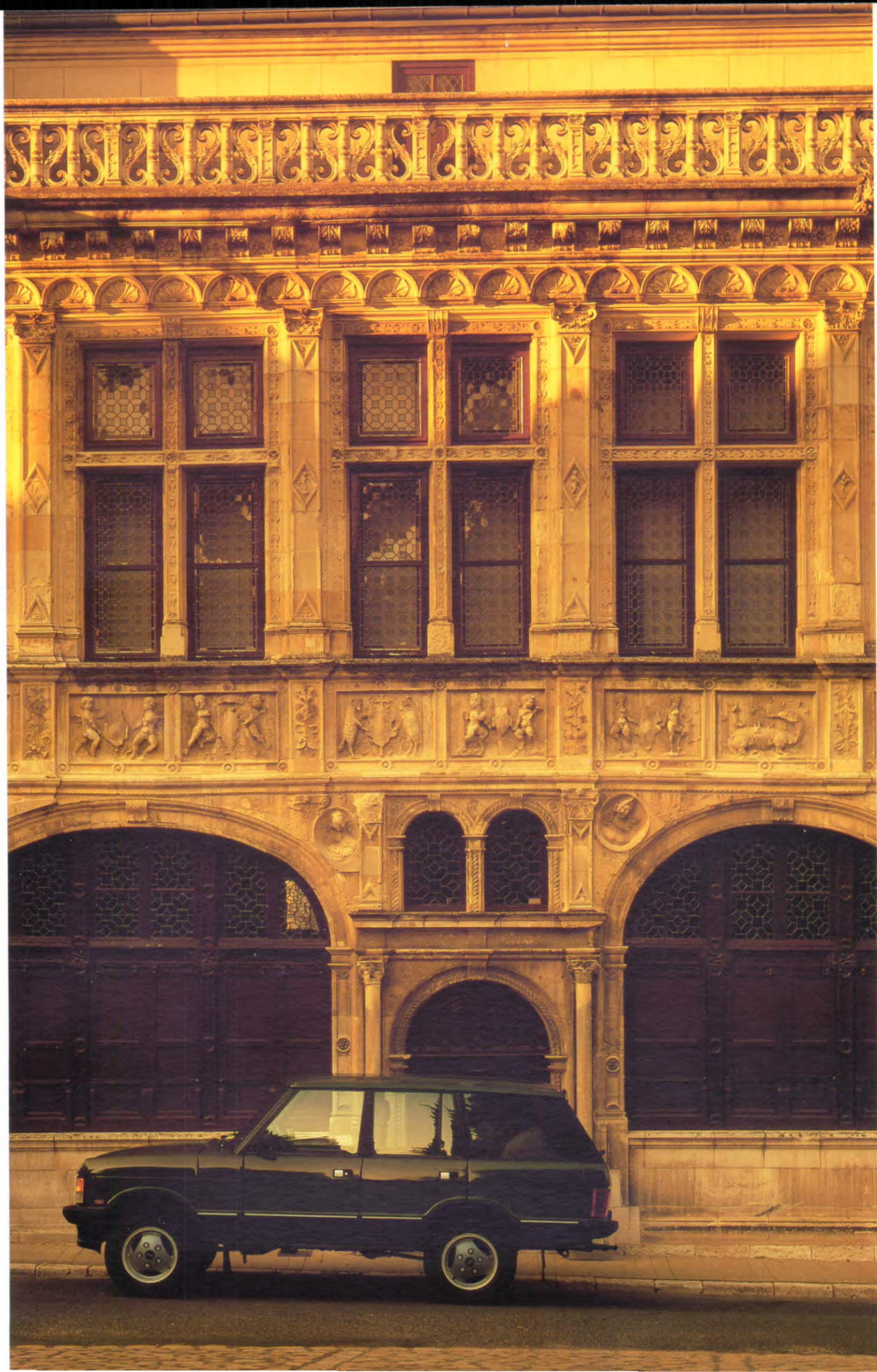


The 4 wheel drive Range Rover is firmly established as one of the world's most admired and coveted vehicles. This classic design provides a unique combination of peerless styling, outstanding luxury, strong performance and astonishing versatility.

The handsome alloy body blends character with class, and rides on a steel chassis of immense strength. Lines that transcend the whims of fashion are one of many keys to the Range Rover's international success. This is the luxury car that looks, and feels, equally at home threading its way through city streets, sweeping along a motorway, towing a horsebox to the races, or crossing a wilderness far from the nearest road.

Built by Land Rover — a name synonymous with engineering excellence for more than 40 years — the Range Rover sets standards by which others are measured. Powered by a choice of engines — the fuel injected 3.5 litre V8 or the 2.4 litre turbocharged diesel — the 1989 models confirm the Range Rover's unique status by offering even more luxury and refinement.







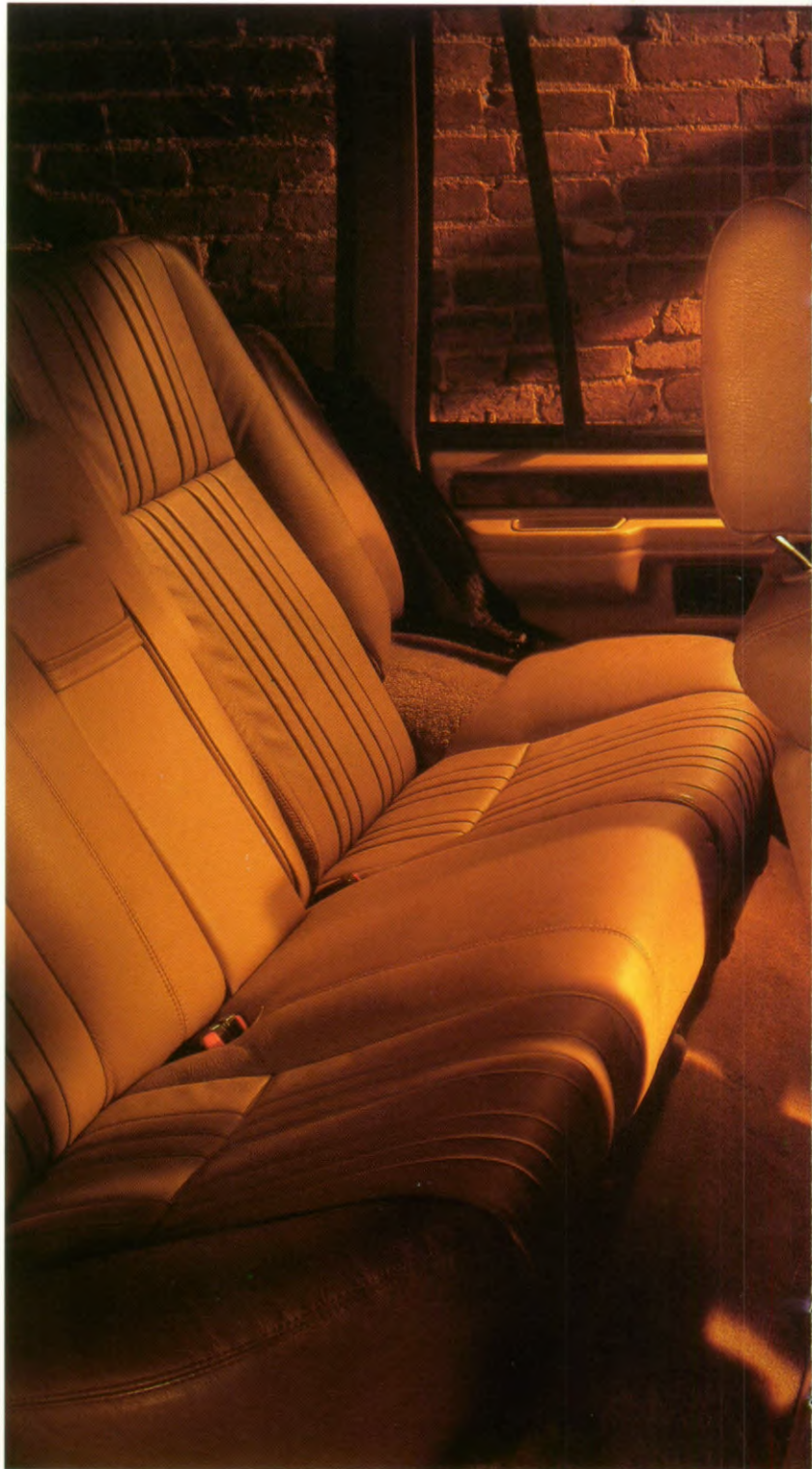


The Vogue SE, flagship of the 1989 model year line up, resoundingly demonstrates the Range Rover's apparently inexhaustible potential for continuous, evolutionary development.

The unique principle on which the Range Rover design is based is both straightforward and well known. Expressed simply, it is to combine the best attributes of a well bred luxury car with off-road performance at the most serious level.

That principle finds its highest expression to date in the Vogue SE. Closer acquaintance with the vehicle, preferably behind the wheel and over difficult terrain, will provide ample (and enjoyable) proof that it is every inch a Range Rover.

But it is the levels of equipment and luxury it offers which most clearly distinguish the Vogue SE, not only from conventional off-roaders, but from other luxury vehicles as well. Clues to this aspect of the SE's character are plain to see, even from a cursory glance, in the understated pinstripe coachline, in the stylish colour keyed alloy wheels, in the depth and gloss of its paintwork and, above all perhaps, in its inimitable air of calm and unassailable dignity.





If the Range Rover's sole designated function was to tame hostile conditions — mountain tracks, desert roads, jungle swamps — its success would be assured on that basis alone.

But it's a measure of its matchless versatility that the Range Rover brilliantly succeeds in its equally important role of providing supremely comfortable transport on highways as well as byways.

Again, it is the Vogue SE model which most dramatically demonstrates the reconciliation of those two sets of objectives.

Disregard, for the moment, the Range Rover's well documented rough-terrain ability. Consider, instead, a list of appointments which would not disgrace the grandest of grand tourers: wonderfully supple Connolly hide upholstery (in a choice of Sorrell, a rich beige, or Winchester, a muted grey); a burr walnut fascia rail, centre console and door cappings; front seats which adjust six ways, electrically, at the touch of a button; an electrically powered slide and tilt sunroof; kerb lights; automatic transmission; air conditioning. Such a list of thoughtful features would put many a 'luxury' saloon to shame. And it re-emphasises the enormous gulf which exists between the Range Rover and other vehicles on — or off — the road.





Seen in context as a dauntless off roader, there is an unmistakable air of the born and bred countryman about the Range Rover.

But put five business people inside, point it up a busy motorway or down a congested street in the city and a remarkable transformation occurs.

The load area which so comprehensively engulfed dogs, guns, fishing rods and hampers, now proves equally accommodating in the matter of briefcases, suitcases and golf bags.

The imperious driving position which gave you so commanding a view of potential hazards on the mountain track, now allows you to take an equally lofty and far sighted view on a rain soaked motorway.

The all aluminium V8 engine which powered you up steep gulleys and through axle deep mud, now settles down into a quiet, loping stride which makes short work of the long haul.

The air conditioning (standard on the Vogue SE) which proved such a boon on Rannoch moor in August, now ensures that you arrive relaxed and refreshed for a, possibly heated, business meeting.

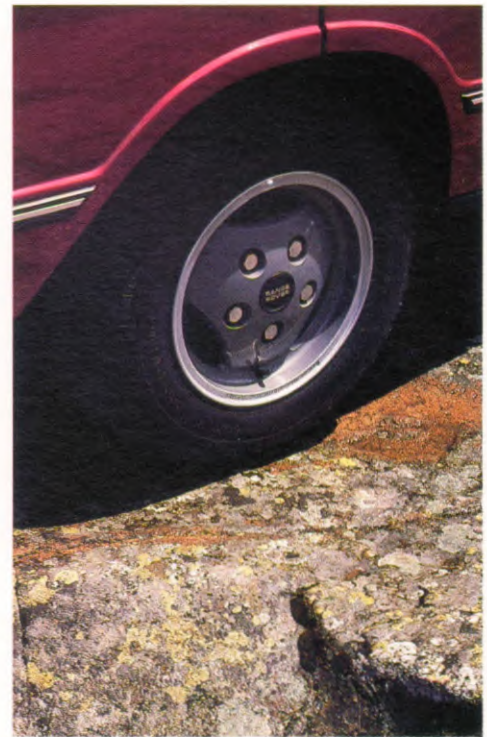
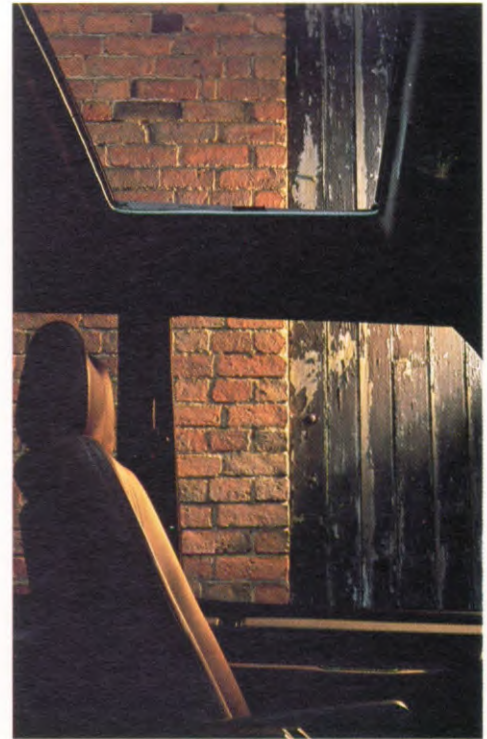
Waxed thornproof or pinstriped worsted; either suits the Range Rover down to the ground.





When you first drive a Range Rover across a ferociously cambered hillside or along a treacherous stream bed, you discover the sheer exhilaration of being in complete control of what would be, under ordinary circumstances, a decidedly tricky situation. The Range Rover's commitment to off-road performance is total. Which is why, although it is the most civilized of vehicles, it is, for many owners, at its best when it leaves civilization far behind.





The Range Rover is, among many other things, a supremely practical vehicle.

But a clear differentiation between the practical and the merely utilitarian has always been fundamental to the Range Rover concept. The 4 door Vogue provides ample reassurance that Range Rover designers have remained true to that concept.

Look, for instance, at the beautifully finished door inners — with their integral armrest, polished American walnut inserts and cloth trim, in Winchester (a muted grey), or Brogue (a handsome shade of brown) to match the fabric on the Vogue's supportive seats.

Examine a list of amenities which goes all the way from variable delay, intermittent wiper action to central locking for all four doors and tailgate.

Experience the silky power of the Range Rover's famous all aluminium V8 engine ... or the apparently unlimited lugging power of the remarkably frugal turbocharged diesel unit.

And discover to your surprise perhaps, that features like power steering, optional automatic transmission and superb all round vision, combine to make the Range Rover as easy to drive as a luxury saloon ... as easy, but infinitely more rewarding.





It's an indication of the Range Rover's unique adaptability that it has won followers from so many different walks of life ... each, of course, with his or her own set of priorities.

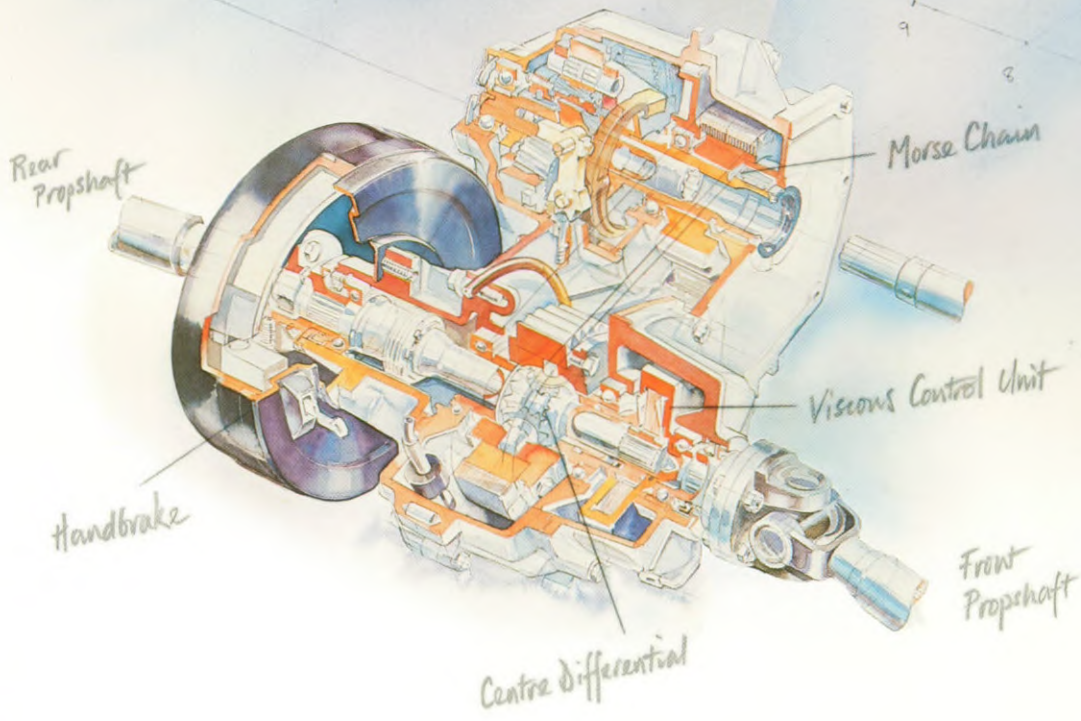
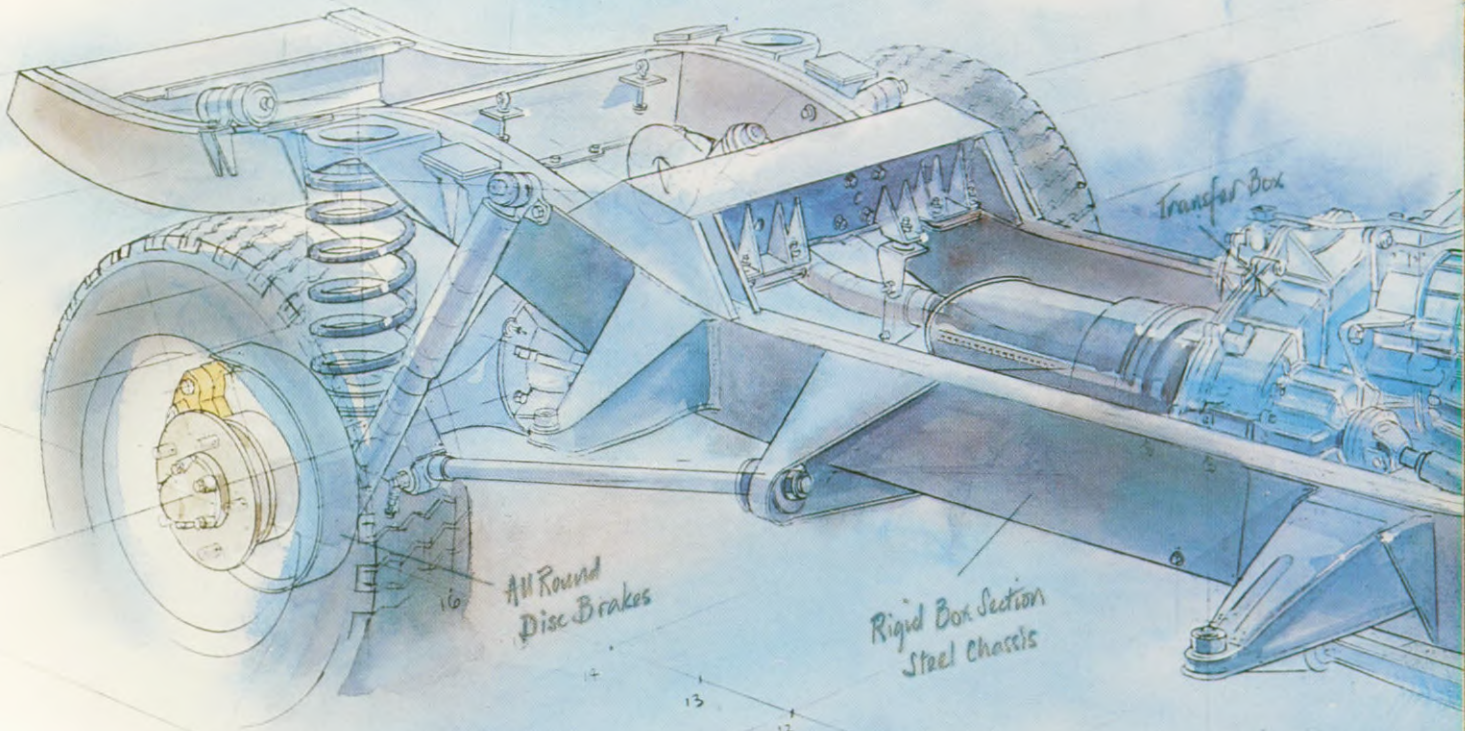
But if your own decision to purchase a Range Rover is largely prompted by its formidable reputation as a rugged workhorse and tireless load carrier, the Turbo D model thoroughly merits your consideration.

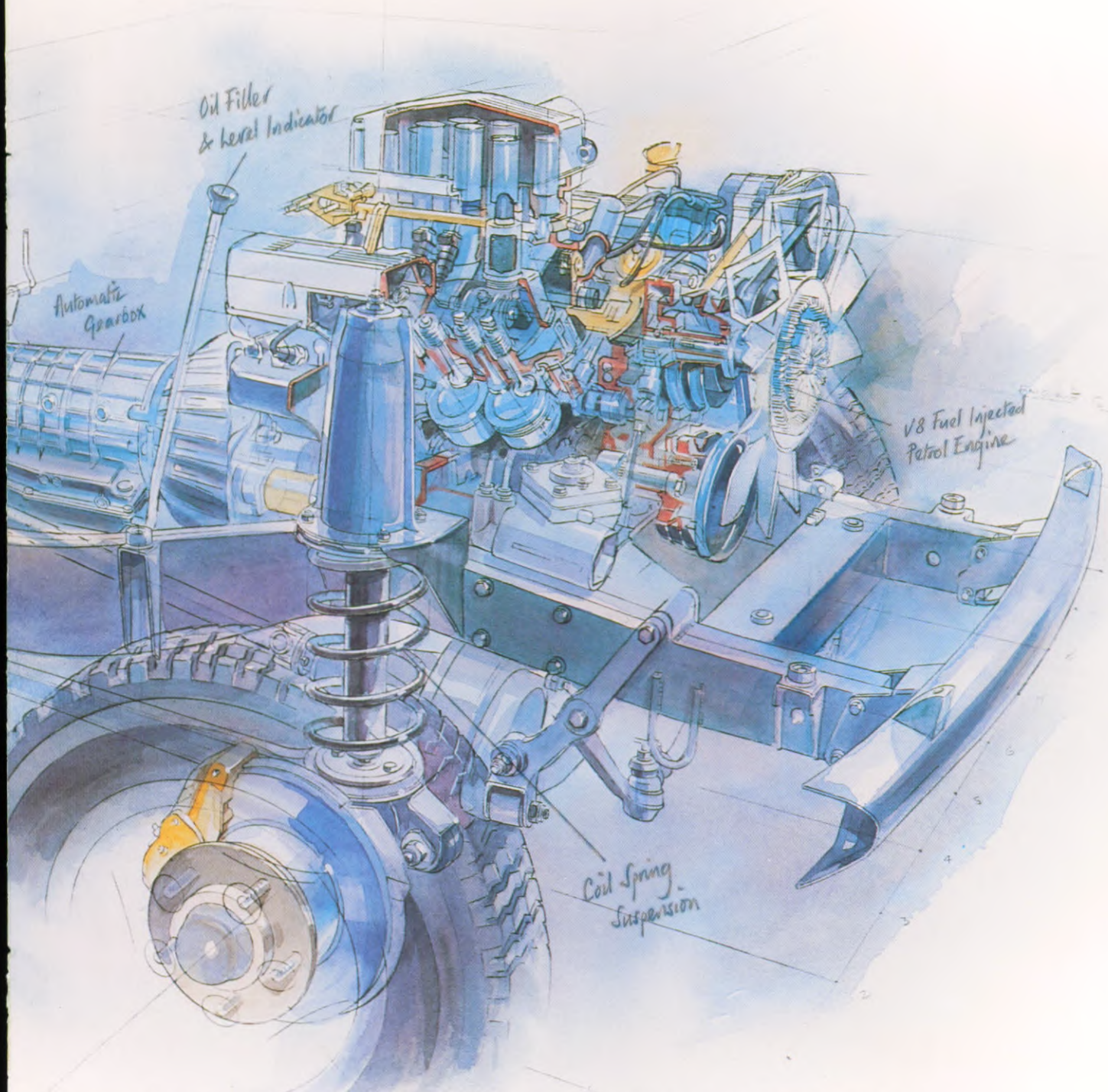
Its 112 bhp, turbocharged intercooled power unit develops a thumping 183 lbf.ft of torque — more than enough to allow it to tow horse boxes, generator sets and trailers, with ease ... and to make light work of towing loads up to 3,500 kilos.

What the Range Rover's 2.4 litre engine does is impressive enough; the manner in which it does it is even more so. It is a remarkably refined unit; smooth, tractable and astonishingly economical into the bargain.

It is also extremely quiet: the thorough sound proofing measures applied to every other Range Rover apply equally to the Turbo Diesel.

Some would argue that the Range Rover diesel's powerful combination of stamina and style, practicality and panache make it the definitive 4 wheel drive vehicle. And, frankly, that's a hard argument to dispute.





The Range Rover's massive, box section steel frame gives it unequalled backbone. Its high ground clearance and long travel, pliant suspension, gives it impressive agility over rocky ground.

Its permanent 4 wheel drive system — incorporating a chain driven transfer box, with a viscous control unit which automatically acts as a differential lock, when required, by ensuring equal power distribution to both drive shafts — provides unsurpassed traction on the most treacherous of surfaces.

Its ride-levelling unit enables it to maintain its poise, no matter how heavily it's laden. Nothing is designed like it. Nothing is built like it.

The Range Rover is unique.
And incomparable.

THE RANGE ROVER

RIDE LEVELLING DEVICE: Maintenance free self energising Boge-Hydromat ride level unit is fitted to rear axle. Internal relief valve prevents the unit energising when overloaded.

SUSPENSION: Long travel, coil spring suspension, dual rate at rear. Axle location by radius arms with Panhard rod (front), and trailing links and central A frame (rear). Long stroke hydraulic telescopic dampers.

HEATING AND VENTILATION: Through flow heating and ventilation for fresh or re-circulated air with ram air facility: three speed fan, face level vents, rear extractor grilles, heater ducting to rear, side window demisters. Air conditioning system upgraded.

STEERING: Power assisted steering with damper and safety column. 3.375 turns lock to lock.

WINDSCREEN WIPERS AND WASHERS: Single steering column mounted stalk operates two speed wipers, flick wipe, variable intermittent wipe and programmed wash and wipe sequence. Revised rear wash and wipe programme with intermittent facility operated from separate steering column switch.

LIGHTING: Quartz halogen headlamps (60 watt main, 55 watt dipped); with ignition override, side lamps, indicator lamps/hazard warning, stop/tail, reversing; rear fog guard and number plate lamps; interior lamps with delay system; automatic underbonnet inspection lamp.

BRAKES: Hydraulic disc brakes on all four wheels with servo-assistance. Dual circuit piping. Drum type handbrake operating on transfer box rear shaft.

TOWING: Chassis inherently strong for towing. Towing pack optional.

AXLES: Beam type axles front and rear incorporating spiral bevel type differentials and fully floating axle shafts. Differential ratio 3.54:1. Front axle incorporates enclosed constant velocity joints.

WHEELS AND TYRES: Vogue SE: Michelin XM+S 244 reinforced (tubeless) 205 R16 tyres on colour keyed alloy wheels. Vogue: Michelin XM+S 244 (tubeless) 205 R16 tyres on alloy wheels. 4 door Standard and 2 door Standard: EFI fitted with Michelin XM+S 244 (tubed) 205 R16 tyres on steel wheels. Turbo D fitted with Michelin XM+S (tubed) 205 R16 tyres on steel wheels.

ELECTRICAL SUPPLY: Petrol models: 12v negative earth system. Heavy-duty maintenance free 65 amp output alternator (80 amp. Vogue SE). 20 fuses. Battery reserve 180/78/89A/min/v. contact energy electronic ignition for optimum engine tune. Diesel models: 12v negative earth system with twin 12 volt batteries ensuring optimum starting through the glow plugs.

CONSTRUCTION: Electrophoretically corrosion proofed welded box section chassis. Pressed steel body frame. Body panels generally of lightweight, rust proof aluminium alloy.

SEATING: All models feature reclining front seats and rear seat for three passengers which folds to increase payload area. 4 door derivatives also feature height adjustable front seats and seatbelts, with seat mounted buckles.

MISCELLANEOUS: Soft feel steering wheel, sun visors with passenger's vanity mirror and driver's ticket pocket, tinted glass, laminated windscreen, parcel tray, passenger grab handle, door mounted rear view mirrors, cigar lighter, heated rear window, rear mud flaps, central locking including tailgate and fuel filler flap (4 door models only). Electric windows, with single touch descending action on driver's window (4 door models only). Heated front washer jets.

PETROL INJECTED ENGINE
Eight cylinders in vee formation, aluminium construction with five bearing crankshaft and self-adjusting hydraulic tappets. Bore 88.9 mm (3.5 in). Stroke 71.1 mm (2.8 in). Cubic capacity 3528 cc (215 cu.in). High Compression: Compression ratio 9.35:1. Max Power (DIN net) 123.3 kW (165.3 bhp) at 4750 rpm. Max Torque 279.9 Nm (206.4 lbf ft) at 3200 rpm. Low Compression: Compression ratio 8.13:1. Max Power (DIN net) 111.9 kW (150.0 bhp) at 4750 rpm. Max Torque 257.6 Nm (190.0 lbf ft) at 2500 rpm.

INTERCOOLED TURBOCHARGED DIESEL ENGINE:
Intercooled turbocharged diesel engine with four cylinders in line. Aluminium cylinder heads with cast iron cylinder liners and cast iron crankshafts. Bore 92.0 mm (3.6 in). Stroke 90.0 mm (3.5 in). Cubic capacity 2393 cc (146 cu.in). Compression ratio 21.5:1. Max Power (DIN net) 84 kW (112.6 bhp) at 4200 rpm. Max Torque 248.0 Nm (183.0 lbf ft) at 2400 rpm.

AUTOMATIC TRANSMISSION
ZF automatic gearbox incorporating four forward and one reverse speeds, manual override and kickdown. Chain driven transfer box giving permanent four wheel drive high (1.2058) and low (3.2431) ratios. Central differential with viscous control unit. Gear ratios: 1st, 2.4795; 2nd, 1.4795; 3rd, 1.0000; 4th, 0.7281; R, 2.0857.

5 SPEED MANUAL TRANSMISSION
Manual gearbox incorporating five forward and one reverse speeds, manually operated with synchromesh on all forward gears. Chain driven transfer box giving permanent four wheel drive high (1.2058) and low (3.2431) ratios. Central differential with viscous control unit. Gear ratios: Petrol: 1st, 3.321; 2nd, 2.312; 3rd, 1.397; 4th, 1.0; 5th, 0.770; R, 3.429. Diesel: 1st, 3.692; 2nd, 2.132; 3rd, 1.397; 4th, 1.0; 5th, 0.770; R, 3.429.



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
LAND ROVER



BY APPOINTMENT TO
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LAND ROVER



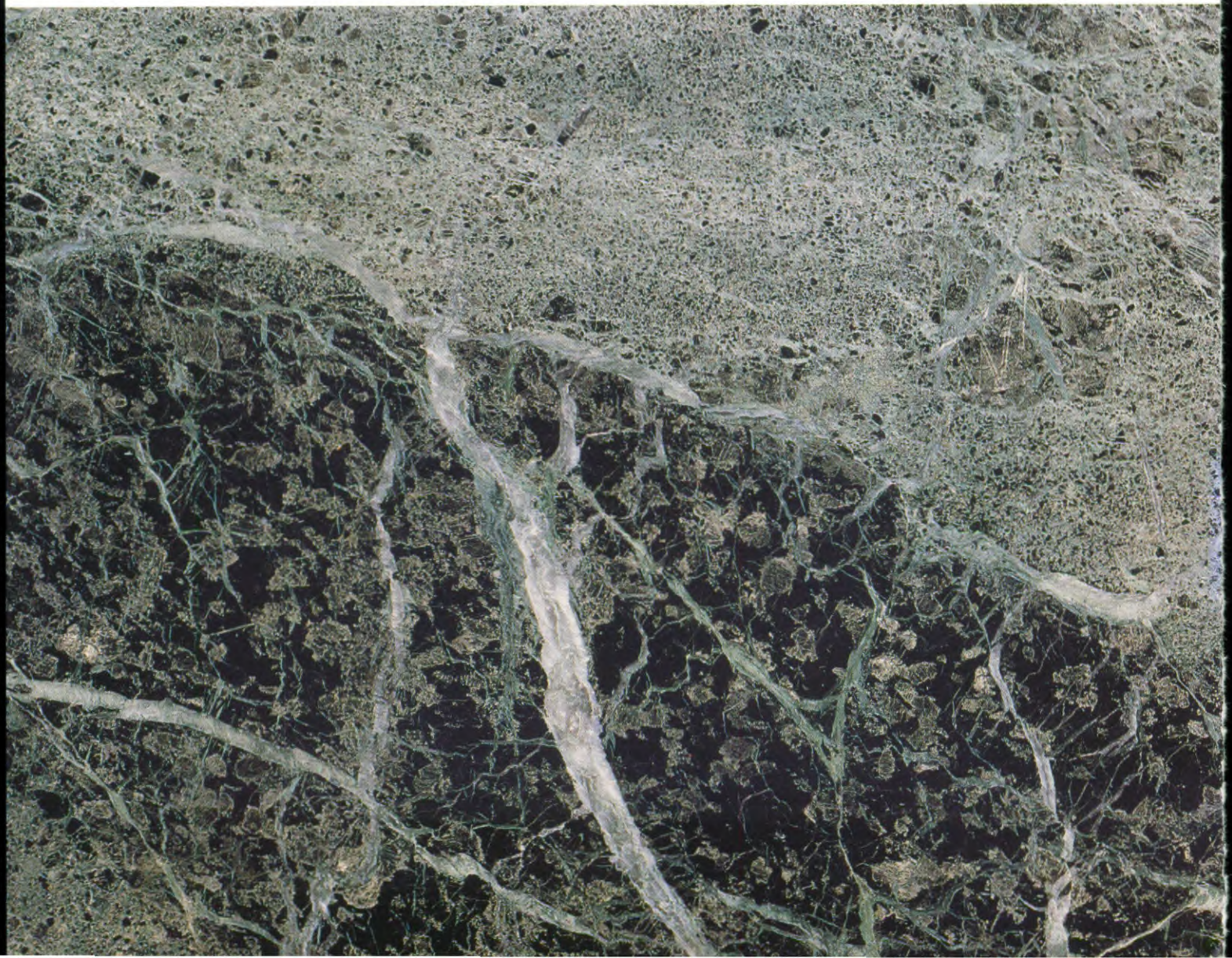
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LAND ROVER



RANGE ROVER



C O N T E N T S

- 1 -
VOGUE

- 3 -
VOGUE SE

- 5 -
VOGUE SE INTERIORS

- 7 -
VOGUE SE

- 8-11 -
VOGUE

- 13 -
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PASSENGER CAR
FUEL CONSUMPTION FIGURES

PASSENGER CAR FUEL CONSUMPTION ORDER
1983 No. 1486 80/1268 EEC

	Simulated Urban Cycle	Constant Speed 56 mph	Constant Speed 75 mph
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Fuel Injection	MPG		
5 speed man	15.4	27.2	20.9
4 speed auto	14.6	26.2	20.2

Turbocharged Diesel			
5 speed man	25.6	34.1	24.4

	Simulated Urban Cycle	Constant Speed 56 mph	Constant Speed 75 mph
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Fuel Injection	L/100 Km		
5 speed man	18.3	10.4	13.5
4 speed auto	19.4	10.8	14.0

Turbocharged Diesel			
5 speed man	11.0	8.3	11.6

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 inevitable differences between individual vehicles of the same model. In addition, the vehicle may incorporate particular modifications. Furthermore, the driver's style and road and weather conditions, as well as the extent to which the vehicle has been driven and the standard of maintenance, will all alter 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.

WEIGHTS

	Front Axle kg	Rear Axle kg	Total kg
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3.5L V8 EFI EEC KERB 2 door 5 speed manual	933	943	1876
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2 door 4 speed auto	960	947	1907
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4 door 5 speed manual	944	966	1910
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4 door 4 speed auto	960	994	1954
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GVW	1100	1510	2510
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2.4L VM TURBO DIESEL EEC KERB 2 door 5 speed manual	999	976	1975
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4 door 5 speed manual	1010	999	2009
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GVW	1200	1510	2510
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Note: Gross vehicle axle weights are non-additive.

LOAD VOLUMES
(MAXIMUM USABLE)

Rear seat up	1.02 m ³	(36.2 ft ³)
Rear seat down	2.00 m ³	(70.8 ft ³)

DIMENSIONS

Wheelbase	mm (ins)	2540	(100)
Overall Length	mm (ins)	4447	(175)
Overall Height	max mm (ins)	1792	(71)
Overall Width	mm (ins)	1813	(72)

FUEL SYSTEM

79.5 litre (17.5 imp gallon) fuel tank Diesel
76.3 litre (16.8 imp gallon) fuel tank Petrol

TOWING

Towing pack optional.

	Trailer Weight kg
Unbraked Trailer	on or off road 750
Trailer with over run brakes	on road 3500 off road 1000
Fully braked trailer	on road 4000 off road 1000

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VOGUE SE

- Electric slide and tilt sun-roof
- Air conditioning
- Front spoiler with driving lights
- Connolly leather upholstery
- Side rubbing strip
- 6-way electrically-adjusted front seats
- Assymetric split rear seat with integral headrests
- Burr Walnut air conditioning rail, centre console and door inserts
- Electrically adjustable, heated door mirrors
- Automatic transmission
- Pinstripe leather
- Leather grab handle
- Leather transfer coach gaiter
- Coded Radio/Cassette installation (UK only)
- 6 speaker system including two bass speakers
- Leather covered steering wheel



VOGUE

- Front spoiler with driving lights
 - Leather covered steering wheel
 - American Walnut door inserts
 - Assymetric split rear seat with integral headrests
 - Electrically adjustable, heated door mirrors
 - Side rubbing strip
 - Coded Radio/Cassette installation (UK only)
 - 4 speakers
- OPTIONS
- Air conditioning
 - Electric slide and tilt sun roof
 - Automatic transmission



VOGUE TURBO D

- Leather covered steering wheel
 - American Walnut door inserts
 - Assymetric split rear seat with integral headrests
 - Electrically adjustable, heated door mirrors
 - Side rubbing strip
 - Coded Radio/Cassette installation (UK only)
 - 4 speakers
- OPTIONS
- Air conditioning
 - Electric slide and tilt sun roof



4 DOOR STANDARD

- 4 speakers
 - Central locking including tailgate and fuel filler flap
 - Electric windows
- OPTIONS
- Air conditioning
 - Electric slide and tilt sun roof
 - Alloy wheels
 - Metallic paint



2 DOOR STANDARD

- Front seats slide forward and tilt for rear access
 - 2 speakers
 - Lockable fuel filler cap
- OPTIONS
- Air conditioning
 - Electric slide and tilt sun roof
 - Alloy wheels
 - Metallic paint





LAND ROVER LTD

Lode Lane, Solihull, England B92 8NW. Telephone: 021-722 2424. Fax: 021-742 1927
Telex: 338641 LanRov G. Cables: Lan Rov Solihull.

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