

ROVERS

MAGAZINE





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About the cover:

Defender 110 makes easy work of a flooded road in Essex, Vermont.

Photo: Zack Griswold.

Rear cover:

Discovery II product testing at Rovers North Westford, Vermont.

Photo: Zack Griswold.

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The number of automobile manufacturers keeps shrinking; this year saw the demise of Saab, and by the time we go to press, the possible dissolution of Lotus. One detriment to small automotive companies is that they have little room for error. Every car they make must succeed.

Land Rover enthusiasts might

fret over directions the company takes, but we must applaud and recognize that each model excels in its niche. Whether designing and executing a brand new model, such as the Range Rover Evoque, or wringing the most out of a 28-year-old design (which in turn harkens back to 1948), as they did with the 2012 Defender, Land Rover seems to get it right every time. *Rovers Magazine* reported on the Evoque last winter and we're thrilled to spend time behind the wheel of a 2012 Defender 110 in this issue.

For the public, the Defender has become the graphic representation of the marque. This summer a visitor walked up to me in my II-A and said, "Nice Defender!" The Defender grew out of the Land Rover 90/110 of 1984 with "modern" features such as coil springs and a single pane windshield. The first engines still included the long-lived 2.25 L petrol so familiar to Series Rover owners. When the Defender 110 arrived in the US in 1993, it sported the 3.5 L V-8, and the Defender 90s that followed enjoyed more grunt as the engines grew to 3.9L. Fewer than 1,500 a year came into the US before Land Rover pulled them out in 1998, due to safety regulations.

If you own an NAS Defender you surely recognize that you now carry the Land Rover heritage in your vehicle. It's as pure a statement about the Land Rover marque values as its ancestors, the Series Rovers. In the '90s it was as elemental a vehicle as you were allowed to market in the USA. Since the Defender is so owner-friendly, you can customize it with upgrades for protection, insulation, increased off-road capability and now, comfort. Take a look at the 2012 Defender seats that you can install in your 1980s-1990s Defender.

Every Land Rover model has its legion of fans so it's no surprise that the Arkansas Spring Rally found all models of Land Rovers represented at this year's event, including new Range Rover's and LR4s. Whether you own a Discovery or its LR3/4 successor, a Range Rover Classic or its newer siblings, a Defender or a Series Land Rover, you should relish your connection with a British marque that continues to excel despite conventional wisdom.

We hope the articles in this issue of *Rovers Magazine* encourage you to enjoy your Land Rover life. As always, let us know whatever we can do to help you get the most out of your Land Rover.

Jeff Aronson
Editor, Rovers Magazine

Jeff Aronson
Editor, Rovers Magazine



Our mission is to support all original Land Rover models that are no longer supported

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



1994 Land Rover Defender 90 NAS. Photo: Land Rover Media.



NEW

Defender SVX Tailgate Rubber Mat Kit

Install a Genuine Land Rover Defender SVX rear tailgate rubber mat on a Series or Defender tailgate or swing gate. Finish this off with a stainless steel treadplate kit PLC828S.

Does not include tailgate as shown.

Rear Tailgate Rubber Mat RNS260 \$ 119.95

Adapter Kit for Pigtail Chain Retainers, raises pigtails to fit, shown above on tailgate RNK2602 \$ 199.80

Rear Tailgate Rubber Mat & Finisher Kit RNK2601 \$ 299.00

NEW

Stainless Steel Treadplate Kit

PLC828S

Stainless Steel Treadplate Kit for rear sill on Series and Defender PLC828S \$ 69.99

Letters to the Editor

Dear Rovers North,
The 1999 movie, *Three Kings*, stars a 1951 Series I. Mark Wahlberg shares this scene with the S1, as does a Bart Simpson doll wired along with his American flag to the grill of a Humvee. The S1 is shown during an early sequence in the movie when the soldiers are practicing an attack on a cow, but then the hapless cow inadvertently steps on a landmine and explodes, covering the guys in blood, with the cow head landing on the hood of their Humvee. The Series I cameo lasts for about one second. I now own this Series I and got its movie history from the previous owner.

John Kappelman
Austin, TX



[What fun to own a Land Rover that appeared in the movie. We have a soft spot for Series I's -ed.]

Dear Rovers North,

I work in the movie business and the other day at 2 a.m. I skyped my movie buddy in England. It's an 8-hour difference and he was just getting up. So he put the smart-phone on video and showed me how the English make tea. Then he gives me a tour of his house with an extensive look at his video collection of English shows. This dragged on and became tedious. Then he walks over to the balcony and sticks his iPhone outside and says, "This is what England looks like." What comes driving by but a really bitching black hard top Defender 90, all tricked out with a high-rise hood, hot looking wheels and tires. I watched it drive down the street in real time from my house in Las Vegas to his house in Kensington.

Dave Barker
Henderson, NV
Defender 90 # 1322

[Sadly, we can't watch new Defenders zip by in the USA -ed.]

Dear Rovers North,

I thoroughly enjoy Jeff Aronson's columns in *Rovers Magazine*! I have been reading them online, but today I received the magazine in print to my surprise, perhaps by filling in the form and submitting my mail-forward address in Miami!

Of special interest is the Behind the Steering Wheel from the Summer 2012 issue, with the hand-written Miller's Garage invoice, dated owner's manual and pen. It is superb! I would love to read this manual! Can it be photocopied? Can you point me towards one?

I am currently searching for one such Land Rover, perhaps a Series II or a II-A, tilt. I am a Costa Rican citizen and although there are many Land Rover Series in use in Costa Rica, tilts are hard to find and most Series Land Rover's seem pricier than my current ride, a 1995 GMC Jimmy.

I look forward to your columns and perhaps you could guide me into finding one such manual!

Regards,
Robert H. Bruce
San José, Costa Rica

[Thanks for your compliments on Rovers Magazine! Rovers North has reprints of the original owner's manuals: the Series II-A is RNE250. Remember that you can always transform a hardtop or safari top to a tilt top just by lifting the roof and installing a hoop set and canvas top. Rovers North carries all the parts necessary -ed.]

Dear Rovers North,

I noticed the article about the Jack Wills crew, and I can confirm that those kids know how to party in fabulously (I think that's the first time I have ever used that word!) British style.

I first ran into the "seasonaries" in Jeff Aronson's backyard 3 years ago whilst attending the Toboggan Nationals at the Snow Bowl in Camden, ME. They make an appearance every year, and never fail to entertain. The image of 3 or 4 pink and blue Defenders rolling in to the event with a pile of college kids rockin' and rollin' is indeed a sight to behold.

Jonas Smith
Seattle, Washington

[Camden and this island are separated by 15 miles of water; sadly, I've never made it to the Toboggan Nationals -ed.]

Dear Rovers North,
I've been a customer for many years. I bought my first Rover, a Series III 88", in 1973, and drove it to Alaska. My son now has it. I have had a Rover ever since; my sons and I have rebuilt three Series Rovers. For your entertainment I submit this photo taken in Abu Dhabi.

J. Peter Jenny

Boise, ID

[We remember reading about the Series III rebuild and drive from Wyoming to Maine -ed.]



Dear Rovers North,
Our daughter Ekho is taking a break from sledding; Series Rover seats come in handy!

Jim Duchanin
Wasilla, AK

[It must have been an exhausting day on the slopes -ed.]

Dear Rovers North,

This is a recent family photo shoot of my little boy Bobby and me. We always look at the Letters to the Editor and he loves to see the other kids that are posted with "their" rovers. He is 20-months-old and already points and says "Rover" every time he sees it! I am curious what he would do if he were to see himself in the *Rovers Magazine*. Thanks for a great magazine, keep them coming!

Jason Arrington
Berger, TX



[We hope Bobby is thrilled to see himself in the magazine -ed.]

Dear Rovers North,

I just want to compliment you on the great magazine you produce for your customers. I subscribe to several off-road magazines and some of the stories you run put the other magazines to shame.

Ian Anderson
Decatur, GA

Dear Rovers North,

My license plate on my '93 Range Rover Classic LWB is "QE II." Keep up the great writing; I love Rovers Magazine.

Ross Flowers
Ladue, MO



[Great minds think alike...a tip of the cap from the QE I to the QE II -ed.]

Dear Rovers North,

Working out of town a few weeks ago, I was looking through a large RV parking lot—huge things all parked in rows. I went around one corner and could not believe my eyes. What a stunning Series II-A!

Brad Daniel
Saratoga, CA



Dear Rovers North,

Here's a photo of my 1981 Series III and a recently restored Mini-Moke on the North Shore of Oahu, Hawaii. As far as I can tell it is one of the few of each of these vehicles on the island!

Justin Ellis
Honolulu, HI

[Perhaps Rovers North should send the Editor to Hawaii this winter to check this out? -ed.]



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Background: Trail Leader Training, Grand Junction, CO. Read Burke's Corner on page 30. Photo provided by: www.BradleyAdventures.com

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“This trip was getting crazier by the minute, and we hadn't even packed our bags yet.”

Bobby Sanderlin atop his newly acquired 1971 Land Rover Series II-A 109.

[Rebekah Sanderlin is the editor of CityView Magazine and a freelance writer (and now proud Rover owner) who lives in Fayetteville, NC. Her work has appeared in Maxim, Self, The New York Times, The Huffington Post, Military.com, CNN.com, National Public Radio and in a host of regional publications across the U.S. She is currently working on her first novel –ed.]

I was completely, adamantly, dead-set against my husband buying a Land Rover.

You see, we'd had this Jeep, a 1988 Wrangler that embodied all that he missed about his unencumbered teen years—a Peter Pan Syndrome on Super Swampers. Bobby, my husband, bought it from the redneck kid across the street for a scant \$400 and insisted on referring to it as his "\$400 Jeep"—though we'd sunk more than \$9,000 into it and it still didn't run.

So imagine my dismay when I found him surfing the web every night drooling over old Land Rovers. He told me enthralling stories of Rover owners who packed up the kids to spend a year traversing the world in vehicles that looked like safari movie props to me, with nary a portable DVD player in sight. Although intrigued I still didn't want one.

Then one day Bobby sheepishly admitted to me that he'd called the owner of a 1971 Series II-A to inquire—only casually, he insisted—about the asking price.

"It was the best conversation of my life!" he exclaimed. "This guy was the nicest guy I've ever talked to!"

Upon learning of my husband's active duty Army status, Greg, the seller, said that he'd like for us to come visit him, regardless of whether we wanted to buy the Rover. "He said he wants to serve us lobster and thank us for our service. He specifically said he wants to thank you for your service as a military wife."

Beach, drop our two kids off with his parents and then continue driving on to Maine, where he would rent a U-Haul and a tow dolly to pull the Rover back.

"Well, how far is Maine, anyway?" I asked cheerfully.

"1,000 miles," he said.

"Roundtrip?"

"No," he said warily. "Each way."

My heart sank. As much as I wanted to see the way up north and as much as I wanted him to stop irritating me with his non-stop Rover-lust, I couldn't stomach spending 2,000 miles on the road in just five days.

"No way," I said. "You sold me on this car (the word made him cringe visibly) by telling me about all these people who drove them from England to South Africa and back with a car full of kids and lions chasing after them. Why don't we just fly there and drive it back? Isn't that what these cars (there's that word again) were made for anyway?"

He sputtered but eventually conceded, perhaps willing to agree to anything just to seal the deal. For my part, I had absolutely no idea what I had suggested. My history with vehicles always focused on the practical: buy a vehicle, change the oil every 2,000 miles, vacuum it out occasionally, avoid potholes and nails in the road, and the vehicle rewards me by always starting and always going. I had no idea then (but I sure know now) that starting is optional when it comes to Land Rovers, and going can sometimes be nothing short of miraculous.

Northern Exposure

A southern couple's adventure to buy a Series II-A

An admitted sucker for compliments, I asked "Where is 'there'?" I knew of no lobsters swimming freely off the coast of North Carolina.

Sheepishly again, Bobby replied: "Maine."

Maine? We live in southern North Carolina, so far down in Dixie that our toddler already knows the meaning of the word "carpetbagger"—and scowls when she says it. Neither of us had ever been as far north as Maine. We'd only once even crossed the Mason-Dixon Line. As children of the South we'd always been warned about Yankees—but as rebellious children, each hailing from a long line of rebels, Greg's offer enticed us to make the trip.

We spent the next few months formulating plans and scraping together money. We sold a rarely used boat and some no longer needed electronics and cobbled together money from accounts here and there to come up with the asking price. Bobby suggested that we drive his truck to Virginia

So we bought our one-way plane tickets to Bangor, ME, and Greg agreed to drive us in his Range Rover Classic from the airport to his home in Lincolnville. We would spend the night in his home with his family—he insisted. We hadn't even packed our bags yet and the trip grew crazier by the minute. When we told friends and family what we were planning to do, their jaws would literally drop.

"So you've never seen this car, and you've never met these people, but you're going to fly all the way to Maine to buy it and you're going to spend the night in their house?" was the typical response.

And we would just nod, already impressed with our own sense of adventure.

Bobby's parents took our kids and we flew off to Bangor where, the very moment we met Greg and his adorable son Tristan, we heard a huge commotion. "Oh, that's just the greeters," Greg said nonchalantly, "They're always here to welcome the troops home."

I'd heard of the famous Bangor troop greeters. Tristan also seemed intrigued, so he and I went to watch while Greg and Bobby collected the bags. I'd only been in the North for a few minutes and already I was smitten. The troop greeters stood in the airport and applauded steadily for probably 15 minutes, until every soldier had deplaned. These Yankees didn't seem so bad after all.

Greg's house, a beautiful cottage tucked neatly into a forest of old growth trees and surrounded by clusters of brilliant wildflowers, rounded out my wooing. Not only were twin little boys wait-

ing at home but after a few moments with Greg's wife Sarah, I convinced myself she must be a long-lost sister. Never in my life had I met a woman who was more like me, anywhere. The more she and I talked, the more we had in common. It was surreal.

Bobby and Greg took the old Rover for a test drive and Bobby came back looking like a 6-year-old boy on Christmas morning. "The only problem with it is that the headlights don't work," he said, excitedly. "And Greg said he only noticed that problem today. I bet it's probably just a loose wire."

True to his word, Greg treated us to a lobster feast and copious amounts of wine, beer and liquor. Amazed at how well everything was going and simply giddy over the new friends we'd made—and a little drunk—Bobby and I collapsed, exhausted, on the sleeper sofa in Greg and Sarah's living room. Then, around 2 a.m., Bobby woke me with concern in his voice.

"The power just went out," he said solemnly.

"So?" I said, irritated at being awakened. "It's raining. A limb probably fell on a power line or something." I rolled over and tried to go back to sleep.

He persisted. "Don't you think it's weird, though?" he asked. "Think about it. They brought us out here to the middle of nowhere. Then they got us totally drunk. I saw Sarah grab a baseball bat before they went to bed. It's not raining hard enough to knock down a tree limb and I see lights still on down the street. The only vehicle we have access to doesn't have headlights—we have no escape! Besides, they are just too nice... I think they're planning to kill us."

"What?! You're crazy," I said, but the thought had been planted. They behaved inexplicably nice; the Rover's headlights wouldn't function. They did get us drunk; the mild storm could not explain the power outage. I suppose I was having these thoughts aloud because right then Bobby chimed in again.

"I've seen this movie," he said. "I know how it ends: I die naked at the bottom of a well and you run through the woods in your underwear with Greg chasing after you with a machete. Besides, what about Sarah's baseball bat?"

No. I refused to believe such things about our new friends and insisted that there really were nice people in the world. "They have three boys, Bobby. I think she was just picking up toys. Go back to sleep."

And I did, but he didn't. Early the next morning Greg came downstairs and started making breakfast.

"Hey Bobby," he said. "Did I hear you up moving around last night?"

"Yeah, Greg," Bobby said. "The power went out and I was afraid all

the food in your fridge might go bad so I looked around to see what the problem was." (No mention of his serial killer suspicions.)



Greg's son Tristan. Mud boots in Maine are BIG.



Background: Greg Black left, Bobby Sanderlin right.



“Aw, thanks man. That was really nice of you,” Greg said. And just like that, we were all good people again.

After breakfast Greg introduced Bobby to the Rover and all of its quirks. He even gave us several huge manuals that covered how to fix the various problems he said we were bound to encounter at some point, a heavy wool blanket that he said helped during cold winters (we didn’t have the heart to tell him that winters don’t get very cold in the south) and, to cap it all off, he tossed in a flannel work shirt so that Bobby wouldn’t have to get his clothes dirty if we should have to stop to work on the truck. (Notice that I didn’t say car? I was coming around.)

All this convinced me that Greg and Sarah were the nicest people ever and that Maine is a slightly chillier side of Heaven—but I did wonder why there was so much talk about repairs?

Once we accepted title of the Rover we headed southwest. We delighted in the curvy roads that took along the Maine coast through towns that resembled life-sized dollhouse villages. Our plan—our romanticized and ill-conceived plan—called for us to drive the whole way back on US Route 1. We’d stop in quaint coastal towns along the way, avoiding most of the big cities, and have leisurely lunches and romantic, child-free, nights in charming roadside motels or in campgrounds (we’d packed a two person tent), all the while cruising ever-south in our vintage truck and averaging about 300 miles per day.

We took pride in our plan and found Day One thoroughly enjoyable. After a shopping stop at the flagship L.L. Bean store in Freeport, however, we checked the odometer to discover that even after seven hours of near-constant traveling, we’d only gone about 90 miles. At that rate we’d need an extra week to get home. Moreover, not having headlights meant that we needed to find a place to eat and sleep by sunset each night.

The clouds had parted on Day Two and we began to understand why so many northerners flock to Maine in the summer time. The temperature sat around 80 degrees as we pattered into Kennebunkport. Instantly we decided that Kennebunkport is a Republican version of Key West, which, incidentally, is where we were married. The two cities are nearly east coast bookends, both beautiful, expensive and practically Epcot-perfect. Where Key West has leather chaps-clad gay men, Kennebunkport has old white golfers in Brooks Brothers khakis. We loved it and spent a little too much time perusing the shops and galleries. In fact, by the time we left we were already thinking of the pathetic 90 miles we’d covered on Day One and debating on how to make up for lost time.

“We’re going to have to take I-95,” Bobby said.

“Really?” I asked, my face falling with dejection. “Maybe traffic won’t be so thick on Route 1 today.” I said hopefully, but knowing that things would only get worse the closer we got to Boston and New York City. Still, I knew what driving on I-95 would mean—no more coastal towns with cute sandwich shops and darling boutiques. My leisurely vacation, my east coast adventure, was about to be replaced by fast food and long haul truckers, all in a vehicle with a top speed of 55 miles per hour, no air conditioning and enough road noise to make a NASCAR race sound like the reading room in a public library. I relented because I knew Bobby was right, though I refused to even attempt to communicate for the rest of the day. There just wasn’t any point. It was a hot, miserable, deafening ride. Our only way of communicating was through hand signals, so I picked up a paperback novel and read all the way to Connecticut.

We stopped for the night in Mystic—I’d insisted. If I had to give up the quaint coastal towns along the way then at least I

should get to stay in one for the night. Bobby had talked a lot about wanting to camp that night and we'd found a state campground online that was "on the beach", at least according to the website. Once again, romantic images entered my brain and won me over. I thought of us, our tent staked out among the dunes, a bottle of wine to split and the pleasant roar of the waves lulling us to sleep.

We walked around Mystic for a few hours before dark, stopping in Mystic Pizza for dinner and in an Army surplus store to buy earplugs for the next day. We'd made great time that day, covering more than 300 miles, and figured that we'd need to drive a bit more on I-95 the following day if we wanted to make it back on schedule. The earplugs seemed like a good investment. With only about 30 minutes left until nightfall, we pulled into the campground, paid the fee and received instructions to get to our space. The girl at the gate promised us that she'd picked out the most secluded spot in the whole place for us.

Our "secluded spot" placed us in the middle of a fully paved campground with lined parking spaces. It was like tent camping in a Walmart parking lot. Just as I was pouring every ounce of my energy into trying to find a bright side, a fat, shirtless man in a late 1980s Monte Carlo with the tee-tops off, cruised slowly by, looked directly at us, and burped—loudly.

We pitched the tent and tried to entertain ourselves for a few hours before bedtime. Fortunately, our day of not communicating at all had left us with plenty to talk about. I was getting my toiletry bag out of the back of the Rover when Bobby called out to me with considerable worry in his voice.

"Don't. Turn. Around," he said. "There. Is. A. Skunk. Right. Behind. You."

If less romantic words have ever been uttered, I cannot conceive of them. Sure, enough, a black and white creeping stink factory stood poised no more than two feet behind me. I had no idea what to do, so I just stood completely still. I remembered that you're supposed to make yourself look tall when facing down a bear, so I stood up straight. And I remembered that for lions (we'd read a lot of those Rover-adventure-in-Africa websites) you aren't supposed to make eye contact. So I stood tall, averted my gaze and the skunk soon moved on to another campsite.

Dawn broke on Day Three and we hit the road as early as we could. Soon enough we were back on I-95, headed south and out of Connecticut. Or so we thought.

We'd only gone about 20 miles when the Rover began to sputter and accelerating became difficult. Bobby coasted off the road, stopped and got out to inspect. After about a half hour of tinkering he said he'd fixed the problem. Sure enough, the Rover started back up, I was massively impressed with my husband and we were again on our way—for about 15 more miles. This time he coasted off I-95 and into the parking lot of a McDonald's rest stop. According to our iPhones, there was a Land Rover dealership a couple of towns away. We didn't hold out much hope that they'd be able to help with our 40-year-old Series II-A, but maybe they'd have the parts we needed. We called for a tow and, upon learning that the tow was going to cost us \$225 because we had to go so far, I used my iPhone again—this time to purchase a \$300 annual membership to AAA. It wouldn't help us with this towing bill, but I suspected there'd be plenty more tows in the future.

By the looks on the faces of the staff and customers as we were towed into Land Rover of Milford, you'd have thought a Yeti had just rode up on unicorn. The entire sales team stopped what they were doing and walked out to the parking lot to gawk, and the well-heeled customers couldn't make heads or tails of us. I have no doubt the Milford crew were much more accustomed to seeing Range Rovers and sleek new LR4's, but to their credit they

“I thought of us, our tent staked out among the dunes, a bottle of wine to split and the pleasant roar of the waves lulling us to sleep.”



Rebekah Sanderlin; Background, Bobby Sanderlin



Bobby driving with a little bit of Land Rover luck.

literally slapped us on our backs as we went inside to fill out the paperwork. It was like they'd been playing fantasy football for years and we'd just popped in with a real life NFL starting line-up. And when we saw that the head mechanic drove a beautifully restored Defender 110 pick-up and was positively giddy about getting to work on our Rover, we began to think that things just might work out for us in Milford, after all.

After hearing about our epic adventure, the Milford crew promised to get us in and out as fast as possible and bumped our vehicle to the front of the service line, but it was already 4 p.m. when we got there and they held out little hope that the work would be done before the close of business. So we found a room at a nearby hotel and one of the sales guides gave us a ride there. Sure enough, the next morning a guy from the dealership called to say the Rover was running great and that he'd be by to pick us up in a few minutes. We paid for the repairs, promised to let the Milford guys know how our journey ended, and happily hit the road... for another 20 miles.

We made it to Darien, CT, before the Rover stopped accelerating again. Bobby pulled onto an exit ramp and we coasted as far as we could before coming to a complete stop on the shoulder of the ramp. Worse, as he attempted to restart the Rover his key broke in half in the ignition. I think that might have been the closest I've ever come to seeing my large, muscular, career soldier husband cry. Fortunately, he quickly figured out a work-around for the ignition. Using a long flat head screwdriver, he was able to turn the key enough to press the push button ignition. Unfortunately, the engine still wouldn't turn over.

He opened the hood, now completely confused about why the same problem kept occurring, even after a knowledgeable mechanic had supposedly fixed it. For my part, I sat in the shade of a big tree, occasionally offering to hold something, and simply waited.

By then we were just a short distance north of New York City and I suppose women in that area aren't used to seeing handsome men like my husband working on safari vehicles on the side of the interstate. With me tucked away in the shade and out of sight, many of these women stopped to offer their assistance to Bobby. It was like a BMW parade of attractive, 40-ish, professional women—and a few of them literally scowled when I stood up and they saw me. I found it all very amusing. I even considered issuing this public service announcement to lonely northern men: If you want to meet a hot sugar-mama, just buy an old Land Rover and pretend to work on it on the side of the road.

After several frustrating hours there a government tow truck showed up and the driver told us we had to move. We told him we would—gladly—if only we could, so he offered to help. He told us to get back into the Rover to steer and the he gently transported us into the parking lot of an office building, where we spent several more hours.

Meantime, Bobby called Greg to see if he had any thoughts on what might be wrong. Greg didn't know but posted a message on a Rovers North Forum reporting the stranding and asking if any Rover owners in the area would help us. Bobby also called Rovers North and talked with Les Parker, who helped do some troubleshooting. Within minutes of Greg's post, we received a call from a man who said a Rover owner and mechanic in the area was on his way to help us. That's how, just before nightfall, Tim Smith cruised into our lives like a knight in a shining Subaru (not his usual Military Lightweight). As Tim and Bobby leaned over the engine, a man and his young son approached us. They stood a ways back and asked not if they could help, but if they could watch.

"Son," the man said to the little boy in a 1950s TV show voice, "these men are working on a car. People used to do this all the time back before cars had computers."

L-R: McDonald's rest stop on I-95; Land Rover of Milford; Bobby keeping the Land Rover running.

Background: Tim Smith works his magic.





It was official: We had become a museum exhibit.

Tim said he could get the Rover running, but that the same problem—which turned out to be an issue with loose wiring on extra switches behind the fascia—would happen again if he couldn't get the Rover into his shop to do more thorough work. Problem was, it was already dark and, as you'll recall, we had no headlights. No problem, Tim said, and literally with the flick of his wrist the lights came on. It was magic.

It turns out that Tim already had a nickname among north-eastern Rover aficionados—"The Rover Whisperer"—a well-deserved nickname if ever there was one. We happily followed him back to The Classic Car Gallery in Southport, CT, his workplace, and a few hours later he had us on our way. While he was at it, he removed the left wing and adjusted the master clutch rod.

By then we'd lost a whole day of driving and were restless after all that sitting around. Faced with a decision to spend yet another night in Connecticut, or to take advantage of our new headlights and push on further south, we chose to drive, drive, drive.

A hard rain greeted us as we approached New York City. After a few miles of Big Apple traffic I abandoned my thoughts of a big city stopover. Our Rover tends to be a little fume-y when idling and—with a double clutch and old brakes on rain-slickened streets—lingering in New York seemed like a bad idea. Instead I pointed out what major sites I could see and we sped across the George Washington Bridge.

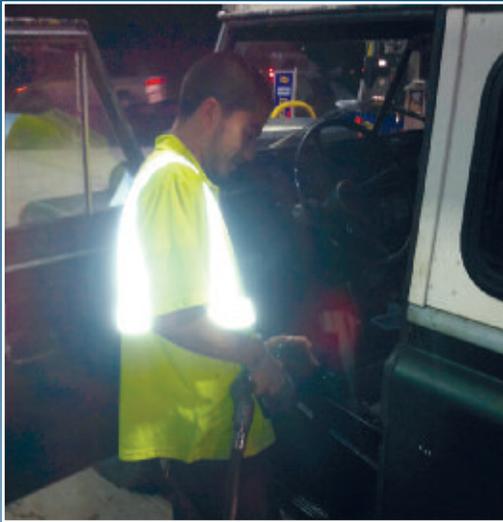
On the New Jersey side of the East River we realized that we probably ought to fill up with gas. Without a working gas gauge I'd been carefully logging the miles between fill ups and we figured we were pressing our luck, particularly after idling in all that traffic. However, we didn't realize that New Jerseyans don't pump their own gas—and the Rover's gas tank is under the driver's seat cushion. I'm not sure who was more tickled, the gas pumpers, or us, when we pulled up and showed them where to put the nozzle. Our pumper was so amused that he motioned for his fellow pumpers to come and watch, and several of them pulled their cell phones so they could take pictures.

We'd planned to stop for the night just south of New York City, but to be perfectly honest, nothing we saw of New Jersey or Pennsylvania from our vantage point on I-95 looked tempting. Finally, around 3 a.m. we decided to stop in northern Delaware, in a hotel that looked perfectly situated to host a convention of hooker-murdering serial killers. The cheap rate and late hour conspired to inure us to the smells, odd stains or the mysterious noises coming from the walls of the neighboring rooms. Still, we opted to not hang around for the complimentary continental breakfast.



Delaware practically meant home-free to my Chesapeake Bay-raised husband, and as the miles ticked away we decided to take a scenic route through that state, a route that took us through the coastal cities and right to the Chesapeake Bay Bridge

Tunnel after passing through Maryland. We didn't, however, factor in that we were taking the coastal scenic route on a summer Saturday morning and would be contending with the thousands of beach goers heading the same way. Once again, we spent a lot of



time idling. During this idling we had our pay-it-forward (or backward, depending on how you look at it) moment. Just off the highway some young guys in a Ford Bronco had broken down on the side of the road. Knowing well what they were going through, and knowing that we weren't getting anywhere fast anyway, we stopped to help and soon got them going.

In time we did manage to make it to the Chesapeake Bay Bridge Tunnel. Our trip neared its end when—wouldn't you know it?—a guy in a beautiful new Discovery careened by us out of control, aimed right at the edge of the bridge. He would have plunged into the bay and to his certain death had his motion not have been stopped by several other cars. Thankfully no one was hurt, but traffic was at a standstill for hours. When we finally crept forward enough to pass the Disco owner, he looked over at us and smiled,



A southern couple's adventure to buy a Series II-A



giving us the thumbs up and the head nod that Rover owners everywhere share when they meet.

We made it back to get our kids, took them on a few rides in our new toy and then we all drove back to North Carolina. Since then I've learned that a 1971 Land Rover II-A is like catnip for men. They come from everywhere just to be near it, helpless to resist its near-magnetic pull. One neighbor we'd never before met asked my husband if it would be okay for him to just occasionally sit in it. Bobby offered to let him drive it, but the guy said sitting in it was enough. He just wanted to dream about driving across the African savannah, something he'd wanted to do since he was a child.

On post at Fort Bragg one day we were stopped by a spandex-clad older gentleman on a road bicycle, who had about a million questions about the Rover and talked for what seemed like forever about Rovers he'd driven worldwide. We later learned that the man was a high-ranking General and that he left our conversation to tell his other high-ranking buddies about the "cool soldier with the old Rover."

We made several trips to the beach with the kids and the dogs in the Rover and drove out among the dunes, finally getting that secluded experience we had hoped for back in Mystic. And, come Christmas time, we tied a wreath onto the grill and took the kids

to pick out and cut down our Christmas tree.

As for my being dead-set against the Rover, well, I've come around. It's a charming ride and the kids love it. Rudy, our 3-year old daughter, wants "a pink one" when she grows up. Bo, age 7, and Rudy can spot Land Rovers hundreds of yards away. Lucy, age 5 months, coos and then naps when she's in the Land Rover, and Hank, our 8-year-old yellow lab, adores riding in it. Indeed, I've come around so much that I let Bobby sell his reliable "daily driver" (a phrase I'd never even heard until we entered into the Rover world) to buy a '98 Discovery from enthusiast Rick Richardson, Southport, NC. Both the 109" and the Discovery went off-road at the Carolina Rover Owners Uwharrie Safari last spring; the Discovery has already winched out stuck Jeeps and pickup trucks on Ft. Bragg's trails.

We haven't had any problems with the 109" since Tim Smith worked his magic and it arrived in the South. It received free wheeling hubs, a new water pump, a rear work lamp and new seats. It did not, however, get a new ignition. Even Rudy knows how to use the screwdriver to start it. //



*Above Left: Baffled gas station attendant;
Above: Christmas time in North Carolina;
Background; The newest family member
relaxes on the beach.*



The 2012 DEFENDER Road Test

Back to the Future

By Jeffrey Aronson

Land Rover currently exports to 169 nations worldwide, 168 of which can import their new Defender. Rumors fly throughout social media and the blogosphere as to how much longer till we'll see the Defender we've known and loved since it evolved from the Land Rover 90/110 in 1984. I'd resigned myself to waiting for another trip to the UK in order to drive a new Defender, when good fortune smiled and plunked me into the driver's seat of a 2012 Defender 110 for the day. After only a few minutes I started scheming on how to bring this car home on the ferry.

The 2012 Defender manages to defy its age and present itself as a perfectly rational vehicle for this century—even though its design brief harkens back to the first Land Rover of 1948. Then the Land Rover needed to offer functionality, versatility, off-road capability and on-road handling, towing and carrying capacities, all within a wheelbase and width that could maneuver in tight circumstances. During its lifetime the “long wheelbase” model has crept up only three inches, from 107” to 110”; it hasn't widened out much, either. It still meets its initial design demands.

On this spring day I stood in front of a Aintree Green Defender 110 with a familiar white roof and one set of alpine windows over the middle row of seats. Bless the designers' hearts the exterior still features visible rivets behind the rear doors and chunky, flat hinges securing the front of all the doors. You can see the outline of the scuttle vents where they once resided beneath the windshield – which still demands that you lean forward and peer up at traffic lights. While the door handles no longer sit recessed into the doors themselves, they rest flush with the door skin so as not to grab onto obstacles like trees or rocks. You can still see the front and rear ends of the car from the driver's seat, something that generally requires a rear-view camera and a prayer on cars not designed by Land Rover. The rear door still carries the full sized spare tire at the right height so as not to interfere with





the 49 degree approach angle, but still suggests “lift with caution” if you have to remove it from the door.

This Rover had 5-spoke alloy wheels that managed to stay to the right side of the purposeful-bling line. Front and rear mud flaps reminded you that Land Rover expects its vehicles to go off-road. Folding side steps front and rear helped with entry into the vehicle. Land Rover will provide you with a raised air intake “for dusty conditions” or to tackle the “wading depth” of a mere 20”. Since that takes you to just underneath the sills, it’s apparent that Land Rover corporate does not wish to encourage water crossings.

Walk around the Defender and you realize that while it appears big at first glance, it’s actually remarkably compact—especially for something approved to tow a 7,700-pound trailer. At 82”, it appears tall and might not squeeze into some parking garages. With only a 70” body width wing-to-wing and narrow doors, you’ll find that it pays to be fit to fit into your Defender. I love the cocooned feeling of the car which cuddles me much the same as my Series II-A once I’ve shut the door. While the Defender door doesn’t shut with the bank vault whoosh of the Range Rover, it has a lithe solidity that perfectly matches the character of the car.

This captures one of the many distinctive hallmarks of the Defender. For a vehicle that looks as though it could blast away mountains, let alone charge up 45 degree gradients, it doesn’t feel sluggish, heavy or unwieldy at the controls. At a time when even economy crossovers like the Kia Sportage drive as though someone has attached a Denver boot to each front wheel, the Defender feels precise, nimble and quick. It stays that way until you need to turn it in a tight circle. That’s when you’re reminded of its heritage; the 2012 Defender still needs a whopping 47 feet. Mall parking lots might not be much fun in the Defender. Truthfully, though, for normal traffic or off-road maneuvering the large turning radius does not present a problem.

From the front the Defender presents that same grille, green oval and hood line lettering that it has for decades. The only real changes came when EU regulations outlawed the bonnet-mounted spare and forced the fuel tank and filler to better protected spots in the rear of the car. In 2007, the Defender gained a “power bulge” on the bonnet to accommodate the then-new 2.4 liter diesel engine. Otherwise it closely resembles our beloved NAS Defenders.

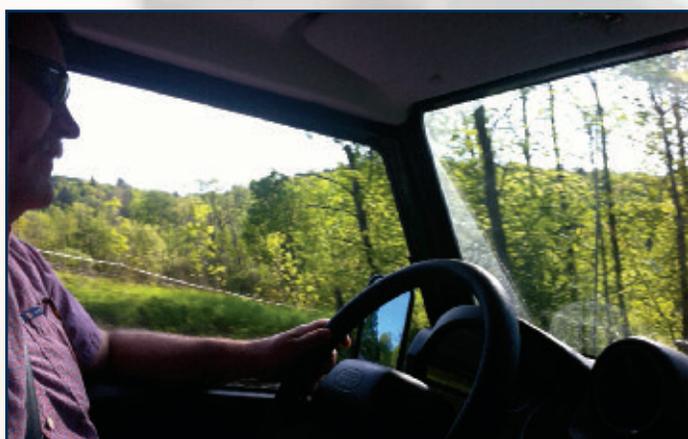
If I had six other friends they could have joined me for the day. Given the narrow confines of the interior it would help if they could become close friends for the day. Goths might cherish the all-black seats, but I’m not a fan of the rather dark interior. However, it did contrast nicely with the light headlining. While I recognize that black and grey interiors are all the rage, a version of my Series II-A’s “elephant hide,” now called “Grey Stag Vinyl,” still appears in the official sales brochure. They would look great in the leather and cloth that grace this interior. You do sit comfortably in all the heated seats and don’t feel claustrophobic given the amount of window space and the signature alpine window.

The seats do everything Defender seats ever did and didn’t. They position you in a purposeful manner, in a posture that your mother might sanction, one intended to signal that you’re there to drive, not pose or cruise. Since you’re unlikely to corner wildly at speed you don’t get substantial side bolsters—but since you’re more likely to get in and out of this working vehicle often, you don’t want side bolsters. Underneath your thighs you’ll find just enough support on a long drive or for a long time on a trail. You’re held securely, but comfortably in place by three-point shoulder belts. In the overall Land Rover spirit the Defender has limited front seat adjustment, but I certainly had more choice than even an NAS Defender from the 1990s. Somehow Land Rover managed to provide proper sized headrests without totally obscuring the rear view when reversing the car. The second and

The 2012 DEFENDER Road Test

third row seats do fold up out of the way for more carrying capacity. The passenger up front has a substantial grab handle directly in front, perfectly located for that 35 degree descent angle.

Land Rover has marketed its “command position” driver view forever and it still works quite well; in the Defender the slogan really means something. Behind this steering wheel, sadly a rather unsightly blob of cushioning and wide rim, you can see the instruments quite clearly as well as enjoy a fine view out the windshield and over the hood bulge. A large circular tachometer flanks a combination fuel/temperature gauge; to the right sits the speedometer. Atop the dashboard are two pods for heating, ventilation and optional air conditioning, all of which I must say worked very effectively. Below them



the central fascia has rows of warning lights and climate control switches. Unlike my Series II-A (which had no radio) and the NAS Defender 90's Pep Boys-like sound systems, this Defender had an integrated sound system that could play CDs or your MP3 device. The whole thing sits encased in a plastic module that never buzzed or vibrated.

What spoke most powerfully to the purposefulness of the Defender was the 3-position headlight level switch in the lower left center of the fascia. Land Rover knows you'll likely fill your Defender to capacity, or tow a load that might tilt the vehicle towards the rear. So this clever feature alters the positioning of the headlights to compensate for the load. It reminds you that Land Rover recognizes its lineage of functionality that has been a hallmark of the brand for 64 years.

Near my right knee stands a robust wand that controls the 6-speed manual transmission and a shorter one for the transfer case. The transmission linkage felt smooth and precise; finding the correct slot for each gear took only a few moments of familiarization. Given the power curve of the engine you don't need all six gears for general on-road driving, but off-road the selection and gear ratios would provide the perfect match for nearly any obstacle or ground situation. Sixth gear acts just like an overdrive on the open road. First gear, high or low range, provides a superb crawler gearing and you can lock the center differential for additional grabbing power. This transmission uses ground gears designed to reduce transmission/transfer case whine and noise; along with the general sound-deadening of the headliner and engine compartment, the end result felt eerily quiet for a Defender.

The previous 2.4 liter would not meet new EU emission standards for nitrous oxide, carbon monoxide, hydrocarbon and particulates.

The 2.2 liter turbodiesel comes from the PUMA family of Ford UK truck engines. It matches the previous power plant for power, torque and fuel consumption. It's also the first Land Rover engine to use a diesel particulate filter (DPF). With 120 hp, the top speed has risen to 90 mph at 4,350 rpm. Most impressively, the 265 ft-lbs torque rating peaks at only 2,200 rpm. The engine management system adjusts fuel flow when the engine operates at low speeds, around 1,000 rpm. Since the Defender winds up in so many different locales the same system can adapt to different fuel qualities, too.

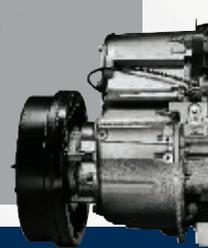
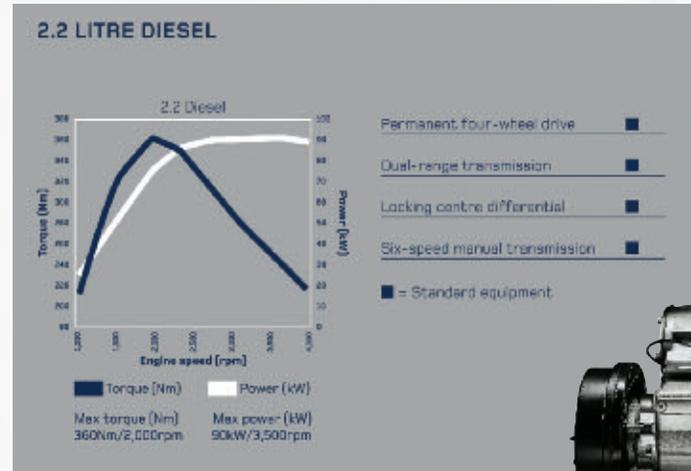
Whether idling in village traffic or sailing along at 65 mph on two-lane roads this Defender reminded me of just how much we miss because of our unique diesel emissions requirements. The fuel filler cap cautioned me to use diesel fuel only, but otherwise I would have been hard pressed to identify this Defender as an oil burner. As a comparison, I serve with our EMS that has a 2011 Ford F-250 diesel ambulance; with its noise and vibration level there's no question that a diesel lies under the hood.

The on-road ride feels firm but not jarring, no doubt due to the superb articulation and careful choice of the coil spring dimensions. Despite its heft in sharp emergency turns, the Defender feels as though you're in complete control. The all disk, servo-assisted braking system made short work in my unladen test vehicle and the car felt quite stable under hard braking. The Defender became available to me after its principal driver had made a 250-mile trip; since he appeared perky at 10 a.m. I can only conclude the Defender did not exhaust him as badly as my II-A wears on me after a long trip.

A major part of the Defender's success lies underneath the car, in its chassis and suspension. The familiar box section ladder frame makes for an immensely strong, rigid and long lasting undercarriage. The familiar coil springs, shocks and panhard rods provide the incredible articulation that makes the Land Rover so capable off-road. This Defender had ABS and traction control, which operating in unison would only enhance the car's performance. Since I had been given use of the Defender with the fullest expectation that it would return in one piece, I engaged in only the mildest green laning.

Land Rover still builds frames of approximately 90, 110 and 130 inches. You can order any of them as a pickup, a hard top, a windowed station wagon, or as a double cab with a canvas covered pickup bed. Commercial or “professional” buyers can purchase chassis cabs in any length and outfit them with “an almost limitless number of bespoke variations.” You can even order one with a canvas top.

Our NAS Defenders of 1993-1998 conquered overall US driving conditions through their coil spring suspension, the Rover V-8 and a 5-speed transmission or the Land Rover automatic. While the Defender 110 of 1993 came only as a station wagon, the first Defender



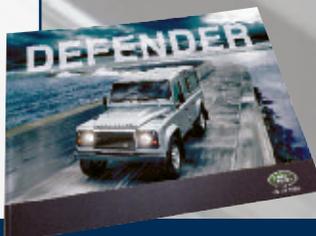


90s came in as only soft tops. A fiberglass hard top became available, followed by the Defender 90 station wagon, replete with interior carpeting. I love driving a 90s Defender, but doubted I could afford its resultant gas mileage. Compared to my Series Land Rovers the NAS Defender felt like a Range Rover!

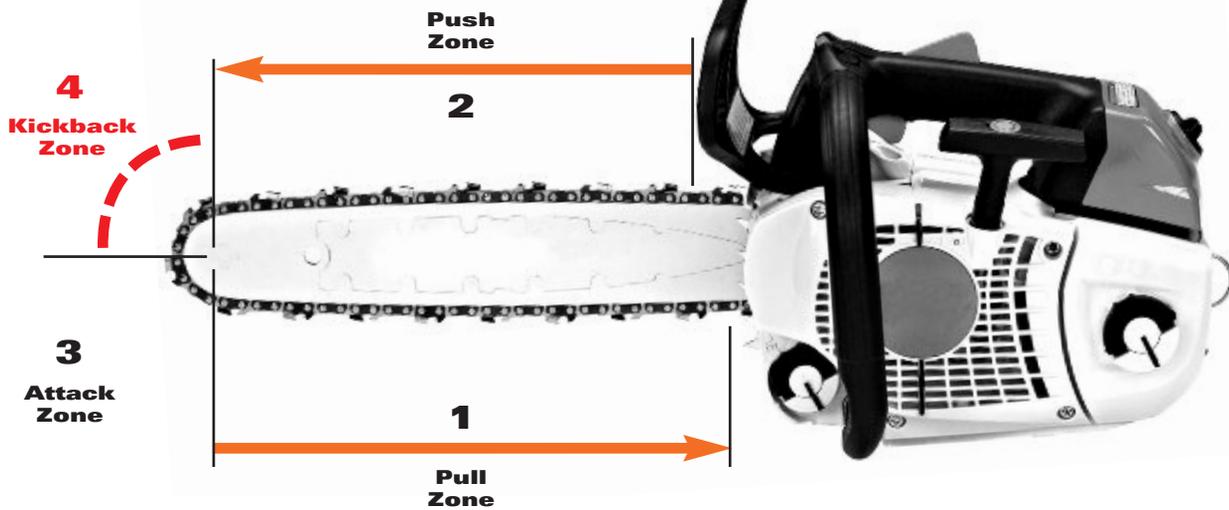
Land Rover has really impressed me with their ability to design and manufacture such an improved Defender without losing its soul. As a purist, I might miss the relative simplicity of the NAS Defender's interior, but I certainly applaud the layout, appearance and feel of the new interior. The 2.2 liter engine reminds us that Land Rover's ubiquitous engine for decades filled only 2.25 or 2.5 liters—only this one can propel the new Defender to illegal speeds in the US and mileage equivalent to the new Evoque. In regular use this Defender has averaged 28.5 mpgs.

A classic Land Rover advertisement featured a distraught salesman tearfully saying good bye to a happy Series III purchaser, knowing the new owner would not need another car for 10 years. Everything inside, outside and underneath this Defender builds the confidence that you could run this car for decades—if you could buy one in the US. Look for these 2012 models 25 years from now when we can legally import them and put me down for a green 110 Station wagon now. //

2012 DEFENDER



Chainsaw Safety Tips



By Calef Letorney

Based on the information in our last issue [Summer 2012] hopefully you've read the owner's manual for your chainsaw, secured the recommended safety gear and reviewed the tips on handling the saw. It's time for you to think about what happens when you fire up the saw on the trail.

Reactive forces:

Your chainsaw bar has 4 different zones. Each has a different reactive force when the spinning chain contacts wood.

1. Pull

When you contact wood with the underside of your bar, the force of the chain will pull the saw towards the tree. This is generally the safest and least tiring part of the saw to use.

2. Push

The top of the bar pushes the saw away from you while cutting. Be careful not to let it push too far or it could get into the 4th area. It is helpful to set the back of the saw against your hip, chest or leg, so you can let your body take the push force, which over the day will really tire you out.

3. Attack

On the round front of the bar, from the middle down to the bottom (or pull area) the attack zone means business. Many advanced cuts require boring straight through a log; these are always started on the attack corner. Be careful, this small quadrant is right next to the kickback zone.

4. Kickback

From the middle of the round bar tip to the top (the push zone) exists the dangerous kickback zone. Remember your physics—for every action there is an equal and opposite reaction. When the powerful rotating chain contacts wood on this corner of the bar, the rotating chain wants to throw the chainsaw back at the operator. Many accidents occur due to the kickback zone. As far as I can tell there is no practical reason to use this part of the bar, except once the saw is deep inside a cut where kickback is not a concern.



[Calef Letorney of Rovers North regularly harvests wood for warmth in Vermont winters. Since completing the Game of Logging training program, he shared his knowledge and experience with readers in our last issue. This is the second installment of this series -ed.]

Saw Safety for Land Rover Owners PART II

Observing the Hazards:

1. Before you even start your saw, look up! -

All too often people cut down a tree without really studying what is above them. This is DEADLY! While the vast majority of saw accidents are from chains contacting the operator, studies reveal more than 85% of chainsaw deaths are from objects falling onto the operator. It does not take a very big piece of dead wood falling from 40 feet to kill you. Remember to wear your hard hat. Look up for dead wood. Watch for vines or limbs that could pull other trees or limbs onto you. If a tree has a precariously balanced dead limb or is tangled in vines, consider not cutting it down at all and searching for another course through the woods.

2. Predict the Forces - Whether standing or downed, predict the forces in a tree before you cut. Position your saw so it does not get pinched. Position your body so you are out of the way of energy when it releases from trees.

2. Getaway Plan - Don't wait until the tree starts falling to figure out your escape route! Pick an escape route 135° from the felling direction, which is 45° shy of the opposite of your felling direction. You have two sides to choose from and if side lean presents a hazard, choose the other side (AKA the safe side) unless there are other obstructions. If needed, clear underbrush from your escape route.

4. Get out of Dodge - Don't stand around and admire your work—the moment you finish cutting, engage the chain brake and run at least 15 feet on your planned escape route before you turn and watch. You may miss seeing the tree fall, but you will avoid getting crushed if the tree “barber chairs” or “jumps the stump.” Even the most experienced saw operators get surprised occasionally, so do not get complacent. Run away every time.

5. Watch the wood - While cutting you can typically see the kerf open or close. This will confirm or change your prediction of the

stored energy in the tree. If the kerf is closing, hit the brake and get your saw out before the tree traps your bar.

6. Don't play in the dirt - A sharp saw is less likely to kick-back. Contacting the ground once can dull your saw more than an entire day of cutting. Keep your saw off the ground and your cutting will be quicker and safer.

7. Clutter free - Keep a clean cutting area, especially when limbing, to avoid tripping and inadvertently contacting small branches.

8. Retire early - Running a chainsaw becomes progressively more dangerous as you tire. You need every bit of strength to safely operate the saw. Take breaks and quit while you are ahead.

Here are some general observations based on my regular use of my chainsaws:

Cheat! Save energy by dragging the saw across the trunk while limbing. Push the saw around with your knee. Brace the saw against your body. Do everything you can to conserve energy.

Ethanol is the Worst! It is hydrophilic and absorbs water, which causes mold inside carbs, eats seals and hoses and all around kills chainsaws. Saw manufacturers say E10 (10% Ethanol gas) is only good for 2 weeks! Mix up the smallest quantity of gas you can. Pour any excess in your Rover; she won't mind. Drain your saw when you are not using it. Longer fuel life can be achieved by using a treatment such as StarTron or by stocking up on non-Ethanol fuel (which is available at some stations in the summer for boats. I always keep my eye out for those stations) and treating it with a stabilizer.

Now that we have some of the basics down, the final installment of this article will be specifically how to use your Land Rover and your chainsaw to get some work done. //

[For more information on the Soren Erickson Game of Logging chainsaw safety program, visit gameoflogging.com.]

By Jim Edson

[Jim Edson, Irving, TX, writes about his Land Rovers at Greenrovers.com and has been a Rovers Magazine correspondent for several years. Here's his participant's view of this event –ed.]

Mother Nature could not have been more cooperative, providing perfect weather for an outside adventure. The ARS (Arkansas Rover Society) has created one of the best kept secrets in Land Rover-only events. Once again, the Spring Rally returned to Super Lift Park near Hot Springs. Thanks to generous sponsorship, participants received wonderful gifts, enjoyed free meals and paid no registration fee (only park entrance fee). The Spring Rally has become an event for all types of people with all types of Rovers. The park has trails for everyone, from novice to hard core—water crossings, rock crawling, mud pits—everything that a Rover enthusiast wants.

This year 60 Land Rovers arrived for an excellent weekend of adventure, coming from seven different states, including Oklahoma, Tennessee, Texas and Arkansas. Indeed, Julia Schluter travelled all the way

from Germany. My home state club, Texas Rovers Club, sent an even dozen Land Rovers, mostly Discovery's, but also John Button's Range Rover, Mat Pereda's nice 69 Series II-A 109" (which he drove the five hours to Hot Springs) and Allen Avery's Strange Rover trail rig. The OkRovers Club brought a highly modified, spring over right hand drive 1973 SIII Air-portable RHD (Lightweight) FFR. British 4X4 entertained us with their convertible 1998 Disco I, complete with Defender type top.

A convoy in a state as large as Texas takes more planning than most Rover owners want to undertake, so it's not a surprise that two groups from the Dallas area wound up meeting—by chance—at a truck stop near Texarkana, at the Arkansas-Texas border.

After arriving, the camping contingent went about setting up their sites. I'm big on food, so I'm happy to report that the Friday night potluck meal included spaghetti and BBQ (smoked) chicken, with plenty of side dishes for everyone. After dinner, a few anxious souls went on a "quick" trail run, not getting back till after dark. Mark Nichols, who came to last year's rally to see "what Rovers could do," arrived with wife and family in their Land Rover. This year, he brought



Tim, his younger brother, and converted his skeptical sibling into a Land Rover enthusiast.

On Saturday morning, everyone excitedly anticipating the first organized trail runs of the day, awoke to a blue sky and the smell of honeysuckle in the crisp air. Organizer Nigel Jebb reviewed the event agenda and safety rules. Drivers and crews attained their caffeine and sugar levels through a generous continental breakfast, and then lined up based on their experience and off-road accessory levels.

John Monaghan led one intermediate group on the Snake Trail and soon came across a tree blocking it. This quickly became a lesson in winching. Using John's Rangie as an anchor, Lane Collier made short work of moving the obstacle. Meanwhile Nigel Jebb led another intermediate group on the Power-Wagon & Rubicon Trail with Daryl Oliver tail gunning. On one long hill, a Disco I stalled out and would not start. Several of the folks in the front of the convoy played on a short off shoot rated as a "four" on the difficulty scale. When everyone caught up with the main body they continued on several intermediate trails before lunch.

Bluff City Land Rover out of Memphis fed us lunch of fried

chicken with all the fixins. Stuffed, we returned to the trails. Most other people formed up with the same group as the morning runs, hoping to match their skills and car's capabilities to the trails. Some of the more modified vehicles including an Air Portable, and Allen Avery's "Strange Rover" Classic went over to the other side of the park and did a three-diamond trail, requiring a lot more technical driving than the morning ride.

The Superlift ORV [Off-Road Vehicle] Park has a huge array of trails and conditions for enthusiasts, all just five miles from downtown Hot Springs, AR. While at times it's fun to travel to distant forests, fields, lakes and mountains, it can certainly be reassuring to know that you can pack so much off-roading experience so close to "civilization." I joined dozens of enthusiasts learning while doing on the trails and enjoying their company at Saturday night's BBQ and campfire.

Sunday morning dawned with a sinking realization that the fun had ended; we joined others packing up and heading home to our daily grinds. Thanks to the Arkansas Rover Society and their sponsors for creating the event and making this respite from reality possible.



Arkansas Rover Society
SPRING RALLY
2012
 

Dirt and Dinner



Background photo: Land Rovers tackle a side slope.



W We had a great time at our 2012 Arkansas Rover Society Spring Rally. There were over 60 Land Rovers in attendance, varying from a vintage 1969 Series II 109, a Lightweight, to several brand new Range Rovers, LR3s, multitudes of Discovery I & II's and a handful of Range Rover Classics. Mother Nature was on our side as we had beautiful weather enduring the entire weekend. A large convoy of Rovers from Texas drove up showing their support including three vehicles from the San Antonio area (a ten-hour voyage). We had multiple participants from Mississippi, Missouri, Tennessee, Louisiana, Oklahoma, Arkansas, and even a lady named Julia from Germany. Everyone seemed to be having a lot of fun and the rally feedback was excellent!

To properly execute the A.R.S. rally, we began our part of the journey in January. There is a lot of 'behind the scenes' work to do to make it all happen. Sponsors have to be contacted, flyers created, meals planned, phone calls made and emails sent, etc. There are a lot of late nights at the office brainstorming and last minute fast food runs. But, it's all worth it with a successful rally. A new vendor, Roost, sent me a prototype rooftop tent to showcase at the rally. This was very exciting since it was attached to my personal Discovery II. We had the following sponsors/vendors at the rally: Nigel's Car Place, British 4x4 Outfitters, Bluff City Land Rover, Owens Murphy Land Rover, OKoffroad and Roverville Radio Repair.

We drove down to Hot Springs and rolled into Superlift ORV Park on Thursday to set up camp a bit early and test some of the new trails. Early Friday morning we ventured up to the pavilion area and began hanging the banners and prepping for our first sponsored meal, hot dogs and hamburgers grilled by Nigel's Car Place. There were some early birds, but the majority of Rovers began showing



By Kimberly Jebb

[Kimberly and Nigel Jebb own and operate Nigel's Car Place, a Land Rover specialist shop in Jacksonville, AR. Together they helped start the Arkansas Rover Society and its off-road events. Kimberly shares this year's event from the organizer's perspective –ed.]



up after lunch. A couple of groups left out following lunch to hit a few trails. We set up our registration table and gift bags, and organized the raffle prizes for display. The raffle prizes from our sponsors were very generous this year. There were some notch prizes offered by Rover's North, Nigel's Car Place, British 4x4 Outfitters, Ironman 4x4, Tactical Rovers and OKoffroad that included lift kits, shocks/springs, a heavy duty drive-shaft, a winch, recovery kits and rock sliders, just to name a few. Around five o'clock we gathered again to share in a potluck style dinner sponsored by our club (A.R.S.). We shared in an outdoor feast of spaghetti, smoked pulled pork, Mexican cornbread, mashed potatoes, green bean casserole and baked beans. It was the fine ending to a fine day as we all disbursed to our various campsites to rest and gab about the day's events.

Early Saturday morning the registration rush hit and the busiest day began as we met at the pavilion and gave out the gift bags, got everyone registered, set up t-shirt sales and held the driver's

meeting. Bluff City Land Rover provided coffee and morning snacks to get everyone energized. Nigel gave his good morning "Rover" speech with his booming authoritative English accent. Then everyone split off in groups with their trail guides leading the way and lining up according to their classification of "Beginner," "Intermediate" or "Mad Hatter". We all gathered around noon and enjoyed a wonderful lunch of fried chicken, red beans & rice and macaroni & cheese that was provided by Bluff City Land Rover. Following lunch, the go-getter's headed off to their afternoon trail riding again. Our Saturday night banquet was made possible through the generosity of Rover's North, British 4x4 Outfitters and Nigel's Car Place. It commenced around five in the evening with a full feast of barbecue beef, pork, sausage & all the fixins! Promptly after dining, we held the adult raffle first and gave out all the fabulous prizes. Then the children's raffle ensued and all the young off-roaders were given their prizes and gift bags. A few Rovers headed back to town to their hotel lodging, others gathered socializing over campfire s'mores.



**Arkansas Rover Society
SPRING RALLY
2012**



Hot Times Behind the Scenes



The diehards hit trails at dusk, and some popped the bubbly to celebrate and reminisce. The organizers and helpers began the clean-up and we all took a deep breath, smiling while realizing this was another memorable rally.

One of the best parts of the rally was raising over \$1,100 from raffle ticket proceeds for donation to Arkansas Children's Hospital during a "Rover Run" scheduled in May. We are very proud and excited to be able to help such a good cause through our club. My husband Nigel and I started Arkansas Rover Society back in 2009, after attending the Leadville, CO, National Rally. We drove our 1993 Range Rover Classic with our family and a family friend across the USA to have a full scale rally adventure. It was such a surreal and wonderful experience that upon returning to Arkansas we created a club based on the sheer love of Land Rovers, outdoor adventure, and off-roading with no dues. Arkansas Rover Society was born under the notion, "if you build it, they will come," and they did come! A few years later and our little club has around 160 members. We have two official rallies under our belt with just over 50 Rovers last year and 60 Rovers this year! All we had hoped for was a family-oriented hobby full of adventure, great friends, new acquaintances and memories to last for years to come. I think we accomplished just that! 



Arkansas Rover Society SPRING RALLY 2012



A Sponsor's Perspective:

[Don Mader is the Operations Director for Bluff City Land Rover, Memphis and serves as the "go-to guy" for the dealership's off-road activities -ed.]



"For many years Bluff City Land Rover held a fall and a spring event to introduce new owners to their Land Rovers. We provided trail guides, off-road instruction, apparel and a catered lunch. When the Arkansas Land Rover Society started a Spring event, we decided to team up with them and continue to provide our services to the Spring Rally."

"We enjoy being there and it's nice to see so many Rover owners turn out for the event. This year, several Bluff City customers with new Range Rovers, Range Rover Sports and LR4's participated; they came from Missouri, Texas, Mississippi and Arkansas. Our customers become family and friends because they have so much fun. People come to every event after they come to the first one."

"Bluff City Land Rover also has an exciting partnership with Prairie Wildlife in Westpoint, MS, to create a Land Rover off-road course opening this fall. We're creating off-road trails for instruction and green laning, for our customers as well as theirs. Prairie Wildlife is restoring the 'black prairie' grasses and wildlife on their 6,000 acres, along with an Orvis fishing and hunting school, a hunting lodge with cabins and scheduled hunts. We're very excited to partner with them and support their efforts."

[For more information, visit www.jaguarlandroverbluffcity.com and www.prairiewildlife.com.]



Background: An impressive array of newer Land Rover models.

Behind the Steering Wheel

By Jeffrey Aronson

Living on Vinalhaven, an island off the coast of Maine, I've found that I could invite folks for visits and rest assured I'd never see them; in other words, I could score points with the invitation without having to do any heavy lifting. Just detailing the steps required to actually arrive on the island, including the 75 minute daytime-only ferry ride, diminished the likelihood of a visit. Add to that the realization that their potential host is a single guy who lives accordingly and their interest waned completely.

I've extended the same invitation to Rovers North staff and no one had ever made the 270 mile and 90 minute ferry ride trip—that is, until this July. For years I've collaborated with Thompson Smith, the chief designer at Rovers North and this magazine's Art Director. If you enjoy reading Rovers Magazine, his artistic talent is the reason. I offered my usual invitation to visit, confident that it would require nothing on my part as it would never happen.



Parked for the night, Knight Marine Rockland, Maine, "Salty" the 2002 Volkswagen Eurocamper.

A former Defender 90 owner, Thompson loves the precision of German cars. He's a huge Porsche fan [see his daughter's name] and adores his BMW MINI. When it came time to purchase a camper for this vacation trip, his thoughts did not turn to a Dormobile, but to the VW Eurovan camper in the photo. For a laid-back Californian, he and his family [spouse Donna, daughter Portia and her friend Christine] created a tight schedule for the trip whose timetable would rival that of the President on an official overseas jaunt. To my surprise, their vacation itinerary included this island.

WWMSD—What would Martha Stewart do? Generally speaking, the duties of a host include providing transportation for guests, setting up sightseeing opportunities, sharing meals and assuring them of a good time. A good start on this list would have been to clean up the QE 1 of its accumulated junk from landscaping and carpentry. The jump seats should be wiped down, the stillson wrenches should not



clutter the floor, the PB Blaster cans and wheel grease tub should be placed back in their storage bags, the hammer in its shop apron, the shop rags removed and placed in a trash can. None of this happened—Thompson and his entourage disembarked from the ferry and stared into the maw of a perfectly filthy Series II-A.

They realized that I wasn't fully prepared for their July 4th arrival when they watched me scoop out the detritus from the



Cozy and comfortable welcoming; Christine, Portia and Donna come to grips with real travelling.

back of the Rover to make room for passengers in the jump seats. If that didn't distress them, they had to stand outside and wait for me to move the Haynes manual, the Green Bible and the roll of shop towels from the center seat cushion to create enough room for the adults up front. Despite the fog and mist, Thompson slid his elbow out the window neatly avoiding the rust shards;

"Might be time for a new door top," he opined. We scooted a quarter mile to the local—and only—motel and checked them into their room. The proprietor looked skeptically at them and asked me, "You really have friends?"

Thompson has the twinkle of Zach Galifianakis and an unbounded enthusiasm for anything that strikes his fancy. Donna's calm manner confirmed her New England heritage in everything she observed on the island. Portia and Christine knew they were cool, basked in their glow and enjoyed themselves no matter what we threw at them. Everyone was on their first vacation in Vinalhaven, Maine.

Every year July 4th becomes a big deal on the island. Our town wharf, which normally doubles as the village parking lot, empties out to become a fairground of booths, raffle sales and a dunk tank. The



Rust never sleeps.

main street provides the parade route for 20 floats [trucks pulling thinly-disguised trailers], including the town band. Everyone on the island shows up to watch; since the motel borders the parade route, we all stood and applauded every float, including the Town Band and the Little Miss Vinalhaven contestants. We then started to tour the improvised fairgrounds when I had to respond to an EMT call out, abandoning my guests at their motel.



Local parking ticket.



L-R: Jeff Aronson, Adrienne LaValley in the QE I.



2012 4th of July Parade, Vinalhaven, ME.

Apologetically, I returned later, stuffed everyone into the Rover and we toured one of our empty beaches. Maine has white sandy beaches, but they're far southwest of this part of Maine. Our beaches resemble the recent shots of Mars—not the white cliffs of Dover. I think we were enjoying the beach walk when another EMT call out came in; we had the chance to see how well the Rover could handle a dirt washboard lane and a town road at speed. Conveniently, this EMT call occurred right in front of their motel. Hopefully I was made up for this interruption when we went across the street that evening for a lobster dinner (Vinalhaven has one of Maine's largest lobster fleets) and some pretty good breakfast sandwiches the next morning before my guests fled the island. I'm optimistic that I can do better the next time someone accepts an invitation.



L-R: Thompson Smith, QE I and Jeff Aronson hit the beach.



The perfect lobster at the Harbor Gawker restaurant, Vinalhaven, ME.

People who don't see Land Rovers very often find the Series II-A interesting and entertaining. All kids adore it—it's the same shape they learned to draw in kindergarten. Jesse Burke, N. Conway, NH, visited

the island and stopped to chat about Series Land Rovers. Caitlyn Cadow, Cambridge, MA, a member of the 2006 and 2010 Winter Olympic Women's Hockey teams, stared at its dirty interior and could only sigh, "ooh, you have jump seats!" Cinematographer Claudio Rietti and actress Adrienne LaValley came up from New York City and found themselves enjoying an island tour in the Rover, blissfully ignoring the mess in the car.

This month I've been asked if the QE I would serve as a wedding conveyance for a young bride. She's been a long time summer resident so she, too, forgives its faults—but I will try and clean it up in time.

Driving a Series Rover, or for that matter, a Range Rover Classic, Discovery I/II or any Defender, you're free from the ever-increasing and somewhat dubious regulations bedeviling automobile manufacturers like Land Rover. In the near future, all automobiles will be required to have a rear view camera and screen on their center dashboard. You would think this an unnecessary contrivance—after all, every car already comes with a rear window, standard. You could turn around and look out the window before backing up, right? Unfortunately every new car must also come with billboard-size headrests because of rear end collisions caused by too many idiots texting instead of, say, looking ahead at the road while driving. So now you'll need to have a rear view camera and screen. No wonder no one wants to become an automobile mechanic any longer—who wants to replace a dashboard that has more electronic gizmos than the average Best Buy?

Driving my II-A off island I realize that I must be more careful than ever because basically, no one pays attention to their driving anymore. I carry a cell phone, look forward to calls, texts and photos, but I don't even like to talk on a speakerphone while driving [honestly, it's hard to hear a phone in a II-A anyway]. I'm with *Autoweek's* Dutch Mandel who wrote, "Driving is a privilege, not a right. Yes, you have the right to travel across the country freely, but not without promising that you won't put me in jeopardy when you hit the streets. The only way--the only way--you can do that is if you pay attention to moving, two-ton vehicle at speeds faster than any animal on the planet, on roads congested beyond belief and with all of your faculties. To suggest otherwise is disingenuous."

Insideline.com listed its "Top 100 Auto Styles". The list was certainly suspect; there's no mention of the Range Rover, the Jaguar XKE wound up as #7 and the Lamborghini Countach came in #1. Far back at #78 the site paid tribute to the Defender 90, calling it "rugged simplicity raised to a high art. Flat aluminum panels and the nose of the world's strongest bulldog over two straight axles with tall wheels—it's Winston Churchill equipped with four-wheel drive."

Maybe if I cleaned my II-A the Series Rover would have made the list. //



Left: Eric likes mud. Above: Eric rigging for a pull.

“And You Think You Have the Bug?”

by Steve Lister

My 8-year-old nephew, Eric, often accompanies me on Land Rover outings. In 2009, his parents deemed him old enough to ride with me to the Mid-Atlantic Rally; he joined me again the next year. These experiences provided the ultimate catalyst that converted him into a lifetime Land Rover addict. Like me, he carries the Land Rover spirit into just about every event.

Last year at school he joined his fellow classmates in a cardboard boxcar



Painting the details.

[Steve Lister, Utica, OH, is a Series III fan who has injected his Land Rover enthusiasm into his nephew, Eric. Here's his small scale, off-road adventure -ed.]

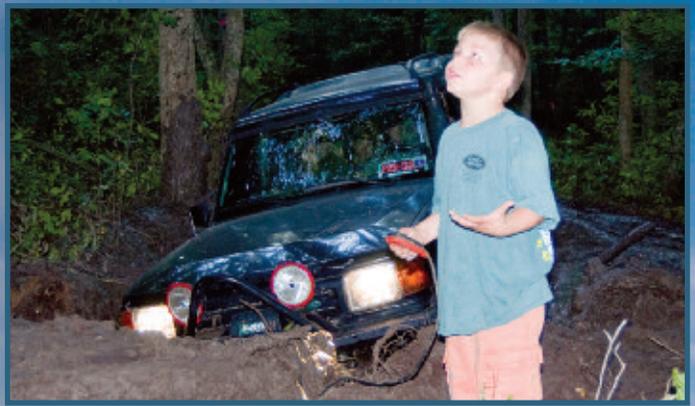
rally, during which the contestants had to build their car to literally wear while running around a rally track—including pit stops. His choice? An aerodynamically challenged box called a Land Rover. Fortunately it took little effort in recreating the classic body-lines for his vehicle, since the original box used for the project held a general likeness to the final ride with minimal modifications. He took first place in the contest. I subsequently had to school him on the overall futility of choosing a Land Rover to win races that involve speed.

Eric has mastered some core talents, which provide the basics for a Land Rover off-road enthusiast. He's helped me work on my fleet of mostly broken Rovers, recovered the ones that have found themselves mired in deep mud or other exigencies necessitating an extraction by winch. Indeed, he even has developed the important talent of tact, useful in situations such as diagnosing problems.

It came as no surprise to any of us when last January he announced he would not enter the local Pinewood Derby unless he could enter a fine replica of his favorite marque.



Eric pulling a half shaft.



"Uncle Steve, what were you thinking?"



With great enthusiasm his father and I agreed to help with the construction. As usual in these situations, we wondered how much involvement we ultimately would allow the boy to take in the overall project. Eric was overjoyed to be allowed any part of the process and took great pride in the truck as it approached completion. In the Pinewood Derby, you create a racecar from a block of wood in a standardized kit. It's relatively easy to create a Series Land Rover from a block of wood. All we had to do was add some more square pieces to make the top and the wheel wells. In all we used three Pinewood Derby kits to create of



The finished, Series III 109.

this stunning entry. Just like full sized Land Rovers our significant challenge came in reducing the weight of the car to meet the 5 oz limit that would be imposed at pre-race scrutineering. The boy held his ground when we suggested the removal of the roof rack and the spare tire from the hood. He settled for the elimination of the winch he had purloined from his Lego collection in trade for the highly identifiable hood ornament. Eventually we had to make the roof rack removable for race time to meet the weight limit.

To the best of our knowledge the entry finished somewhere between 9th and 64th place in overall speed, but at the end of the competition the young lad took home the trophy for "Best Workmanship". He left the building proudly with the knowledge that his Pinewood Derby truck would be the only entry that could actually make it back up to the top of the track.

I could not bring myself to include the snapshot of the pink Valentine's Day box he made with the general resemblance of—you guessed it—a Land Rover!

The Trail Leader

At club events like the annual Solihull Society National Rally or the Arizona Land Rover Owners Rally, volunteers often serve as trail leaders. Clubs understand that people travel a long way to participate, but have no idea where to drive their Land Rovers. Having a responsible, knowledgeable and—ideally—charismatic trail leader to follow on your chosen trail ride reduces the stress on you, the attendee. Trail leaders and guides take pride in creating challenging but low stress rides.

First, they guide you along the tough or easy routes in the mountains and desert. Second, they know some, if not all, about the history, flora and fauna of the area. Third, they spot you through the testy sections, hopefully without damage. Fourth, they will help fix or sort out your vehicle problems on the trail, or in the hotel parking lot. And, fifth, they are true ambassadors for the Green Oval with at least 75% of their blood dipped in aluminum. As my wife Rachel says, "Like Deadheads with aluminum!"

Recently, many of the Solihull Society volunteer Trail Leaders attended a 3-day program I held for them in Grand Junction, CO. The area trails lend themselves well since they resemble desert, high alpine and Slick Rock topography. Some of you may recognize Grand Junction as the location of the US Camel Trophy Team trials.

We began in a classroom setting, delving into the mechanical theory of all things Rover including power train options, traction systems, suspension design and the like, discussing the variety from basic early Series to the latest Range Rover sophisticated electronics. Given the wide range of Land Rovers that attend this event, it's important for a volunteer to know whether the Fairey Locking Hubs on the '88 are the problem, or when the Range Rover Sport needs the Terrain Response knob turned to "slippery surface" mode to keep the rig moving along.

I've found that people stepping up to be a club trail leader generally have a wealth of trail and vehicle experience. Some like to just run easy, scenic routes and others just love the hard-core stuff. Either way, I always appreciate and respect these people who take time to pre-run trails, get first-aid/CPR certified and share their experiences at trail leader training programs. It's also a valuable time to assess the validity of the information discussed to reduce the number of myths and bad habits shared with other trail riders. Nothing beats the practical Roverphile experience.

After a few hours sharing the drive-train and vehicle nomenclature and terminology, looking at differentials, wheel bearings and half-shafts and crawling around under the various Rovers parked in the driveway, we head to the desert for the first of many driving skill exercises over the next couple of days.

As we move along the trail we stop and discuss how the vehicles handle the terrain and how drivers might react to situations like

bump-steer, ground clearance issues, suspension movement and loose terrain conditions. As the group starts to become more aware of what to expect with vehicle movement and how some drivers may react when nervous, they begin to hone their spotter skills. With good spotting now being emphasized and practiced, these trail leaders are now able to decide where the different vehicle setup and differing levels of drivers can be positioned over challenge sections of a given trail. This acquired skill set—acquired because not all folks, even experienced, know how to really spot nervous drivers—takes practice. I work with people to really pay attention to where the rear tires get

placed. All too often the city driver in us only thinks about turning the front tires and the back just seem to follow. On trails we really need to think about placing the rear tires so they don't put us in a pickle. Using a standard but simple system of hand signals, a good spotter will be able to pick a line and guide the driver through smoothly.

After lunch I assign a medical problem to volunteers and they spread out around the arroyo. The medical problems I choose are those I consider common issues on trail rides. I recommend that trail leaders, especially for club events, earn first-aid certification. The scenarios give them more practical experience when in the field. Having dust, bugs, the sun and a moaning patient lying in an arroyo really sets the tone and gets the blood flowing so the practice really helps us all. The after-action review of the medical scenario usually brings up some really good practical information about first aid kit content, having a good medical protocol for club risk management and how to delegate during times of incident command—all good stuff for people charged with a group of strangers on a trail ride when almost anything can, and will, happen. Although most of the time we just have a really great day on the trail, right?

As the group works their Rovers over the different terrain, driving and spotting as they go, I pick a couple folks to start acting up with “given” personalities—you know, like the “bull-headed,” the “hard-core risk taker” and the “timid” folks we all see on trail rides. This helps with conflict management and resolution skill building. We talk about how to remedy and dissolve the potential bad vibe some people bring along on what should be a fun time in the woods. It is important for trail leaders to be sensitive but assertive so all the folks get back to the BBQ safely and with happy faces.

Whether they take a trail leadership course with me or hold a club weekend on spotting and motivation skills, all clubs benefit from a caring volunteer cadre who takes the time to know the routes, have basic first-aid skills, can get a vehicle unstuck smoothly and keep a smile on their faces while leading us through the rocks, trees and mud of our selected trail ride. I applaud these volunteers and commend their efforts. Without them we might not have any club trail rides and we might get lost trying to find our way through the maze of back country roads out there in the 4-wheel drive frontier.

See you on the trail! 🚙



Background: Bill Burke spots the Defender down a difficult crossing.



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

Discovery II Wiper Conversion Kit

Backdates to Discovery I wiper arms, caps and blades for ease of replacement.

Wiper Conversion Kit, Genuine **RNK9141 \$ 64.95**

Wiper Conversion Kit, ProLine **PLK9141 \$ 49.95**



Wiper Blades

Series IIA, III Wiper Blade , 5 mm, ProLine.....	PLD285	\$ 5.95
Series IIA, III Wiper Blade , 7 mm, ProLine.....	PLF238	\$ 8.95
Series IIA, III Wiper Blade, independent wiper w/orig hook arm.....	RNE612	\$ 17.50
Series IIA, III Wiper Arms and Blades Kit.....	PLK819	\$ 24.95
Defender 90, 110 , Wiper Blades, Front or Rear, Genuine	RNC948	\$ 13.95
Defender 90, 110, Wiper Blades, Front or Rear, ProLine	PLC948	\$ 6.90
Discovery I 1994-'99 , Front Wiper Blade, Genuine	RNW116	\$ 9.40
Discovery I 1994-'99, Front Wiper Blade, ProLine	PLW116	\$ 4.99
Discovery I 1994-'99, Front Wiper Blade with spoiler (driver's side), Genuine.....	RNW117	\$ 10.26
Discovery I 1994-'99, Rear Wiper Blade, Genuine	RNW103	\$ 15.49
Discovery I 1994-'99, Rear Winter Blade, Genuine.....	RNF166	\$ 17.80
Discovery II 1999-'04 , Front Wiper Blade, Genuine	RNW113	\$ 21.95
Discovery II 1999-'04, Front Wiper Blade, ProLine.....	PLW113	\$ 10.20
Discovery II 1999-'04, Front Winter Blades (Pair), Genuine.....	RNH876	\$ 72.43
Discovery II 1999-'04, Rear Wiper Blade, Genuine.....	RNW100	\$ 14.39
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, Rear Wiper Blade, ProLine	PLW118W	\$ 15.70
RR P38A 1995-'02, Headlamp Wiper Blade, Genuine	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.....	RNJ438	\$ 39.95
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	\$ 24.90
LR2, 2008-'10, Front Wiper Blade, Passenger side, Genuine.....	RNI743	\$ 27.95
LR2, 2008-'10, Rear Wiper Blade, Genuine.....	RNI744	\$ 17.50

Land Rover Mud Flaps

Range Rover Classic

Front or Rear (each) flap onlyRNA652 \$ 24.50

Discovery I

Front pair with hardware styled w/logo, flexible, Genuine.....RNA648 \$ 69.90

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

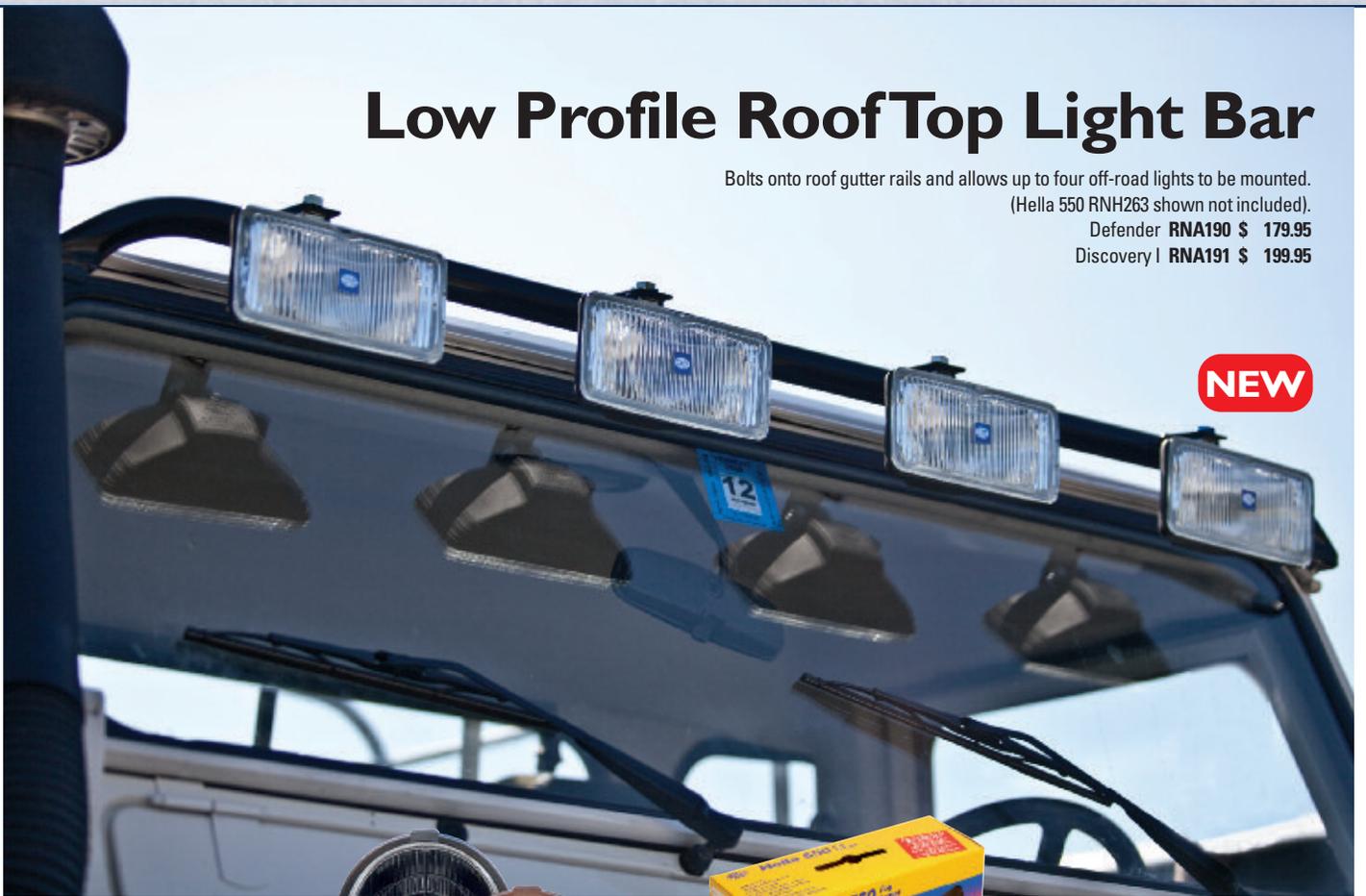
Rear pair, styled w/logo, flexible, with all hardware

Low Profile RoofTop Light Bar

Bolts onto roof gutter rails and allows up to four off-road lights to be mounted.
(Hella 550 RNH263 shown not included).

Defender **RNA190** \$ 179.95
Discovery I **RNA191** \$ 199.95

NEW



**Rallye 1000 Series
Black Magic Kit**
Black when off, bright when on!
75804 \$ 239.00



**Hella 550
Clear Fog Kit**
Hella 550 Fog Kit **RNH263** \$ 119.95
Clear covers **RNC702** \$ 21.95



**Hella Rallye
500 Black
Magic Driving
Light Kit**
RNA5805 \$ 129.95



Hella 500 Fog Kit
76210 \$ 79.50



Work Lamp Kit
Rear Mount Hella Twin Bulb Flood Lamp and
Black Painted Stainless Steel Bracket. Fits
Series and Defender. **DLM113K** \$ 219.95
Bracket only **DLM113** \$ 44.50



Hella 500 Driving Kit
76110 \$ 69.90



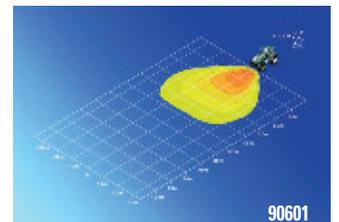
**Hella
Work
Lamp**
H15470001 \$ 59.95



**Hella Twin Bulb
Work Lamp**
90601 \$ 83.74



**Hella
Work
Lamp FF**
Ultra Beam
Close Range
90656 \$ 39.99





TF104



Defender, Discovery I Range Rover Classic Wheels

Dakar Alloy Wheel

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



Discovery II Range Rover P38A Wheels

The Real Deal Dakar Alloy Wheels

The Dakar wheel allows large diameter tyres to be fitted without compromising steering lock as well as giving a wide stance appearance and built in valve protection, 1450kg load rating. Uses original alloy wheel nuts. 16" x 7", 45mm offset.

Fits: Discovery II, Range Rover P38A
Black TF108 \$ 319.00 ea
Silver TF109 \$ 319.00 ea



PLW216

Vented Road Steel Wheel

16" x 6.5", 2-3/4" offset, finished in black.
Fits: Defender, Discovery I, Range Rover Classic
RNW216, Genuine \$142.04 ea
PLW216, ProLine \$99.50 ea



RNA5004

Vented Heavy Duty Steel Wheel

16" x 8", finished in satin black, fits 16" tubeless tyres up to 285/75. Includes 5 steel lug nuts.

Fits: Discovery II, Range Rover P38A
RNA5004 \$ 98.00 ea

RNS066



Lug Nuts for Steel Wheels

Fits: Series III, Defender, Discovery I, Range Rover Classic
RNS066, Genuine \$ 2.98 ea
PLS066, ProLine \$ 1.31 ea



RNA5003

Modular Style Heavy Duty Steel Wheel

16" x 7", finished in black, fits 16" tubeless tyres up to 285/75.
Fits: Defender, Discovery I, Range Rover Classic
RNA5003 \$ 89.99



RVS Alloy Wheel Bead Lock Kit

Fits Both Discovery I and Discovery II RVS wheels; TF106, TF107, RNA100A, RNA100B, RNA100W.
Bead Lock Kit Set of 4, anthracite RNA100L \$ 689.00
Bead Lock Ring Single, anthracite RNA101L \$ 188.00



RNA100B

RVS 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. Includes wheel nut set.

16" x 7", 20mm offset, bead lock ready.
Fits: Defender, Discovery I, RR Classic
Anthracite RNA100A \$ 269.00 ea
Black RNA100B \$ 269.00 ea
White RNA100W \$ 269.00 ea



RNA100A



TF107

Super Prices on Wheels!



TF106

NEW RVS Beadlock Alloy Wheels

Includes wheel nut set.
16" x 7", 35mm offset, bead lock ready.
Fits: Discovery II, Range Rover P38A
Black TF106 \$ 269.00 ea
Anthracite TF107 \$ 269.00 ea





KBX3121

Defender Grille & Lamp Surround Kit

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



KBX4121R



Defender Sport Side Air Intakes

- Sports styling, strength, & improved air flow
- 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.

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

KBX Defender Sport Side Air Intakes

Standard, Satin Black, LH.....	KBX4111L	\$ 109.95
Standard, Satin Black, RH.....	KBX4111R	\$ 109.95
Premium, Brunel Silver/Java Black.....	KBX4431L	\$ 139.00
Premium, Brunel Silver/Java Black.....	KBX4431R	\$ 139.00
Premium, Satin Black/Brunel Silver.....	KBX4121L	\$ 119.95
Premium, Satin Black/Brunel Silver.....	KBX4121R	\$ 119.95



KBX5101

KBX5401

Hi-Force Top Air Intake Set

Torx screws & Driver Bit are included. Sold as a pair. **Suitable for:** all Defenders.

KBX Hi-Force Wing Top Set, Satin Black KBX5101 \$ 119.95
KBX Hi-Force Wing Top Set, Brunel Silver KBX5401 \$ 144.50



KBX9101

KBX Multi-Mount Rear Lamp Pods are fitted in place of NAS plinths, includes reflectors and mounting hardware.

KBX Lamp Pod, Satin Black KBX9101 \$ 98.90
KBX Lamp Pod, Brunel Silver KBX9401 \$ 119.00
KBX Multi-Mount Lamp Pod Guard Set
 Satin Black KBX8101 \$ 49.00
 Brunel Silver KBX8401 \$ 74.50



KBX8101

The **KBX Single Lamp Guards** are easily fitted to existing Defender NAS 1995 on style tail lamps. Supplied as a pair with stainless steel screws.

KBX Lamp Guard Pair, Satin Black KBX7101 \$ 39.90
KBX Lamp Guard Pair, Brunel Silver KBX7401 \$ 59.99





Chassis - Series II, IIA, III, Defender 90, 110

NEW Galvanized Chassis

Defender

Defender 90 NAS V8, Marsland	RNC878	\$3290.00
Defender 110 V8, Marsland	RNH710	\$3429.00

Series

88" Series IIA, III, Marsland	RNE416	\$2599.00
88" Series IIA, III, Richards	PLE416	\$2450.00
88" Series II Richards	PLE4162	\$2490.00
109" Regular (pickup) Series IIA, III, 2.25 ltr., Richards	PLE412	\$3195.00
109" Military, Series IIA, III, 2.25 ltr., Richards	PLE414	\$4520.00
109" Station Wagon Series IIA, III, 2.25 ltr., Richards	PLE413	\$3195.00
109" Station Wagon Series IIA, III, 2.6 ltr., Richards	RNH416	\$3395.00

Replacement Parts for Chassis

- Rear Frame Member in Black Finish, with 18" extensions includes spring shackle.**

Military 88 & 109	CHAS23	\$ 269.95
Mounts for 88	RNE404	\$ 259.00
Mounts 88 & 109, galvanized, w/o extensions & spring shackle	PLE403	\$ 299.00

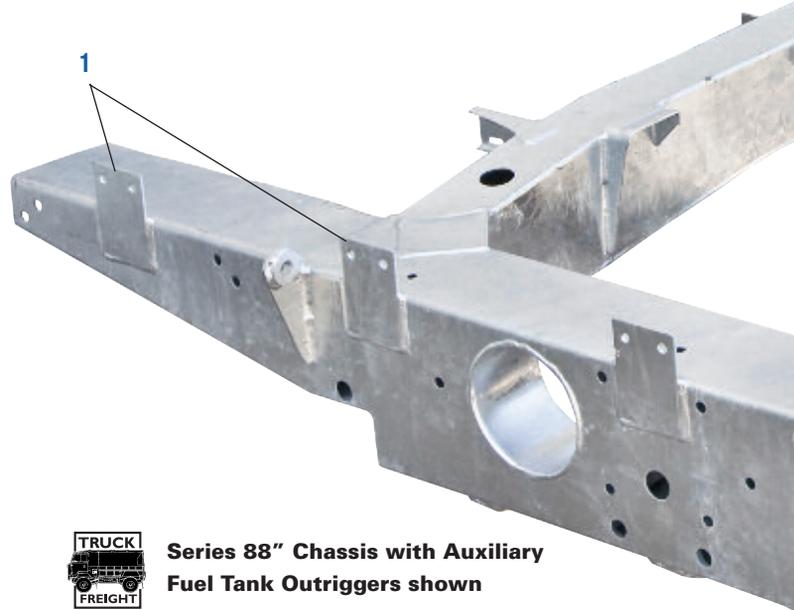
Rear Frame Member Mounting Kit For use with RNE403. Includes all pieces necessary to mount rear frame member to existing frame rails (not assembled).
- 88" Rear Frame Member Mounting Kit**CHAS01 \$ 139.95
 109" Rear Frame Member Mounting KitCHAS02 \$ 119.00
- 109" LH Rear spring perch**RNF382 \$ 86.92
 109" RH Rear spring perchRNF383 \$ 86.92
- 109" Front of rear spring outrigger, left**RNF381 \$ 153.49
- 88" Body Support Outrigger and Fuel Tank Mount, right**RNF380 \$ 89.80
 88" Body Support and Fuel Tank Mount, left.....CHAS03 \$ 94.95
109" Body Support & fuel tank mount, right.....CHAS20 \$ 89.00
 109" Body Support & fuel tank mount, left.....CHAS21 \$ 98.50
- 88" Fuel Tank Front Outrigger RH**.....PLF378 \$ 59.80
 109 Fuel Tank Front Outrigger RHCHAS19 \$ 69.00
- 88" Bulkhead outrigger**CHAS09 \$ 89.95
 109" Bulkhead outriggerRNF458 \$ 119.95
- 88" Transmission cross member**.....CHAS15 \$ 139.95
 109" Transmission cross member.....CHAS22 \$ 93.40
- Front horn assembly, right** Fits all civilian 88" & 109"CHAS11 \$ 139.00
 Front horn assembly, left Fits all civilian 88" & 109"CHAS12 \$ 139.00
Repair Kit for Front Horn Contains all the pieces to rebuild one frame horn (not assembled) Series IIACHAS13A \$ 59.95
 Series IIICHAS13B \$ 59.95
- Auxiliary Fuel Tank Outrigger**CHAS05 \$ 60.90

Battery Casing and Air Cleaner Support

Series II, IIA, III, 2.25 petrol

- Wing Nut**RNB576 \$ 5.55
- Stud for Wing Nut**.....RNA983 \$ POA
- Hold Down Bracket for Battery, 2.25 litre**RNC506 \$ 18.22
- J-Bolt Late Series IIA, III**RNC417 \$ 5.03

NEW Chassis for your Defender and Series II, IIA, III projects



Series 88" Chassis with Auxiliary Fuel Tank Outriggers shown



Replacement chassis parts

Welding is required to install these parts and should be referred to a professional. For the do-it-yourself Land

Rover owner the job requires a cut off wheel and/or torch, 4" grinder and a 60 amp welder. Try 3/32" 6011 rods at 60 amps (45 amps DC) for best results.

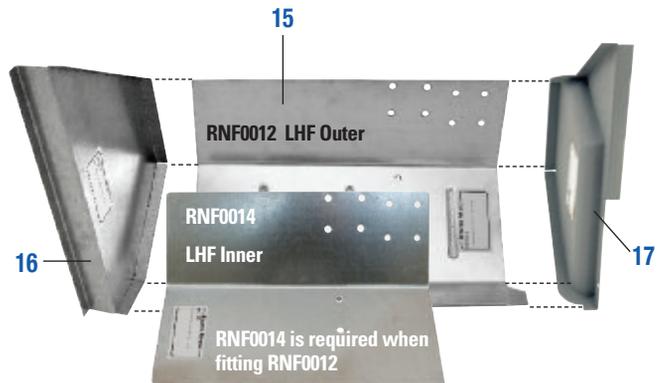
Defender 90, 110 Replacement Floor Panels

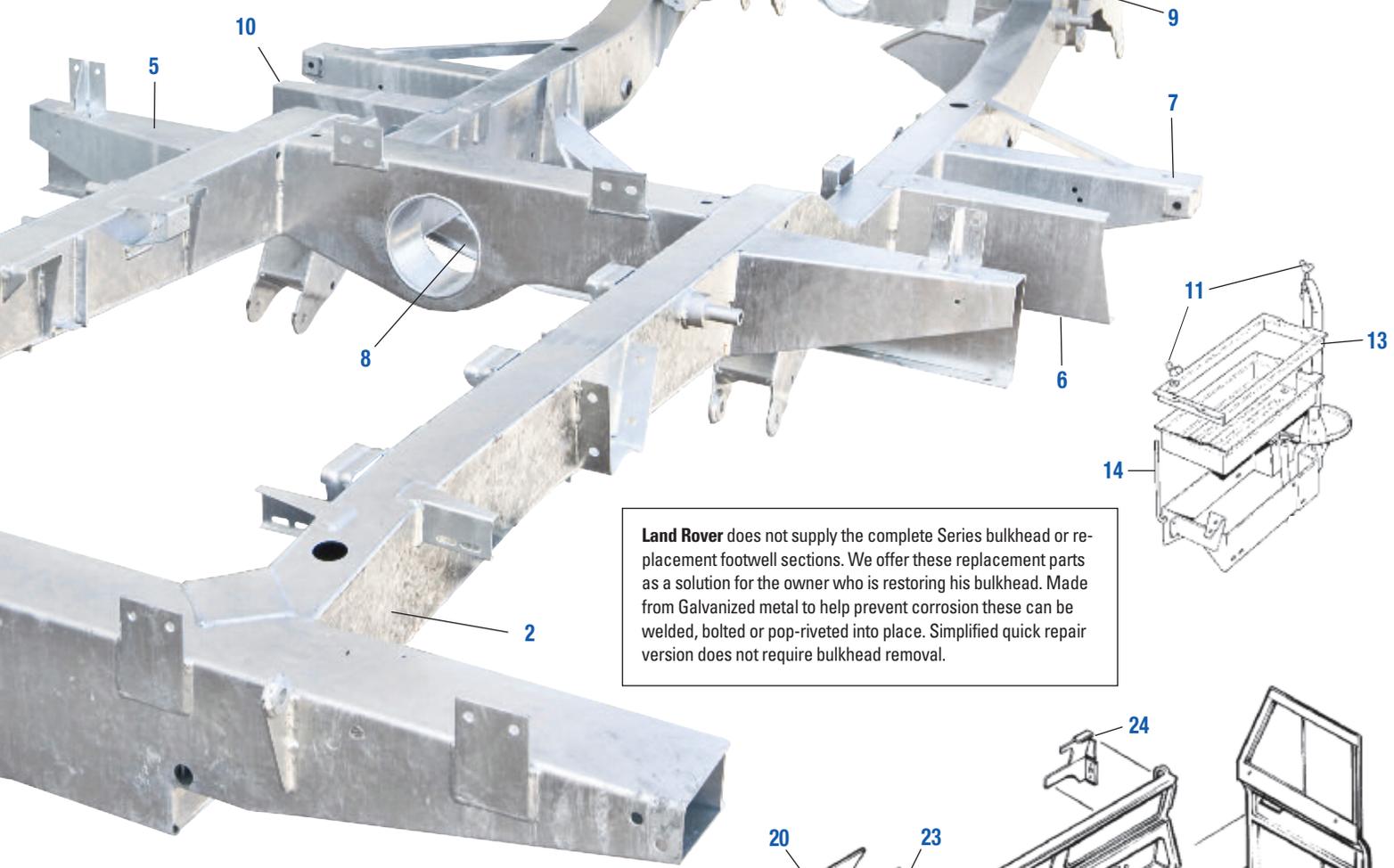
Defender 90, 110

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

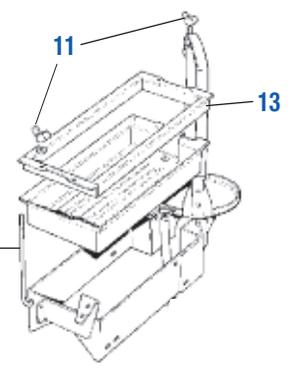
- Floor Panel, LHF Outer, 90/110 NAS, galvanized**.....RNF0012 \$ 69.95
 Floor Panel, LHF Inner, 90/110 NAS, galvanizedRNF0014 \$ 45.95
 Floor Panel, LHF Upper 90/110 NAS, galvanizedRNF0018 \$ 89.95
 Floor Panel, RHF Inner 90/110 NAS, galvanizedRNF0015 \$ 45.95
 Floor Panel, RHF Outer 90/110 NAS, galvanized.....RNF0013 \$ 69.95
 Floor Panel, RHF Upper 90/110 NAS, galvanized.....RNF0019 \$ 79.95
- Kick Panel, LHF Outer 90/110 NAS, galvanized**RNF0016 \$ 49.95
 Kick Panel, RHF Outer 90/110 NAS, galvanizedRNF0017 \$ 49.95
- Kick Panel, LHF Inner 90/110 NAS, painted steel**.....RNF0020 \$ 119.95
 Kick Panel, RHF Inner 90/110 NAS, galvanized.....RNF0021 \$ 69.95

*All parts are galvanized except RNF0020 which is painted.



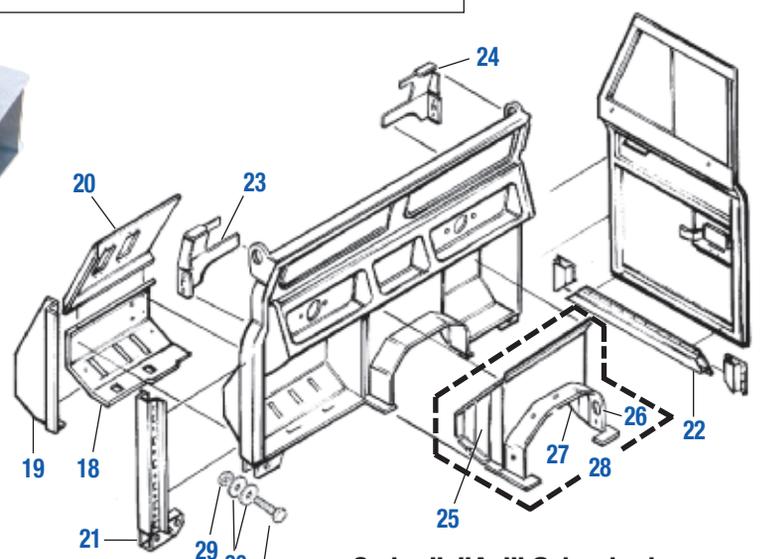


Land Rover does not supply the complete Series bulkhead or replacement footwell sections. We offer these replacement parts as a solution for the owner who is restoring his bulkhead. Made from Galvanized metal to help prevent corrosion these can be welded, bolted or pop-riveted into place. Simplified quick repair version does not require bulkhead removal.



18 ga. Galvanized Replacement Footwell Parts
Series II, IIA, III 2.25 litre Bulkheads

- 18. Toe Board**, Replaces front angular floor section, galvanized.
- | | | |
|---|---------|----------|
| Right Side as illustrated..... | RNF0003 | \$ 59.95 |
| Right Side Simplified quick repair version..... | FLOOR3 | \$ 41.58 |
| Left Side as illustrated..... | RNF0002 | \$ 59.95 |
| Left Side Simplified quick repair version..... | FLOOR2 | \$ 41.58 |
- 19. Kick Panel** Triangular panel located on the inside of the door post. Has flanged corner to interconnect with replacement toe board to reconstruct a rusted through floor area. Galvanized.
- | | | |
|---|---------|----------|
| Left Side complete panel..... | RNF0001 | \$ 47.95 |
| Left Side Simplified quick repair version..... | FLOOR1 | \$ 41.58 |
| Right Side complete panel..... | RNF0004 | \$ 47.95 |
| Right Side Simplified quick repair version..... | FLOOR4 | \$ 41.58 |
- 20. Footwell Top**, Left SideFLOOR7* \$ 65.80
 Footwell Top, Right SideFLOOR8 \$ 49.38
- 20a. Footwell Replacement Assembly – Galvanized**
 Parts 1, 2 & 3 assembled as a unit. Replaces entire footwell, ribbed
- | | | |
|-----------------------|----------|-----------|
| Driver's Side..... | RNF0005* | \$ 198.60 |
| Passenger's Side..... | RNF0006 | \$ 168.50 |
- *The brake pedal cutout is for single system Master Cylinder When installing later dual power Master Cylinder, the cutout will need to be lengthened.*
- 21. Door Post Replacement**
 Now supplied as 2-piece replacement. Extends further up the bulk head and includes hole for upper hinge, ensuring accurate hinge spacing.
- | | | |
|---|--------|-----------|
| RH Foot..... | CHAS32 | \$ 34.95 |
| LH Foot..... | CHAS33 | \$ 34.95 |
| One Piece LH as illustrated 18 3/4" tall..... | CHAS17 | \$ 119.95 |
| One Piece RH as illustrated 18 3/4" tall..... | CHAS18 | \$ 119.95 |



Series II, IIA, III Galvanized Replacement Footwell Parts

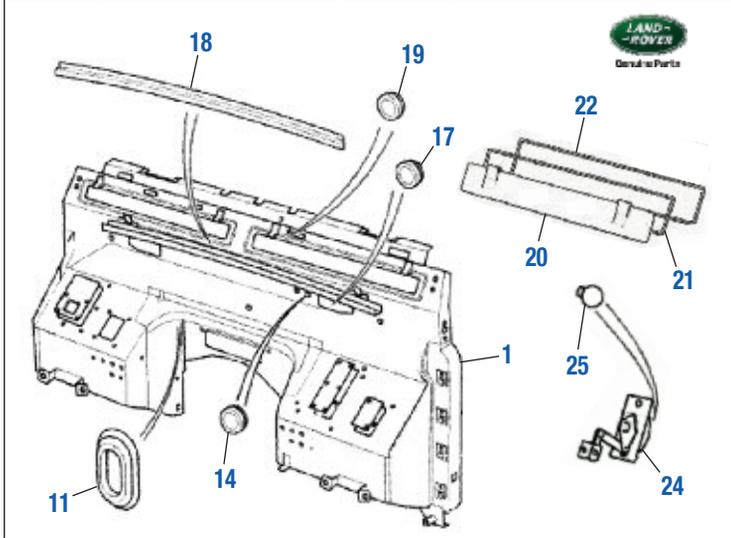
- 22. Door Rails – Galvanized**
 Door Frame Repair Kit (replaces rusted bottom door frame).....CHAS24 \$ 79.95
- 23. Bulkhead Corner LH Repair Piece.....**CHAS36 \$ 48.50
24. Bulkhead Corner RH Repair Piece.....CHAS35 \$ 48.50
- 25. Center Kick Panel LH.....**RNF0007 \$ 68.90
26. Flange Only, for Gearbox Tunnel.....RNF0008 \$ 92.30
27. Center Kick Panel RH.....RNF0009 \$ 62.80
28. Center Bulkhead Assembly.....RNF0010 \$ 279.00
29. Nut.....RNF459 \$ 2.39
30. Washer.....RNF460 \$ 0.47
31. Bolt, Bulkhead to Outtrigger.....RNF461 \$ 6.84
- Tool Locker Replacement Assembly For Seat Box – Galvanized**
- | | | |
|--|--------|-----------|
| 15. Series III (Will also Fit Earlier Models)..... | CHAS28 | \$ 144.00 |
| 16. Series II, IIA With Battery Facility..... | CHAS29 | \$ 165.90 |



Chassis - Series II, IIA, III, Defender 90, I 10



RNN673 Dash Assembly from #2A622424 shown painted white.



DEFENDER 90, 110 DASH ASSEMBLY

1. DASH ASSEMBLY WITHOUT AIR CONDITIONING.....	RNN671	\$ 3398.00
DASH ASSEMBLY WITH AIR CONDITIONING.....	RNN672	\$ 2988.00
DASH ASSEMBLY FROM #2A622424 (shown above)	RNN673	\$ 1956.45
11. PLUG.....	RNN681	\$ 7.61
14. BONNET BUFFER- GENUINE.....	RNB821	\$ 16.95
BONNET BUFFER- PROLINE.....	PLB821	\$ 2.95
17. PLUG.....	RNN686	\$ 2.98
18. DRAIN CHANNEL SEAL.....	RNN687	\$ 46.11
19. WIPER SPINDLE BLANKING PLUG TO #1A622423	RNN688	\$ 3.22
BLANKING PLUG 12x18MM FROM #2A622424	RNN689	\$ 0.98
DASH VENTILATOR - LESS AIR CONDITIONING		
20. LID ASSEMBLY RH.....	RNN703	\$ 79.95
LID ASSEMBLY LH.....	RNN704	\$ 79.95
PIN.....	RNB846	\$ 5.95
21. RUBBER SEAL.....	RNE365	\$ 23.50
RUBBER SEAL.....	PLE365	\$ 20.95
22. FLYSCREEN.....	RNI049	\$ 119.95
POP RIVET.....	RNN705	\$ 0.65
24. VENT CONTROL LEVER UP TO 1A622423.....	RNI037	\$ 67.95
VENT CONTROL LEVER FROM 2A622424, RH.....	RNI669	\$ 169.95
VENT CONTROL LEVER FROM 2A622424, LH.....	RNI670	\$ 169.95
25. AIR VENT KNOB FROM 2A622424.....	RNI673	\$ 5.66

Rear Chassis Cross-Member Replacement parts



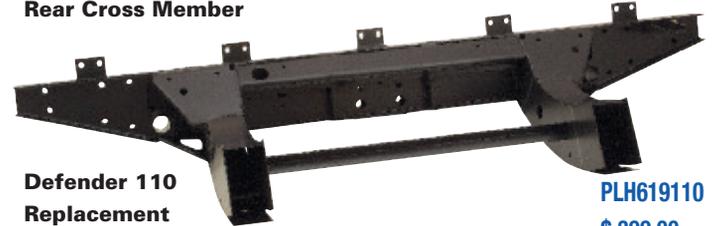
PLE403
\$ 299.00

Series II, IIA, III Galvanized Rear Cross Member



PLH619G
\$ 389.00

Defender 90 NAS Galvanized Rear Cross Member



PLH619110
\$ 399.00

Defender 110 Replacement Cross Member with 18" Extensions



PLH61990
\$ 398.00

Defender 90 Replacement Cross Member with 18" Extensions



RXM1005
\$ 195.95

Range Rover Classic 1987-'95 Replacement Rear Cross Member



RNE119

RNAFT01

Hot Dipped Galvanized Rear Cross Member

Series II, IIA, III	PLE403	\$ 299.00
Defender 90 NAS	PLH619G	\$ 389.00

Replacement Cross Member

Defender 110, Black non-galvanized (18" extension)	PLH619110	\$ 399.00
Defender 90, Black non-galvanized (18" extension)	PLH61990	\$ 398.00
Range Rover Classic 1987-'95 Rear Cross Member.....	RXM1005	\$ 195.95

Hot Dipped Galvanized Fuel Tank Guard

Galvanized skid plate. Replaces original sheet metal cradle, sold with hardware.		
Defender 90 NAS	RNAFT01	\$ 286.00
Discovery I, Range Rover Classic.....	RNAFT02	\$ 259.00

Genuine Fuel Tank Cradle

Defender 90 Fuel Tank Cradle (not a guard), Genuine	RNE119	\$ 299.95
---	--------	-----------

LAND ROVER PERFORMANCE EXHAUST SYSTEMS



NRP Rear Stainless Steel Performance Exhaust

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

Rear Stainless System

Defender 90.....	RNE0002	\$ 699.00
Defender 110 NAS.....	RNE0004	\$ 699.00
Discovery I, '94-1999.....	RNE0005	\$ 699.00
Discovery II, 2000-2002.....	RNE0009	\$ 629.95
Range Rover Classic 1990 on.....	RNE0005	\$ 699.00
(Range Rover '87-89 requires complete performance exhaust system)		
Range Rover 1995 - 1998, single outlet P38A, 4.0 / 4.6.....	RNE0006	\$ 659.00

Complete NRP Performance Systems

Includes catalytic converters, all pipes and hanger brackets.

Defender 90, Manual Gearbox '94 & '95.....	RNE0012	\$ 1498.00
Defender 90, Automatic Gearbox '97.....	RNE0022	\$ 1499.00
Defender 110, Manual Gearbox '93.....	RNE0024	\$ 1599.00
Discovery I, Manual, '94-1995.....	RNE0013	\$ 1499.00
Discovery I, Automatic, '94-1999.....	RNE0023	\$ 1599.00
Discovery I, Manual, '96 on.....	RNE0043	\$ 1459.00
Range Rover Classic '87-88.....	RNE0014	\$ 1679.00
Range Rover Classic '89.....	RNE0019	\$ 1639.00
Range Rover Classic '90-95, 100".....	RNE0015	\$ 1479.00
Range Rover Classic '93-95, 108" (LWB).....	RNE0025	\$ 1599.00



NRP 88" Series II-III Stainless Steel Exhaust System

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



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

- Increased Power
 - Improved Fuel Mileage
 - Stainless Steel construction
 - Improved Off-Road Clearance
 - Lifetime Warranty for original purchaser
 - Complete with instructions and Stainless Steel hangers.
- 88" Series II-III RNE0001AA \$ 599.95

Genuine Defender Folding Steps



Side Folding Step Kit, Defender RNF367 \$ 159.95
 Rear Folding Step Kit, Defender RNF368 \$ 159.95
 Replacement Rubber Pad RNE300 \$ 39.95

Genuine Defender Side Runners

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



Series II, IIA, III Side Step

Side Folding Step Kit, Fits all 88 and 109 Series II-III models, ProLine PLC768 \$ 98.84
 Replacement rubber pad RNC222 \$ 37.00

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 Kit..... | PCS9030 | \$ 199.00 |
| Range Rover Classic 1987-1993 with coil suspension
Front & Rear Shock Kit..... | PCS9050 | \$ 199.00 |
| Defender 90/110 1983-1998
Front & Rear Shock Kit..... | PCS9020 | \$ 199.00 |
| Steering Damper , Discovery I, RRC.. | PLS122 | \$ 44.50 |



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
Front & rear shock kit | RNK722 | \$ 289.00 |
| Discovery II 1999-2004
Front & Rear Shock Kit..... | RNK728 | \$ 279.00 |

Steering Damper

- | | | |
|---|--------|-----------|
| Discovery I '89-1999, Range Rover Classic '87-1995
Steering Damper | RNA811 | \$ 60.90 |
| Discovery II Steering Damper..... | RNA802 | \$ 60.00 |
| Defender 90/110 1983-2010
Steering Damper | RNA832 | \$ 59.95 |
| Return to Center Damper..... | TF835 | \$ 124.95 |



ES9000 Standard Length Shock Kits

These Pro Comp ES9000 dual action nitrogen gas shocks incorporate a twin-tube cellular gas design that prevents foaming and reduces shock fade to improve the ride quality of leaf spring suspension. Shock sets include bushings and optional poly vinyl dust boots in black. 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 90/110 1983-1998
Front and rear shock kit..... | RNK721 | \$ 299.00 |
|--|--------|-----------|

Steering Damper

- | | | |
|--|--------|----------|
| Discovery I 1989-1999
Range Rover Classic 1987-1993
with coil suspension | RNA811 | \$ 60.90 |
| Defender 90/110 1983-1998 | RNA832 | \$ 59.95 |



Shocks for Land Rovers



Range Rover Classic shown with Terraforma ProSport + 2 inch shocks and Terraforma heavy load coil springs.

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 \$ 379.00
Set of four shocks, 109"OMESK109 \$ 389.00

Defender 90/110 1983-2002

Set of four shocks.....OMESKDEF \$ 419.00
Steering DamperOMESD32 \$ 94.50

Discovery I 1994-1999

Set of four shocks.....OMESKDS1 \$ 419.00
Steering DamperOMESD11 \$ 98.00

Discovery II 1999-2004

Set of four shocks.....OMESKDS2 \$ 419.00
Steering DamperOMESD02 \$ 96.50

Range Rover Classic 1987-1995

Set of four shocks.....OMESKRR \$ 409.00
Steering DamperOMESD11 \$ 98.00

Range Rover P38A

Set of four shocks.....OMESKP38A \$ 390.00



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 shocksRNA243-4 \$ 359.00
Set of four shocks & damper.....RNA243-5D \$ 399.00
Steering DamperRNA235 \$ 91.90

Discovery I 1994-1999

Set of four shocksRNA243-6 \$ 329.00
Set of four shocks & damper.....RNA243-7 \$ 399.00
Steering DamperRNA245 \$ 80.99

Discovery II 1999-2004

Set of four shocksRNA6046-7 \$ 599.00
Steering DamperRNA246 \$ 89.95

Range Rover Classic w/coil springs 1987-1995

Set of four shocksRNA243-4 \$ 359.00
Set of four shocks & damper.....RNA243-5 \$ 429.00

Range Rover Classic LWB w/ air suspension

Set of four shocksRNA2152-3 \$ 389.00
Steering DamperRNA245 \$ 80.99

Range Rover P38A 1999-2002

Set of four shocksRNA2214-5 \$ 429.00





NEW Front Struts for 2003-'09 Range Rover L322

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

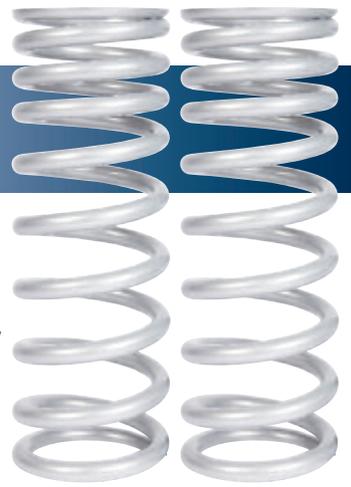
- 2003-'06 RH, GenuineRNI375 \$ 958.04
- 2003-'06 RH, ProLine.....PLI375 \$ 569.00
- 2003-'06 LH, Genuine.....RNI373 \$ 958.04
- 2003-'06 LH, ProLine.....PLI373 \$ 569.00
- 2007-'09 RH, ProLine.....PLN031 \$ 598.00
- 2007-'09 LH, ProLine.....PLJ700 \$ 598.00

Terrafirma 2" Lift Coil Spring Selection

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

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

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



Terrafirma Coil Springs	Light Load	Medium Load	Heavy Load
Defender 90			
Coil Spring Front, pair	TF014 \$ 139.00	TF018 \$ 139.00	TF015 \$ 139.00
Coil Spring Rear, pair	TF015 \$ 139.00	TF023V \$ 239.00	TF027V \$ 199.00
Defender 110			
Coil Spring Front, pair	TF014 \$ 139.00	TF018 \$ 139.00	TF015 \$ 139.00
Coil Spring Rear, pair	TF010 \$ 219.00	TF019 \$ 239.00	TF011 \$ 239.00
Discovery I / RR Classic			
Coil Spring Front, pair	TF014 \$ 139.00	TF018 \$ 139.00	TF015 \$ 139.00
Coil Spring Rear, pair	TF015 \$ 139.00	TF023V \$ 239.00	TF027V \$ 199.00
Discovery II (non-ACE)			
Coil Spring Front, pair		TF042 \$ 159.95	TF052 \$ 159.95
Coil Spring Rear, pair		TF023V \$ 239.00	TF027V \$ 199.00

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.

Britpart Performance 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



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 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



Coil Springs

Superior Performance
Variable Rate Springs

1994 Defender 90 NAS shown with Genuine Heavy Duty Coil Springs and Bilstein Shocks.

Land Rover Genuine Coil Spring Kits

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

Defender 110, 130 Rear Heavy Duty Inner Coil Spring Kit

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

1/2 kit shown

Discovery II Rear Air to Coil Spring Conversion Kit

Kit contains Genuine or ProLine parts, everything for the conversion, instructions and hardware.

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

OME Coil Spring Kits

Defender 90, Extra Heavy Duty, Coil Spring Kit.....	OMED90SK2	\$ 389.00
Defender 90, Std. Heavy Duty, Coil Spring Kit.....	OMED90SK1	\$ 379.00
Defender 110 Regular Standard Heavy Duty, Coil Spring Kit.....	OMED110RSK1S	\$ 379.00
Defender 110 SW Extra Heavy Duty, Coil Spring Kit.....	OMED110SK2	\$ 380.00
Defender 110 SW, Std. Heavy Duty, Coil Spring Kit.....	OMED110SK1	\$ 349.90
RR Classic, Coil Spring Air Suspension Conversion Kit, OME.....	RNK5105A	\$ 489.00

Discovery II

NEW

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

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

Shock & Spring Kits



Old Man Emu Heavy Duty Springs & Shock Kits

Ideal for owners using oversize tires combined with heavy duty bumper/winch combinations and extra vehicle equipment. Designed for heavy duty off-road use.

Will raise vehicle approximately 1 inch. Great off-road, fair on-road. Includes 4 OME Nitro Charger Sport Shocks & 4 OME springs. Imported from Australia. Standard Length.



Defender 90 1984-2002, Standard Duty.....	OMED90K1	\$ 759.00
Defender 90 1984-2002, Heavy Duty.....	OMED90K2	\$ 769.00
Steering Damper.....	OMESD32	\$ 94.50
Defender 110 Station Wagon 1983-2002, Standard Duty.....	OMED110K1	\$ 749.00
Defender 110 Station Wagon 1983-2002, Heavy Duty.....	OMED110K2	\$ 769.00
Steering Damper.....	OMESD32	\$ 94.50
Defender Pick Up or Hardtop 1983-2002, Standard Duty.....	OMED110RK1	\$ 769.00
Defender Pick Up or Hardtop 1983-2002, Heavy Duty.....	OMED110RK2	\$ 749.00
Steering Damper.....	OMESD32	\$ 94.50
Discovery I 1994 - 1999, Standard.....	OMEDS1K1	\$ 739.00
Discovery I 1994 - 1999, Heavy Duty.....	OMEDS1K2	\$ 759.00
Steering Damper.....	OMESD11	\$ 98.00
Discovery II 1999-2004, Standard.....	OMEDS2K1	\$ 749.00
Discovery II 1999-2004, Heavy Duty.....	OMEDS2K2	\$ 725.00
Steering Damper.....	OMESD02	\$ 96.50
Range Rover Classic 1987-1993 Coil spring, Standard.....	OMERRK1	\$ 725.00
Range Rover Classic 1987-1993 Coil spring, Heavy Duty.....	OMERRK2	\$ 739.00
Steering Damper.....	OMESD11	\$ 98.00

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



Series 88" Spring & Shock Kit

Standard duty Spring set with U-bolts and shocks.

88 Series II, IIA, III PLK5123 \$ 539.00



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

88" 2 leaf front & 3 leaf rears, 4 shocks.....	..RNK112388PC	\$ 849.00
109" 2 leaf front & 3 leaf rears, 4 shocks.....	..RNK1123109PC	\$ 879.00
109" 2 leaf front & 4 leaf rears, 4 shocks.....	..RNK1124109PC	\$ 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 shocks.....	..RNK112388	\$ 979.00
109" 2 leaf front & 3 leaf rears, 4 shocks.....	..RNK1123109	\$ 989.00
109" 2 leaf front & 4 leaf rears, 4 shocks, Heavy Duty set.....	..RNK1124109	\$ 1159.00





Terraforma Pro Sport +2 inch heavy duty suspension kits

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

- Defender 90**, 1984-'02, Terraforma Pro Sport HD Suspension Kit.....RNK725 \$ 599.00
- Defender 110**, 1983-'02, Terraforma Pro Sport HD Suspension Kit.....RNK727 \$ 629.00
- Discovery I**, 1994-'99, Terraforma Pro Sport HD Suspension Kit.....RNK726 \$ 599.00

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

- Discovery II**, 1999-'04, Terraforma All Terrain HD Suspension Kit.....RNK723 \$ 599.00
- Discovery II Terraforma HD Steering Damper.....RNA802 \$ 60.00



Planning on towing with your Land Rover?

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

- Receiver Hitch**, Defender 1984-1998.....RNH110 \$ 239.00
- Receiver Hitch, Defender 1999-2013.....RNA091 \$ 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
- Class III Receiver Hitch Kit, Discovery II, Genuine.....RNH252 \$ 378.00
- Bracket Tow Hitch**, Range Rover P38A.....RNH349 \$ 120.30
- Receiver Hitch Plug**, "Land Rover".....RNN397 \$ 19.50
- Hitch Pin**, 5/8" with clip.....RNE231 \$ 4.40
- Receiver Hitch Adaptor**, Tow Jaw.....RNA082 \$ 72.50
- Tow Jaw Assembly**, 7,700 lb Camel Trophy Style.....RNF408 \$ 85.50
- Shackle Mount**, 2" Receiver with Hitch Pin.....RNA1022 \$ 49.98



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

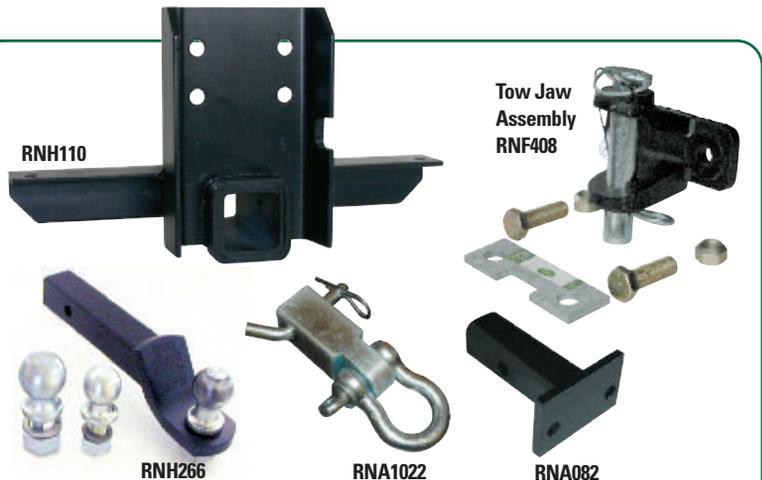
- Standard Duty w/ Bilsteins.....RNK5116 \$ 1299.00
- Heavy Duty w/ Bilsteins.....RNK5117 \$ 1269.00
- Steering damper, P38A.....PLD924 \$ 39.95



Range Rover Classic Coil Spring Conversion Kit

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

- Range Rover Classic**
Coil Spring Conversion Kit
RNK5105 \$ 439.00



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 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 \$ 459.95



FABULOUSLY BRITISH



Photo: www.cheltenham.co.uk

The proverbial stiff upper lip and chilly reserve morphed into a splashy grin and whooping cheer after the 2012 Olympics. It's as if *Absolutely Fabulous* replaced *Downton Abbey* as the best programme representing Great Britain.

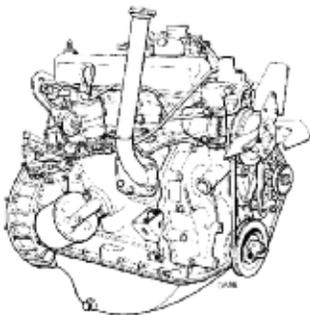
Land Rover has a historic connection with "eventing" and equestrian sports in the UK and more recently in the US. It's not surprising that they've featured Zara Phillips, the daughter of Princess Anne and granddaughter of Queen Elizabeth, in television commercials and print advertisements. In this year's Olympics her novice horse, High Kingdom, knocked down a jump gate that resulted in a silver medal for Great Britain. In her first Olympics, she ranked 8th overall and 3rd on the British team. The Royals turned out in force to support the events at Greenwich Park.

The athletes who made the greatest impact also represented the more contemporary side of Great Britain: Jessica Ennis, Bradley Wiggins, Mo Farah. Jessica Ennis hails from Sheffield, a Midlands industrial city famous for its cutlery and the location for the film, *The Full Monty*. Wiggins emigrated to London as a child from Belgium; his mother was a school secretary. Farah grew up in Somalia, the son of a British father and a Somalian mother, and arrived in London at age 8.

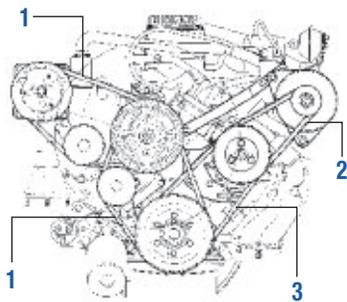
Here's hoping that their achievements become part of Land Rover's marketing, too.

The Closing Ceremony celebrated British music and design. The musicians included The Who, The Spice Girls (atop London taxicabs), Take That, Tinie Tempah, George Michael (shorn of his locks), Fatboy Slim, Madness, Jessie J, Annie Lennox, Kaiser Chiefs, Taio Cruz, Beady Eye lead vocalist Liam Gallagher, Ray Davies, Queen's Brian May and Roger Taylor, Pet Shop Boys, One Direction, Muse, Elbow, Emeli Sandé, Julian Lloyd Webber, Ed Sheeran, Richard Jones, Mike Rutherford and Nick Mason. Monty Python's Eric Idle led a chorus of "Always Look on the Bright Side of Life", the perfect song for Land Rover enthusiasts.

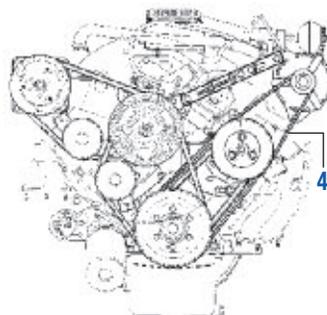
Campbell Robertson wrote in the *New York Times* that "after months of high unemployment, stern austerity, crooked bankers and shady journalists, the idea of a national revel seemed almost laughable, even more laughable than revelry would normally seem in this land of sang-froid." Collectively, the British ran a terrific event and threw quite a party. Whining and gloomy skepticism subsided this August and Great Britain smiled for a change. Now, please, no more Spandau Ballet! 



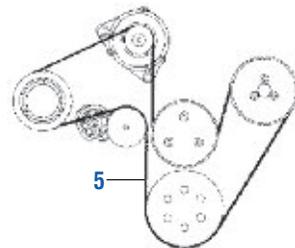
Series II, IIA, III 2.25 Litre



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



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



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

4 Cylinder, 2.25, 2.5, V8 Fan Belts

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

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

Defender 4 Cyl, V8, 3.9, 4.0 liter

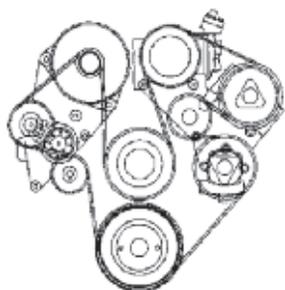
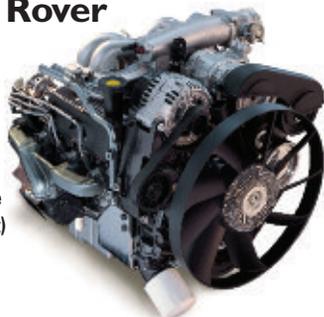
1. Drive Belt, A/C Compressor & Water Pump.....	RNC001	\$ 18.95
3. Drive Belt, Power Steering Pump, 3.9ltr V8.....	RNC004	\$ 27.90
Drive Belt, Power Steering, 2.5ltr 4-cyl Defender.....	RNL216	\$ 32.00
Drive Belt, Water Pump / Alternator, Defender 90, 110 4 cyl.....	RNE153	\$ 20.99
Drive Belt, Air Compressor, 90/110 w/carbs.....	RNN968	\$ 40.96
Drive Belt Kit, V8 Defender 110.....	RNK1622	\$ 79.50
Drive Belt Kit, V8 Defender 90.....	RNK1621	\$ 79.50

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

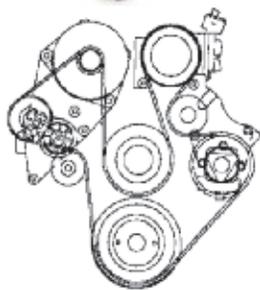
1. Drive Belt, A/C & Water Pump, 3.5L V8, 3.9L 1987-'94, Genuine.....	RNC001	\$ 18.95
Drive Belt, A/C & Water Pump, 3.5L V8, 3.9L 1987-'94, ProLine.....	PLC001	\$ 10.90
2. Drive Belt, Alternator, 3.5L V8, 3.9L to 1987-'92.....	RNC002	\$ 10.89
3. Drive Belt, Power Steering, 1987-'94, Genuine.....	RNC004	\$ 27.90
Drive Belt, Power Steering, 1987-'94, ProLine.....	PLC004	\$ 9.50
4. Drive Belt, Alternator, 4 groove, 1993-'94, Genuine.....	RNC003	\$ 36.90
Drive Belt, Alternator, 4 groove, 1993-'94, ProLine.....	PLC003	\$ 14.95
5. Serpentine Belt, RRC 3.9/4.2 ltr 1995 & Disco I 3.9 ltr 1994-'95.....	RNC005	\$ 39.95
Serpentine Belt, Discovery I 4.0 ltr, 1996-'99.....	RNC006	\$ 38.60
Fan Belt Kit, Range Rover Classic 1987-'92, Genuine.....	RNK162	\$ 68.59
Fan Belt Kit, Range Rover Classic 1993-'94, ProLine.....	PLK1623	\$ 36.29
Fan Belt Kit, Range Rover Classic 1993-'94, Genuine.....	RNK1623	\$ 79.50

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

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



Discovery II Serpentine Belt Layout, with ACE



Discovery II Serpentine Belt Layout, without ACE

Discovery II Serpentine Belts

Discovery II w/o ACE, with Air Conditioning, 1999-'02.....	RNH145	\$ 39.95
Discovery II with ACE, with Air Conditioning, 1999-'02.....	RNH147	\$ 39.98

Range Rover P38A Belts

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

LR3, Range Rover L322 & L320 Belts

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

Defender 2.5 Diesel Belts



Drive Belts

Drive Belt for fan and alternator, 2.5 NA, 2.5 Turbo, Genuine.....	RNE153	\$ 20.99
Drive Belt for fan and alternator, 200 Tdi, Genuine.....	RNE153	\$ 20.99
Drive Belt for A/C compressor, 200 Tdi, Genuine.....	RNL273	\$ 48.10
Drive Belt for power steering, 200 Tdi, 2.5 NA, 2.5 Turbo, Genuine.....	RNL216	\$ 32.00
Drive Belt - 7 groove for fan, water pump, alt, 300 Tdi, Genuine.....	RND297	\$ 29.50
Drive Belt - 4 groove for A/C compressor, 300 Tdi, Genuine.....	RND295	\$ 18.99
Drive Belt, w/air conditioning, Td5, Genuine.....	RND299	\$ 37.01
Drive Belt, w/o air conditioning, Td5, Genuine.....	RND298	\$ 28.95

Timing Belts

Timing Belt, 2.5 NA, 2.5 Turbo, Genuine.....	RNL551	\$ 113.95
Timing Belt, 200 Tdi, Genuine.....	RNL477	\$ 94.00
Timing Belt, 300 Tdi, Genuine.....	RNL456	\$ 82.57
Timing Belt Tensioner early up to vin #VA117353, 300 Tdi, Genuine.....	RNN066	\$ 113.35
Timing Belt Tensioner early up to vin #VA117353, 300 Tdi, ProLine.....	PLN066	\$ 89.50
Timing Belt Tensioner, 200 Tdi, Genuine.....	RNL539	\$ 109.49

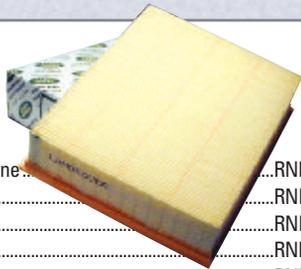
300 Tdi Genuine Land Rover Timing Upgrade Kit

Upgrades all 300 Tdi engines to the latest timing components. Kit includes timing idler, tensioner pulley, crankshaft gear, gasket, timing belt and fixing hardware, Genuine.....RNN339 \$ 199.95

Tdi Timing Belt Service Kits

Includes Dayco belt, front gasket, tensioner and idler pulleys.		
Timing Belt Kit Defender, 200 Tdi, ProLine.....	TBK2002	\$ 89.95
Timing Belt Kit, up to vin #VA117353, 300 Tdi, ProLine.....	TBK300E	\$ 119.95
Timing Belt Kit, from vin #VA117354, 300 Tdi, ProLine.....	TBK300L	\$ 99.95
Tdi Timing Tool Kit (See page 81), ProLine.....	RNT2029	\$ 119.00

Engine Air Filters



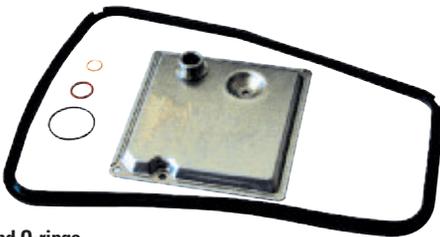
Defender NAS 90,110 V8, Genuine	RNF950	\$ 11.99
200 Tdi diesel, Genuine.....	RNH382	\$ 29.35
300 Tdi diesel, Genuine.....	RNH383	\$ 29.50
Td5 diesel, Genuine.....	RNF147	\$ 17.95
2.4 TDCi diesel, Genuine.....	RNI725	\$ 49.95
4 Cyl, 2.5 Defender, Genuine.....	RNL213	\$ 31.26
V8 Discovery I 1994-1999, Genuine	RNF010	\$ 11.95
V8 Discovery II 2000-2004, Genuine.....	RNF147	\$ 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
LR3, L322 Air Filter Element, ProLine.....	PLI346	\$ 17.95
LR2 2008-2010, Genuine	RNI719	\$ 23.25

Genuine Pollen Air Filters



Range Rover L322 2002-2010, Genuine	RNI392	\$ 46.20
Range Rover P38A 1996-2002, Genuine.....	RND208	\$ 26.88
Range Rover Classic, Genuine	RNN718	\$ 10.65
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.....
 RNK552 | \$ 24.39 |

Defender 90/110 1993-1997

(4 req), Genuine.....
 RNK5623 | \$ 10.50 |

Discovery I 1994-1999

Hub Seal Kit (4 req), Genuine.....
 RNK5623 | \$ 10.50 |

Range Rover Classic

1987-'89, Hub Seal Kit (4 req), Genuine.....
 RNK5621 | \$ 37.90 |

1990-'92, Hub Seal Kit (4 req), Genuine.....
 RNK5622 | \$ 10.50 |

1993-'95, Hub Seal Kit (4 req), Genuine.....
 RNK5623 | \$ 10.50 |



Oil Filters

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

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

V8 Range Rover, L322, 2003-2005

w/ BMW engine, Genuine.....
 RNI367 | \$ 14.66 |

V8 4.3 litre, 4.4 litre LR3, LR4,

Range Rover, 2005 on, Genuine.....
 RNH968 | \$ 17.95 |

V8 5.0 litre, RR, RR Sport, LR4, Genuine.....
 RNN807 | \$ 45.57 |

V6 LR3, Genuine.....
 RNH969 | \$ 11.73 |

6 Cylinder LR2, 2008-2010, Genuine.....
 RNI720 | \$ 12.25 |

6 Cylinder 2.6 litre NADA 109", petrol, Genuine.....
 RNE589 | \$ 7.99 |

6 Cylinder 2.5 litre Freelander, petrol, Genuine.....
 RND504 | \$ 8.68 |

5 Cylinder 2.5 litre Td5 diesel, engine oil, Genuine.....
 RND269 | \$ 12.50 |

5 Cylinder 2.5 litre Td5, Centrifuge element, Genuine.....
 RNH251 | \$ 26.20 |

4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, Genuine.....
 RNF001 | \$ 12.95 |

4 Cylinder 2.3, 2.5 litre Defender 90/110, petrol, ProLine.....
 PLF001 | \$ 6.29 |

4 Cylinder 2.4 TDCi 2007-2010, Genuine.....
 RNI726 | \$ 15.95 |

4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, Genuine.....
 RNF001 | \$ 12.95 |

4 Cylinder 2.5, 2.5 turbo, 200 Tdi, 300 Tdi diesel, ProLine.....
 PLF001 | \$ 6.29 |

4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 5.5" canister, Genuine.....
 RNE590 | \$ 8.50 |

4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 5.5" canister, ProLine.....
 PLE590 | \$ 6.95 |

4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 7.5" canister, Genuine.....
 RNE591 | \$ 8.50 |

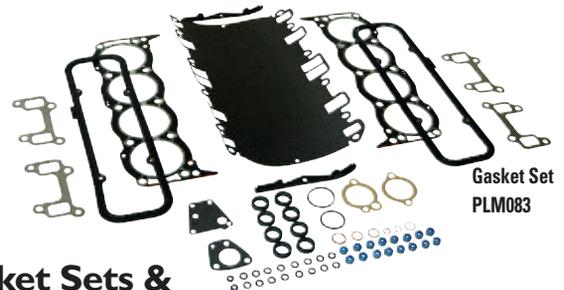
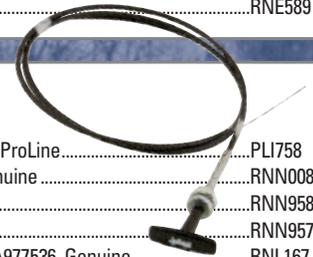
4 Cyl 2.25 litre Ser IIA, III, petrol / diesel, 7.5" canister, ProLine.....
 PLE591 | \$ 8.75 |

4 Cyl 2.0 litre Ser I, petrol, Genuine.....
 RNE589 | \$ 7.99 |



Bonnet Release Cables

Range Rover Classic & Discovery, ProLine.....	PLI758	\$ 18.95
Range Rover Classic, 1984-'95, Genuine.....	RNN008	\$ 19.50
Discovery I, Late, Genuine.....	RNN958	\$ 21.84
Discovery II, Genuine.....	RNN957	\$ 53.59
Defender 90, 110, 1995-'96, up to TA977536, Genuine.....	RNL167	\$ 21.80
Defender 90, 110, 1996 from TA977537-'98, Genuine.....	RNC843	\$ 20.95
Defender 90, 110, 1999-'01, Genuine.....	RNL225	\$ 33.33
Defender 90, 110, 2002-'06, Cable Only, Genuine.....	RNH749	\$ 15.55
Defender 90, 110, ProLine.....	PLH749	\$ 10.45



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.....
 PLM015 | \$ 69.00 |

V8, 3.9, 4.0, 4.2 litre, Latest OEM upgrade kit with composite head gasket and rubber valve cover gaskets, ProLine.....
 PLM083 | \$ 98.90 |

6 Cylinder 2.6 Petrol, ProLine.....
 PLE602 | \$ 49.99 |

4 Cylinder 2.25 Diesel, ProLine.....
 PLF309 | \$ 29.50 |

4 Cylinder 300 Tdi, ProLine.....
 PLH701 | \$ 99.50 |

Block Gasket Set

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

All V8 does not include crank shaft oil seals, ProLine.....
 PLF311 | \$ 29.59 |

4 Cylinder 300 Tdi, does not include crank shaft oil seals, ProLine.....
 PLH702 | \$ 49.50 |

Full Engine Gasket Sets

Includes all gaskets and seals to overhaul your entire engine.

4 Cylinder 2.25 Petrol, ProLine.....
 PLF308 | \$ 39.99 |

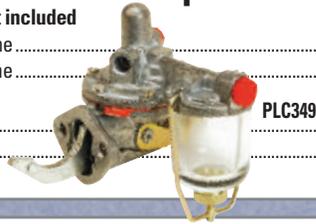
4 Cylinder 2.25 Diesel, ProLine.....
 PLC239 | \$ 29.80 |

4 Cylinder 200 Tdi, ProLine.....
 PLH703 | \$ 45.50 |

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	\$ 48.50



Mass Air Flow Sensors

Sensor, MAF, Discovery I, Range Rover Classic, Genuine.....	RNC999	\$2449.95
Sensor, MAF, Discovery I, Range Rover Classic, ProLine.....	PLC999	\$ 296.20
Sensor, MAF, Range Rover P38A, to WA410481, Genuine.....	RNE040	\$1769.95
Sensor, MAF, 4.0, Defender 90/110, Discovery, ProLine.....	PLE040	\$ 299.95
Sensor, MAF, Range Rover P38A, from XA410482, Genuine.....	RNE041	\$ 299.95
O-Ring, MAF, 4.0 Litre V8 (fits all of the above).....	RNE034	\$ 6.95
Sensor, MAF, Discovery II, Genuine.....	RNE054	\$ 239.95
O-Ring, MAF, Discovery II, Genuine.....	RNE056	\$ 3.05



Fuel Tanks

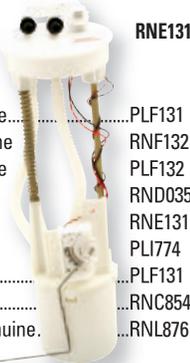


Series 88" and 109" Regular, Petrol & Diesel, ProLine.....	PLC362	\$ 169.00
Range Rover Classic 1971-1985 style, ProLine.....	PLH515	\$ 328.00
Defender 110 NAS, Range Rover Classic 1987-1991, ProLine.....	PLE114	\$ 199.00
Cradle for PLE114, ProLine.....	PLE116	\$ 79.50
Series III 109", Rear Steel Fuel Tank, ProLine.....	PLH650	\$ 264.00
Fuel Sender for PLH650, ProLine.....	PLH652	\$ 47.50
Locking ring for sender, Series III, Defender 110, Range Rover Classic, Genuine.....	RNC886	\$ 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, TD5 Fuel Pumps with Fuel Sending Unit

Range Rover Classic

Fuel Pump Range Rover Classic 1987-1990, ProLine.....	PLF131	\$ 98.20
Fuel Pump Range Rover Classic 1991-1995, Genuine.....	RNF132	\$ 269.00
Fuel Pump Range Rover Classic 1991-1995, ProLine.....	PLF132	\$ 99.50
Fuel Sender, Range Rover Classic, Genuine.....	RND035	\$ 69.80
Defender 90, 1994-1997, Rear Tank NAS, Genuine.....	RNE131	\$ 339.00
Defender 90, 1984-1993, Side Tank, ProLine.....	PLI774	\$ 42.90
Defender 110 NAS V8 fuel pump, ProLine.....	PLF131	\$ 98.20
Defender 110, Sending unit up to 1998, Genuine.....	RNC854	\$ 129.84
Defender 110 TD5, Fuel Pump & Sending Unit, Genuine.....	RNL876	\$ 643.72
Discovery I, II		
Fuel Pump Discovery I 1994-1997, Genuine.....	RNF132	\$ 269.00
Fuel Pump Discovery I 1994-1997, ProLine.....	PLF132	\$ 99.50
Fuel Pump Discovery I 1997-1999, from VA737154, Genuine.....	RNF148	\$ 499.00
Fuel Pump Discovery I 1997-1999, from VA737154, ProLine.....	PLF148	\$ 399.00
Fuel Pump Discovery II w/black connector.....	RNH295	\$ 489.95
Fuel Pump Discovery II w/o black connector.....	RNE009	\$ 399.95



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-IA Rebuild kit.....	PLC180	\$ 31.49

Fuel Filters

Series II, IIA, III 1959-1976

Inline filter with Quick Clamp		
Fittings, that can be adapted to any 5/16" fuel line, ProLine.....	RFF111	\$ 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	\$ 24.50
V8 inline with threaded fittings, ProLine.....	PLF861	\$ 5.95
2.25, 2.5 petrol, inline w/threaded fittings, Genuine.....	RNC632	\$ 23.50
2.25, 2.5 petrol, inline, splice in, ProLine.....	RFF111	\$ 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
Discovery I 1994-1999		
V8, threaded both ends, Genuine.....	RNF861	\$ 24.50
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	\$ 24.50
Range Rover Classic V8 1987-1995, ProLine.....	PLF861	\$ 5.95



RNF861



Discovery II V8
RNK9302



Defender 300 TDI
RNK0001

SAVE!

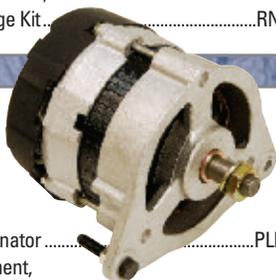
Basic Engine Service Kits

V8 Kits Include: Oil Filter, Oil sump drain washer

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

Defender 300 TDI Kit includes: Air Filter, Oil Filter and Fuel Filter 300 TDI Filter Change Kit.....RNK0001 \$ 42.50

NEW Alternators & Generator



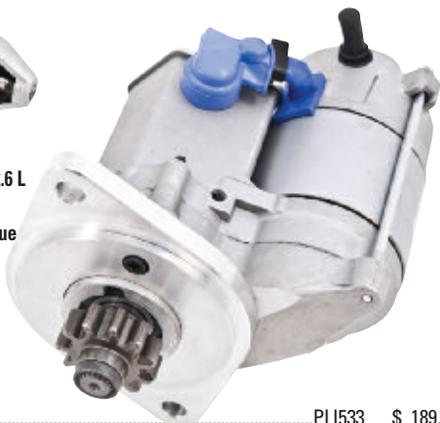
PLF193

Series III 12 Volt Lucas Style Alternator	PLF193	\$ 99.50
Series Generator , Original Equipment, all 2.25 Litre petrol and diesel engines from 1959-1971.....	RNE647	\$ 129.00
Series Alternator Conversion Mounting Kit , Converts Generator to Alternator Includes proper brackets and instructions	RNK951	\$ 139.95
Defender 2.5 NA Diesel , 2.5 Turbo Diesel, 200 TDI, 2.5 Petrol, 3.5 V8.....	PLD498	\$ 199.00
300 TDI, 65 AMP, Defender 90, 110.....	PLH259	\$ 178.90
3.9 Litre V8, Defender 90/110 NAS	PLE846	\$ 219.24
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 pully	PLE846	\$ 219.24
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, 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

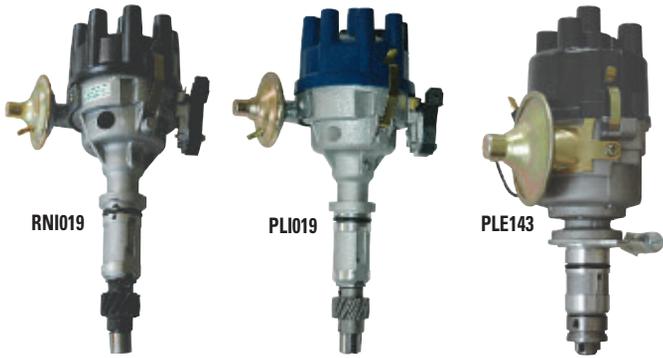


RNE509

4 Cylinder and 6 Cylinder	RNE522	\$ 119.50
4 Cylinder and 6 Cylinder.....	PLE522	\$ 29.00
3.9 litre and 4.2 litre Bosch ignition coil for EFI	RNE509	\$ 149.80
4.0, 4.6 ltr P38A, Discovery II, individual unit only.....	RNI110	\$ 95.95
4.0, 4.6 ltr P38A, Discovery II, Coil Pack Assembly complete	RND523	\$ 329.95

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
Range Rover , Early RoW, point ignition, up to engine suffix "F"	RNI305	\$ 7.35



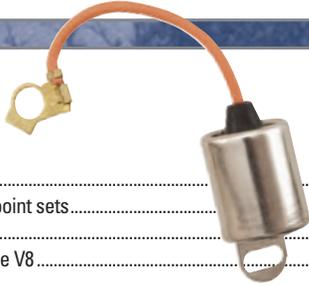
NEW Complete Distributor Assemblies

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	\$ 7.69
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4 Cylinder Late Lucas (red)

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

.....	RNE637	\$ 6.39
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4 Cylinder Late Lucas (blue)

Similar as preceding, but blue. Known as sliding points

.....	RNF232	\$ 14.50
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4 Cylinder Ducellier

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

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

Points set Military 2.25 litre (not pictured)

.....	RNF230	\$ 39.98
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V8 3.5 Litre

Sliding point set

.....	PLI738	\$ 6.99
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Non-sliding point set

.....	RND074	\$ 17.50
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RNE595



RNE637



RNF232



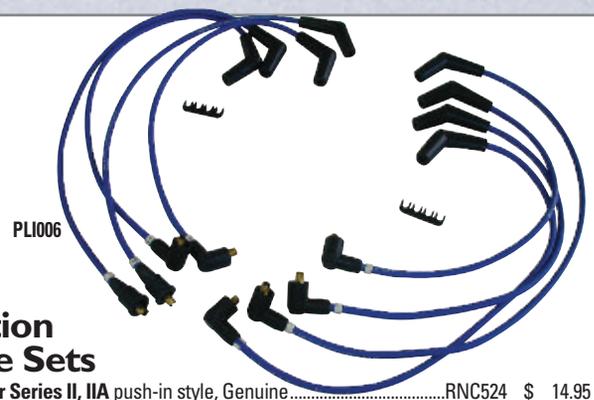
RNF231



PLI738



RND074



Ignition Wire Sets

4 Cylinder Series II, IIA push-in style, Genuine	RNC524	\$ 14.95
4 Cylinder Series III push-in style, Genuine	RNC960	\$ 69.07
4 Cylinder Series III push-in style, ProLine	PLC960	\$ 12.99
4 Cylinder Series III push-in style, Lucas	PLC960L	\$ 19.50
6 Cylinder, 2.6 ltr, Series III	RNC957	\$ 44.08
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	RNC767	\$ 259.95
6 Cylinder, ProLine	PLC628	\$ 9.80
V8, Genuine	RNI001	\$ 54.50
V8, Lucas, ProLine	PLI001	\$ 18.50



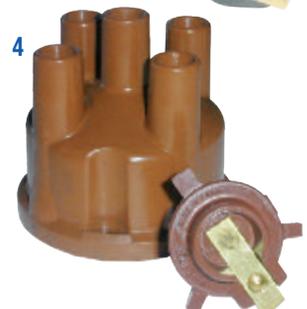
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Distributor Rotors

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

Oxygen Sensors

Defender

3.9 V8, OBD1 front, 2 req, ProLine	PLE029	\$ 136.45
4.0 V8, OBD2 Heated, 4 required, front and rear, Genuine.....	RND292	\$ 499.95
4.0 V8, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95

Discovery I

3.9 V8, OBD1, 2 required, ProLine	PLE029	\$ 136.45
4.0 V8 w/AEL, OBD2 Heated, 4 required, front and rear, Genuine	RND292	\$ 499.95
4.0 V8 w/AEL, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95
4.0 V8 w/o AEL, OBD2, 4 required, front and rear, Genuine	RND290	\$ 499.95
4.0 V8 w/o AEL, OBD2, 4 required, front and rear, ProLine.....	PLD290	\$ 139.00

Discovery II

V8, OBD2, 2 required, front, Genuine	RNE910	\$ 137.95
V8, OBD2, 2 required, front, ProLine	PLE910	\$ 82.50
V8, OBD2, 2 required, rear, Genuine	RNE892	\$ 119.95
V8, OBD2, 2 required, rear, ProLine	PLE892	\$ 89.95

Range Rover Classic

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

1995-'97 to VA350101, OBD2, 4 required, Genuine	RND290	\$ 499.95
1995-'97 to VA350101, OBD2, 4 required, ProLine.....	PLD290	\$ 139.00
1997-'98 from VA350101 to WA410481, OBD2 Heated, 4 required, front and rear, Genuine.....	RND292	\$ 499.95
1997-'98 from VA350101 to WA410481, OBD2 Heated, 4 required, front and rear, ProLine	PLD292	\$ 129.95
1999-'02 from XA410482, OBD2, 2 required, rear, Genuine.....	RNE892	\$ 119.95
1999-'02 from XA410482, OBD2, 2 required, rear, ProLine	PLE892	\$ 89.95
1999-'02 from XA410482, OBD2, 2 required, front, Genuine	RNE893	\$ 119.00
Range Rover L322, rearward, Genuine	RNI334	\$ 129.93



Discovery II Hub Assembly with Sensor

Discovery II 1999-2004.

Includes bearings, ABS sensor.

Front hub assembly	PLD676	\$ 379.00
Rear hub assembly.....	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



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



Drive Shafts

Discovery I Rear Drive Shaft Update Kit replaces Flex Coupler Drive Shaft with Twin U-Joint type. Includes new rear Drive Shaft and

4 bolt Differential Flange kit, ProLine.....PLK4100 \$ 269.00



New Drive Shaft Assemblies with U-Joints

Series II, IIA, III, front, 88 & 109, ProLine.....	PLF315	\$ 159.95
Series II, IIA, III 88, rear, ProLine.....	PLE189	\$ 178.45
Series II, IIA 109, rear, ProLine.....	PLF358	\$ 178.45
Defender 90 V8, rear, ProLine.....	PLE201	\$ 199.00
Defender 110, front, ProLine.....	PLF410	\$ 258.00
Defender 110, 4 Cyl up to 1999, rear, ProLine	PLE217	\$ 251.95
Discovery II, front, 1999-2002, 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	PLD473	\$ 199.00

Thermostats

2.25, 2.6 Petrol and Diesel Series IIA-III

Thermostat 74 C / 165 F, Genuine	RNC276	\$ 48.50
Thermostat 74 C / 165 F, ProLine.....	PLC276	\$ 9.95
Thermostat 82 C / 179 F, Genuine	RNC580	\$ 47.95
Thermostat 82 C / 179 F, ProLine.....	PLC580	\$ 8.95
Thermostat, 2.6 Litre, Genuine	RNC421	\$ 16.10

V8 Discovery I, Range Rover Classic, Defender

Thermostat 82 C / 179 F, Genuine	RNH386	\$ 14.99
Thermostat 82 C / 179 F, ProLine.....	PLH386	\$ 4.74
Thermostat 88 C / 190 F, Genuine	RNC047	\$ 12.50

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
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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	RND211	\$ 102.55
Thermostat assembly, ProLine	PLD211	\$ 49.86

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	\$ 39.20
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	\$ 2.98
200Tdi Defender Thermostat, Genuine.....	RNL141	\$ 20.59
200Tdi Diesel Thermostat gasket, Genuine	RNH387	\$ 2.98
300Tdi Defender Thermostat, Genuine.....	RNL137	\$ 19.85

Thermostat Kits

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

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

Discovery II
PLD495

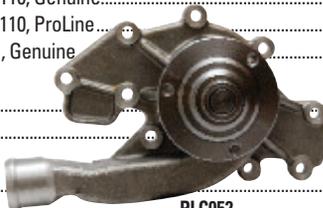


NEW Radiators

2.25 Litre, Series II-III 4 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, Genuine.....	RNC513	\$ 544.47
2.25 Litre, Series II-III 4 core style radiator requires top hose RNC510 and bottom hose PLE407 when fitting to Series II-IIA, ProLine.....	PLC513	\$ 298.00
Discovery I 1994-1999		
with automatic transmission, Genuine.....	RNC062	\$ 699.00
3.9 Litre V8, ProLine.....	PLC019A	\$ 498.00
Plastic Fill Plug, Radiator, Genuine.....	RNC997	\$ 3.49
Washer, For Plastic Fill Plug, Genuine.....	RNC996	\$ 1.95
Range Rover Classic 1987-1995		
1987-1988, Radiator, ProLine.....	PLC020	\$ 459.00
1993-1995, Radiator, Genuine.....	RNC062	\$ 699.00
1989-1995, Radiator, ProLine.....	PLC019A	\$ 498.00
Plastic Fill Plug, Radiator, Genuine.....	RNC997	\$ 3.49
Washer, For Plastic Fill Plug, Genuine.....	RNC996	\$ 1.95
Range Rover P38A		
Range Rover P38A Radiator Assembly, 1995-'98, Genuine.....	RND357	\$ 449.17
Defender 1993-1997		
NAS 90/110 V8 Radiator Assembly, Genuine.....	RNE130	\$ 599.00
Defender 300 Tdi Radiator with intercooler, ProLine.....	PLD500	\$ 528.00
Defender 300 Tdi Radiator, ProLine.....	PLH255	\$ 359.00
Defender 200 Tdi Radiator, ProLine.....	PLD496	\$ 269.00
Discovery II 1999-2004 Radiator, ProLine.....	PLD495	\$ 279.00
Range Rover 2002 on L322 4.4 Litre, ProLine.....	PLI516	\$ 299.00
Radiator Assembly, 1999-'02.....	PLI759	\$ 299.00

NEW Water Pumps with Gasket

Series IIA, III 1961-1984		
2.25 litre petrol, diesel, Genuine.....	RNF334	\$ 148.00
2.25 litre petrol, diesel, ProLine.....	PLF334	\$ 49.50
Rebuild kit for 2.25 water pumps.....	PLE587	\$ 34.95
Defender 90/110 1993 - 2006		
1993-1995 NAS, Water Pump, Genuine.....	RNC011	\$ 239.95
'93-1995 NAS, Water Pump, ProLine.....	PLC011	\$ 89.00
'97 D90 NAS, Water Pump, Genuine.....	RNC052	\$ 289.00
'97 D90 NAS, Water Pump, ProLine.....	PLC052	\$ 89.50
200 Tdi diesel, Water Pump, Genuine.....	RNH257	\$ 249.00
200 Tdi diesel, Water Pump, ProLine.....	PLH257	\$ 89.00
300 Tdi diesel, Water Pump, Genuine.....	RNH258	\$ 98.99
4 Cylinder, Defender 90/110, Genuine.....	RNI847	\$ 251.89
4 Cylinder, Defender 90/110, ProLine.....	PLI847	\$ 149.50
Td5 diesel, Water Pump, Genuine.....	RNH360	\$ 148.60
Discovery I 1994-1999		
Water Pump, Genuine.....	RNC052	\$ 289.00
Water Pump, ProLine.....	PLC052	\$ 89.50
Discovery II 2000-2002		
Water Pump, Genuine.....	RNC052	\$ 289.00
Water Pump, ProLine.....	PLC052	\$ 89.50
Range Rover Classic 1987-1995		
'87-1994, Water Pump, Genuine.....	RNC011	\$ 239.95
'87-1994, Water Pump, ProLine.....	PLC011	\$ 89.00
'95, Water Pump, Genuine.....	RNC052	\$ 289.00
'95, Water Pump, ProLine.....	PLC052	\$ 89.50
Range Rover P38A 1995-2002		
'95-2002, Water Pump, Genuine.....	RNC052	\$ 289.00
'95-2002, Water Pump, ProLine.....	PLC052	\$ 89.50



Hylomar Gasket Sealer

Official sealer used by Land Rover during assembly.

Supplied in 3.5 oz. tubes.....	RNA681	\$ 10.95
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RNK1609

Stop Leaks!

Complete Cooling System Kits

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

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

Range Rover Classic

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

Range Rover P38A

Cooling System Kit, Range Rover P38A up to VIN XA30701.....	RNK1610	\$ 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.L.....	RNK1606	\$ 299.00

Discovery II

Cooling System Kit, Discovery II (shown above).....	RNK1609	\$ 315.95
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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, 1989.....	RNK1612	\$ 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 I, 1995-'99.....	RNK1616	\$ 169.00
Radiator Hose Kit, Discovery I w/EVAP Loss System, 1995-'99.....	RNK1618	\$ 189.00



Series II, IIA, III

Series Interior

Available Trim and Fabric Choices

Elephant Hide Vinyl
Series Models
1959-1967

Black Vinyl
Series Models
1968-1984



EX4126

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

Middle Row Seats

For 109" and early 110 Station Wagons fitted with 3 individual second row seats (seat belts not included). See page 25 for complete seat belt listings.



EXT351BV

EXT350BV

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



RNA4600



EX2831

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

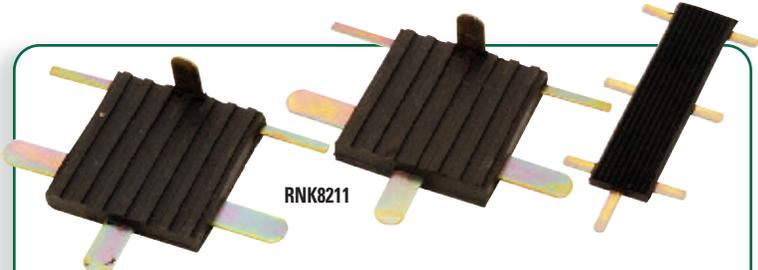
Rear Seats



EX6861

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	\$ 139.00
Bottom Cushion , Black Vinyl	EX4527	\$ 48.20
Bottom Cushion, Elephant Hide Vinyl.....	EX5948	\$ 69.50



RNK8211

Pedal Pad Sets

Series II, IIA, III	RNK8211	\$ 28.95
Defender Manual.....	RNK8225	\$ 22.50
Defender Automatic Transmission, 1997.....	RNK8226	\$ 49.80



EX9969



Seat Heater Kits

Sold in pairs. Includes wiring loom & Hi / Low Switches.
EX9969 \$ 139.00



Series II, IIA, III

Series Interior

Available Trim and Fabric Choices

Elephant Hide Vinyl
Series Models
1959-1967

Black Vinyl
Series Models
1968-1984



EX4949

Series Trakkers Exteme Hi-Back Seat Assembly

Direct replacement for Series II-III front driver seat.

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



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



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.



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

EX11645K



DEFENDER

Defender Interior

Genuine Defender Interior



NEW Genuine 2012 Defender Puma Leather Steering Wheel. Fits all Defender models, 1993 on. **RNN961 \$ 479.00**
Genuine Cubby Box **RNN962 \$ 329.00**

NEW

RNN962

RNK081

NEW Puma X-Tech Seats

Genuine 2012 Defender X-Tech black leather, cloth faced seat assembly.



Genuine Parts

Fits Defender 1984 - 2012. Black leather sides and back with cloth facing. Larger and more comfortable, includes head rest, adjustable seat frame and rear pocket. Equipped with bottom and back heater elements. For front 2 seat heater harness set with switches use RNK082.

Drivers Side, LH **RNK081 \$ 1299.00**
Passenger Side, RH **RNK080 \$ 1299.00**
Heater Harness **RNK082 \$ 69.95**



DEFENDER

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



Defender Front Seat Bottom Cushion

- Twill Vinyl** bottom cushion Driver/Pass **EX9975 \$ 136.00**
- Car Denim Vinyl** bottom cushion Driver/Pass **PLF495 \$ 148.00**
- 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**



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**



Genuine 2012 Land Rover Defender Puma X-Tech Seats

Black leather, cloth faced seat assembly.
Fits Defender 1984 - 2012. Black leather sides and back with cloth facing. Larger and more comfortable, includes head rest, adjustable seat frame and rear pocket. Equipped with bottom and back heater elements. For front 2 seat heater harness set with switches use RNK082. Shown installed on page 56.
Drivers Side, LH **RNK081 \$ 1299.00**
Passenger Side, RH **RNK080 \$ 1299.00**
Heater Harness **RNK082 \$ 69.95**

RNK081



Front Seat Trim Kit Defender 90, 110

- Front Seat Trim Kit**, Twill Vinyl **RNA5600 \$ 169.00**
- 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 \$ 189.00**
- Front Seat Trim Kit**, Black Vinyl **EX6324 \$ 161.10**

Middle Seat Trim Kit

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

Super Low Prices!

EXT010-5

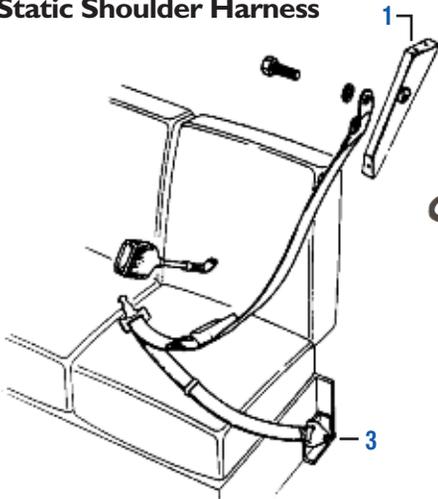
Defender Seat Risers

Increase your legroom for comfort by 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 \$ 188.00**



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

Static Shoulder Harness



Static Shoulder Harness Kit

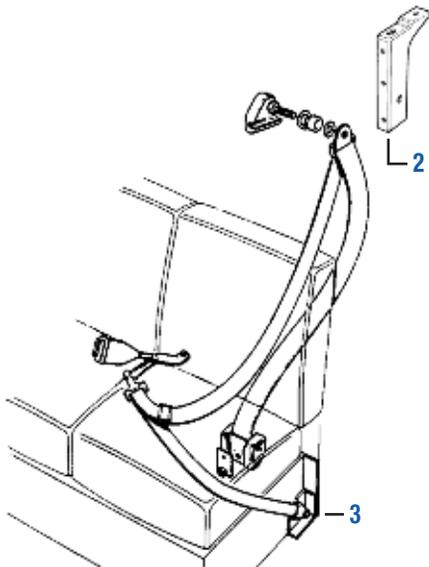
3 Point Series IIA & III, RH or LH PLF353 \$ 61.95



Upper Defender Seat belt Bracket for Hard Tops

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

Inertia Shoulder Harness



Genuine Inertia Shoulder Harness Kit

Includes bottom mounting bracket.

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

Inertia Shoulder Harness Kit

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



Upper Series Seatbelt Bracket for Hard Tops

Upper RH RNB963 \$ 48.95

Upper LH RNB964 \$ 48.95



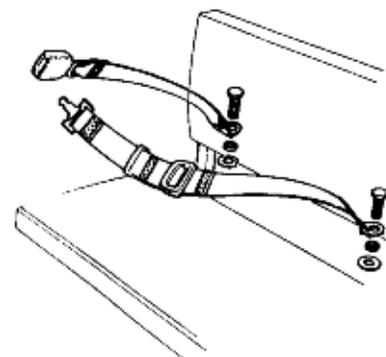
Bottom Series & Defender Seat Belt Bracket

Bottom RH RNB898 \$ 29.80

Bottom LH RNB899 \$ 29.80



Static & Inertia Lap Belts



Static Lap Belt

Series & Defender PLF234 \$ 44.39
Genuine (not shown) RNF234 \$ 103.89



Inertia Retractable Lap Belt

Series & Defender PLF234R \$ 52.45

Cubby Boxes for Series & Defender

MANTEC
specialist vehicle equipment



Exmoor Trim Cubby Boxes

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

- Cubby Box Non-locking, Denim TwillEXT015DT \$ 149.00
- Cubby Box Non-locking, Black Vinyl.....EXT015BV \$ 149.00
- Cubby Box Non-locking, Grey VinylEXT015GV \$ 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 \$ 399.00

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, DefenderRNA1702 \$ 14.95



RNA2103

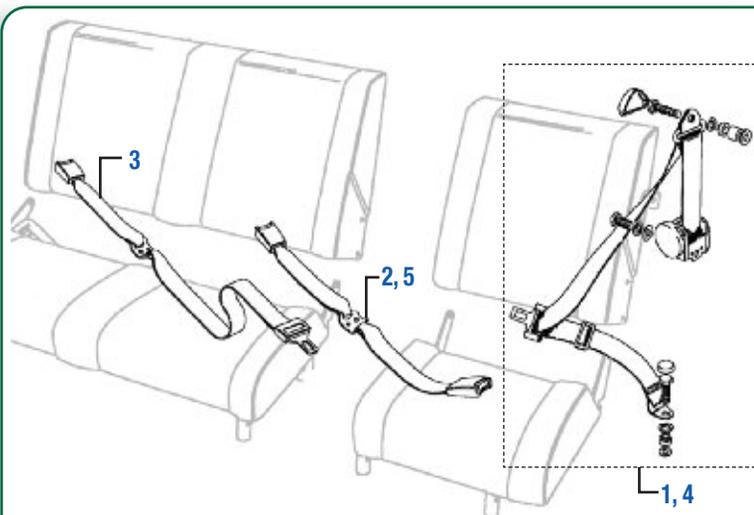


RNA2104

Interior Mesh Map Storage Nets

Available in two sizes, made of ABS plastic.

- Storage Net 14.25" x 7.25" Black RNA2104 \$ 29.99
- Storage Net 16.125" x 7.75" Black RNA2103 \$ 36.99



RNN250

Middle Row Seat Belt Set 109, I10 Station Wagons

1. Reel Assembly w/hardware & instructions, RH & LH, Genuine..RNN250 \$ 196.54
2. Middle Lap Double Buckle Assembly, GenuineRNN251 \$ 99.80
3. Middle Lap Tongue, Buckle Assembly, Genuine.....RNN252 \$ 99.80

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

4. Reel Assembly w/hardware & instructions, RH & LH, Genuine..RNN862 \$ 249.00
5. Rear Floor Mounted Double Buckle Assembly, Genuine.....RNN863 \$ 244.90

Interior Floor Mats

Insulated Rubber Floor Mats

Defender		
Front Set, 4 Cylinder.....	EXT0096	\$ 89.50
Front Set, V8.....	EXT0097	\$ 79.95
Middle Floor Mat, 110 SW.....	EXT0094	\$ 79.95
Loadspace, 90 & 110 SW.....	EXT0091	\$ 129.95
Loadspace, 110 Regular (2 door).....	EXT00910	\$ 138.50
Series II-III		
Front set.....	EX844	\$ 109.00
Middle Floor Mat, 109 SW.....	EXT0094	\$ 79.95
Loadspace.....	EXT0091	\$ 129.95



Defender Center Interior Tunnel Cover

NEW

Defender Interior Tunnel Cover.
RNF482 \$ 259.95



Series Center Interior Tunnel Cover

Series II, IIA, III, Interior Tunnel Cover, fits 4-cyl, 2.25 liter only, cloth.
RNC128 \$ 84.95

Defender SVX Tailgate Mat Kit

NEW



Photo: Clive Restan, Defender 90 SVX, Ireland.

Defender SVX Tailgate Rubber Mat

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

Rear Tailgate Rubber Mat.....	RNS260	\$ 119.95
Rear Tailgate Rubber Mat & Finisher Kit.....	RNK2601	\$ 299.00
Adapter Kit for Pigtail Chain Retainers, raises pigtails to fit, shown at left on tailgate.....	RNK2602	\$ 199.80

NEW

Stainless Steel Treadplate Kit for rear sill on Series and Defender
PLC828S \$ 69.99

Land Rover Rubber Mats



RNN213 Defender

Discovery I 1994-1999

Front Rubber Floor Mat Set	Genuine.....	RNH756	\$ 127.83
Front & Middle Rubber Floor Mat Set	Genuine.....	RNA626	\$ 198.00
Loadspace Mat w/out Rear A/C,	Genuine.....	RNA674	\$ 179.00

Discovery II 1999-2004

Front Rubber Floor Mat, Pair	Genuine.....	RNA708	\$ 119.00
Front & Middle Rubber Floor Mat Set	Genuine.....	RNA676	\$ 149.00
Rubber Loadspace Mat, Half Length	Genuine.....	RNA683	\$ 178.00

Range Rover Classic 1987-1995

Short Wheel Base	Front & Middle Rubber	Floor Mat Set, Genuine..	RNA624	\$ 153.47
Defender				
Defender Rubber Mat Set Front, Pre '07,	Genuine (as shown).....	RNN213	\$ 148.50	
ProLine.....		RNA051	\$ 99.95	
Defender Front Insulated One-Piece	Molded Floor Mat, V8, 300Tdi, & TD5, Black	Rubber.....	RNN717	\$ 259.00
Defender 110 SW, Rubber Mat Set Middle	Footwell.....	RNI070	\$ 129.95	
Defender 110 SW, Rubber Mat Set Front	Footwell.....	RNI067	\$ 134.95	



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	\$ 206.80
	2008-'09, Genuine.....	RNI582	\$ 219.00
Loadspace Mat, Genuine.....		RNI583	\$ 228.00

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	\$ 190.00

LR3 2005-2009

Front & Middle Rubber Floor Mat Set	Genuine.....	RNI579	\$ 189.00
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

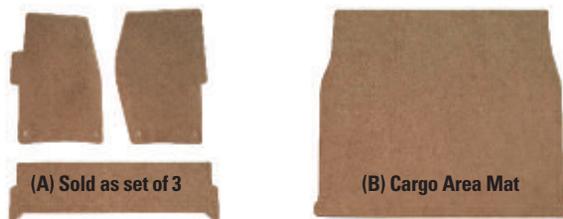
Front & Middle Rubber Floor Mat Set	Genuine.....	RNI575	\$ 139.00
Rear Loadspace Mat	Genuine.....	RNI576	\$ 134.00



Universal Fit Carpeted Mats

Add an elegant finishing touch to the interior of your vehicle with plush carpets. The 32 oz. premium nylon yarn used is three times heavier than the lower quality factory mats that most vehicles come fitted with. These plush durable mats come with a non-slip backing and include special fasteners.

Available in Land Rover colors, listed by vehicle type below to match the most popular interior colors. Mats are completely washable and come with a 2-year warranty. Allow one to two weeks for delivery.



Available Colors

Range Rover Classic

(A) Range Rover Classic	1987-89
(A) Range Rover Classic SWB	1990-94
(A) Range Rover Classic LWB	1993-94
(A) Range Rover Classic	1995
(A) Range Rover Classic LWB	1995
(B) Range Rover Classic/County/Cargo	1987-95
(B) Range Rover Classic LWB Cargo	1993-95

Saddle	Granite	Bahama	Black	Smokestone	Lt Stone	Dk Granite	Price
RNA23S	--	RNA23B	RNA23BK	--	--	--	\$ 119.95
RNA24S	RNA24G	RNA24B	--	--	--	--	\$ 119.95
RNA25S	RNA25G	RNA25B	--	--	--	--	\$ 119.95
RNA26S	RNA26G	RNA26B	--	--	--	--	\$ 119.95
RNA27S	RNA27G	RNA27B	--	--	--	--	\$ 119.95
RNA28S	--	RNA28B	RNA28BK	--	--	--	\$ 119.95
RNA29S	RNA29G	RNA29B	--	--	--	--	\$ 119.95

Range Rover P38A 4.0 / 4.6

(A) Range Rover 4.0 SE/4.6 HSE	1995-02
(B) Range Rover 4.0 SE/4.6 HSE Cargo	1995-02

Saddle	Granite	Bahama	Black	Smokestone	Lt Stone	Dk Granite	Price
RNA45S	--	--	RNA45BK	--	RNA45LS	RNA45DG	\$ 119.95
RNA46S	--	--	RNA46BK	--	RNA46LS	RNA46DG	\$ 119.95

Discovery I and II

(A) Discovery I	1996-98
(B) Discovery I Cargo	1996-98
(A) Discovery II	1999-on
(B) Discovery II Cargo	1999-on
(B) Discovery II Cargo (w/ 3rd seat)	1999-on

Saddle	Granite	Bahama	Black	Smokestone	Lt Stone	Dk Granite	Price
--	RNA40G	RNA40B	--	--	--	--	\$ 119.95
--	RNA41G	RNA41B	--	--	--	--	\$ 139.99
--	--	RNA42B	RNA42BK	RNA42SS	--	--	\$ 149.95
--	--	RNA43B	RNA43BK	RNA43SS	--	--	\$ 119.95
--	--	RNA44B	RNA44BK	RNA44SS	--	--	\$ 119.95

Land Rover Carpet Mats



RNA677 Discovery II front mat - Bahama Beige

Genuine Luxury Carpet Mats

Genuine Land Rover Discovery Carpet Mat Sets

Front and rear carpet mat set feature contour perfect tailoring with a deep Wilton pile. Woven in a tough but washable nylon, and incorporating hard wearing heelpads.

Please specify VIN when ordering.

Discovery II, Bahama Beige	RNA677	\$ 229.95
Discovery II, Slate Grey	RNA689	\$ 239.95
Discovery I, Slate Grey	RNA680	\$ 199.72

SAVE with our lowest pricing!



Rear Loadspace Protector Mats

Save your interior loadspace with our custom-fitted mats. Protect your carpet from daily wear and tear. Skid-resistant surface helps prevent cargo from sliding around. 3" lip holds spills and messes. Specify Black, Grey, or Tan.

Discovery I	RNA20BK (black)	RNA20G (grey)	RNA20T (tan)	\$ 139.99
Discovery II	RNA21BK (black)	RNA21G (grey)	RNA21T (tan)	\$ 139.99
RR Classic	RNA19BK (black)	RNA19G (grey)	RNA19T (tan)	\$ 139.99
RR P38A	RNA22BK (black)	RNA22G (grey)	RNA22T (tan)	\$ 139.99



Heavy Duty Rubber Floor Mats

Truly effective all-season carpet protection you can rely on and much more. **Heavy Duty Universal Fit Rubber Mats** have deeply sculpted channels to trap water, road salt, mud and sand. Hold up to 1 1/2 quarts of water without spilling. These also have patented anti-skid ridges to prevent shifting. Won't curl, crack or harden in sub-zero weather.

Front Rubber Mats - Pair

Black, RR Classic, RRP38A, Discovery I & II	RNA16BK	\$ 59.95
Grey, RR Classic, RRP38A, Discovery I & II	RNA16G	\$ 55.60
Tan, RR Classic, RRP38A, Discovery I & II	RNA16T	\$ 59.95

Rear Rubber Mats (for middle floor area)

Black, RR Classic, RRP38A, Discovery I, Defender	RNA17BK	\$ 50.35
Grey, RR Classic, RRP38A, Discovery I, Defender	RNA17G	\$ 52.45
Tan, RR Classic, RRP38A, Discovery I, Defender	RNA17T	\$ 59.95
Black, Discovery II	RNA18BK	\$ 50.35
Grey, Discovery II	RNA18G	\$ 52.45
Tan, Discovery II	RNA18T	\$ 59.95

Discovery Shift & Brake Lever Boot Gaiter Kit

Emergency brake and transfer boot gaiter kit. What a wonderful way to upgrade your interior without breaking the bank. Kit includes 1 shift lever boot and 1 hand brake boot. Installation instructions included. Fits: Discovery I, Discovery II
 PLK130 \$ 35.00

NEW



Gaiter, Transfer Lever **PLN952 \$ 15.99**

Gaiter, Hand Brake Lever **PLN953 \$ 21.95**

Discovery I & II Genuine Cup Holder Kit

For both Discovery I & II, this Genuine Land Rover cup holder is the perfect addition to your interior. It features a slip-in molded insert for smaller drinks and has a non-slip bottom to keep the spills to a minimum, shown above. *Will not fit 2003 or 2004 vehicles. Beige (shown above) **RND490 \$ 57.90**
 Smokestone **RND491 \$ 57.90**



Made in the USA for Rovers North

Defender Interior Front Door Panel RH + LH Set

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

Front Door Panel, Includes mounting hardware & instructions.....RNA4700 \$ 379.00

Interior Door Handle, Defender 90, 110, Genuine, Also fits Series...RNF474 \$ 4.99



NEW

Defender Interior Rear Door Panel, w/Pocket Net

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

Fits: Defender 1983-'02.

Rear Door Panel, BlackRNA2100 \$ 199.00

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



NEW Td5 Style



Defender Centre Dash Kit
RNA9007 \$ 269.00



Defender Radio Housing
Keep your eyes on the road. Makes for easy tuning and adjustments while driving. Can be used for a separate CB installation too. RNH512 \$ 67.95

Defender 90/110 Air Conditioning Kits

Update your Defender with the latest R134A Air Conditioning system as supplied on 2004 Defenders. Our exclusive Air Conditioning Kit for Defenders incorporates many improved components and features, including better ventilation and blower capacity for a faster, colder air. Includes: Lower dash fascia unit, blowers, compressor, lines, hoses, fittings, pulley, tensioner belt, evaporator, condenser and fan unit, receiver-drier, all hardware and fitting instructions.

Defender 90/110, 300 TDI, LHD	RNAC300	\$ 2847.25
Defender 90/110, 3.9L V8, LHD	RNAC39	\$ 2990.00
Defender 90/110, 4.0L V8, LHD	RNAC40	\$ 3150.00



RNA711



Genuine Seat Covers

Defender

Seat Cover Set - Front Pair Defender 90/110.....	RNF372	\$ 259.95
Seat Covers - Rear Jump Defender & Series Grey.....	RNF373	\$ 299.95
Seat Cover Set - Middle Defender 110.....	RNF375	\$ 295.95

Range Rover P38A

Seat Covers Rear Pair, RRP38A 4.6 Lightstone.....	RNN859	\$ 453.76
Seat Cover Set - Rear 4.0 Gray.....	RNA685	\$ 441.68
Seat Cover Set - Rear RRP38A Saddle.....	RNA684	\$ 447.95
Seat Cover Set Front 4.0 Light Stone.....	RNN860	\$ 386.22

Discovery I

Seat Covers - Discovery I Rear Inward Facing Beige.....	RNA667	\$ 172.83
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Discovery II

Seat Cover Set - Beige DII Rear Pair Jump Seats.....	RNA717	\$ 198.27
Seat Cover Set - Lightstone Rear Pair Jump Seats.....	RNA720	\$ 157.34
Seat Cover Set - Smokestone Rear Pair Jump Seats.....	RNA713	\$ 199.95
Seat Covers - 60/40 Seat - Beige.....	RNA716	\$ 395.59
Seat Cover Set 60/40 Alpaca.....	RNN861	\$ 394.05
Seat Covers - 60/40 Seat - Light Stone.....	RNA719	\$ 395.59
Seat Covers - 60/40 Seat - Grey.....	RNA712	\$ 379.95
Seat Cover Set - Front Pair Grey Non-Electric.....	RNA711	\$ 239.00
Seat Covers - Front Pair - Grey.....	RNA710	\$ 289.95

EXT0182GRY Defender front nylon seat cover



Nylon Waterproof Seat Covers

These 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 Pair.....	EXT01821SND	\$ 109.95
60/40 Middle Seat, Sand.....	EXT01822SND	\$ 129.90

Discovery II

Front, Sand Pair.....	EXT01826SND	\$ 238.00
Front, Black Pair.....	EXT01826	\$ 199.95
Front, Grey Pair.....	EXT01826GRY	\$ 199.95
60/40 Middle Seat, Sand.....	EXT01827SND	\$ 299.95
60/40 Middle Seat, Black.....	EXT01827	\$ 299.95
60/40 Middle Seat, Grey.....	EXT01827GRY	\$ 299.95

Defender

Front, Grey Pair.....	EXT0182GRY	\$ 99.50
Front, Black Pair.....	EXT0182BLK	\$ 99.50
Defender 110 Station Wagon, 60/40 Middle, Grey.....	EXT0186GRY	\$ 129.00
Defender 110 Station Wagon, 60/40 Middle, Black.....	EXT0186BLK	\$ 129.00
Rear Jump Seat, Grey, Single.....	EXT0187GRY	\$ 49.50
Rear Jump Seat, Black, Single.....	EXT0187BLK	\$ 49.50

Exterior - Series, Defender

Series II, IIA, III Hoop Sets

88" Hoop Set for Full Canvas **PLF550 \$ 598.00**
 109" Hoop Set for Full Canvas **PLF549 \$ 659.00**

Looking for more Hoop Sets and Parts?

www.roversnorth.com/88-hoops
www.roversnorth.com/109-hoops



Series I, II, IIA, III Canvas Soft Tops

Series I 80" Full Canvas, Khaki (green).....	EXT2751KHC	\$ 698.00
Series II, IIA, III 88" Full Canvas		
88" Full Canvas with Side Windows, Black.....	PLB753	\$ 599.00
88" Full Canvas with Side Windows, Sand.....	PLB752	\$ 589.00
88" Full Canvas with Side Windows, Green.....	PLB754	\$ 589.00
88" Full Canvas without Side Windows, Sand.....	PLB748	\$ 559.95
88" Full Canvas without Side Windows, Khaki (green)	PLB750	\$ 559.95

Series II, IIA, III 109" Full Canvas		
109" Full Canvas with Side Windows, Black.....	EXT252BKC	\$ 699.00
109" Full Canvas with Side Windows, Sand.....	PLB761	\$ 699.00
109" Full Canvas with Side Windows, Green.....	PLB763	\$ 688.00
109" Full Canvas without Side Windows, Sand.....	PLB756	\$ 679.00
109" Full Canvas without Side Windows, Khaki (green)	PLB758	\$ 648.00

Series II, IIA, III 88" 3/4 Canvas		
88" 3/4 Canvas with Side Windows, Black.....	EX3754	\$ 399.89
88" 3/4 Canvas with Side Windows, Sand.....	PLF579	\$ 429.00
88" 3/4 Canvas with Side Windows, Khaki (green)	PLB781	\$ 419.95
88" 3/4 Canvas without Side Windows, Sand.....	PLB775	\$ 469.00
88" 3/4 Canvas without Side Windows, Khaki (green)	PLB778	\$ 398.00

Series II, IIA, III 109" 3/4 Canvas		
109" 3/4 Canvas with Side Windows, Sand.....	PLB771	\$ 599.00
109" 3/4 Canvas with Side Windows, Khaki (green).....	PLB773	\$ 580.00
109" 3/4 Canvas without Side Windows, Sand.....	PLB767	\$ 499.00
109" 3/4 Canvas without Side Windows, Green.....	PLB769	\$ 499.00
Canvas treatment	CANVAK	\$ 39.95



Defender 90 Fabric Soft Top, Black

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, Black.....	RNA90ST01	\$ 2190.00
1994 - '97 Defender 90 Soft Top, Sleeved Style, Black.....	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.

NEW Defender 90 Fabric Soft Top, Sand



Defender 90 Soft Top, Sand - Full Standard Roll Bars.....	RNA90ST01S	\$2259.00
Defender 90 Soft Top, Sand - Full Style Sleeved Roll Bars.....	RNA90ST02S	\$2259.00

Defender 90 Soft Tops for Summer



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

Mirrors

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

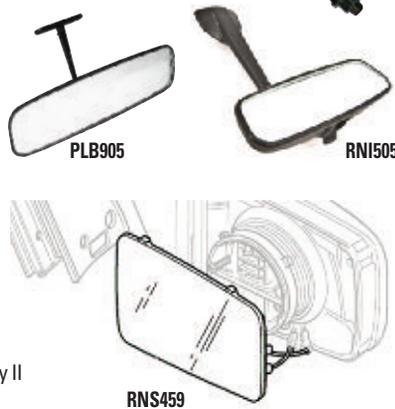
5" x 7" Mirror Head
 RNF259 \$ 12.50

Round Mirror Head
 PLC633 \$ 12.95 ea

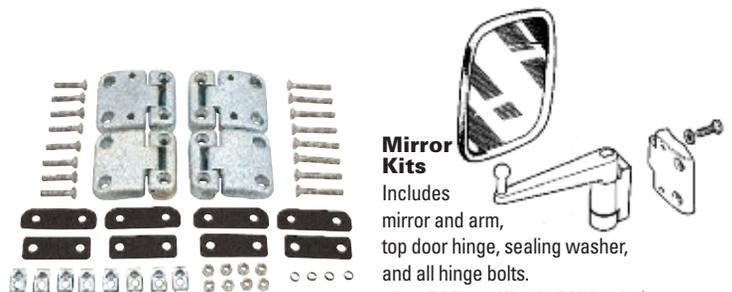
8 1/2" Mirror Arm
 Mounts to wing top & Series IIA hinges
 with mirror mount. Fits RNF259 & RNF260.
 ARM2 \$ 14.50

Interior Mirror
 Series II, IIA, III, PLB905 \$ 14.90
 Defender, RNI505 \$ 49.95

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



Defender Convex Mirror Assembly
 Standard size 5" x 8", head with 6 1/2" arm, shown above. RNE314 \$ 36.00 ea
 All of these can be mounted on Series with Defender door hinge kits.
Replacement convex mirror head 5 x 8", Defender. RNE315 \$ 55.36 ea
Replacement flat mirror head 5 x 8", Defender. RNF400 \$ 35.95 ea



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 \$ 99.85
5" x 8" Mirror Kit, RH RNK841R \$ 99.85
10" x 6" Mirror Kit, LH RNK851L \$ 99.85
10" x 6" Mirror Kit, RH RNK851R \$ 99.85

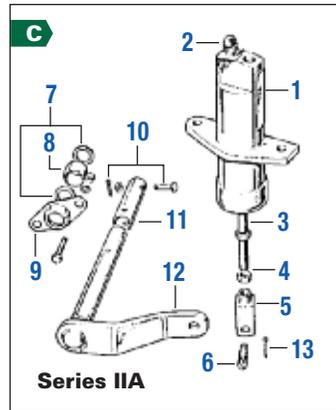
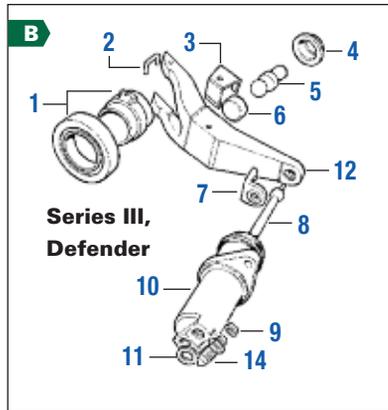
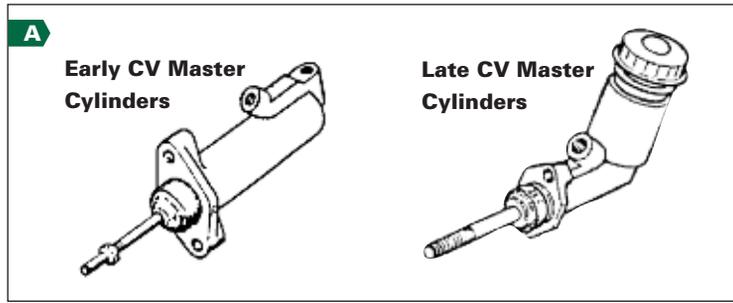
Rigid & Soft Tire Covers

- A. Land Rover Logo Tire Covers**
 Rigid, Standard.....RNA3804 \$ 119.00
 Rigid, Large.....RNA3811 \$ 129.00
 Soft, Standard.....RNE387 \$ 69.50
 Soft, Large.....RNE386 \$ 69.50
- B. Land Rover Safari Tire Covers**
 Rigid, Standard.....RNA3885 \$ 119.00
 Rigid, Large.....RNA3869 \$ 129.00
 Soft, Standard.....RNTCSAL \$ 69.50
 Soft, Large.....RNTCSBL \$ 69.50
- C. Land Rover Rhino Tire Covers**
 Rigid, Standard.....RNA3857 \$ 119.00
 Rigid, Large.....RNA3892 \$ 129.00
 Soft, Standard.....RNTCRAL \$ 69.50
 Soft, Large.....RNTCRBL \$ 69.50
- D. Land Rover Lion Rigid Tire Cover**
 Rigid, Standard.....RNA3820 \$ 119.00
 Rigid, Large.....RNA3834 \$ 129.00
- E. Land Rover Elephant Soft Tire Cover**
 Soft, Standard.....RNTCEAL \$ 69.50
 Soft, Large.....RNTCEBL \$ 69.50
- F. Union Jack Cover Black/White/Pewter**
 Rigid, Standard.....RNA3895 \$ 99.00
 Rigid, Large.....RNA3896 \$ 99.00
- G. Union Jack Cover Red/White/Blue**
 Rigid, Standard.....RNA3893 \$ 99.00
 Rigid, Large.....RNA3894 \$ 99.00



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".

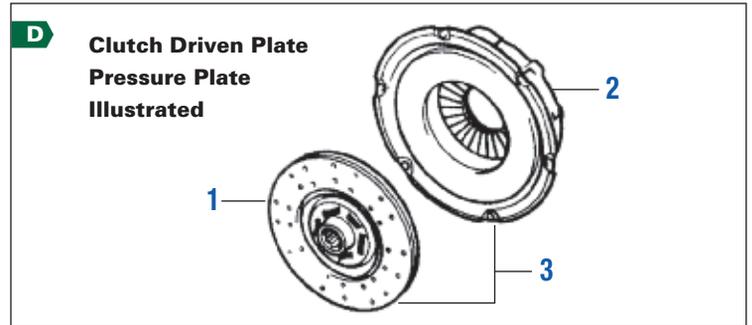
STARTING FROM \$69.50



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	\$ 2.95
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	\$ POA
12. Operating Lever, 2.25 Litre, Genuine.....	RNC294	\$ 29.25
13. Split pin for clevis, Genuine.....	RNB315	\$ POA

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	\$ 109.60
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	\$ 23.96
Cap with seal for Late CV Master Cylinder, ProLine.....	PLF290	\$ 4.98

B Clutch Withdrawal Mechanism

Series III, Defender

1. Throw-Out Bearing, Genuine.....	RNE223	\$ 57.95
Throw-Out Bearing, ProLine.....	PLE223	\$ 26.50
2. Plastic Staple, Genuine.....	RNC483	\$ 1.39
3. Retainer for Operating Arm, Genuine.....	RNC465	\$ 2.95
4. Retainer Collar, Genuine.....	RNC466	\$ 3.28
5. Fulcrum, 3.9 Litre, Genuine.....	RNE172	\$ 11.26
6. Bush for operating arm, Genuine.....	RNC464	\$ 3.95
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	\$ 68.95
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, w/LT77, Genuine.....	RNE222	\$ 64.90
Slave Cylinder, 3.9 Litre V8, w/LT77, ProLine.....	PLE222	\$ 36.80
Slave Cylinder, 300 Tdi, up to #56A0669086K, V8 w/R380, Genuine.....	RND627	\$ 79.90
Slave Cylinder, 300 Tdi, up to #56A0669086K, V8 w/R380, ProLine.....	PLD627	\$ 38.29
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, ProLine.....	PLB599	\$ 48.50
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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	\$ 399.95
Defender V8, ProLine.....	PLH608	\$ 259.00
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	\$ 26.50



Stainless Steel Clutch Lines

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



Which Defender gearbox do I have?

LT77, LT77S - Reverse is forward to the left.

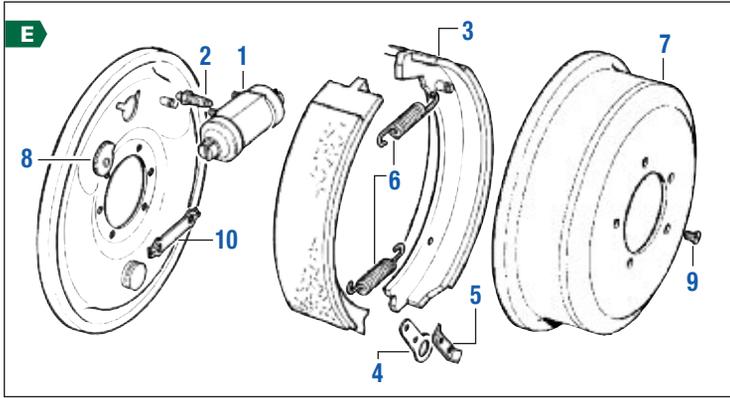
R380 - Reverse is rearward to the right.



LT77 / LT77S



R380



E Wheel Cylinders, Shoes, Drums

	Genuine	ProLine
1. 88", Series II, IIA, III Front Right	RNB535 \$ 89.98	PLB535 \$ 36.85
88", Series II, IIA, III Front Left	RNB536 \$ 89.98	PLB536 \$ 36.85
88", Series II, IIA, III Rear Right	RNB537 \$ 98.50	PLB537 \$ 39.50
88", Series II, IIA, III Rear Left	RNB538 \$ 98.50	PLB538 \$ 39.50
109", 2.25 Litre Front Right	RNB542 \$ NLA	PLB542 \$ 36.90
109", 2.25 Litre Front Left	RNB541 \$ NLA	PLB541 \$ 36.90
109", 2.25 Litre Rear Right	RNB535 \$ 89.98	PLB535 \$ 36.85
109", 2.25 Litre Rear Left	RNB536 \$ 89.98	PLB536 \$ 36.85
109", 2.6, 3.5 Litre Rear 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 \$ 89.98	PLB535 \$ 36.85
109", 2.6, 3.5 Litre Rear Left	RNB536 \$ 89.98	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

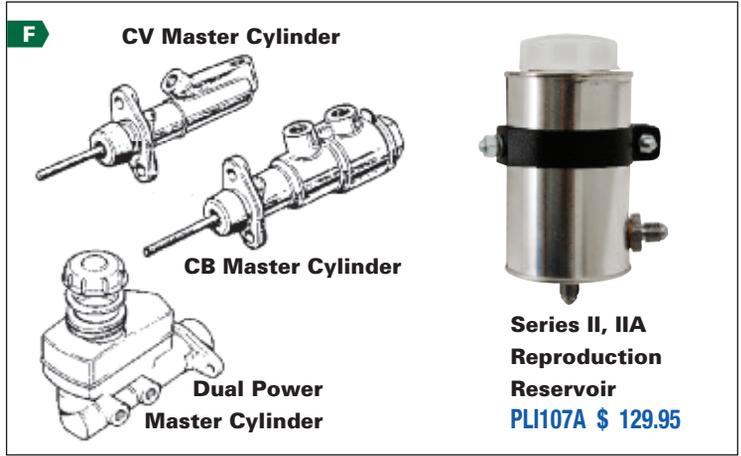
3. 88", 90" bonded shoe axle set, front or rear, Mintex	PLF320M	\$ 49.95
88", 90" bonded shoe axle set, front or rear, ProLine	PLF320	\$ 34.50
109", 2.25 Litre bonded shoe axle set, front only, Mintex	PLF343M	\$ 59.20
2.6, 3.5 Litre bonded shoe axle set, front only, ProLine	PLF344	\$ 69.25
109", 110" bonded shoe axle set, rear only, all models, Mintex	PLF321M	\$ 58.90
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	\$ 5.20
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	\$ 5.20
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	\$ 499.95
Series IIA, III 88" Dual Power, ProLine	PLC454	\$ 138.00
Series IIA, III, 109" Dual Power, Genuine	RNC762	\$ 599.95
Series IIA, III, 109" Dual Power, ProLine	PLC762	\$ 129.00
Series II, IIA Reservoir, Reproduction	PLI107A	\$ 129.95
CB Master Cylinder Rebuild Kit, Series 88	PLF292	\$ 8.95
CV Master Cylinder Rebuild Kit, Series 109	RNC769	\$ 37.50

Complete Series Vehicle Brake Pipe Kits

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

88" early Series IIA, single system kit	RNK680	\$ 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 - DOT approved

These extended flexible stainless steel brake line kits are designed for Land Rovers with lifted suspension. Replaces your rubber flex lines. Equipped with factory fittings.

No adapters required. Directions included.

Extended Length + 2" inch

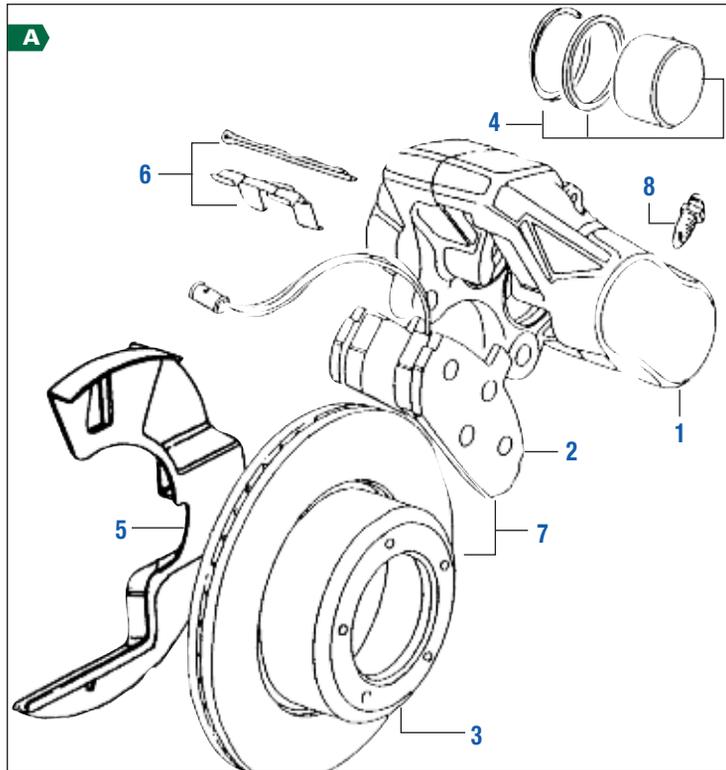
Defender	SBL2003E	\$ 89.50
Discovery I	SBL3004E	\$ 129.00
Discovery II	SBL6004E	\$ 119.00
Range Rover Classic 1986-1989	SBL5005E	\$ 165.00
Range Rover Classic 1990-1991	SBL5007E	\$ 179.99
Range Rover Classic 1992-1995	SBL5006E	\$ 219.00

Extended Length + 4" inch

Defender	SBL2004E	\$ 89.50
Discovery I	SBL3005E4	\$ 129.00
Discovery II	SBL6005E4	\$ 119.00
Range Rover Classic 1992-1995	SBL5006E4	\$ 165.00

Series II-III Standard Length

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



A NEW ProLine Brake Calipers (no Core Charge)

1. Defender 90/110 1993-1997

Defender 90, Front Caliper, RH.....	PLF300A	\$ 138.00
Defender 90, Front Caliper, LH.....	PLF301A	\$ 138.00
Defender 90, Rear Caliper, RH.....	PLB198A	\$ 99.80
Defender 90, Rear Caliper, LH.....	PLB197A	\$ 99.80
Defender 110, Front Caliper, RH, Solid Retainer Pin.....	PLF200	\$ 127.60
Defender 110, Front Caliper, LH, Solid Retainer Pin.....	PLF201	\$ 127.60
Defender 110, Front Caliper, RH, Split Retainer Pin.....	PLL942	\$ 129.00
Defender 110, Front Caliper, LH, Split Retainer Pin.....	PLL943	\$ 129.00
Defender 110, Rear Caliper, RH.....	PLH346A	\$ 88.49
Defender 110, Rear Caliper, LH.....	PLH347A	\$ 88.49

Discovery I 1995-1999

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

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

Front Caliper, NEW, RH.....	PLD016A	\$ 79.99
Front Caliper, NEW, LH.....	PLD017A	\$ 79.99
Rear Caliper, NEW, RH.....	PLD004	\$ 79.95
Rear Caliper, NEW, LH.....	PLD005	\$ 79.95

Range Rover Classic 1987-1995

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

Genuine & ProLine Brake Pads

2. Defender 90 1994-2010

Front, Brake Pad set, Genuine.....	RNF302	\$ 94.50
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, 1983-1993, Genuine.....	RNF323	\$ 79.20
Front, Brake Pad set, 1983-1993, ProLine.....	PLF323	\$ 36.50
Front, Brake Pad set, 1994-on, Genuine.....	RNF302	\$ 94.50
Rear, Brake Pad set, 1994-2001, Genuine.....	RNH601	\$ 75.02
Rear, Brake Pad set, 1994-2001, ProLine.....	PLH601	\$ 39.95
Rear, Brake Pad set, 2002-on, 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	\$ 62.50
Front, Brake Pad set, '90-1995, ProLine.....	PLB208	\$ 36.50
Rear, Brake Pad set, '87-1995, Genuine.....	RNB004	\$ 94.50
Rear, Brake Pad set, '87-1995, ProLine.....	PLB004	\$ 49.99

Range Rover P38A 1995-2002

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

Range Rover L322, 2003 on

Front, Brake Pad set up to 4A159171, Genuine.....	RNL590	\$ 129.95
Front, Brake Pad set up to 4A15917, ProLine.....	PLH715	\$ 61.95
Front, Brake Pad set, 4.2 ltr Supercharged.....	RNI369	\$ 179.95
Rear, Brake Pad set up to 6A000001, Genuine.....	RNH594	\$ 149.99
Rear, Brake Pad set 2006 on, Genuine.....	RNL571	\$ 136.75

LR3, 2004 on

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

Genuine & ProLine Brake Rotors

3. Defender 90, 110

Front solid rotor, each, Genuine, Genuine.....	RNB006	\$ 89.95
Front solid rotor, each, ProLine.....	PLB006A	\$ 39.50
Front vented rotor, each, Genuine.....	RNB022	\$ 93.50
Front vented rotor, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor, each, 90 only 1994-2007, Genuine.....	RNI721	\$ 115.16
Rear rotor, each, 90 only 1994-2007, ProLine.....	PLB012A	\$ 39.00
Rear rotor, each, 110 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	\$ 93.50
Front rotor '90-1995, each, ProLine.....	PLB022A	\$ 39.50
Rear rotor '87-1995, each, Genuine.....	RNI721	\$ 115.16
Rear rotor '87-1995, each, ProLine.....	PLB012A	\$ 39.00

3. Range Rover P38A 1995-2002

Front rotor, each, Genuine.....	RND028	\$ 99.40
Front rotor, each, ProLine.....	PLD028A	\$ 44.50
Rear rotor, each, Genuine.....	RND024	\$ 94.00
Rear rotor, each, ProLine.....	PLD024A	\$ 39.95

Genuine & ProLine Brake Rotors (con't)

Range Rover L322 2003 on

Front rotor, up to 3A130140, each, Genuine.....	RNH909	\$ 179.00
Front rotor, up to 3A130140, each, ProLine.....	PLH909	\$ 68.00
Front rotor, from 4A159171 up to 6A228066, each, Genuine.....	RNH954	\$ 124.80
Rear rotor, up to 6A000001, each, Genuine.....	RNH955	\$ 129.00
Rear rotor, up to 6A000001, each, ProLine.....	PLH955	\$ 58.00

LR3 V8 only, 2004 on

Front rotor, each, Genuine.....	RNH956	\$ 99.50
Front rotor, each, ProLine.....	PLH956	\$ 59.95
Rear rotor, each, Genuine.....	RNI350	\$ 97.50
Rear rotor, each, ProLine.....	PLI350	\$ 48.50

LR3 V6

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



Brake & 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

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

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	\$ 79.80
Defender 110 front LH, Genuine.....	RNE196	\$ 79.80
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	\$ 34.29
Discovery II Front LH, Genuine.....	RND965	\$ 34.29
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	\$ 289.00
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

7. Range Rover P38A 1995-2002 (con't)

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	\$ 256.00
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	\$ 239.00
Front Brakes, Genuine.....	PLK6108	\$ 109.99
Rear Brakes, Drums and Shoes, Defender 110 NAS, Genuine.....	RNK6109	\$ 399.00
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

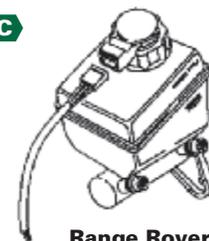


PLF314

B Servo Assembly for Brakes

1. Defender all Models up to 1991, ProLine.....	PLD293	\$ 199.00
Defender all Models w/out ABS 1991 on, ProLine.....	PLH911	\$ 139.00
Defender all Models with ABS 1999 on, Genuine.....	RNI170	\$ 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	\$ 239.95
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

DISCOVERY SERIES



Swivel Recovery Shackle fits front bumpers TF009A, RNA195, RNA194, and rear bumper TF090A. TFSRP \$ 79.00 ea

NEW Front and Rear Bumpers

Terrafirma Front Bumper A stylish close fit off road bumper for enhanced approach angle. Features wrap around edges with a special washer fluid reservoir protection plate. A direct replacement for 2003-2004 stock bumper. Requires removing the bottom inch of plastic center grill on 1999-2002 models. Made from 5mm steel with black powder coat finish. Uses popular Warn 9 mount pattern to fit most electric winches. Will require removing a section of center grill to accommodate winch. Includes mounting hardware. Made in the UK by Terrafirma. For swivel recovery shackles use TFSRP. Terrafirma Front Winch Bumper, includes mounting hardware. TF009A \$ 629.00



NEW

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



NEW

Terrafirma Discovery II Heavy Duty Rear Bumper, includes mounting hardware. Made in the UK. For swivel recovery shackles use TFSRP. TF090A \$ 629.00



Discovery II Heavy Duty Shock Towers

TF838

Front set with hardware, yellow. RNA198 \$ 169.00

Differential Guards

Range Rover Classic, Discovery I & Defender

Front or Rear - Galvanized

DIFF01AA \$ 79.95 ea

Discovery II (non-ACE only)

Front DIFF02AA \$ 79.00

Range Rover P38A

Discovery II 2003-'04 Front

DIFF03 \$ 179.00

Terrafirma Front Diff Guard, Discovery II TF838 \$ 124.95

Terrafirma Rear Diff Guard, Discovery II TF839 \$ 124.95



DIFF01AA



2" Lift Spacers for Coil Spring Suspension. Fits RRC, Defender, Discovery I. Set of four. RNA5102 \$ 99.95

Extreme Suspension Gear

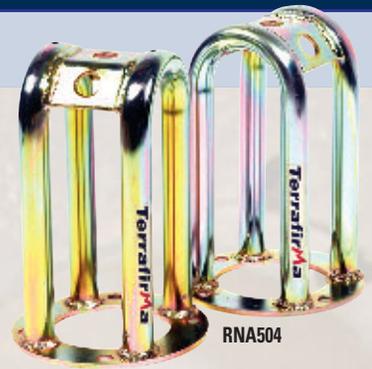
HOT gear at the BEST prices!



TF512

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

Terraforma Adjustable Heavy Duty Panhard Rod
TF253 \$ 249.95

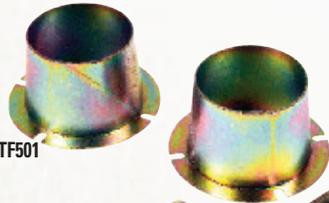


Terraforma HD Shock Tower Set 10" Anodized

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 Terraforma 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



TF501

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



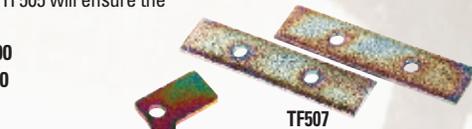
TF510

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**



TF518



TF505

TF507

Heavy Duty Spring Retainers

Heavy duty coil spring retaining plates.

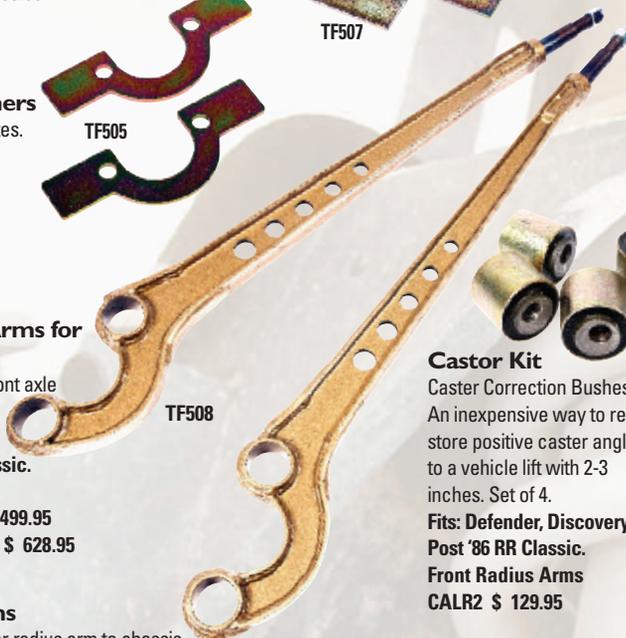
Sold in pairs.
TF505 \$ 19.50
TF507 \$ 10.95

Corrected Front Radius Arms for Lifted Land Rovers

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

Sold as pairs.

Fits: Defender, Discovery I, RR Classic.
Front Radius Arms
3 Degrees (2-4" lift) pair TF508 \$ 499.95
6 Degree (4-6" lift) pair RNA0747 \$ 628.95

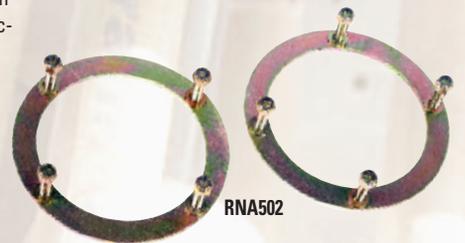


TF508

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



Heavy Duty Securing Rings for Front Towers

Sold as a pair. **RNA502 \$ 36.00**

RNA502



TF516

TF517

Terraforma 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

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. Terraforma 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

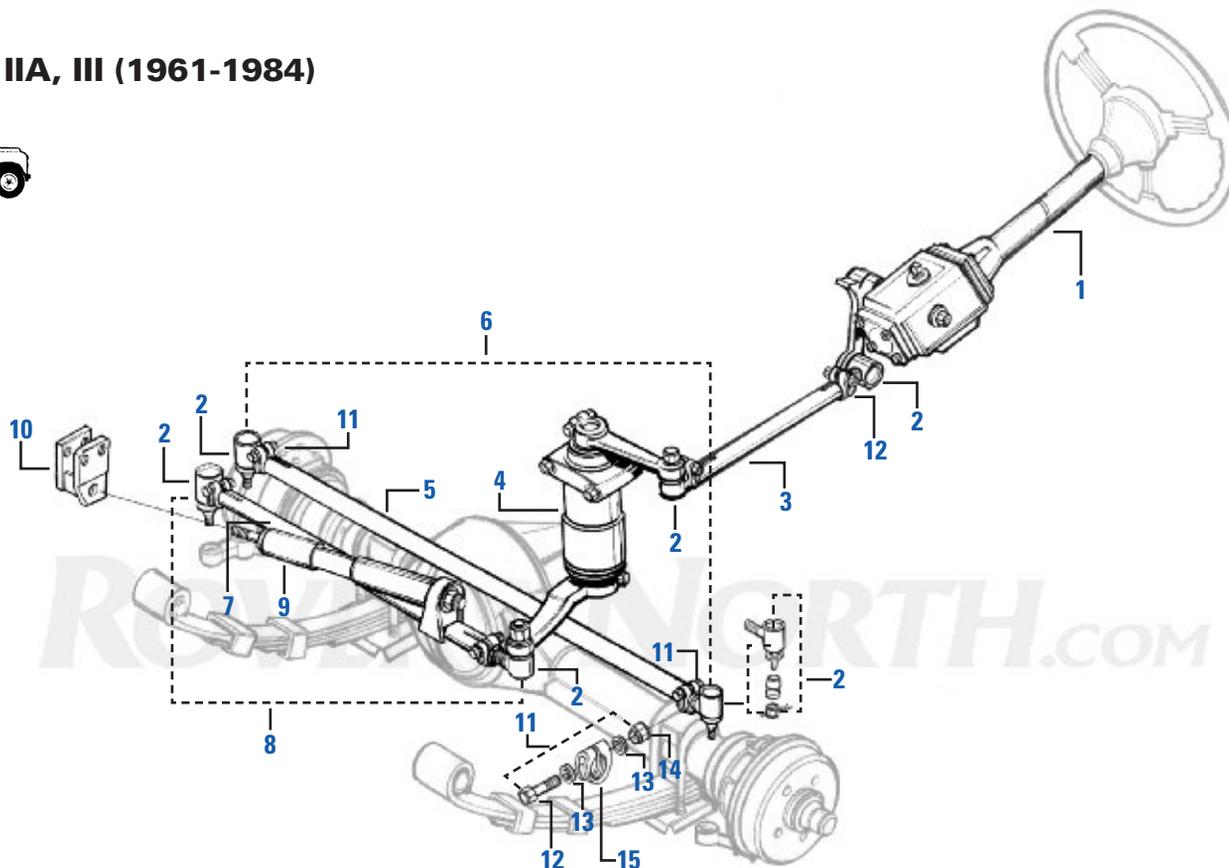


TF509

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

A

Series IIA, III (1961-1984)



A Series IIA, III

1. LHD steering column and box assembly		
Series III, ProLine (Please call for Series IIA).....	PLE427	\$ 899.00
2. Tie Rod End Assembly		
Fully threaded includes boot, washer and lock nut		
RH Thread (Genuine)	RNF204	\$ 39.99
RH Thread (ProLine).....	PLF204	\$ 20.95
LH Thread (Genuine)	RNF205	\$ 39.99
LH Thread (ProLine)	PLF205	\$ 20.95
3. Longitudinal Steering Tube Assembly, Genuine	RND060	\$ 179.95
4. Steering Relay Unit Assembly, ProLine	PLE493	\$ 89.90
Oil Seal for steering relay top or bottom		
Genuine	RNA923	\$ 7.34
ProLine	PLA923	\$ 2.50
5. Track Rod Tube, Genuine	RNC243	\$ 119.95
6. Track Rod Assembly		
Includes tie rod ends, clamps, and hardware, Genuine	RNI541	\$ POA
7. Drag Link Tube,		
Includes bracket for optional steering damper, Genuine	RNE415	\$ 148.50
8. Drag Link Assembly		
Includes tie rod ends, clamps, and hardware, Genuine	RNE581	\$ 389.95
9. Steering Damper Assembly		
Includes all hardware and bushings for mounting		
Series IIA and III, Genuine.....	RNS122	\$ 99.95
Bilstein.....	RNA245	\$ 80.99
Pro Comp	PLS122	\$ 44.50
Old Man Emu.....	OMESD11	\$ 98.00
10. Chassis Bracket for steering damper		
Series III only, Genuine.....	RNE417	\$ POA

11. Clamp Assembly		
Includes clamp, bolt, washers, and lock nut, Genuine.....	RNK553	\$ 4.30
12. Clamp Bolt, Genuine	RNS073	\$ 1.48
13. Washer, Genuine	RNS074	\$ 0.59
14. Clamp Nut, Genuine	RNS075	\$ 0.95
15. Clamp, Genuine	RNS076	\$ 1.79

Genuine Steering Wheels for Defender

NEW



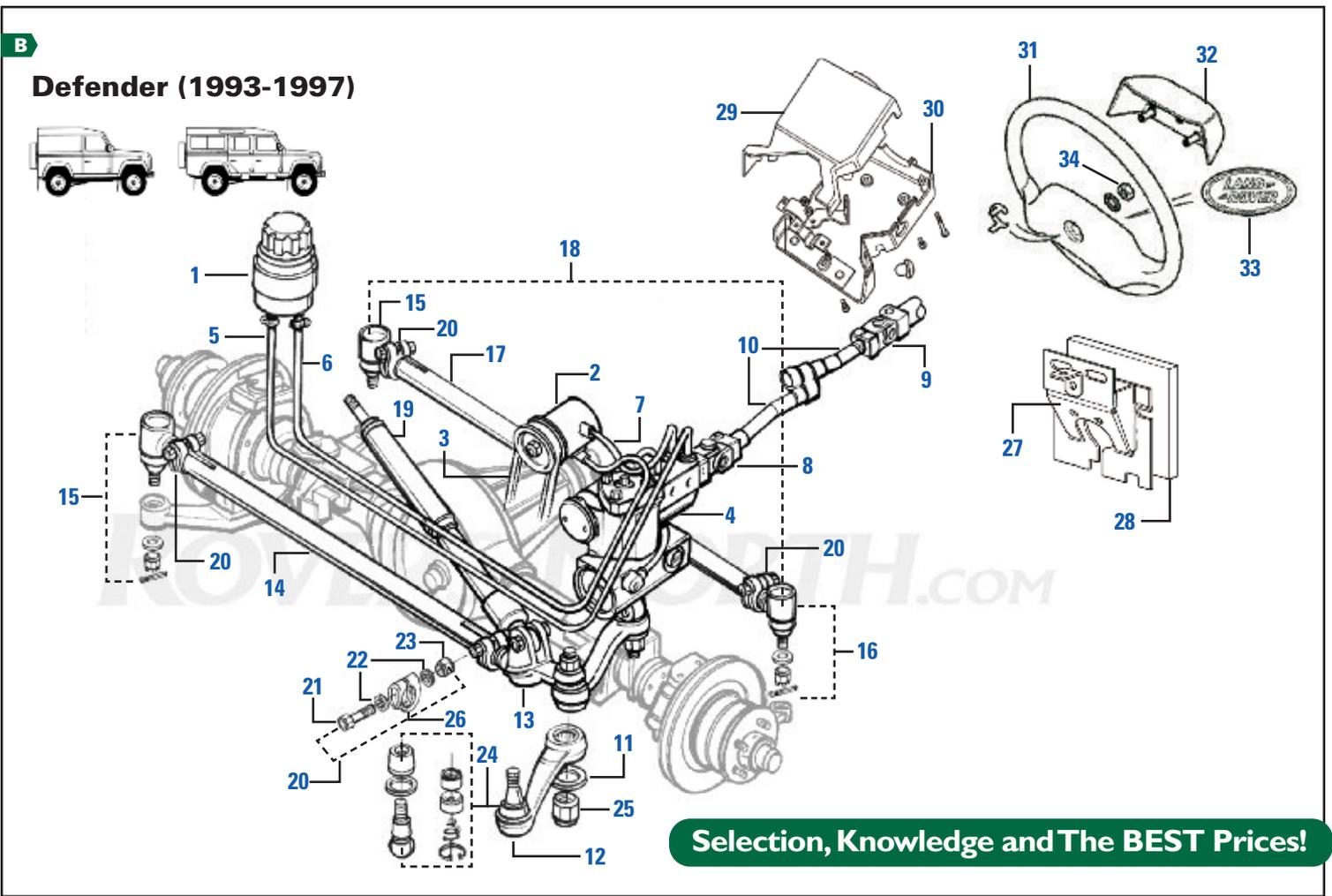
RNN961

Steering Wheel 1993-2013	
Black Leather (as shown)	RNN961 \$ 479.00
Deep Grain Plastic.....	RNS372 \$ 349.80
Center Cover	RNS375 \$ 79.98



RNS373

Steering Wheel 1983-1993	
Black Leather.....	RNS374 \$ 499.00
Deep Grain Plastic (shown).....	RNS373 \$ 239.00
Center Cover	RNH744 \$ 14.06



Selection, Knowledge and The BEST Prices!

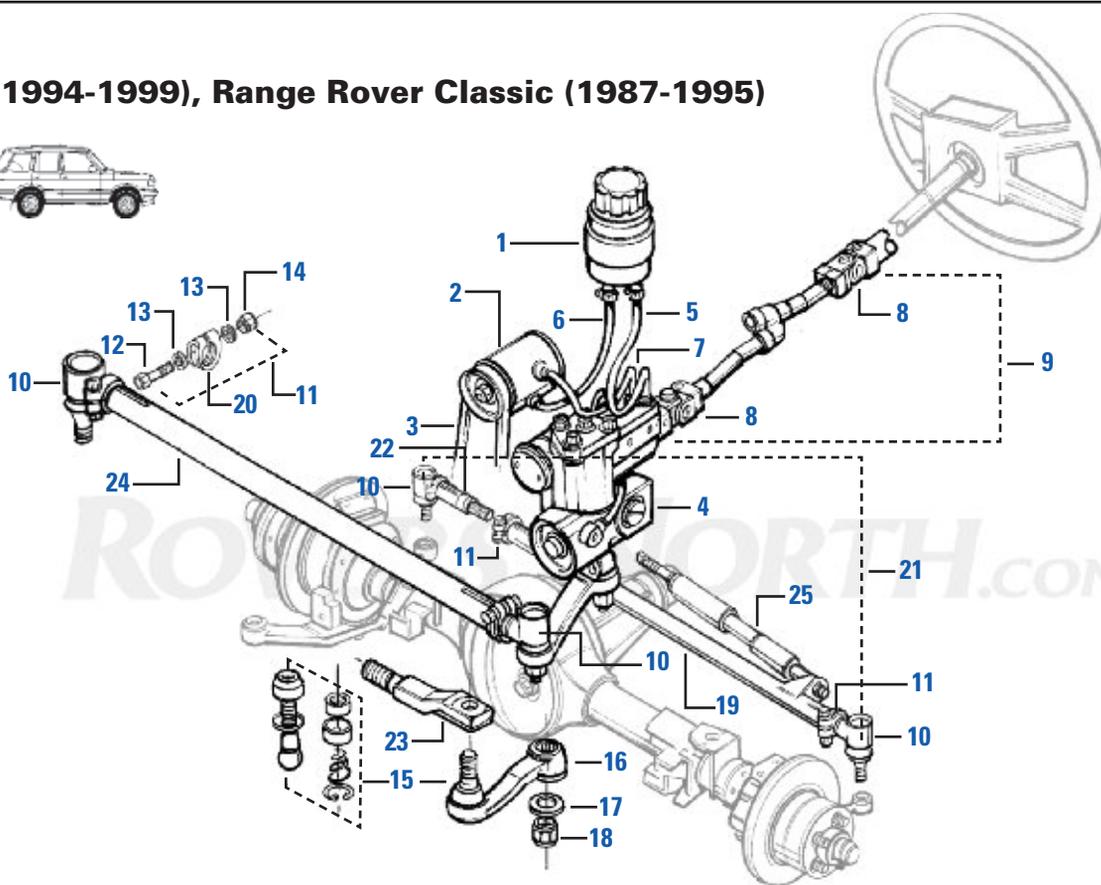
B Defender

1. Reservoir , All Models, Genuine	RNS001	\$ 44.98
2. Pump Assembly , Defender 1993-'97, 3.9L, Genuine.....	RNH265	\$ 649.95
Pump Assembly, Defender 1993-'97, 3.9L, ProLine	PLH265	\$ 329.00
Pump Assembly, Defender 1997, 4.0L, Genuine.....	RNS003	\$ 699.00
Pump Assembly, Defender 1997, 4.0L, ProLine.....	PLS003	\$ 298.00
3. Power Steering Belt , Defender 1993-'95, 3.9L, Genuine	RNC004	\$ 27.90
Power Steering Belt, Defender 1993-'95, 3.9L ProLine	PLC004	\$ 9.50
Power Steering Belt, Defender 1997, 4.0L, Genuine.....	RNC006	\$ 38.60
4. Power Steering Box Assembly , ProLine	PLS004A	\$ 699.95
Seal Kit, Power Steering Box, Genuine	RNF322	\$ 179.95
Seal Kit, Power Steering Box, ProLine	PLF322	\$ 29.96
5. Hose , Steering Box to reservoir, Genuine	RNH402	\$ 67.95
Hose, Steering Box to reservoir, ProLine.....	PLH402	\$ 36.75
6. Hose , Reservoir to Pump, 1993-'95, Genuine	RNH403	\$ 99.95
Hose, Reservoir to Pump, 1997, Genuine	RNH404	\$ 98.50
7. Hose, pump to box , Defender 110, Genuine	RNS008	\$ 119.95
Hose, pump to box, Defender 90, Genuine	RNH405	\$ 61.95
8. U-Joint, lower , Genuine	RNS017	\$ 78.95
9. U-Joint, upper , Genuine.....	RNS010	\$ 83.95
10. Steering shaft , Genuine.....	RNH759	\$ 399.95
11. Locker , Genuine.....	RNS078	\$ 2.95
12. Drop Arm with Ball Joint , Genuine.....	RNS080	\$ 168.32
Drop Arm with Ball Joint, ProLine	PLS080	\$ 119.00
13. Drag Link Eye End with steering damper mount, Genuine	RNE442	\$ 92.36
14. Drag Link Tube , Genuine	RNC876	\$ 64.80
Drag Link Tube, ProLine	PLC876	\$ 39.95
15. Tie Rod End RH Thread , Includes hardware, Genuine	RNS069	\$ 34.50
Tie Rod End RH Thread, Includes hardware, ProLine.....	PLS069	\$ 26.50

16. Tie Rod End LH Thread , Includes hardware, Genuine.....	RNS070	\$ 34.50
Tie Rod End LH Thread, Includes hardware, ProLine	PLS070	\$ 26.50
17. Track Rod Tube , Genuine	RNE448	\$ 68.58
18. Track Rod Assembly with Ends , Genuine	RNE449	\$ 123.55
Track Rod Assembly with Ends, ProLine.....	PLE449	\$ 89.00
19. Steering Stabilizer Assembly Includes all hardware for mounting Genuine.....	RNF171	\$ 122.95
Bilstein.....	RNA235	\$ 91.90
Old Man Emu.....	OMESD32	\$ 94.50
20. Securing Clamp Assembly with hardware, Genuine	RNK553	\$ 4.30
21. Bolt for Clamp , Genuine	RNS073	\$ 1.48
22. Flat Washer , Genuine.....	RNS074	\$ 0.59
23. Nut , Genuine	RNS075	\$ 0.95
24. Ball Joint Repair Kit , Steering drop arm, Genuine.....	RNS084	\$ 54.95
Ball Joint Repair Kit, Steering drop arm, ProLine.....	PLS084	\$ 22.95
25. Nut, Steering Drop Arm , Genuine	RNS083	\$ 10.95
26. Clamp , Genuine.....	RNS076	\$ 1.79
27. Bracket , Steering Column Cover Inner Support, Genuine	RNS366	\$ 12.81
28. Steering Column Top Support , Genuine	RNS367	\$ 14.16
29. Upper Steering Column Cover , Genuine	RNS368	\$ 35.36
30. Lower Steering Column Cover , 2 Spoke, up to 2002, Genuine	RNS369	\$ 34.42
Lower Steering Column Cover, 2 Spoke, 2002 on, Genuine	RNS370	\$ 19.58
31. Steering Wheel , Deep Grained Plastic, 1993 on	RNS372	\$ 349.80
Steering Wheel, Deep Grained Plastic, up to 1993.....	RNS373	\$ 239.00
Steering Wheel, Black Leather, 1993 on	RNN961	\$ 479.00
Steering Wheel, Black Leather, up to 1993.....	RNS374	\$ 499.00
32. Center Cover , 1993 on.....	RNS375	\$ 79.98
33. Center Cover , up to 1993.....	RNH744	\$ 14.06
34. Nut , Steering Wheel	RNS462	\$ 2.54

C

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



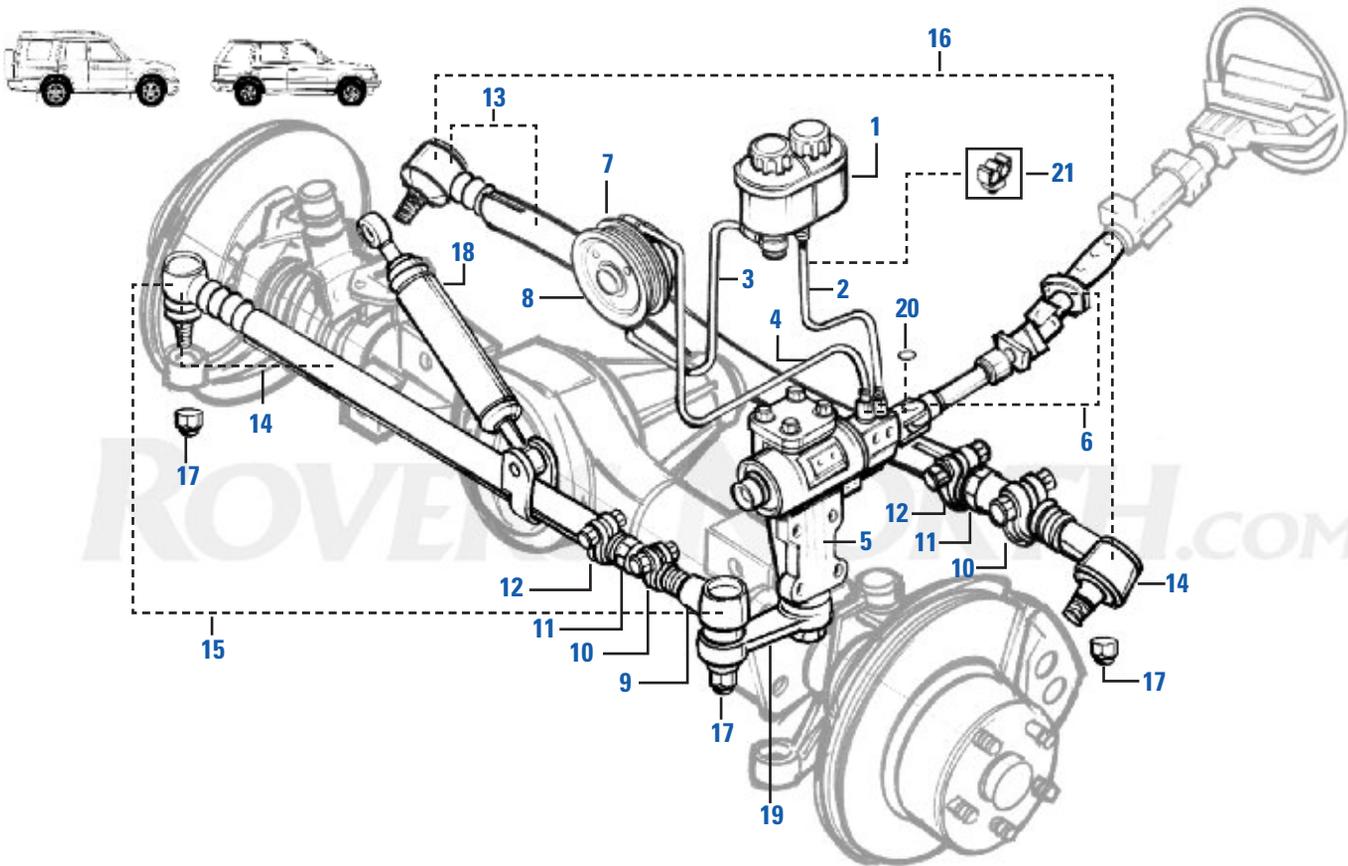
C Discovery I, Range Rover Classic

1. Reservoir, All Models, Genuine	RNS001	\$ 44.98
2. Pump Assembly		
Range Rover Classic 1987-'94, Genuine	RNS002	\$ 668.00
Range Rover Classic 1987-'94, ProLine	PLS002	\$ 349.95
Range Rover Classic 1995, Discovery I '94-'99, Genuine	RNS003	\$ 699.00
Range Rover Classic 1995, Discovery I '94-'99, ProLine	PLS003	\$ 298.00
3. Power Steering Belt, Range Rover 1987-'94, Genuine	RNC004	\$ 27.90
Power Steering Belt, Range Rover 1987-'94, ProLine	PLC004	\$ 9.50
4. Steering Box, New, LHD		
Range Rover Classic, Discovery I, ProLine	PLS004A	\$ 699.95
Steering Box, New, LHD with Straight Drop Arm		
Range Rover Classic & Discovery I, ProLine	PLS004B	\$ 659.95
Seal Kit, Power Steering Box, Genuine	RNF322	\$ 179.95
Seal Kit, Power Steering Box, ProLine	PLF322	\$ 29.96
5. Hose, Steering Box to Reservoir		
Range Rover Classic (up to NA610839) '87, Genuine	RNS007	\$ POA
Range Rover Classic (from NA610840) '87-'95, Genuine	RNS006	\$ 40.69
Discovery I, '94-'99, Genuine	RNS013	\$ 43.95
O-Ring for all Res. to Box Hoses, Genuine	RNS011	\$ 3.48
6. Hose, Reservoir to Pump, Range Rover Classic '87-'95, Genuine	RNS005	\$ 84.50
Hose, Reservoir to Pump, Discovery I, '94-'99, Genuine	RNS012	\$ 79.95
7. Hose, Pump to Box,		
Range Rover Classic '87-'94 Coil suspension, Genuine	RNS008	\$ 119.95
Air Suspension:		
RRC '93-'94 air suspension, hose pump end, ProLine	PLS018	\$ 39.99
RRC '93-'94 air suspension, hose at box end, Genuine	RNS019	\$ POA
Range Rover Classic '95 & Discovery I '94-'99, Genuine	RNS020	\$ 54.90
O-Ring for all pump to box hoses, Genuine	RNS009	\$ 3.48
8. U-Joint, for Steering Shaft		
Range Rover Classic (up to MA601606), Genuine	RNS017	\$ 78.95
Range Rover Classic from MA601607 thru '94, Genuine	RNS010	\$ 83.95
9. Steering Shaft, Complete Assembly w/ U-Joints		
Range Rover Classic '87-'94, Genuine	RNS014	\$ 399.95

Steering Shaft, Complete Assembly w/U-Joints		
Range Rover Classic '87-'94, ProLine	PLS014	\$ 69.95
Range Rover Classic '95 & Discovery I '94-'99, Genuine	RNS021	\$ 234.84
Range Rover Classic '95 & Discovery I '94-'99, ProLine	PLS021	\$ 84.20
10. Tie Rod End, RH Thread, includes hardware, Genuine	RNS069	\$ 34.50
Tie Rod End, RH Thread, includes hardware, ProLine	PLS069	\$ 26.50
Tie Rod End, LH Thread, includes hardware, Genuine	RNS070	\$ 34.50
Tie Rod End, LH Thread, includes hardware, ProLine	PLS070	\$ 26.50
11. Securing Clamp Assembly with hardware, Genuine	RNK553	\$ 4.30
12. Bolt for Clamp, Genuine	RNS073	\$ 1.48
13. Flat Washer, Genuine	RNS074	\$ 0.59
14. Nut, Genuine	RNS075	\$ 0.95
15. Ball Joint Repair Kit, Steering drop arm, Genuine	RNS084	\$ 54.95
Ball Joint Repair Kit, Steering drop arm, ProLine	PLS084	\$ 22.95
16. Drop Arm for Steering Box		
Range Rover Classic, includes ball joint '87-'91, Genuine	RNS080	\$ 168.32
Range Rover Classic, includes ball joint '87-'91, ProLine	PLS080	\$ 119.00
Range Rover Classic '92-'95 &		
Discovery I '94-'99, Genuine	RNS077	\$ 162.17
17. Lock Washer Drop Arm		
Range Rover Classic 1887-'91, Genuine	RNS078	\$ 2.95
Range Rover Classic 1992-'95, Discovery I 1994-'99, Genuine	RNS071	\$ 3.98
18. Nut, Steering Drop Arm, Genuine	RNS083	\$ 10.95
19. Long Tube, Genuine	RNS079	\$ 159.95
20. Clamp, Genuine	RNS076	\$ 1.79
21. Track Rod Assembly with ends, ProLine	PLS091	\$ 139.95
22. Adjuster, Genuine	RNS085	\$ 69.90
23. Eye End for Drag Link, From NA615564, Genuine	RNS088	\$ 131.70
24. Drag Link, Range Rover Classic '92-'95, Discovery I, Genuine	RNS081	\$ 74.95
Drag Link, Range Rover Classic up to NA611503, Genuine	RND206	\$ 59.50
25. Steering Damper/Stabilizer, Genuine	RNS122	\$ 99.95
Steering Damper/Stabilizer, Pro Comp	PLS122	\$ 44.50
Steering Damper/Stabilizer, Old Man Emu	OMESD11	\$ 98.00
Steering Damper/Stabilizer, Bilstein	RNA245	\$ 80.99

D

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

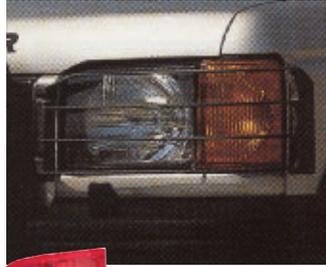


D Discovery II, Range Rover P38A

1. Twin Cap Reservoir, Genuine	RND914	\$ 159.95
Single Cap Reservoir, Discovery II, Genuine	RND913	\$ 139.95
Single Cap Reservoir, Range Rover P38A, Genuine	RND894	\$ 349.86
2. Power Steering Line Reservoir to Steering Box		
Discovery II, Genuine	RND908	\$ 72.29
Range Rover P38A to TA317511, Genuine	RND885	\$ 124.99
Range Rover P38A from TA317512, Genuine	RND886	\$ 89.20
3. Power Steering Line Reservoir to Pump		
Discovery II, Genuine	RND910	\$ 51.34
Range Rover P38A up to WA410481, Genuine	RND890	\$ 149.95
Range Rover P38A from XA410482, Genuine	RND891	\$ 35.93
4. Power Steering Line Pump to Steering Box		
Discovery II, Genuine	RNH076	\$ 99.95
Range Rover P38A up to WA410481, Genuine	RND880	\$ 105.96
Range Rover P38A from WA410482, Genuine	RND881	\$ 147.95
5. Steering Box Assembly - New with Drop Arm		
Discovery II '99-'02, ProLine	PLH606	\$ 748.00
Discovery II '03-'04, ProLine	PLH607	\$ 899.95
6. Steering Shaft Assembly with Universal Joints		
Steering Column Repair Kit, Discovery II, Genuine	RNH113	\$ 389.95
Steering Column Repair Kit, Discovery II, ProLine	PLH113	\$ 189.00
Steering Shaft, Range Rover P38A, Genuine	RND868	\$ 379.95
7. Pump Assembly, Discovery II, Genuine	RNH248	\$ 599.00
Pump Assembly, Discovery II, ProLine	PLH248	\$ 379.95
Pump Assembly, Range Rover P38A up to '98, Genuine	RNH249	\$ 596.89
Pump Assembly, Range Rover P38A '99 on, Genuine	RNH250	\$ 628.22
8. Pulley for Pump Assembly, Discovery II, RR P38A, Genuine	RNH287	\$ 149.80
9. Ball Joint Assembly		
LH Thread includes boot, washer, and lock nut		

Discovery II, Range Rover P38A, Genuine	RNH139	\$ 39.95
10. Clamp Assembly Small, Discovery II, Genuine	RNH106	\$ 4.99
Clamp Assembly Small, Range Rover P38A, Genuine	RNI542	\$ 6.90
11. Adjuster Unit, Discovery II, Range Rover P38A, Genuine	RND923	\$ 24.95
12. Clamp Assembly Large, Discovery II, Genuine	RNH075	\$ 4.95
Clamp Assembly Large, Range Rover P38A, Genuine	RNI543	\$ 9.95
13. Track Rod with Ball Joint, Discovery II, Genuine	RNH074	\$ 129.95
Track Rod with Ball Joint, Range Rover P38A, Genuine	RNH073	\$ 106.95
14. Track Rod with Ball Joint, Discovery II, Genuine	RNH071	\$ 139.95
Track Rod with Ball Joint, Range Rover P38A, Genuine	RNH078	\$ 78.46
15. Drag Link Assembly (does not include Ball Joint Nuts, see #12)		
Discovery II, Genuine	RNH138	\$ 269.95
Range Rover P38A, Genuine	RND921	\$ 199.80
16. Track Rod Assembly (does not include Ball Joint Nuts, see #12)		
Discovery II, Genuine	RNH072	\$ 144.95
Range Rover P38A, Genuine	RND922	\$ 179.95
17. Nut for Ball Joint, Genuine	RND879	\$ 3.95
18. Steering Damper Assembly		
Discovery II, Genuine	RND925	\$ 129.95
Discovery II, Old Man Emu	OMESD02	\$ 96.50
Discovery II, Bilstein	RNA246	\$ 89.95
Range Rover P38A, Genuine	RND924	\$ 122.57
19. Drop Arm, Range Rover P38A, Genuine	RND875	\$ 314.74
Drop Arm, Discovery II '99 - '02, Genuine	RND898	\$ 83.12
Drop Arm, Discovery II '03 - '04, Genuine	RNI544	\$ 89.37
20. Sealing Washer for high pressure line to pump		
Range Rover P38A. 2 required, Genuine	RND888	\$ 8.95
Sealing Washer for high pressure line to reservoir		
Range Rover P38A. 2 required, Genuine	RND884	\$ 3.95
21. Clip for Attaching P/S Lines, Discovery II, Genuine	RND912	\$ 2.26

Lights - Series, Defender, Discovery, Range Rover Classic



Discovery II Lights, Lamps

Headlights

1999-'02.....RH, Genuine.....	RNE992	\$ 122.50
1999-'02.....LH, Genuine.....	RNE993	\$ 122.50
2003-'04.....RH, Genuine.....	RNI220	\$ 364.50
2003-'04.....LH, Genuine.....	RNI221	\$ 364.50

Tailights

1999-'02.....RH, Genuine.....	RNH094	\$ 149.95
1999-'02.....LH, Genuine.....	RNF597	\$ 149.95
2003-'04.....RH, Genuine.....	RNN858	\$ 138.03
2003-'04.....LH, Genuine.....	RNN857	\$ 131.28

Rear Bumper

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



RNI221



RNF597



PLF593C



PLF593



Discovery II Lamp Guards

Front up to 2003, Genuine.....	RNA663	\$ 199.00
Front 2003 on, Genuine.....	RNI709	\$ 190.00
Rear upper, Genuine.....	RNI303	\$ 109.95
Rear set of 4, tail & bumper, plastic, Genuine.....	RNA664	\$ 199.95
steel, Genuine.....	RNI309	\$ 267.98
2003 on for brush bar, Genuine.....	RNI710	\$ 199.95
2003 on rear bumper, Genuine.....	RNI713	\$ 99.95
2003 on rear upper without rear park aid, Genuine.....	RNI714	\$ 159.95

Front Corner Side Lamps

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

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



Discovery I Lights, Lamps

Headlamp, Corner Lamp and Side Marker Lamp Upgrade Kits

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

Headlamp Upgrade Kit.....	RNK9923	\$ 189.00
Clear Corner Lamp Kit.....	RNK9921	\$ 99.99
Clear Side Marker Kit.....	RNK9922	\$ 59.95

Headlamps

1994-'99, RH, Genuine.....	RNE817	\$ 139.95
1994-'99, LH, Genuine.....	RNE816	\$ 139.95
1994-'99, Headlamp Upgrade Kit.....	RNK9923	\$ 189.00

Front Corner Lamp

1994-'99, RH, Genuine.....	RNE818	\$ 119.95
1994-'99, RH, ProLine, Clear.....	PLE818C	\$ 39.90
1994-'99, LH, Genuine.....	RNE789	\$ 119.95
1994-'99, RH, ProLine, Clear.....	PLE789C	\$ 39.90
1994-'99, Clear Corner Lamp Kit.....	RNK9921	\$ 99.99
1994-'99, Clear Side Marker Kit.....	RNK9922	\$ 59.95

Tailights

1994-'95, RH, up to VIN SA162389/ SA501704 (up to late < 1995).....	RNE782	\$ 69.50
1994-'95, LH, up to VIN SA162389/ SA501704 (up to late < 1995).....	RNE756	\$ 69.50
1995-'99, RH, from VIN SA162390/ SA501705 (late 1995 > on).....	RNE779	\$ 129.95
1995-'99, LH, from VIN SA162390/ SA501705 (late 1995 > on).....	RNE785	\$ 129.95

Rear Bumper

1994-'99, RH, Genuine.....	RNE758	\$ 49.95
1994-'99, LH, Genuine.....	RNE784	\$ 49.95



RNK9922



RNE756

Replacement Headlight Bucket with adjuster kit

Fits Series & Defender. **WIPAC** \$ 23.50

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



PLI239

Rear Plate Lamp Assembly

All Defender & Series models

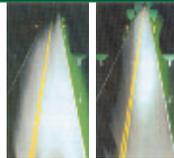
Includes bulbs, Genuine

RNF439 \$ 17.50





Ideas today for the cars of tomorrow



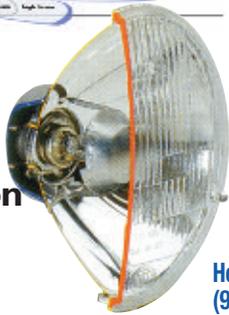
Low Beam High Beam

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.

Sold individuallyRNC673 \$ 39.95



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

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	\$ 239.00
Connector Kit for LED Lamp Kit PLK289	PLK289CK	\$ 49.95
WIPAC Smart Load Device for NAS LED 12V	SLD12V	\$ 23.99



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
3. Reverse Lamp, Clear, ProLine (each)PLC869 \$ 15.80
4. Plinth mounting base for lamps, ProLine (each)PLC861 \$ 6.99
5. Rear NAS Lamp kit
Includes 5 plinths, 1 reverse, 2 directional, 2 stop/tail lampsPLK861 \$ 99.95
Adaptor Kit for Series II-III, Allows NAS Lamp Kit PLK861 to plug directly into Series harnessPLK861AK \$ 98.00

Defender Lamp Assemblies 1999 on

With fixed lenses. Bulbs included as indicated.

Front Indicator Clear with Amber Bulb, Genuine	RNL413	\$ 75.60
Front Indicator Amber with Clear Bulb, Genuine	RNL106	\$ 16.36
Front Side/Parking Lamp Clear with Clear Bulb, Genuine	RNL104	\$ 16.06
Rear Stop/Tail Lamp Red with Clear Bulb, Genuine	RNL155	\$ 22.26
Rear Indicator Amber with Clear Bulb, Genuine	RNH970	\$ 22.26

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



NEW Interior Dome Lens & Lamp Assembly

Dome Lens, Range Rover ClassicPLE923 \$ 7.99

Dome Lamp Assembly, Series & DefenderPLF319 \$ 24.50



Standard Issue Genuine Lamp Assemblies

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

1. Stop / Tail Lamp, Red, Genuine (each)RNF199 \$ 21.95
2. Directional or Park Lamp, Amber, Genuine (each)RNF188 \$ 21.95
Directional or Park Lamp, Amber, ProLine (each)PLF188 \$ 6.98
3. Park or Reverse Lamp, Clear, Genuine (each)RNF187 \$ 19.95
Park or reverse Lamp, Clear, ProLine (each)PLF187 \$ 7.98
4. Vehicle Kit, 2 park, 4 directional, 2 stop/tail lamps, GenuineRNF188 \$ 89.99
5. Bulb, Directional, 12 VoltRNE627 \$ 2.95
Bulb, Stop/Tail, 12 VoltRNE626 \$ 2.21

What a busy summer all you Sighters have enjoyed! It's time for a new server to accept all the Sightings that pour through the Rovers North website. Combined with the mail that stuffs our Westford mailbox, we want to thank everyone for participating in this most entertaining contest.

Let us remind you of the contest rules:

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, and you won't get 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 close off the Sightings. If we've mentioned the Sighting in an earlier issue, we might not mention it again. 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're not outfitting your kitchen. If you qualify, please remember—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... email submissions—remember we can't send a mug by email. Send us your real name and shipping address, too. For privacy purposes, the magazine doesn't have access to the Rovers North customer list.

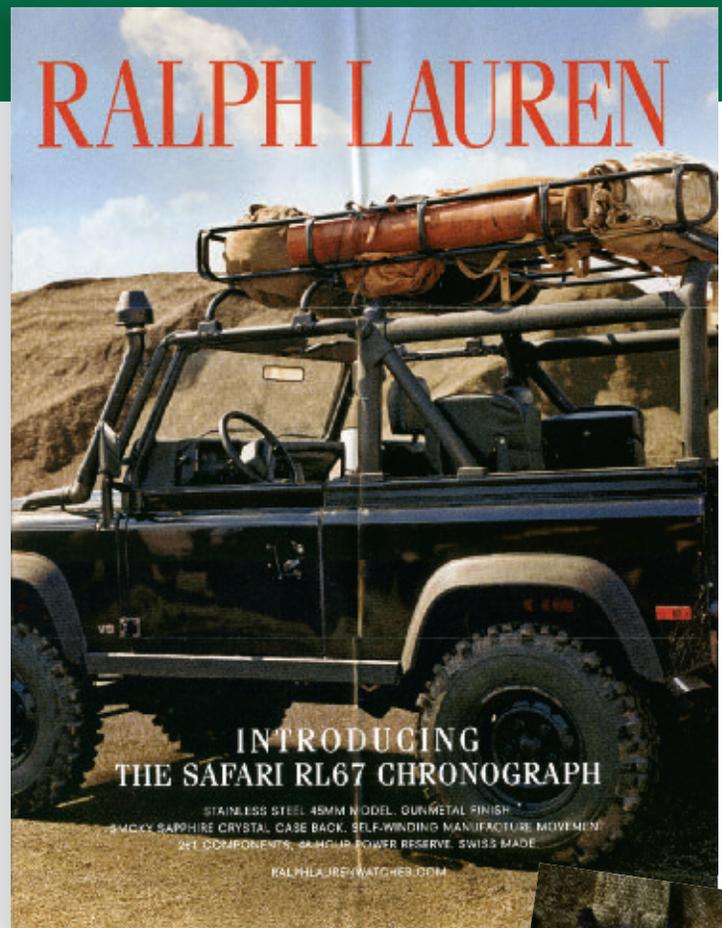
Rule #7 - Grudgingly, very grudgingly, the Editor admits he might make an error. Let me know if you think you've been jobbed, but all decisions of the Editor are final.

Television needs Land Rovers to spice up its offerings. Matthew Spetz, Scotts Valley, CA, watched "Volcanoes of the World" on the Science Channel and commended the driver of a Defender 110 who tackled one of the harshest deserts in the world. Matthew also saw archaeologists at work in Argentina on National Geographic Explorer in Defender 90s, and watched Top Gear's Richard Hammond drool over all the Ex MOD Land Rovers in the disposal yard [See Rule #2]. Roland Hill, Four Oaks, NC, noted a Land Rover during the final hour of Today back in June. The return of Dallas—the show no one

requested—also featured a Range Rover, noted Annabelle Brown, Menlo, GA. Mike Archer, Victoria, BC, spotted an LR3 or LR4 in an episode of Person of Interest.

Ross Aceley, Williamstown, MA, watched the Opening Ceremony of the 2012 Olympics and saw an HP sauce ad with a Series Rover in the backdrop. When Fox News needed a car for its "what's leaking" story on its website, it chose a Defender, noted Kristi Morrison, Hollywood, MD, and John Karlsson, Hope Valley, RI. John also claimed his wife was watching Anacondas: Trail of Blood, while he perused the instructions for installing his new Superwinch. Both the Defender and the Discovery in the movie were quite blood-soaked, he reported. Chris Gangmi, Wilmington, NC, watched Diamond Divers on Spike TV and saw a Defender 110 transport the crew. The Rover wouldn't start, but a mechanically-minded crew member quickly fired it up. Derek Leath, Frontenac, MO, watched an episode of Renaissance Man that featured the Mini at a British car museum, which also housed HUE 166, the Great Series I—the episode must have been taped at Gaydon. Derek also found an old episode of The Saint, during which Roger Moore ducks behind a Series Land Rover during a shoot-out. Tom Spoto found an episode of Cliffhangers, starring Susan Anton, in which she's saved by her Land Rovers' off-road capability. TV was somewhat awful then, too. Chris Sand, Hackensack, NJ, Scott Hauk, Bloomington, MN, and Ross Flowers, Ladue, MO, spotted a Defender 90 in the trailer for the James Bond film Skyfall.

Advertisers know the powerful impact of a Land Rover. Jerry Staar, Burnaby, BC, Canada, received a RBC Royal Bank Visa card brochure on travel safety with a Defender 110 on safari on its cover. The British outdoor clothing company Rohan put a Land Rover on its cover of their June catalogue, noted Thomas Slaughter, Maywood, NJ, and Nathan Blaesing,



Cornville, AZ. Bill Cooper, Blairstown, NJ, knew that Esquire's Big Black Book Spring/Summer issue would feature Defenders in starring roles, as one of them is his. Tommy Bahama clothing featured a Series III on the cover of its latest catalogue; Jason Sheehy, Mt. Sterling, OH, and Kurt Steffek, New York, NY, saw it. Rite in the Rain makes waterproof writing products and used a Defender to visually make the point, says Ian Anderson, Decatur, GA. Boston Proper's catalogue features Land Rovers, too, notes Eric DePetris, Orange Park, FL. PC Plus magazine put a Series Rover on the cover for its Top Travel Tech issue, noted Andy Derausseau, Roger, AR.

Clint Rankin, Madison, AL, noted that a Series II-A makes an appearance in the '90s California surfer film Point Break. Martin Novich, Kingwood, TX, saw Land Rovers in the films Wedding Planner and The Village. Colin Hughes, Unionville, ON, Canada, read an article in Professional Sound magazine that highlighted the role of a Defender in filming a National Geographic special in Mozambique. On an NBC broadcast from Syria, Bo Prillaman, Irvington, VA, watched a turquoise 109 with Wolf wheels in the background of



the report. Marc Surber, Westborough, MA, saw a Merrill Lynch ad in Bloomberg BusinessWeek featuring a Defender 90 soft top.

You can find Land Rovers in odd placements as well. Steven Staheli, Goshen, UT, took a Mediterranean cruise aboard the Norwegian Epic and found a framed photo of a photographer atop a Land Rover on the 13th deck elevator. Joe O'Brien, Emerald Isle, NC, admitted that he sent his daughter off to college with a Jeep [!] but noted that the local Jiffy Lube featured a Discovery on its swipe card screen.

Jonathan Speed March, Roanoke, VA, noted a Popular Science article featuring the DC100 concept car. Jon Paulikonis, Oak Hill, VA, read an issue of Zombie Nation magazine; based on what he saw, when the apocalypse comes, we'll be transported away in 109s. Doug Muntz, San Jose, CA, found an old Life Magazine with a Zero King coat ad featuring a then-contemporary Series III. The ad also reminded you that men's clothing of the '70s was truly awful. More contemporary is the Ralph Lauren "chronograph" with a Defender 90 in the ad, spotted by Morten Roness, Calabasas, CA.

We've mentioned the Athleta catalogue in a previous issue, but we want to credit Eric DePetris, Fleming Island, FL, Michelle Williamson, Torrington, CT, Mark Halloran, Jacksonville, NC, Scott Marchand, Tucson, AZ, Clint Rankin, Madison, AL,

and Kristina Estep, DuPont, WA, for noting the Rover. Chad Davis, Mount Pleasant, SC, wanted a mug "SO BAD," but sadly missed the previous issue when we noted the Fuji commercial with a Land Rover. Thanks, too, to Pete Bur-

russ, Franklin, TN, Curt Kolcun, Leesburg, VA, Sherry Block, Hadlyme, CT, and Pete Emmons, Somerset, KY, for sending in the same Sighting. Troy Cambier, Fairbanks, AK, and Curtis Jenkins, Beaverton, OR, saw the movie Troll Hunter with its Land Rover as a star.

David Russell, Athens, GA, saw the Land Rover in National Treasure II. Michael Palmieri [see Rule #6] spotted the Series windshield in Crocodile Dundee II. Rich Yaeger, Fitchburg, WI, noted that Pelican uses Land Rovers to imply durability in their ads. Martin Novich, Kingwood, TX, watched the movie Casper and noted the Range Rover Classic in the film. John Karlsson, Hope Valley, RI, noted Land Rovers in the Mountain Khakis catalogue. Heather Morris, Snoqualmie, WA, saw the Land Rover in an Absolut vodka commercial. Old friend Orvis continues to keep Land Rovers in its catalogue and website, noted Chris Sand, Hackettstown, NJ and Kevin Humphrey, Jonesboro, AR. Fritz Walker, Washington,

Stephen Johnson, Johns Island, SC, enjoys the Sightings and sent us in a page from the Beretta catalogue with a Land Rover in the background.

Ken Eiler, Harker's Island, NC, saw a 109 just like his in the Standard Issue Tackle fishing catalogue. Bill Halm, Franklin, NH, spotted several Defenders, Carabini and civilian, on his travels in Italy and sent us photos. Howard Morrison, Savannah, GA, found his computer inoperative last spring when he spotted Rovers in the Athleta catalogue. He telephoned in the Sighting, but apparently the message got lost and did not reach the magazine. He emailed us as a follow-up, and we're rewarding him a mug for his Sighting and perseverance. //

Winners:

Morten Roness
Calabasas, CA

Andy Derosseau
Rogers, AR

Bo Prillaman
Irvington, VA

Ken Eiler
Harker's Island, MC

Eric DePetris
Orange Park, FL

Kristi Morrison
Hollywood, MD

Ian Anderson
Decatur, GA

Jason Sheehy
Mount Sterling, OH

Kurt Steffek
New York NY

Jon Paulikonis
Oak Hill, VA



Tommy Bahama catalog



Popular Kits for your Land Rover

Interior Boot Kits



Interior Shift Boot Kits Rubber Boot Kits

Interior Boot Kit, Series II, IIA, III manual	RNK8210	\$ 38.80
Interior Boot Kit, Defender manual	RNK8220	\$ 69.59



PLA6100K

Series Disc Brake Conversion Kits

Convert your trusty 88 or 109 to the latest Defender disc brakes and experience amazing stopping power. This kit uses no adaptor pieces. The front caliper mounts are cast into the swivel housing, just like the Defender to handle the massive 4-piston Defender calipers that grab 12 inch vented discs just like the NAS 90 enjoys. Using all Defender brake parts keeps it all Land Rover and means easy parts availability in the future.

Series Front Axle Kit (shown above)	PLA6100K	\$ 1999.95
Series Front and Rear Axle Kit (not shown)	PLA6101K	\$ 2998.00



Recovery Loop Kit

Heavy duty galvanized recovery loops as fitted front and rear on Military Defender 90, 110 Land Rovers. Replaces shipping eyes located on chassis. Special mounting hardware included. Fits Defender, Genuine

RNK0211 \$ 119.95



Genuine Suspension Bushing Kits

Front Axle Bushing Kits

Suspension Bushing Kit, Front, Defender up to 1994, Range Rover Classic pre 1986, Genuine	RNK5910	\$ 169.00
Suspension Bushing Kit, Front, Defender 1994 on, Genuine	RNK5916	\$ 183.60
Suspension Bushing Kit, Front, RRC 1986-'90, Genuine	RNK5912	\$ 149.00
Suspension Bushing Kit, Front, RRC 1991 on, Genuine	RNK5914	\$ 170.00
Suspension Bushing Kit, Front, Discovery I, Genuine	RNK5918	\$ 185.00

Rear Axle Bushing Kits

Suspension Bushing Kit, Rear, Range Rover Classic, Genuine	RNK5911	\$ 219.00
Suspension Bushing Kit, Rear, RRC 1986-'92, Genuine	RNK5913	\$ 179.00
Suspension Bushing Kit, Rear, Defender, Discovery I, Range Rover Classic 1993 on, Genuine	RNK5915	\$ 223.00

SuperPro Polyurethane Suspension Bushing Kits

Engineered to provide outstanding performance over any terrain whilst maintaining reliability. While Improving your vehicles handling and stability, SuperPro bushes will not cause harshness or vibrations which are associated with other manufacturers Polyurethane products. SuperPro comprehensive R&D process

and a unique blend of materials means that SuperPro bushes keep going long after OEM or rubber aftermarket bushes have failed. Fits: Defender 1994-2002, Range Rover Classic 1986-1994, Discovery I 1989-1998.....**SPB1115** \$ 299.95

Drivetrain Seal Kits

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

Defender 110 Hub Seal Kit, Front Spindle

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

CV Joint Replacement Kit,

Defender 90, Discovery I, 24 spline, ProLine

Genuine Swivel Ball Seal Kits

Swivel Ball Seal Kit, 9mm

Swivel Ball Seal Kit, 12mm

Swivel Ball Seal Kit, Range Rover Classic w/ABS

Swivel Ball Seal Kit, Defender 90, Discovery I

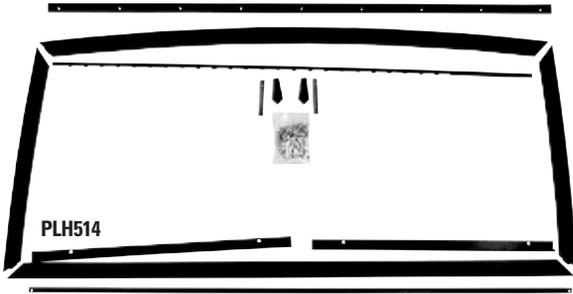


PLE794

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

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

PLE794 \$ 699.00



PLH514

Aluminum Tailgate Lid Kit

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

PLH514 \$ 489.00



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



PLC168

RNE247

PLB651

RNF143

Discovery II,
Range Rover P38A
RNN294

Defender Locking Vented,
European RNL361

Discovery I,
Defender
RNF137

Fuel Caps

Discovery I, Defender, Genuine	RNF137	\$ 24.95
Discovery I, Defender, ProLine	PLF137	\$ 8.99
Discovery I, II, NAS Defender, Genuine	RNF143	\$ 32.90
Defender, Locking Vented, European, Genuine	RNL361	\$ 49.90
Defender, Non-Locking Vented Fuel Cap, Genuine	RNL222	\$ 32.60
Defender, Locking NAS Fuel Cap, Genuine	RNE247	\$ 39.90
Defender, Locking NAS Fuel Cap, ProLine	PLE247	\$ 16.50
Discovery II, RRP38A V-8, Genuine	RNN294	\$ 35.95
Series II & IIA, ProLine	PLC168	\$ 6.98
Series III, ProLine	PLE406	\$ 8.50
Series Fuel Cap, 3 prong early, ProLine	PLB651	\$ 6.98
Series Fuel Cap, 2 prong, Genuine	RNC168	\$ 59.95
Series Fuel Cap, 2 prong, ProLine	PLC168	\$ 6.98

ROVERS

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