

WORKSHOP

DEFENDER PEDAL MODIFICATIONS



PEDAL POWER

Tim Mundy describes two easy mods that'll help Defender owners feel more light-footed

All Defenders are notorious for having a heavy clutch pedal, while Td5s are known for their heavier-than-normal throttle pedal. But a quick and inexpensive mod to the pedals can reduce significantly the amount of effort required. The clutch pedal conversion, which uses genuine Land Rover parts, simply changes

the spring system from an extension spring to an over-centre or torsion spring as fitted to the latest TDCi Defender. The conversion is Land Rover-approved and was actually carried out under warranty by Land Rover for Defender customers who complained of the excessively heavy clutch. The Td5-specific throttle pedal mod is simple and

only takes a few minutes. It's a case of drilling a single hole, and the pedal doesn't even need to be removed from the vehicle. Both jobs are detailed here, but we'll start with the clutch pedal mod with the help of Hartwell Land Rover near Oxford. The throttle pedal mod that follows is a DIY conversion carried out in my workshop.

CLUTCH PARTS

- Spring EDP7510L **£11.49**
- Bush CLP3180 **£19.92**
- Bush DCP3212L (two required) **£2.46 each**
- Gasket ANR6332 (only required if the gasket has been damaged) **£14.50**



STAY SAFE

- Take care when removing the bonnet. It's not that heavy, but it's unwieldy and is definitely a two-person job.
- Drilling in confined spaces can be dangerous. Get comfortable, wear goggles and always drill away from your body.
- Before removing the pipe from the expansion tank, make sure the engine is cool.
- Make sure all springs are fully fitted before driving the vehicle.

CLUTCH PEDAL MOD



Ideally, the bonnet should be removed entirely to improve access to the top of the pedal box in the engine compartment. It simply needs to be raised to the upright position and then carefully lifted off. Two people should do this to avoid damage to the bonnet or wings.



You should make sure that the engine is cool, then disconnect the pipe from the cooling system expansion tank to give you easier access to the screws that secure the top of the pedal box. Remove these screws and then lift off the top of the pedal box.



Get a mate to hold down the clutch pedal while you undo the nut securing the master cylinder pushrod to the clutch pedal trunnion. Hold with a suitable adjustable wrench while the nut is undone. The nut should be removed completely to allow full movement.

BRITPART
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Britpart, The Grove, Craven Arms,
Shropshire SY7 8DA, England.



4

Disconnect the clutch return spring, then fit the three nylon bushes to the pedal and pedal box. The horseshoe-shaped bush fits into the pedal as shown here. The other two bushes have to be fitted by feel into holes in the clutch pedal bracket. The positions are obvious and the procedure is fiddly rather than difficult.



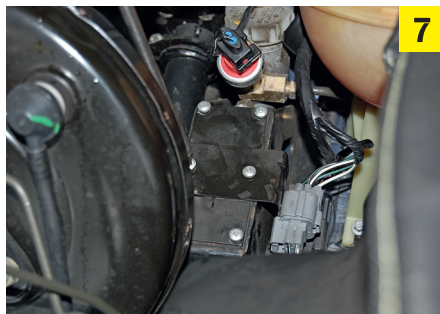
5

Next, ease the new spring into the bushes in the pedal and bracket. The trim may need to be pushed upwards to make this easier.



6

The new spring is now in position. Adding a little grease to the nylon bushes will help to make the pedal operation smoother.



7

The clutch master pushrod-to-trunnion nut must be replaced and fully tightened. The job is finished by cleaning up and refitting the pedal box lid and fitting a new gasket if the old one is damaged. In this case, the gasket was fine and was re-used. It pays to go carefully here, as the gasket isn't cheap. Don't forget to reconnect the expansion chamber hose. Then it's just a matter of replacing the bonnet.

Td5 THROTTLE PEDAL MOD



1

There are two throttle return springs on the Defender pedal. With this mod, the right-hand spring is left alone. The left-hand spring must be levered out of the hole at the back of the pedal.



2

The new hole should be in the raised section of the pedal, quite close to the back. The centre of the hole is about 11mm into the raised section, measured horizontally from the cabin side of the pedal. Obviously, a sensible amount of metal must be left around the spring, so don't drill too close to the edge. Lightly centre-punching first helps with the drilling.



3

Clean up any rough edges with emery paper and touch up any scratches with black paint. Push the spring fully home.



4

This picture shows the correct position of the spring to give a throttle resistance about the same as on a Discovery 300Tdi. The other hole was my first attempt and resulted in too soft a pedal.

THANKS TO Hartwell Land Rover, Faringdon Road, Cumnor, Oxford OX2 9QY; hartwell.co.uk, 0844 324 1720