



RANGE ROVER

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TECHNICAL SPECIFICATIONS

WELCOME TO THE 1990s

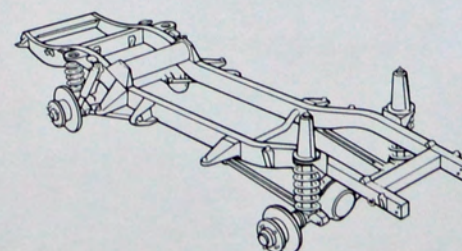
A new era. A period of changing and more varied lifestyles. De-centralisation and country addresses. And a blurring of the once-rigid division between working pressures and leisure pursuits.

No motor vehicle is better suited to take us into this last decade of the twentieth century than the latest Range Rover.

The car that broke new ground when it was the first to introduce creature comforts to four wheel drive. That created an entirely new category in the market-place for itself. And while others have followed and taken advantage of the advances pioneered by Range Rover, not one has ever matched it.

The new 1990 Range Rover. The finest, most advanced ever built.

The world's ultimate four wheel drive.







HORSES FOR COURSES?

So much for old adages. Range Rover has broken the mould and shown that you can have the best of all worlds.

Without compromise.

A luxury street-wise town car. An even more comfortable long-distance tourer. An utterly capable towing vehicle. And a tough, rugged, performance off-roader.

Refined and adventurous. Powerful and safe. Luxurious and practical.

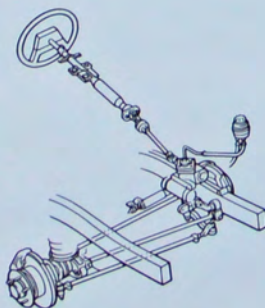
A Range Rover is surprisingly simple to drive. It will glide over sand and boulders or to a formal reception with equal ease.

It will literally place you above the rest.

From your high vantage point you will see far beyond the roofs of conventional luxury cars and many other four wheel drives.

This unique vehicle performs effortlessly in the most extreme environments. You make the decisions; it will respond unfailingly.

Nothing need stand in your way.





ONE STEP CLOSER TO 4WD PERFECTION?

Accepting that automotive development is an on-going process and, technically speaking, nothing is perfect, this is as close as you'll get.

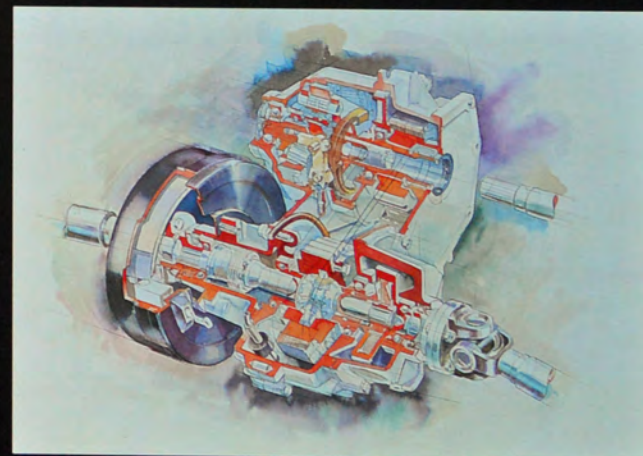
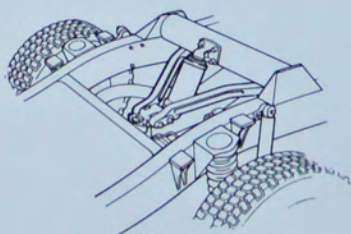
The basic Range Rover concept may be 20 years old, but it has been subject to a stream of developments and refinements, each of them at the forefront of four wheel drive technology. With the result that the 1990 Range Rover is the most advanced four wheel drive you can buy.

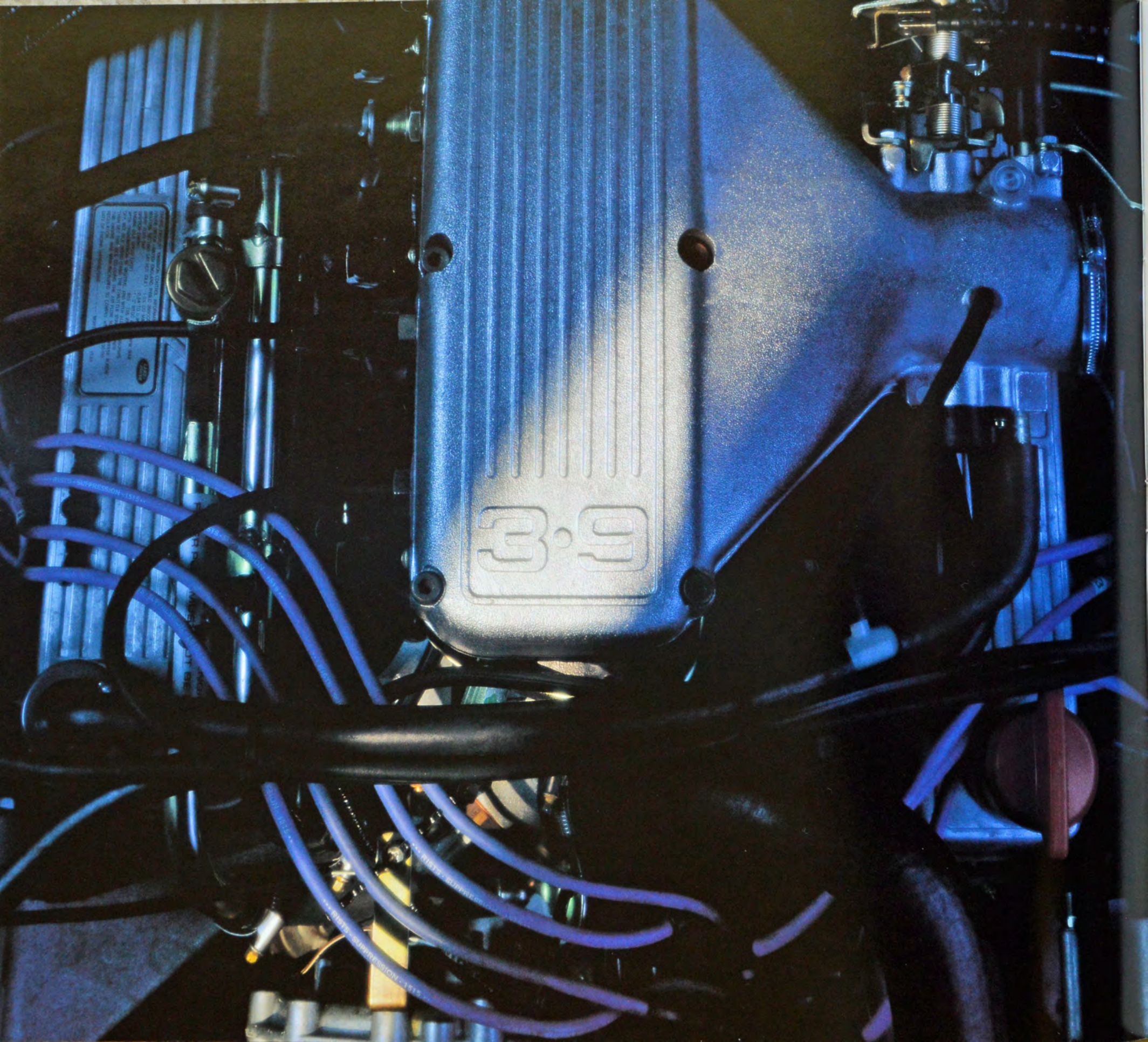
It is built on a deep box section chassis of immense strength, instead of the 'U' channel of many of its rivals. It is ideal for towing and cradles the fuel tank, wiring and other vulnerable components – and you and your passengers.

Together with outer detachable body panels made mostly from rustproof alloys developed originally for the aerospace industry, it gives the Range Rover an extremely low centre of gravity, making it unerringly stable on the highway and off-road.

Long-travel coil springs and self-levelling rear suspension give a remarkably comfortable ride in all conditions. Its equally remarkable off-road capabilities stem from permanent four wheel drive with a central transfer box incorporating a viscous control unit that automatically and instantly locks the differential when loss of traction is detected.

Nothing is designed like it. Nothing is built like it. The Range Rover is unique. And incomparable.





THE NEW 3.9 LITRE V8

The heart of any vehicle is its engine, and the 1990 Range Rover is now stronger than ever before.

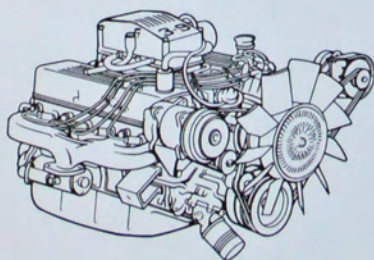
The legendary light alloy V8 engine now displaces 3950 cc and has raised its maximum power to 134 kW, an impressive increase of 20%.

But as the Range Rover engineers' brief was to improve acceleration and mid-range response, the new torque curve is equally impressive, peaking at 304 Nm, at just 2600 rpm. A usefully low engine speed, but even more telling is that 80% of the maximum torque is available in the very wide band between 1000 rpm and 5000 rpm.

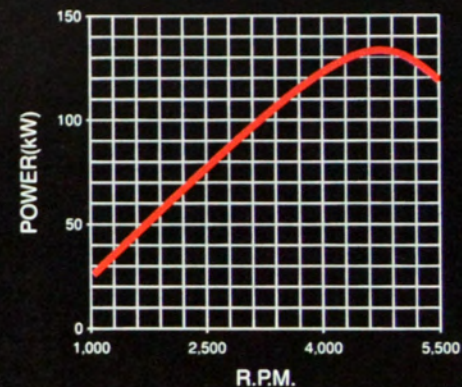
In plain English, that translates as better acceleration, easier overtaking and greater pulling power on the road. And off-road the 1990 model will surprise the most experienced Range Rover driver.

To ensure that reliability and longevity are not compromised by the new engine, the gearbox has uprated components to easily cope with the increased power and torque. The exhaust system has been simplified, with reduced back pressure and lower interior noise levels.

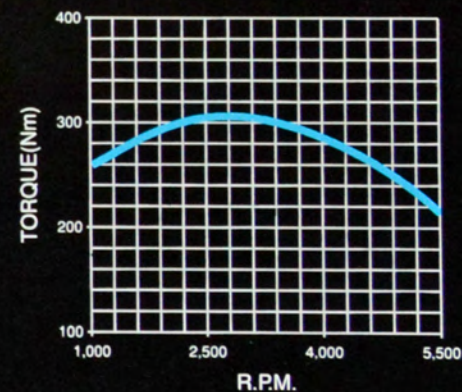
The latest, greatest Range Rover. With the power to take you anywhere your imagination leads you.



3.9 LITRE V8



3.9 LITRE V8





THE NEW 1990 RANGE ROVER

This is it. The culmination of 20 years of technological evolution. The world's ultimate four wheel drive is also the most advanced.

A 3.9 litre, all-alloy, EFI V8 engine. Automatically operating centre differential with viscous control unit. Long-travel coil springs with rear self-levelling. Deep box section chassis with detachable alloy bodywork.

The concept has come a long way since the first 1970 Range Rover. And so have the levels of comfort, equipment and refinement.

Inside, high-backed seats covered in soft velour give luxurious support. Eight-way adjustment plus height-adjustable seat belts ensure your comfort.

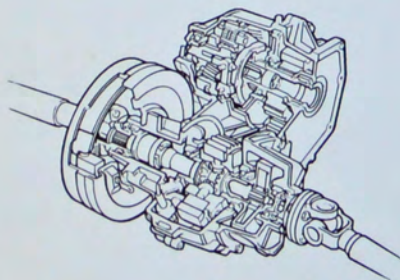
There are deep armrests and head restraints front and rear, cloth headlining and thick carpeting that can be quickly removed to reveal fitted rubber matting.

A powerful stereo radio and cassette player has anti-theft protection and provides high-quality sound through four speakers.

Convenient central locking of the doors, tailgate and fuel filler operates from either front door lock and the electric windows have a one-touch facility for the driver.

The heating and ventilation system incorporates uprated air conditioning and other 1990 features include clearer instrument graphics and lighting, an attractive new upholstery pattern and more extensive soundproofing.

The powerful, luxurious, refined and versatile 1990 Range Rover. Small wonder that it is one of the world's most admired and coveted vehicles.





THE RANGE ROVER TURBO D

The words 'diesel' and 'power' don't usually appear in the same sentence.

Until you apply the same philosophy that produced the latest Range Rover V8 to the turbocharged, intercooled Turbo D.

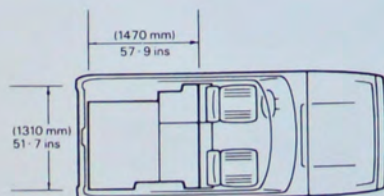
Genuine performance is provided by high torque at low engine speeds and the Turbo D achieves that performance with no less than 248 Nm of sheer pulling power, developed at just 2400 rpm. More than enough to tow a boat, a horse-box, in fact trailers up to 4 tonnes (where legally permissible).

What the Range Rover's diesel 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 quiet. It is a far cry from many of its four wheel drive competitors whose engines are so often derived from commercial vehicle designs.

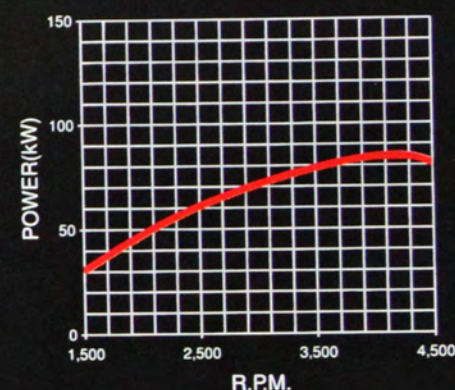
It is also astonishingly economical. And because many diesel buyers want to go further for less, a special fuel tank of 79.5 litres is fitted, allowing a range of up to 1000 kms.

If your decision to buy a Range Rover is prompted by its formidable reputation as a rugged workhorse and a tireless load carrier, the Turbo D will give you satisfaction for many years. And the levels of comfort and luxury, similar to its petrol-powered equivalent, will doubtless come as a more than welcome bonus.

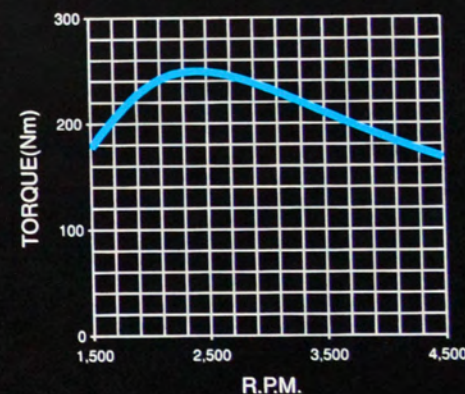
Indeed, many would argue that the Turbo D's powerful combination of stamina and style, practicality and panache make it the world's definitive four wheel drive vehicle.



2.4 TURBO DIESEL



2.4 TURBO DIESEL





THE RANGE ROVER VOGUE

They say that, although it is the most civilised of vehicles, the true beauty of a Range Rover is only fully appreciated when you leave civilisation far behind.

The principle on which the Range Rover's design is based is both unique and straightforward. It is to combine the best attributes of a well-bred luxury car with off-road supremacy at the most serious level.

You will observe from the sumptuous interior of the Range Rover Vogue how brilliantly these apparently conflicting objectives have been reconciled.

Without compromise.

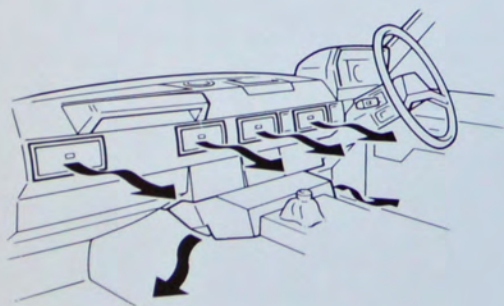
Recognisable by its alloy wheels, protective side mouldings, powered headlamp wash and front spoiler with integrated driving lights, the Vogue puts many luxury saloon cars to shame.

The doors, with cloth panel inserts, contain hand-crafted American walnut inlays. The front seats have additional, integrated armrests. The steering wheel is covered in soft leather.

The front doors are fitted with rearward-facing red lights, illuminated when open to warn approaching traffic, and downward lighting is also provided for extra convenience when alighting at night. The door mirrors are not only electrically adjusted but heated, too, to eliminate condensation.

Optional equipment includes an electrically operated sliding/tilt sunroof and the security of ABS brakes.

To those experiencing a Range Rover for the first time, the Vogue shows that this incredibly versatile vehicle is as refined and easy to drive as a luxury saloon – but is infinitely more rewarding.





THE RANGE ROVER VOGUE SE

The addition of two discrete letters.

Closer acquaintance with this astonishing vehicle, preferably over the most difficult terrain, will provide ample and enjoyable proof that it is every inch a Range Rover.

Yet the elegant luxury of the Vogue SE clearly establishes it as the exclusive flagship of the 1990 range. From the colour-keyed alloy wheels, coachline and lustrous micametallic paintwork to the electrically adjusted front seats and soft, supple Connolly hide upholstery.

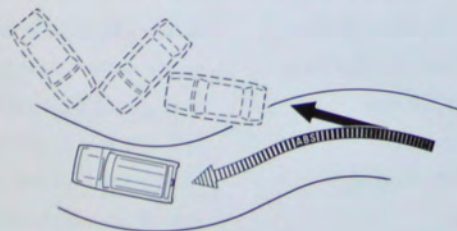
The doors, fascia and console contain rich burled walnut inlays. Naturally, air conditioning, automatic transmission and electric sliding roof are standard fittings. The in-car entertainment system offers the ultimate sound quality of compact disc. Leather extends to the passenger grab handle as well as the handbrake and transfer gear lever gaiters.

Yet it is typical of Range Rover's philosophy that such traditional luxury is integrated with such advanced technology – the security of anti-lock braking (ABS), developed over five years for the special requirements of the permanent four wheel drive system.

The fully electronic, four-channel ABS collects data from each wheel 250 times each second – two-and-a-half times faster than any four wheel drive competitor. Whenever the onset of wheel lock-up is detected, braking power is modulated until full braking is restored, in a cycle that can be repeated up to 10 times per second.

Not only are braking distances substantially reduced on slippery surfaces, but the ability to steer around an obstacle is retained, a refinement that is enhanced by the diagonal split of the four-wheel sensing system.

The Vogue SE clearly demonstrates the Range Rover's apparently inexhaustible potential for evolutionary development – and determines once and for all the enormous gulf that exists between the Range Rover and other vehicles on – or off – the road.



DIMENSIONS

Overall length	4450 mm
Overall width	2080 mm (including mirrors) 1813 mm (excluding mirrors)
Overall height	1792 mm (maximum)
Wheelbase	2540 mm
Track, front and rear	1480 mm
Ground clearance	190 mm (minimum)

LOAD AREA

	(Maximum usable volumes)
Rear seat up	1.02 m ³ (36.2 cu ft)
Rear seat down	2.00 m ³ (70.8 cu ft)

WEIGHTS

Kerb:	Front Axle	Rear Axle	Total
Manual	944 kg	966 kg	1910 kg
Automatic	960 kg	994 kg	1954 kg
Turbo D	1010 kg	999 kg	2009 kg
G.V.W. (all vehicles)	1100 kg	1650 kg	2720 kg
Note: Gross vehicle axle weights are non-additive			
Maximum roof rack load 75 kg			

TOWING

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



TECHNICAL SPECIFICATIONS

PETROL ENGINE: Eight cylinders in V formation, aluminium construction, five-bearing crankshaft and self-adjusting hydraulic tappets. Capacity: 3950 cc. Bore: 94 mm. Stroke: 71.12 mm. Compression ratio: 8.13:1. Max. power: 134 kW at 4750 rpm. Max. torque: 304 Nm at 2600 rpm. Electronically controlled hotwire fuel injection. Electronic ignition and engine management system. 92 RON unleaded petrol, 76.3 litre fuel tank.

DIESEL ENGINE: Four cylinders, separate alloy cylinder heads, cast-iron 'wet' cylinder liners and five-bearing crankshaft. Capacity: 2393 cc. Bore: 92 mm. Stroke: 90 mm. Compression ratio: 21.5:1. Max. power: 84 kW at 4200 rpm. Max. torque: 248 Nm at 2400 rpm. Indirect fuel injection, turbocharged and intercooled. Diesel fuel, 79.5 litre fuel tank.

MANUAL TRANSMISSION: Five-speed with chain-driven transfer box giving permanent four wheel drive, with choice of high (1:2058) and low (3:2431) ratios. Viscous control unit giving automatic locking of central differential as required. Gear ratios: 1st, 3.321; 2nd, 2.312; 3rd, 1.397; 4th, 1.0; 5th, 0.728; reverse, 3.429. (Diesel: 1st, 3.692; 2nd, 2.132; 3rd, 1.397; 4th, 1.0; 5th, 0.770; reverse, 3.429.)

AUTOMATIC TRANSMISSION: ZF four-speed with chain-driven transfer box giving permanent four wheel drive, with choice of high (1:2058) and low (3:2431) ratios. Viscous control unit giving automatic locking of central differential as required. Gear ratios: 1st, 2.4795; 2nd, 1.4795; 3rd, 1.0; 4th, 0.7281; reverse, 2.0857. **SUSPENSION:** Long-travel coil springs, dual rate at rear. Axles located by radius arms and

Panhard rod at front, trailing links and central 'A' frame at rear. Two-stage hydraulic shock absorbers.

RIDE-LEVELLING: Maintenance-free, self-energising, ride-levelling unit fitted to rear axle, with internal relief valve to prevent energising when overloaded.

BRAKES: Power-assisted, dual-circuit disc brakes all round (front ventilated on petrol models). Pressure-conscious valve on rear brakes.

Asbestos-free brake pads with wear warning system. Drum handbrake acts on transfer box rear shaft. Advanced four-channel Anti-lock Braking System available according to model.

STEERING: Power-assisted worm and roller steering with hydraulic shock absorber. Turns lock to lock, 3.375. Turning circle, 11.89 m between kerbs.

AXLES: Beam axles front and rear with spiral bevel type differentials and fully floating axle shafts. Differential ratio, 3.54:1. Front axle

incorporates enclosed constant velocity joints.

BODY AND CHASSIS: Exceptionally strong ladder-configuration, box section chassis using electrophoretically corrosion-proofed welded steel. Pressed steel body frame and body panels mostly of lightweight, corrosion-proof aluminium alloy. Short front and rear overhangs for 45° approach (35° with spoiler) and 30° departure angles.

WHEELS AND TYRES: Range Rover and Turbo D: 205 R16 reinforced tubed radial tyres on 16 x 6J steel wheels. Vogue and Vogue SE: 205 R16 reinforced tubeless radial tyres on 16 x 7J alloy wheels (colour-keyed on Vogue SE).

ELECTRICAL: 12 volt, negative earth system. Heavy duty 65 amp output alternator. 27 fuses. Turbo D: twin batteries and fast-action cold start glow plugs.

LIGHTING: Quartz halogen headlamps with ignition switch-off. Rear fog warning, under-

bonnet, 'door open' warning and pavement lamps. Interior courtesy delay system.

WINDSCREEN WIPERS AND WASHERS: Two-speed wipers, variable intermittent wipe, flick wipe and programmed wash-wipe. Rear programmed wash-wipe and intermittent wipe. Heated front washer jets.

CLIMATE CONTROL: Through-flow heating, ventilation and cooling system with rear extractor grilles. Three-speed fan or ram air, fresh or recirculated air. Integrated air conditioning, according to model. Rear compartment ducts and side window demisters.

IN-CAR ENTERTAINMENT: Security-coded anti-theft AM/FM stereo radio and cassette player with four speakers. Vogue SE: compact disc in lieu of cassette player, and six speakers.

SEATING: Front seats adjustable fore and aft, recline, height and tilt. Adjustable head restraints and upper seat belt mountings, with

seat-mounted buckles. Rear seat with integral head restraints and centre armrest. Dual-density foam seat construction for improved lumbar and lateral support.

LUGGAGE AREA: Asymmetrically split, folding rear seat. Rectangular, carpeted load area, split rear tailgate with load-bearing lower half capable of extending load floor by 0.5m. Hinged and removable loadspace cover.

MISCELLANEOUS: Electric windows with one-touch driver's control. Central locking including tailgate and fuel filler cover. Tinted glass, laminated non-tinted windscreen and heated rear window. Lockable central cubby box with lid acting as tray. Front door pockets and seat-back pockets. Tachometer. Analogue clock. Cigar lighter. Passenger grab handles. Removable carpets. Cloth headlining. Sunvisors with passenger's vanity mirror and driver's document pocket. Mud flaps. Comprehensive tool kit.

FEATURES

	RANGE ROVER	TURBO D	VOGUE	VOGUE SE
3.9 litre V8 petrol engine	●		●	●
2.4 litre turbo diesel engine		●		
Manual transmission	●	●	●	
Automatic transmission	○		○	●
Anti-lock Braking System (ABS)			○	●
Alloy wheels			●	●
Colour-keyed alloy wheels				●
Front spoiler			●	●
Driving lamps			●	●
Headlamp power wash			●	●
Side rubbing strips			●	●
Coachline				●
Electrically adjusted and heated door mirrors			●	●
Stereo radio/cassette player, 4 speakers	●	●	●	
Hi-Fi stereo radio/CD player, 6 speakers				●
Velour upholstery	●	●	●	
Connolly leather upholstery				●
8-way electrically adjustable front seats				●
Adjustable front centre armrests	●		●	●
Leather steering wheel rim			●	●
Leather passenger grab handle				●
Leather transfer lever, handbrake gaiters				●
American walnut door inserts			●	
Burled walnut door inserts				●
Burled walnut fascia and console inserts				●
Electric sliding/tilt sunroof			○	●
Metallic/micametallic paint	○	○	⊗	●
Air conditioning	●	○	●	●

● = Standard equipment ○ = Optional equipment ⊗ = No-cost option

TOTAL CUSTOMER CARE

With its long and successful history in Australia, Range Rover has long since proved its suitability for the varied and often punishing conditions found here.

Such a unique and thoughtfully designed vehicle deserves the best in warranty cover and service support.

Accordingly, every Range Rover benefits from the comprehensive Customer Care programme.

Customer Care represents Range Rover's commitment to provide you with complete after-sales support so that you enjoy motoring peace of mind and protection for your investment.

A nationwide network of Range Rover Dealers has been trained to know your vehicle inside out. Literally. All of them carry comprehensive stocks of Genuine Parts as well as a range of Approved Accessories.

Your vehicle will be covered by a twelve-month warranty for unlimited distance and will be supplied with a Customer Care package so complete that it even includes a video tape which helps to explain the vehicle's features and controls and gives advice on four wheel driving techniques.

And every owner is invited to join Connections – another service that includes regular offers, special opportunities and a quarterly magazine, all exclusive to Range Rover drivers.

Indeed, more owners replace their Range Rover with another Range Rover than just about any other four wheel drive. And with our on-going commitment to Customer Care, we trust you, too, will remain a satisfied customer.



IMPORTANT NOTICE Rover Group Australia offer this brochure as a general guide to product specifications of the Range Rover. All data in this brochure is believed to be correct as at February 1990. However, as development is an ongoing process, changes may occur from time to time which will not necessarily be reflected in this brochure. Rover Group Australia, therefore, reserve the right to change specifications without notice. Accordingly, this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for sale of any particular vehicle. Dealers and Distributors are not agents of Rover Group Australia and have absolutely no authority to bind Rover Group Australia by any express or implied undertaking or representation. Range Rover is distributed by Rover Group Australia, a division of JRA Limited (incorporated in N.S.W.). Publication Number RR 1/90

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