

DEFENDER





LAND ROVER





Introduction

The most recognised, most respected 4x4 in the world

PAGE 2

Off-road, on-road

Legendary off-road, now more refined on-road

PAGE 4

Engine and chassis

An engine to complement the tried and trusted chassis

PAGE 10

Towing, carrying and payload

The ultimate versatile workhorse

PAGE 14

Professional and adventure users

Serious about work, serious about adventure

PAGE 19

Interior

The most comprehensive improvements in its history

PAGE 23

Specification and choices

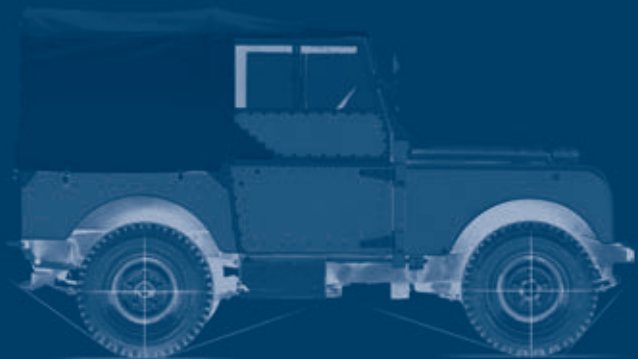
Exterior, interior, colours and trim

PAGE 28

Technical data

Features engines, technical data, dimensions, capability and weights

PAGE 36



Series I (1948-1953)



Series I Station Wagon (1954-1958) 1954 Long-wheelbase 107 inch available
1957 First diesel engine introduced.

'48



Series IIa Station Wagon (1961-1972) 1966 Electrical indicators become
standard. 1968 Headlamps moved from radiator grille to wings.



'90' Station Wagon (1984-1990) 1984 Leaf springs upgraded to coil springs.
One-piece windscreen introduced. Wind-up front windows replace sliding windows.
Polyurethane wheel arches introduced to accommodate wider track.



Series II Station Wagon (1958-1961) 1958 Side windows enlarged.
Sills introduced to obscure exhaust and powertrain. Fuel filler cap moved from under driver's seat to behind driver's door (RHD).



Series III Station Wagon (1972-1984) 1972 Air intake on wing for heater added.
1981 Improved seating introduced on County models.



Defender (1990-2006) 1998 Td5 engine introduced. Fuel tank and filler repositioned to rear.
Bonnet stowage of wheel outlawed.

Founded on a lineage stretching back to the debut of the first Land Rover in 1948, today's Defender takes

pride of place as the toughest vehicle in the Land Rover range.

The original Land Rover won instant recognition for its tough versatility and off-road ability, attributes that equally apply nearly two million vehicles later. Six decades of experience in designing and building the world's most distinctive four-wheel drive vehicles reach their pinnacle in the 2009 Defender.

The introduction (in 2007) of the distinctive power bulge in the bonnet denotes an all-new powertrain with greater pulling power and flexibility to extend the breadth of capability of this robust off-road legend. Allied to a distinctive new facia housing effective new heating and air conditioning, new seats and an upgraded interior, the latest vehicle in this long evolution is better equipped than ever to conquer the challenges of the modern world.



Defender (2007-Present) 2007 2.4 litre diesel engine, six-speed manual transmission and new interior introduced.



When it comes to taking on, and beating, some of the toughest off-road terrain nothing comes close to Defender.

That's because, unlike many of its competitors, Defender has permanent four-wheel drive with the centre differential distributing torque evenly between front and rear axles to give optimum all-weather performance on and off-road. What's more, the central differential can be locked to minimise wheel spin and maximise traction on slippery surfaces. And for even more grip and control off-road (not to mention on-road as well) Defender is available with optional traction control and ABS.







Excellent axle articulation, thanks to independent coil spring suspension, also plays its part in Defender's legendary ability (655mm and 590mm for Defender 110 and Defender 90 respectively) by helping the wheels to maintain contact with the ground and follow the contours of rough surfaces.







The legendary Land Rover command driving position, now a central feature of every Land Rover vehicle, was first established by Defender. The command driving position gives greater visibility of the way ahead and the surrounding environment, adding to the driver's control and security. The driving experience is further enhanced by Defender's six-speed manual transmission. Specially developed for heavy-duty applications, it is lighter, stronger and also provides smoother on-road performance, slicker gear changes and improved fuel consumption.

Vehicle shown above is accessorised with Chequer Plate Protection Kit and Wing Top Protectors.



With 12 forward gears, whether towing, on road or in rough terrain, you're always in command. A lower first gear reduces crawl speed and combines with the increased engine torque to make towing almost effortless.



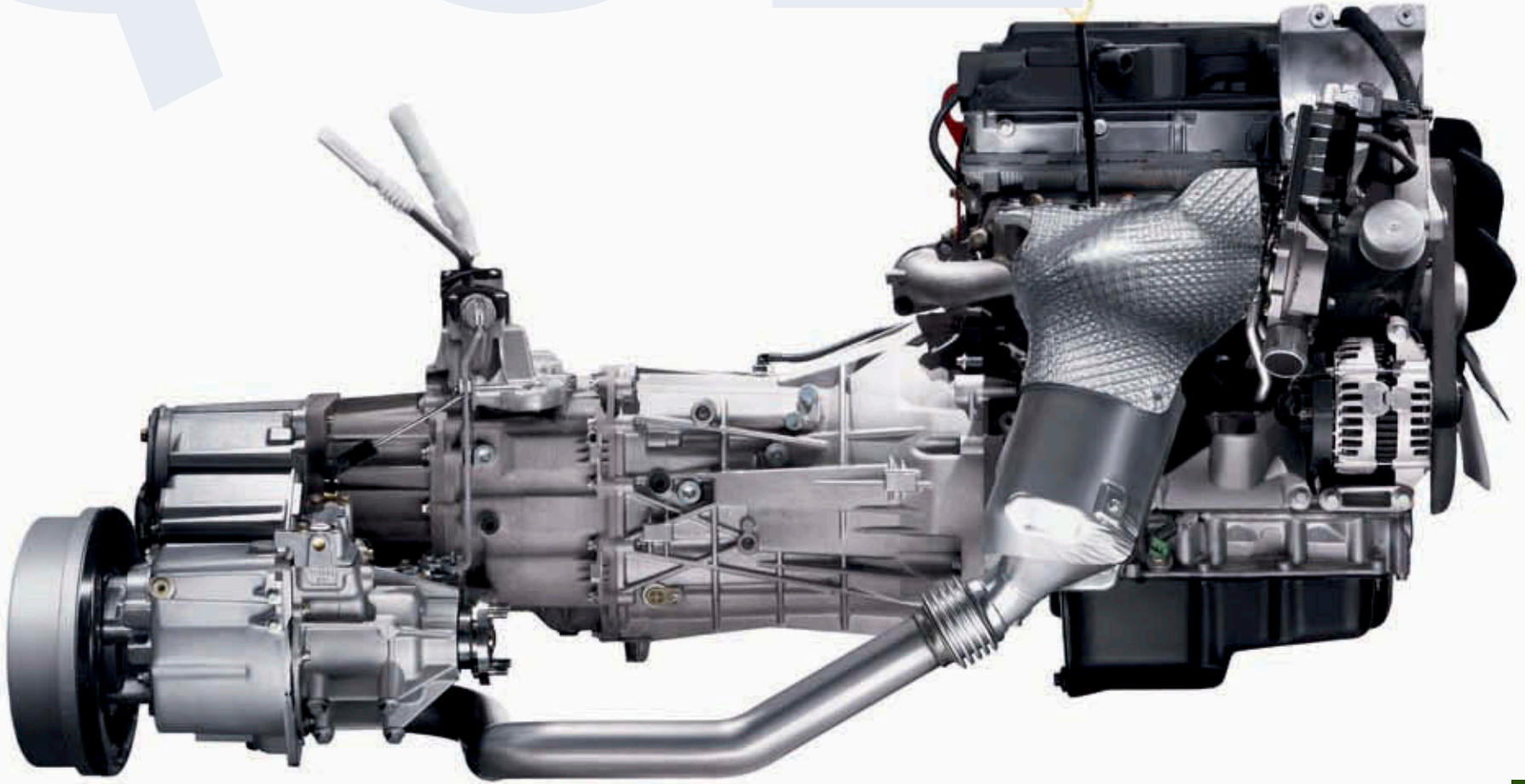
TOR



Q U E

More towing power. More power to help keep you out of trouble. Defender's 2.4 litre Diesel engine produces a class-leading 360Nm of torque (90 percent of peak power is on tap from less than 2,200rpm to over 4,350rpm) and enhances its legendary capability yet again. In fact, not only is this engine designed to be fully compliant with EU4 emissions legislation, a unique engine tune has been developed to allow it to tolerate the variable quality, high-sulphur fuels to be found across developing markets* and is, of course, in keeping with the vehicle's iconic status as a truly global product. And to cope with difficult progress when the engine is working hard at low speed, say 1,000rpm, the Anti-Stall device intelligently adjusts the fuel required by the engine. It's quieter too: up to 30 percent quieter than the outgoing diesel engine.

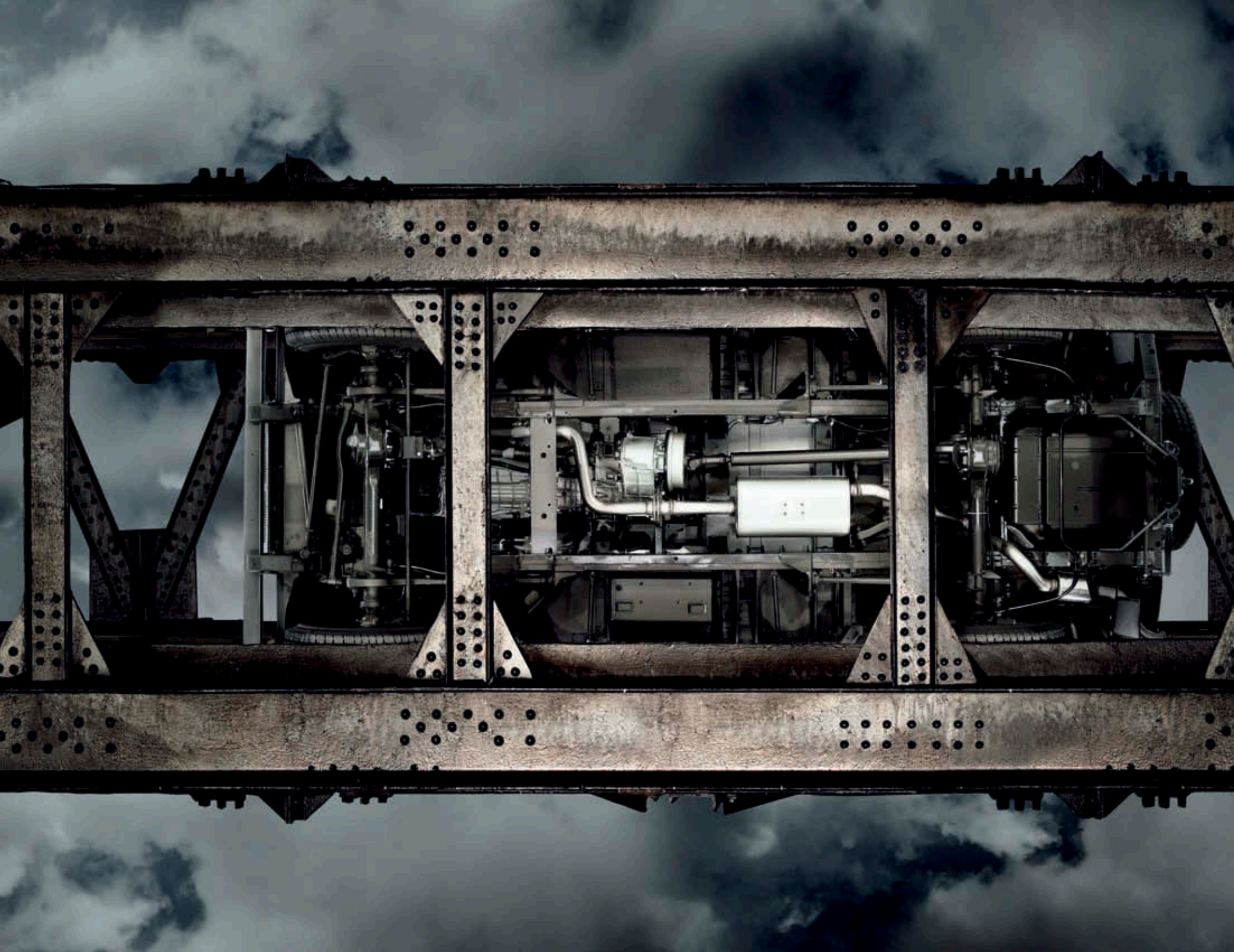
*Please consult your Land Rover dealership for availability



STRENGTH

There are some things that'll never need improving. The chassis is one of them. Immensely strong, it is probably the single most important component in Defender's design architecture and contributes to the vehicle's strength, versatility, durability and capability. The box section, ladder frame design is far stronger than an open channel design and more adaptable than the unibody design favoured by many of its competitors. And there's the body. It's tough, with a no-nonsense, functional simplicity and a slab-sided profile that makes it all the more adaptable and enhances configurability. Bolt on accessories such as chequer plate, ladders and expedition roof racks are easily attached. The lightweight aluminium body not only improves fuel consumption, it also increases payload, the vehicle's capability, and gives an optimum trade-off between form and function. Indeed, the corrosion-resistant aluminium body panels have evolved directly from those on the original 1948 Defender. Even the cargo bed is made of aluminium. So even the cargo bed won't rust. You can depend on your Defender.





It all comes together with Defender's all-round capability. Exceptional towing capability, with a braked trailer of 3,500kg and an impressive load carrying capability derived from the 3,500kg* gross vehicle weight (GVW). With a strong, rigid chassis specifically designed to handle heavy, awkward loads, Defender can tow more and carry more across more extreme terrain. Now Defender is even better at multi-tasking.

*Available with 110 Heavy Duty and 130 derivatives









Defender's design architecture lends itself perfectly to versatility.

It is available in 14 body styles (including Station Wagon, Hard Top, Pick Up and Double Cab Pick Up) and three different wheelbases (90, 110 and 130). The 110 Station Wagon is available with a utility pack which replaces the rear side windows with metal panels. The result is a five seat Utility Station Wagon. Hazardous materials, for instance, can be kept separate from passengers and transported to the remotest locations in the Defender 110 Double Cab Pick Up. Even greater personalisation can be achieved with the range of Land Rover Accessories available from your Land Rover dealership. Specialist variations (Special Vehicles) of Defender remain available through Land Rover Direct Sales as bespoke specifications.



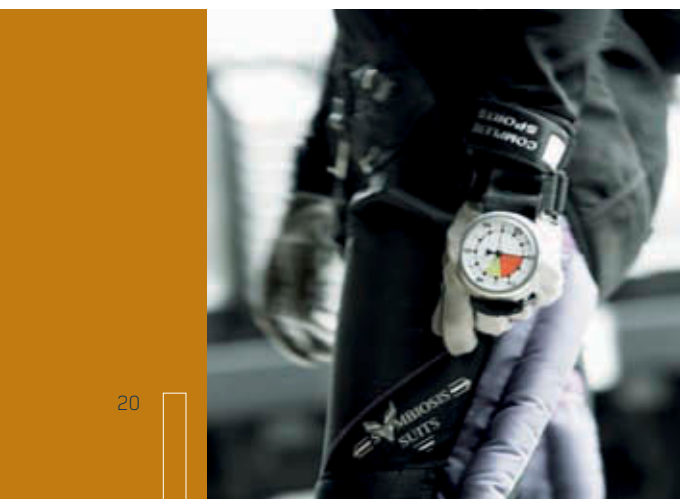
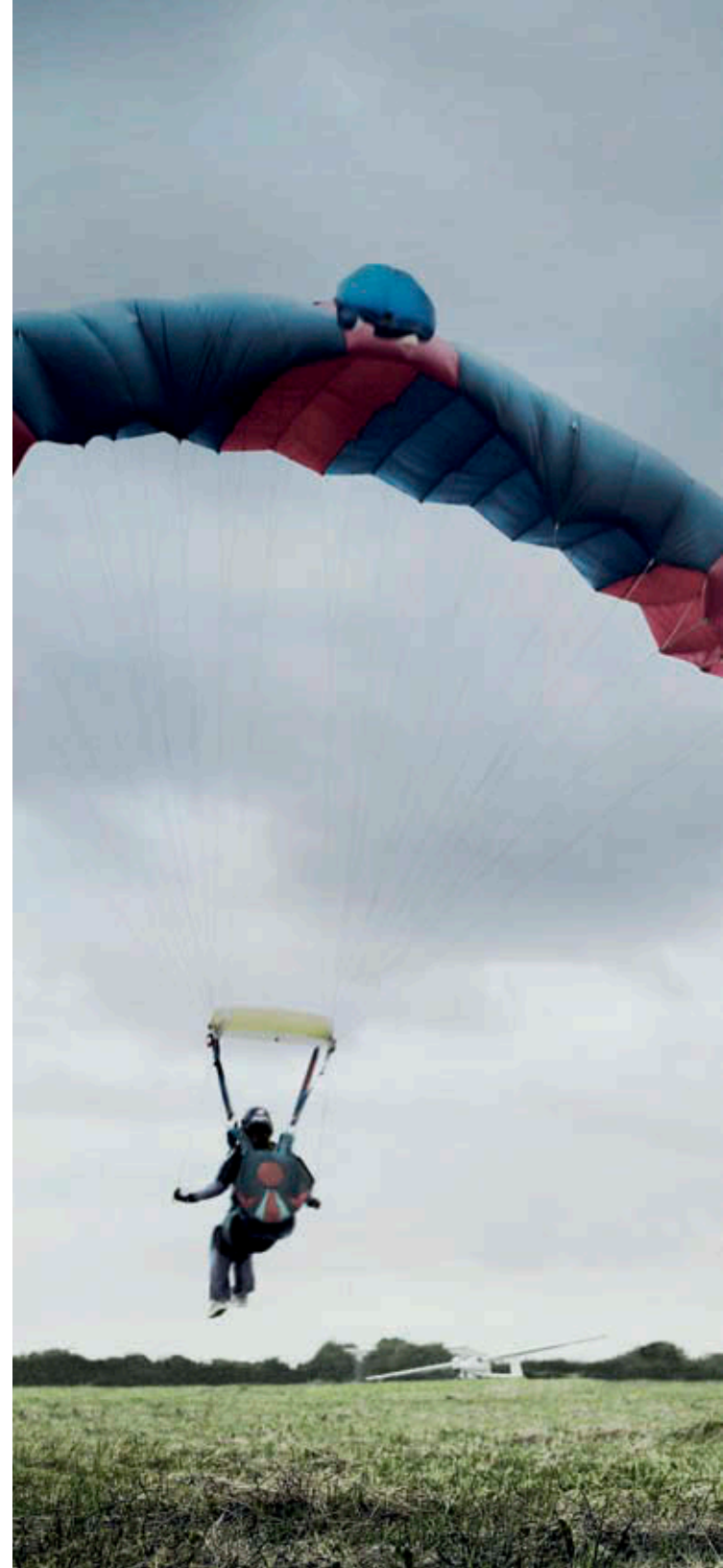
Defender is the tough, reliable mobility platform

for countless emergency and rescue services as well as for a huge number of industries including power generation, quarrying, agriculture, oil exploration, forestry and civil engineering.



PROFESSIONAL





Defender is the definitive expedition vehicle. Always the number one choice for adventurers and explorers.

And the ideal getaway vehicle for leisure activities with its towing ability, massive load capacity, versatile seating for up to seven adults and diesel refinement and economy. At the end of the journey, the flat floor areas can be swept clean in seconds and the detachable water-resistant carpets allow mud and debris to be simply hosed away. Of course, Land Rover's range of interior and exterior equipment and accessories allows you to personalise and match Defender with your exact requirements and preferences.





FORWARD-FACING SEATS CAN CARRY SEVEN ADULTS IN COMFORT. A THIRD ROW OF SEATS IS AN OPTIONAL EXTRA.



Form follows function in the Defender interior. Tough vehicles demand robust materials such as the scuff-resistant facia and durable seat coverings, but working - or having fun - is tough too. The facia is a one-piece moulding for improved refinement, its distinctive lines providing Land Rover's traditional commanding view of the ground ahead. Instruments are clearly visible while controls and switches are easily reached. The seats are arranged stadium style, their position maximising exterior vision and easing access. Designed to be comfortable and supportive whatever the terrain, each seat has a three point safety harness, but can be folded to optimise the Defender's load-carrying versatility. There's space for smaller items too, in trays on the facia or between the front seats. The optional cubby box* provides extra storage and includes two cup holders.

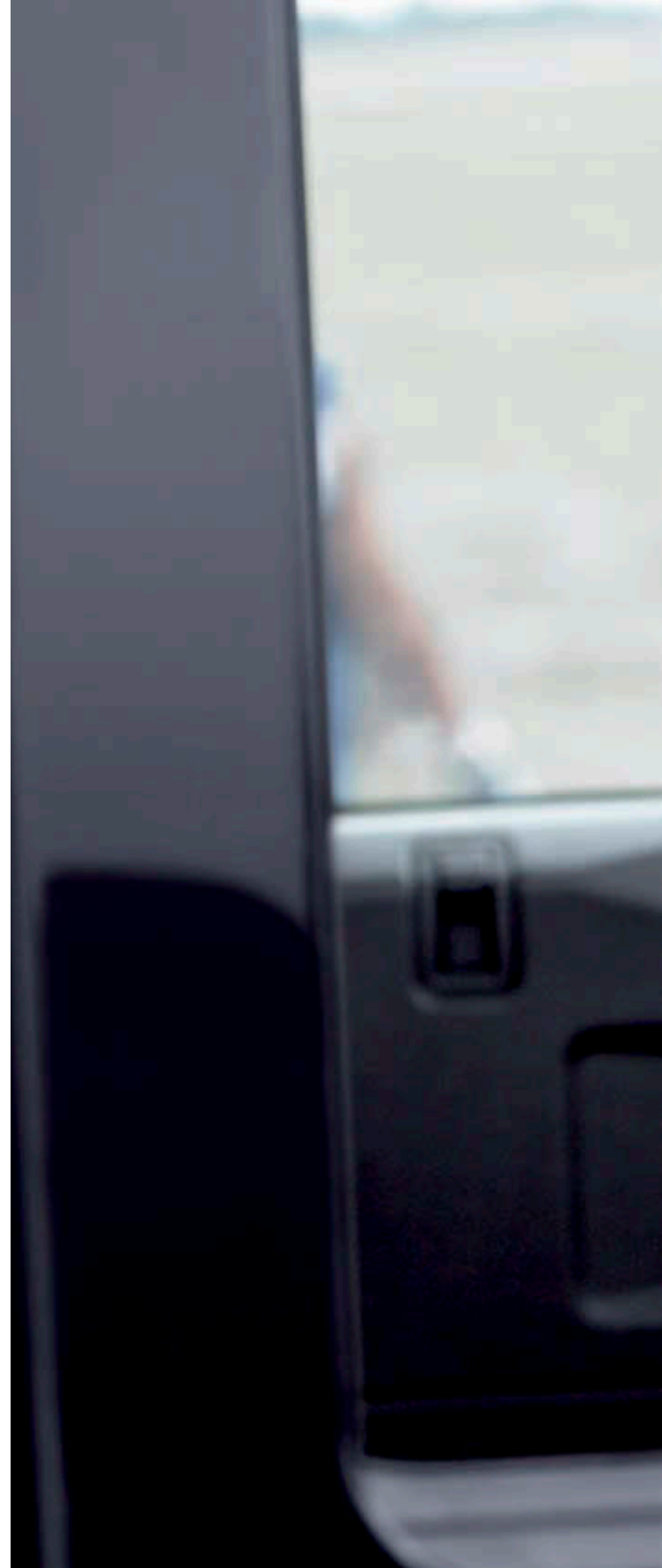
*standard on certain models



Inspired by 21st Century industrial design,

the Defender facia is simple, robust and practical.

The instrument cluster is dominated by the rev counter and speedometer dials, a third instrument enclosing water temperature and fuel level gauges. A cluster of warning lights monitors vehicle systems. For the passenger there's a massive grab handle, reinforcing the sense of security that comes from travelling in a Defender. Easily reached by both driver and passenger, the controls for the heating and optional air conditioning system keep the cabin comfortable with air pumping out through the distinctive top-mounted vents as well as into the footwells and rear compartment. To keep in touch, or simply to enjoy the ride, the entertainment system includes options of high-mounted tweeters, radio, CD player or MP3 player connectivity.





OUR PLANET

OUR COMMITMENT

to a sustainable future. From the design of our vehicles and the way we build them, to how and where we use them, Land Rover is committed to sustainable development. We're committed to reducing our impact on the environment and are working in four key areas.

ENVIRONMENTAL TECHNOLOGY.

In 2007 we announced a \$1.38bn (€885m) joint investment into new technologies to improve the environmental performance of our vehicles. Building on the innovation of the Land_e concept, the first of these technologies will be the stop-start engine in our diesel manual Freelander 2. In 2008 we revealed our new concept vehicle, the LRX; a Land Rover in body and spirit, but conceived as a hybrid 2.0 litre diesel, with potential CO₂ emissions of 120g/km.

SUSTAINABLE MANUFACTURING.

World class manufacturing facilities. Certified to ISO14001 since 1998. Our manufacturing facilities at Solihull and Halewood have reduced emissions by around 4 percent year on year, over the last 5 years. Since 1997 we have reduced emissions in our Solihull plant by 30 percent. Our TDV6 and TDV8 engines are made in a manufacturing plant part powered by wind turbines. In addition, we're offsetting all CO₂ produced by the manufacturing assembly of Land Rover vehicles at both plants. Partnered with specialist organisation Climate Care, our offset projects include a wind farm in China and hydro electric generators in Tajikistan.

CO₂ OFFSETTING. In 2006 we launched a pioneering programme to offset CO₂ emissions for the first 70,000km (45,000 miles) of all new Land Rovers in participating countries. We were also the first automotive company to offset 100 percent of our manufacturing assembly CO₂ emissions.

OUR PR

GLOBAL CONSERVATION AND HUMANITARIAN PROJECTS.

Land Rover vehicles are used by conservation and humanitarian organisations worldwide and are often first choice for difficult tasks. Organisations include the Born Free Foundation, Biosphere Expeditions, Royal Geographical Society (with IBG), China Exploration and Research Society and Earthwatch Institute. Our projects are diverse, ranging from an initiative to help with the protection of rare wolves in Ethiopia, to a project funded by our CO₂ offset programme which provides efficient cooking stoves to rural parts of Uganda. The partnership between the International Federation of Red Cross and Red Crescent Societies and the Land Rover G4 Challenge aims to generate over £1m over the next two challenges.

OUR PLANET.

We take our responsibility to our planet very seriously. Our vehicles are designed for purpose. As part of our Fragile Earth policy Land Rover has actively promoted responsible off-road driving since 1990. Our Experience Centres teach drivers to understand the full potential and unique breadth of capability of their vehicles while reducing the impact on nature and the environment, in a wide range of activities, from the Land Rover G4 Challenge to everyday use.

To find out more, and to see our progress, visit www.landrover.co.uk/ourplanet



www.landrover.co.uk/ourplanet

BODYSTYLES AND COLOURS

Land Rover's paintshop at Solihull embraces the very latest technology to provide great reductions in the use of solvents. Every Land Rover spends twelve hours in the paintshop passing through over twenty processes that ensure a superbly polished and extremely protective finish whether for traditional solid paint (Alaska White, Tamar Blue and Keswick Green only) or for the many vibrant metallic colours available. Please check availability with your Land Rover dealership.



DEFENDER 90 STATION WAGON ZERMATT SILVER



DEFENDER 110 STATION WAGON TAMAR BLUE



DEFENDER 110 UTILITY STATION WAGON IZMIR BLUE



DEFENDER 130 DOUBLE CAB HIGH CAPACITY PICK UP ALASKA WHITE

Entry specifications feature a white roof and black wheel arches as standard. County and XS specifications feature a body coloured roof and wheel arches (please note 110 Hard Top is only available with a white roof).



DEFENDER 90 HARD TOP ZERMATT SILVER



DEFENDER 90 PICK UP STORNOWAY GREY



DEFENDER 110 HARD TOP GALWAY GREEN



DEFENDER 110 PICK UP RIMINI RED



DEFENDER 110 DOUBLE CAB PICK UP KESWICK GREEN

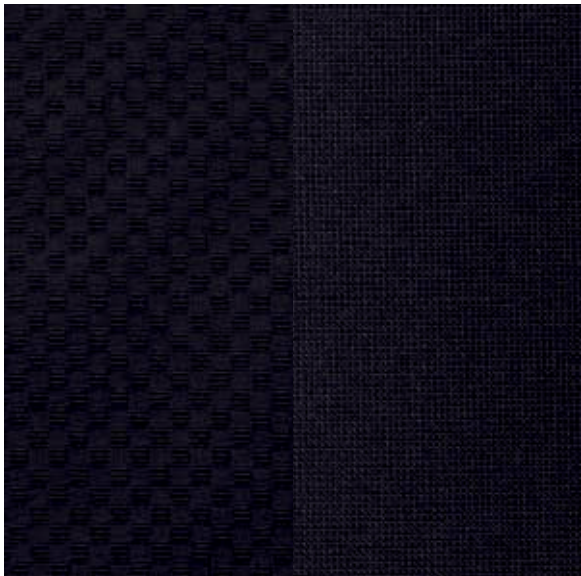


DEFENDER 110 HIGH CAPACITY PICK UP SANTORINI BLACK

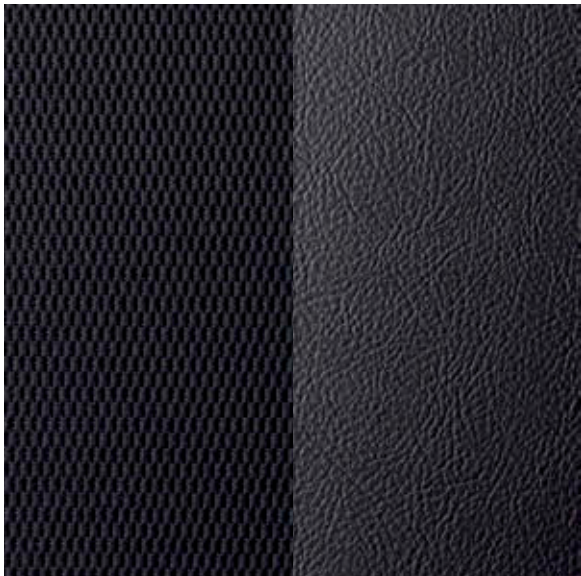
TRIM COMBINATIONS



VINYL
Seat face: Twill Vinyl
Seat back & side: Grey Stag Vinyl



CLOTH
Seat face: Black Span Cloth
Seat back & side: Black Mondus Cloth



PART LEATHER
Seat face: Black Rack 3 Cloth
Seat back & side: Black Leather

SEATING COMBINATIONS

90

HT/PU†
2 seats



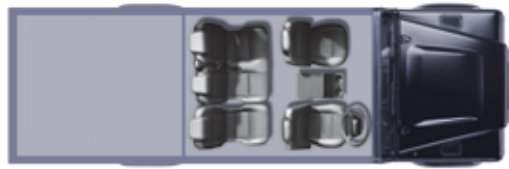
Rear cabin line applicable to PU only

SW†
4 seats



130

DCHCPU†
5 seats



110

HT/PU/HCPU†
2 seats



Rear cabin line applicable to PU only

SW/USW/DCPU†
5 seats*



Rear cabin line applicable to DCPU only

SW†
7 seats* [optional extra]



Third row rear seats optional

HT = Hard Top PU = Pick Up HCPU = High Capacity Pick Up DCPU = Double Cab Pick Up SW = Station Wagon USW = Utility Station Wagon DCHCPU = Double Cab High Capacity Pick Up
*60:40 split folding middle bench seat (Station Wagon only) †Optional Cubby Box shown

BODYSTYLE APPLICATIONS

CHOOSING THE RIGHT BODYSTYLE

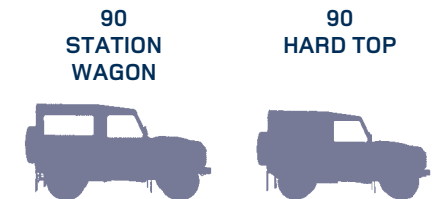
Defender is available with a wide variety of bodystyles and wheelbases.

All of which give optimum capability to a range of potential uses.

Choosing the appropriate body type for your requirements will help you get the most from your Defender.

DESIRABLE CHARACTERISTICS

TOWING – short distance (eg agriculture)	Manoeuvrability, good rear visibility
TOWING – long distance (eg exhibition units)	Directional stability, fuel range
CARRYING EQUIPMENT (heavy, valuable, vulnerable)	Loadspace, payload, security, protection from the elements
CARRYING MATERIALS (loose, dirty, smelly, livestock)	Loadspace, payload, access, cab separation
CARRYING PEOPLE	Seating capacity, comfort, access
EXTREME OFF-ROAD	Manoeuvrability, all round visibility, good clearance angles



INCREASED PAYLOAD OPTION AVAILABLE?

TOWING – short distance (eg agriculture)

STANDARD

YES

■■■■■

■■■■■

TOWING – long distance (eg exhibition units)

■■

■■

CARRYING EQUIPMENT
(heavy, valuable, vulnerable)

■■

■■■

CARRYING MATERIALS
(loose, dirty, smelly, livestock)

■

■■

CARRYING PEOPLE

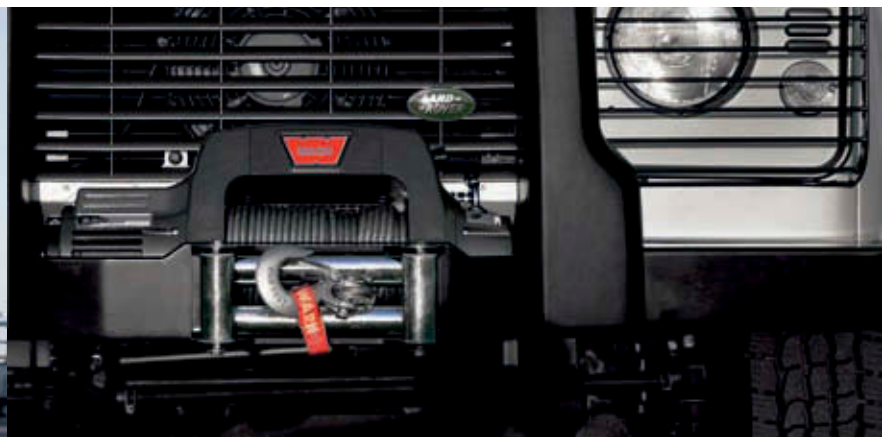
■■■

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EXTREME OFF-ROAD (Max. including 750 or 235 tyre option, where applicable)

■■■■■

■■■■■

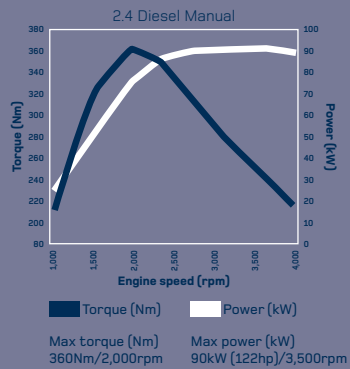




Many practical features are standard on your Defender. However, a range of specialised accessories adds even more capability, individuality and style. It's a real opportunity to give your Defender its own identity. Among the numerous items available are several carrying and towing options, exterior styling and protection additions and interior enhancements, not to mention several exciting alloy wheel designs. They're all available individually and can be fitted at any time - not just when the vehicle is new. For full product details, ask your Land Rover dealership for a copy of the Defender Accessories brochure where you'll find everything you need to get geared up.

ENGINE AND TRANSMISSION

2.4 LITRE DIESEL



Permanent four-wheel drive	■
Dual-range transmission	■
Locking centre differential	■
Six-speed manual transmission	■
■ = Standard equipment	

FUEL TANK CAPACITY	90*	90 SW**	110*	110 SW**	130*
Litres	60	60	75	75	75

FUEL ECONOMY mpg (l/100km)	90*	90 SW**	110*	110 SW**	130*
Urban	21.3 (13.3)	22.6 (12.5)	20.8 (13.6)	21.0 (13.5)	20.8 (13.6)
Extra urban	32.9 (8.6)	32.9 (8.6)	29.2 (9.7)	29.8 (9.5)	29.2 (9.7)
Combined	27.5 (10.3)	28.8 (10.0)	25.5 (11.1)	25.7 (11.0)	25.7 (11.1)
Drive by noise	73db	75db	73db	73db	73db
CO ₂ g/km	274	266	295	291	295
Certifiable emissions	EU4	EU4	EU4	EU4	EU4

SW= Station Wagon *N1 Commercial Vehicle **M1 Passenger Vehicle

The results given here do not express or imply any guarantee of the fuel consumption of any particular vehicle with which this information may be supplied. Vehicles are not individually tested, and there are inevitably differences between individual vehicles of the same model. In addition, the vehicle may incorporate particular modifications. Furthermore, the driver's style and road traffic conditions, as well as the extent to which the vehicle has been driven and the standard of maintenance will all affect its fuel consumption.









LAND ROVER

RCC 127



WHEELS AND TYRES

CHOOSING THE RIGHT TYRE

Since no tyre is perfect for all driving conditions Land Rover offers a range to suit a wide variety of surfaces. Selecting the correct tyre for the conditions that you are most likely to experience will enable you to get the best from your Defender.



STANDARD STEEL WHEEL 90/110
5.5F X 16, 140 X 406

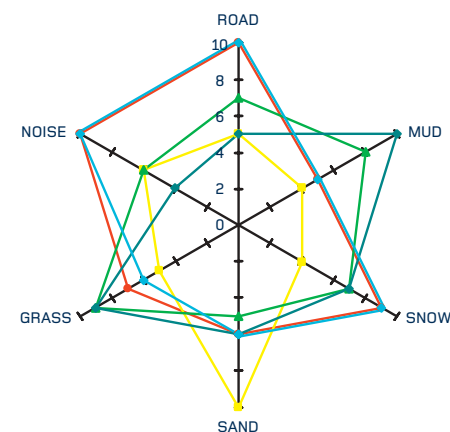


HEAVY DUTY STEEL WHEEL 110/130
6.5J X 16, 165 X 406



BOOST ALLOY
7J X 16, 175 X 406

Other wheel options are available as accessories.



Distance from centre indicates level of performance
1 = Good 10 = Superior

	TYRE	WHEEL	TYRE SIZE	90 HT/PU	90 SW	110	110 HD	130
	MICHELIN XPC	Std Steel	7.50R16	—	■	■	—	—
		Std Steel	205R16	■	—	—	—	—
	MICHELIN XPC TUBED TYRES	Std Steel	7.50R16	□	□	□	—	—
		Std Steel	205R16	□	—	—	—	—
	MICHELIN XZL	Std Steel	7.50R16	□	□	□	□	■
	MICHELIN XS	Std Steel	7.50R16	□	—	□	—	—
	GOODYEAR G90	HD Steel	7.50R16	—	—	—	■	□
	GENERAL GRABBER	Alloy	235/85R16	□	□	□	—	—

■ = Standard □ = Option — = Not applicable HD = Heavy Duty

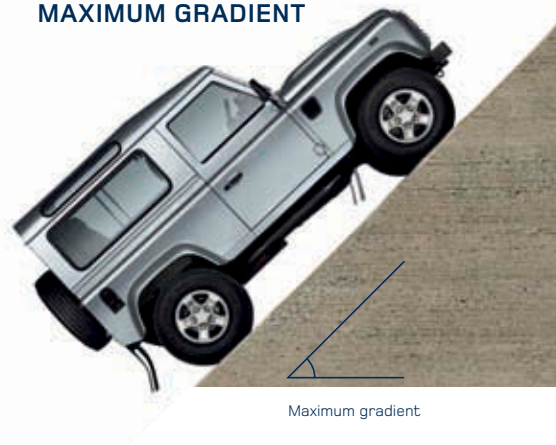
PLEASE NOTE: When choosing vehicles fitted with specific wheel and tyre combinations or optional wheels and tyres, your intended use of the vehicle should be considered. Wheels with larger diameters and lower profile tyres will offer benefits in road holding and handling, but may be more vulnerable to damage in some off-road conditions, please discuss your requirements at your dealership when selecting your vehicle and specification.

CAPABILITIES

APPROACH/DEPARTURE ANGLES



MAXIMUM GRADIENT



MAXIMUM TRAVERSE ANGLE



GRADIENTS AT KERB WEIGHT

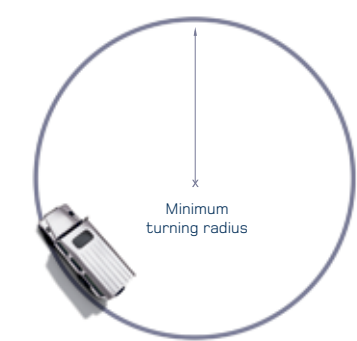
	90	110	130
Maximum gradient	45°	45°	45°
Approach angle	47°	49°	49°
Departure angle	47°	35°	35°
Ramp break	147°	150°	153°
Traverse angle	35°	35°	35°

WEIGHTS kg

	90			110				130	
STANDARD	Pick Up	Hard Top	Station Wagon	Pick Up	High Capacity Pick Up	Hard Top	Station Wagon	Double Cab	Double Cab HCPU
Gross vehicle	2,400	2,400	2,550	3,050	3,050	3,050	3,050	3,050	—
Minimum kerb weight*	1,705	1,750	1,889	1,884	1,919	1,919	2,041	2,020	—
Maximum payload**	695	650	661	1,166	1,131	1,131	1,009	1,030	—
HEAVY DUTY									
Gross vehicle	2,550	2,550	2,550	3,500	3,500	3,500	—	3,500	3,500
Minimum kerb weight*	1,711	1,756	1,889	1,971	2,006	2,006	—	2,096	2,120
Maximum payload**	839	794	661	1,529	1,494	1,494	—	1,404	1,380

*Minimum kerb weight = Unladen weight + full tank & 75kg driver **Maximum payload = GVW - Kerb weight — = Not applicable

MINIMUM TURNING



WADING DEPTH



OBSTACLE CLEARANCE



MINIMUM TURNING RADIUS metres (feet)

	90			110		130
Tyre size	7.50x16	205x16	235x16	7.50x16	235x16	7.50x16
Minimum turning radius	6.2 (20.2)	5.9 (19.2)	6.7 (21.9)	6.4 (21.0)	7.2 (23.6)	7.5 (24.7)

BRAKES

Servo assisted front and rear disc brakes on all models.

STEERING

All models have power assisted steering. Worm and roller.

GROUND CLEARANCE mm (inches)

	90		110	130
Tyre size	205	235	235	7.50
Minimum ground clearance, unladen	260 (10)	323 (13)	314 (12)	314 (12)

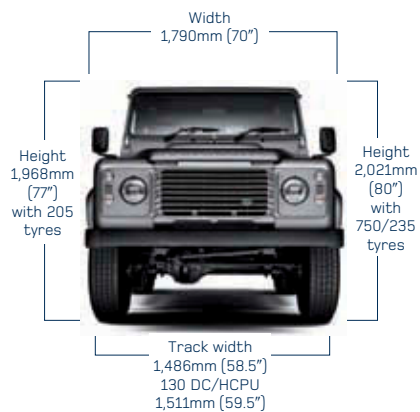
WADING DEPTH mm (inches)

Wading depth	500 (20)	500 (20)	500 (20)	500 (20)
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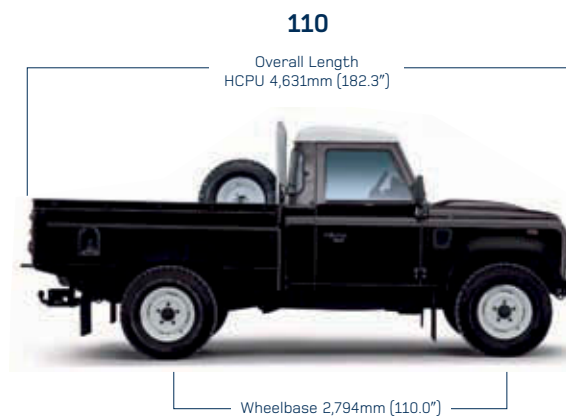
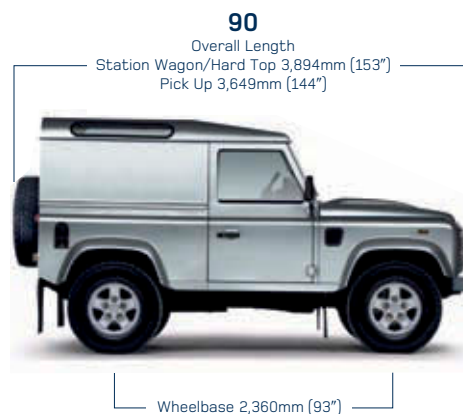
DIMENSIONS

	90			110				130	
	Pick Up	Hard Top	Station Wagon	Pick Up	High Capacity Pick Up	Hard Top	Station Wagon	Double Cab	Double Cab HCPU
Track front/rear	1,486	1,486	1,486	1,486	1,486	1,486	1,486	1,486	1,511
	(58.5)	(58.5)	(58.5)	(58.5)	(58.5)	(58.5)	(58.5)	(58.5)	(59.5)
Cargo bed length	983*	1,144	1,144	1,740*	2,010	1,900	1,900	1,020	1,668*
	(38.7)	(45.0)	(45.0)	(68.5)	(79.2)	(74.8)	(74.8)	(40.8)	(65.7)
Tailgate aperture width	864	864	864	864	1,362	864	864	864	1,362
	(34)	(34)	(34)	(34)	(53.6)	(34)	(34)	(34)	(53.6)
Largest box length	830	1,030	1,005	1,570	1,980	1,750	1,100/1,470**	690	1,640
	(32.6)	(40.6)	(40)	(61.8)	(78)	(68.9)	(43.5/57.9)**	(27.2)	(64.6)
Largest box width	800	755	660	800	1,060	755	660	800	1,060
	(31.5)	(29.7)	(26)	(31.5)	(41.7)	(29.7)	(26)	(31.5)	(41.7)
Largest box height	1,160	1,050	1,050	1,160	1,160	1,050	1,050	1,160	1,160
	(45.7)	(41.3)	(41.3)	(45.7)	(45.7)	(41.3)	(41.3)	(45.7)	(45.7)

Dimensions mm (inches) *Add 161mm if spare wheel removed **2nd row seats up/2nd row seats folded



Vehicle height depends on tyre and suspension options



VEHICLE LOADING

Incorrect vehicle and trailer loading can give excessive tyre, brake and spring wear, overloaded axles, poor vehicle handling and braking performance and a generally unstable and inefficient vehicle.

The following factors should be taken into consideration when choosing your vehicle and the equipment you specify.

PAYLOAD & WEIGHT DISTRIBUTION

A correct weight distribution is achieved by considering several simple points:-

- Payload is calculated by GVW-EEC kerb weight and must not be exceeded
- This payload should be distributed as evenly as possible along the vehicle
- The fore/aft position of the payload must be chosen to prevent overloading of particular axles
- The payload should be kept down as low as possible
- Additional effects of a trailer should be taken into consideration (see towing section below)

Please refer to the table opposite and the dimensions section to assess the most appropriate vehicle configuration for the loads you are likely to carry.

For example, if you wish to carry relatively compact but heavy loads, a vehicle such as the 110 Pick Up, where the load can be stowed as far forward as possible would be appropriate. For less heavy loads, the 110 DCPU will give additional personnel carrying capabilities.

TOWING

Trailer loading

In order to obtain the best performance from your Land Rover, trailers should be loaded level and with the correct nose weight.

Note the trailer nose weight must be taken into account when estimating axle loads and will have a disproportionate effect due to the position of the hitch behind the rear axle (see table opposite).

Choosing the correct equipment

Land Rover offer a range of towing equipment to suit different applications, both as optional original equipment and accessories.

Multi-height tow bars enable the hitch to be fixed at three different positions and are a cost effective solution for people who are only likely to tow one particular trailer or caravan.

Adjustable tow bars enable the hitch to be readily adjusted to different heights using a quick release pin and are suitable for users who are likely to tow a variety of different trailers, or where the rear height of the vehicle may vary significantly with different payloads.

Either a tow ball or a combined ball and jaw unit can be specified. The ball is suitable for most purposes, the jaw unit gives greater versatility.

ROOF RACKS

Any load on the roof of the vehicle will affect vehicle handling and significant or tall loads should be avoided. Land Rover recommend a maximum of 75kg including the roof rack.

Land Rover Accessories and Land Rover Special Vehicles offer a range of roof rack systems to ensure roof loads are carried as safely as possible.

Sports bars are suitable for long loads that can be secured at two points such as ladders, canoes, windsurfers etc and, being the lightest racks, have the greatest weight carrying capability within the 75kg recommendation. They can also be fitted with a variety of specific attachments for items such as bicycles, skis, luggage boxes etc.

Expedition racks are available in different lengths applicable to different bodystyles and wheelbases. These are suitable for stowing a quantity of different items of equipment and enable loads to be distributed across a wider area to keep the load height to a minimum.

LOAD CAPABILITIES

MAXIMUM AXLE ^{kg}

	90			110					130	
	Pick Up Std (HD)	Hard Top Std (HD)	Station Wagon Std (HD)	Pick Up Std (HD)	HCPU Std (HD)	Hard Top Std (HD)	Station Wagon Std	Station Wagon with Boost Alloy Wheels	Double Cab Std (HD)	Double Cab HCPU (HD)
Front axle	1,250 (1,250)	1,250 (1,250)	1,250 (1,250)	1,250 (1,580)	1,250 (1,580)	1,250 (1,580)	1,250	1,250	1,250 (1,580)	(1,580)
Rear axle	1,380 (1,500)	1,380 (1,500)	1,500 (1,500)	1,850 (2,200)	1,850 (2,200)	1,850 (2,200)	1,850	1,940	1,850 (2,200)	(2,200)
Gross vehicle weight	2,400 (2,550)	2,400 (2,550)	2,400 (2,550)	3,050 (3,500)	3,050 (3,500)	3,050 (3,500)	3,050	3,050	3,050 (3,500)	(3,500)

Std = Standard HD = Heavy Duty

SUSPENSION

	90	110	110 & 130 HEAVY DUTY
Front	Live beam axle, single rate coil springs, telescopic hydraulic dampers. Panhard rod.	Live beam axle, dual rate coil springs, telescopic hydraulic dampers. Panhard rod.	Live beam axle, single rate coil springs, telescopic hydraulic dampers. Panhard rod.
Rear	Live beam axle, single rate coil springs, (dual rate on 2,550kg) telescopic hydraulic dampers. 'A' Frame.	3,050kg live beam axle, multi-rate coil springs, telescopic hydraulic dampers. 'A' Frame.	Live beam axle, single rate coil springs, telescopic hydraulic dampers. 'A' Frame. Co-axial helper springs.

TOWING ^{kg}

	90	110	130
Braked trailer	3,500	3,500	3,500
Unbraked trailer	750	750	750
Recommended max. trailer nose weight	150	150	150
Effect on rear axle weight weight	193	204 (HCPU 220)	211

ROOF LOAD SYSTEM ^{kg}

	90	110
Roof rack	75	75
Ladder rack	75	75

Approved Land Rover Genuine Parts roof rack. Weight includes roof rack.

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LAND ROVER FINANCIAL SERVICES

Whether you drive a Land Rover for your own private pleasure or as a company car, Land Rover Financial Services offers a wide range of competitive finance and insurance plans, developed exclusively for Land Rover owners and tailored to meet all your individual requirements. With Land Rover Financial Services you are dealing with people who have a close working relationship with your local dealership and who are as passionate about Land Rover as you are. Your Land Rover dealership will match your personal or business requirements to the most appropriate finance plan, provide you with quotations and process your application. [Terms and conditions apply, please see your dealership or visit www.landrover.co.uk for more details]

LAND ROVER BUSINESS PARTNER

Land Rover Business Partner is designed to make your business life easier, by giving you access to a wide range of vehicle funding packages, from purchase plans to Contract Hire. As everybody's needs are different, we've designed the service to be flexible, so that each package can be tailored to meet your individual requirements. But it's more than just a financial package. Land Rover Business Partner also takes on the time-consuming burden of managing and maintaining your fleet – enabling you to get on with running your business. [Terms and conditions apply, please see your dealership or visit www.landrover.co.uk for more details]

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Vehicle is accessorised with Rear Step Bumper, Tow Hitch and Chequer Plate Protection Kit.



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LAND ROVER, WARWICK



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TO HRH THE DUKE OF EDINBURGH
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