

90 • 110 • 130

DEFENDER







LAND ROVER DEFENDER. THE SPIRIT OF ADVENTURE.

Drive a Defender, and you're enjoying a pedigree unique in the world.
Inspired by innovation, individualism, and a pioneering sense of adventure.

*No other vehicle shares the sheer guts and endurance that is Land Rover Defender;
no other gives you the authenticity and experience of the world's leading four wheel drive manufacturer.*

Defender means freedom; to explore, to achieve, to be yourself.

*Land Rover Defender is building its future on the strengths of the past.
Evolving new technology to serve you even better – but founded on values which have stood the test of time.*

Values you can trust.



THERE'S NO SUBSTITUTE FOR EXPERIENCE



Defender's robust yet relatively straightforward construction allows for virtually limitless variations on a theme, including miniature caterpillar tracks on each corner.

From the very beginning of its career, the Land Rover set the standards that all other 4 x 4 vehicles are measured against. Nothing could match its agility, robustness, versatility and endurance.

Orders poured in for the Land Rover as soon as it was first launched in 1948. It was the beginning of a success story which was to make Land Rover the world's largest dedicated 4 x 4 manufacturer, producing more than 65,000 vehicles a year – 70% for export.

Customers in all walks of life and all over the world wanted the Land Rover simply because it could go where no vehicle had ever gone before. In snow and ice, through axle-deep mud, over rock strewn hills, this was a vehicle that came into its own in seemingly impossible conditions. Regardless of the weather and the terrain, life could go on as normal, whilst less agile and rugged vehicles were out of the running.

The Land Rover Defender has retained its supremacy as the most capable 4 x 4 vehicle in its class, on and off road. It has also broadened its appeal, capturing the imagination of drivers seeking a vehicle with unique capability – and individuality.

Defender offers a driving experience like no other; exhilaration – founded on confidence. Even if you never approach the limits of its astonishing potential, you know you can trust a vehicle that can wade through a quagmire like a walk in the park. Or tackle

treacherous slopes with the agility of a mountain goat. Those same strengths make Defender a supreme on-road vehicle, for towing, touring, or simply getting from A to B comfortably, safely and reliably.

The latest Defender builds on these strengths, giving you more refinement and lower cost of ownership from the acclaimed TDi turbo diesel engine, and a host of other carefully chosen improvements. The legend lives on; more powerful than ever.



The Land Rover was in intense demand from its 1948 launch onwards. Land Rover's export achievements won the company the Queen's Award for Export in 1990.



Today, there are very few countries in the world where you won't find Land Rover Defenders – all, working long and hard for their living.



Defenders have been floated, parachuted, hovered, and even been converted for use on the railways.

When the going gets tough, Defender keeps on going, tackling hostile terrain with characteristic ease.



Defender's ruggedness and adaptability have made it one of the mainstays of armed forces, rescue and emergency services throughout the world.

Every Defender that rolls off the production line embarks on a working life that is almost certainly going to be very long.





BUILDING VALUES YOU CAN TRUST

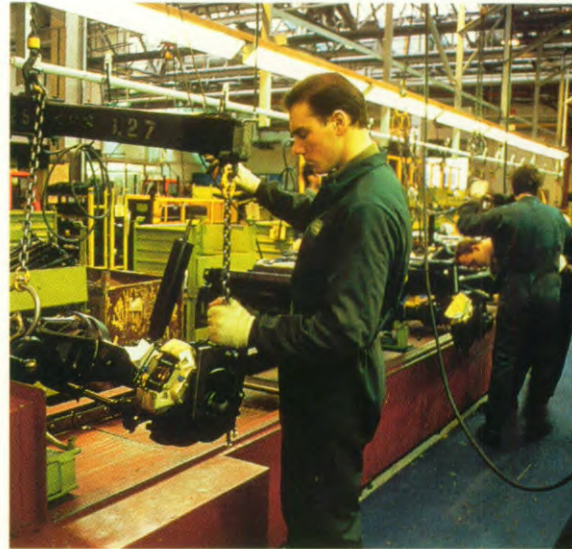
Whilst we develop new ideas and technologies where they will serve you better, the essence of Defender's design and construction hasn't altered since the first models made automotive history in 1948 – simply because some ideas are so good, it would be foolish to change them.

For this reason, Defender's body panels are still all-aluminium, as they always have been, and hence highly corrosion-resistant. What has become one of the vehicle's greatest virtues was in fact born out of necessity; in the post-war years, steel was in short supply, but large stocks of aluminium were available as aircraft production slowed down.

Steel is used for the chassis and front bulkhead to provide the necessary structural integrity, with immensely strong, deep box sections running in a ladder-frame construction from front to rear. This design is the same as the original, because it has been found to work so extremely well. Before embarking on production, tests of pre-production models were carried out with the characteristic Land Rover thoroughness; as well as the normal endurance testing, economy runs and towing capabilities, ploughing performance was also assessed. Since that time, the rightness of Defender's design has been proven by countless thousands of owners worldwide.

If you walk down the production line at Land Rover's West Midlands manufacturing facility, one thing you won't see is a vast array of computer-controlled robots. Instead, you'll see people with a wealth of experience and a special pride in their job. Most of Defender's construction is still done by hand; it is a specialist vehicle, built by specialists. With such a huge range of body types and seating configurations, together with the vast numbers of vehicles which are built to a completely unique specification, the human factor is essential. Defender's engines – all of them Land Rover-developed – are also assembled and tested here. The people who build Defender are, like the vehicle itself, a very special breed.

Motivation, rather than automation, is the driving force behind Defender's construction. The high level of human involvement demands craftsmanship and skill, and generates a unique pride in the job.



The result of the intensive manufacturing process takes to the water, built with care for a long and hard working life.

Regular rig tests, such as this door shut test, inflict more punishment than a lifetime of non-stop work on vehicles randomly selected from the production line.



Quality is a way of life built in to every Land Rover, helping to ensure that every vehicle reaches its owner in nothing less than perfect condition.



WE GO A GREAT DEAL FURTHER TO MEET YOUR NEEDS



The choice of three wheelbases and five body types means a Defender model to suit your requirements to the letter.



On-road or off-road, Defender gives you the reliability and comfort you need.



The pioneering spirit at the heart of Defender's heritage means that the vehicle has become a familiar sight in the most remote locations in the world.



Everyone's transport needs are different; and Land Rover go to quite extraordinary lengths to meet them. In its time, the Land Rover Defender has been turned into a giant lawn mower, an aircraft loading ramp, fire engine - even a hovercraft.

So it's hardly surprising that our core range of vehicles is the most extensive in the class. You have a choice of three wheelbases and five body types; including soft top, hard top, pick-ups, station wagons and crew cabs.

On top of that, there are options and accessories to meet your needs for everything from nudge bars to sun roofs, and special colours to radio cassettes. Small wonder that every Defender is just as individual as its owner.

If your vehicle requirements are highly individual, Land Rover Special Vehicles can meet them. With unrivalled experience in working to out-of-the-ordinary vehicle specifications, this team of specialists can build anything from a mobile works canteen to a hydraulic platform; or from a desert ambulance to a fire tender. Land Rover, like its vehicles, is totally adaptable.



Pick Up



Hard Top



County Station Wagon



Pick Up



High Capacity Pick Up



Hard Top



Station Wagon



County Station Wagon



Crew Cab
High Capacity Pick Up



WHO ELSE COULD IMPROVE ON THE BEST?

When the Land Rover 200 Tdi direct injection diesel engine was introduced, it offered simply the best in diesel engine technology. Its successor, the 300 Tdi, is better still.

It's easier to drive, with an increase in power to 83kw. The high torque, peaking at around only 1800 rpm and giving flexible pulling power, remains one of the engine's greatest strengths.

It's easier to service, with all major ancillaries driven off the front of the engine. Cheaper to run, with an automatic tensioner completely eliminating the need for drive belt adjustment; and the service life of the timing belt more than doubled.

It's more refined, with a new engine top cover, made from a composite polymer material uniquely developed for the 300Tdi engine. The cover is easy to remove for service, and tough enough to withstand extremes of operating conditions.

To reduce turbine noise, a state-of-the-art single casting is used for the turbine housing and exhaust outlet.

An exhaust 'de-coupler', made of braided stainless steel, helps prevent engine vibrations from being transmitted into the exhaust system and the vehicle body, enhancing refinement*.

The all-new sump has three layers, with a polymer inner layer damping the outer two. The use of side stiffeners, and a new engine mounting system, also helps to reduce vibration.

Leading-edge manufacturing technology is used for the timing pulleys, which are pressed steel rather than cast iron for increased refinement.

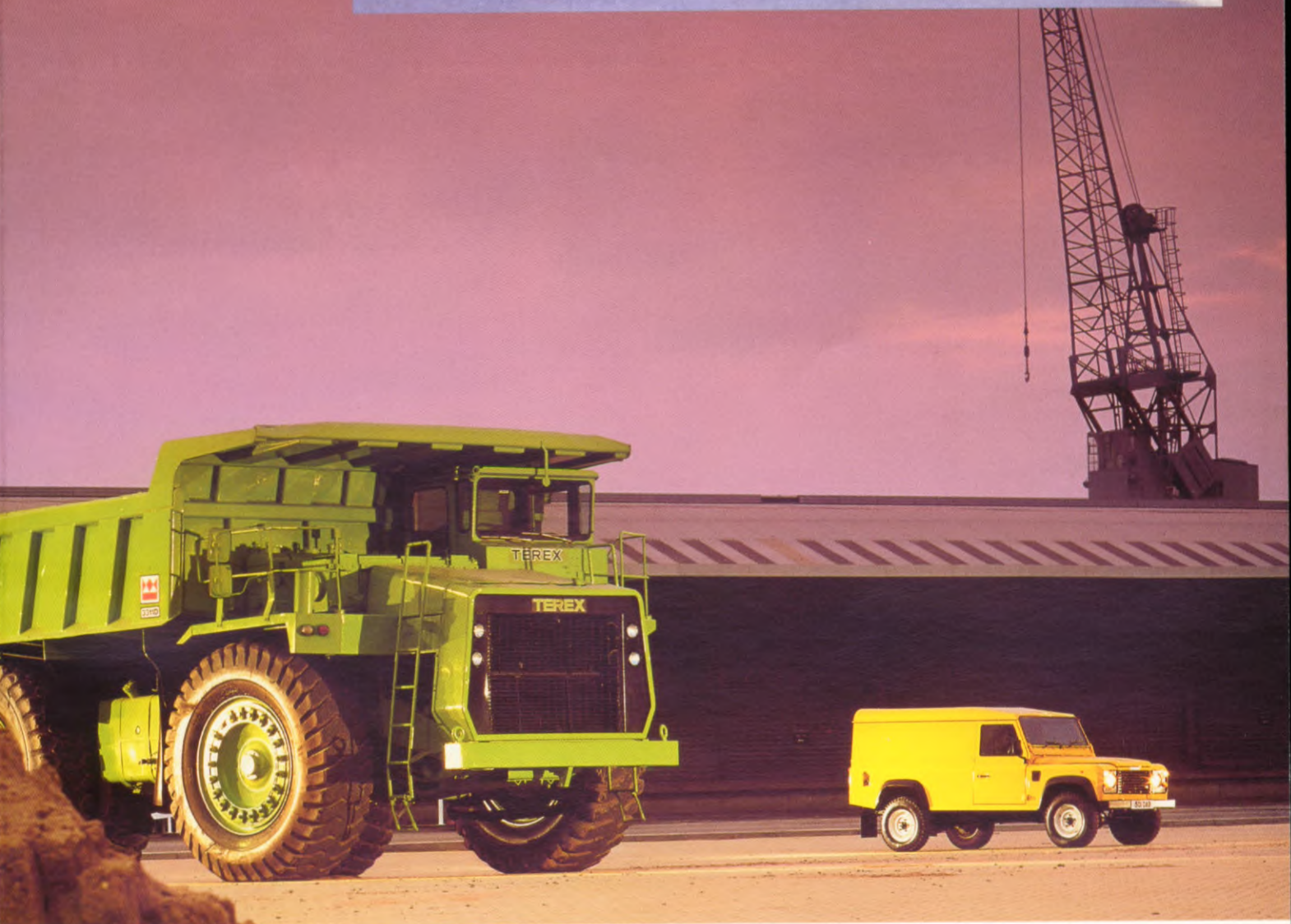
As if that wasn't enough, we have also established the industry benchmark for low oil consumption, with all-new pistons and ring packs, and the new cylinder block design.

*When fitted with catalyst option.



Improving on the best means setting completely new standards. But that's nothing new for Land Rover.

*Adventurer, work
horse and faithful
friend, Defender has
a track record
unmatched by any
other 4 x 4.*



*The style dating
back more than four
decades has a
timeless appeal – an
image of strength,
rugged endurance
and individualism.*



BUILT TO STAND THE TEST OF TIME

To equip Defender to tackle conditions which few other vehicles ever encounter, we've been steadily increasing its quality and reliability in recent years. On the latest models, the wiring harness has new, integrated connectors, directly moulded onto the wiring, and fully sealed against damp and dirt. There's also an ancillary underbonnet fuse box, to give extra protection.

However, Defender's heritage is based on evolution, rather than revolution. Which is why Defender, like its forebears, has corrosion-resistant aluminium body panels, and a rugged steel box section chassis strong enough to shrug off parachute landings as easily as pot-holed gullies. Giving the vehicle its legendary longevity and endurance in the harshest conditions in the world.

The same robust engineering endows Defender with its famous ability to tackle situations which bring lesser vehicles to a grinding halt. The coil spring suspension gives phenomenal wheel articulation. Combined with the tough beam axles, tyre contact and traction can be maintained in the most demanding conditions, together with a level ride platform. In on-road driving, Defender's ability to soak up the bumps means a safer, more comfortable journey for you.

To witness Defender's extraordinary off-road capabilities, you don't have to travel to the Amazon and join the Camel Trophy. Land Rover's Jungle Track, located near the manufacturing facility in the West Midlands, simulates many of the most extreme off-road conditions to be found anywhere in the world. Featuring unnervingly steep gradients and side slopes, deep water wading areas, and acres of treacherous mud, the Jungle Track is the kind of place where only a Land Rover vehicle can feel at home. This proven all-terrain ability also makes Defender the sensible choice for business. Tough and dependable, it's designed to work hard, long and efficiently. Defender is far more than mere transport - more an indispensable part of your workforce. A decision you'll never regret.



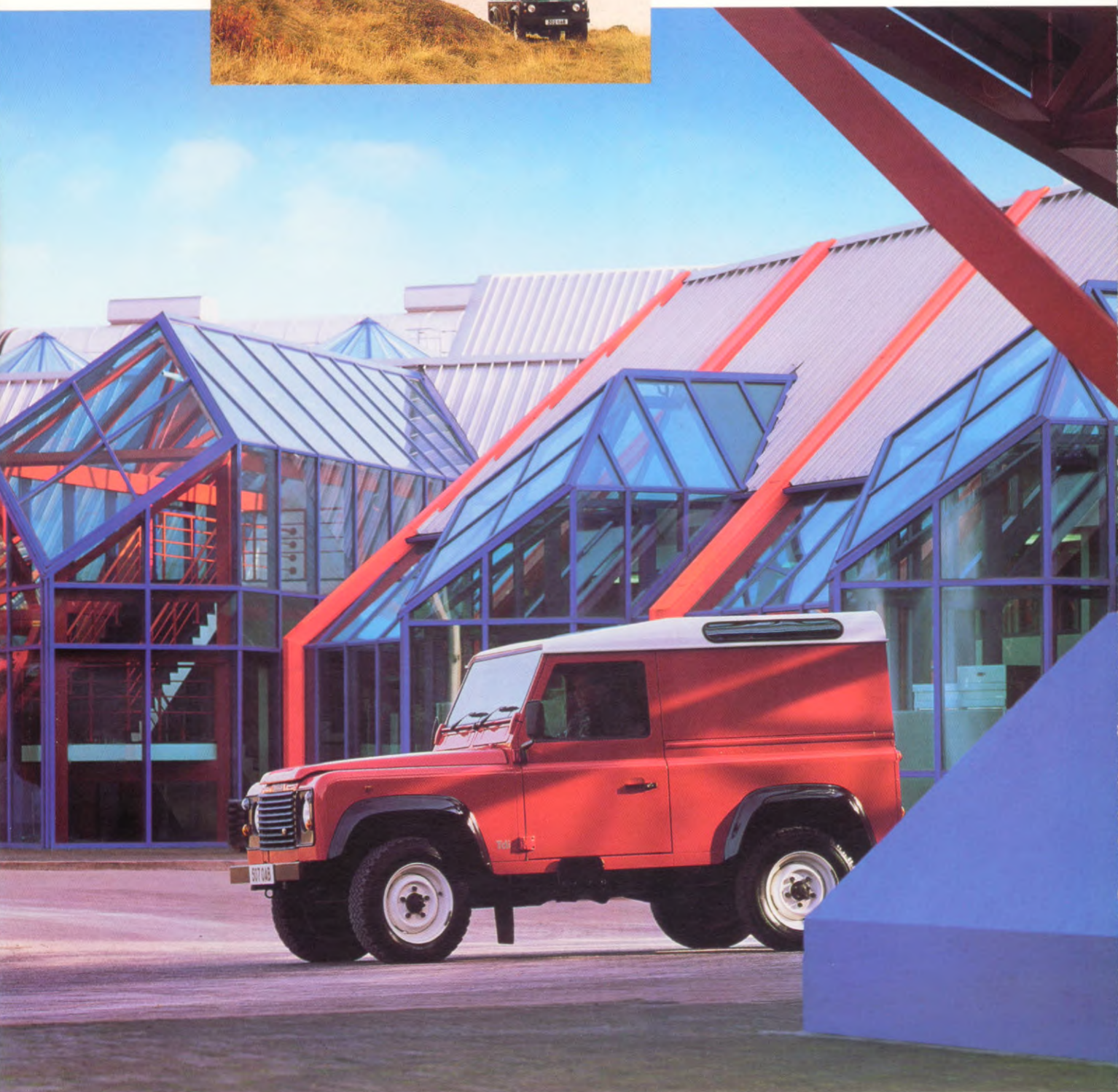
The secret of Defender's agility is its long-travel coil spring suspension, allowing all four wheels to remain in contact with the ground and under power whilst heavily cross axled.



Defender's versatility and reliability make it the natural choice for businesses, public utilities, armed forces and emergency services around the world.



Defender's rugged style looks as poised and assured in civilised surroundings as it does in more hostile terrain.



Drive a Defender and you know that, even when you encounter the unpredictable, you're well prepared.



Top Left:
The folding, 60/40 split bench seat gives extra versatility when the occasion demands. With the two-thirds portion folded forward, there's loads of space for luggage.



Top Right:
With the one-third portion of the seat tucked neatly away, nine people can travel, and there's still room to stow a picnic hamper.



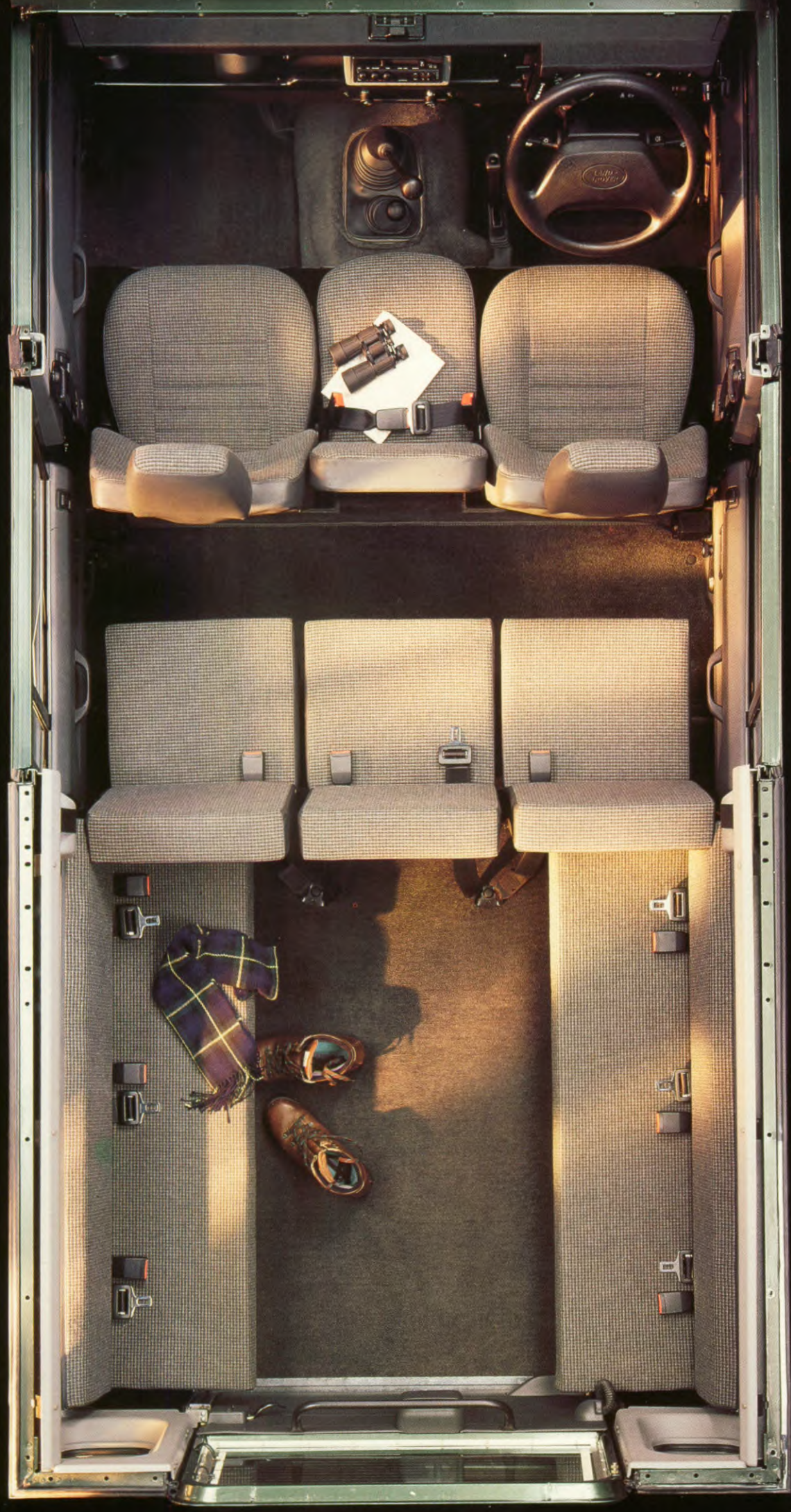
Bottom Left:
When cargo area is at a premium, all the rear passenger seats fold away, leaving enough room to move a sizeable chest of drawers.



Bottom Right:
With the spacious centre cubby and console tray, there's valuable space for personal belongings, and still room for up to eight passengers and driver.



Left:
Seating for up to ten, with
comfortable, cloth-trimmed seats,
and room with a view, in the
Defender 110 Station.



Left:
Twelve-seater
accommodation in
comfort, available
with the Defender
110 station wagon.

YOU'LL BE HEAD AND SHOULDERS ABOVE THE REST

Climb into Defender's roomy, comfortable cabin, and enjoy a whole new view of the road ahead. The commanding driving position gives superb forward visibility, allowing you to anticipate problems before they happen. The front seats are designed for long distance comfort. And when it comes to seating, the choice is all yours, with an endless range of combinations, and up to 12-seater accommodation.

The choice of seat trims includes Moorland cloth, or practical grey vinyl. Power-assisted steering is fitted as standard to all Defenders, plus convenient programmed wash wipe.

There's useful stowage space in the lockable cubby box, and

At the wheel - with easily accessible controls and thoughtfully-designed stowage space.



seat back map pockets on the Defender 110 Station Wagon.

The latest Defenders give you the company of an electronic tune, 3-band stereo radio/cassette*, with excellent sound quality. The cassette player has auto reverse, giving continuous cassette play without you having to lift a finger. Other developments include a new courtesy lamp, providing an even spread of light, and re-designed rear lap belts for the station wagons**.

You'll notice two of the major changes the moment you take to the road. The new, light action clutch, and new, all-synchromesh gearbox make gearchanging a positive pleasure; combined with the refined and powerful new 300Tdi engine, the world's leading 4 x 4 is more fun to drive than ever.

*Standard on County Station Wagon and with County Pack on Defender 90
Optional all other models.

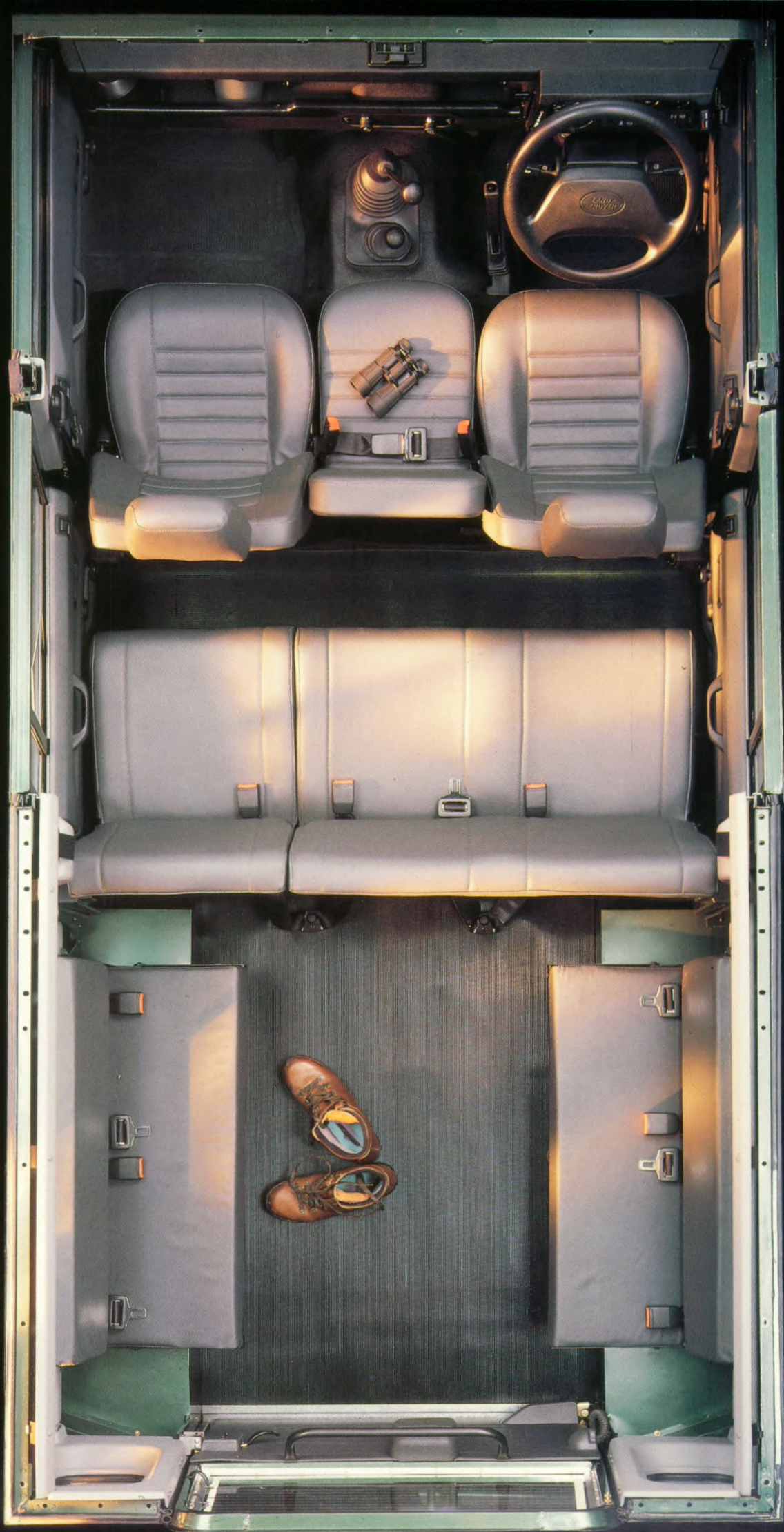
** Not available on 12-seater station wagon until June 1994.



Well-sited controls allow easy selection of gears and diff lock without distraction from the terrain ahead.



Right:
Ten-seater accommodation
comes with in-built
versatility, with the 60/40
split seat folding away to
open up a large load area.

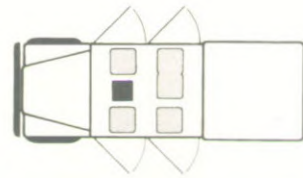
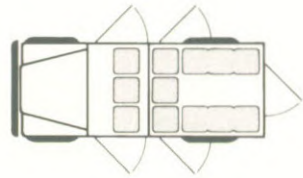
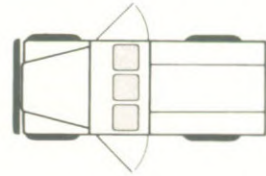
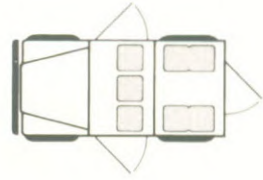
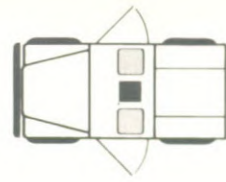


THE MOST VERSATILE AND DURABLE INTERIORS EVER BUILT

Whatever your needs for seating accommodation, you're more likely to find the answer with Defender than with any other vehicle of its kind. To begin with, you have three wheelbases to choose from; and then no less than 8 different seat combinations.

So you can choose the Defender 90 with, say, just two seats for personal transport, with loads of carrying space in the back. Or the Defender 110 with up to 12 seats if you need the most rugged personnel carrier in the business. Or the extra roominess and versatility of the Defender 130. The choice of seat trims offers the same practicality, with easily cleaned grey vinyl, or stylish and comfortable dog-toothed Moorland cloth.

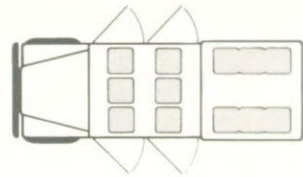
Your passengers will enjoy the ride as much as you enjoy the drive, with the height of the vehicle giving an excellent view out, and the spacious interior affording plenty of headroom and legroom. The supple, coil spring suspension gives exceptional ride comfort. Whilst Defender's sturdy construction provides a reassuring feeling of safety and solidity, whether you're running the children and their friends to school, or using the vehicle for transporting business personnel.

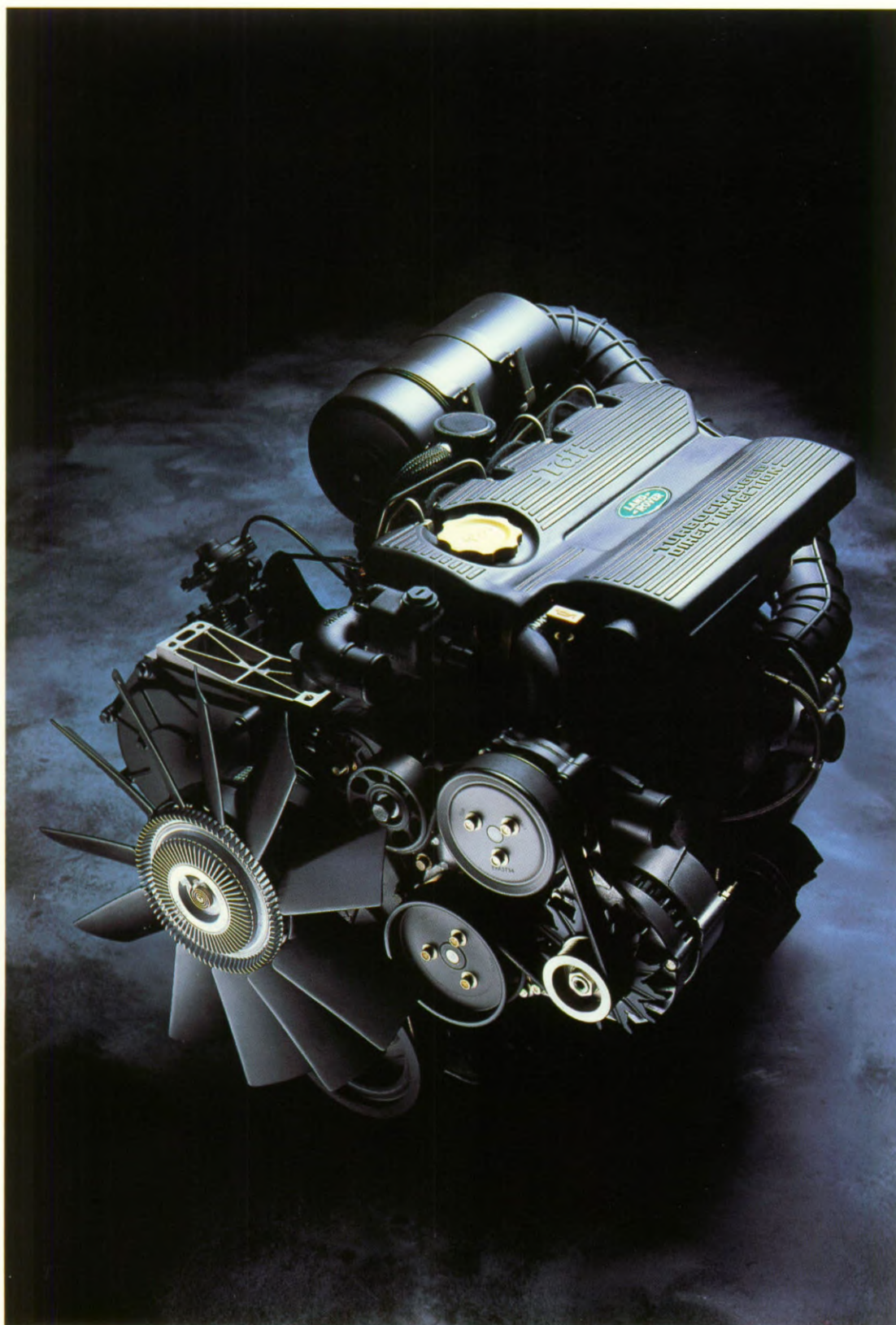


Well laid out instrumentation, clearly visible through the two-spoke steering wheel, together with controls that come easily to hand and superb visibility, make driving a pleasure



There's handy stowage space for maps and magazines in the seat back map pockets.





Increased refinement and serviceability, and lower emissions, the new 300 TDI engine offers major new benefits for Defender drivers.

POWER FOR TOMORROW'S WORLD - AND WELL BEYOND

In developing the new 300TDi turbo diesel engine, we looked years into the future. Because Defender is designed to work for you for as long as it takes - reliably, and efficiently.

That's why the new engine, like its predecessor, is unique in its class in using direct injection technology. This means that the mixture is injected directly into the combustion chamber, instead of first into a pre-combustion chamber, as with indirect injection. Foremost among the advantages is the fuel-saving; direct injection gives 25-30% better economy than indirect injection. It also gives more power, instead of wasting it in the energy losses of indirect injection. The use of a two-stage injection process helps to give increased refinement.

Another major advantage of direct injection is the ability to reduce exhaust emissions, through the inherently more precise control of the com-

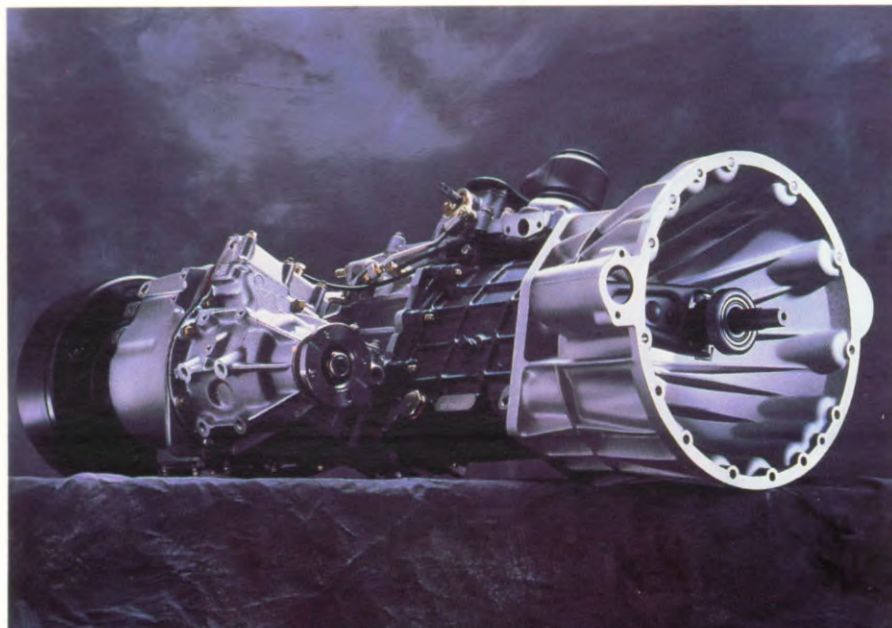


bustion process. In the 300TDi, exhaust emissions have been further reduced through a completely re-designed cylinder head; the revised

porting, re-designed combustion bowl and centralised injector with a near vertical angle, gives more controlled, even burning and substantially reduced waste gases.

An exhaust catalyst is also available as an extra cost option, to reduce emissions still further.

With its increased refinement, serviceability and lower emissions, the 300TDi is another Land Rover breakthrough in diesel engine technology. And of course, the strengths of its predecessor continue. The high torque (now increased from 255 to 265 Nm) reaches its maximum at well under 2000 rpm, giving the large reserves of controlled power ideal for off-road driving, towing and effortless travel. Whilst fast-action glow plugs mean that, even in the depths of an arctic winter, Defender is ready in seconds to give you the totally dependable performance you need.



Permanent four wheel drive means that Defender is always ready for the unexpected, and is generally less complex to service and maintain.



Ready to go anywhere, do anything, Defender shares your sense of adventure.



Defender is in its element in terrain that defeats vehicles with a less capable chassis – and less guts.

Exploring off-highway with Defender is sheer exhilaration – combined with the total confidence of the world's most accomplished 4 x 4.



BEYOND THE BOUNDS OF THE IMAGINATION

There are myriads of reasons why, across the globe, so many people will settle for nothing less than Defender. If you simply want the most rugged, reliable and individualistic personal transport available, it's the natural choice. If you want the ultimate off-road vehicle in the class, no other comes close.

Defenders are at home anywhere in the world. For many people in remote environments, the first vehicle they ever see is a Land Rover Defender. In its role of explorer, pioneer, and mainstay of relief and rescue services everywhere, Defender is unique, and unequalled.

Defender is built to deliver. It can pack a payload of up to 1.5 tonnes on the 130. And tow up to 4 tonnes*.



The best of both worlds, Defender gives long distance touring comfort on-road, and the same unruffled composure when you leave the beaten track.

With permanent four wheel drive, Defender is always ready to cope with unexpected changes in road conditions, whilst being straightforward to maintain.

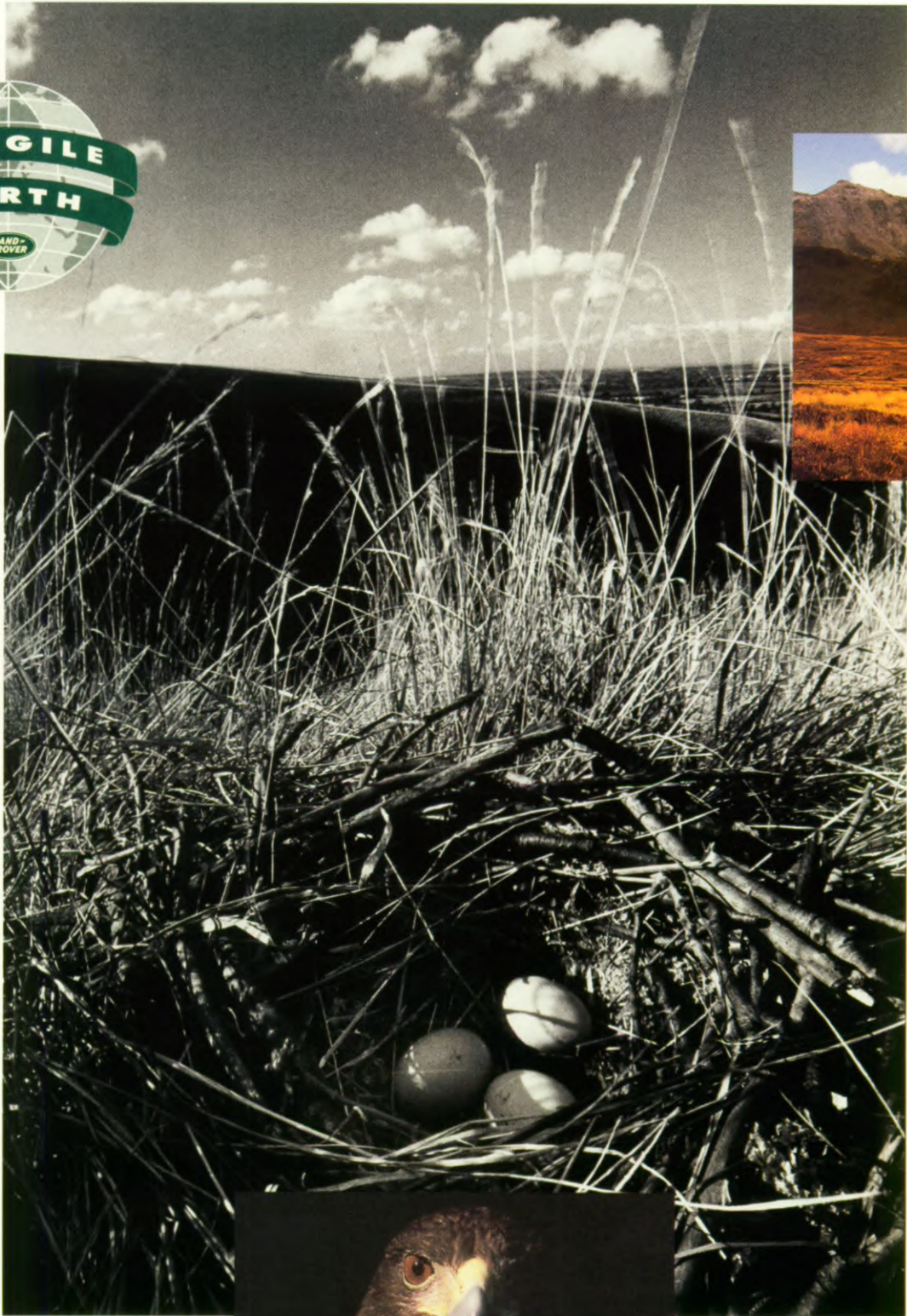
The high and low transfer box provides a choice of 10 forward and 2 reverse gears, giving superb versatility when the going gets tough. With the centre differential engaged, power is shared equally between the front and rear axles to optimise traction on demanding terrain. With the 'diff-lock' disengaged, under normal driving conditions, you can relish handling and roadholding which take the rough with the smooth.

On-road, off-road, or anywhere on earth, there's nothing remotely like the individuality that is Defender.

*Applies to vehicles modified to accept coupled brakes.



FREEDOM WITH RESPONSIBILITY FOR OUR PRECIOUS PLANET



This century has seen more change than any other and, yet, it is really only in the last decades that we have begun to realise that our planet is not an endless source of raw materials but a living organism which must be cared for and maintained in a state of delicate balance.



The pioneering spirit at the heart of the Land Rover tradition also involves a sense of responsibility to the world about us. A major priority in the design of the 300TDi engine



was the reduction of emissions. Environmental engineering is also applied to the vehicle structure. With their aluminium body panels and steel chassis, Land Rovers are made mainly from materials which can be recycled.

For all those who drive them, Land Rover vehicles offer the chance to travel to the most remote corners of the planet; to wonder at scenery and wildlife we could never otherwise see. Land Rover vehicles also play a major role in bringing relief and the chance of a better existence to many parts of the world.

In order to preserve our planet for future generations to explore, we should all be aware of the need to care for the environment. Otherwise we may find that the price of freedom is too high. We too need a sense of responsibility.

Most people who enjoy off-road driving, either for leisure or for a living, will understand the importance of avoiding damage, to their surroundings, themselves, or their vehicle. Most of the 'golden rules' are simply a matter of common sense and basic care and courtesy. Care about animals, who should remain undisturbed, or be allowed to pass on their chosen route. Care about people, whose land should never be crossed without permission, or the observance of rights of way. And care about the landscape itself.

Above all, the need to care can be applied to your own driving technique. Reconnaissance, the choice of gears, and the limited use of the brakes, will preserve, not only the environment but also your own safety. Take care, for yourself, your vehicle and the terrains you explore, and you will gain lasting enjoyment from the Land Rover adventure.

DRIVING - A SUMMARY

- **Always think your manoeuvres through in advance.**
- Always proceed gently.
- Always carry out an initial reconnaissance on foot, and get a passenger to marshal you over the difficult spots.
- Know your gears! Remember, a common mistake is to select too low a gear.
- Try not to over-use the footbrake – let the gears do the work of slowing you down.
- Avoid any situation which may cause wheel-spin or locking.
- Pay special care and attention to traversing slopes, water or ditches.
- Make sure your vehicle is equipped with appropriate tyres, at the appropriate pressures.



How little damage you do to the environment depends to a remarkable extent on how you drive. The golden rule is go softly. This will not only safeguard the environment, it will also help to protect you and your vehicle from sustaining serious damage.

90 ■ 110 ■ 130
STANDARD FEATURES

- Permanent Four Wheel Drive
-
- Centre Differential with Lock
-
- Coil Springs - Front and Rear
-
- Rigid Box Section Steel Chassis
-
- Rust-Proof Aluminium Body Panels
-
- Five Speed Gearbox with Reverse Synchronesh
-
- Spring Assisted Clutch Mechanism
-
- Two Speed High/Low Transfer Box
-
- Power Assisted Steering
-
- Deformable Wheelarch Eyebrows
-
- Rake-adjustable Front Seats
-
- Two Front Head Restraints
-
- Inertia Reel Seat Belts (Front Outer)
-
- Floor and Roof Trim in Passenger Compartments
-
- Interior Courtesy Light
-
- Heater/Demister
-
- Laminated Windscreen
-
- Two Speed Wipers with Intermittent Wipe and
Programmed Wash/Wipe
-
- Lockable Fuel Filler Cap
-
- Rear Mud Flaps
-
- Servo Assisted Front and Rear Disc Brakes
(Ventilated Front Discs on 110 and 90 Heavy Duty)
-
- Handbrake Warning Light

90 ■ 110 ■ 130

STANDARD SPECIFICATION

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

	ENGINE	FUEL ECONOMY (l/100km)						TOWING (kg)		
		Simulated Urban Cycle	Constant Speed 90km/h	Constant Speed 120km/h	Simulated Urban Cycle	Constant Speed 30mph	Constant Speed 75mph	Unbraked Trailer	Trailer with Over-run Brakes	4-Wheel Trailer with Coupled Braking
90	2.5P	17.3	12.4	N/A	16.3	22.8	N/A	750	3500	4000
	3.5P	20.0	12.7	19.0	14.1	22.2	14.9	750	3500	4000
	2.5D	10.6	10.0	N/A	26.6	28.2	N/A	750	3500	3500
	2.5Tdi*	9.9	8.6	13.6	28.5	32.4	20.8	750	3500	4000
110	2.5P	19.4	13.5	N/A	14.5	21.0	N/A	750	3500	4000
	3.5P	21.7	13.4	19.1	13.0	21.0	14.8	750	3500	4000
	2.5D	13.1	11.4	N/A	21.6	24.7	N/A	750	3500	3500
	2.5Tdi*	9.7	9.7	14.6	29.1	29.1	19.3	750	3500	4000
130	3.5P	21.7	13.4	19.1	13.0	21.0	14.8	750	3500	4000
	2.5Tdi*	9.7	9.7	14.6	29.1	29.1	19.3	750	3500	4000

*Non Catalyst.

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.

PERFORMANCE

		Tyre Size	Wheel Size	Minimum Turning Radius, mm (ft) Kerb to Kerb	Maximum Gradient (Kerb Weight)	Approach Angle (Kerb Weight)	Departure Angle (Kerb Weight)	Ramp Break Over Angle	Minimum Ground Clearance (unladen) mm (inches)	Wading Depth mm (inches)
90	Soft Top & Pick Up	205 x 16" Standard	140 x 406 mm Standard	5.85 (19.2)	45°	48°	49°	145°	91 (7.5)	500 (20)
90	Hard Top & Station Wagon	7.50 x 16" Optional	152 x 406 mm Standard	6.15 (20.2)	45°	51° 30'	53°	141°	229 (9)	500 (20)
110	All Models	7.50 x 16"	140 x 406 mm	6.4 (21)	45°	50°	34° 30'	152°	215 (8.5)	500 (20)
130	All Models	7.50 x 16"	165 x 406 mm	7.54 (24.7)	45°	50°	34°	155°	215 (8.5)	500 (20)

SUSPENSION

90	Front: Rear:	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.
110	Front: Rear:	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 3050 kg, plus levelling unit and anti-roll bar.
130	Front: Rear:	Live beam axle, dual rate coil springs, telescopic hydraulic dampers, Panhard rod. 3500 kg Live beam axle, single rate coil springs telescopic hydraulic dampers, 'A' frame, Co-axial helper springs.

MAXIMUM AXLE WEIGHTS

	Front Axle (kg)	Rear Axle (kg)	Gross Vehicle Weight (kg)
90	Standard High Load	1200 1380 1500	2400 2550
110	Levelled Unlevelled	1200 1750 1850	2950 3050
130	Standard	1580 2200	3500

FUEL TANK & PUMP

	Petrol litres (imp. gallons)	Diesel litres (imp. gallons)
90	Capacity Pump	54.5 (12) Electrical 54.5 (12) Mechanical Lift Pump
110	Capacity Pump	80 (17.5) Electrical 80 (17.5) Mechanical Lift Pump
130	Capacity Pump	80 (17.5) Electrical 80 (17.5) Mechanical Lift Pump





STEERING

	POWER Worm & Roller Ratio (at straight ahead) 19.3:1 Maximum Turns 4.0
90	Standard
110	Standard
130	Standard







Note: Manual steering is available as a delete option on 90 and 110 models for all engines except 300 Tdi.

90 ■ 110 ■ 130


STANDARD SPECIFICATION

MODEL	ENGINE	WEIGHTS kg						DIMENSIONS mm (inches)										
		Gross Vehicle Weight			Kerb Weight*			Overall Length	Overall Width	Height (1)	Height (2)	Wheelbase	Track Front/Rear	Cargo Bed Length	Interior Width	Interior Height	Width Between Wheel Boxes	Seating Capacity
 SOFT TOP	2.5P	2400	1636	764	2550	1640	910	3722 (146.5)	1790 (70.5)	1965 (77.4)	2000 (78.7)	2360 (92.9)	1486 (58.5)	1144 (45.0)	1430 (56.3)	1205 (47.4)	925 (36.4)	2-7
	3.5P	2400	1627	773	2550	1627	923											
	2.5D	2400	1656	744	2550	1660	890											
	2.5Tdi	2400	1695	705	2550	1699	851											
 PICK UP	2.5P	2400	1636	764	2550	1640	910	3722 (146.5)	1790 (70.5)	1963 (77.3)	1993 (78.5)	2360 (92.9)	1486 (58.5)	1144 (45.0)	1430 (56.3)	N/A	925 (36.4)	2-7
	3.5P	2400	1627	773	2550	1627	923											
	2.5D	2400	1665	735	2550	1669	881											
	2.5Tdi	2400	1695	705	2550	1698	852											
 HARD TOP	2.5P	2400	1683	717	2550	1687	863	3883 (152.9)	1790 (70.5)	1972 (77.6)	1997 (78.6)	2360 (92.9)	1486 (58.5)	1144 (45.0)	1430 (56.3)	1205 (47.4)	925 (36.4)	2-7
	3.5P	2400	1672	728	2550	1672	878											
	2.5D	2400	1703	697	2550	1707	843											
	2.5Tdi	2400	1740	660	2550	1750	800											
 COUNTY STATION WAGON	2.5P	2400	1701	699	2550	1705	845	3883 (152.9)	1790 (70.5)	1963 (77.3)	1989 (78.3)	2360 (92.9)	1486 (58.5)	1144 (45.0)	1400 (55.1)	1175 (46.3)	925 (36.4)	6-7
	3.5P	2400	1690	710	2550	1690	860											
	2.5D	2400	1721	679	2550	1725	825											
	2.5Tdi	2400	1795	605	2550	1797	753											

(1) 2400kg specification. Height depends on tyres specified. (2) 2550kg specification. Height depends on tyres specified.

 SOFT TOP	2.5P	3050	1805	1245	2950	1815	1135	4438 (175.0)	1790 (70.5)	2055 (80.9)	2079 (81.9)	2794 (110.0)	1486 (58.5)	1900 (74.8)	1430 (56.3)	1205 (47.4)	925 (36.4)	2/3/11
	3.5P	3050	1806	1244	2950	1816	1134											
	2.5D	3050	1828	1222	2950	1838	1112											
	2.5Tdi	3050	1875	1175	2950	1885	1065											
 PICK UP	2.5P	3050	1815	1235	2950	1825	1125	4438 (175.0)	1790 (70.5)	2039 (80.3)	2064 (81.3)	2794 (110.0)	1486 (58.5)	1900 (74.8)	1430 (56.3)	N/A	925 (36.4)	2/3/11
	3.5P	3050	1815	1235	2950	1825	1125											
	2.5D	3050	1839	1211	2950	1849	1101											
	2.5Tdi	3050	1885	1165	2950	1895	1055											
 HIGH CAPACITY PICK UP	2.5P	3050	1853	1197	2950	1863	1087	4631 (182.0)	1790 (70.5)	2052 (80.8)	2076 (81.7)	2794 (110.0)	1486 (58.5)	2010 (79.2)	1670 (65.75)	N/A	1090 (43.0)	2/3
	3.5P	3050	1853	1197	2950	1863	1087											
	2.5D	3050	1877	1173	2950	1887	1063											
	2.5Tdi	3050	1920	1130	2950	1930	1020											
 HARD TOP	2.5P	3050	1840	1210	2950	1850	1100	4599 (181.0)	1790 (70.5)	2049 (80.7)	2073 (81.6)	2794 (110.0)	1486 (58.5)	1900 (74.8)	1430 (56.3)	1205 (47.4)	925 (36.4)	2/3/11
	3.5P	3050	1840	1210	2950	1850	1100											
	2.5D	3050	1867	1183	2950	1877	1073											
	2.5Tdi	3050	1920	1130	2950	1930	1020											
 STATION WAGON	2.5P	3050	1943	1107	2950	1953	997	4599 (181.0)	1790 (70.5)	2035 (80.1)	2059 (81.1)	2794 (110.0)	1486 (58.5)	N/A	1430 (56.3)	1175 (46.3)	925 (36.4)	9/10/ 11/12
	3.5P	3050	1944	1106	2950	1954	996											
	2.5D	3050	1969	1081	2950	1979	971											
	2.5Tdi	3050	2020	1030	2950	2030	920											
 COUNTY STATION WAGON	2.5P	3050	1979	1071	2950	1989	961	4599 (181.1)	1790 (70.5)	2035 (80.1)	N/A	2794 (110.0)	1486 (58.5)	N/A	1430 (56.3)	1175 (46.3)	925 (36.4)	9/10/ 11/12
	3.5P	3050	1980	1070	2950	1990	960											
	2.5D	3050	2005	1045	2950	2015	935											
	2.5Tdi	3050	2055	995	2950	2065	885											

(1) Levelled suspension. (2) Unlevelled suspension.

 CREW CAB & HCU	3.5P	3500	2012	1488	N/A	N/A	N/A	5132 (202.0)	1790 (70.5)	2035 (80.1)	—	3226 (127.0)	1511 (59.5)	1670 (65.7)	1670 (65.7)	N/A	1090 (43.0)	5/6/12
	2.5Tdi	3500	2086	1414	N/A	N/A	N/A											

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

**Payload = GVW - Kerb Weight.

However, individual axle weights must not be exceeded, therefore actual payload available may be less dependent on load distribution.

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.

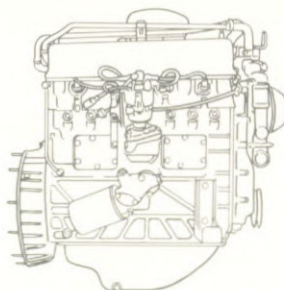
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ENGINES AND TRANSMISSIONS

2495cc 4 Cylinder

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

2.5 LITRE PETROL

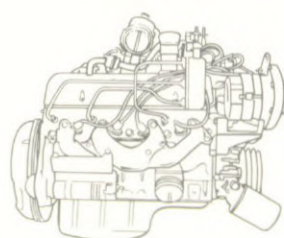


Clutch:	Single, Dry Plate Hydraulic
Gearbox	R380/230T
Gear Ratio 1st:	3.585:1
Gear Ratio 2nd:	2.301:1
Gear Ratio 3rd:	1.507:1
Gear Ratio 4th:	1.000:1
Gear Ratio 5th:	0.831:1
Gear Ratio Reverse:	3.816:1
Transfer Ratio: High	1.411:1 (190) 1.667:1 (110)
Transfer Ratio: Low	3.320:1
Final Drive Ratio:	3.540:1

3528cc V8

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

3.5 LITRE PETROL

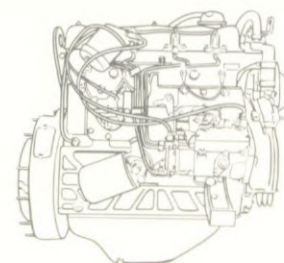


Clutch:	Single, Dry Plate Hydraulic
Gearbox	R380/230T
Gear Ratio 1st:	3.692:1
Gear Ratio 2nd:	2.132:1
Gear Ratio 3rd:	1.397:1
Gear Ratio 4th:	1.000:1
Gear Ratio 5th:	0.770:1
Gear Ratio Reverse:	3.536:1
Transfer Ratio: High	1.411:1 (110) 1.214:1 (190)
Transfer Ratio: Low	3.320:1
Final Drive Ratio:	3.540:1

2495cc 4 Cylinder

Naturally aspirated diesel engine
 Bore: 90.47 mm (3.56 in)
 Stroke: 97 mm (3.82 in)
 Compression ratio: 21:1
 Max. power 88/195/EEC:
 50 kW (67 bhp) @ 4000 rpm
 Max. torque:
 155 Nm (114 lbf.ft) @ 1800 rpm

2.5 LITRE DIESEL

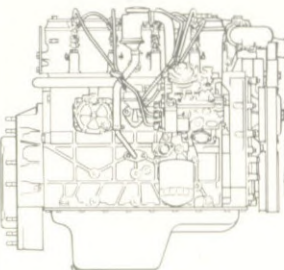


Clutch:	Single, Dry Plate Hydraulic
Gearbox	R380/230T
Gear Ratio 1st:	3.585:1
Gear Ratio 2nd:	2.301:1
Gear Ratio 3rd:	1.507:1
Gear Ratio 4th:	1.000:1
Gear Ratio 5th:	0.831:1
Gear Ratio Reverse:	3.816:1
Transfer Ratio: High	1.411:1 (190) 1.667:1 (110)
Transfer Ratio: Low	3.320:1
Final Drive Ratio:	3.540:1

2495cc 4 Cylinder

Intercooled turbo-charged, direct injection
 Diesel engine
 Bore: 90.47 mm (3.56 in)
 Stroke: 97 mm (3.82 in)
 Compression ratio: 19.5:1
 Max. power 88/195/EEC:
 83 kW (111 bhp) @ 4000 rpm
 Max. torque:
 265 Nm (195 lbf.ft) @ 1800 rpm

2.5 LITRE DIESEL Tdi



Clutch:	Single, Dry Plate Hydraulic
Gearbox	R380/230T
Gear Ratio 1st:	3.692:1
Gear Ratio 2nd:	2.132:1
Gear Ratio 3rd:	1.397:1
Gear Ratio 4th:	1.000:1
Gear Ratio 5th:	0.770:1
Gear Ratio Reverse:	3.536:1
Transfer Ratio: High	1.411:1
Transfer Ratio: Low	3.320:1
Final Drive Ratio:	3.540:1

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COLOURS AND TRIMS

DEFENDER



White LRC 456



Red LRC 390



Blue LRC 424



Green LRC 419



Grey LRC 476

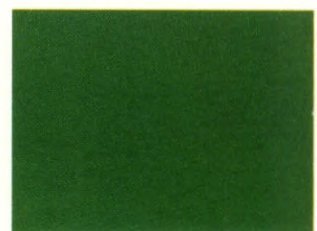
COUNTY



County Black LRC 416
Clear over base



County Red LRC 536
Micallic



County Green LRC 413
Micallic

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.

SIDE TAPES



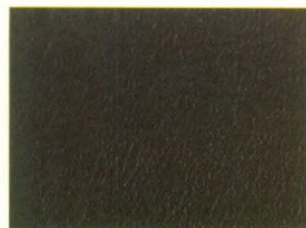
Not standard in all markets



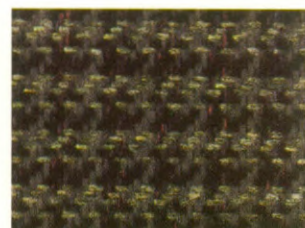
County Station Wagon
and with County Pack

County colours are only available on County Station Wagons with County Pack in some markets. Please consult your Land Rover dealer for details of availability.

TRIMS



Grey Vinyl



Moorland Cloth

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.

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BY APPOINTMENT
TO HER MAJESTY THE QUEEN
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LAND ROVERS AND RANGE ROVERS
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BY APPOINTMENT
TO HRH QUEEN ELIZABETH THE QUEEN MOTHER
MANUFACTURERS OF LAND ROVERS
ROVER GROUP LTD, BIRMINGHAM



BY APPOINTMENT
TO HRH THE PRINCE OF WALES
MANUFACTURERS OF
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD, BIRMINGHAM

Some models featured throughout this brochure are fitted with optional equipment and Land Rover Parts accessories. See separate Land Rover Parts accessories brochure for details.

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DEFENDER



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