DEFENDER

LAND ROVER

GO BEYOND


LAND ROVER

Introduction
The most recognised, most respected 4x4 in the world
PAGE 2

Off-road, on-road
Legendary off-road, now more refined on-road
PAGE 4

Engine and chassis
An engine to complement the tried and trusted chassis
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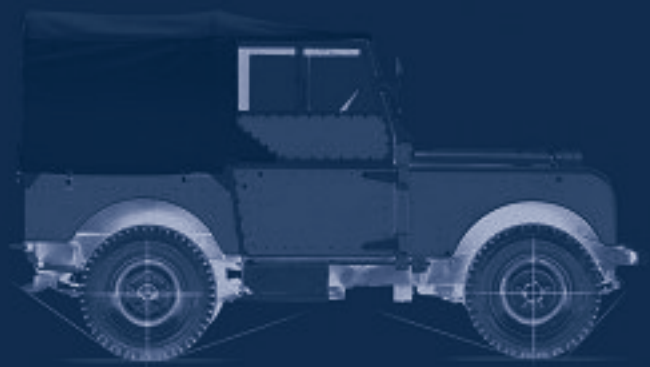
Towing, carrying and payload
The ultimate versatile workhorse
PAGE 14

Professional and adventure users
Serious about work, serious about adventure
PAGE 19

Interior
The most comprehensive improvements in its history
PAGE 23

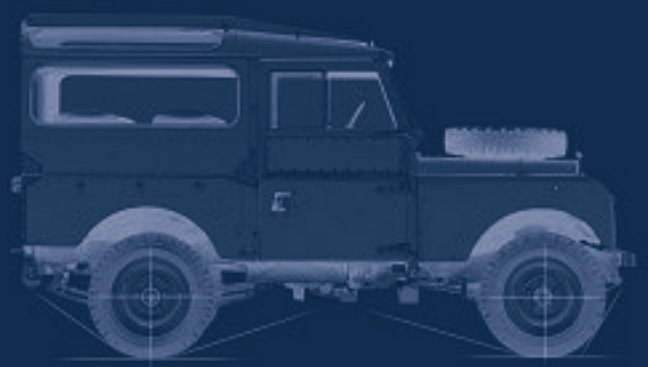
Specification and choices
Exterior, interior, colours and trim
PAGE 28

Technical data
Features engines, technical data, dimensions, capability and weights
PAGE 36



Series I (1948-1953)

‘48



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

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

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

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

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

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

Founded on a lineage stretching back to the debut of the first Land-Rover in 1948, today's Defender takes pride of place as the toughest vehicle in the Land Rover range. The original Land-Rover won instant recognition for its tough versatility and off-road ability, attributes that equally apply nearly two million vehicles later. Six decades of experience in designing and building the world's most distinctive four wheel drive vehicles reach their pinnacle in the 2009 Defender. With the introduction in 2007 of the distinctive power bulge in the bonnet denotes an all-new power train with greater pulling power and flexibility to extend the breadth of capability of this robust off-road legend. Allied to a distinctive new facia housing effective new heating and air conditioning, new seats and an upgraded interior, the latest vehicle in this long evolution is better equipped than ever to conquer the challenges of the modern world.

'09

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

When it comes to taking on, and beating, some of the toughest off-road terrain nothing comes close to Defender. That's because, unlike many of its competitors, Defender has permanent four-wheel drive with the centre differential distributing torque evenly between front and rear axles to give optimum all-weather performance on and off-road. What's more, the central differential can be locked to minimise wheel spin and maximise traction on slippery surfaces. And for even more grip and control off-road (not to mention on-road as well) Defender is available with optional traction control and ABS.


957 HAS

Excellent axle articulation, thanks to independent coil spring suspension,

also plays its part in Defender's legendary ability (655mm and 590mm for Defender 110 and Defender 90 respectively) by helping the wheels to maintain contact with the ground and follow the contours of rough surfaces.

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

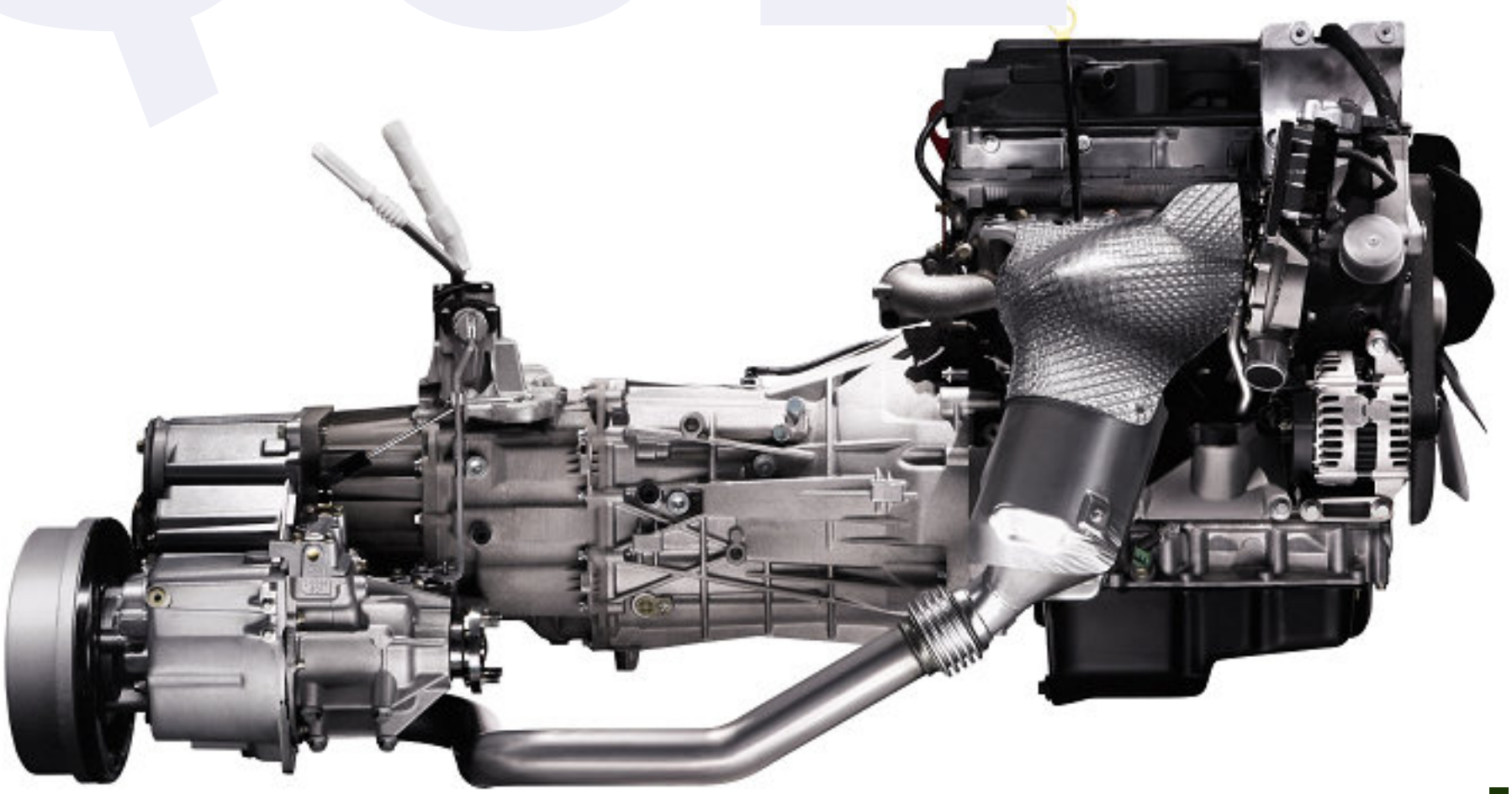
Vehicle shown above is accessorised with Chequer Plate Protection Kit and Wing Top Protectors.

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

TOR

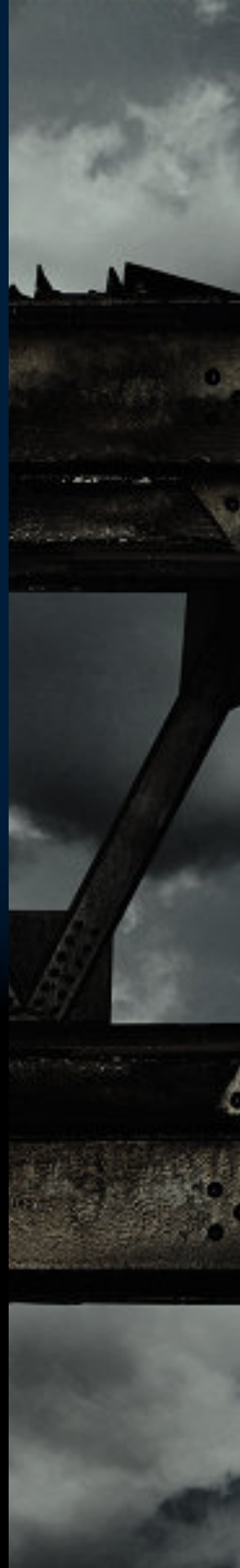
More towing power. More power to help keep you out of trouble. Defender's 2.4litre Diesel engine produces a class-leading 360Nm of torque (90 percent of peak power is on tap from less than 2,200rpm to over 4,350rpm) and enhances its legendary capability yet again. In fact, not only is this engine designed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

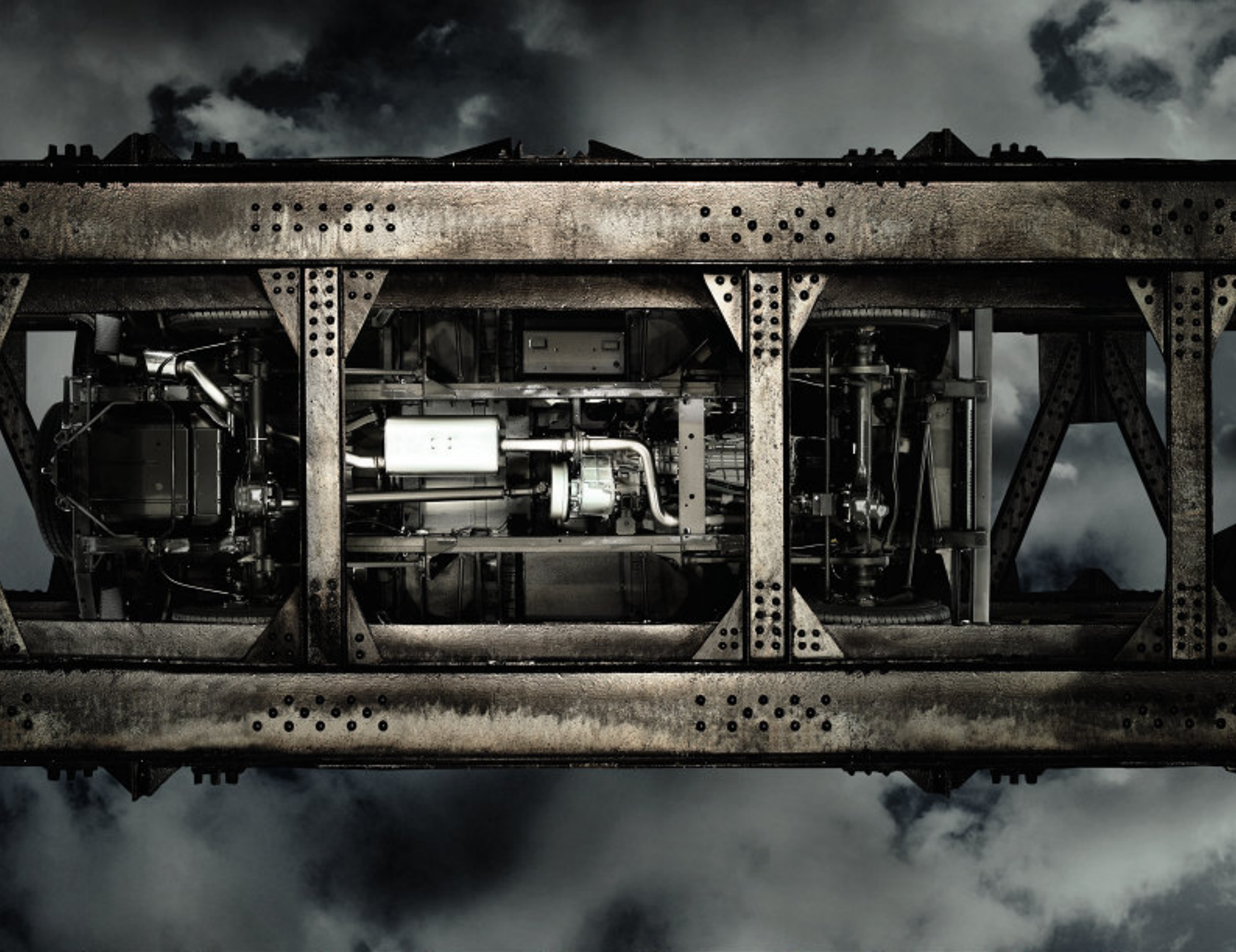
*Please consult your Land Rover Dealer for availability



STRENGTH

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





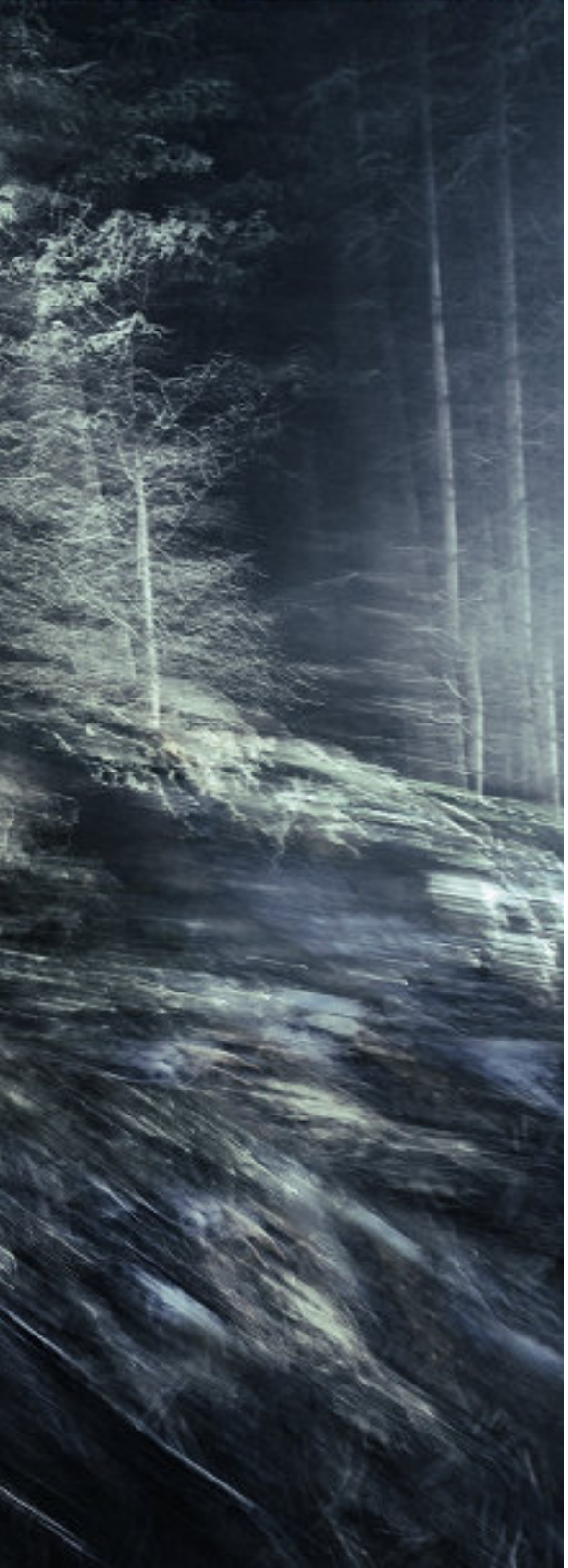
It all comes together with Defender's all-round capability. Exceptional towing capability, with a braked trailer of 3,500kg and an impressive load carrying capability derived from the 3,500kg* gross vehicle weight (GVW). With a strong, rigid chassis specifically designed to handle heavy, awkward loads,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

* Available with 110 Heavy Duty and 130 derivatives


957


3
NLI
NLI


YGS 449



Defender's design architecture lends itself perfectly to versatility.

It is available in 9 core body styles (including Station Wagon, Hard Top, Pick Up and Double Cab Pick Up) and a further 5 body styles covering soft tops and chassis cabs with 3 different wheelbases (90, 110 and 130). Hazardous materials, for instance, can be kept separate from passengers and transported to the remotest locations in the Defender 110 Double Cab Pick Up. Even greater personalisation can be achieved with the range of Land Rover Accessories available from your Land Rover Dealer. Specialist variations (Special Vehicles) of Defender remain available through Land Rover Direct Sales as bespoke specifications.

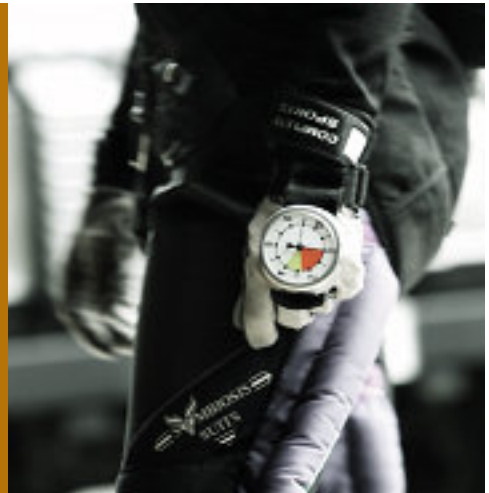
Vehicle shown includes accessories


CG

Defender is the tough, reliable mobility platform

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

PROFESSIONAL



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

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

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

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

*standard on certain models

Inspired by 21st Century industrial design,

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

OUR PLANET

OUR COMMITMENT

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

ENVIRONMENTAL TECHNOLOGY.

In 2007 we announced a £700m joint investment into new technologies to improve the environmental performance of our vehicles. Building on the innovation of the Land_e concept, the first of these technologies will be the stop-start engine in our diesel manual Freelander 2. In 2008 we revealed our new concept vehicle, the LRX; a Land Rover in body and spirit, but conceived as a hybrid 2.0 litre diesel, with potential CO_2 emissions of 120g/km.

SUSTAINABLE MANUFACTURING.

World class manufacturing facilities. Certified to ISO14001 since 1998. Our manufacturing facilities at Solihull and Halewood have reduced emissions by around 4 percent year on year, over the last 5 years. Since 1997 we have reduced emissions in our Solihull plant by 30 percent. Our TDV6 and TDV8 engines are made in a manufacturing plant part powered by wind turbines. In addition, we're offsetting all CO_2 produced by the manufacturing assembly of Land Rover vehicles at both plants. Partnered with specialist organisation Climate Care, our offset projects include a wind farm in China and hydro electric generators in Tajikistan.

CO_2 OFFSETTING.

In 2006 we launched a pioneering programme to offset CO_2 emissions for the first 45,000 miles of all new Land Rovers in participating countries. The first automotive company to offset 100 percent of our manufacturing assembly CO_2 emissions, we are also offsetting the energy emissions of Land Rover dealers and Experience centres across the UK.

OUR P

GLOBAL CONSERVATION AND HUMANITARIAN PROJECTS.

Land Rover vehicles are used by conservation and humanitarian organisations worldwide and are often first choice for difficult tasks. Organisations include the Born Free Foundation, Biosphere Expeditions, Royal Geographical Society (with IBG), China Exploration and Research Society and Earthwatch Institute. Our projects are diverse, ranging from an initiative to help with the protection of rare wolves in Ethiopia, to a project funded by our CO_2 offset programme which provides efficient cooking stoves to rural parts of Uganda. The partnership between the International Federation of Red Cross and Red Crescent Societies and the Land Rover G4 Challenge aims to generate over £1m over the next two challenges.'

OUR PLANET. 'Drive responsibly on and off-road'. We take our responsibility to our planet very seriously. We teach responsible on and off-road driving to help reduce the impact on the environment and encourage drivers to understand the full potential and unique breadth of capability of our vehicles.

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

LANET

www.landrover.com/ourplanet

BODYSTYLES AND COLOURS

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

DEFENDER 90 STATION WAGON ZERMATT SILVER

DEFENDER 110 STATION WAGON TAMAR BLUE

DEFENDER 110 UTILITY STATION WAGON IZMIR BLUE

DEFENDER 130 DOUBLE CAB HIGH CAPACITY PICK UP ALASKA WHITE

Entry specifications feature a white roof and black wheel arches as standard. Body coloured roof and wheel arches are available on some body styles, check with your Dealer for details.

DEFENDER 90 HARD TOP ZERMATT SILVER

DEFENDER 90 PICK UP STORNOWAY GREY

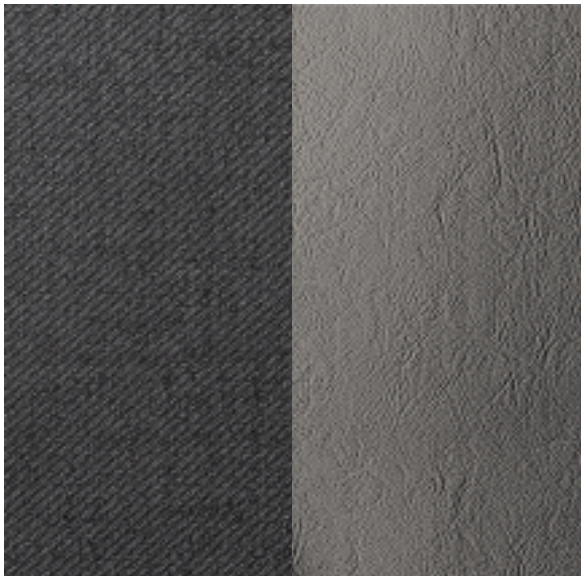
DEFENDER 110 HARD TOP GALWAY GREEN

DEFENDER 110 PICK UP RIMINI RED

DEFENDER 110 DOUBLE CAB PICK UP KESWICK GREEN

DEFENDER 110 HIGH CAPACITY PICK UP SANTORINI BLACK

TRIM COMBINATIONS



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

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

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

SEATING COMBINATIONS

90

HT/PU†
2 seats

Rear cabin line applicable to PU only

SW†
4 seats

110

HT/PU/HCPU†
2 seats

Rear cabin line applicable to PU only

SW/USW/DCPU†
5 seats*

Rear cabin line applicable to DCPU only

130

DCHCPU†
5 seats

SW†
7 seats* [optional extra]

Third row rear seats optional

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

BODYSTYLE APPLICATIONS

CHOOSING THE RIGHT BODYSTYLE

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

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

Choosing the appropriate body type for your requirements will help you

get the most from your Defender.

DESIRABLE CHARACTERISTICS

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

90 STATION WAGON

90 HARD TOP

INCREASED PAYLOAD OPTION AVAILABLE?	STANDARD	YES
TOWING – short distance (eg agriculture)	■■■■■	■■■■
TOWING – long distance (eg exhibition units)	■■	■■
CARRYING EQUIPMENT (heavy, valuable, vulnerable)	■■	■■■
CARRYING MATERIALS (loose, dirty, smelly, livestock)	■	■■
CARRYING PEOPLE	■■■	■
EXTREME OFF-ROAD (Max. including 750 or 235 tyre option, where applicable)	■■■■■	■■■■■

90 PICK UP	110 STATION WAGON	110 STATION WAGON WITH UTILITY PACK	110 HARD TOP	110 PICK UP	110 HIGH CAPACITY PICK UP	110 DOUBLE CAB PICK UP	130 DOUBLE CAB PICK UP
							
YES	NO	NO	YES	YES	YES	YES	STANDARD
■■■■■	■■■	■■■	■■	■■■	■■■	■■■	■■
■■	■■■■■	■■■■■	■■■■■	■■■■■	■■■■■	■■■■■	■■■
■	■■■	■■■■	■■■■■	■■	■■	■	■■
■■	■	■■	■■■	■■■■	■■■■■	■■	■■■■
■	■■■■■	■■■■	■	■	■	■■■■	■■■■
■■■■■	■■■	■■■	■■■	■■■	■■■	■■■	■■

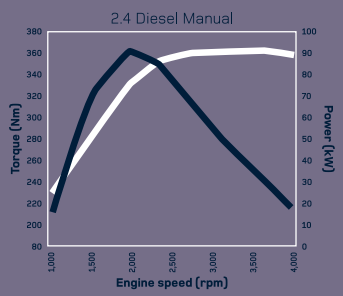

LAND ROVER
DEFENDER


DEFENDER

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

ENGINE AND TRANSMISSION

2.4 LITRE DIESEL



Max torque (Nm) 360Nm/2,000rpm

Max power (kW) 90kW/3,500rpm

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

■ = Standard equipment

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

FUEL ECONOMY (L/100KM)					
Urban	13.3	12.5	13.6	13.5	13.6
Extra urban	8.6	8.6	9.7	9.5	9.7
Combined	10.3	10.0	11.1	11.0	11.1
Drive by noise	73db	75db	73db	73db	73db
CO_2 g/km	274	266	295	291	295
Certifiable emissions	EU4	EU4	EU4	EU4	EU4

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

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


LAND ROVER
394 XAS

FEATURES

	90/110 Hard/Soft Top			90 PU/110 PU 110 HCPU		110 Double Cab/ Chassis Cab			90/110 Station Wagon			130 Chassis Cab/ Crew Cab/ Double Cab HCPU	
SUSPENSION AND DRIVING DYNAMICS	**E**	**S[1]**	**SE[1]**	**E**	**S**	**E**	**S**	**SE[2]**	**E**	**S**	**SE**	**E**	**S**
Anti-Roll Bar, Front & Rear (fitted as standard when Boost Alloy Wheel is ordered on 90 wheel base, fitted as standard when heavy duty suspension is ordered on 110 wheel base)	□	□	□	□	□	□	□	□	□/■	□/■	□/■	■	■
Heavy Duty Suspension (90 = 2,550kg 110 = 3,500kg) (calls Ventilated Disc Brakes)	□[3]	□[3]	□[3]	□	□	□	□	□	□/□	□/□	□/□	■	■
BRAKES													
All-Terrain Anti-lock Braking System (ABS) and Electronic Traction Control (ETC)	□	□	□	□	□	□	□	□	□/□	□/□	□/□	–	–
Solid Disc Brakes	■[4]	■[4]	■[4]	■[4]	■[4]	■[4]	■[4]	■[4]	–/–	–/–	–/–	–	–
Ventilated Disc Brakes	■[3]	■[3]	■[3]	■[3]	■[3]	■[3]	■[3]	■[3]	■/■	■/■	■/■	■	■
EXTERIOR FEATURES													
Comfort and Convenience													
Cargo Cover / hood (no side windows) - For Soft Top & Pick ups	■[5]	–	–	■	■	–	–	–	–/–	–/–	–/–	■[6]	■[6]
Cargo Cover / hood (side windows) - For Soft Top & Pick Ups	□[5]	–	–	□	□	■[2]	■[2]	■[2]	–/–	–/–	–/–	□[6]	□[6]
Glass - Heated Rear Window and Wash Wipe	□[1]	■[1]	■[1]	–	–	–	–	–	■/■	■/■	■/■	–	–
Glass - Rear 1/4 Windows	–	■[1]	■[1]	–	–	–	–	–	■/■	■/■	■/■	–	–
Glass - Tinted, Front and Side	□	■	■	□	■	□	■	■	□/□	■/■	■/■	□	■
Hard Top - Plain (No Rear Side Windows)	■[1]	■[1]	■[1]	–	–	–	–	–	–/–	–/–	–/–	–	–
Hard Top with Fixed Glass (Rear Side Windows)	□[1]	□[1]	□[1]	–	–	–	–	–	–/–	–/–	–/–	–	–
Hard Top with Sliding Glass (Rear Side Windows)	□[1]	□[1]	□[1]	–	–	–	–	–	–/–	–/–	–/–	–	–
Hood - Full, Deletion	–	–	–	□	□	–	–	–	–/–	–/–	–/–	□[6]	□[6]
Mudflaps - Front	□	■	■	□	■	□	■	■	□/□	■/■	■/■	□	■
Mudflaps - Rear	■	■	■	■	■	■	■	■	■/■	■/■	■/■	■	■
Roof - Station Wagon	–	■[4]	■[4]	–	–	–	–	–	■/■	■/■	■/■	–	–
Side Runners	–	–	■[4]	–	–	–	–	–	–/–	–/–	■/■	–	–
Sidesteps (DC has 4)	□	□	□	□	□	□	□	□	–/–	–/–	–/–	□	□
Step - Rear Folding	□	■	■	□[7]	□[7]	□[2]	□[2]	□[2]	■/■	■/■	■/■	–	–
Stowage Net - Rear Door	–	–	■	–	–	–	–	–	–/–	–/–	■/■	–	–
Sunroof (Available via Station Wagon Roof)	□[4/1]	□[4]	□[4]	–	–	–	–	–	□/□	□/□	□/□	–	–
Tailgate	■[5]	–	–	■	■	■[2]	■[2]	■[2]	–/–	–/–	–/–	■[6]	■[6]
Under Ride Protection Bar	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Paint													
Black	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Metallic	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Solid	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Trim and Styling													
Grille and Headlight Surrounds - Brunel Colour	–	–	■	–	–	–	–	■[2]	–/–	–/–	■/■	–	–
Roof - Body Colour	–	□[4]	□[4]	–	□	–	□	□	–/–	□/□	□/□	–	□
Smoked Front Indicators and Side Repeaters	–	–	■	–	–	–	–	■	–/–	–/–	■/■	–	–
Wheel Arches - Body Colour	–	■	■	–	■	–	■	■	–/–	■/■	■/■	–	■
Towing													
Tow Ball, Drop Plate and Electrics	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Tow Pintel, Drop Plate and Electrics	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Wheels and Tyres													
Boost Alloy	□	□	□	□	□	□	□	□	□/□	□/□	□/□	–	–
Heavy Duty Steel Wheel (fitted as standard with Heavy Duty Suspension)	□[3]	□[3]	□[3]	□[3]	□[3]	□	□	□	□/–	□/–	□/–	■	■
Locking Wheel Nuts (only available with Boost Alloys)	□	□	□	□	□	□	□	□	□/□	□/□	□/□	–	–
Steel Wheel	■	■	■	■	■	■	■	■	■/■	■/■	■/■	–	–

■ = Standard equipment □ = Option – = Not applicable

	90/110 Hard/Soft Top			90 PU/110 PU 110 HCPU		110 Double Cab/ Chassis Cab			90/110 Station Wagon			130 Chassis Cab/ Crew Cab/ Double Cab HCPU	
INTERIOR FEATURES													
Comfort and Convenience	**E**	**S[1]**	**SE[1]**	**E**	**S**	**E**	**S**	**SE[2]**	**E**	**S**	**SE**	**E**	**S**
Air Conditioning	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Cubby Box - Low-line, with Deep Stowage Tray	■	■	–	■	■	■	■	–	■/■	■/■	–/–	■	■
Cubby Box - Hi-line in Vinyl	□	□	■	□	□	□	□	■	□/□	□/□	■/■	□	□
Map Pocket - Front Passenger Seat (fitted as standard when both cloth and Cold Climate Pack is ordered	■	■	–	■	■	■	■	–	■/■	■/■	–/–	■[8]	■[8]
Map Pocket - Driver and Front Passenger Seat	–	–	■	–	–	–	–	■	–/–	–/–	■/■	–	–
Seating													
Seats - 2	■	■	■	■	■	■	■	■	–/–	–/–	–/–	■[8]	■[8]
Seats - 4 (2 + 2)	–	–	–	–	–	–	–	–	■/–	■/–	■/–	–	–
Seats - 5	–	–	–	–	–	–	–	–	–/■	–/■	–/■	■[9]	■[9]
Seats - 7	–	–	–	–	–	–	–	–	–/□	–/□	–/□	–	–
Seats - Twil Vinyl Seats	■	–	–	■	–	■	–	–	■/■	–/–	–/–	■	–
Seats - Cloth	□	■	–	□	■	□	■	–	□/□	■/■	–/–	□	■
Seats - Part Leather	–	–	■	–	–	–	–	■	–/–	–/–	■/■	–	–
Steering Wheel													
Steering Wheel - Leather	–	–	■	–	–	–	–	■	–/–	–/–	■/■	–	–
Trim Finish													
Carpet Floor Trim - Front & Rear	–	–	■[3]	–	■[3]	–	■	■	–/–	–/–	–/–	–	■
Carpet - Station Wagon	–	–	–	–	–	–	–	–	–/–	■/■	■/■	–	–
Rubber Floor Mats - Front & Rear	–	–	■[4]	–	–	–	–	–	■/■	–/–	–/–	■[9]	–
Rubber Floor Mats - Front & Lower Trim	■	■	–	■/■	■/■[4]	■	–	–	–/–	–/–	–/–	■[8]	–
INFORMATION, COMMUNICATION AND ENTERTAINMENT													
Audio System - Single Slot CD & Radio	□	■	–	□	■	□	■	–	□/□	■/■	–/–	□	■
Audio System - Single Slot CD & Radio with MP3/AUX	–	–	■	–	–	–	–	■	–/–	–/–	■/■	–	–
Radio Preparation (including aerial, no speakers)	■	–	–	■	–	■	–	–	■/■	–/–	–/–	■	–
SAFETY AND SECURITY													
Alarm System - Perimetric with Immobiliser	□	□	□	□	□	□	□	□	□/□	□/□	□/□	□	□
Alarm System - Perimetric with Immobiliser and Battery Back Up Sounder	□	□	□	□	□	□	□	□	□/□	□/□	□/□	–	–
Alarm System - Perimetric and Volumetric, with Immobiliser	□[1]	□[1]	□[1]	□	□	□	□	□	□/□	□/□	□/□	□	□
Alarm System - Perimetric and Volumetric, with Immobiliser and Battery Back Up Sounder	□[1]	□[1]	□[1]	□	□	□	□	□	□/□	□/□	□/□	□	□
No Alarm	■	■	■	■	■	■	■	■	■/■	■/■	■/■	■	■
OPTION PACKS													
Cold Climate Pack (heated fronts seats and windscreen)	□	□	■	□	□	□	□	■	□/□	□/□	■/■	□	□
Convenience Pack (electric front windows and remote central locking)	□	■	■	□	■	□	■	■	□/□	■/■	■/■	□	■
Station Wagon Utility Pack (metal panels replace rear side windows)	–	–	–	–	–	–	–	–	–/□	–/□	–/□	–	–

■ = Standard equipment □ = Option – = Not applicable

[1] = Hard Top only [2] = Double Cab only [3] = Not available on 90 [4] = Not available on 110 [5] = Soft Top only [6] = Double Cab HCPU only
[7] = Not available on 110 PU [8] = Chassis Cab only [9] = Not available on Chassis Cab [10] = Optional on Soft Top [11] = Standard on Double Cab

WHEELS AND TYRES

CHOOSING THE RIGHT TYRE

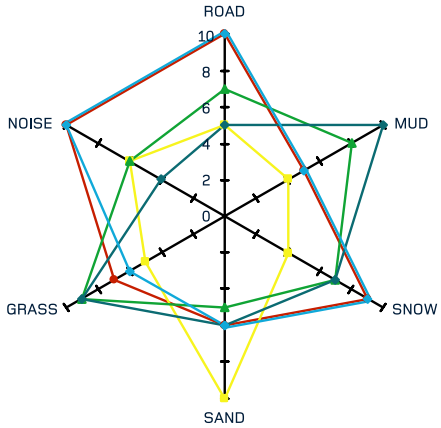
Since no tyre is perfect for all driving conditions Land Rover offers a range to suit a wide variety of surfaces. Selecting the correct tyre for the conditions that you are most likely to experience will enable you to get the best from your Defender.

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

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

BOOST ALLOY
7J X 16, 175 X 406

Other wheel options are available as accessories.



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

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

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

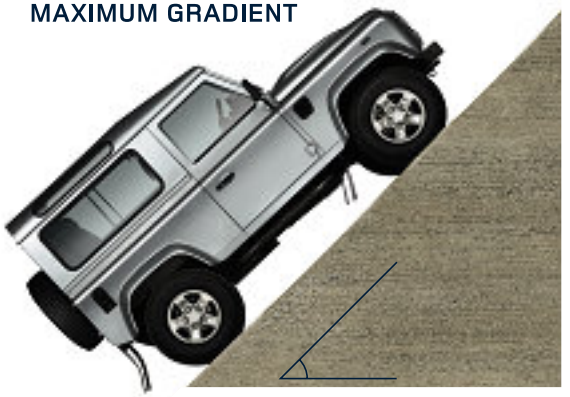
PLEASE NOTE: When choosing vehicles fitted with specific wheel and tyre combinations or optional wheels and tyres, your intended use of the vehicle should be considered. Wheels with larger diameters and lower profile tyres will offer benefits in road holding and handling, but may be more vulnerable to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

CAPABILITIES

APPROACH/DEPARTURE ANGLES

Departure angle Ramp angle Approach angle

MAXIMUM GRADIENT



Maximum gradient

MAXIMUM TRAVERSE ANGLE

Maximum angle of traverse depending on cargo weight

GRADIENTS AT KERB WEIGHT

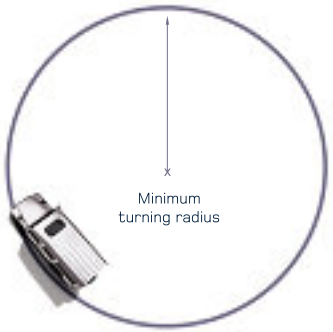
	90	110	130
Maximum gradient	45°	45°	45°
Approach angle	47°	49°	49°
Departure angle	47°	35°	35°
Ramp break	147°	150°	153°
Traverse angle	35°	35°	35°

WEIGHTS kg

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

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

MINIMUM TURNING



WADING DEPTH

OBSTACLE CLEARANCE

MINIMUM TURNING RADIUS metres (feet)

	90			110		130
Tyre size	7.50x16	205x16	235x16	7.50x16	235x16	7.50x16
Minimum turning radius	6.15 (20.2)	5.85 (19.2)	6.67 (21.9)	6.4 (21.0)	7.18 (23.6)	7.54 (24.75)

GROUND CLEARANCE mm (inches)

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

BRAKES

Servo assisted front and rear disc brakes on all models.

STEERING

All models have power assisted steering. Worm and roller.

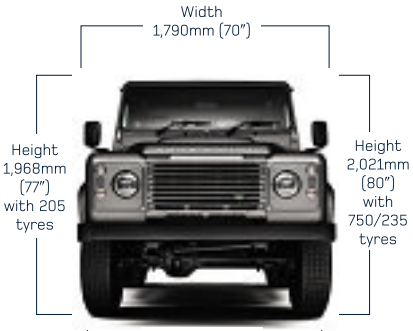
WADING DEPTH mm (inches)

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

DIMENSIONS

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

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



Vehicle height depends on tyre and suspension options

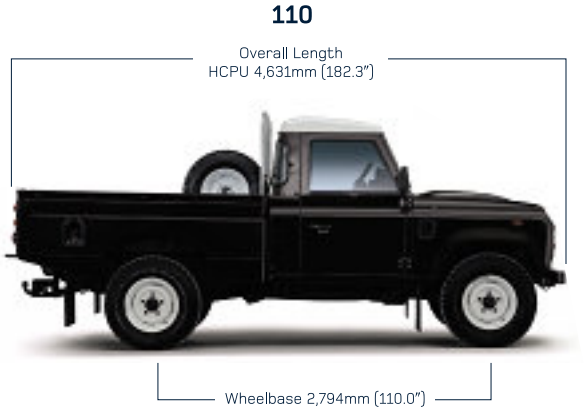
90

130

110

110

110



VEHICLE LOADING

Incorrect vehicle and trailer loading can give excessive tyre, brake and spring wear, overloaded axles, poor vehicle handling and braking performance and a generally unstable and inefficient vehicle.
The following factors should be taken into consideration when choosing your vehicle and the equipment you specify.

PAYLOAD & WEIGHT DISTRIBUTION

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

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

Please refer to the table opposite and the dimensions section to assess the most appropriate vehicle configuration for the loads you are likely to carry.
For example, if you wish to carry relatively compact but heavy loads, a vehicle such as the 110 Pick Up, where the load can be stowed as far forward as possible would be appropriate. For less heavy loads, the 110 DCPU will give additional personnel carrying capabilities.

TOWING

Trailer loading
In order to obtain the best performance from your Land Rover, trailers should be loaded level and with the correct nose weight.
Note the trailer nose weight must be taken into account when estimating axle loads and will have a disproportionate effect due to the position of the hitch behind the rear axle (see table opposite).

Choosing the correct equipment
Land Rover offer a range of towing equipment to suit different applications, both as optional original equipment and accessories.
Multi-height tow bars enable the hitch to be fixed at three different positions and are a cost effective solution for people who are only likely to tow one particular trailer or caravan.
Adjustable tow bars enable the hitch to be readily adjusted to different heights using a quick release pin and are suitable for users who are likely to tow a variety of different trailers, or where the rear height of the vehicle may vary significantly with different payloads.
Either a tow ball or a combined ball and jaw unit can be specified. The ball is suitable for most purposes, the jaw unit gives greater versatility.

ROOF RACKS

Any load on the roof of the vehicle will affect vehicle handling and significant or tall loads should be avoided. Land Rover recommend a maximum of 75kg including the roof rack.
Land Rover Accessories and Land Rover Special Vehicles offer a range of roof rack systems to ensure roof loads are carried as safely as possible.
Sports bars are suitable for long loads that can be secured at two points such as ladders, canoes, windsurfers etc and, being the lightest racks, have the greatest weight carrying capability within the 75kg recommendation. They can also be fitted with a variety of specific attachments for items such as bicycles, skis, luggage boxes etc.
Expedition racks are available in different lengths applicable to different bodystyles and wheelbases. These are suitable for stowing a quantity of different items of equipment and enable loads to be distributed across a wider area to keep the load height to a minimum.

LOAD CAPABILITIES

MAXIMUM AXLE kg

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

Std = Standard HD = Heavy Duty

SUSPENSION

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

TOWING kg

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

ROOF LOAD SYSTEM kg

	90	110
Roof rack	75	75
Ladder rack	75	75

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

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