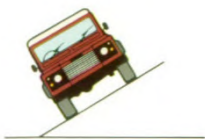




DEFENDER



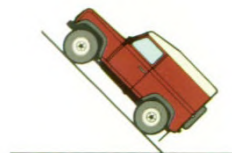
BUILT ON SUCCESS



Side slope



Approach and departure



Maximum gradient



Wading depth



BUILT TO DRIVE



No other 4 ×4 vehicle has a pedigree and a track record like Land Rover. Not only was it one of the first, it remains the world's pre-eminent on and off-road vehicle, exhilarating to drive, highly reliable and easy to maintain.

Defender is the latest in the line of these sturdy workhorses.

Defender features the high performance diesel engine, the 200 Tdi, offering the Defender driver the highest levels of diesel technology.

Defender. Built on success.



BUILT FOR PERFORMANCE



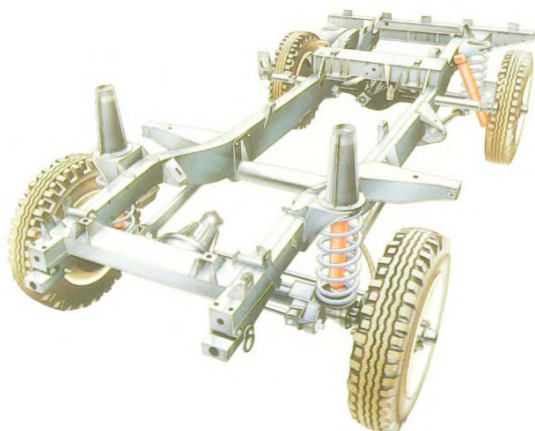
Land Rover has always been ready to adopt technological innovation, provided it could give distinct improvement in performance.

The proven Land Rover petrol and diesel engines have been joined by the latest power unit; a high efficiency 2.5 litre, direct injection diesel engine — the 200 Tdi. Direct injection technology coupled with an intercooler and turbocharger gives improved diesel economy with even greater power, torque, longevity and reliability.

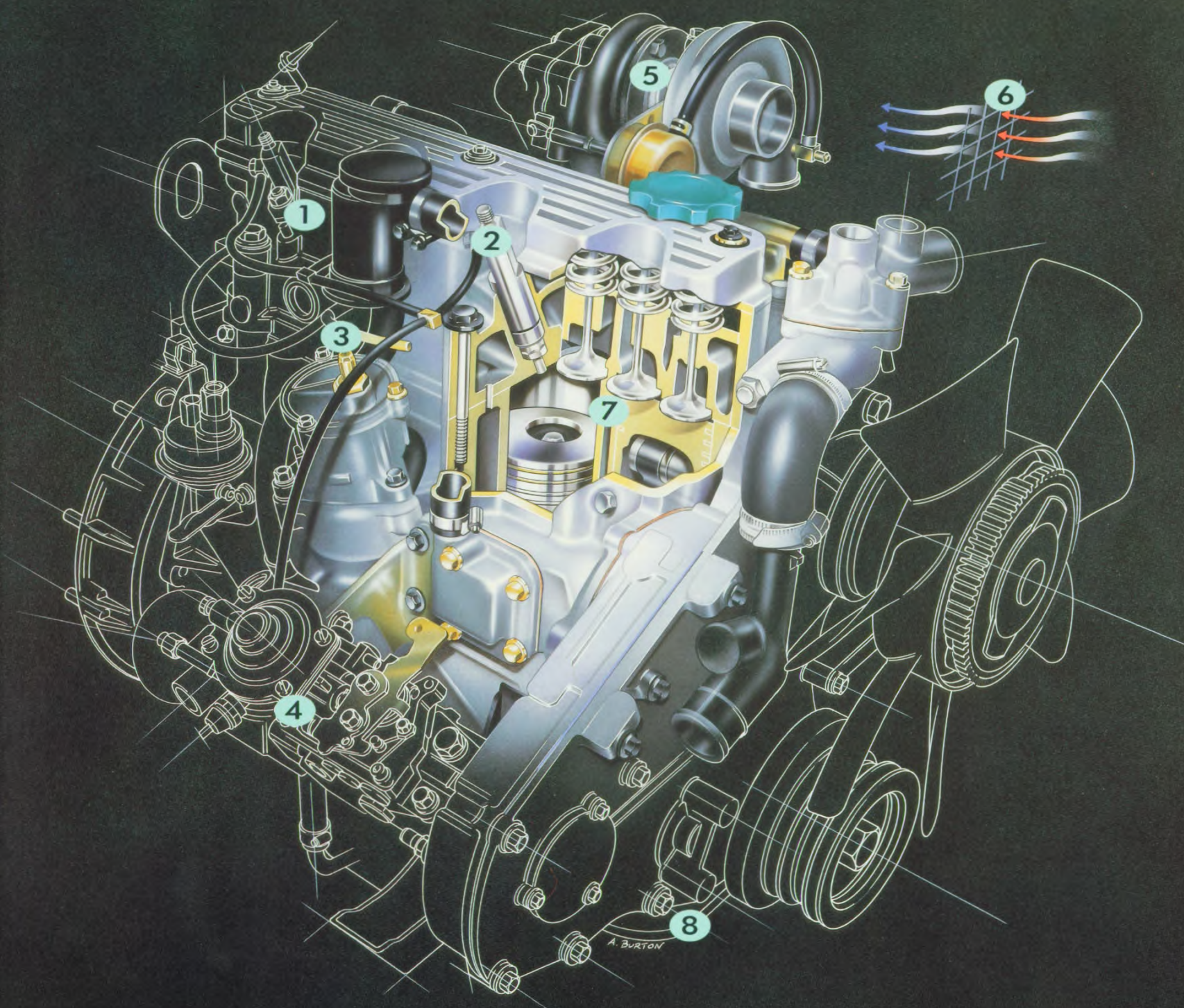
It provides high performance on-road with the capacity to tackle the worst off-road conditions, in nearly every driving environment in the world.

The 200 Tdi has been put through the blistering heat of Death Valley and the numbing cold of the Canadian Arctic winter — punishing testing to represent the worst engine use it's likely to meet. The result is an engine that combines the best in diesel technology.

Add this to the vehicle's rugged steel, box-section chassis, the resilient coil spring suspension, the responsive steering and tight turning circle, and you have the essential building blocks of a legend — Defender, the most formidable on and off-road performer in the world.



- ① **Alloy aluminium cylinder head**
Light weight with excellent heat transfer properties
- ② **Bosch two stage lift injector**
Improved noise characteristics
- ③ **Fast response timed heater plug**
Improved starting
- ④ **Bosch VE fuel injection pump**
Provides accurate fuel charge for direct injection combustion
- ⑤ **Garrett T25 turbocharger**
Matched with integral intercooler to provide optimum combination of low speed torque whilst maintaining high speed performance.
- ⑥ **Intercooled air charge**
Maximises engine efficiency with improved output
- ⑦ **Direct injection combustion system**
Improved economy, with reduced CO₂ emission representing the latest direct injection technology
- ⑧ **Aluminium ladder frame**
Improves powertrain stiffness







BUILT TO ADAPT

The 90, 110 and 130 models make up the Defender range giving it a level of flexibility few other vehicles can match.

Every working environment and every driver is unique, and under the Defender name you'll find a wealth of vehicle options; soft top, hard top, pick-ups, station wagons, crew cabs, with two petrol and two diesel engines, and three models, the 90, 110 and 130.

And whatever refinements you require — be it extra seating capacity, more storage, a range of colours, special wheels and tyres, sun hatches and radio cassettes — it's all there in a wide variety of options and accessories which enable you to 'build' precisely the vehicle you need.

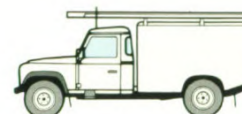
Always remember that Land Rover Special Vehicle Operations will discuss an unusual specification and will quote for the building of a special vehicle; be it a mobile works canteen, a fire tender, a desert ambulance, or a hydraulic platform.



90



110



130





BUILT TO WORK

90

Defender is the world's yardstick for personal off-road transport.

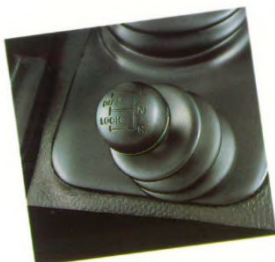
Essentially it's built to work. Defender can pack an extraordinary payload — up to 1.5 tonnes on the 130. And Defender can tow up to 4 tonnes*.

That remarkable ability is due to the solidity of the ladder frame chassis and the high torque at low engine speeds. Whatever and wherever the task you can be sure that Defender will get you there.

Each Defender engine is harnessed to a sturdy 5 speed gearbox. Combined with a high/low transfer box giving permanent 4 wheel drive, this provides no less than 10 forward and 2 reverse gears. With the centre differential engaged Defender shares all its low down engine power and torque equally between the tough beam axles. The selection of low range together with the generous ground clearance maximises traction over the toughest terrain.

Defender, the ultimate in off-road capability.

* Applies to vehicles modified to accept coupled brakes.







BUILT TO EXPLORE

90

The Land Rover name is linked to some of the world's most gruelling wilderness treks — Trans Sahara, the Darien Gap Crossing, Trans Globe and the Camel Trophy.

But Defender is much more than an extremely rugged people and load carrier. It's also a tough, reliable leisure vehicle. If you appreciate being able to get away from the crowds, you'll pack a lot more into your weekends with a Defender.

You can leave the roads far behind and head off into new horizons. You'll discover quiet corners well off the beaten track and will be able to pursue your leisure interests to the full, you can carry plenty of essential equipment in the back of the 90 — and tow a good deal more.

The Defender engine and suspension will give you a comfortable and high performance ride, both on the road, and off.

You'll also be reassured that Defender's engines all run below EC emission limits and petrol versions can use unleaded fuel.

So make the most of your time-off, off-road. 'Tread lightly' in the countryside, in Defender.

Accessories available from Land Rover Parts.







BUILT FOR THE WORLD

110

Defender is the world's most universal people and payload carrier. The 110 fulfils dozens of different roles in virtually every country around the world.

It battles across mountains and deserts, ploughs up to its axles in mud on civil engineering sites. It hauls logs from the depths of forestry estates and helps scientific teams gather essential data in inhospitable terrains.

The 110 also carries aid agencies on life-saving visits to rural communities well beyond the end of the road network.

All Defenders are built in that tough, dependable tradition, which is why the vehicle is at home anywhere in the world.







BUILT FOR RELIABILITY

110

Defenders are designed to be the most reliable and durable on and off-road vehicles ever built. Their proven power units, strong transmission and tough aluminium body panels bolted to a welded chassis all ensure that Defenders are virtually indestructible.

Capable of taking a great deal of punishment and designed for reliability, Defender will earn its keep night and day.

That's welcome news to any fleet buyer who is looking for a flexible, durable vehicle which requires minimal servicing and will hold its value.

In fact, of all the Land Rovers ever built some 70% are still in operation — irrefutable proof of Defender's inherited durability and reliability.

That's why Defender is such an excellent investment.

Choose from a varied Defender 110 range including Pick Up, High Capacity Pick Up, Hardtop and Station Wagon.







BUILT FOR BUSINESS

110

For decades Land Rover has helped every type of business, all over the world, operate at a profit.

Farmers, civil engineers, hoteliers, in fact business people in many industries have used Land Rover to carry out their tasks more efficiently.

But another reason for the Defender's usefulness as a business tool is its high degree of versatility; it can play several roles at once.

It can act as a delivery vehicle, a payload carrier and provide a highly durable form of personal transport.

The chassis and suspension give superior on-road ride while also enhancing off-road performance. Meanwhile, changes inside make Defender ideal as a refined people carrier.

Defender is an asset to any business. It's a highly flexible support vehicle that also contributes to the image of an efficient and professionally run enterprise.







BUILT FOR YOUR NEEDS

130

The Defender 130 is the essential working vehicle for rough terrain.

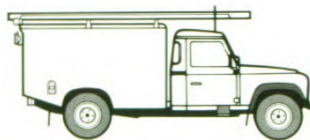
It gives a team leader the reassurance that he can reach a site fully supported by equipment and personnel, whatever the weather and whatever the conditions.

Defender 130 can negotiate most natural obstacles and can transport an essential load to the exact spot where it's needed.

The Defender 130 has already proved a popular business choice. Fleet managers delight in the versatility of this three or six seater crew and equipment carrier.

Discover the possibilities for individual design and manufacture by Land Rover Special Vehicles to fulfil your precise work requirements. Choosing the Defender 130 can often save a company considerable sums on its vehicle purchases.

Whatever special adaptations you require — a tipper, crane, hydraulic platform, box body or winch — the Defender 130 and Land Rover Special Vehicles have the flexibility to match your requirements perfectly.







BUILT FOR COMFORT



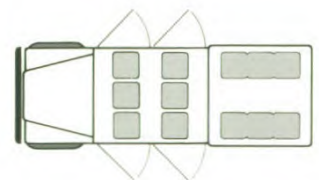
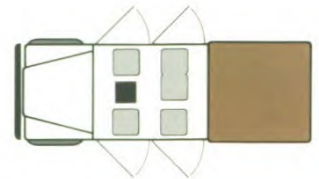
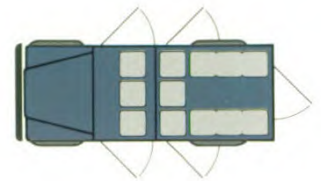
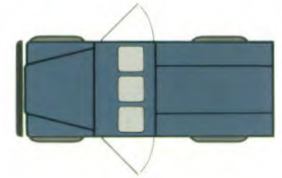
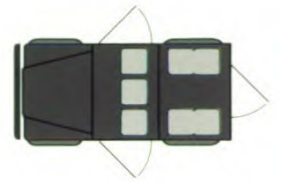
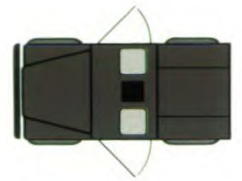
Settle yourself into a Defender and you'll immediately notice the increased emphasis on comfort and style.

The new improved soft feel steering wheel together with power assisted steering provides an improved driving position and handling.

The range of seating configurations is complimented by a choice of seat fabrics, a practical grey vinyl and a modern dog-toothed Moorland cloth. Functional interior features include courtesy light, programmed wash wipe and a lockable cubby box. Seat back map pockets offer improved storage space in the Defender 110 Station Wagon. A stereo radio cassette is also available.

The Defender's suspension, itself derived from the luxury Range Rover, makes a real contribution to driver comfort and control. Not only does it smooth out the roughest terrain, it also ensures that the vehicle provides high performance handling on the road.





Some of the seating
options available.



90 SPECIFICATION

FEATURES

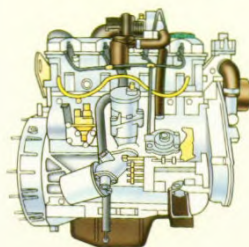
- Permanent Four Wheel Drive
- Centre Differential with Lock
- Coil Springs — Front and Rear
- Rigid Box Section Steel Chassis
- Rust-Proof Aluminium Body
- Five Speed Gearbox
- Two Speed High/Low Transfer Box
- Power Assisted Steering
- Deformable Wheel Arch Eyebrows
- Reclining Front Seats
- Two Front Head Restraints
- Inertia Reel Seat Belts (Front Outer)
- Floor and Roof Trim
- Interior Courtesy Light
- Heater/Demister
- Laminated Windscreen
- Two Speed Wipers with Intermittent Wipe
- Lockable Fuel Cap
- Exterior Rear View Mirrors
- Cigarette Lighter
- Rear Mud Flaps



DEFENDER

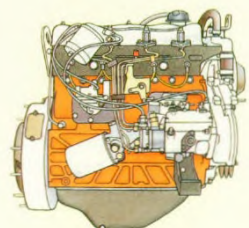
Engine Options

2.5 LITRE DIESEL Tdi



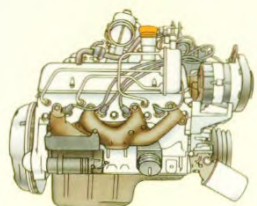
2495cc 4 Cylinder
intercooled turbo-charged
direct injection
diesel engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 19.5:1
Max. power DIN net:
80kW (107 bhp)
@ 3800 rpm
Max. torque 255Nm
(188 lbf.ft) @ 1800 rpm

2.5 LITRE DIESEL



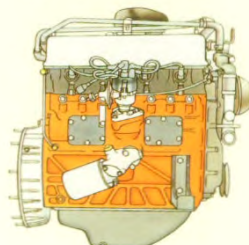
2495cc 4 Cylinder
naturally aspirated
diesel engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 21:1
Max. power DIN net:
51kW (68 bhp)
@ 4000 rpm
Max. torque 158Nm
(117 lbf.ft) @ 1800 rpm

3.5 LITRE PETROL



3528cc V8
petrol engine
Bore: 88.9mm (3.5in);
Stroke: 71.1mm (2.8in)
Compression ratio: 8:13:1
Max. power DIN net:
100kW (134 bhp)
@ 5000 rpm
Max. torque 253Nm
(187 lbf.ft) @ 2500 rpm

2.5 LITRE PETROL



2495cc 4 Cylinder
petrol engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 8:1
Max. power DIN net:
62kW (83 bhp)
@ 4000 rpm
Max. torque 181Nm
(133 lbf.ft) @ 2000 rpm

Fuel Economy

Passenger Car Fuel Consumption Order 1983 No. 1486 80/1268/EEC

	Sim Urban Cycle (mpg)	Const Speed 56mph (mpg)	Const Speed 75mph (mpg)
90 — 2.5 Petrol:	16.3	22.8	N/A
90 — 2.5 Diesel:	26.6	28.2	N/A
90 — 2.5 Diesel Tdi:	28.3	32.2	21.2
90 — 3.5 Petrol:	14.1	22.2	14.9

	Sim Urban Cycle l/100 km	Const Speed 90 km/h l/100 km	Const Speed 120 km/h l/100 km
90 — 2.5 Petrol:	17.3	12.4	N/A
90 — 2.5 Diesel:	10.6	10.0	N/A
90 — 2.5 Diesel Tdi:	9.9	8.8	13.3
90 — 3.5 Petrol:	20.0	12.7	19.0

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. Information as to the results of officially approved tests on all vehicles tested is available for inspection by customers on the premises where these vehicles are displayed.

Maximum Axle Weights

	90 — Std.	90 — H. Load
Front Axle kg:	1200	1200
Rear Axle kg:	1380	1500
GVW kg:	2400	2550

Kerb Weight = Unladen Weight + Full Fuel Tank & 75 kg Driver.

** Payload = GVW — Kerb Weight. However, individual axle weights must not be exceeded, therefore actual payload available may be less dependent on load distribution.

- 2400 kg specification. Height depends on tyres specified.
- 2550 kg specification. Height depends on tyres specified.

NB: Seating configurations are variable, depending on territorial specifications and option requirements. Seating material may be deluxe vinyl or cloth, depending on specification.

NB: All V8 engines have electronic ignition.

General

This publication is for international usage and whilst Land Rover take the utmost care in ensuring that all details in the publication are correct at the time of going to press, we are constantly striving for improvement and therefore reserve the right to alter model specifications and equipment without notice. Details of specifications and equipment are also subject to change to suit local conditions and requirements, and not all models are available in every market. Please consult your Land Rover distributor or dealer who will be pleased to advise you on current specifications. Distributors and dealers are not agents of Land Rover and have absolutely no authority to bind Land Rover to any express or implied undertaking or representation.



Model

Engine
Gross Vehicle Weight kg:
Kerb Weight* kg:
Payload** kg:
Gross Vehicle Weight kg:
Kerb Weight* kg:
Payload** kg:
Overall Length mm (in):
Overall Width mm (in):
Height (1) mm (in):
Height (2) mm (in):
Wheelbase mm (in):
Track Front/Rear mm (in):
Cargo Bed Length mm (in):
Interior Width mm (in):
Interior Height mm (in):
Width Between Wheel Boxes mm (in):
Seating Capacity:
Tyre Size:
Minimum Turning Radius, Kerb to Kerb m (ft):
Maximum Gradient (Kerb Weight):
Approach Angle (Kerb Weight):
Departure Angle (Kerb Weight):
Ramp Break Over Angle:
Minimum Ground Clearance (unladen) mm (in):
Wading Depth mm (in):
Engine
Unbraked Trailers kg:
Trailer with Over-run Brakes kg:
4-Wheel Trailer with Coupled Brakes kg:
Type:
Ratio (at straight ahead):
Maximum Turns:
Type:
Front:
Rear:
Front Suspension:
Rear Suspension:
Tyre Size:
Wheel Size:
Type:
Clutch:
Gearbox:
Gear Ratio: 1st
Gear Ratio: 2nd
Gear Ratio: 3rd
Gear Ratio: 4th
Gear Ratio: 5th
Gear Ratio: Reverse
Transfer Ratio: High
Transfer Ratio: Low
Final Drive Ratio:
Fuel Tank Capacity — Litres (Imperial Gallons):
Fuel Pump:
Battery Voltage:
Battery Reserve Capacity A/Min/V:
Alternator A:
Earth:

90



90 Soft Top				90 Pick Up				90 Hard Top				90 Station Wagon			
2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi
Standard Suspension: 2400															
1636	1627	1656	1695	1636	1627	1665	1694	1683	1672	1703	1746	1701	1690	1721	1793
764	773	744	705	764	773	735	706	717	728	697	654	699	710	679	607
High Load Suspension: 2550															
1640	1627	1660	1699	1640	1627	1669	1698	1687	1672	1707	1750	1705	1690	1725	1797
910	923	890	851	910	923	881	852	863	878	843	800	845	860	825	753
3722 (146.5)				3722 (146.5)				3883 (152.9)				3883 (152.9)			
1790 (70.5)				1790 (70.5)				1790 (70.5)				1790 (70.5)			
1965 (77.4)				1963 (77.3)				1972 (77.6)				1963 (77.3)			
2000 (78.7)				1993 (78.5)				1997 (78.6)				1989 (78.3)			
2360 (92.9)				2360 (92.9)				2360 (92.9)				2360 (92.9)			
1486 (58.5)				1486 (58.5)				1486 (58.5)				1486 (58.5)			
1144 (45.0)				1144 (45.0)				1144 (45.0)				1144 (45.0)			
1430 (56.3)				1430 (56.3)				1430 (56.3)				1400 (55.1)			
1205 (47.4)				N/A				1205 (47.4)				1175 (46.3)			
925 (36.4)				925 (36.4)				925 (36.4)				925 (36.4)			
2-7				2-7				2-7				6-7			
205 × 16 — Standard								750 × 16 (except XS) — Optional							
5.85 (19.2)								6.15 (20.2)							
45"								45"							
48"								50"							
49"								52"							
150"								146"							
191 (7.5)								229 (9)							
500 (20)								500 (20)							
2.5P/3.5P/2.5Tdi								2.5D							
750								750							
3500								3500							
4000 ▲								3500 ▲							
Manual (standard)								Power (optional)							
Worm & roller								Worm & roller							
20.2:1								19.3:1							
4.3								4.0							
Servo assisted															
Discs															
Drums															
Live beam axle, single rate coil springs, telescopic hydraulic dampers, Panhard rod.															
Live beam axle, single rate coil springs (dual rate on 2550 kg), telescopic hydraulic dampers, 'A' frame.															
2400 kg & 2550 kg: 205 × 16 (standard), 750 × 16 (optional - 22.7 kg heavier)															
140 × 406 mm (5.50F × 16"), 152 × 406mm (6.00JK × 16) optional styled steel wheel															
2.5 Petrol				3.5 Petrol				2.5 Diesel				2.5 Tdi			
Single Dry Plate, Hydraulic				Single Dry Plate, Hydraulic				Single Dry Plate, Hydraulic				Single Dry Plate, Hydraulic			
LT77/230T				LT77/230T				LT77/230T				LT77/230T			
3.585:1				3.692:1				3.585:1				3.692:1			
2.301:1				2.132:1				2.301:1				2.132:1			
1.507:1				1.397:1				1.507:1				1.397:1			
1.000:1				1.000:1				1.000:1				1.000:1			
0.831:1				0.770:1				0.831:1				0.770:1			
3.701:1				3.429:1				3.701:1				3.429:1			
1.411:1				1.411:1				1.411:1				1.411:1			
3.320:1				3.320:1				3.320:1				3.320:1			
3.54:1				3.54:1				3.54:1				3.54:1			
54.5 (12)				54.5 (12)				54.5 (12)				54.5 (12)			
Electrical								Mechanical Lift Pump							
12								12							
180/78/89 (55AH)								370/120/90 (95AH)							
45								45							
Negative								Negative							

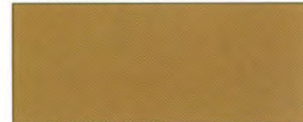
Body Colours - 90 110 & 130



Red LRC 390



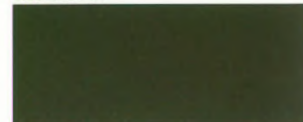
White LRC 456



Beige LRC 433



Blue LRC 424



Green LRC 419



Grey LRC 476

Side Tapes - All Models



Side Tapes - 110 County



Colours

The colour finishes illustrated are those which are currently available. Land Rover reserve the right to alter or withdraw any colour finish without notice. These colours are intended to serve primarily as a guide, and whilst they approximate closely to the actual colours used they should not be utilised for paint matching or for any other purpose where complete accuracy is essential.

▲ Only applies to vehicles modified to accept coupled brakes.



110/130 SPECIFICATION

FEATURES

- Permanent Four Wheel Drive
- Centre Differential with Lock
- Coil Springs — Front and Rear
- Rigid Box Section Steel Chassis
- Rust-Proof Aluminium Body
- Five Speed Gearbox
- Two Speed High/Low Transfer Box
- Power Assisted Steering
- Deformable Wheel Arch Eyebrows
- Reclining Front Seats
- Two Front Head Restraints
- Inertia Reel Seat Belts (Front Outer)
- Floor and Roof Trim
- Interior Courtesy Light
- Heater/Demister
- Laminated Windscreen
- Two Speed Wipers with Intermittent Wipe
- Lockable Fuel Cap
- Exterior Rear View Mirrors
- Cigarette Lighter
- Rear Mud Flaps

110

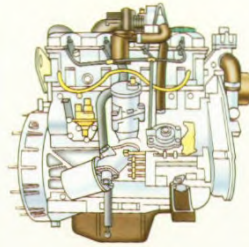
130



DEFENDER

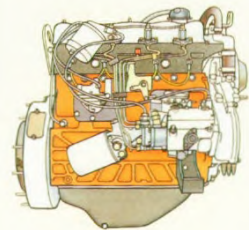
Engine Options

2.5 LITRE DIESEL Tdi



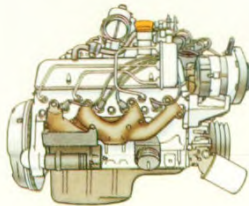
2495cc 4 Cylinder
intercooled turbo-charged
direct injection
diesel engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 19.5:1
Max. power DIN net:
80kW (107 bhp)
@ 3800 rpm
Max. torque 255Nm
(188 lbf.ft) @ 1800 rpm

2.5 LITRE DIESEL



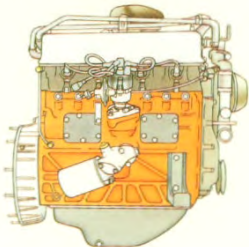
2495cc 4 Cylinder
naturally aspirated
diesel engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 21:1
Max. power DIN net:
51kW (68 bhp)
@ 4000 rpm
Max. torque 158Nm
(117 lbf.ft) @ 1800 rpm

3.5 LITRE PETROL



3528cc V8
petrol engine
Bore: 88.9mm (3.5in);
Stroke: 71.1mm (2.8in)
Compression ratio: 8:13:1
Max. power DIN net:
100kW (134 bhp)
@ 5000 rpm
Max. torque 253Nm
(187 lbf.ft) @ 2500 rpm

2.5 LITRE PETROL



2495cc 4 Cylinder
petrol engine
Bore: 90.47mm (3.56in);
Stroke: 97mm (3.82in)
Compression ratio: 8:1
Max. power DIN net:
62kW (83 bhp)
@ 4000 rpm
Max. torque 181Nm
(133 lbf.ft) @ 2000 rpm

Fuel Economy

Passenger Car Fuel Consumption Order 1983 No. 1486 80/1268/EEC

	Sim Urban Cycle (mpg)	Const Speed 56mph (mpg)	Const Speed 75mph (mpg)
110 — 2.5 Petrol:	14.5	21.0	N/A
110 — 2.5 Diesel:	21.6	24.7	N/A
110/130 — 2.5 Diesel Tdi:	28.8	29.6	19.0
110/130 — 3.5 Petrol:	13.0	21.0	14.8

	Sim Urban Cycle l/100 km	Const Speed 90 km/h l/100 km	Const Speed 120 km/h l/100 km
110 — 2.5 Petrol:	19.4	13.5	N/A
110 — 2.5 Diesel:	13.1	11.4	N/A
110/130 — 2.5 Diesel Tdi:	9.8	9.5	14.8
110/130 — 3.5 Petrol:	21.7	13.4	19.1

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. Information as to the results of officially approved tests on all vehicles tested is available for inspection by customers on the premises where these vehicles are displayed.

Maximum Axle Weights

	110 - Levelled	110 - Unlevelled	130
Front Axle kg:	1200	1200	1580
Rear Axle kg:	1750	1850	2200
GVW kg:	2950	3050	3500

* Kerb Weight = Unladen Weight + Full Fuel Tank & 75 kg Driver.

** Payload = GVW — Kerb Weight. However, individual axle weights must not be exceeded, therefore actual payload available may be less dependent on load distribution.

(1) 2950 kg specification. Height depends on tyres specified.
(2) 3050 kg specification. Height depends on tyres specified.

NB: Seating configurations are variable, depending on territorial specifications and option requirements. Seating material may be deluxe vinyl or cloth, depending on specification.

NB: Station Wagon weights shown are for 10 seater model. All weight figures quoted are subject to local legal restrictions.

NB: All V8 engines have electronic ignition.

General

This publication is for international usage and whilst Land Rover take the utmost care in ensuring that all details in the publication are correct at the time of going to press, we are constantly striving for improvement and therefore reserve the right to alter model specifications and equipment without notice. Details of specifications and equipment are also subject to change to suit local conditions and requirements, and not all models are available in every market. Please consult your Land Rover distributor or dealer who will be pleased to advise you on current specifications. Distributors and dealers are not agents of Land Rover and have absolutely no authority to bind Land Rover to any express or implied undertaking or representation.



Model

Engine
Gross Vehicle Weight kg:
Kerb Weight* kg:
Payload** kg:
Gross Vehicle Weight kg:
Kerb Weight* kg:
Payload** kg:
Overall Length mm (in):
Overall Width mm (in):
Height (1) mm (in):
Height (2) mm (in):
Wheelbase mm (in):
Track Front/Rear mm (in):
Cargo Bed Length mm (in):
Interior Width mm (in):
Interior Height mm (in):
Width Between Wheel Boxes mm (in):
Seating Capacity:
Tyre Size:
Minimum Turning Radius, Kerb to Kerb m (ft):
Maximum Gradient (Kerb Weight):
Approach Angle (Kerb Weight):
Departure Angle (Kerb Weight):
Ramp Break Over Angle:
Minimum Ground Clearance (unladen) mm (in):
Wading Depth mm (in):
Engine
Unbraked Trailers kg:
Trailer with Over-run Brakes kg:
4-Wheel Trailer with Coupled Brakes kg:
Type:
Ratio (at straight ahead):
Maximum Turns:
Type:
Front:
Rear:
Front Suspension:
Rear Suspension:
Type Size:
Wheel Size:
Clutch:
Gearbox:
Gear Ratio: 1st
Gear Ratio: 2nd
Gear Ratio: 3rd
Gear Ratio: 4th
Gear Ratio: 5th
Gear Ratio: Reverse
Transfer Ratio: High
Transfer Ratio: Low
Final Drive Ratio:
Fuel Tank Capacity — Litres (Imperial Gallons):
Fuel Pump:
Battery Voltage:
Battery Reserve Capacity A/Min/V:
Alternator A:
Earth:



110 Soft Top				110 Pick Up				110 High Capacity Pick Up				110 Hard Top				110 Station Wagon				110 County				130 Crew Cab & HCPU	
2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	2.5P	3.5P	2.5D	2.5Tdi	3.5P	2.5Tdi
Unlevelled Suspension: 3050																								3500	
1805	1806	1828	1872	1815	1815	1839	1880	1853	1853	1877	1917	1840	1840	1867	1913	1943	1944	1969	2018	1979	1980	2005	2054	2012	2086
1245	1244	1222	1178	1235	1235	1211	1170	1197	1197	1173	1133	1210	1210	1183	1137	1107	1106	1081	1032	1071	1070	1045	996	1488	1414
Levelled Suspension: 2950																								N/A	
1815	1816	1838	1882	1825	1825	1849	1890	1863	1863	1887	1927	1850	1850	1877	1923	1953	1954	1979	2028	1989	1990	2015	2064	N/A	N/A
1135	1134	1112	1068	1125	1125	1101	1060	1087	1087	1063	1023	1100	1100	1073	1027	997	996	971	922	961	960	935	886	N/A	N/A
4438 (175)				4438 (175)				4631 (182)				4599 (181)				4599 (181)				4599 (181)				5132 (202)	
1790 (70.5)				1790 (70.5)				1790 (70.5)				1790 (70.5)				1790 (70.5)				1790 (70.5)				1790 (70.5)	
2035 (80.1)				2035 (80.1)				2035 (80.1)				2035 (80.1)				2035 (80.1)				2035 (80.1)				2035 (80.1)	
2079 (81.9)				2064 (81.3)				2076 (81.7)				2073 (81.6)				2059 (81.1)				2059 (81.1)				-	
2794 (110)				2794 (110)				2794 (110)				2794 (110)				2794 (110)				2794 (110)				3226 (127)	
1486 (58.5)				1486 (58.5)				1486 (58.5)				1486 (58.5)				1486 (58.5)				1486 (58.5)				1486 (58.5)	
1900 (74.8)				1900 (74.8)				2010 (79.2)				1900 (74.8)				N/A				N/A				1670 (65.7)	
1430 (56.3)				1430 (56.3)				1670 (65.75)				1430 (56.3)				1400 (55.1)				1400 (55.1)				1670 (65.7)	
1205 (47.4)				N/A				N/A				1205 (47.4)				1175 (46.3)				1175 (46.3)				N/A	
925 (36.4)				925 (36.4)				1090 (43)				925 (36.4)				925 (36.4)				925 (36.4)				1090 (43.0)	
2/3/11				2/3/11				2/3				2/3/11				9/10/11/12				9/10/11/12				5/6/12	
750 x 16																								750 x 16	
6.4 (21)																								7.54 (24.7)	
45"																								45"	
50"																								50"	
35"																								34"	
152"																								155"	
215 (8.5)																								215 (8.5)	
500 (20)																								500 (20)	
2.5P/3.5P/2.5Tdi												2.5D		3.5P/2.5Tdi											
750												750		750											
3500												3500		3500											
4000 ▲												3500 ▲		4000 ▲											
Manual (standard)												Power (optional)		Power (Standard)											
Worm & roller												Worm & roller		Worm & roller											
20.2:1												19.3:1		19.3:1											
4.3												4.0		4.0											
Servo assisted														Servo assisted											
Discs														Discs											
Drums														Drums											
Live beam axle, dual rate coil springs, telescopic hydraulic dampers, Panhard rod.																									
3050 kg: Live beam axle, single rate coil springs, telescopic hydraulic dampers, 'A' frame.																									
2950 kg: As unlevelled, plus levelling unit and anti-roll bar.																									
750 x 16																									
140 x 406 mm (5.50F x 16")																									
2.5 Petrol						3.5 Petrol						2.5 Diesel						2.5 Tdi							
Single Dry Plate, Hydraulic						Single Dry Plate, Hydraulic						Single Dry Plate, Hydraulic						Single Dry Plate, Hydraulic							
LT77/230T						LT77/230T						LT77/230T						LT77/230T							
3.585:1						3.692:1						3.585:1						3.692:1							
2.301:1						2.132:1						2.301:1						2.132:1							
1.507:1						1.397:1						1.507:1						1.397:1							
1.000:1						1.000:1						1.000:1						1.000:1							
0.831:1						0.770:1						0.831:1						0.770:1							
3.701:1						3.429:1						3.701:1						3.429:1							
1.667:1						1.411:1						1.667:1						1.411:1							
3.320:1						3.320:1						3.320:1						3.320:1							
3.54:1						3.54:1						3.54:1						3.54:1							
80 (17.5)						80 (17.5)						80 (17.5)						80 (17.5)							
Electrical						Mechanical Lift Pump						Electrical						Mechanical Lift Pump							
12						12						12						12							
180/78/89 (55AH)						180/78/89 (55AH)						370/120/90 (95AH)						370/120/90 (95AH)							
45						45						45						45							
Negative						Negative						Negative						Negative							

▲ Only applies to vehicles modified to accept coupled brakes.

Some Defenders shown feature accessories available from Land Rover Parts.

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Every Land Rover dealer is a specialist with factory trained technicians and a fully equipped service workshop. He will know your Defender back to front and can offer all the help and knowledgeable advice you could ask for. Plus the back-up of Land Rover's worldwide parts and accessories network.

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110

130





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Land Rover, Lode Lane, Solihull, England B92 8NW. Telephone: 021-722 2424.

Fax: 021-742 1927. Telex: 338641 Lan Rov G.

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