH Driver Side	RH Passenger Side
Defender 90 , Standard, Genuine.....	RNS046 \$ 69.95 ea	RNS047 \$ 69.95 ea
Defender 90 , Heavy Duty, Genuine.....	RNE526 \$ 97.95 ea	RNE527 \$ 97.95 ea
Defender 110 , Standard, Genuine.....	RNE431 \$ 59.55 ea	RNE438 \$ 85.08 ea
Defender 110 , Heavy Duty, Genuine.....	RNE432 \$ 69.95 ea	RNE436 \$ 69.95 ea
RR Classic , Standard Rear, Genuine.....	RNS055 \$ 129.73 ea	RNS056 \$ 65.20 ea
RR Classic , Standard Rear, Genuine.....	RNS048 \$ 70.45 ea	RNS048 \$ 70.45 ea
RR Classic , Heavy Duty Rear, Genuine.....	RNS041 \$ 116.26 ea	RNS041 \$ 116.26 ea
Discovery I , Standard Rear, Genuine.....	RNS055 \$ 129.73 ea	RNS056 \$ 65.20 ea
Discovery I , Standard Rear, Genuine.....	RNS048 \$ 70.45 ea	RNS048 \$ 70.45 ea
Discovery I , Heavy Duty Rear, Genuine.....	RNS041 \$ 116.26 ea	RNS041 \$ 116.26 ea
Discovery II , Standard Rear, LHD, Genuine.....	RND822 \$ 150.14 ea	RND822 \$ 150.14 ea

Coil Spring Selection

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

Minimal mechanical changes are required when lifting by this amount, however the TerraFirma Hardware range of accessories does allow for greater lift and significantly increased wheel travel, further enhancing off-road ability. Selecting the most suitable springs for a Land Rover may be with some compromise. A heavy load spring needed when fully loaded may ride too high and too hard when unloaded. Likewise a light load spring that is comfortable and flexible will not achieve the desired lift or carry the heavy loads associated with expedition vehicles.

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

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

By considering the three Defender images and combining the TerraFirma Coil Spring application guide and specifications it should be possible to select suitable coil springs or a suspension kit for your vehicle. Use the detailed spring descriptions by part number to help accurately fine tune the spring requirements for your specific application. Sold in pairs.



Typical Vehicle Showing Heavy Load



Heavy Load - Vehicles fitted with significant off-road or expedition equipment such as a heavy winch and bumper, loaded roof rack, storage equipment and spare wheel carrier.

Typical Vehicle Showing Medium Load



Medium Load - Vehicles fitted with some additional weight such as a roof rack and winch and bumper.

Typical Vehicle Showing Light Load



Light Load - Vehicles no additional equipment fitted.

TerraFirma Coil Spring Specifications

Part No.	Spring Rate lbf/in	Length (DS/PS) mm	Load lbs	
			Front	Rear
TF010	270	435 / 435	330	330
TF011	420	435 / 435	1,100	1,100
TF014	200	400 / 390	0-110	0-110
TF015	220	430 / 420	330	220
TF018	230	390 / 380	110-220	110-220
TF019	300	435 / 435	660	660
TF023V	300-340	420 / 410	440	440
TF027V	360	420 / 410	660	660
TF042	180	385 / 375	0-110	0-110
TF052	230	385 / 375	165-330	165-330

TerraFirma Coil Springs	Light Load		Medium Load		Heavy Load	
Defender 90						
Coil Spring Front	TF014	\$ 139.00	TF018	\$ 139.00	TF015	\$ 139.00
Coil Spring Rear	TF015	\$ 139.00	TF023V	\$ 239.00	TF027V	\$ 196.00
Defender 110						
Coil Spring Front	TF014	\$ 139.00	TF018	\$ 139.00	TF015	\$ 139.00
Coil Spring Rear	TF010	\$ 219.00	TF019	\$ 239.00	TF011	\$ 229.00
Discovery I / RR Classic						
Coil Spring Front	TF014	\$ 139.00	TF018	\$ 139.00	TF015	\$ 139.00
Coil Spring Rear	TF015	\$ 139.00	TF023V	\$ 239.00	TF027V	\$ 196.00
Discovery II (non-ACE)						
Coil Spring Front			TF042	\$ 159.95	TF052	\$ 159.95
Coil Spring Rear			TF023V	\$ 239.00	TF027V	\$ 196.00

Britpart Performance Lifted Yellow Coil Springs

Developed by one of the world's top British spring manufacturers these high quality, powder coated yellow springs have been designed with the needs of today's Land Rover owners in mind. Britpart performance lifted springs have the added benefit



of improving your vehicles approach and departure angles which in turn allows you to overcome more obstacles when off-roading.

As Land Rovers are often working vehicles as well as the family car, up-rated springs must offer the ability to carry loads, handle off-road terrain and provide a good ride on road. The progressive springs offer a compliant ride when lightly loaded, but firm up as the load increases. Sold in pairs.



CSS002, CSS005 fitted as shown on fully laden Discovery II (bonnet sits high due to winch and bumper not being fitted yet).

Britpart Performance Lifted Yellow Coil Springs

Britpart performance springs are high quality, versatile and competitively priced - the right choice when replacing your old sagging springs.

Lifted Front Yellow Coil Springs

Defender 90, Coil Spring Front, Pair (load 110lbs, lift 1.5")	CSS002	\$ 148.00
Defender 110, 130, Coil Spring Front, Pair (load 110lbs, lift 1.5")	CSS002	\$ 148.00
Discovery I, Coil Spring Front, Pair (load 110lbs, lift 1.5")	CSS002	\$ 148.00
Discovery II, Coil Spring Front, Pair (load 110lbs, lift 1.5")	CSS008	\$ 148.00
Discovery II, Coil Spring Front, Pair (load 110lbs, lift 2.0")	CSS002	\$ 148.00
Range Rover Classic, Coil Spring Front, Pair (load 110lbs, lift 1.5")	CSS002	\$ 148.00

Lifted Rear Yellow Coil Springs

Defender 90, Coil Spring Rear, Pair (load 220lbs, lift 2.0")	CSS004	\$ 149.00
Defender 90, Coil Spring Rear, Pair (load 440lbs, lift 2.0")	CSS005	\$ 150.00
Defender 110, 130 Coil Spring Rear, Pair (load 1,100lbs, lift 2.0")	CSS006	\$ 150.00
Discovery I, Coil Spring Rear, Pair (load 220lbs, lift 2.0")	CSS004	\$ 149.00
Discovery I, Coil Spring Rear, Pair (load 440lbs, lift 2.0")	CSS005	\$ 150.00
Discovery II, Coil Spring Rear, Pair (load - medium, lift 1.5")	CSS007	\$ 148.00
Discovery II, Coil Spring Rear, Pair (load 440lbs, lift 2.0")	CSS005	\$ 150.00
Range Rover Classic, Coil Spring Rear, Pair (load 220lbs, lift 2.0")	CSS004	\$ 149.00
Range Rover Classic, Coil Spring Rear, Pair (load 440lbs, lift 2.0")	CSS005	\$ 150.00



Range Rover Classic Coil Spring Conversion Kit

Convert your Range Rover Classic to coil-springs for continued on-road reliability and off-road performance. Our customers have been so satisfied with the improved ride quality and handling after installation of this kit, most claim they prefer the coil conversion suspension to the factory air suspension! This kit contains all Genuine parts, detailed instructions and all necessary hardware. **Range Rover Classic Coil Spring Conversion Kit** RNK5105 \$ 439.00



RNK5105



Range Rover P38A 1995-2002 Coil Spring Conversion Kits

This top quality kit converts your Range Rover P38A air suspension to coil spring suspension, giving you the best handling and the most comfortable coil spring suspension ride on the market today. Our kits include 4 variable rate springs, 2 Genuine rear coil spring isolators, 2 Genuine front coil isolators, 4 coil spring seats, 4 aluminum spring perch adapters, 4 Genuine spring retainers and 1 EAS override pigtail to eliminate fault codes. All hardware and instructions are included. Installation is straight forward, requiring no fabrication or modifications to your vehicle.

Simply the best kit at the best price.

Range Rover P38A Coil Kit

- Genuine Standard Duty.....RNK5106 \$ 879.00*
- ProLine Standard Duty.....PLK5106 \$ 659.00**
- Genuine Heavy Duty.....RNK5107 \$ 899.00*

Range Rover P38A Coil Kit with Bilstein Shocks

- Standard Duty w/ Bilsteins.....RNK5116 \$ 1299.00
- Heavy Duty w/ Bilsteins.....RNK5117 \$ 1269.00

* Uses Genuine coil springs. ** Uses OEM coil springs



Discovery II Rear Air to Coil Spring Conversion Kit

Kit contains Genuine or ProLine parts, everything for the conversion, instructions and hardware. **Not compatible for vehicles with ACE.**

- Discovery II, Genuine RNK5118 \$ 319.00
- Discovery II, ProLine PLK5118 \$ 189.95



RNH110



Tow Jaw Assembly RNF408

RNA082

RND225

RNA1022

Land Rover Trailer Hitch Kits

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

- Trailer Hitch Kit, Discovery I, II, Range Rover Classic, Genuine**.....RNH266 \$ 145.95
- Trailer Hitch Kit, Range Rover P38A, Genuine**RND225 \$ 170.82

Trailer Wiring Harness Kits

Our Genuine Trailer Wiring and Hitch Kits will get the job done. Includes: converter box, receptacle, 4-prong receptacle and all necessary wiring and hardware.

- Trailer Wiring Harness, Discovery I, Genuine**.....RNN396 \$ 212.56
- Trailer Wiring Harness, Discovery II, Genuine**RND241 \$ 299.95
- Trailer Wiring Harness, Range Rover P38A, Genuine**.....RND170 \$ 369.95



Rear Heavy Duty Inner Coil Spring Kit

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

1/2 kit shown



Planning on towing with your Land Rover?

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

- Receiver Hitch, Defender 1999 on, TD5**.....RNA091 \$ 244.00
- Receiver Hitch, Series IIA, III Standard Chassis**.....RNA084 \$ 229.95
- Receiver Hitch, Series IIA, III Military Chassis**.....RNA086 \$ 239.00
- Receiver Hitch, Series IIA, III 109" S.W.**.....RNA087 \$ 229.95
- Receiver Hitch, Defender 90/110**.....RNH110 \$ 239.00
- Class III Receiver Hitch Kit, Discovery II, Genuine**.....RNH252 \$ 378.00
- Class III Receiver Hitch, Front Mount Defender**RNA085 \$ 229.95
- Bracket Tow Hitch, Range Rover P38A**.....RNH349 \$ 120.30
- Receiver Hitch Plug, "Land Rover"**.....RNN397 \$ 22.00
- Hitch Pin, 5/8" with clip**.....RNE231 \$ 4.40
- Receiver Hitch Adaptor, Tow Jaw**.....RNA082 \$ 69.00
- Tow Jaw Assembly, 7,700 lb Camel Trophy Style**.....RNF408 \$ 89.90
- Shackle Mount, 2" Receiver with Hitch Pin**.....RNA1022 \$ 49.98



Fun at 5 MPH



Left to right: Milk toast? Not yet. Downeast style breakfast radiator muff; Gathering of the



Background left to right: Hallie Hawkes, Matt Hawkes, Griffin Leach, Ingrid Sjulander, Lars Sjulander, Scott Griffin, Mark Lailer and Mark Libby. Photo: Ingrid Sjulander



By Jeffrey Aronson

With the onset of winter, thousands of New England drivers experience a collective amnesia that wipes out memories of how to drive on snow and ice. They then provide an economic boost to tow truck drivers throughout the region; many begin their vacation planning with the prediction of the first snowstorm. A former governor of Maine, chauffeured in his official Chevy Suburban by a State Police driver, found himself examining a highway median strip, contending with “excessive speed” and “lack of seatbelt” findings from his own State Police.

The whole episode embarrassed most Mainers; despite the fact that hundreds encounter fender benders throughout the winter, we pride ourselves on winter driving skills. After all, winter in northern New England can run from November-May, while other regions of the country enjoy “autumn” and “spring.”

Land Rover enthusiasts throughout the northeast relish winter for its entertainment value. There’s the usual round of snowboarding and skiing, but the significant fun arises out of the simple act of trundling through snow in a Land Rover at the Maine Winter Romp. It’s the most fun you can have at 5 mph. In the middle of February, New England’s



minds; Chaining up for the event. Photos: Nordel Gagnon



Maine Winter Romp

Left to right: Getting ready for off-roading; Hardwood on the fire; The sun showed up too!
Photos: Carlos Melo

thoughts turn really dark as cold winds, snow and decreasing temperatures suck the “fun” out of “winter fun.” That’s when organizer Bruce Fowler holds Winter Romp.

Event central is the rural farming/college region of Unity, Maine, about 200 miles from Boston and 410 miles from New York City. Despite the distances, over 100 Land Rovers and 200 enthusiasts, of all ages, have driven up in recent years. Bruce Fowler, a long time Land Rover owner (ranging from a Series I to a Range Rover Classic) shares access to his land with neighbors. The good will extends both ways and thus Land Rover enthusiasts enjoy a huge selection of trails that run



Left to right: Proud Hallie Hawkes and her Land Rover Discovery I; Mud, ice, snow and Land Rovers; Snow lover. Photos: Nordel Gagnon



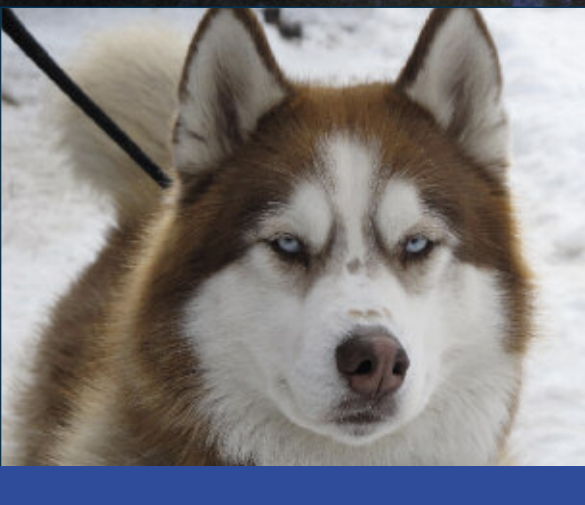
through woods, barely-frozen bogs, up narrow trails and over streams.

You never really know the weather conditions that might accompany each year's Winter Romp; some years have seen little snow and early spring thaw temperatures, while others have seen snow so deep that some trails become impassible. What you can be sure of is that after over 100 Land Rovers have crossed those trails the conditions will change dramatically during the three-day event.

As the event grew from its roots in the early 1990's, Bruce and a corps of volunteer trail workers added trails to enable novices to challenge themselves without likely damage to their vehicles or their psyches. "Damage" in this case is usually limited to a shunt against a tree or a bent suspension member against a hidden rock or stump. Virtually all the trails go through woods and bogs and many of the green lane

trails circle the potentially damaging runs through ravines or up snow-covered rocky inclines. Unlike events at larger locales, you can watch your friends tackle challenging situations a short distance from your vehicle. Since extra help is often needed you can learn a great deal about effective driving techniques, winching and towing as you assist in a recovery.

Rural New England often surprises visitors who can't believe how much of it is just a bog, a swampy morass of brush, tall grasses and huge boulders. While it takes some cold weather to produce snow, that same snow cover insulates the ground below from a deep freeze. You find that out when your Rover goes through the icy cover and you're encased in ice flows, mud, and snow. A winch, coil springs, a mild lift, chains and maybe air lockers certainly help, but Mother Nature can still come out ahead. Experienced enthusiasts, or those who simply want to experience at thrill, head for the more challenging trails of the Romp and return



Left to right: Maine Winter Romp sunset; Series I gets in the trail action. Photos: Carlos Melo



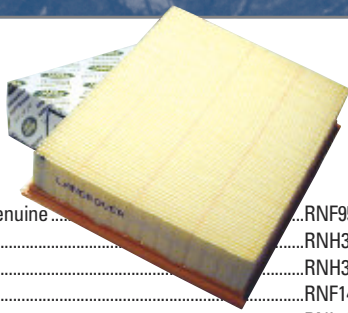
with stories to tell and videos to post online.

Mechanical breakdowns do occur; at the 2010 event, a Range Rover Classic became a 3-wheel drive when a front CV joint broke on a narrow trail. Winching, pulling and towing the vehicle required a 3-way Y turn, with barely the width of the Rover to spare. When something does go wrong, you'll not be abandoned on the trail but you will be amazed as the accumulated Land Rover expertise present among the participants. Even better, if need be, you have a warm, fully equipped shop at Bruce Fowler's nearby home to effect the repair.

As these photos from the 2011 Winter Romp demonstrate, the range of vehicles is as wide as the range of enthusiasts. You'll never know what your Land Rover can do in snow until you've tried a winter rally; the Maine Winter Romp provides that perfect opportunity year after year. What you can be certain of is that your Land Rover will amaze you each time.

[The 2012 Maine Winter Romp runs from February 17-20. The event is free, but registration is requested. For more information visit www.winterromp.org.]

Engine Air Filters



Defender NAS 90,110 V8, Genuine	RNF950	\$ 11.99
200 Tdi diesel, Genuine.....	RNH382	\$ 29.35
300 Tdi diesel, Genuine.....	RNH383	\$ 29.50
Td5 diesel, Genuine.....	RNF147	\$ 17.95
2.4 TDCi diesel, Genuine.....	RNI725	\$ 49.95
V8 Discovery I 1994-1999, Genuine	RNF010	\$ 11.95
V8 Discovery II 2000-2004, Genuine.....	RNF147	\$ 17.95
V8 Range Rover Classic 1974-1995		
1974-1985, (2 req), Genuine.....	RNF012	\$ 9.95
1986-1994, Genuine.....	RNF950	\$ 11.99
RRC 1995, Genuine.....	RNF010	\$ 11.95
V8 Range Rover P38A 1995-2002		
1995-1997, Genuine.....	RNF011	\$ 16.95
1998-2002, Genuine.....	RNF147	\$ 17.95
4.4, 4.2 Litre Range Rover L322 2003-2010		
2003-2005, 4.4 Litre, Genuine.....	RNI335	\$ 63.48
2003-2005, 4.4 Litre, ProLine.....	PLI335	\$ 37.95
2006-2010, 4.4 NA, 4.2 Litre Supercharged, Genuine.....	RNI548	\$ 50.67
2006-2010, 4.4 NA, 4.2 Litre Supercharged, ProLine.....	PLI548	\$ 29.95
V8, V6 LR3 2004-2009, Genuine	RNI346	\$ 31.95
LR2 2008-2010, Genuine	RNI719	\$ 23.25

Genuine Pollen Air Filters



RNI353

Range Rover L322 2002-2010, Genuine	RNI392	\$ 46.20
Range Rover P38A 1996-2002, Genuine.....	RND208	\$ 26.88
LR2, Genuine	RNI723	\$ 25.84
LR3 2004-2009, Genuine	RNI353	\$ 59.00

Automatic Transmission Service Kits



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

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

Genuine Hub Seal Kits

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

Series II, IIA, & III

(4 req), Genuine.....

Defender 90/110 1993-1997.....

(4 req), Genuine.....

Discovery I 1994-1999

Hub Seal Kit (4 req), Genuine.....

Range Rover Classic

1987-'89, Hub Seal Kit (4 req), Genuine.....

1990-'92, Hub Seal Kit (4 req), Genuine.....

1993-'95, Hub Seal Kit (4 req), Genuine.....



Oil Filters

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

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

V8 Range Rover, L322, 2003-2005

w/ BMW engine, Genuine.....

V8 4.3 litre, 4.4 litre LR3, LR4,

Range Rover, 2005 on, Genuine.....

V6 LR3, Genuine.....

6 Cylinder LR2, 2008-2010, Genuine.....

6 Cylinder 2.6 litre NADA 109", petrol, Genuine.....

6 Cylinder 2.5 litre Freelander, petrol, Genuine.....

5 Cylinder 2.5 litre Td5 diesel, engine oil, Genuine.....

5 Cylinder 2.5 litre Td5, Centrifuge element, Genuine.....

4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, Genuine.....

4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, ProLine.....

4 Cylinder 2.4 TDCi 2007-2010, Genuine.....

4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, Genuine.....

4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, ProLine.....

4 Cylinder 2.25 litre Series IIA, III, petrol / diesel, 5.5" canister,

Genuine.....

4 Cylinder 2.25 litre Series IIA, III, petrol / diesel, 5.5" canister,

ProLine.....

4 Cylinder 2.25 litre Series IIA, III, petrol / diesel, 7.5" canister,

Genuine.....

4 Cylinder 2.25 litre Series IIA, III, petrol / diesel, 7.5" canister,

ProLine.....

4 Cylinder 2.0 litre Series I, petrol, Genuine.....

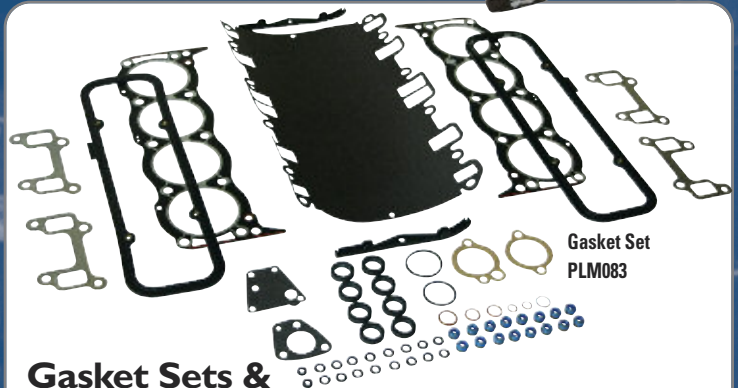


Bonnet Release Cable

Range Rover Classic & Discovery, ProLine.....



Automatic Transmission Service Kits



Gasket Set
PLM083

Gasket Sets & Head Gasket Sets

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

V8, 3.5 Steel Head Gasket & Valve Cover Gasket, ProLine.....

V8, 3.9, 4.0, 4.2 litre, Latest OEM upgrade kit with composite head gasket

and rubber valve cover gaskets, ProLine.....

6 Cylinder 2.6 Petrol, ProLine.....

4 Cylinder 2.25 Diesel, ProLine.....

4 Cylinder 300 Tdi, ProLine.....

Block Gasket Set

Includes gaskets and sealing washers used in your block and front cover.

All V8 does not include crank shaft oil seals, ProLine.....

4 Cylinder 300 Tdi, does not include crank shaft oil seals, ProLine.....

Full Engine Gasket Sets

Includes all gaskets and seals to overhaul your entire engine.

4 Cylinder 2.25 Petrol, ProLine.....

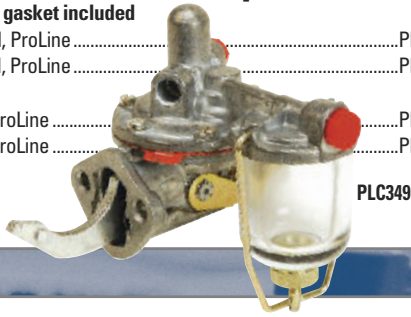
4 Cylinder 2.25 Diesel, ProLine.....

4 Cylinder 200 Tdi, ProLine.....

Mechanical Fuel Pumps

Series II, IIA, III gasket included

2.25 Litre, Petrol, ProLine	PLC349	\$ 39.50
2.25 Litre, Diesel, ProLine	PLF299	\$ 59.98
Defender		
200 Tdi diesel, ProLine	PLI739	\$ 32.68
300 Tdi diesel, ProLine	PLI695	\$ 39.95



PLC349

Fuel Tanks



PLE114

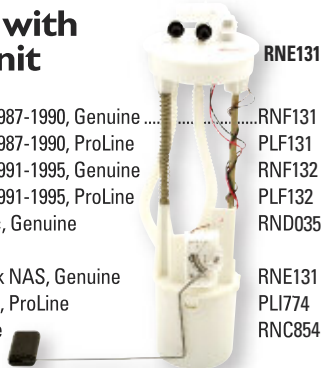


Series 88" and 109" Regular, Petrol & Diesel, ProLine	PLC362	\$ 169.00
Range Rover Classic 1971-1985 style, ProLine	PLH515	\$ 249.00
Defender 110 NAS, Range Rover Classic 1987-1991, ProLine	PLE114	\$ 199.00
Cradle for PLE114, ProLine	PLE116	\$ 79.50
Series III 109", Rear Steel Fuel Tank, ProLine	PLH650	\$ 264.00
Fuel Sender for PLH650, ProLine	PLH652	\$ 47.50
Locking ring for sender, Series III, Defender 110, Range Rover Classic, Genuine	RNC886	\$ 4.99
Sealing ring for sender, Series III, Defender 110, Range Rover Classic, Genuine	RNC887	\$ 2.95
Military / Auxiliary Tank, ProLine	PLF360	\$ 399.00
Defender 110 Diesel up to 1999, Rear Steel Fuel Tank	PLN180	\$ 239.00

V8 Fuel Pumps with Fuel Sending Unit

Range Rover Classic

Fuel Pump Range Rover Classic 1987-1990, Genuine	RNF131	\$ 399.00
Fuel Pump Range Rover Classic 1987-1990, ProLine	PLF131	\$ 98.20
Fuel Pump Range Rover Classic 1991-1995, Genuine	RNF132	\$ 259.00
Fuel Pump Range Rover Classic 1991-1995, ProLine	PLF132	\$ 99.50
Fuel Sender, Range Rover Classic, Genuine	RND035	\$ 69.80
Defender		
Defender 90, 1994-1997, Rear Tank NAS, Genuine	RNE131	\$ 329.00
Defender 90, 1984-1993, Side Tank, ProLine	PLI774	\$ 39.98
Defender 110, up to 1998, Genuine	RNC854	\$ 109.84



RNE131

Discovery I, II		
Fuel Pump Discovery I 1994-1997, Genuine	RNF132	\$ 259.00
Fuel Pump Discovery I 1994-1997, ProLine	PLF132	\$ 99.50
Fuel Pump Discovery I, II 1997-2004, from VA737154, Genuine	RNF148	\$ 499.00
Fuel Pump Discovery I, II 1997-2004, from VA737154, ProLine	PLF148	\$ 399.00



Weber 341CH



PLC180 Solex Rebuild Kit



Reproduction Zenith PLC959

Replacement Carburetors

Weber, Series IIA & III 2.25 Litre	341CH	\$ 239.00
Reproduction Zenith, Series IIA & III 2.25 Litre	PLC959	\$ 169.00

Carburetor Rebuild Kits

Zenith 1967-1983 Series IIA-III, 2.25 Rebuild Kit	PLC622	\$ 24.95
Weber 341CH Rebuild kit	WEBERKIT	\$ 29.60
Solex 1959-1966 Series II-IIA Rebuild kit	PLC180	\$ 31.49

Fuel Filters

Series II, IIA, III 1959-1976

Inline filter with Quick Clamp	RNF861	
Fittings, that can be adapted to any 5/16" fuel line, ProLine	RFF111	\$ 7.43
Series III 1974 on, 2.25 litre petrol, canister type, Genuine	RNE235	\$ 5.90
Defender 90/110 1993-1997		
V8 inline with threaded fittings, Genuine	RNF861	\$ 22.99
V8 inline with threaded fittings, ProLine	PLF861	\$ 5.95
2.25, 2.5 petrol, inline w/threaded fittings, Genuine	RNC632	\$ POA
2.25, 2.5 petrol, inline, splice in, ProLine	RFF111	\$ 7.43
2.25, 2.5 NA, 2.5 turbo diesel, Genuine	RNC745	\$ 8.35
200, 300Tdi Fuel Filter-diesel, Genuine	RNF862	\$ 24.50
200, 300Tdi Fuel Filter-diesel, ProLine	PLF862	\$ 7.90
Td5, Fuel Filter, Genuine	RND270	\$ 59.95
2.4 TDCi, 2007-2010, Genuine	RNI724	\$ 49.80



RNF861

Discovery I 1994-1999

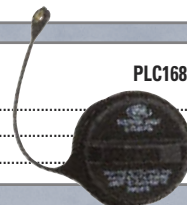
V8, threaded both ends, Genuine	RNF861	\$ 22.99
V8 inline with threaded fittings, ProLine	PLF861	\$ 5.95

Range Rover Classic 1987-1995

Fuel Filter Update Kit (required for early V8 Range Rover up to VIN #LA464553), Genuine		
.....	RNF133	\$ 79.50
Range Rover Classic V8 1987-1990, fuel filter (up to VIN #LA464553 w/out update kit)		
.....	RNF025	\$ 14.99
Range Rover Classic V8 1987-1995 (threaded both ends), Genuine	RNF861	\$ 22.99
Range Rover Classic V8 1987-1995, ProLine	PLF861	\$ 5.95

Fuel Caps

Defender, Discovery I, II, ProLine	PLF143	\$ 12.95
Series II & IIA, ProLine	PLC168	\$ 8.93
Series III, ProLine	PLE406	\$ 11.03



PLC168



Discovery II V8
RNK9302



Defender 300 TDI
RNK0001

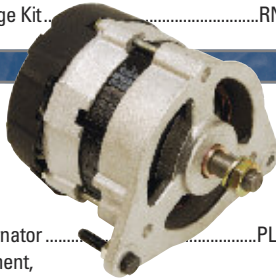
SAVE! Basic Engine Service Kits

V8 Kits Include: Oil Filter, Oil sump drain washer

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

Defender 300 TDI Kit includes: Air Filter, Oil Filter and Fuel Filter 300 TDI Filter Change Kit.....RNK0001 \$ 49.99

NEW Alternators & Generator



PLF193

Series III 12 Volt Lucas Style AlternatorPLF193 \$ 99.50

Series Generator, Original Equipment, all 2.25 Litre petrol and diesel engines from 1959-1971.....RNE647 \$ 129.00

Series Alternator Conversion Mounting Kit, Converts Generator to Alternator Includes proper brackets and instructionsRNK951 \$ 179.00

Defender 2.5 NA Diesel, 2.5 Turbo Diesel, 200 TDI, 2.5 Petrol, 3.5 V8.....PLD498 \$ 199.00

300 TDI, 65 AMP, Defender 90, 110.....PLH259 \$ 239.00

3.9 Litre V8, Defender 90/110 NAS.....PLE846 \$ 229.00

4.0 Litre V8, Defender 90 NAS 1997.....PLE870 \$ 299.95

Discovery I 4.0 litre 1996-1999.....PLE870 \$ 299.95

Discovery I 3.9 litre, 1994-1995, 67mm, 7 groove pulley for serp belt.....PLE863 \$ 299.95

Range Rover Classic, 1987-'88.....PLD498 \$ 199.00

Range Rover Classic, 1993-'94, 100 amp 4 groove pulley.....PLE846 \$ 229.00

RRC, from SA647650, 52mm, 7 groove pulley for serp belt.....PLE870 \$ 299.95

Range Rover P38A from VA346795 to WA410481, 120 AMP, 52mm, 7 Groove Pulley.....PLE870 \$ 299.95



PLI533

2.25 & 2.6 L
Petrol
Hi-Torque
Starter
PLI029

NEW Starter Motor Assemblies

V8 Early.....PLI533 \$ 189.00

V8 thru 2004, except Range Rover thru 2002.....PLE867 \$ 219.00

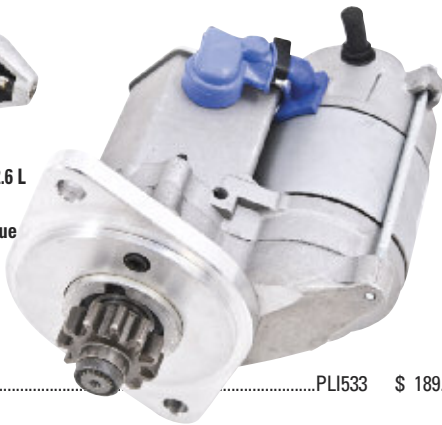
2.25 & 2.6, Litre petrol.....RNF197 \$ 269.00

2.25 & 2.6, Litre petrol, Hi-Torque, ProLine.....PLI029 \$ 289.00

2.25, Diesel.....PLF198 \$ 239.00

200 & 300 Tdi, High speed.....PLD294 \$ 439.00

Td5, Defender & Discovery.....PLI728 \$ 359.00



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

Complete 30K Mile Engine Service Kits

Range Rover Classic

30K Mile Service Kit, Range Rover Classic 1987-'90.....RNK9330 \$ 339.00

30K Mile Service Kit, Range Rover Classic 1991-'94.....RNK9331 \$ 339.00

Discovery I

30K Mile Service Kit, Discovery I 1994-'95 Automatic.....RNK9332 \$ 299.99

30K Mile Service Kit, Discovery I Standard Transmission.....RNK9333 \$ 205.27



RNK9337

Improve your mpg! Engine Ignition Service Kits

Ignition Tune-Up Kit, 3.5, 3.9, 4.2 L V8, RRC, Defender.....RNK9335 \$ 198.00

Ignition Tune-Up Kit, Range Rover Classic, 1995.....RNK9337 \$ 236.25

Ignition Tune-Up Kit, V8, 3.9 L, 1994-'95 Discovery I.....RNK9336 \$ 157.45

Ignition Tune-Up Kit, V8, 4.0 L, 1996-'99 Discovery I.....RNK9339 \$ 149.00

Ignition Tune-Up Kit, V8, 1995-'98, RR P38A.....RNK9340 \$ 139.00

Ignition Tune-Up Kit, V8, 1999 on, RR P38A, Discovery II.....RNK9341 \$ 289.00

Ignition Coil



RNE509

4 Cylinder and 6 Cylinder.....RNE522 \$ 119.50

3.9 litre and 4.2 litre

Bosch ignition coil for EFI.....RNE509 \$ 144.80

Spark Plugs

RRC, Discovery I, Defender, Range Rover P38A, Genuine.....RNI003 \$ 5.99

RRC, Discovery I, Defender, Range Rover P38A, NGK.....PLI003 \$ 2.84

RRC, Discovery I, Defender, Range Rover P38A, Champion.....PLI003C \$ 3.99

Platinum - Discovery II, Range Rover P38A, Bosch.....RNI034 \$ 13.65

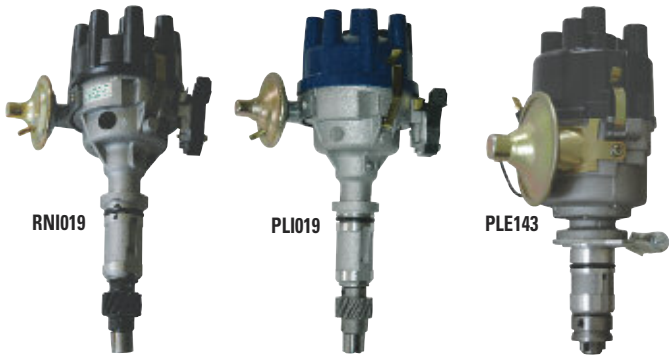
2.25 Petrol 8:1 W7DC.....RNE630 \$ 2.59

2.25 Petrol 7:1 W8CC.....RNE619 \$ 2.99

2.6 litre.....RNE631 \$ 3.99

Range Rover L322.....RNI360 \$ 10.99





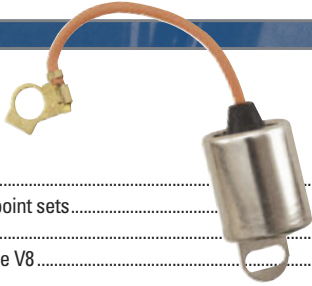
NEW Complete Distributor Assemblies

V8 EFI Distributor Assembly 3.5, 3.9, 4.2, Genuine	RNI019	\$ 699.00
V8 EFI Distributor Assembly 3.5, 3.9, 4.2, ProLine	PLI019	\$ 239.00
Series II, IIA & III 2.25L 4 Cylinder models, ProLine	PLE143	\$ 119.00
V8 Module Amplifier, 3 Pin, ProLine	PLI024	\$ 73.45
V8 Vacuum Unit, ProLine	PLI009	\$ 79.45

Ignition Condenser

Series 2.25 litre

Early Lucas	RNE613	\$ 4.87
Late Lucas, red or blue point sets	RNF229	\$ 5.23
Ducellier type	PLF228	\$ 2.42
2.6 litre 6 Cylinder, 3.5 litre V8	RNE613	\$ 4.87



Ignition Point Sets

4 Cylinder and 6 Cylinder Early Lucas Points

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

RNE595 \$ 6.69

4 Cylinder Late Lucas (red)

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

RNE637 \$ 6.39

4 Cylinder Late Lucas (blue)

Similar as preceding, but blue. Known as sliding points

RNF232 \$ 14.50

4 Cylinder Ducellier

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

PLF231 \$ 4.95

24 volt FFR (Fitted for Radio)

Points set Military 2.25 litre (not pictured)

RNF230 \$ 39.98

V8 3.5 Litre

Sliding point set

PLI738 \$ 6.99

Non-Sliding point set

RND074 \$ 15.50



RNE595



RNE637



RNF232



RNF231

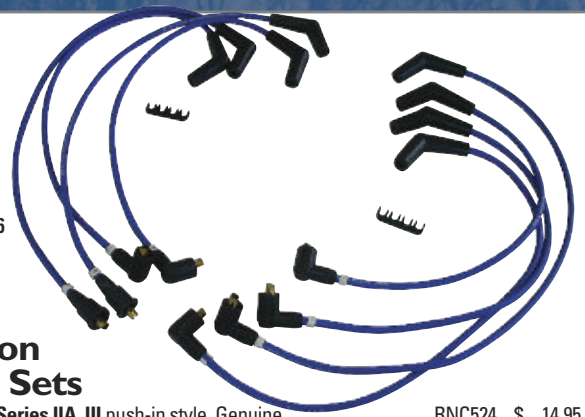


PLI738



RND074

PLI006



Ignition Wire Sets

4 Cylinder Series IIA, III push-in style, Genuine	RNC524	\$ 14.95
4 Cylinder Series III push-in style, ProLine	PLC960	\$ 12.99
4 Cylinder Series III push-in style, Lucas	PLC960L	\$ 19.50
V8, 3.5, 3.9 litre, Genuine	RNI004	\$ 69.95
V8, 3.5, 3.9 litre, ProLine	PLI004	\$ 29.95
V8, 4.2 litre 1995 Range Rover Classic LWB, Genuine	RNI005	\$ 119.00
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, Genuine	RNI006	\$ 99.80
V8, Gems, 4.0 litre, 1995-1999, Discovery I, Range Rover P38A, Defender 4.0, ProLine	PLI006	\$ 49.50
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, Genuine	RNI007	\$ 187.95
V8, Bosch 1999-2004, Range Rover P38A, Discovery II, ProLine	PLI007	\$ 43.50

Distributor Caps

Sold separately

1. 4 Cylinder Series II, IIA with screw-in wire ends, Genuine	RNC603	\$ 26.50
2. 4 Cylinder Series IIA, III Early Lucas, push-in, ProLine	PLC437	\$ 11.75
3. 4 Cylinder Late Lucas, Genuine	RNE596	\$ 15.99
4 Cylinder Late Lucas, ProLine	PLE596	\$ 6.90
4. 4 Cylinder Ducellier Type Cap, ProLine	PLF185	\$ 7.90
4 Cylinder Military 24 volt FFR, Genuine	RNC6767	\$ 150.33
6 Cylinder, ProLine	PLC628	\$ 9.80
V8, Genuine	RNI001	\$ 54.50
V8, Lucas, ProLine	PLI001	\$ 18.50



1



2



3



4

Distributor Rotors

Sold separately

1,2. Early Lucas, ProLine	PLE633	\$ 5.95
3. Late Lucas, ProLine	PLE634	\$ 4.75
4. Ducellier Type Cap, Genuine	RNF186	\$ 5.90
6 Cylinder, Genuine	RNF178	\$ 4.79
V8, Genuine	RNI002	\$ 39.50
V8, ProLine	PLI002	\$ 8.50

Wiper Blades

Series IIA, III Wiper Blade, 5 mm, ProLine	PLD285	\$ 5.95
Series IIA, III Wiper Blade, independent wiper w/orig hook arm.....	RNE612	\$ 17.50
Defender 90, 110, Wiper Blades, Front or Rear	RNC948	\$ 13.95
Defender 1993 - '97, Rear door wiper blade, Genuine.....	RNC948	\$ 13.95
Discovery I 1994-'99, Front Wiper Blade, Genuine	RNW116	\$ 8.43
Discovery I 1994-'99, Front Wiper Blade with spoiler (driver's side), Genuine.....	RNW117	\$ 9.26
Discovery I 1994-'99, Rear Wiper Blade, Genuine.....	RNW103	\$ 13.30
Discovery I 1994-'99, Rear Winter Blade, ProLine.....	RNF166	\$ 17.80
Discovery II 1999-'04, Front Wiper Blade, Genuine	RNW113	\$ 21.95
Discovery II 1999-'04, Front Winter Blades (Pair), Genuine.....	RNH876	\$ 72.43
Discovery II 1999-'04, Rear Wiper Blade, Genuine.....	RNW100	\$ 12.95
RR Classic 1987 -'89, Front or Rear Wiper Blade, Genuine	PLW104	\$ 6.95
RR Classic 1990 -'95, Front or Rear Wiper Blade, Genuine.....	RNW111	\$ 14.50
RR P38A 1995-'02, Front Wiper Blade, Genuine	RNW107	\$ 19.95
RR P38A 1995-'02, Front Wiper Blade, ProLine.....	PLW107	\$ 10.95
RR P38A 1995-'02, Rear Wiper Blade, Genuine.....	RNW118	\$ 15.95
RR P38A 1995-'02, Headlamp Wiper Blade.....	RND223	\$ 14.66
RR L322, 2002-'09, Front Wiper Blade, Genuine	RNH780	\$ 22.50
RR L322, 2002-'09, Front Wiper Blade, ProLine.....	PLH780	\$ 12.95
RR L322, 2002-'09, Rear Wiper Blade, Genuine.....	RNI126	\$ 36.22
RR L322, 2002-'09, Rear Wiper Blade, ProLine.....	PLI126	\$ 12.95
RR Sport, 2005-'09, Front Wiper Blade, Genuine	RNH781	\$ 28.95
RR Sport, 2005-'09, Front Wiper Blade, ProLine.....	PLH781	\$ 19.95
RR Sport, 2005-'09, Rear Wiper Blade, Genuine.....	RNI747	\$ 39.89
LR3, 2008-'10, Front Wiper Blade, Genuine	RNH781	\$ 28.95
LR3, 2008-'10, Front Wiper Blade, ProLine.....	PLH781	\$ 19.95
LR3, 2008-'10, Rear Wiper Blade, Genuine.....	RNI355	\$ 16.17
LR2, 2008-'10, Front Wiper Blade, Drivers side, Genuine	RNI742	\$ 22.95
LR2, 2008-'10, Front Wiper Blade, Passenger side, Genuine.....	RNI743	\$ 27.95
LR2, 2008-'10, Rear Wiper Blade, Genuine.....	RNI744	\$ 17.50



Drive Shafts

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



PLD665

New Drive Shaft Assemblies with U-Joints

Series II, IIA, III, front, 88 & 109, ProLine	PLF315	\$ 159.95
Series II, IIA, III 88, rear, ProLine.....	PLE189	\$ 178.45
Series II, IIA 109, rear, ProLine.....	PLF358	\$ 178.45
Defender 90 V8, rear, ProLine	PLE201	\$ 199.00
Defender 110, front, ProLine.....	PLF410	\$ 268.00
Defender 110, 4 Cyl up to 1999, rear, ProLine.....	PLE217	\$ 251.95
Discovery II, front, 1999-2002, ProLine	PLD665	\$ 399.00
Discovery II, front, 2003-2004 4.6 litre, ProLine.....	PLI782	\$ 459.00
Discovery I & Range Rover Classic 100 inch, rear, ProLine	PLD743	\$ 199.00

Discovery II Hub Assembly with Sensor

Discovery II 1999-2004.
Includes bearings, ABS sensor.
Front hub assembly.....
Rear hub assembly.....



PLD676



ProLine

PLD676 \$ 379.00

PLD694 \$ 321.00

U-Joint Kits

Series II, IIA, III

Front & rear, 2 15/16" from cap top to cap top, Genuine.....	RNE598	\$ 44.90
Front & rear, 2 15/16" from cap top to cap top, ProLine.....	PLE598	\$ 18.95
Front & rear, 3 7/32" from cap top to cap top, Genuine.....	RNE604	\$ 58.24
Discovery I, Range Rover Classic, Front or rear, Genuine	RNF411	\$ 69.00
Discovery I, Range Rover Classic, Front or rear, ProLine.....	PLE598	\$ 18.95
Defender 90, Front, Genuine	RNF411	\$ 69.00
Defender 90, Front or Rear, ProLine.....	PLE598	\$ 18.95
Defender 90, Rear, Genuine.....	RNE611	\$ 49.99
Defender 110, Front or rear, Genuine	RNE611	\$ 49.99
Defender 110, Front or rear, ProLine.....	PLE598	\$ 18.95



RNF411

Rear Driveshaft Flex Couplers

Range Rover Classic 1995
Discovery I & II

Flex Coupler for rear drive shaft, with hardware, Genuine.....	RND196	\$ 110.95
Flex Coupler, with hardware, OME, ProLine.....	PLD196	\$ 69.50



RND196

Thermostats

2.25, 2.6 Petrol and Diesel Series IIA-III

Thermostat 74 C / 165 F, Genuine.....	RNC276	\$ 42.39
Thermostat 74 C / 165 F, ProLine.....	PLC276	\$ 9.95
Thermostat 82 C / 179 F, Genuine.....	RNC580	\$ 43.90
Thermostat 82 C / 179 F, ProLine.....	PLC580	\$ 8.95
Thermostat 88 C / 190 F, Genuine.....	PLC320	\$ POA
Thermostat, 2.6 Litre, Genuine.....	RNC421	\$ 16.10

V8 Discovery I, Range Rover Classic, Defender

Thermostat 82 C / 179 F, Genuine.....	RNH386	\$ 14.99
Thermostat 82 C / 179 F, ProLine.....	PLH386	\$ 4.74
Thermostat 88 C / 190 F, Genuine.....	RNC047	\$ 10.50
2.5 NA Diesel Defender, Thermostat 75°C / 165 F	RNL151	\$ 21.80
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, Genuine.....	RNH386	\$ 14.99
2.5 NA Diesel Defender, Thermostat 82°C / 179 F, ProLine.....	PLH386	\$ 4.74

Thermostat Assemblies

V6 Freelander Thermostat assembly	RNL472	\$ 92.72
V8 Discovery II 1999-2004		
Thermostat assembly, Genuine.....	RND564	\$ 39.91
Thermostat assembly, ProLine.....	PLD564	\$ 28.50
V8 Range Rover P38A 1995-2002		
Thermostat assembly, Genuine.....	RND564	\$ 39.91
Thermostat assembly, ProLine.....	PLD564	\$ 28.50

V8 Range Rover L322 2003-2010

4.4ltr. 2003-'05, BMW Engine, thermostat assembly, Genuine.....	RNJ993	\$ 153.21
4.4, 4.2ltr. Supercharged, 2006-'09 thermostat assembly, Genuine.....	RNJ330	\$ 35.78
4.4ltr, O-ring seal, thermostat housing, Genuine.....	RNN217	\$ 5.66

Thermostat Gaskets 2.25 Petrol and Diesel Series IIA-III

Top thermostat gasket, ProLine.....	PLC245	\$ 0.83
Top O-ring seal, Genuine.....	RNC248	\$ 1.73
Bottom thermostat gasket, ProLine.....	RNB573	\$ 3.66
Side by-pass gasket, Genuine.....	RNC738	\$ 2.78
V8 Discovery I, RRC, Defender Thermostat gasket, Genuine	RNC046	\$ 2.61
2.5 NA Diesel Thermostat gasket, Genuine.....	RNH387	\$ 4.49
200Tdi Defender Thermostat, Genuine.....	RNL141	\$ 20.59
200Tdi Diesel Thermostat gasket, Genuine.....	RNH387	\$ 4.49
300Tdi Defender Thermostat, Genuine.....	RNL137	\$ 19.85

Thermostat Kits

2.25 Petrol Series IIA-III. Kits include o-ring, upper and lower gaskets and thermostat		
Thermostat Kit 74 C / 165 F	RNK1574	\$ 45.50
Thermostat Kit 74 C / 165 F.....	PLK1574	\$ 15.90
Thermostat Kit 82 C / 179 F.....	RNK1582	\$ 47.50
Thermostat Kit 82 C / 179 F.....	PLK1582	\$ 14.99
Thermostat Kit 88 C / 190 F.....	RNK1588	\$ 44.95

NEW Radiators

2.25 Litre, Series II-III 4 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, ProLinePLC513 \$ 269.00

Discovery I 1994-1999
with automatic transmission, GenuineRNC062 \$ 699.00
3.9 Litre V8, ProLinePLC019A \$ 679.95
Plastic Fill Plug, Radiator, GenuineRNC997 \$ 2.99
Washer, For Plastic Fill Plug, GenuineRNC996 \$ 1.95

Range Rover Classic 1987-1995

1987-1988, Radiator, ProLine.....PLC020 \$ 459.00
1993-1995, Radiator, GenuineRNC062 \$ 699.00
1989-1995, Radiator, ProLine.....PLC019A \$ 679.95
Plastic Fill Plug, Radiator, GenuineRNC997 \$ 2.99
Washer, For Plastic Fill Plug, Genuine.....RNC996 \$ 1.95

Defender 1993-1997

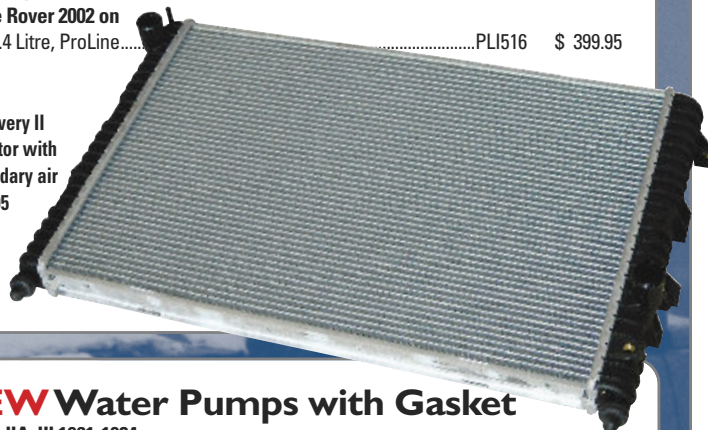
NAS 90/110 V8 Radiator Assembly, Genuine.....RNE130 \$ 589.00
Defender 300 Tdi Radiator with intercooler, ProLinePLD500 \$ 498.00
Defender 300 Tdi Radiator, ProLinePLH255 \$ 348.00
Defender 200 Tdi Radiator, ProLinePLD496 \$ 269.00

Discovery II 1994-2004 Radiator, ProLinePLD495 \$ 279.00

Range Rover 2002 on

L322 4.4 Litre, ProLine.....PLI516 \$ 399.95

Discovery II
Radiator with
secondary air
PLD495



NEW Water Pumps with Gasket

Series IIA, III 1961-1984

2.25 litre petrol, diesel, GenuineRNF334 \$ 129.00
2.25 litre petrol, diesel, ProLinePLF334 \$ 49.50
Rebuild kit for 2.25 water pumpsPLE587 \$ 34.95

Defender 90/110 1993 - 2006

1993-1995 NAS, Water Pump, GenuineRNC011 \$ 239.95
'93-1995 NAS, Water Pump, ProLine.....PLC011 \$ 89.00
'97 D90 NAS, Water Pump, GenuineRNC052 \$ 289.00
'97 D90 NAS, Water Pump, ProLinePLC052 \$ 89.50
200 Tdi diesel, Water Pump, GenuineRNH257 \$ 249.00
200 Tdi diesel, Water Pump, ProLine.....PLH257 \$ 89.00
300 Tdi diesel, Water Pump, GenuineRNH258 \$ 128.00
Td5 diesel, Water Pump, GenuineRNH360 \$ 148.60

Discovery I 1994-1999

Water Pump, GenuineRNC052 \$ 289.00
Water Pump, ProLine.....PLC052 \$ 89.50

Discovery II 2000-2002

Water Pump, GenuineRNC052 \$ 289.00
Water Pump, ProLine.....PLC052 \$ 89.50

Range Rover Classic 1987-1995

'87-1994, Water Pump, GenuineRNC011 \$ 239.95
'87-1994, Water Pump, ProLine.....PLC011 \$ 89.00
'95, Water Pump, GenuineRNC052 \$ 289.00
'95, Water Pump, ProLine.....PLC052 \$ 89.50

Range Rover P38A 1995-2002

'95-2002, Water Pump, GenuineRNC052 \$ 289.00
'95-2002, Water Pump, ProLinePLC052 \$ 89.50

Hylomar Gasket Sealer

Official sealer used by Land Rover during assembly.

Supplied in 3.5 oz. tubesRNA681 \$ 10.95



RNK1609

Stop Leaks!

Complete Cooling System Kits

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

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

Range Rover Classic

Cooling System Kit, Range Rover Classic 1987-'88RNK1601 \$ 209.00
Cooling System Kit, Range Rover Classic 1989.....RNK1602 \$ 241.44
Cooling System Kit, Range Rover Classic 1990-'94.....RNK1603 \$ 299.00
Cooling System Kit, Range Rover Classic, 4.2L 1993-'94.....RNK1604 \$ 272.94
Cooling System Kit, Range Rover Classic 1995.....RNK1608 \$ 249.00

Range Rover P38A

Cooling System Kit, Range Rover P38A up to VIN XA30701RNK1610 \$ 319.95
Cooling System Kit, Range Rover P38A from VIN YA30702.....RNK1610A \$ 390.00

Discovery I

Cooling System Kit, Discovery I w/A.E.L.....RNK1607 \$ 279.00
Cooling System Kit, Discovery I w/o A.E.LRNK1606 \$ 299.00

Discovery II

Cooling System Kit, Discovery II (shown above).....RNK1609 \$ 315.95



RNK1618

Radiator Hose Kits

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

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

Range Rover Classic

Radiator Hose Kit, Range Rover Classic, 1989RNK1612 \$ 129.00
Radiator Hose Kit, Range Rover Classic, 3.9L 1990-'94.....RNK1613 \$ 149.00
Radiator Hose Kit, Range Rover Classic, 4.2L 1993-'94.....RNK1614 \$ 179.95
Radiator Hose Kit, Range Rover Classic, 4.2L 1995.....RNK1617 \$ 159.00

Range Rover P38A

Radiator Hose Kit, Range Rover P38A, up to VIN XA430701.....RNK1619 \$ 199.95
Radiator Hose Kit, Range Rover P38A, from VIN YA430702.....RNK1619A \$ 290.00

Discovery

Radiator Hose Kit, Discovery IRNK1616 \$ 169.00
Radiator Hose Kit, Discovery I w/EVAP Loss SystemRNK1618 \$ 189.00

By Arthur Patsouris

[Arthur Patsouris, East Berkshire, VT, has owned and enjoyed Land Rovers for decades and works as Rovers North's Sales Manager. He lucked out and attended the 2011 MAR –ed.]

W Wednesday, 9/28/11

As dawn breaks, the Rovers North '09 Land Rover Defender "Puma" is packed and ready for the 13-hour drive. It proves uneventful, save the occasional rain shower and rubbernecking at an accident scene, and we arrive unscathed.

Taylor Congleton and I are representing Rovers North at the annual Mid-Atlantic Rally sponsored by the Rover Owners Association of Virginia. ROAV first hosted the event 36 years ago; this year's MAR promises again to give Land Rover enthusiasts a chance to meet with old friends, make new ones and enjoy hours of fun driving trails and swapping war stories.

We check in at our hotel in Charlottesville, VA and head off for a newly-opened Mexican restaurant. This year's Mid-Atlantic Rally returned to the Willow Hill Farm in Buckingham County, VA. Since leaving its long-time location in Pearl's Pond, ROAV organizers have tried different venues, but Taylor feels this current site has tremendous potential.

Rovers North has the pleasure of sponsoring the RTV Trials competition at the event; over dinner we made our plans for setting up our Rovers North welcome tent and constructing the course.

Thursday, 9/29/11

After a good night's sleep, we head south out of Charlottesville on Route 20 towards Buckingham County. My trusty GPS barked out instructions that took us to a farm, but it's not Willow Hill. We decide to turn back to the main road and use the low-tech approach of asking for directions at the Scottsville gas station. While retracing our route we pass a nicely restored Series IIA 88" pick up with 3/4 canvas. We pull into the gas station and the little 88" follows suit. As I fuel up the 110, the driver of the 88" and I exchange greetings. ROAV member Dr. Edward Bear now became our local guide, pointing us in the right direction. Upon arrival, we descend the long winding driveway past the main house where we have a panoramic view of the pastures and see the Rally Control Tent. A handful of campsites have sprouted up and club members look busy setting up tables and chairs in the main tent.

We grabbed the canes used for the course and then set off to scout the property for the best location. Taylor knew just who to search out when we needed volunteers to assist us in establishing the course. Last year, Taylor Garrenton (daughter of ROAV member Mark Garrenton), her friend Alyssa Williams and Raechel Davis (daughter of member Robert Davis) enthusiastically assisted the Rovers North rally team and dazzled our Mr. Congleton with their off-road driving ability. Throughout the weekend I found myself equally impressed with their enthusiasm for Land Rovers and for tearing up the trails. Taylor and I set off in the Puma with the girls in tow driving Mark Garrenton's Discovery.

We circle the main field in search of a satisfactory venue without any luck. Taylor thinks we should have a look down by the bank of the James River that runs along the northeastern edge of the property. The terrain is mostly sand and gravel deposited by the river as it receded to its current level. There is tangled vegetation scattered across the taller hills while the detritus clinging to the bark of the trees show how high the James swelled during a recent flooding of its banks. The soft sandy soil and the undulating routes carved by the retreating river left natural paths with off camber banked curves that





Road Diary Mid-Atlantic Rally 2011



suited our quest perfectly. As soon as we step out of the Rover we see the first section of the RTV materialize before us. In a matter of minutes, Taylor plants canes to mark out the first gates of the course and soon guides Taylor G. as she pilots the Discovery through the maze, pausing briefly at each turn to allow Taylor C. and I to set the canes before we move on to the next gate.

We spend the better part of Thursday afternoon laying out the first and most of the second sections of the course before we pack up for the day. Taylor and I feel we are building a course that will be inviting to drivers of varying skill levels, but challenging enough to force participants to think ahead before diving into the next turn. Before leaving we ask the teens to take one last test drive through our masterpiece while we judge their progress. Taking turns behind the wheel they easily breeze through the obstacles with minimal shunting or gate-crashing. Maybe it's a little too easy. Making mental notes to

readjust some of the less challenging gates we head back to Charlottesville for dinner and sleep.

Friday, 9/30/11

We leave the comfort of our hotel and head back to the rally on this sunny and crisp autumn morning. Our thirty-minute drive to the site affords us the chance to revisit our game plan and revise our RTV strategy based on our previous day's experience. We would like to wrap up the course by noon so that we can be available to mingle with the crowds that typically arrive late Friday afternoon. As we pull onto the field, we feel that we need more help to finish the course by our deadline. In no time we are reunited with the teen angels from the Davis/Garrenton camp as well as being joined by several ROAV members. We quickly complete plotting the final section of the course, revisit and tweak some of the less challenging parts of the previous

day's efforts and attach numbered flags to the gates. Our helpers make a final pass through all three sections of the course before we head back to Rally control for lunch.

Fortified by a late afternoon meal (hearty Brunswick Stew and Pulled Pork Sandwiches from Vickie's Incredible Edibles) we stroll around the grounds saying hello to friends and customers—my favourite part of attending Land Rover events. After spending over eleven years answering phones at Rovers North, I always enjoy being able to associate a face with a familiar voice. In many cases it feels like I'm attending a family reunion as I run into many folks that have come to visit us in Westford. Charlie and Pam Haigh have been back to visit Rovers North several times since leaving Vermont. Dale Jackson and his brother Larry recently spent a few days puttering around RN while waiting to pick up Dale's air-portable Land Rover to drive back to Tennessee. While attending MAR I have enjoyed many hours of conversation over the years with regular rally attendees: Elton Wright, John Esser, Mike Mason, Mike McCaig, Doug Crowther and so many others associated with the club.

As we watch more Land Rovers descend on the rally site, Taylor and I jump back into the Puma and head out to investigate one of the newer trails, aptly named "Challenger". This trail was blazed for this year's rally to appease the hardcore off-roaders. These off-roaders who aren't afraid to inflict some body damage to their Land Rovers always relish the added challenge of a trail that demands strategy, a capable vehicle and a more capable spotter to successfully navigate to the end. Unfortunately, when Taylor and I arrived the trail had claimed its first victim, Dan Rao's highly modified Series 109, with a shattered CV joint, and Matt Moran's Series IIA 109 modified trail rig which lay on its left side in a deep rut after attempting to straddle the narrow trail. A group effort pulls Matt's truck back to an upright position. As the assembled band attempts to re-evaluate the best course of action to conquer this forest path, Taylor and I return to Rally Control to update the event organizers of our progress and review the schedule for Saturday's events.

We also canvass the area for potential volunteers to help marshal the RTV. As soon as word spreads we are overwhelmed with offers to

Background photo: Jason Lavender



Left to right: Ladies dominate in Discovery I; Participants discussing Land Rover technical information; Matt Moran's Series IIA 109" cross-axled in stream bed.

help. Feeling we have successfully completed the final preparations, we head to Charlottesville for the night.

Saturday, 10/1/11

Saturday morning arrives much too soon and we are back on the rally site by 8:30. After a quick breakfast we round up our volunteers, distribute marshal t-shirts and head out for the trials course. Clearly some enthusiasts had tackled the course overnight, as a handful of gates required reconstruction. Briefing the volunteers, we set up teams to observe the beginning and end of each section. As parts of the course extended out into the James River and other parts promised potential vehicle damage, we decided to have participants walk through each section before beginning the drive. Surveying the course would give the drivers a chance to weigh the risk assessment before committing to the challenge.

As group after group of Land Rovers tear through the sections, the soft surfaces quickly gave way and the character of the course

changes with each competitors turn. Taylor and I discussed how we could improve on the next version of the course as we realized where our planning had been short-sighted, at the same time making note of comments provided by the drivers as to their favourite parts of the course. Some of the traps we set to make the run challenging were easily navigated, while gates that were placed merely to guide the driver in the right direction became progressively more difficult as the surface eroded with the passing of each vehicle. Our main objective was to provide a good time for the participants while having a chance to exercise their Land Rovers in a friendly contest. I hope we at least partially accomplished our goal. It was great to see a wide range of Rovers from early Series II trucks to some of the latest offerings from Solihull having a go at the course. At any rate, as the competition drew to a close and all the score cards were collected it was time to head back to Rally Control and prepare for the evenings festivities.

Barbecued shrimp and chicken with sides of potatoes and fried apples highlighted the banquet that led into the auction and raffle held by the club to help offset the operational expenses incurred while hosting the MAR. Additionally, the club makes an effort to contribute to the behind the scenes organizations that provide invaluable services that are needed to support such a large event. These organizations include but are not limited to local fire and rescue departments and local Boy Scout troops.

Rovers North donated a TerraFirma suspension kit for the raffle as well as the gift certificate prizes for the RTV challenge. Taylor took to the stage to announce the RTV winners: Ram Harriohand, Dave Bobeck and Dana Hammersley each won gift certificates. The fund-raising auction included bids on gift certificates, Land Rover Owner International magazine subscription packages and Land Rover related gear. Auctioneer Mike Mason led an active hour of good-natured bidding. A raffle completed the evening's activities. In addition to our suspension kit, the other prizes included a kayak and a Luminox wristwatch. At the Rally's close it was time for Taylor and I to say our goodbyes, pack up the 110 and head to the hotel. We have a long day of driving ahead of us and just had an equally long day day.

I'd like to thank the organizers of the Mid Atlantic Rally and the members of the Rover Owners Association of Virginia for inviting Rovers North once again to help sponsor this event. Your generous hospitality and enthusiasm for Land Rovers makes this rally very special. I'd like to offer congratulations to the RTV winners with special mention to Mike Boggs (a close 4th) and Lyle McMullen (you gotta put your name on the card!), and to Jonathan Pond for having the lucky raffle ticket for the TerraFirma suspension.

Last but not least thanks to all the members who helped Taylor and I with the RTV course. We couldn't have done it without you: Dan Rodriguez, Mark Garenton, Robert Davis, Scott Whittaker, Taylor Garrenton, Alyssa Williams, Raechel Davis, Dan Rao, Bob Gomer, Dale Jackson, Gustavo Pagni, Mike Van Curen, Bill Dodson, Matt Moran, John Keene and Charlie and Pam Haigh (and apologies to anyone I missed!) //



More MAR 2011 photos
www.roversnorth.com/news

Left to right: Lucky raffle winners; Proud ROAV Mid-Atlantic organizers show off their smiles.



ExmoorTrim™

Authorised Distributor

Series Interior

Available Trim and Fabric Choices

Elephant Hide Vinyl
Series Models
1959-1967

Black Vinyl
Series Models
1968-1984

More Exmoor Trim products
www.roversnorth.com/exmoor-trim

EX11645K

Series Trakkers Externe Hi-Back Seat Assembly

Direct replacement for Series II-III front driver seat.

Black Vinyl seat bottom & back w/pocket.....EX4949 Each \$ 279.00 Pair \$ 499.00
Elephant Hide seat bottom & back w/pocket.....EXT370EHG Each \$ 329.00 Pair \$ 599.00



EX4949



EX6616K

Basic Black Vinyl Seats

Bottom cushion, Driver/Pass.....EX8622 \$ 68.00
Bottom cushion, Center.....EX2252 \$ 47.00
Back cushion, Driver/Pass.....EX442 \$ 84.50
Back cushion, Center.....EX2308 \$ 98.50
Front Seat Set.....EX6616K \$ 379.00

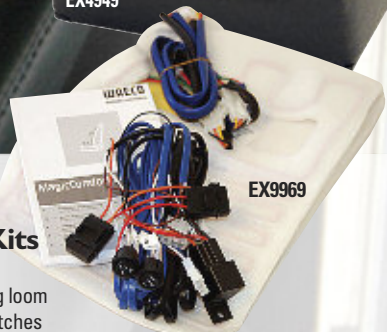


Seat Heater Kits

Sold in pairs.

Includes wiring loom & Hi / Low Switches

EX9969 \$ 199.00



EX9969

Pneumatic Lumbar Kit

Sold in pairs. The lumbar pad inflates simply by squeezing the inflatable ball until you reach the desired shape and to release the pressure simply press the button in front of the ball.

EX99712 \$ 199.95



EX6629

Elephant Hide Vinyl

Bottom cushion, Driver/Pass.....EX8625 \$ 79.50
Bottom cushion, Center.....EX2255 \$ 74.95
Back cushion, Driver/Pass.....EX444 \$ 108.00
Back cushion, Center.....EX2311 \$ 98.60
Front Seat Set.....EX6629 \$ 519.00

Seat belts sold separately.

Series Center Interior Tunnel Cover

Series II, IIA, III, Interior Tunnel Cover, fits 4-cyl, 2.25 liter only. Cloth

RNC128 \$ 84.95



EX11645K

Deluxe Black Vinyl Seats

Bottom cushion, Driver/Pass.....EX2182 \$ 65.80
Bottom cushion, Center.....EX2196 \$ 62.50
Back cushion, Driver/Pass.....EX2168 \$ 79.50
Back cushion, Center.....EX2210 \$ 74.50
Deluxe Front Black Vinyl Set.....EX11645K \$ 399.00



EX844

Series

Insulated Rubber Floor Mats

Series II, IIA, III, Front set.....EX844 \$ 129.00

Series 88", Loadspace.....EXT0091 \$ 129.95

Series Interior

Available Trim and Fabric Choices

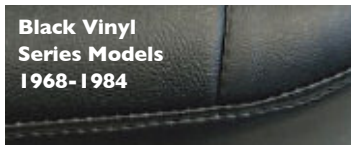


Rear Jump Seat

Twill Vinyl.....	EX4128	\$ 219.00
Black Vinyl.....	EX4126	\$ 219.00
Moorland.....	EX4133	\$ 229.00
Elephant Hide Vinyl ..	EX4138	\$ 238.00
Car Denim NAS.....	EX9607NAS	\$ 248.00



Elephant Hide Vinyl
Series Models
1959-1967



Black Vinyl
Series Models
1968-1984



RNA4600

ExmoorTrim™
Authorised Distributor



EX2831

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

Series Interior Trim

Front Door Interior Trim Set , Series IIA, III, RH+LH, Black Vinyl.....	RNA4600	\$ 280.45
Front Door Interior Trim Set, Series IIA, III, RH+LH, Elephant Hide ...	EX6284	\$ 345.00
Middle Door Panel Upper 109", RH, Black Vinyl.....	EX2769	\$ 42.29
Middle Door Panel Upper 109", LH, Black Vinyl.....	EX2764	\$ 42.29
Middle Door Panel Upper 109", RH, Elephant Hide Vinyl.....	EX6273	\$ 47.95
Middle Door Panel Upper 109", LH, Elephant Hide Vinyl.....	EX6272	\$ 47.95
Middle Door Panel Lower 109", RH, Black Vinyl.....	EX2831	\$ 49.50
Middle Door Panel Lower 109", LH, Black Vinyl.....	EX2820	\$ 49.50
Middle Door Panel Lower 109", RH, Elephant Hide Vinyl.....	EX6281	\$ 64.50
Middle Door Panel Lower 109", LH, Elephant Hide Vinyl.....	EX6280	\$ 64.50
Insulated Rubber Floor Mat Set Front Pair , Series II, IIA, III.....	EX844	\$ 129.00
Rear Door Interior Trim , Series IIA, III, Black Vinyl.....	EX2836	\$ 54.00
Rear Door Interior Trim, Series IIA, III, Elephant Hide Vinyl.....	EX6282	\$ 79.50

Middle Row Seats

For 109" and early 110 Staton Wagons!

fitted with 3 individual second row seats (seat belts not included).

See page 25 for complete seat belt listings.



Outer High Back Seat

Outer High Back Seat , includes bottom and back, Black Vinyl.....	EXT350BV	\$ 229.00
Outer High Back Seat, includes bottom and back, Twill Vinyl.....	EXT350DT	\$ 249.00
Outer High Back Seat, includes bottom and back, Dark Grey Vinyl.....	EXT350DGV	\$ 229.00
Outer High Back Seat, includes bottom and back, Elephant Hide.....	EXT350EHG	\$ 269.00
Outer High Back Seat, includes bottom and back, Car Denim NAS ..	EXT350NAS	\$ 269.00

Middle Low Back Seat

Middle Low Back Back Seat , includes bottom/back, Black Vinyl.....	EXT351BV	\$ 229.00
Middle Low Back Back Seat, includes bottom/back, Twill Vinyl.....	EXT351DT	\$ 239.00
Middle Low Back Back Seat, inc. bottom/back, Dark Grey Vinyl.....	EXT351DGV	\$ 229.00
Middle Low Back Back Seat, inc. bottom/back, Elephant Hide.....	EXT351EHG	\$ 269.00
Middle Low Back Back Seat, inc. bottom/back, Car Denim NAS.....	EXT351NAS	\$ 259.00

Rear Seats

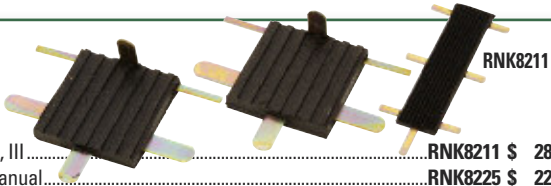


Rear Side Bench Seat Kits, Series II, IIA, III

Rear Bench Seat Kit , Elephant Hide Vinyl, Galvanized Frame.....	EX6877	\$ 248.00
Rear Bench Seat Kit, Black Vinyl, Galvanized Frame.....	EX6861	\$ 229.00
Rear Bench Seat Kit, Black Vinyl, Black Frame.....	EX4198	\$ 189.00
Bottom Cushion , Black Vinyl.....	EX4527	\$ 48.20
Bottom Cushion, Elephant Hide Vinyl.....	EX5948	\$ 69.50

Pedal Pad Sets

Series II, IIA, III.....	RNK8211	\$ 28.95
Defender Manual.....	RNK8225	\$ 22.50
Defender Automatic Transmission, 1997.....	RNK8226	\$ 48.50



Defender Insulated Rubber Floor Mats

Defender 90 & 110 SW, Loadspace.....	EXT0091	\$ 129.95
Defender 110 Regular, Loadspace.....	EXT00910	\$ 138.50
Defender 4 Cylinder, Front Set.....	EXT0096	\$ 89.50
Defender V8, Front Set.....	EXT0097	\$ 79.95
Defender, Moulded Rubber Mat.....	EX6136	\$ 829.00



Defender Interior

Available Trim and Fabric Choices - Standard Defender Seats

XS Black Rack - Cloth
Center Seat Back and Sides
Black Leather

Twill Vinyl
1995 NAS Soft Top,
& 1997 Station Wagons

Dark Grey Vinyl

Car Denim Vinyl
1994 NAS Models
& 1997 Soft Tops

Moorland Cloth Faced
1993 & 1995 90/110
NAS Station Wagons

Black Leather



Front Seat Bottom Cushion Defender 90, 110

Twill Vinyl bottom cushion		
Driver/Pass.....	EX9975	\$ 136.00
Car Denim Vinyl bottom cushion		
Driver/Pass.....	EX9600NAS	\$ 169.00
Dark Grey Vinyl bottom cushion		
Driver/Pass.....	EX9974	\$ 139.00
Moorland bottom cushion		
Driver/Pass.....	EX9980	\$ 140.98
Black Vinyl, Driver/Pass.....	EX9973	\$ 119.00

Exmoor Trim Install Video

Watch Online - Search for Part Number EX11858



EX11858



EX9969

Seat Heater Kits

Sold in pairs. Includes wiring loom & Hi / Low Switches.

EX9969 \$ 199.00



Front Seat Trim Kit Defender 90, 110

Front Seat Trim Kit, Twill Vinyl	RNA5600	\$ 159.00
Front Seat Trim Kit, Dark Grey Vinyl	EX6325	\$ 161.10
Front Seat Trim Kit, Moorland Cloth	EX6331	\$ 188.00
Front Seat Trim Kit, Black Leather	EX11858	\$ 359.00
Front Seat Trim Kit, Car Denim Vinyl	EXT315NAS	\$ 178.00

Middle Seat Trim Kit

Middle Seat Trim Kit, Defender 110 NAS, 60/40 Retrim Cover Kit		
Moorlands Cloth	EX3675	\$ 399.50

Standard Defender Seat With Rear Pocket

Twill Vinyl seat assembly, RHF.....	EX9705	\$ 599.95
Twill Vinyl seat assembly, LHF.....	EX9721	\$ 599.95
Moorland Cloth seat, RHF	EX9710	\$ 699.00
Moorland Cloth seat, LHF	EX9726	\$ 699.00
Car Denim Vinyl seat, NAS, RHF	EX9606NAS	\$ 599.95
Car Denim Vinyl seat, NAS, LHF	EX9605NAS	\$ 599.95
Black Leather seat, RHF	EX9718	\$ 789.00
Black Leather seat, LHF	EX9734	\$ 789.00
Dark Grey Vinyl seat, RHF	EX9704	\$ 599.95
Dark Grey Vinyl seat, LHF	EX9720	\$ 599.95



EX9605NAS



Alloy Gear Knob
EXT014-1 \$ 159.00

Gaiter, Leather / Cloth
EXT014-2 \$ 50.88

Gaiter Shift Lever
Defender, Diamond
EXT014DXS \$ 99.60



Defender Elite Seats with Rear Pocket

Elite Defender Seat, Front Pair with Heat & Lumbar Moorland Cloth	RNES01	\$ 1895.00
Elite Defender Seat, Front Pair with Heat & Lumbar XS Black Rack	RNES02	\$ 1995.95
Elite Defender Seat, Front Pair w/Heat & Lumbar Twill Vinyl	RNES03	\$ 1889.00



RNES02



EXT010-5

Defender Seat Risers

Increase your legroom for comfort by adding these adding these seat risers. Quick and easy adjustment of seat height and tilt. Substantial powder coated steel frame. Fits driver or passenger side. Includes fitting instructions, bolts and Allen key. Fits existing Defender seat frame and runners (riser kit for one seat) **EXT010-5 \$ 168.90**

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Happy Holidays!

Cubby Boxes for Series & Defender

MANTEC
specialist vehicle equipment

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Authorised Distributor



Exmoor Trim Cubby Boxes

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

- Cubby Box Non-locking, Denim Twill **EXT015DT \$ 149.00**
- Cubby Box Non-locking, Black Vinyl..... **EXT015BV \$ 149.00**
- Cubby Box Non-locking, Grey Vinyl **EXT015GV \$ 149.00**

Mantec Security Box

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

Mantec Security Box, Series & Defender..... **RNA1114 \$ 359.00**

Tuffy Security Box Stereo Console

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

- Tuffy Security Box with Stereo Console, Black**..... **RNA1701 \$ 319.00**
- Tuffy Security Box with Stereo Console, Charcoal**..... **RNA1703 \$ 299.99**
- Tuffy Security Box Stereo Console, Black and Mounting Kit**..... **RNA1700 \$ 329.00**
- Tuffy Drink Holder, Black 4.5" x 7.875"**..... **RNA1704 \$ 39.95**
- Tuffy Mounting Kit, Series, Defender**..... **RNA1702 \$ 14.95**

Made in the USA
for Rovers North



Rovers North Radiator Muffs

In the snowbelt, this simple accessory will make a big difference in your Land Rover's winter performance. By controlling the airflow through the radiator in freezing weather, the engine can run at its optimum operating temperature. This means reduced engine wear and increased heater output. Features superior materials and construction for improved durability and function.

- Early Series II, IIA w/headlamps in grill**..... **RNM0001 \$ 49.50**
- Late Series IIA w/headlamps in wings**..... **RNM0002 \$ 49.50**
- Series III**..... **RNM0003 \$ 49.50**
- Defender 90, 110**..... **RNM0004 \$ 49.95**

Defender Interior Front Door Panel RH + LH Set

This door panel set is manufactured to fit 2-piece front doors on Land Rover Series III and Defender 90 vehicles fitted with anti-burst door latches. Replicas of the original that are NLA, speaker area is not precut to allow for varying sizes.

- Front Door Panel, Includes mounting hardware & instructions**..... **RNA4700 \$ 369.00**
- Interior Door Handle, Defender 90, 110, Genuine, Also fits Series**... **RNF474 \$ 4.99**

Happy Holidays!



Genuine Defender Side Steps

Defender 90 Tubular Side Steps, Pair.....	RNB066	\$ 599.95
Defender 110 Station Wagon, Side Step, Pair Black.....	RNB069	\$ 659.95
Folding Side Step Kit, Defender 90, 110.....	RNF367	\$ 159.95



Holiday Gear!

Enjoy some of the finest Land Rover Art and Designs available on prints, T-Shirts, iPhone/iPad Cases, Ornaments, Clothing and Mugs, only from Rovers North on our CafePress store.

www.cafepress.com/roversnorth/



Defender 90 Fabric Soft Top

Constructed with superior quality black fabric that will not fade, shrink or crack like the original. Year after year this top will look as good as the day you first put it on. Superior features include: weather secure door seals, heavy duty zippers & large HD Perma-clear windows for improved visibility. An awesome fit on your existing belt rail system, this top ends the headaches of stretching and prying and keeps you dry and happy when the weather is foul. Includes three zip out windows, protective carrying pack and instructions. Made in the USA. **To determine your current style, search part online.**

1994 - '97 Defender 90 Soft Top, Non-Sleeved Style.....	RNA90ST01	\$ 2190.00
1994 - '97 Defender 90 Soft Top, Sleeved Style	RNA90ST02	\$ 2190.00
1994 Defender 90 Belt Rail Kit*	RNE245	\$ 119.95
1994 Defender 90 Tailgate Bar Kit*	RNE246	\$ 94.00

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

These Illustrations are hand-crafted in full colour art by the talented Myles Murphy using old school

techniques and medium with Rapidograph pens, prisma color markers and lots of knowledge. All art prints and gear are sold exclusively through our CafePress Rovers North store. **More holiday goodies starting on page 72!**



Order Our CafePress Gear
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Land Rover Series Side Profiles



Happy Holidays!

**Rigid
Tire
Covers**
Easier to
Clean!

Standard fits tire sizes 205/80x16",
235/70x16", 255/75x16" and 255/55x18"
Large fits tire sizes 245/75x16", 7.50x16",
235/85x16" and 265/75x16"

A. Land Rover Logo Rigid Tire Cover

Standard.....RNA3804 \$ 119.00
Large.....RNA3811 \$ 129.00

B. Land Rover Rigid Safari Tire Cover

Standard.....RNA3885 \$ 119.00
Large.....RNA3869 \$ 129.00

C. Land Rover Rigid Rhino Tire Cover

Standard.....RNA3857 \$ 119.00
Large.....RNA3892 \$ 129.00

D. Land Rover Rigid Lion Tire Cover

Standard.....RNA3820 \$ 119.00
Large.....RNA3834 \$ 129.00



**Soft
Tire
Covers**

Standard fits tire sizes 205/80x16",
235/70x16", 255/75x16" and 255/55x18"
Large fits tire sizes 245/75x16", 7.50x16",
235/85x16" and 265/75x16"

E. Land Rover Elephant Tire Cover

Standard RNTCEAL \$ 69.50
Large RNTCEBL \$ 69.50

F. Land Rover on Safari Tire Cover

Standard RNTCSAL \$ 69.50
Large RNTCSBL \$ 69.50

G. Land Rover Rhino Tire Cover

Standard RNTCRAL \$ 69.50
Large RNTCRBL \$ 69.50

H. Land Rover Logo Tire Cover

Standard RNE387 \$ 65.50
Large RNE386 \$ 65.50





Mirrors

Series II, IIA, III

6" x 10" Mirror Head
RNF260 \$ 13.99

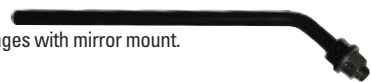


5" x 7" Mirror Head
RNF259 \$ 12.50



8 1/2" Mirror Arm

Mounts to wing top & Series IIA hinges with mirror mount.
Fits RNF259 & RNF260
ARM2 \$ 14.50



Round Mirror Head
PLC633 \$ 12.95 ea



Interior Mirror

Series II, IIA, III
PLB905 \$ 14.90



Defender Convex Mirror Assemblies

Defender Convex Mirror Assembly

Standard size 5" x 8", head with 6 1/2" arm, shown at right. RNE314 \$ 36.00 ea **>**
All of these can be mounted on Series with Defender door hinge kits.



XX Large
10" x 6" Head
with 11" arm.
RNI127 \$ 59.00 ea

X Large
10" x 6" Head
with 6 1/2" arm
RNH716 \$ 42.50 ea



MANTEC
specialist vehicle equipment

More MANTEC products
www.roversnorth.com/mantec

WGS7003

Discovery I, II Window Guards

Window guards for Discovery I & II, rear door and rear load area, giving increased security to your vehicle. The guards are made from 2mm mild steel and laser cut to give a smooth edged finish of the highest quality and finished powder coated black.
Window Guard Set, Passenger Door, Discovery I, II.....WGS7001 \$ 349.95
Window Guard Set, Loadspace Windows, Discovery II.....WGS7002 \$ 339.95
Window Guard, Rear Door, Discovery II.....WGS7003 \$ 359.95



RNE314

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

Mirror Kits
Includes mirror and arm, top door hinge, sealing washer, and all hinge bolts.
5" x 8" Mirror Kit, LH RNK841L \$ 80.33
5" x 8" Mirror Kit, RH RNK841R \$ 80.33
10" x 6" Mirror Kit, LH RNK851L \$ 87.50
10" x 6" Mirror Kit, RH RNK851R \$ 87.50



Discovery Bonnet Blackout Kit

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

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



Off-Roading The Company Way

By Colin Hughes

[Colin Hughes, Cannington, Ontario, Canada, uses his Discovery to get off the beaten track to camp, canoe, hike and mountain bike. He loves the opportunity to take folks off-road driving for the first time, as he recounts here -ed.]



Although Land Rover seems to be focusing more of its marketing to the use of their vehicles on-road, plenty of folks want to discover the capabilities of their Land Rover off-road. However, many of these individuals rarely have the opportunity to drive off-road. In light of this demand our company, NV Euro Motor Works in Unionville, Ontario, decided last year to offer our customers a chance to enjoy a supervised day on the trails, learning just what their Rover can do. Experienced guides and instructors helped keep the trails non-damaging trails; a catered lunch and a chance to ask any and all questions in an open atmosphere made participants want to

come back for more.

Last year for our first driving day, we started in a very sandy area and drivers were able to get to know their vehicles at their own pace. A fairly steep hill climb before lunch meant an equally steep trip down afterwards. A one-foot deep hole to the left on the downward slope meant many of the vehicles ended up with a rear wheel a foot or so in the air—scary for first time drivers, but a real confidence builder.

Last September we took participants out to Bobcaygeon, an off-road area northeast of Toronto, which features a nice network of trails. Lots of rain the week of the event meant plenty of mud and



covery Series II's, an LR3, a Range Rover P-38 and a Range Rover Sport. It proved to be a great cross-section of vehicles; we knew that each different model might require slightly different techniques for safe navigation of the obstacles. Our group consisted of those with no off-road experience to those who have done some hardcore wheeling. Making it fun for everyone challenged us!

Our morning saw us take some easier trails as the novice off-road-ers discovered how to read a line, place a wheel in the right place to avoid underside damage and become comfortable with the off-road characteristics of their Land Rover. Over the morning's driving we gave instruction slowly, at a pace that could be absorbed. Lunch by a beautiful lake followed attempts up a rock face. A couple of guys in a Jeep and Toyota with 37" tires watched us, amazed at the ability of our bone stock Land Rovers with their stock tires.

After lunch, we headed for Concession Lake. We took the more extreme of the two routes to the lake, which meant lots of water, mud and rocky drops and climbs. Those out for the first time had the opportunity to really see the capabilities of their Land Rovers. For example as one novice headed over a drop in his Discovery II and had the rear right wheel leave the ground, we made him hold the position until his wife could get around the back of the vehicle for a photo op.

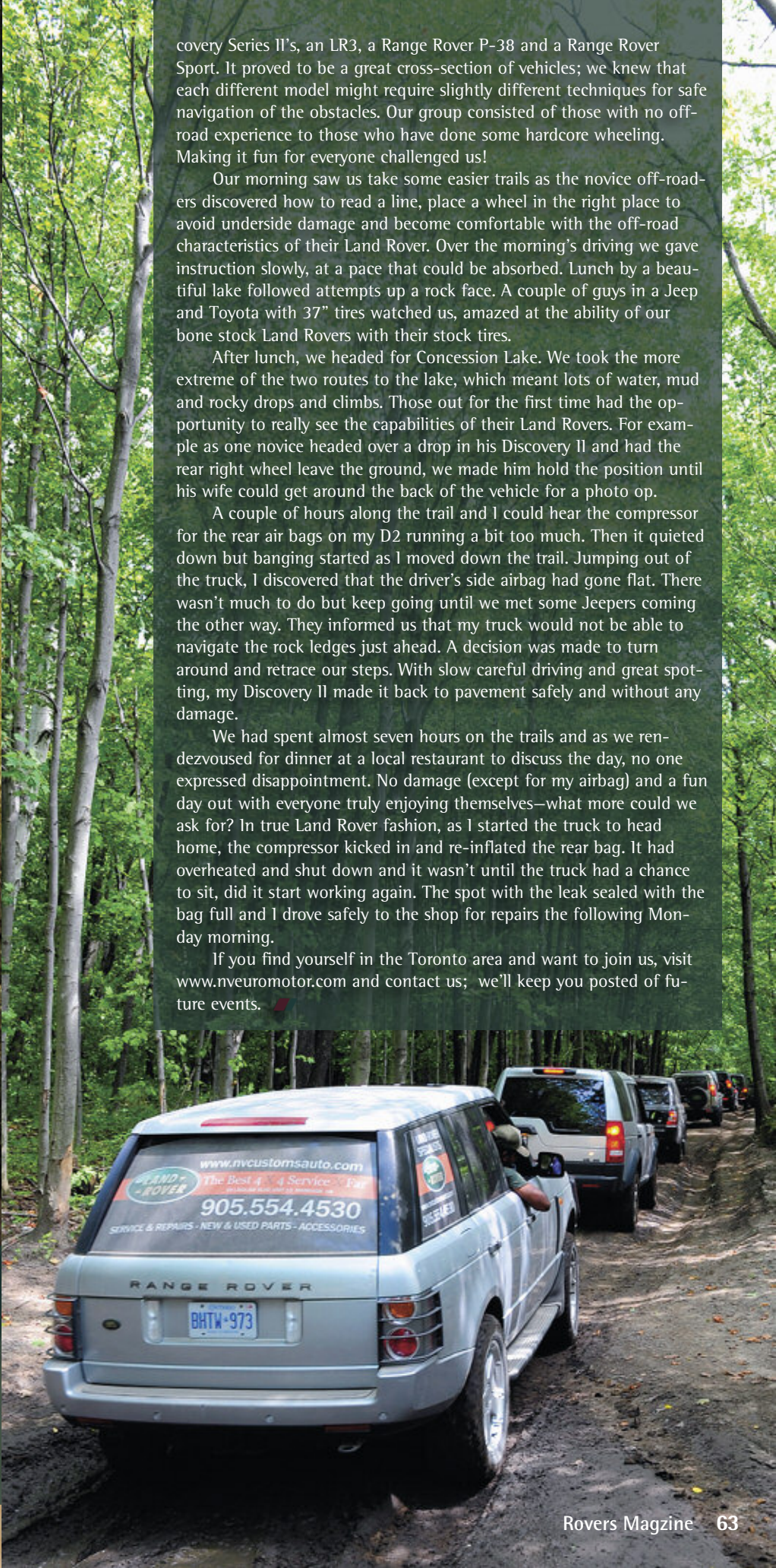
A couple of hours along the trail and I could hear the compressor for the rear air bags on my D2 running a bit too much. Then it quieted down but banging started as I moved down the trail. Jumping out of the truck, I discovered that the driver's side airbag had gone flat. There wasn't much to do but keep going until we met some Jeepers coming the other way. They informed us that my truck would not be able to navigate the rock ledges just ahead. A decision was made to turn around and retrace our steps. With slow careful driving and great spotting, my Discovery II made it back to pavement safely and without any damage.

We had spent almost seven hours on the trails and as we rendezvoused for dinner at a local restaurant to discuss the day, no one expressed disappointment. No damage (except for my airbag) and a fun day out with everyone truly enjoying themselves—what more could we ask for? In true Land Rover fashion, as I started the truck to head home, the compressor kicked in and re-inflated the rear bag. It had overheated and shut down and it wasn't until the truck had a chance to sit, did it start working again. The spot with the leak sealed with the bag full and I drove safely to the shop for repairs the following Monday morning.

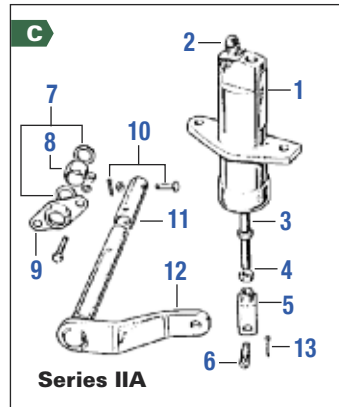
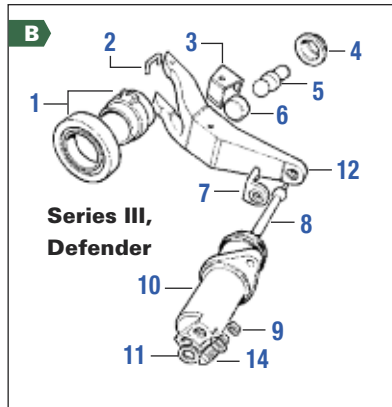
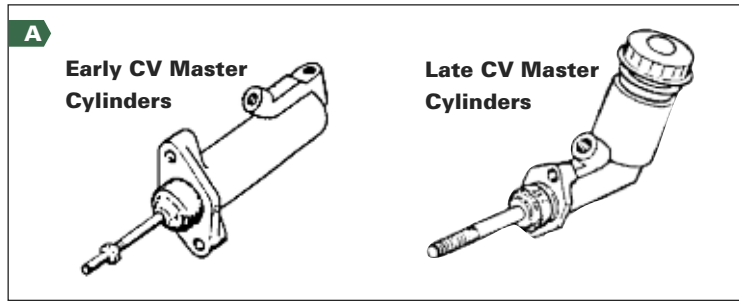
If you find yourself in the Toronto area and want to join us, visit www.nveuromotor.com and contact us; we'll keep you posted of future events.

water. Everyone had a blast; not one truck got stuck!

Our first event this year saw us return to Bobcaygeon to try some different trails. Major storms this past spring left many trails impassable due to downed trees. Members of the OF4WD Association had been busy clearing these trails for use and their hard work allowed us to have a great day out. On this trip our group consisted of a Discovery Series I, 4 Dis-



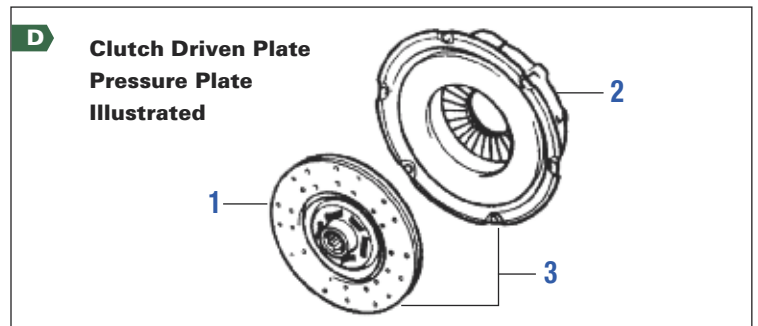
Clutch, Master Cylinder



2. Bleed Screw, Genuine.....	RNC380	\$ 3.25
Bleed Screw, ProLine.....	PLC380	\$ 1.56
3. Push Rod, Genuine.....	RNC293	\$ 17.34
4. Lock Nut, Genuine.....	RNS034	\$ 1.59
5. Clevis for Push Rod, Genuine.....	RNB638	\$ 4.60
6. Threaded Clevis Pin, Genuine.....	RNA932	\$ 23.60
7. Felt Ring for Spherical Bushing, Genuine.....	RNA946	\$ 0.80
8. Spherical Bush, Genuine.....	RNC733	\$ 24.99
9. Housing for Spherical Bush, Genuine.....	RNB380	\$ 10.87
10. Pin for Cross Shaft (two required), Genuine.....	RNC290	\$ 3.96
11. Connecting Tube, Genuine.....	RNC403	\$ 59.95
12. Operating Lever, 2.25 Litre, Genuine.....	RNC294	\$ 29.25
13. Split pin for clevis, Genuine.....	RNB315	\$ 0.29

Rubber Boot for Cross Shaft

Seals, Cross Shaft to Bell Housing, Genuine (not shown).....	RNC371	\$ 15.95
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A Clutch Master Cylinders

Series II, IIA 1959 - 1968 early CV type, ProLine.....	PLC752	\$ 64.50
Series IIA, III, Defender all models, 1969 - 2007 late CV type with fluid reservoir, Genuine.....	RNF289	\$ 102.08
ProLine.....	PLF289	\$ 69.50
Rebuild kit for all CV Master Cylinders 1959 - 2007, Genuine.....	RNC720	\$ 17.54
Cap with seal for Late CV Master Cylinder, Genuine.....	RNF290	\$ 22.96
Cap with seal for Late CV Master Cylinder, ProLine.....	PLF290	\$ 6.80

B Clutch Withdrawal Mechanism

Series III, Defender

1. Throw-Out Bearing, Genuine.....	RNE223	\$ 57.95
Throw-Out Bearing, ProLine.....	PLE223	\$ 19.95
2. Plastic Staple, Genuine.....	RNC483	\$ 0.60
3. Retainer for Operating Arm, Genuine.....	RNC465	\$ 2.18
4. Retainer Collar, Genuine.....	RNC466	\$ 3.28
5. Fulcrum, 3.9 Litre, Genuine.....	RNE172	\$ 11.26
6. Bush for operating arm, Genuine.....	RNC464	\$ 1.47
7. Retainer for Push Rod, Genuine.....	RNC493	\$ 3.95
8. Push Rod for Slave Cylinder, 2.25 Litre, Genuine.....	RNC463	\$ 29.06
Push Rod for Slave Cylinder, 2.25 Litre, ProLine.....	PLC498	\$ 6.25
Push Rod for Slave Cylinder, Defender w/LT77, All 4 cyl, Genuine.....	RNI700	\$ 9.15
Push Rod for Slave Cylinder, Defender w/R380, All 4 cyl, Genuine.....	RNI701	\$ 38.15
9. Dust Cap for Bleeder, Genuine.....	RNF316	\$ 2.59
10. Slave Cylinder, 2.25, 2.5 Litre & 200 TDI w/LT77 Gearbox, Genuine.....	RNC535	\$ 98.20
Slave Cylinder, 2.25 & 2.5 Litre, ProLine.....	PLC535	\$ 39.50
Slave Cylinder, 3.9 Litre V8, Genuine.....	RNE222	\$ 64.90
Slave Cylinder, 3.9 Litre V8, ProLine.....	PLE222	\$ 36.80
Slave Cylinder, 300 Tdi, up to #56A0669086K, Genuine.....	RND627	\$ 79.90
Slave Cylinder, 300 Tdi, up to #56A0669086K, ProLine.....	PLD627	\$ 48.50
Slave Cylinder, 300 Tdi & Td5 up to #56A0669087K, Genuine.....	RND493	\$ 69.80
Slave Cylinder, 300 Tdi & Td5 up to #56A0669087K, ProLine.....	PLD493	\$ 58.50
11. Compression Washer, Genuine.....	RNA986	\$ 0.48
12. Release Lever, Series III, Defender V8 & Td5, Genuine.....	RNC481	\$ 79.50
Release Lever, Defender 2.5, 200 & 300 Tdi, Genuine.....	RNH396	\$ 33.95

C Clutch Slave Cylinder & Linkage

Series II & IIA (Located at Bell Housing area)

1. Slave Cylinder, Genuine.....	RNB599	\$ 119.95
Slave Cylinder, ProLine.....	PLB599	\$ 48.50

D Clutch Driven Plate - NEW

1. Series II, IIA thru 1966, 9", ProLine.....	PLC546	\$ 89.94
Series II, IIA, 9.5", Genuine.....	RNE170	\$ 98.76
Series II, IIA, 9.5", ProLine.....	PLE170	\$ 79.88
Defender V8, 10", Genuine.....	RNE220	\$ 229.95
Defender V8, 10", ProLine.....	PLE220	\$ 84.20
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNI702	\$ 158.72
Defender TD5, 10", Genuine.....	RNI703	\$ 192.00

Clutch Pressure Plate - NEW

2. Series II, IIA thru 1966, 9", ProLine.....	PLC547	\$ 139.00
Series II, IIA, 9.5", ProLine.....	PLC467	\$ 139.80
Series III, 2.25, 2.6 Litre, 9.5", Genuine.....	RNC486	\$ 139.00
Series III, 2.25, 2.6 Litre, 9.5", ProLine.....	PLC486	\$ 82.95
Series III, Defender V8, 10", Genuine.....	RNC485	\$ 269.00
Defender 2.5, 200 & 300 Tdi, 10", Genuine.....	RNH534	\$ 138.50
Defender TD5, 10", Genuine.....	RNI704	\$ 215.00

Complete Clutch Kit

Includes driven plate, pressure plate and throwout bearing.

3. Series III, ProLine.....	PLB372	\$ 189.95
Defender V8, Genuine.....	RNH608	\$ 371.18
Defender V8, ProLine.....	PLH608	\$ 268.20
Defender 2.5 NA, 200 & 300 Tdi, Genuine.....	RNI705	\$ 269.00

Throw-Out Bearing Assembly

Series III & Defender all models, Genuine.....	RNE223	\$ 57.95
Series III & Defender all models, ProLine.....	PLE223	\$ 19.95

Clutch Alignment Tool

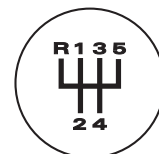
Series II, IIA, III, 2.25 & 2.6 Litre.....	Series III & Defender PLE223	TLS33	\$ 5.45
Defender V8.....		TLS33D	\$ 5.45



Which Defender gear box do I have?

LT77, LT77S - Reverse is forward to the left.

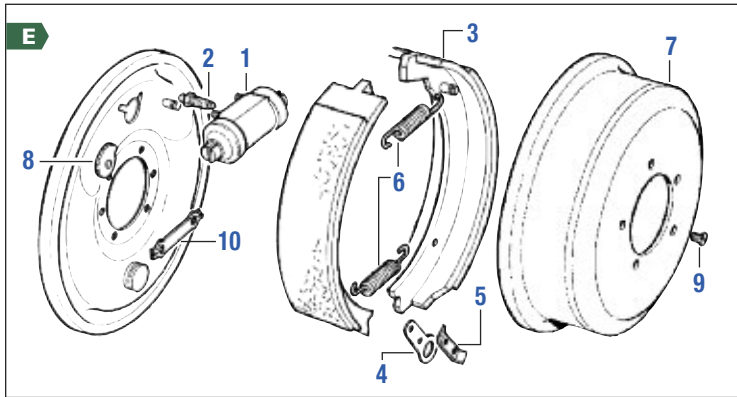
R380 - Reverse is rearward to the right.



LT77 / LT77S



R380



E Wheel Cylinders, Shoes, Drums

	Genuine	ProLine
1. 88", Series II, IIA, III Front Right	RNB535 \$ 79.98	PLB535 \$ 36.85
88", Series II, IIA, III Front Left	RNB536 \$ 79.98	PLB536 \$ 36.85
88", Series II, IIA, III Rear Right	RNB537 \$ 95.99	PLB537 \$ 39.50
88", Series II, IIA, III Rear Left	RNB538 \$ 95.99	PLB538 \$ 39.50
109", 2.25 Litre Front Right	RNB542 \$ POA	PLB542 \$ 36.90
109", 2.25 Litre Front Left	RNB541 \$ POA	PLB541 \$ 36.90
109", 2.25 Litre Rear Right	RNB535 \$ 79.98	PLB535 \$ 36.85
109", 2.25 Litre Rear Left	RNB536 \$ 79.98	PLB536 \$ 36.85
109", 2.6, 3.5 Litre Front Right	RNC600 \$ 257.75	PLC600 \$ 38.90
109", 2.6, 3.5 Litre Front Left	RNC599 \$ 257.75	PLC599 \$ 38.90
109", 2.6, 3.5 Litre Rear Right	RNB535 \$ 79.98	PLB535 \$ 36.85
109", 2.6, 3.5 Litre Rear Left	RNB536 \$ 79.98	PLB536 \$ 36.85
Defender 90 thru Oct '93 Rear Right	RNF349 \$ 219.00	PLF349 \$ 82.43
Defender 90 thru Oct '93 Rear Left	RNF348 \$ 219.00	PLF348 \$ 82.43
Defender 110 thru Oct '93 Rear Right	RNE635 \$ 118.90	PLE635 \$ 29.95
Defender 110 thru Oct '93 Rear Left	RNE636 \$ 118.90	PLE636 \$ 29.95

2. Bleed Screws for Wheel Cylinders, Genuine	RNC380 \$ 3.25
Bleed Screws for Wheel Cylinders, ProLine	PLC380 \$ 1.56
Dust Cap for bleed screws, Genuine	RNF316 \$ 2.59

Bonded Brake Shoes sold in axle sets

Enough for 2 wheels

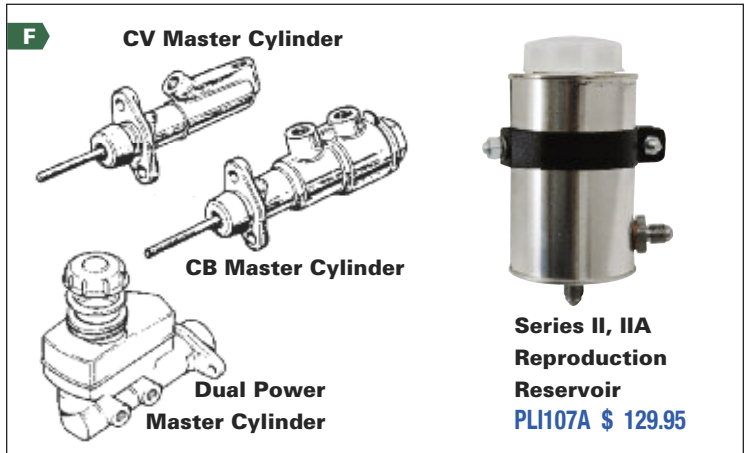
3. 88", 90" bonded shoe axle set, front or rear, Mintex	PLF320M \$ 49.95
88", 90" bonded shoe axle set, front or rear, ProLine	PLF320 \$ 34.50
109" 2.25 Litre bonded shoe axle set, front only, Mintex	PLF343M \$ 59.20
109" 2.25 Litre bonded shoe axle set, front only, ProLine	PLF343 \$ 39.99
2.6, 3.5 Litre bonded shoe axle set, front only, ProLine	PLF344 \$ 69.25
109", 110" bonded shoe axle set, rear only, all models, Mintex	PLF321M \$ 68.45
109", 110" bonded shoe axle set, rear only, all models, ProLine	PLF321 \$ 34.50
Series IIA, III 2.5 Litre brake shoes for handbrake, ProLine	PLF342 \$ 19.95
4. 88", 90" retainer for brake shoes, Genuine	RND064 \$ 15.86
5. 88", 90" locker for retainer, Genuine	RND065 \$ 2.18

Shoe Return Springs

6. 88" front & rear, all models thru June '80, Top, Genuine	RNC165 \$ 4.28
Top, ProLine	PLC165 \$ 1.55
Bottom, Genuine	RNA952 \$ 4.98
109", 110" all models with drum brakes, Front, Genuine	RNA993 \$ 7.20
Rear top, Genuine	RNC345 \$ 24.95
Rear top, ProLine	PLC345 \$ 3.95
Rear bottom, Genuine	RNC273 \$ 5.59
90" all models with rear drum brakes, Top, Genuine	RNC165 \$ 4.28
Top, ProLine	PLC165 \$ 1.55
Bottom, Genuine	RNA952 \$ 4.98

Brake Drums

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



F Brake Master Cylinders

Series II, IIA 88" CB, 1959 - 1967, ProLine	PLC228 \$ 64.50
Series IIA 88" CV, 1967 - 1968, ProLine	PLC752 \$ 64.50
Series II, IIA 109", 1959 - 1967, CB, ProLine	PLC429 \$ 69.48
Series IIA 109", 1968 - 1969, CV, ProLine	PLC753 \$ 49.95
Series Single System Power, except V8	PLH407 \$ 69.95
Series IIA, III 88" Dual Power, Genuine	RNC454 \$ 299.80
Series IIA, III 88" Dual Power, ProLine	PLC454 \$ 138.00
Series IIA, III, 109" Dual Power, Genuine	RNC762 \$ 299.00
Series IIA, III, 109" Dual Power, ProLine	PLC762 \$ 129.00
Series II, IIA Reservoir, Reproduction	PLI107A \$ 129.95

Rebuild Kit, Series IIA, III 88"

Dual Power Master Cylinder	PLC770 \$ 48.90
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Complete Series Vehicle Brake Pipe Kits

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

88" early Series IIA, single system kit	RNK680 \$ 167.95
109" single system kit	RNK681 \$ 169.95
88" Series IIA, dual power system kit	RNK682 \$ 199.50
88" Series III, dual power system kit	RNK683 \$ 199.50



G Stainless Steel Brake Line Kits

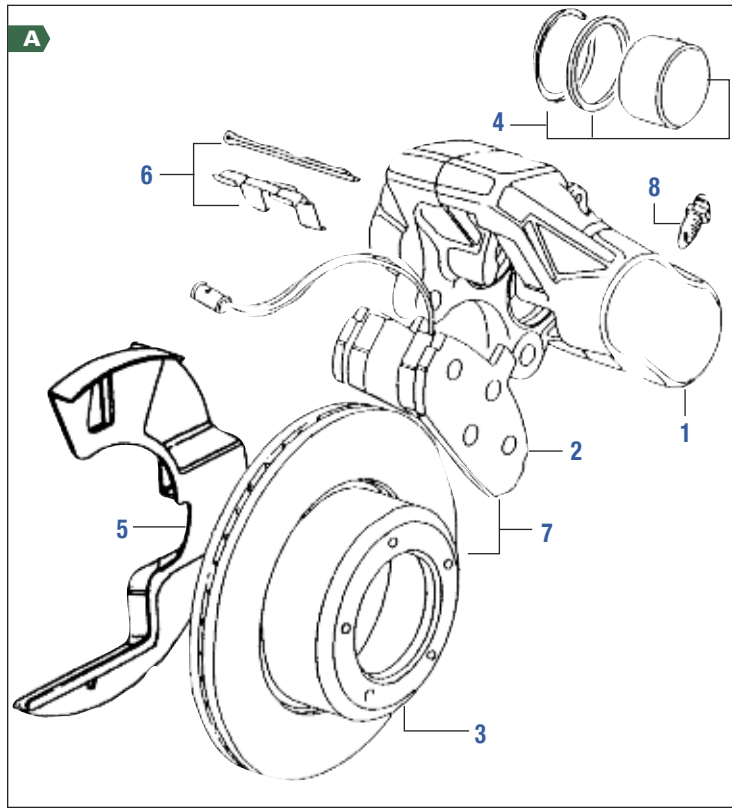
These 4 inch extended flexible stainless steel brake line kits are designed for Land Rovers with lifted suspension. Replaces your rubber flex lines. Equipped with factory fittings. No adapters required. Directions included.

Extended Length

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

Standard Length

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



Genuine & ProLine Brake Pads

2. Defender 90 1994-2010

Front, Brake Pad set, Genuine.....	RNF302	\$ 89.90
Front, Brake Pad set, ProLine.....	PLF323	\$ 36.50
Rear, Brake Pad set, Genuine.....	RNF303	\$ 66.85
Rear, Brake Pad set, ProLine.....	PLB195	\$ 24.95

Defender 110

Front, Brake Pad set, 1984-2010, Genuine.....	RNF302	\$ 89.90
Front, Brake Pad set, 1984-2010, ProLine.....	PLF323	\$ 36.50
Rear, Brake Pad set, 1994-2006, Genuine.....	RNH601	\$ 75.02
Rear, Brake Pad set, 1994-2006, ProLine.....	PLH601	\$ 39.95
Rear, Brake Pad set, 2007-2010, Genuine.....	RNI162	\$ 89.60

Discovery I 1995-1999

Front, Brake Pad, set, ProLine.....	PLB208	\$ 36.50
Rear, Brake Pad set, ProLine.....	PLB195	\$ 24.95

Discovery II 1999-2004

Front, Brake Pad set, Genuine.....	RND036	\$ 69.90
Front, Brake Pad set, ProLine.....	PLD036	\$ 42.95
Rear, Brake Pad set, Genuine.....	RND020	\$ 96.80
Rear, Brake Pad set, ProLine.....	PLD242	\$ 39.50

Range Rover Classic 1987-1995

Front, Brake Pad set, '87-1989, Genuine.....	RNB001	\$ 69.99
Front, Brake Pad set, '87-1989, non ABS, ProLine.....	PLB001	\$ 35.95
Front, Brake Pad set, '90-1995, Genuine.....	RNB002	\$ 59.00
Front, Brake Pad set, '90-1995, ProLine.....	PLB208	\$ 36.50
Rear, Brake Pad set, '87-1995, Genuine.....	RNB004	\$ 89.95
Rear, Brake Pad set, '87-1995, ProLine.....	PLB004	\$ 49.99

Range Rover P38A 1995-2002

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

Range Rover L322 (2003 on)

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

LR3 (2004 on)

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

Genuine & ProLine Brake Rotors

3. Defender 90, 110

Front solid rotor, each, Genuine.....	RNB006	\$ 89.95
Front solid rotor, each, ProLine.....	PLB006A	\$ 39.50
Front vented rotor, each, Genuine.....	RNB022	\$ 89.50
Front vented rotor, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor, each, 110 only 1994-2007, Genuine.....	RNI721	\$ 115.16
Rear rotor, each, 110 only 1994-2007, ProLine.....	PLB012A	\$ 39.00
Rear rotor, each, 90 only, non ABS, 2007-2010, Genuine.....	RNI154	\$ 89.60
Rear rotor, each, 90 only with ABS, 2007-2010, Genuine.....	RNI721	\$ 115.16

Discovery I 1995-1999

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

Discovery II 1999-2004

Front, rotor, each, Genuine.....	RND013	\$ 99.50
Front, rotor, each, ProLine.....	PLD013A	\$ 45.00
Rear, rotor, each, Genuine.....	RND024	\$ 94.00
Rear, rotor, each, ProLine.....	PLD024A	\$ 39.95

Range Rover Classic 1987-1995

Front rotor '87-1989, each, Genuine.....	RNB006	\$ 89.95
Front rotor '87-1989, each, ProLine.....	PLB006A	\$ 39.50
Front rotor '90-1995, each, Genuine.....	RNB022	\$ 89.50
Front rotor '90-1995, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor '87-1995, each, Genuine.....	RNI721	\$ 115.16
Rear rotor '87-1995, each, ProLine.....	PLB012A	\$ 39.00

A NEW ProLine Brake Calipers (no Core Charge)

1. Defender 90/110 1993-1997

Defender 90, Front Caliper, NEW, RH.....	PLF300A	\$ 138.00
Defender 90, Front Caliper, NEW, LH.....	PLF301A	\$ 138.00
Defender 90, Rear Caliper, NEW, RH.....	PLB198A	\$ 99.80
Defender 90, Rear Caliper, NEW, LH.....	PLB197A	\$ 99.80
Defender 110, Front Caliper, NEW, RH.....	PLF200	\$ 127.60
Defender 110, Front Caliper, NEW, LH.....	PLF201	\$ 127.60

Discovery I 1995-1999

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

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

Front Caliper, NEW, RH.....	PLD016A	\$ 119.00
Front Caliper, NEW, LH.....	PLD017A	\$ 119.00
Rear Caliper, NEW, RH.....	PLD004	\$ 98.00
Rear Caliper, NEW, LH.....	PLD005	\$ 98.00

Range Rover Classic 1987-1995

Front Caliper, NEW, 1987-1989 RH.....	PLB014A	\$ 159.00
Front Caliper, NEW, 1987-1989 LH.....	PLB015A	\$ 159.00
Front Caliper, NEW, 1993-1995 RH, From Vin # 637568.....	PLD259A	\$ 159.00
Front Caliper, NEW, 1993-1995 LH, From Vin # 637568.....	PLD258A	\$ 179.00
Front Caliper, NEW, ABS & Hunter, '90-1995, RH.....	PLB011A	\$ 149.00
Front Caliper, NEW, ABS & Hunter, '90-1995, LH.....	PLB017A	\$ 149.00
Rear Caliper, NEW, 1987-1992 RH 10mm.....	PLB018A	\$ 139.50
Rear Caliper, NEW, 1987-1992 LH 10mm.....	PLB010A	\$ 139.80
Rear Caliper, NEW, 1993-1995 RH 12mm.....	PLB198A	\$ 99.80
Rear Caliper, NEW, 1993-1995 LH 12mm.....	PLB197A	\$ 99.80

Brake & Clutch Fluid

Brake Fluid, Land Rover, Suitable for all

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



Genuine & ProLine Brake Rotors (con't)

3. Range Rover P38A 1995-2002			
Front rotor, each, Genuine	RND028	\$	99.40
Front rotor, each, ProLine	PLD028A	\$	44.50
Rear rotor, each, Genuine	RND024	\$	94.00
Rear rotor, each, ProLine	PLD024A	\$	39.95
Range Rover L322 2003 on			
Front rotor, up to 3A130140, each, Genuine	RNH909	\$	179.00
Front rotor, up to 3A130140, each, ProLine	PLH909	\$	68.00
Front rotor, from 4A159171 up to 6A228066, each, Genuine	RNH954	\$	112.80
Rear rotor, up to 6A000001, each, Genuine	RNH955	\$	119.00
Rear rotor, up to 6A000001, each, ProLine	PLH955	\$	58.00
LR3 2004 on			
Front rotor, each, Genuine	RNH956	\$	99.50
Front rotor, each, ProLine	PLH956	\$	59.95
Rear rotor, each, Genuine	RNI350	\$	97.50
Rear rotor, each, ProLine	PLI350	\$	48.50

Caliper Rebuild Kits Includes pistons and seals for one caliper.

4. Defender 90 front caliper kit per side, ProLine			
	PLF304	\$	29.80
Defender 90 Rear caliper kit per side, Genuine	RNB246	\$	96.65
Defender 90 rear caliper kit per side, ProLine	PLB246	\$	29.95
Defender 110 front caliper kit per side, ProLine	PLF318	\$	9.95
Range Rover Classic 1987-1999			
Front caliper kit per side, ProLine	PLB024	\$	7.95
Rear caliper kit per side, ProLine	PLB009	\$	7.95
Discovery I 1994-1999			
Front caliper kit per side, ProLine	PLB176	\$	36.50
Rear caliper kit per side, ProLine	PLB246	\$	29.95

5. Mud Shield

Defender 90 front RH, Genuine	RNB178	\$	29.50
Defender 90 front LH, Genuine	RNB177	\$	29.50
Defender 90 rear RH, Genuine	RNB206	\$	26.50
Defender 90 rear LH, Genuine	RNB205	\$	26.50
Defender 110 front RH, Genuine	RNE195	\$	78.64
Defender 110 front LH, Genuine	RNE196	\$	78.64
Defender 110 rear RH, Genuine	RNB206	\$	26.50
Defender 110 rear LH, Genuine	RNB205	\$	26.50

Discovery I 1994-1999, Range Rover Classic 1987-1995

Discovery I Front RH, Genuine	RNB178	\$	29.50
Discovery I Front LH, Genuine	RNB177	\$	29.50
Discovery I Rear RH, Genuine	RNI183	\$	119.91
Discovery I Rear LH, Genuine	RNI182	\$	119.95

Discovery II 1999-2004, Range Rover P38A 1996-2002

Discovery II Front RH, Genuine	RND964	\$	29.86
Discovery II Front LH, Genuine	RND965	\$	29.86
Discovery II Rear RH & LH, Genuine	RNE004	\$	29.15

6. Fixing Kits for Brake Pads

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

7. Brake Kits Genuine & ProLine kits include 2 pads, 2 rotors & hardware.

Range Rover Classic 1987-1995			
Front Brakes non ABS, Genuine	RNK6101	\$	209.00
Front Brakes non ABS, ProLine	PLK6101	\$	109.00
Rear Brakes non ABS LH Sensor, Genuine	RNK6102	\$	289.00
Rear Brakes non ABS LH Sensor, ProLine	PLK6102	\$	129.00
Rear Brakes non ABS RH Sensor, Genuine	RNK6103	\$	279.00
Rear Brakes non ABS RH Sensor, ProLine	PLK6102	\$	129.00
Front Brakes w/ABS, Genuine	RNK6104	\$	229.00
Front Brakes w/ABS, ProLine	PLK6104	\$	118.90
Rear Brakes w/ABS, Genuine	RNK6105	\$	279.00
Rear Brakes w/ABS, ProLine	PLK6105	\$	129.00

7. Range Rover P38A 1995-2002

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

Discovery I 1995-1999

Front Brakes, Genuine	RNK6106	\$	239.99
Front Brakes, ProLine	PLK6106	\$	110.00
Rear Brakes, Genuine	RNK6107	\$	245.00
Rear Brakes, ProLine	PLK6107	\$	94.50

Discovery II 1999-2004

Front Brakes, Genuine	RNK6114	\$	264.99
Front Brakes, ProLine	PLK6114	\$	129.90
Rear Brakes, Genuine	RNK6115	\$	279.50
Rear Brakes, ProLine	PLK6115	\$	99.99

Defender 90

Front Brakes, Genuine	RNK6110	\$	269.00
Front Brakes, ProLine	PLK6110	\$	112.99
Rear Brakes, Genuine	RNK6111	\$	258.90
Rear Brakes, ProLine	PLK6111	\$	98.50

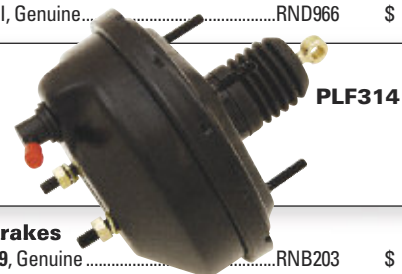
Defender 110

Front Brakes, Genuine	RNK6108	\$	219.00
Front Brakes, Genuine	PLK6108	\$	109.99
Rear Brakes, Drums and Shoes, Defender 110 NAS, Genuine	RNK6109	\$	404.25
Rear Brakes, Drums and Shoes, Defender 110 NAS, Proline	PLK6109	\$	110.90

8. Bleed Screw

Defender, Range Rover Classic, Discovery I, Genuine	RNB023	\$	4.47
Range Rover P38A, Discovery II, Genuine	RND966	\$	5.59

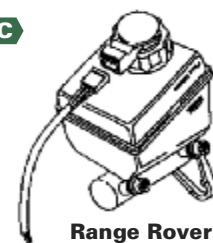
B Brake Master Cylinder Servo Assembly



B Servo Assembly for Brakes

1. Range Rover Classic 1985-1989, Genuine			
	RNB203	\$	199.00
Defender all Models up to 1991, ProLine	PLD293	\$	199.00
Defender all Models w/out ABS 1991 on, ProLine	PLH911	\$	139.00
Defender all Models with ABS 1999 on, Genuine	RNI170	\$	364.00
Series IIA-III, 2.25 Petrol, Genuine	RNF314	\$	398.80
Series IIA-III, 2.25 Petrol, ProLine	PLF314	\$	158.20
2. Series IIA-III, Vacuum Hose, Genuine			
	RNI718	\$	3.60

C



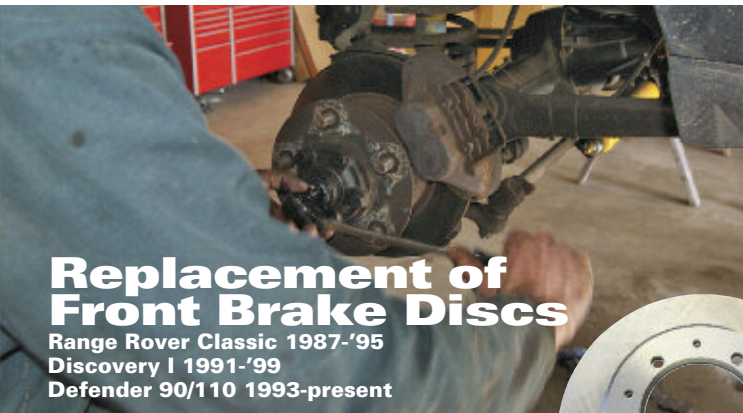
Range Rover Classic 1988-1989 PLB180



Defender 90 1994-1997 PLF285

C Brake Master Cylinders

Defender 90 1994 - 1997, Genuine	RNF285	\$	276.95
Defender 90 1994 - 1997, ProLine	PLF285	\$	129.00
Discovery I 1995 - 1999 with ABS, ProLine	PLB200	\$	245.29
Discovery II 1999 - 2004 with ABS, ProLine	PLD999	\$	299.00
Range Rover Classic 1988-1989, Non-ABS, ProLine	PLB180	\$	199.00
Range Rover P38A, Genuine	RNH682	\$	389.00



Replacement of Front Brake Discs

Range Rover Classic 1987-'95
Discovery I 1991-'99
Defender 90/110 1993-present

Land Rovers require regular maintenance and one is brake disc/rotor replacement. To ensure the safety and reliability of your Land Rover, brake checks should be performed often. When the discs begin to groove, it is time to think about replacing them. Disc replacement is a procedure that can be preformed at home by those with even limited mechanical experience. Replacing both front discs can be done in about two hours, and requires few special tools.



Required parts

QTY

(2) Front brake discs

Defender

Brake Disc, Defender 110, Genuine, ea.....	RNB006	\$ 89.95
Brake Disc, Defender 110, ProLine, ea.....	PLB006A	\$ 39.50
Brake Disc, Defender 90 NAS, Genuine, ea.....	RNB022	\$ 89.50
Brake Disc, Defender 90 NAS, ProLine, ea.....	PLB022A	\$ 39.50
Brake Disc, Slotted & Drilled, Defender 90, ProLine, pair.....	PLB022SD	\$ 129.00
Brake Disc, Slotted & Drilled, Defender 110, ProLine, pair.....	PLB006SD	\$ 109.00

Range Rover Classic

Brake Disc, '87-'89, Genuine, ea.....	RNB006	\$ 89.95
Brake Disc, '87-'89, ProLine, ea.....	PLB006A	\$ 39.50
Brake Disc, '90-'95, Genuine, ea.....	RNB022	\$ 89.50
Brake Disc, '90-'95, ProLine, ea.....	PLB022A	\$ 39.50
Brake Disc Slotted & Drilled, '87-'89, ProLine, pair.....	PLB006SD	\$ 109.00
Brake Disc Slotted & Drilled, '90-'95, ProLine, pair.....	PLB022SD	\$ 129.00

Discovery I

Brake Disc, Genuine, ea.....	RNB006	\$ 89.95
Brake Disc, ProLine, ea.....	PLB006A	\$ 39.50
Brake Disc Slotted & Drilled, ProLine, pair.....	PLB006SD	\$ 109.00

(1) Hub nut removal tool.....



Tool Bar for RNF406.....	RNF406	\$ 15.65
.....	RNT0004	\$ 6.18

(4) Defender Brake Pads

Non-Vented Early, Defender 90 to 1989 (w/fitting kit), Genuine.....	RNI180	\$ 79.90
Non-Vented Early, Defender 90, '90-'93 (w/fitting kit), Genuine.....	RNI181	\$ 98.61
Vented, Defender 110, '86-'93 (comes w/fitting kit), Genuine set.....	RNF323	\$ 79.20
Vented, Defender 110, '86-'93 (comes w/fitting kit), Genuine set.....	RNF302	\$ 89.90
Vented, Defender 110, '86-on (fitting kit PLB204* sold separately) ProLine set.....	PLF323	\$ 36.50
Fitting Kit, ProLine, Set.....	PLB204	\$ 3.99

Range Rover Classic Brake Pads

Non-ABS, Genuine 1987-'89.....	RNB001	\$ 69.99
Non-ABS, ProLine 1987-'89.....	PLB001	\$ 35.95
ABS, Genuine 1990-'95.....	RNB002	\$ 59.00
ABS, ProLine 1990-'95.....	PLB208	\$ 36.50

Discovery I Brake Pads

Brake Pad Set w/o Sensor, Genuine.....	RNB208	\$ 89.95
Brake Pad Set w/o Sensor, ProLine.....	PLB208	\$ 36.50
Fitting Kit, Non-Vented, Genuine.....	RNB204	\$ 10.95
Fitting Kit, Non-Vented, ProLine.....	PLB204	\$ 3.99
Brake Pin Kit.....	RNB199	\$ 19.95

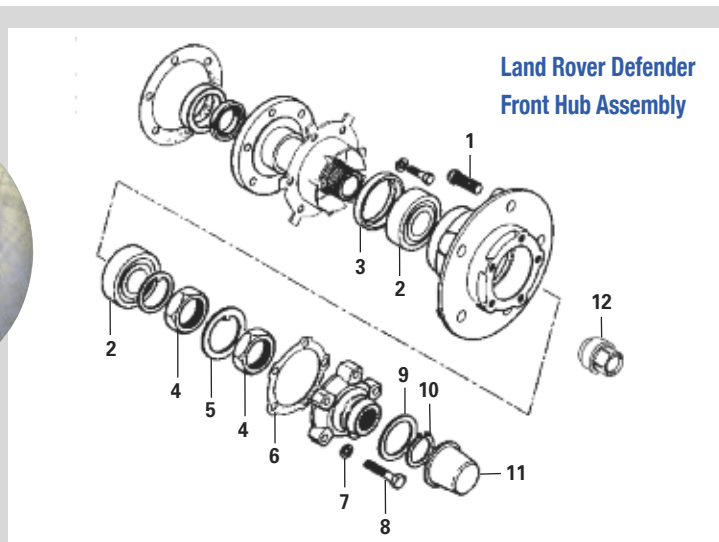
(1) Hub Seal Kit, Genuine (includes folding lock washer #5, hub seal #3, drive flange gasket #6, see parts illustration above).....	RNK5623	\$ 10.50
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Suggested tools:

Snap ring/Circlip removal tool,
Can of generic brake parts cleaner,
Penetrating lubricant, Hammer,
Needle nose pliers, Socket
wrench, and Hubnut tool.

Required tools:

Land Rover jack
Breaker bar
Jack Stand
Chisel/Flathead screwdriver
Metric 12pt Sockets 10mm-20mm



Land Rover Defender
Front Hub Assembly

Suggested Replacement Parts

Some of these parts are good to have on hand when replacing your front brake discs as the front hub assembly needs to come apart. This is a reference listing for most replacement parts. You never know when you encounter that stubborn broken bolt!

1. Wheel Stud, Defender 90, Genuine, each.....	RNH012	\$ 4.51
Wheel Stud, Defender 110, Genuine, each.....	RNE193	\$ 9.20
2. Wheel Bearing, Genuine.....	RNH003	\$ 25.71
Wheel Bearing, ProLine.....	PLH003	\$ 13.13
3. Grease Hub Seal, Genuine.....	RNH001	\$ 7.65
4. Hub Axle Nut, Genuine.....	RNH006	\$ 11.95
Hub Axle Nut, ProLine.....	PLH006	\$ 3.68
5. Folding Lock washer Defender 90, Genuine.....	RNH020	\$ 2.59
Defender 110, Range Rover Classic, Genuine.....	RNH005	\$ 2.49
Defender 110, Range Rover Classic, ProLine.....	PLH005	\$ 1.05
Range Rover Classic ABS.....	RNH004	\$ 2.95
6. Drive Flange Hub Gasket Defender 90, Range Rover Classic, Genuine.....	RNH007	\$ 1.95
Defender 110, Genuine.....	RNE179	\$ 2.95
7. Lock Washer, Drive Flange Member.....	RNH011	\$ 1.49
8. Bolt, Drive Flange Member, Defender.....	RNF430	\$ 0.99
Bolt, Drive Flange Member, Range Rover Classic.....	RNH008	\$ 3.21
9. Shims, use as required Shim, 0.45mm, Genuine.....	RNX006	\$ 3.95
Shim, 0.60mm, Genuine.....	RNX007	\$ 6.95
Shim, 0.75mm, Genuine.....	RNX008	\$ 9.95
Shim, 0.90mm, Genuine.....	RNX009	\$ 6.95
Shim, 1.05mm, Genuine.....	RNX010	\$ 10.95
Shim, 1.20mm, Genuine.....	RNX011	\$ 5.93
Shim, 1.35mm, Genuine.....	RNX012	\$ 6.95
Shim, 1.50mm, Genuine.....	RNX013	\$ 5.95
Shim, 1.65mm, Genuine.....	RNX014	\$ 6.53
10. Circlip, Genuine RNX040.....	RNX040	\$ 3.95
11. Hubcap, Defender 90, RRC, Genuine.....	RNX021	\$ 3.95
Defender 110, Genuine.....	RNE186	\$ 8.95
12. Lug Nuts for Steel Wheels, Defender 90, 110, Genuine, ea.....	RNS066	\$ 2.98
Lug nut for Steel Wheels, Defender 90, 110, ProLine, ea.....	PLS066	\$ 1.31
Lug Nut for Alloy Wheels, Stainless Capped, Genuine, ea.....	RNX041	\$ 14.72
Lug Nut for Alloy Wheels, Stainless Capped, Genuine, ea.....	PLX041	\$ 7.80
Lug Nut Wrench for 1 1/16" nuts.....	LUG1116	\$ 18.85
Synthetic multi-purpose grease tube, Amsoil 14oz.....	GLC10	\$ 8.90

Hub Seal Kits
RRC, DEF, DISCO RNK5623 \$ 10.50
RRC 90-92 ABS RNK5622 \$ 10.50
RRC Non-ABS RNK5621 \$ 37.90

Safety first!

- Ensure the vehicle is securely chocked on level ground before working underneath.
- Support the vehicle on axle stands, never work on a vehicle with just a jack!
- Be sure to wear safety glasses for eye protection.
- Make sure to double check all bolts for proper torque. 



Disassembly

Park Land Rover on level, solid surface. Engage parking brake. Break tension on wheel nuts, 1 turn only. Position vehicle jack on front axle where being performed. Lift vehicle until tire clears ground. Position jack stands, lower axle onto jack stand. Leave vehicle jack in place, but with vehicle weight on jack stand.

Step 1: Loosen wheel nuts, remove. Remove brake line clips, remove caliper bolts. Calipers are secured by two 12pt bolts, located on the back of the calipers. A lubricating penetrant will help break any rust build-up. After removing caliper bolts, leave caliper in place. The caliper has to be moved only when removing the disc in the later steps.



Breaking nut tension.

Step 2: Remove dust cover, separate circlip with needle nose pliers, or snap-ring puller. Remove circlip. Remove driveshaft shim. Remove five bolts on drive member. Withdraw driving member, withdraw drive member joint washer. This is a paper gasket that should be scraped and replaced upon reassembly. Bend back lock washer tabs; the chisel is a good tool for this. Remove lock nut using hubnut removal tool. Remove lock washer. Remove hub adjusting nut, use hubnut removal tool again. Remove spacing washer. Hold caliper to side, Remove hub and brake disc assembly from stub axle.



Fig 1 - Hub assembly with dust cover removed.



Fig 2 - Circlip, (2) driveshaft shims.



Fig 3 - Pulling drive member off with bolts removed.



Using the hub nut removal tool RNF406.

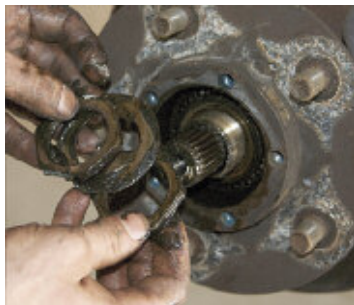


Fig 4 - The removed lock nut, lock washer and hub adjusting nut.



Fig 5 - Pulling hub-disc assembly. Hold caliper to side, put back in place after removing hub-disc assembly.

Step 3: Remove outer bearing from hub assembly. Turn disc over to remove grease seal from hub assembly. Remove inner bearing that lies below grease seal. Remove five hub bolts. Because of the severe heat endured by the discs, the five hub bolts may be very stubborn. If there is not a vise available, more leverage can be gained by temporarily attaching the hub assembly back to the wheel and tire. Two wheel lug nuts will secure hub assembly back to the wheel. Laying the tire down provides excellent leverage. If the bolts still won't free, use a blowtorch to heat the areas around each bolt, without blasting heat on the bolts directly. This is a good time to employ the breaker bar over the end of the socket wrench. Remove hub from brake disc, rust may make the assembly stick together. Using a hammer to break tension on the old disc is a good way of separating the unit. Use your new disc to help visualize where the hub needs to be separated (Hammered) from the old disc.



Fig 6 - Removing outer bearing.



Fig 7 - Remove the grease seal and inner bearing.



Fig 8 - Removing hub bolts.



Fig 9 - Separated hub from disc.

Digital Factory Manuals

Parts Manuals, Workshop Manuals, Owners' Handbooks, Supplementary Information

With these Land Rover DVD's, you will have all the information you will need right at your fingertips.

- Parts Manual
- Workshop Manual
- Owners' Handbook
- Supplementary Information



NOTE: DVDs are compatible with Windows operating systems from 2000 through Windows 7 as well as all versions of Adobe Acrobat from version 6 through 9 (Windows 7 requires special settings, see online for details). The DVDs can also be run on Apple MAC Computers when running Windows. A virtualization software like VMware Fusion 3 or Parallels will need to be used to do this.

Defender 90

- 110 & XD Military, 1984-'99...LHP25...\$ 29.95
- D90, 110 & 127, 1983-'89.....LHP26...\$ 29.95
- D90, 110 & 130, 1990-'98.....LHP27...\$ 29.95
- D90, 110 NAS, 1993-'97.....LHP28...\$ 29.95
- RR Classic, 1970-'85.....LHP1....\$ 29.95
- RR Classic, 1986-'95.....LHP2....\$ 29.95
- RR Classic NAS, 1987-'95....LHP29...\$ 29.95
- Discovery I, 1989-'94.....LHP3....\$ 29.95
- Discovery I, 1994-'98.....LHP32...\$ 29.95
- Discovery I NAS, 1994-'99...LHP33...\$ 29.95



Reassembly

Step 1: Clean the old grease and grit from the inside of the hub. Clean any excess grit from wheel bearings, with a rag, by working the bearing around in your hand. Using liquid degreaser will also clean the bearings; if this is done it must be ensured that the bearings are thoroughly packed with grease upon reassembly.



Amsoil Synthetic Grease,
14oz multi-purpose GLC10 \$ 8.90

Step 2: Position the new disc over the hub. Set lightly in place, ensuring that all bolt holes line up. The disc will not sit flush; use two hub bolts to progressively tighten the disc onto the hub. Once the disc and hub are coupled, progressively tighten all hub bolts. It is not necessary to use a thread lock, but is helpful in locking bolts securely. Load the inside of the cleaned hub with fresh grease. Place the innermost bearing (The one that will sit closest to the axle upon reassembly) back in the hub. Place the new grease seal on top of the innermost bearing, depress until it sits tight on the wheel bearing. It should now look as you found it. On the grease seal there is a caption, "this side to stub axle," be sure this side is looking at you after the install. Turn the hub assembly over, place second bearing back in its place in the hub.

Step 3: Hold caliper to side, place hub assembly back on the stub axle from which it came. Put caliper back in place. Put spacing washer over the outer wheel bearing. Place hub adjusting nut back in place. Using hubnut tool, tighten hub adjusting washer enough to seat the hub assembly securely on the stub axle. The hub assembly should spin somewhat freely. Put new lock washer over hub adjusting nut. Place lock nut over lock washer. Using hubnut adjustment tool, tighten lock nut.

Note: It needs to be understood that the hub adjusting nut, and lock nut look the same but perform very different functions. The purpose of the hub adjusting nut is to seat the hub firmly on the stub axle. **Fit the spacing washer first**, then the hub adjusting nut and torque to 61nm, back-off 90° then you tighten to 4nm, that gives the required hub end float of .010mm. Then, place the lock washer on and tighten the second hub adjusting nut to 61nm and lock the washer down. Bend one side of lock washer towards lock nut. Bend until flat against side of lock nut. Clean area of hub where drive member will sit. Place drive member gasket onto hub. Place drive member onto stub axle. Spin hub assembly to make bolt hole line up. Tighten five drive member bolts. Place driveshaft shims over end of stub axle. Separate circlip with pliers, place on stub axle. This is sometimes a troublesome area; try to seat bottom of circlip in groove first. Work rest of circlip into groove. Pop dust cover back into place; try to lightly grease perimeter of dust cover to make a good seal.



Fig 10 - Cleaned hub.



Fig 11 - Repacked bearing ready to install into hub.



Fig 12 - Before assembling disc to the hub, clean with hot soapy water to remove any protective manufacturing film.



Fig 13 - Coupling hub to disc.

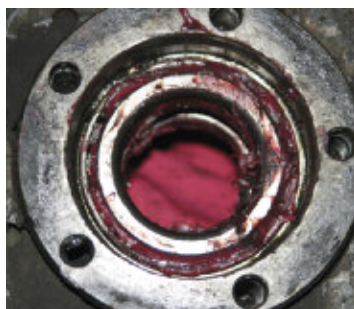


Fig14 - Outermost bearing in place. Note: check bearing races for "bluing", if clean and without grooves or wear marks, most often these can be reused and left in place with new bearings.



Fig 15 - Install inner bearing and new grease seal. Note: A round drift can be used to install the seal; be careful not to damage when installing.



Fig 16, 17 - Grease stub axle before putting hub-disc back into place. Remember to hold caliper to side when fitting hub-disc assembly. With the caliper in hand, get a feel for the tension of the brake lines. Be very careful not to put stress on the brake lines.



Fig 18 - After the outer wheel bearing, install the hub adjusting nut, lock washer and lock nut.



Fig 19 - The hub adjusting nut, lock washer and lock nut. Note that the tabs on the lockwasher are bent.



Fig 20 - Apply RTV silicone sealant (or similar) to the drive member hub face only before applying gasket.

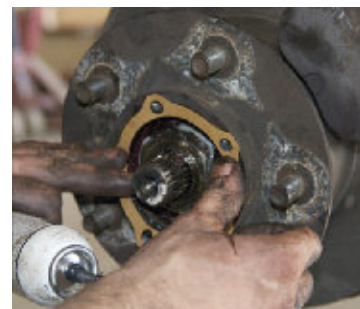


Fig 21 - The drive member hub gasket sitting on the hub face. Install drive flange with bolts and spring washers.



Step 4: Hub assembly and new disc are now tightened, and in place. Re-install both caliper bolts that were removed in previous steps. Do not tighten one until both are started into their holes. Look at calipers closely. With needlenose pliers, remove tension springs. There are two rods holding brake pads in place, remove cotterpins from end of rods. These are found on opposing sides between the pad and actual caliper. With rods removed, grab pads with pliers or hands. Work back and forth until pad comes free. The best procedure is to put the new brake pad in as soon as the old one has been pulled out. This will prevent having to fight the brake pistons. If fit is snug, lightly motivate new pad into place with hammer. With both pads replaced, re install rods and pins as they were found. Be sure to put tension spring back into place. The spring looks like an airplane wing, and can be put into place by setting one end under the rod, and then pushing the other end into place. See pictures below to familiarize yourself with the setup. Brake calipers should now look as you found them. Ensure that all bolts are tight.

Note: Land Rover does not advocate use of squeal reducing compounds. In this application I have found it useful to apply a little brake grease or copper anti-seize to the backside of each brake pad before putting it back into place. This is useful in restricting brake squeal, as it absorbs vibrations. On the project RRC, brake squeal is always a problem. Your Land Rover may not have any squealing problems, if so, carry on.

Hopefully your Land Rover is back in one piece and looking good with new front brake discs. We hope that this has been an informative and fun procedure for you. Besides saving money, you now know more about your land Rover and the way it is built. If this instruction set has been helpful, please email us to let us know. tech@roversnorth.com



Factory recommended torque settings

- Hub drive flange bolts.....(65 Nm) 48 lb/ft
- Caliper retaining bolts(81 Nm) 60 lb/ft
- Disc to hub bolts(52 Nm) 38 lb/ft
- Lug nuts, alloy and steel wheels(130 Nm) 96 lb/ft



Fig 22 - The two driveshaft shims and circlip, with drive member installed and tightened.



Fig 23, 24 - The caliper before removing old pads and pins. Above right is the pin and tension spring as they should look when put back together.



Fig 25, 26 - This is a close up of the rods and rod springs. Note the position of the pin in the end, the hole is sometimes hard to find. Above right is the caliper with new pads and brake grease installed.

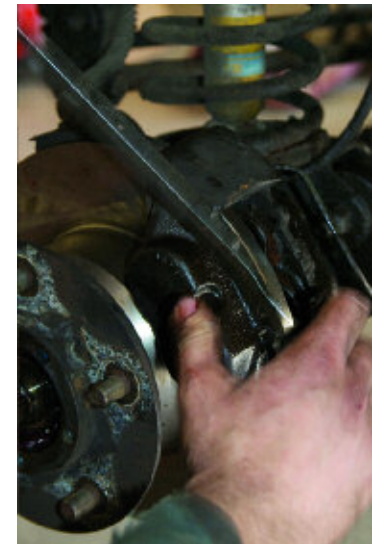


Fig 28 - Before inserting the brake pads, use a large pry bar to push the caliper pistons back into the caliper if needed. Open your brake reservoir cap first and check the level as you go. Note: Check caliper pistons for any surface corrosion. If any, you'll need to rectify this first. Stay tuned for rebuilding your brake calipers in the next issue.



Fig 27 - Clean the disc, caliper and complete assembly with a brake cleaner.



Fig 29 - Apply brake grease or copper anti-seize on the back of the pad. To avoid it rubbing off onto the piston, try to slide pad in with as much room as possible. This is done by working the pad back and forth to fully depress caliper pistons. Applying brake grease will not work if the piston scrapes it all off during the install.



Fig 30 - Finished brake disc install. Clean any small grease or residue off with brake clean again, keeping care not to get any on the brake pads.



Happy Holidays!

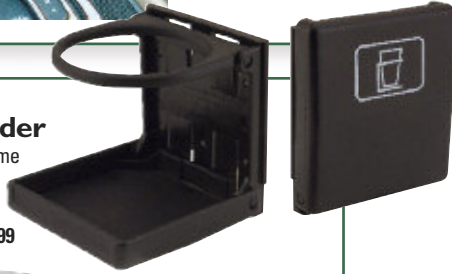


Discovery I & II Genuine Cup Holder Kit

*Will not fit 2003 or 2004 vehicles.
Beige **RND490 \$ 49.99**
Smokestone **RND491 \$ 49.99**

Fold Away Cup Holder

Easy mount design allows for some creative placement. Perfect for Series and Defenders. Black, Made in Germany. **EX7843 \$ 22.99**



Land Rover Aspen Watch

Ladies size
- Solid stainless steel case w/brushed finish
- Scratch resistant mineral glass crystal
- 100m/328ft water resistant
- Heavy duty military spec, 2-ply nylon band
- 25cm long (9.5")
RNG2042 \$ 195.95



Key Fob FOB1 \$ 12.99

Defender Rhino Hat

Rhino Flex Fit
Hat, Black
RNH08B \$ 19.50



Military 88" GS 1/2 Ton Air Portable Lightweight Mug MUG2 \$ 12.99



Series III 88" Station Wagon Mug MUG1 \$ 12.99



Watch the video on your smart phone!
We recommend www.ScanLife.com app.



1:16 Scale RC Defender 90!

Terrorize the kitchen, dominate the laundry room and own the garage! Available in Zebra Rescue Black & White or Monte Carlo Blue.

- Full Function Radio Control
- Big Off-Road Tires
- Steering Alignment Adjustment
- Vehicle requires 4 - AA batteries
- Controller requires 1 - 9V battery

Remote Control Defender 90 Zebra Stripe **RNG2049 \$ 39.99**
Remote Control Defender 90 Monte Carlo Blue **RNG2050 \$ 39.99**



Aluminum Water Bottle

Adventure Never Stops, 1 Litre.
RNH864 \$ 14.95



Happy Holidays!



Multi-Gauge Wall Clock

Series II Land Rover Gauge, 12.75" diameter. RNG2034 \$ 32.50



Rovers North Waxed Cotton Hat

Arrive In Style! Rovers North waxed cotton hats feature Rallye Plate Logo on the front and the Land Rover Genuine Parts Support logo on the back. Awesome quality, perfect for wet weather, adjustable to fit all sizes, Green color. RNH04G \$ 17.50



2011 Land Rover Defender Wall Clock

Defender profile line illustrated, a different Defender featured every hour, 12.75" diameter. RNG2035 \$ 28.50



NEW Vermont Teddy Bears

Handmade in Shelburne, Vermont especially for Rovers North, our new custom bears are the perfect gift for the holidays and boy are they huggable! Choose between Honey or Espresso premium fur colors with a Discovery I or Series III 88". The illustrations are by Myles Murphy, using old school techniques and lots of knowledge, are reproduced in colour. Cool sunglasses are optional. Rovers North Vermont Teddy Bears are 15" tall and covered by a lifetime guarantee.

- Disco Honey Fur Bear VTB0002 \$ 69.95
- Disco Espresso Premium Fur Bear VTB0003 \$ 79.95
- Series Honey Fur Bear VTB0004 \$ 69.95
- Series Espresso Premium Fur Bear VTB0001 \$ 79.95
- Cool Sunglasses VTB1000 \$ 4.95



VTB0002

VTB0001

Pure Vermont Maple Syrup

Hand Made in Westford, Vermont, the absolute finest on pancakes. Warm up with a few drops in your coffee too!

- 16 oz bottle RNS0016 \$ 12.99
- 32 oz bottle RNS0032 \$ 23.50
- 64 oz bottle RNS0064 \$ 36.50



Happy Holidays!

Explore T-Shirt
 100% Cotton, short
 sleeve preshrunk,
 creme
 S,M,L,XL,XXL
 TS80 \$ 19.95



**Explorer
 T-Shirt**
 Range Rover
 XL,XXL
 TS73 \$ 14.99

I Love Land Rover Youth T-Shirt

100% Cotton, short sleeve
 preshrunk, white
 YL,YXL
 TS70 \$ 12.99



Series III 109 SW T-Shirt

100% Cotton, short
 sleeve preshrunk, white
 Medium
 TS85 \$ 25.95



**Discovery
 Series II
 T-Shirt**
 100% Cotton, short
 sleeve preshrunk,
 black
 S,M,L,XL,XXL
 TS81 \$ 19.95

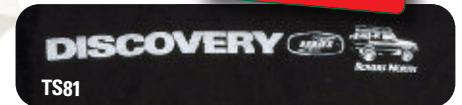
Discovery Camel Trophy T-Shirt

100% Cotton, short sleeve
 preshrunk, white
 XXL
 TS72 \$ 15.95



Series IIA T-Shirt

100% Cotton, short sleeve
 preshrunk, white
 XL,XXL
 TS78 \$ 19.50



Best 4x4x FAR T-Shirt

100% Cotton, short
 sleeve preshrunk,
 white
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 TS74 \$ 15.95



Series III T-Shirt

100% Cotton, short
 sleeve preshrunk, white
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 TS79 \$ 19.50



Safari Line up T-Shirt

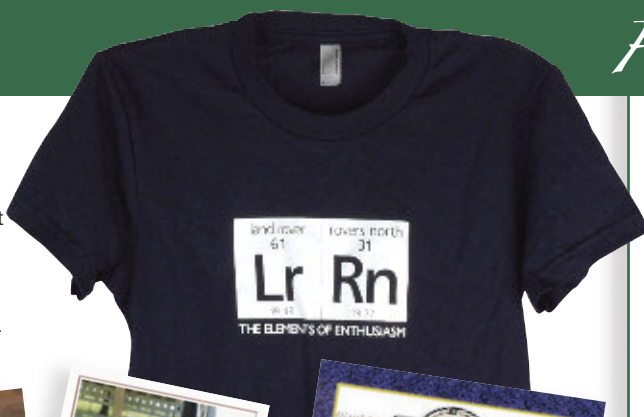
100% Cotton,
 short sleeve
 preshrunk, brown
 L,XL,XXL
 TS83 \$ 19.95

Happy Holidays!



Elements of Enthusiasm T-Shirt

100% Cotton, short sleeve preshrunk, navy blue.
Men's L,XL,XXL
Woman's WM,WL
TS82 \$ 19.95



Land Rover Poster Series III, 16.5" x 23"
RNP0115 \$ 7.99



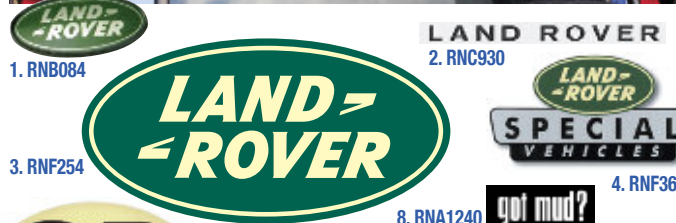
Rovers North Poster "Ely" the Golden Retriever, 19.5" x 25"
RNP0101 \$ 8.99



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Pamper your honey with Rovers North money!
\$25.00 Gift Certificate RNGC25 \$ 22.50
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Additional amounts available, please call.



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1. RNB084

LAND ROVER

2. RNC930

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The Best 4 x 4 x Far

6. RNA695

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15. RNI562

25. RNI566

7. RNF242



17. RNI563



12. RNA1237



9. RNA670 - Static cling for inside of window



18. RNE457



21. RNB967

13. RNH873

DEFENDER 14. RNC921

LAND ROVER 110

16. RNE359

DEFENDER

26. RNI567



Stickers, Decals & Badges

1. Badge, Land Rover, Gold & Green	RNB318	\$ 29.95
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3. Decal, Land Rover Oval, 16" x 8"	RNF254	\$ 9.95
4. Decal, Special Vehicles, 7 1/2" x 4"	RNF365	\$ 11.03
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6. Sticker, "The Best 4 x 4 x Far"	RNA695	\$ 6.20
7. Woven Patch, Land Rover, 3" x 1 1/2"	RNF242	\$ 5.15
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18. Label, "Unleaded Fuel Only"	RNE457	\$ 12.95
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21. Label, ExMod Light Switch	22. RNE331 23. RNE332	RNB967 \$ 7.59
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Decal, "Defender 90", rear, Grey/Clear	RNI574	\$ 19.95
Decal, "Defender 90", rear, Black	RNI568	\$ 24.51

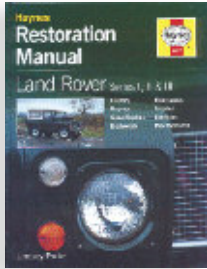
Been All Over With My Rover T-Shirt

Men's
S,M,L,XL,XXL TS75 \$ 15.95
Woman's
WM,WL TS76 \$ 15.95

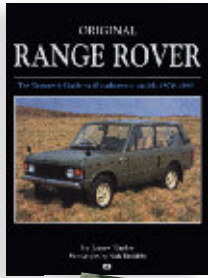


Happy Holidays!

Land Rover Books



Restoration Manual
Series I, II & III
BOOK24 \$ 32.50



Original Range Rover
Carburated Vehicle
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Restoration Manual, Range Rover Classic
BOOK48 \$ 32.50



Central Colorado 4-Wheeling
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Aspen, Leadville, Vail & Crested Butte
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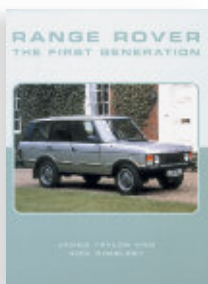
Restoration Manual
Defender 90/110
BOOK57 \$ 34.60



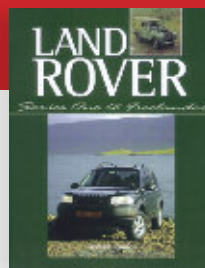
You & Your Range Rover
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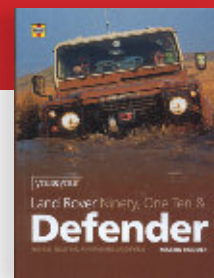
Range Rover The First Generation
James Taylor
BOOK64 \$ 31.45



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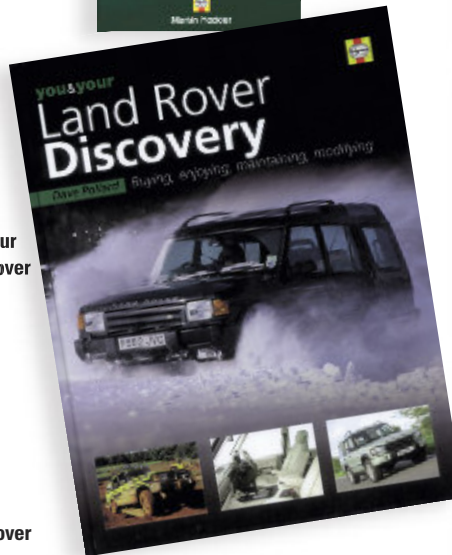
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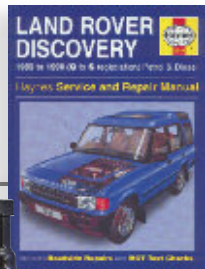
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RoW
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HAYNR \$ 28.30



Haynes Manual Series II, IIA, III
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Amsoil 10W-40 Engine Oil, Gallon.....	AM004	\$ 39.95
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Amsoil Diesel Fuel Additive, 16 oz can.....	ADF16	\$ 9.95
Amsoil Diesel Fuel Cold Flow Improver, 16 oz can.....	ACF16	\$ 9.95
Amsoil Metal Protector, 8-3/4 oz. Spray.....	AMP	\$ 12.95
Amsoil PI Performance Gas Additive.....	API	\$ 11.95
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NEW Amsoil Engine & Transmission Flush.....	FLSH	\$ 10.95
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Amsoil Oil Filter, High Performance, 3.9, 4.0, 4.2, 4.6 ltr V8.....	RNF263	\$ 21.95



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

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

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

Sold individuallyRNC673 \$ 39.95

LED Lamps for Defender & Series



NEW NAS Style LED Lamps

LED lamps are brighter and offer a stylish alternative to traditional halogen lighting with the additional benefits of...

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

Stop/Tail Lamp, Rear	PLN289	\$ 49.95
Amber Directional Lamp, Front or Rear	PLN292	\$ 49.95
Rear Fog Guard Lamp	PLN290	\$ 49.95
Reverse Lamp, Rear	PLN291	\$ 49.95
Plinth, fits all	PLC861	\$ 6.99
Complete LED Lamp Kit includes 5 plinths, 1 reverse LED, 2 directional LED, 2 stop/tail LED lamps	PLK289	\$ 269.00
Connector Kit for LED Lamp Kit PLK289	PLK289CK	\$ 49.95



Defender NAS Lamp Assemblies

Brighten up your Defender with our Wipac Lamp assemblies. Includes mounting screws and bulb holder. Bulb not included.

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

Replacement Headlight Bucket with adjuster kit
Fits Series & Defender. WIPAC \$ 23.50

Rear Plate Lamp Assembly
All Defender & Series models
Includes bulbs, Genuine RNF439 \$ 17.50




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

For Round NAS Defender Tail Lamps 1995 on, ProLineRNC9095 \$ 156.45



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

1. Stop / Tail Lamp, Red, Genuine (each)	RNF199	\$ 12.99
2. Directional or Park Lamp, Amber, Genuine (each)	RNF188	\$ 11.99
Directional or Park Lamp, Amber, ProLine (each)	PLF188	\$ 6.98
3. Park or Reverse Lamp, Clear, Genuine (each)	RNF187	\$ 11.99
Park or reverse Lamp, Clear, ProLine (each)	PLF187	\$ 7.98
4. Vehicle Kit, 2 park, 4 directional, 2 stop/tail lamps, Genuine	RNK188	\$ 89.99
5. Bulb, Directional, 12 Volt	RNE627	\$ 2.95
Bulb, Stop/Tail, 12 Volt	RNE626	\$ 2.21



NEW Interior Dome Lens & Lamp Assembly

Dome Lens, Range Rover ClassicPLE923 \$ 7.99
Dome Lamp Assembly, Series & DefenderPLF319 \$ 24.50





Here in New England we enjoyed the sight of colorful leaves decorating fields and roads instead of trees. After the supernova of reds and oranges, we're now ready for the white of snow. With more and more Sightings arriving online, we've booted up the Cray supercomputer to store all the entries. As always, it's helpful for rookies—and useful as a reminder for the grizzled veterans as well—to review the rules for Sightings.

Rule # 1 - All Sightings receive recognition and our appreciation, but not necessarily a mug. We reward only those Sightings that capture the unique qualities of Land Rovers and their owners, and display them in a distinctive way.

Rule #2 - If your Sighting does not really surprise you, it won't surprise us, either—thus we can't award you a mug. We're delighted, but not surprised, that Land Rovers appear in British television programmes, British publications, films with British themes, and shows about African safaris. You shouldn't be surprised, either, and should consider looking for other ways to get a coffee mug.

Rule #3 - At an ever-changing date before publication, we must close off the Sightings. Limited space means that if we've mentioned the Sighting in an earlier issue, we might not mention it again. So if you're new to the family of Land Rover enthusiasts, you may not have seen your Sighting in an earlier issue.

Rule #4 - We can't kit out your kitchen. If you qualify, one mug per Sighting per issue.

Rule #5 - Sightings that are Land Rover references in books go to our Literary Land Rover editor for mention, but only when space permits.

Rule #6 - Psst... e-mail submissions—remember we can't send a mug by e-mail. Send us your real name and shipping address, too. Psst... if we can't read your name and address because of atrocious penmanship, we can't recognize your Sighting or send you a mug.

Rule #7 - Grudgingly, very grudgingly, the Editor admits he might make an error. Let me know if you think you've been jobbed, but all decisions of the Editor are final.

Catalogues filled with Land Rovers seem to assure high sales. **Bill Badger**, Manchester Center, VT, spotted a topless Rover in the newest Ralph Lauren Factory Store sales catalogue. Boden, the British clothier, put a Series Land Rover in their catalogue. **Brian Nelson** [see Rule #6], **Steve Varga**, Tigard, OR, **Lisa and Benjamin Smith**, Readington, NJ, **Kathy Tyson**, Greenville, NC and **Henrik Owenmark**, San

Francisco, CA, saw the Land Rovers. **Robert Alley**, Opelika, AL, noted a Defender HiCap pickup on the Tikka hunting website. Patagonia's surf gear online catalogue includes a Defender 110, noted **Greg Pollack**, Atlantic Highlands, NJ [who will share his mug with his son **Derek**]. **Karen Morris**, S. Burlington, VT, noted that the **Felix Doolittle** online catalogue of seasonal return address labels offers one with a Land Rover 109" SW in a safari setting.

Josh Williams, Manchester, VT, spotted a Defender 110 on an email blast he received from Beretta. **Bob Lowe**, Glastonbury, CT, and **Eric DePetris**, Fleming Island, GA, spotted the rear of a Series Rover in the Athleta Winter Training catalogue. **Warwick Hansell**, Salt Lake City, confirmed the Sighting as the photographers used his Land Rover. Eric also noted a Land Rover sighting in the latest Patrick James catalogue. **Cary Hughes**, Anderson, SC, noted a Land Rover in the Brooks Brothers Outerwear catalogue. **Keith Richards**, Falmouth, MA, spotted a Range Rover Sport in the Land Rover Driving Experience sidebar running in the Vineyard Vines catalogue. The Nordstrom Fall 2011 Catalogue also features Series Land Rovers competing with the models, reported **Folkert Kosten**, Oak Park, IL and **Brian Horner**, Half Moon Bay, CA.

Movie producers know that a Land Rover can spice up any film. **Mike Maurer**, Oak Hill, VA, and **Mark Tomsheck**, Montesano, WA, spotted a Defender in a tiny role in the trailer for the newest *Mission Impossible* movie. **Derek Leath**, St. Louis, MO and **Brendon Mahoney** [see Rule #6] noted with delight that an LR4 has a significant presence in *Something Borrowed*. **Derek Leath**, St. Louis, MO, saw a 2004 Discovery in *The Other Woman*. **Cooper Conn**, Snohomish, WA, noted there's a Range Rover in

the trailer for *The Girl with the Dragon Tattoo*. **Sean Whitehead**, Austin, TX, spotted a Discovery II in a climactic scene in the Swedish version of the same movie. In *Dolphin Tale*, a character spends time in a Range Rover Classic, reports **Eric DePetris**, Fleming Island, FL. **Meghan Panek**, Clearwater, FL, made the same Sighting, and she should know—the producers used her family's Range Rover Classic in the movie. Sadly, she noted, every scene with the Range Rover wound up on the cutting room floor save for one. **Dan Easter**, Des Moines, IA, spotted and heard a reference to a Range Rover Classic in *The Lincoln Lawyer*. **Derek Leath**, St. Louis, MO, spotted a Range Rover P38 in *Hanna*.

Television programs love Land Rovers, too. **Larry Jenkins**, Gallatin, TN, saw a Range Rover Classic on the Lifetime Channel show *Not My Life*. **Louis Arrendo**, Rocklin, CA, noted an MSNBC broadcast on Hurricane Katia in England that featured a Defender 110 battling waves on a shore road. HGTV features *House Hunters International*, and one episode of house hunting in Costa Rica showed a couple running around in a Defender 110, noted **Vincent Coratello**, Elizabethtown, PA. **John Kostuch**, N. Huntingdon, PA, spotted a Freelander in the opening of *The Office*. **Leslie Bright**, Kingsport, TN, found a topless Land Rover driven by the bad guys in a new episode of *Hawaii 5-0*. A De-

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fender 110 showed up on a PBS nature program on Patagonia, reported Larry Jenkins, Gallatin, TN. It didn't last long but Kevin Eyres, Beaverton, OR, noted a Defender 110 on the briefly seen *Charlie's Angels*.

Commercials also love a Land Rover's ability to garner attention. Samsung used a Series Rover to draw attention to its Galaxy tablet computer, reported Hannah Thayer, Abingdon, VA, John Karlsson, Hope Valley, RI, Mike Archer, Victoria, BC, Canada, and Nicholas Hewson, Spartanburg, SC. Thomas Pink, the British shirt-maker, has a video on its website with a RHD Series Land Rover, noted Glen Wada [see Rule #6]. Frank Kapuranis, Centennial, OH and Polly Casteel, age 7, Savannah, GA, reported that Chevron Energy is back with a new television ad featuring a Series Land Rover in Africa.

Hoping to overcome the bad publicity from NCAA sanctions in 2009, the University of Alabama featured a Land Rover in their promotional ads that ran during their football games, noted Leslie Bright, Kingsport, TN, Dave Carroll, Pittsburgh, PA, Angela Golden, Pell City, AL and Justin McMahon, St. Louis, MO. Raymie Lynch, Redmond, WA, saw a similar Land Rover image-boosting moment for Washington State University during their football game with Stanford. James Mc-



Donough, Melville, NY, Eli Alford Jr., Alexandria, VA and Mike Maurer, Oak Hill, VA, were surprised to see Mike Ditka and a Series 109" SW in a Sunday Night Football ad.

Advertisers flock to Land Rovers, notes Neill Thornton aboard the USNS Mercy. When the British satellite phone network provider Inmarsat wanted to display its strength in remote locations, they chose a Defender as a prop. Michael Howell, Seattle, WA, found the back end of a Rover in a Merrill Lynch ad.

In the "All The News That's Fit to Print" category, Chris Whybrew, Broken Arrow, OK, spotted a photo of Princess Zara Phillips in a Land Rover-logged fleece in a *Huffington Post* photo. Jerry Staar, Burnaby, BC, Canada, and Pat Harris, Wilton, CT, noted a beautiful photo of a Defender on a beach in Namibia in Surfer's Journal. Steven Saheli, Goshen, UT, saw a Dis-

covery II completely wrapped in clear plastic on an ABC news broadcast.

In the "esoteric" Sightings category, David Law, Orange, CA, spotted the Defender passport ad graphic on the web. Gord'n Perrott, Seattle, WA, noted a Defender pulling a tour trailer around Cornwall, England, on a webcam site. Steve Bradke, Niskayuna, NY, checked up on a fellow ham radio operator in Turkey and noted his listing in QRZ.com had a photo of a Defender 110 on it. John Belt, Topeka, KS, watched a 109" in the 1978 film *Who'll Stop The Rain*. Jonathan Speed March, Roanoke, VA, found an article in Disney Twenty Three on the creation of Walt Disney World with a vintage shot of a Land Rover scouting swampy land in Florida. He also spotted a Weather Channel report on hurricanes that shows a Discovery traveling through a foot of water on a flooded road. Lastly, he noted that an episode of *Robot Chicken* on the Adult Swim channel. Perhaps the strangest came from Scott Battle, Scottsdale, AZ, that somehow likens a randy Congressman with a Land Rover.

John Karlsson, Hope Valley, RI, found online greeting cards that feature Land Rover themes and images on the British Tottering-by-Gently website. Colin Hughes, Cannington, ON, Canada, noted that Canadian Tire and a children's fundraising raffle both used Land

Rovers to draw viewers successfully.

We've mentioned these before, but thanks to Nicholas Orros, Tallahassee, FL, and Bill Carter [see Rule #6] for noting the Circle Seven ad with a Defender in *Gardens Magazine*. Kim Nichols, Kennesaw, GA, Kevin Humphreys, Jonesboro, AR, Shane Carnes, Whitehall, MI and Jonathan Speed March, Roanoke, VA, spotted a Land Rover in Eddie Bauer publications. Jeff Foland, Clarksville, OH, Keith Strickland, Lebanon, MO and Doug Ellington [see Rule #6] noted that Filsons puts Defenders in its print and online publications. Greg Akin, Abilene, TX, found Land Rovers in both the Orvis and Eddie Bauer catalogues. Deborah Ammorell, Lloyd Harbor, NY and Matthew Bykowski, Arlington, VT, found Lanny Clark's restored 109" in the Orvis catalogue. Walt Brown, Burlington, NC and Ed Wright,

Pasadena, CA, noted how many Land Rover images Outback uses in its restaurants. Ann Williamson, Howe's Cave, NY, spotted the rear of a Land Rover in a recent J.L. Powell advertisement. //



Winners:

Raymie Lynch
Redmond, WA

Kevin Eyres
Beaverton, OR

Colin Hughes
Cannington, ON
Canada

Brian C. Horner
Half Moon Bay, CA

Folkert G.J. Kosten
Oak Park, IL

Warwick Hansell
Salt Lake City, UT

Angela Golden
S. Pell City, AL

Derek Leath
St. Louis, MO

Cary Hughes
Anderson, SC

Robert Lowe
S. Glastonbury, CT

Leslie Bright
Kingsport, TN

Eli Alford, Jr.
Alexandria, VA

James McDonough
Melville, NY

Mike Maurer
Oak Hill, VA

Justin McMahon
St. Louis, MO

Michael Howell
Seattle, WA

Eric DePetris
Fleming Island, FL

Meghan Panek
Clearwater, FL

Greg Pollack
Atlantic Highlands, NJ

Dave Carroll
Pittsburgh, PA

Robert Alley
Opelika, AL

Vincent Coratello
Elizabethtown, PA

John Karlsson
Hope Valley, RI

Hannah Thayer
Abingdon, VA

Nicholas Hewson
Spartanburg, SC

Jonathan Speed
March
Roanoke, VA

Bill Badger
Manchester Center,
VT

Mike Archer
Victoria, BC
Canada

Dan Easter
Des Moines, IA

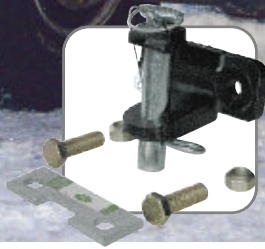
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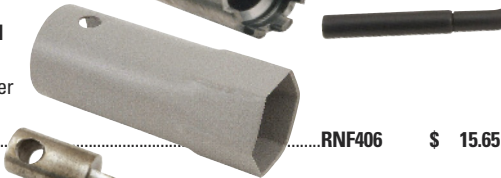
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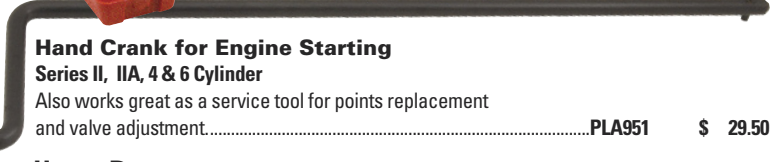


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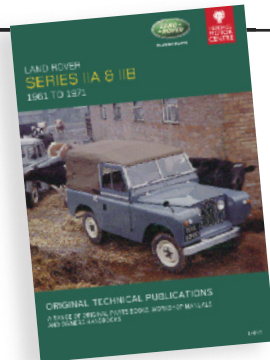
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- Workshop Manual
- Owners' Handbook
- Supplementary Information

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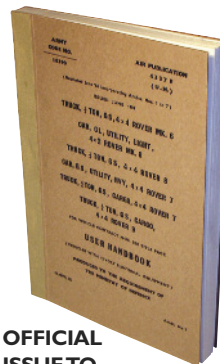
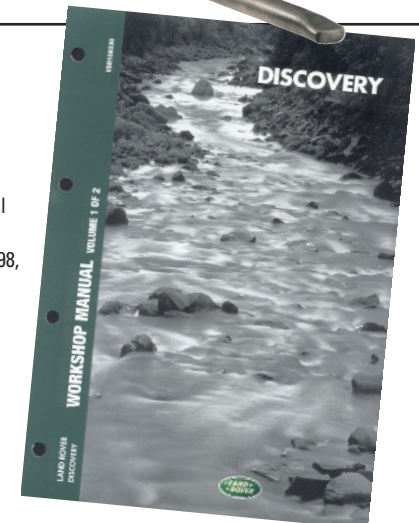
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Workshop Manual

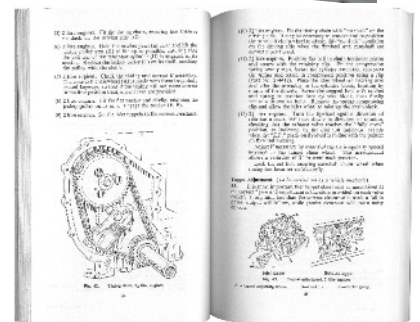
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