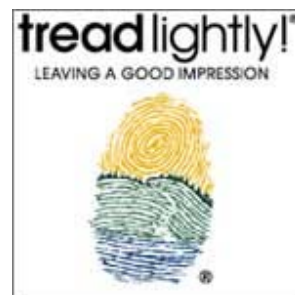


Polybush

They don't come any tougher - Polybushes as well as the Land Rover Defender. Polybush Performance Red or Comfort Blue bushes have proven their worth in all the conditions the Defender's got into since we first introduced them in 1991.



Polybush: PERFORMANCE RED

FULLKIT 1 – Land Rover Defender 90/110 – to end 1993

FULLKIT 2 – Land Rover Defender 90/110 – 1994 to 2001

Contain:

Front Radius Arm/Axle

Rear Radius Arm/Axle

Panhard Rod

Rear Radius Arm/Chassis

Front Radius Arm/Chassis



Ref: 1Q

"A" Frame Bushes



Ref: Kit 17

Front Anti-Roll Bar Bush kit
Defender 90 and 110

SUMO BARS

SUMO BARS are a heavy duty replacement steering bar for Land Rovers they are available for Defender/Disco1/Disco2/RRC, and Series they are accepted by the ALRRC and AWDC as replacement due to there hollow design. SUMO BARS are well known for there strength and reliability in events across the world.

SUMO BARS are made from specially selected CFS tube with a heavy duty wall thickness, this quality of steel provides a element of durability to take shocks but also has a high tensile strength. The internal bore is CNC machined out with a left hand and right hand thread so that standard Land Rover track rod ends can be used. All SUMO BARS come zinc coated.



DEFENDER DROP ARM CONVERSION

This is a conversion to change the (swan neck) drop arm on the Defender to the (straight) Discovery drop arm. This is a much better drop arm for a Defender as it eliminates the ball joint (the one that wears out quickly) that is pressed into the swan neck drop arm and replaces it with a standard track rod end which is much easier to replace.



SUMO BARS

BOLT ON HYDRO ASSIST KITS

This kit will take the pressure off the steering box and also give a more powerful steering, the hoses take feeds from existing ports on the 4 bolt power steering box with no need to drill or tap or weld fittings to the box, the new 2 position ram will also fit right or left hand drive models, the kit will bolt straight onto all Defender models in place of the steering damper, the new 2 position ram also makes it fit Discovery 1 and RRC models by using the steering drop arm clamp on mount.



#SS5009 P/S RETURN TO CENTRE STEERING STABILISERS

ToughDog Steering Stabilisers are the only award-winning steering damper on the market.

Using the famous Return-to-centre principle, this tough unit will outperform any other steering damper on the market. The coil spring self centers the steering and will help reduce fatigue on a long drive. This product line is our No1 best seller.

Features

- Reduces shimmy and shake
- Reduces fatigue on a long drive as the coil steers you straight.
- Returns the steering wheel back to center, especially when oversize tyres are fitted.
- Available for manual and power steer vehicles



TF501 Front dislocation cones

Dislocation cones ensure the front springs relocate after dropping away on full suspension articulation when using longer travel shocks or lowered front shock turrets.

The cones are often fitted using [TF502](#) front shock turret securing rings.

It is essential that [TF505](#) spring retaining plates are used to ensure the springs remain in place.



TF502 Front shock turret securing rings

Heavy-duty front shock turret securing **rings** are ideal for off road use. Suitable for use with TF 503, 504, 522 & 514 tubular and twin front shock turret kits.



Front shock turrets

TF502 Standard height

TF503 Lowered -2 inch

TF522 Taller +2 inch

Tubular front shock turrets are stronger and less liable to rusting than the original and they also show off your shocks!

Available in standard height, lowered -2" (50mm) allowing more suspension drop out with standard shocks as well as taller +2" (50mm) which are specifically used with TerrafirMa +5" (125mm) long travel shocks.



TF505, TF507 Coil spring retaining plates

Coil springs can part company from their mounts when long travel shocks are fitted. Heavy duty spring retaining plates are used to secure the coil spring to the axle to make sure they relocate when the suspension compresses again.



TF508 Caster corrected front radius arms

When coil sprung Land Rovers are lifted the caster angle is changed. The effect can be vagueness and a lack of self-centering of the steering.

For vehicles with 2 inches of suspension lift, we recommend 3 degree caster corrected radius arms to return the steering to the correct geometry. These radius arms are designed to accept the 44mm wide bushes that have been fitted from around 1992.

For vehicles with over 2 inches of suspension lift, we recommend the 6 degree castor corrected radius arms.



TF509 Cranked rear radius arms

When Land Rovers are lifted the rear radius arm to chassis bushes become strained, further suspension drop out can be restricted by the lack of movement in the bush.

To relieve the strain and to improve suspension flex fit Cranked rear radius arms. TerraFirma rear radius arms are made from super tough 1 3/8" diameter x 3/16" wall thickness CDS tubing.



TF511 Rear spring dislocation cones 110/130

Dislocation cones ensure the rear springs relocate after dropping away on full suspension articulation when using longer travel shocks or lowered rear top shock mounts.

An alternative if very long travel shocks are used for extreme articulation on 90, D1 and RRC would be TF520. As 110 and 130 rear springs are so much longer a relocation cone is not required.



PB51-502K Caster correction bushes

These replacement bushes are the traditional way to regain the correct caster angle after a Land Rover has been lifted. The bushes have eccentric centres which rotate the axle the 3 degrees required to correct the steering geometry for vehicles lifted 2-3".



GAL146R (2-hole) and GAL147R (4-hole) Extended bump stops

Extended bump stops are essential kit to reduce the upward axle movement when very large tyres are used and also when long travel shocks are fitted to avoid the shocks bottoming out before the axle meets the bump stop.

Made from super resilient polyurethane and bonded to a stainless steel mounting plate these bump stops are far superior to any other on the market.



TF018 Medium Load +380mm front Defender 90/110/130
TF019 Medium Load +435mm rear Defender 110
TF015 Heavy Load +420mm front Defender 110/130
TF011 Heavy Load +435mm rear Defender 110/130



TF512 Lowered rear top shock mounts 90/110/130/D1/RRC

Achieve 2" (50mm) more rear suspension drop out with these replacement top shock mounts giving greater axle articulation. To avoid possible damage to the shocks it is advisable to fit TF515 bump stop spacers.

Alternatively TF518 Rear top shock mount relocation plates can be used.



TF515 Bump stop spacers

90/110/130/D1/RRC Supplied as a pair Front or Rear

Increase the size of the original bump stops by 1" to help prevent larger tyres from touching the bodywork on full suspension compression. They are also used in conjunction with lowered shock mounts preventing the shocks from bottoming out.



TF513 Rear twin shock mount kit 90/110/130/D1/RRC

Heavily laden expedition and fast off road vehicles benefit from fitting twin shocks as it reduces shock stress and inherent heat build up. The TerraFirma Rear twin shock mount kit allows the 2 shocks to run parallel with each other using existing mounting points. They perform brilliantly and also look superb.

IMPORTANT

30mm wheel spacers may be required to prevent the inner edge of the rear wheel or tyre from rubbing on the lower double shock mount. This is predominantly the case with standard Land Rover alloy wheels.



TF514 Front twin shock mount kit 90/110/130/D1/RRC

Heavily laden expedition and fast off road vehicles benefit from fitting twin shocks as it reduces shock stress and inherent heat build up. The TerraFirma Front twin shock mount kit allows an additional pair of shocks to be fitted without modification to the vehicle.



Spring spacers 90/110/130/D1/RRC

TF516 Front

TF517 Rear

These simple 2" (50mm) spacers bolt to the axle below the coil springs giving an additional great value suspension lift.

TerrafirMa



TF519 Long travel rear top shock mounts 90/110/130/D1/RRC

These special mounts are specifically designed to be fitted with the TF122LT super long travel shocks which have a pin top mount that allow for the massive increase in articulation. The mounts locate on the original mounting points.

TerrafirMa



TF110 TerrafirMa Extra wide wheel arch kit Defender 90/110/130

Made from almost indestructible plastic. These Defender wheel arches are a full 2" wider than standard. The kit comes complete with all screws, plastic screw caps and edging strips.

They are straight forward to fit very neatly, simply align the new wheel arches in place, mark screw holes, drill and fix.

TerrafirMa



TF250 Steering rods for Defender 90/110/130

TerraMa



TF810 Defender 110 rock sliders **with** tree bars

TerraMa



TF813 Defender 110 rock sliders **without** tree bars

TerraMa



TF841R Defender 90,110 and 130 steering guards - Alloy RHD

TerraMa



TF842 Defender 90,110,130 tracking rod guard - upto -1994



TF844 Defender 110 130 differential guards – FRONT



TF853 Defender 110/130 Salisbury axle differential guards –REAR



TF848 Defender 90 fuel tank guards - **ALLOY** upto -1998



TF855 Defender 110/130 fuel tank guards - **ALLOY** upto -1998



#TDR1049B front. #TDR1397 rear EXTRA HEAVY DUTY RALPH SHOCKS

Tough Dog Ralph is the largest, heaviest duty 4WD shock made. For Defender + 350mm.

We took a Prime Mover shock, valved it for 4WD applications and then added the finest components available to make the biggest, strongest, toughest 4WD shock in the world.

Features

- Huge 53mm bore
- Twin Tube Design
- High Temperature fluid
- 22mm, Double chrome plated rod
- Additional welding on all studs & eye rings
- 10 stage Velocity Sensitive Valving
- Rod wiper seal and multi lip seal
- Hydraulic rebound stop



**#FTS81091 front. #FTS81092 rear
FABTECH High Performance Shocks** for Defender front & rear 10 inch Travel



DEFENDER 90/110/130/Disco

Shocks: N45F front, N46 rear (std-1-1/2")
Sport 60037 front, 60039 rear (std-1-1/2")
Sport 60037L front, 60039L rear (+60mm)

Springs: 2751 front, 2762 rear. Medium, 90 Series
2751 front, 2755 rear. Medium, 110 Series
2767 front, 2754 rear. Heavy Duty, 110 Series



TF018 Medium Load +380mm front Defender 90/110/130
TF019 Medium Load +435mm rear Defender 110
TF015 Heavy Load +420mm front Defender 110/130
TF011 Heavy Load +435mm rear Defender 110/130



WINCH BAR #3432090 Defender

TerrafirMa



TF001AC Defender tubular winch bumpers

Tubular winch bumper with A bar, **with air con**, to accept Superwinch LP8500, EP9, EP9, EP9.5, EP9.5 and Warn XD9000, XDC and 9.5XP

TerrafirMa



TF003AC Defender tubular winch bumpers

Tubular winch bumper, **with air con**, to accept Superwinch LP8500, EP9, EP9, EP9.5, EP9.5 and Warn XD9000, XDC and 9.5XP



INTERCO



LTB 34x10.50-16LT



**TSL BOGGER 33x10.50-16LT
35x10.50-16LT**



**Baja MTZ Radial
LT265/75R16 (32")
LT285/75R16 (33")**

ROCK MONSTER BEADLOCK



LAND ROVER DEFENDER

Wheel Specifications:

Hutchinson P/N WA-0604

Size 16 x 7.0" Bolt pattern 5H - 165.1 mm BCD
Lug style M16 shank nut (hub piloted) Hub bore diameter 4.44" (106.2 mm)
SAE rated load 3,415 lbs. - 80 psi Backspacing 4.89" (114.3 mm)
Construction Cast aluminum alloy

Wheel assembly includes: Assembly studs and locking nuts, O-ring seal



**STEEL WHEEL
16x8, 5x165.1 BS:4"**



TF100 7x16, 5x165, 20mm off set Anthracite wheel

TF102 7x16, 5x165, 20mm off set Black wheel



TF103 Lock rings and bolt kit

The unique bead lock ready outer rim allows the tyre to be fitted conventionally for normal on road, recreational offroad and other activities where normal inflation pressures would be used such as off-road racing. When low tyre pressures are needed and high side loads such as hardcore off-roading and rock crawling are experienced the tyre can be mounted on the outside of the bead lock ready rim and clamped in place using the TerraFirma bead lock kit.

The TerraFirma bead lock kit is a set of 4 specially machined alloy rings designed to clamp the tyre in place preventing it from being pushed off the rim at very low inflation pressures. The ring is machined in such a way that it centralises the tyre on the wheel so that balancing is possible, something not usually achievable with other bead lock systems. The bead lock ring kit also includes alignment dowels and a full set of allen key cap head bolts and lock nuts. The bead lock ring is recessed reducing rock damage to the bolt heads. The bead lock rings are powder coated anthracite grey with discreet TerraFirma logos.



DAKAR WHEELS

TF104 7x16, 5x165, +33mm off set Silver

TF105 7x16, 5x165, +33mm off set Black

Influenced by the rugged and stylish wheels used on Dakar rally raid vehicles the new Terra Firma Dakar wheel looks amazing in either satin black or silver and is super strong with a massive 1450kg load rating.

Available in 7x16 and 5/165 bolt pattern using original alloy wheel nuts, the Dakar wheel is a 12 spoke wheel with built in valve protection against rocks and ruts and is suitable for the heaviest off road use when fitted to Land Rover Defender, Discovery 1 and Range Rover Classic.

With +33mm off set the Terra Firma Dakar wheel allows large diameter tyres to be fitted without compromising steering lock as well as giving a wide stance appearance to your Land Rover.

Check out the new Terra Firma Dakar wheel at Billing Land Rover show 16-18 July as well as on the Terra Firma website.



TF301 90/110/130/D1/RRC 30mm alloy wheel spacers. Supplied as a set of four

ZU RIMS

DEFENDER - DISCO I RANGE ROVER CLASSIC 7" x 16"

ALLOY RIMS SUPER STRONG - SUPER LIGHT



- 11mm offset. **Color: Anthracite & Black**
- 1400kg rating.
- 10.4kg each.
- TÜV approved and meets or exceeds UK - European - U.S.- Canadian - Australian - South African and Japanese wheel manufacturing specifications.
- Available in white, silver, gloss black, satin black or anthracite finishes.
- Special colours on quantities of 50 or more.
- Uses standard Land Rover alloy wheel nuts.
- Easy to balance.
- Fits all Defenders, Discovery I and Range Rover Classic.
- Manufactured in the UK.



ANR3631MNH Defender/Discovery 1
16" x 7 – Deep dish alloy wheel



STC3601 Defender/Discovery 1
Locking wheel nuts & key kit
For vehicles with alloy wheels
Kit contains - 5 x nuts; 5 x caps; 1 x key & 1 x black bag for key



STC7623 Defender
Locking wheel nuts & key kit
For vehicles with deep dish alloy wheels
Kit contains - 5 x nuts; 5 x caps & 1 x key

mobilecentre

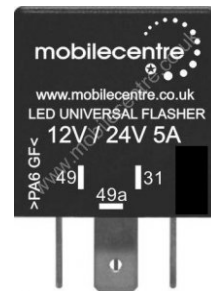
Complete LED lamp upgrade to suit all Series and Defender Land Rovers using the 70 mm diameter lamp LED replacement exterior light kit Multi Volt x 10 lamps.



REAR LED FOG LIGHT



REAR LED REVERSE/BACK UP



LED indicator flasher relay

MODEL 125 Licence/Number plate lamp



150 Series Amber Side repeater



TRUCK-LITE 7" LED Headlamp



Description

Truck-Lite 12v LED Headlamp provides a new level of performance for 7" round forward lighting applications, offering the extended life and energy efficiency of light emitting diode technology. The first LED solution for headlamp applications provides brighter, crisper and whiter light output than incandescent alternatives, while offering longer life and greater dependability.

Technical Specifications:

Material

- Hard Coated Polycarbonate Lens
- Anodized Aluminum Housing
- Metalized Reflector
- Encapsulated circuitry

Light Source

- 10 Light Emitting Diodes (LEDs)
- Designed at 12.8v
- 4.5a (High Beam), 2.5a (Low Beam). 1400 lumens.

Additional Specifications:

- Operating Temperature Range of -50C to 70C
- Overvoltage spike protection to 600v
- Constant output

Features

- * DOT Approved, High Beam and Low Beam performance
- * Provides light output closer to the color temperature of daylight, dramatically improving light projection distance and overall visibility
- * Solid-state design resists damage from shock & vibration
- * Offers as much as 50x longer life (10,000 hrs vs 400 hrs) than comparable incandescent lamps, saving the time and expense of replacing lamps multiple times
- * Hard wired design, fully encapsulated electronics & anodized aluminum housing protect from damage caused by corrosive elements
- * Impact resistant polycarbonate lens protected against damage caused by debris and other hazards
- * 3-Year Limited Warranty
- * **24v Version available.**

JW Speaker 7" round LED Headlamp



H4 fitting

Originally developed for the military market, Mobile Centre have made this high end technology available directly to the end user, and in every case where this product was supplied it has exceeded the customers expectations which were already high. The light on the road is four times greater with these lamps compared to sealed beam, combined with the near daylight white colour of light transforms the night time driving experience.

When replacing a sealed beam the amount of useable light on the road is four times greater with these LED headlamps yet power requirement is less than 30 watts. The lamps are dual voltage so will work on 12 or 24 volt vehicles without adjustment.

The units have a glass cover which has been **impact tested to military standards** which requires dropping a steel ball bearing on the glass from 1m, because of the efficiency of LEDs the lamp runs much cooler so there is no risk of cracking a hot glass lens when driving through water but just to make sure extensive testing has been carried out with the lamp heated to 100 degrees centigrade.

Data:

- Conforms & certified to ECE R112 regulation for head lights.
- DOT & MIL spec on request
- PAR 56 / 7" round type 2D1
- Sealed to IP 67
- **Military spec conforms to MIL-STD-461 (US military standard for EMC)**
- 20,000 hour life
- Four times more light output than standard sealed beam
- Double the light output of a H4 halogen.
- Higher colour temperature - much closer to that of natural daylight
- Nominal current draw 2.5A @ 12 volts DC

This in no way definitive but offered as a rough guide *ONLY*:

- Halogen bulb life 200 – 500 hours
- Cheap HID 200 – 500 hours
- Branded HID 2000 – 2500 hours

As you can see the LED headlight would outlast halogen by up to 100 times, and HID by up to 10 times clearly representing the best value for money over the lifetime of the product.

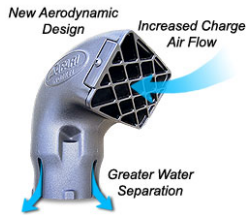
These lamps will fit any vehicle with 2D1 headlights, however please refer to the drawing to ensure there is enough depth within the bowl assembly. Standard stock product is terminated with a H4 connector as shown but various combinations are available including military connectors.



AIR FILTER
E-4810 Defender 200TDi



AIR FILTER
E-2590 Defender 300TDi



Protecting your engine from dust and water ingestion is essential when driving off road. A Safari snorkel will ensure that clean, dry air is always available, regardless of conditions.



Defender 200TDi



Defender 300TDi

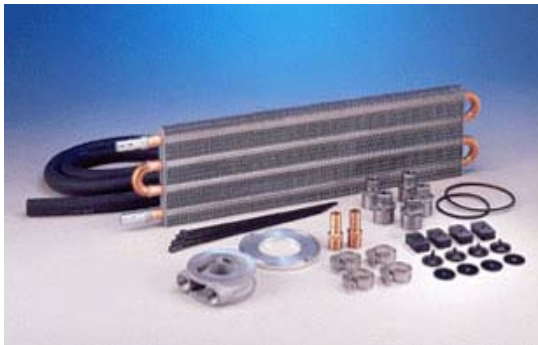


Made in USA



Transmission Cooler: 4112(4row), 4120(6row) & 4109(2row) **Part # 4190**

Part #4190 Remote Transmission Oil Cooler w/ #6AN fitting. Not for engine oil cooling applications



Engine oil cooler kit Standard Duty Engine Oil Cooler Kit High Performance



Made in USA



10" FINNED ALUMINUM COOLER KIT

Description: This is a 10" long x 3" diameter finned, extruded aluminum cooler unit, that can be easily mounted. **Can be used as a power steering or auto trans cooler**. Kit also includes fittings, hose clamps, 6' of hose and mounting clamps.

SPALusa

HIGH PERFORMANCE FANS

It features fully sealed motor that are **waterproof/dustproof**. Each fan is individually balanced for **long life**.



30102061 Weight: 5.25 lbs.
9" Paddle Blade High Performance Fan /
12V **Puller** for Intercoolers.
1400m³/h. 10.1A



30102040 Weight: 5.5 lbs.
11" Paddle Blade High Performance Fan/
12V **Pusher** for AC condensers.
2310m³/h. 14.0A



30102025 Weight: 5.25 lbs
12" Paddle Blade High Performance Fan /
12V **Pusher** for AC condensers
2780m³/h. 16.5A



30102120 Weight: 6.67 lbs.
16" Straight Blade High Performance Fan/
12 Volt **Puller** for Radiators
3250m³/h. 18.5A



185 FRH Weight: 1.35 lbs. Fan Relay Harness.



DEFENDER FRONT ROTOR



Initial Colour	When the rotor exceeds this temperature:	The colour will change to:
	458°C / 856°F	
	550°C / 1022°F	
	630°C / 1166°F	



4000 Series

DBA4087XS Front rotor Defender 1989-1994 cross-drilled & slotted

DBA4086XS Front rotor Defender 1994-on ventilated, cross-drilled & slotted



DP6708, Defender 1989- on Front brake pad.



These pads will stop faster and last longer with almost zero brake dust compared to OEM pads! Features include chamfered and slotted design with triple layer Wolverine shims then coated with friction accelerator for fast bed-in and outstanding performance.

These heavy-duty Greenstuff **6000 series** brake pads are an excellent solution. They have the benefit of longer life span and better resistance to off-road conditions like dust, sand, etc. They're ideal as upgrades for your truck.



Goodridge Brake Hose Kit - Stainless Steel Ends, Standard Hose
DA240240S Defender 110 (110 Wheelbase) Metric 1983-1998, 3 Line +40mm
DA240040S Defender 90 1994-1998, 3 Line +40mm
DA241140S Discovery 08/92-1995, 5 Line +40mm

Goodridge Brake Hoses are used by some of the world's leading Motorsport teams, including F1 and WRC. Goodridge brake hose kits feature stainless steel braided brake hose, which means there is no room for the usual volumetric expansion caused by rubber lines. The result is a total eradication of 'mushy' braking, and a highly efficient braking system which allows you to brake later and get onto the accelerator faster.

Goodridge brake hose kits are available with either zinc plated or stainless steel end fittings, and can be supplied in a range of bright colours. These particular brake hoses come with stainless steel ends, and the hose is the standard Goodridge print hose with a clear cover.

Features:

Goodridge Print Hose with Clear Cover Stainless Steel End Fittings



DA5513 Defender - 1987 - 2006
Handbrake conversion kit

The standard Land Rover hand brake can easily get bunged up with dirt if you drive off-road a lot and once the mechanism gets clogged up it doesn't work as efficiently as it should. Britpart now offer a solution to that problem - a drum to disc conversion kit.

This kit uses a powerful caliper whose mechanism is sealed to prevent the access of mud! The special pads provide greater friction than the standard ones and are resistant from abrasion from mud.

TURNER ENGINEERING



Performance cylinder head

In the case of diesel engines, increasingly more customers are looking to improve the performance of their diesel engined vehicles. The same rules apply. Performance through efficiency and we offer **gas flowed cylinder heads for the 200 & 300TDi turbo diesel engines**. These heads can be supplied as an option on our service exchange diesel engines at additional cost.

Performance Expectations

It is extremely difficult to predict specific improvements to individual vehicles due to varying operating conditions, condition of ancillaries, the condition of the cylinder head displaced and the time and effort put into installation and setup. However based on some 20 years experience with this type of product and not wishing to mislead our potential customers with exaggerated claims, it is realistic to expect performance improvements in the region of 10 to 30%. In simple terms the engine will act bigger and will be more responsive to the throttle.

Our performance cylinder heads have been used very successfully in a number of competitions including the Historic Monte Carlo Rally, Mintex Rally and the Perth Scottish Rally.

BRITPART



LDF500180COM

Complete cylinder head DEFENDER 300TDi

Supplied with valves and springs assembled, pressure tested and with heat tell tale stickers on

Note - This head has additional waterways for improved cooling. Use multi-leaf metal head gasket (LVB500220 - 3 hole) with this head.

PARTS: Defender 110, 200Tdi and 300Tdi (16L non-EDC)

- 5 STC1190, fuel pump 200Tdi (BRITPART)
- 5 ERR5057G, fuel pump 300Tdi (OEM)
- 1 ERR1333, Pump fuel injection 200Tdi (BRITPART)
- 1 ERR4419, Pump fuel injection 300Tdi (BOSCH) B/O**
- 5 ERR535, Pump vacuum 200Tdi (BRITPART)
- 5 ERR3539G, Pump vacuum 300Tdi (WABCO)
- 1 ERR4802G, Turbo Assy 300Tdi (GARRETT)
- 5 STC639, Water pump Defender 200Tdi 1992 (BRITPART)
- 5 STC1086, Water pump Defender 300Tdi 1995 non-EDC (BRITPART).
- 10 DA6002, service kit 200Tdi
- 10 DA6003, service kit 300Tdi
- 10 DA2005, head bolt kit 300Tdi (OEM)

M&D ENGINEERING

POWER IMPROVEMENT KIT FOR 2.5 LITRE TDi DIESEL ENGINE

The M&D power improvement kit has been specially developed to fit the '200' & '300' Tdi turbo inter-cooled engines fitted to Land Rover Defender, Discovery and Range Rover. The conversion can be supplied and fitted by us or supplied in kit form.

PERFORMANCE :- (Based on Discovery 5 speed manual)

	Standard Vehicle	Converted vehicle
Maximum power :- rpm	111 bhp @ 4,000 rpm	135 bhp @ 4,000
Maximum torque :- rpm	195 lbf ft @ 1,800 rpm	228 lbf ft @ 1,800
Maximum speed :-	94 mph	99 mph

ACCELERATION :-

0-60 mph	17.0 seconds	13.8 seconds
30-50 mph 4 th gear	8.5 seconds	6.1 seconds
50-70 mph 5 th gear	17.4 seconds	12.2 seconds

GENERAL DETAILS

1. The **fuel injection pump is modified** to give the required fuel delivery for the improved performance.
2. The **waste gate actuator is modified** to give a maximum boost of 18 to 20 psi.
3. The **cylinder head is fully re-built and modified to improve the cooling.**
4. The kit is supplied with a set of cylinder head bolts, special head gasket, other gasket and silicon hose.
5. A full parts list and instructions are supplied.

HEAVY DUTY CLUTCH SET R380

Defender 110, 200TDi 1992 engine.

Defender 110, 300TDi non-EDC 1995 engine.

Allard LandRover Turbo Sport



PHASE 2: Discovery - Defender - Range Rover 200 and 300 TDI. (Vehicles fitted with air conditioning)

The Allard Phase 2 intercooler conversion will provide your Land Rover with the unique combination of up to 25% more power and torque and up to 15% improvement in fuel consumption (in economy mode).

There is substantial improvement in torque from only 1700 rpm, so low speed pickup is transformed. Torque is increased from 195 lb.ft to over 225 lb.ft at 2000 rpm and power on average increases from 110 bhp to over 132 bhp at only 3750 rpm.

Because of the very high thermal efficiency of our large intercooler, the thermal loads on the engine are reduced and because we do not need to increase boost pressure to obtain these benefits, other increased loads on the engine are minimal. All our Phase 2 conversions have been thoroughly rolling road and smoke tested.

Power	110 bhp (standard) up to 132 bhp (Phase 2)
Torque	195 lb.ft (standard) up to 227 lb.ft



PHASE 3: Discovery - Defender - Range Rover 200 and 300 TDI.

This system is as for the Phase 2 conversion, but includes in addition an **updated turbocharger** and a boost control valve to allow maximum boost to be raised to 1.25 bar and to match the higher airflow of the improved intercooler system. The normal 16-row intercooler can be replaced by an even larger upto 24-row intercooler.

Power	110 bhp (standard) up to 143 bhp (Phase 3)
Torque	195 lb.ft (standard) up to 257 lb.ft



Alloy Replacement Radiator
Defender 110, 200/300TDi



Upgraded Replacement Intercooler
Defender 110, 200/300TDi

SILICONE HOSES 200TDi & 300TDi



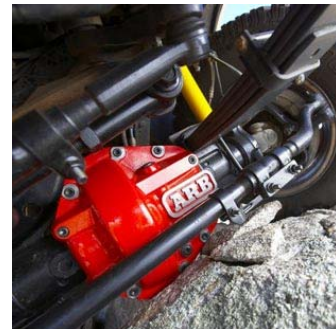
STAINLESS STEEL PERFORMANCE EXHAUST SYSTEM
Defender 90/110, 200/300TDi



AIR LOCKER:
Defender Front & Rear



AIR COMPRESSOR



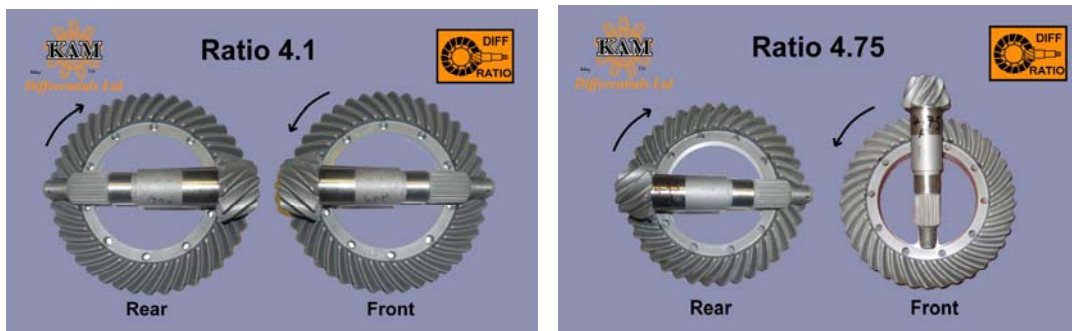
DIFF REAR COVER



UK

RING GEAR & PINION

(3,54 is the standard ratio from Land Rover.)



Please find below a list of our gear sets we currently produce for Land Rovers.

Ratio		Strength increases
4.75	Land Rover gear set are	50% stronger
4.1	Land Rover gear set are	25% stronger
3.8	Land Rover gear set are	70% stronger



FRONT & REAR SHAFTS



Front CV Conversion kit Def 90/110
Rear Drum/Disc brake axle shafts

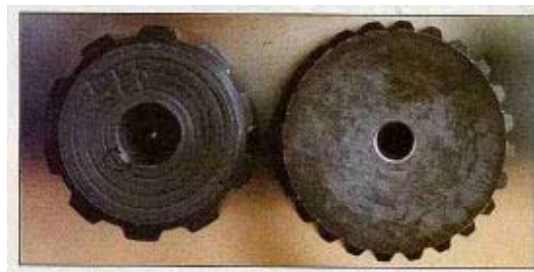


A KAM Aerospace 9403 Nm
B KAM HD 7132 Nm
C Land Rover 4800 Nm

Land Rover OEM shaft broke at 230 deg twist compared to KAM at 540 deg. See twist in shaft



KAM 23 spline OEM 32 spline



OEM 10 spline KAM 24 spline

ASHCROFT TRANSMISSIONS

HEAVY DUTY 300 TDi Defender Auto Kit ZF4H22 Stage 2 Upgrade



Kit to Convert the 300 TDi Defender to Automatic Transmission

This conversion we use the Disco 300 TDi autobox as well as the oil cooler and the kickdown brackets. The lengths of the auto and the manual box are the same so the existing transfer case can go straight on the auto with no mods. Below is the kit listing: Autobox, 4HP22, built with both the 4HP24 internals as above but also the 24 front end as well giving you the added strength of having the larger 24 "A" clutch, also a weak point with larger engines, torque converter, Kickdown Brackets, Crank assy, to include adapter plate, starter ring, flexplate, buttress ring, boss. Oil cooler & pipes, to include, cooler, 2 x pipes.

Shifter, to include, shifter & cable, top cap, button, slide selector, spring, knob, rollerdeck, trim, outer cable clamp, swan neck, hi/lo & diff lock linkage.

Misc, to include, rubber boot, hi/lo gaiter, shifter mount, cable plate, cable seal, footrest, footrest rubber, brake pedal plate and rubber, clutch blanking plate, LH mount, dipstick & filler tube and NAS spec console box.

TRANSFER BOX LT230 with Ratio 1.667



1.667 Gear set

Product Information

The 1.667 gear set, an ideal choice for those Defender drivers who have fitted larger tyres to their vehicles.



DA4000 Defender LH
Air intake grille Steel / Black
Left & Right hand side – single



DA4001 Defender RH



DA5500 R380 gearbox
Gear lever set Anodised alloy Pair



DA4650, 15" 3-spoke
Defender/Series 2,3

BOLT KIT DEFENDER

The J-clips are carbon and phosphor coated to give 450 salt hour life.



DA1133
Door kit – front 4-door



DA1134 Door kit – rear



DA1135
Bonnet hinge kit – bolt kit



DA1139 Defender
Bumper kit – bolt kit



DA1136 Defender
Rear cross member to
Body kit – bolt kit



DA1138 Defender
Front grill kit – screw kit