DO YOU HAVE ANY OLD UNITS?
WE'RE BUYERS AS WELL AS SELLERS
Alongside our new parts, we also offer parts which have been reconditioned to the very highest standards. Because of this, we are often in the market for engines, gearboxes and axles which are suitable for reconditioning purposes. Please give us a call.

WANTED URGENTLY
SD1 V8 Engines (10A, 11A, 30A, 31A prefix only), 5 Speed Gearboxes V8 & 2600 Auto Axles Complete V8 Cars!!

ALL PARTS ARE GUARANTEED
"It's our objective to ensure the satisfaction of every one of our customers." Please refer to our Price Guide for warranty information.

BUSINESS HOURS
8.30am - 5.30pm Monday to Friday. 8.30am - 1.30pm Saturday. (Closed Sunday and Bank Holidays Except Good Friday)

HOW TO FIND US
We're 2 miles south of Lincoln, on the A15 Lincoln to Sleaford Road.
A HIGH-PERFORMANCE CAR AND PARTS SERVICE TO MATCH

HELPING YOU CARE FOR YOUR ROVER SD1

The Rover SD1 was introduced in mid-1976 as a successor to the long-established P5 and P6 ranges. As the first Rover-Triumph product, this five-door hatchback was always intended to cover a wide section of the market.

By the time production ended in 1986, more than 300,000 cars of all types had been produced. In that time the car had been equipped with a choice of four, six and V8-cylinder petrol engines, and even with a 2.4-litre turbo diesel power unit.

Even the diesel-engined variety could bend 100mph, but the fastest SD1s of all were those fitted with the fuel-injected 190bhp 3.5-litre V8 engine - the Vitesse, and the Vanden Plas EFI models - these offering top speeds of 135mph in great style, luxury and comfort.

Despite its sleek Super car looks, its high performance, and its performance-car image, the SD1 is mechanically uncomplicated, and is both simple and inexpensive to restore and maintain.

With this expanded Catalogue, we aim to help keep your job, of maintaining the Rover SD1, as straightforward as possible, not only with an unbeatable spare parts stock, but with affordable prices, swift and efficient service.

MEMBERS OF BRITISH MOTOR HERITAGE

British Motor Heritage is an organisation committed to the preservation of the cars which have special places in our motoring history. One of the ways in which it pursues this objective is by helping to ensure that replacement parts are available and are of sufficient quality. Stringent standards are necessary to meet the requirements of Heritage approval, and the highest accolade for any company involved with the supply of parts for classic cars is to have Heritage approval. Rimmer Bros were invited to Heritage membership in 1987 and are approved for Rover SD1 & Triumph models in which we specialise.

THE CARS WE SPECIALISE IN

As well as supplying parts for your Rover SD1, we also concentrate on Triumph TR2/3/4, TR5/250, TR6, TR7/8, Stag, Spitfire, GT6, 2000/2500/2.5Pi, Dolomite (inc Sprint), Herald, Vitesse, Range Rover, Discovery, Freelander, 90/110 and Land Rover ‘Series’ vehicles. Please refer to inside rear cover for details on all our catalogues.

Our catalogues are your passport to the finest mail-order parts service

Rimmer Bros catalogues

If you are a Triumph, SD1, Range Rover, Freelander or Discovery owner - a catalogue will be despatched FREE including post & packing. Small postage charge made for additional catalogues.

For your copy, phone, fax, write or e-mail, quoting your customer number if possible.

Full set of catalogues (postage charges)

£10 (UK) £15 (Europe) £35 (Rest of World)

Once registered as a customer for a specific vehicle you will be automatically updated (free of charge) with any new catalogue or price guides as they are published.
SO WHERE DO WE GET OUR PARTS

Wherever possible we supply original stock from BL/Rover sources - lots of parts are still manufactured. Where this fails, we sometimes have parts re-manufactured. We have Heritage approval to do this, because we have satisfied them as to our quality control standards, and we use original tooling and factory drawings where these are available. Where original parts are unavailable and the cost of re-manufacture is prohibitive, we may supply a suitable alternative or in certain cases offer a used (non safety critical) part.

THE PEOPLE YOU'RE DEALING WITH

This company really is owned by two brothers named Rimmer. Bill and Graham started their business from humble beginnings in the early 1980s, and it has grown to be one of the leading organisations of its kind in the world, supplying parts Worldwide to an ever growing list of customers.

Both Bill and Graham still work full-time in the business, helped now by over 50 members of staff.

The main qualification of membership of our staff is a recognition that our customers, and our company reputation, depend on our ability to get every aspect of our service right first time.

THE STOCK WE NEED TO GIVE THE SERVICE YOU NEED

Our degree of specialisation means two things. Firstly, our people know the cars we're dealing with inside and out, and can give you any advice you might need regarding part selection.

Secondly, we are able to stock in depth just about any part you might need. Triumph House is our latest HQ, acquired in 1991. With nearly 50,000 square feet of warehousing alone, it is a cavernous building, and it needs to be! It currently contains more than 100,000 recorded part numbers with over 30,000 stock lines, and we hold as many of each as necessary to make it almost impossible to run out of stock.

All other aspects of our operation receive equal emphasis. A truly efficient mail order and stock control system. The latest racking and storage facilities for fast and accurate “order picking”. Careful packaging and despatch procedures.

COMMITMENT TO CUSTOMER SERVICE

Helpful - Accurate - Fast - Efficient

The overall objective at Rimmer Bros is to achieve customer satisfaction at all times.

Our people know your car well, and every member of our staff is dedicated in helping to preserve Classic Cars.

Our computer system gives up-to-the minute information regarding availability and the price of any item. We have an enviable reputation for despatching goods when the customer needs it, quickly and efficiently.

We try to make all our systems and documentation easy to follow and use, and make sure that our catalogues and price guides really do help our customers choose the right parts easily, first time.

TRADE MARKS & LOGOS: The ‘Rover’ and ‘Heritage’ logos used herein are registered Trade Marks of British Motor Heritage Ltd, and are used with their license under the special ‘Heritage’ approval scheme.

© Copyright Rimmer Bros. All rights reserved. No part of this publication may be copied, reproduced, stored in any retrieval system, communicated or transmitted in any form or by any means, including Photocopying, Electronic, Mechanical or otherwise, without prior written permission from Rimmer Bros Ltd.
THIS CATALOGUE & OUR PRICE GUIDE

There are no prices in this catalogue. Use it to select the parts you need, then check their cost by referring to the separate Price Guide which represents the other half of our ordering system. The price guide is updated and reprinted more frequently, but we ask that you confirm all prices when ordering. It may also list additional parts (new lines) that we have introduced since this catalogue was printed, and it has more detailed information about ordering & delivery methods. It also has information on warranties and a ‘Trouble Shooter Guide’.

ORDERING BY PHONE

Please quote your home postcode and part numbers where possible. This gives instant access to our computerised records and stock control system. If you have any difficulty in selecting the parts you need, our expert staff can help.

UK Payment for Phone Orders

(See also “Overseas Orders & Payment.”) When you have checked on price, availability and delivery costs you can place your order by phone using Visa, MasterCard, Delta/Connect, Switch, Solo, American Express, Dinners Club, or CB. You will merely need to tell us the card number, expiry date (or issue number), cardholder’s full name and registered card address.

After Hours Ordering Service

We operate a 24-hour answering/ordering service which is available to card holders out of normal hours for both UK and Overseas customers. Just leave all necessary details on our telephone voicemail, i.e. your vehicle type, year, model, the parts and/or the part numbers you require, plus your name, address (inc, postcode), credit card details and delivery address (if different).

Writing out these details before phoning usually helps a caller to give us clear instructions. If at all possible, please also leave a daytime telephone number.

ORDERING BY POST

We ask you to phone first if at all possible - to check your parts selection, and to advise of delivery charges. Because prices and availability sometimes change, we can also confirm the exact remittance needed avoiding unnecessary delays. If you have not been able to telephone, please give us all possible information - car type/year, RH or LH, front/rear etc - so we can check your selection (including your name, address and postcode) in all correspondence.

Use our Order Form if you can. It asks specifically for all the details we might need. Please photostat or request additional copies of the order form if required.

UK Payment for Post Orders

(See also “Overseas Orders & Payment.”) Send your remittance with the order. The ‘Pricing’ section in the Price Guide tells you how to calculate the amount.

We accept payment by personal cheque even if the cheque guarantee card limit is exceeded. All we require is your full name and address on the back of the cheque along with your cheque card number and for business cheques, a relevant letterhead. Cheques or P.O.s made out “Rimmer Bros Ltd” please.

Note, if you are unsure as to the exact amount to send, you can write across the top of your cheque, “Cheque Value Not To Exceed £...”. You can post us your credit card details if you prefer. If you send cash, note that we cannot accept responsibility for any loss, so registered mail is essential. Bank drafts and Building Society cheques are also accepted. For Bank Transfer information see Price Guide.

ORDERING BY FAX

Another facility for customers who wish to make enquiries, or order by credit, debit or charge card. Again, we will need your name, address (inc. postcode), credit card details and delivery address (if different). Plus fullest possible car/parts details - as for orders by post.

ORDERING BY E-MAIL AND THE INTERNET

For Internet surfers our web site holds details on all our parts catalogues and has an on line ordering facility. Use our E-Mail address for sending your order or parts enquiry. State if you require us to confirm prices, as they can sometimes alter at short notice.

www.rimmerbros.co.uk
E-Mail: sales@rimmerbros.co.uk
COLLECTING IN PERSON

If you wish to ‘call and collect’, you will always be made welcome at our shop and sales counter during business hours. Our Visitor Information Centre has lots of interesting details of each production model and the factories where they were produced.

Customers drive here regularly from all over Europe. Lincoln is a historic Cathedral city and is an excellent place to visit. We’re about 2 miles south of Lincoln on the A15 Lincoln to Sleaford road (see map on back cover). We advise you to pre-check by phone that we have the parts you want in stock. We accept payment by credit card, cash, bank draft, travellers cheque, building society cheque, and personal cheque (when presented with a cheque card) even if the cheque card limit is exceeded, and by business cheque with accompanying letterhead.

PRICING

For full information and details on prices, VAT, & VAT exempt export sales, please refer to the latest Price Guide. Written quotations are available on request, for parts and/or delivery charges. Please confirm all prices when ordering - prices and availability can sometimes change at short notice. Up to date prices can be found on our web site.

OVERSEAS ORDERS & PAYMENT

We supply parts to classic car owners Worldwide. We have thousands of customers in Europe and regularly send parts as far afield as Australia, North America, Africa and the Far East. Delivery costs of course, vary greatly (depending on size/weight/urgency). We can quote accurately for the cost of parts and delivery once your requirements are known.

Our Multi-language European Order Forms explain how to order parts in English, Italian, German, Spanish and French.

Payment By Export Customers: There is a choice of payment methods for customers overseas;
A) Credit card, Debit card or Charge card.
B) Bank cheque - in ££s sterling (Drawn on a London Bank)
C) Travellers Cheques (signed) - in ££s sterling.
D) Giro Cheques in ££s sterling.
E) By Bank Transfer - see Price Guide.

PLEASE NOTE THAT ALL TRANSACTIONS MUST BE IN ££s STERLING.

CHOICE OF DELIVERY METHODS

(For Further Information/Cost Details, Please Refer to Price Guide)

UNITED KINGDOM

There are numerous delivery options for the UK mainland ranging from Post (first class or parcel post) to overnight carrier services. We can advise of the best method of despatch when you telephone. The type of service that we recommend depends upon the size, weight and urgency of the parts you require.

Our price guide indicates the approximate costs, and we will confirm the final invoice total at the end of the call if required.

WORLDWIDE (NON EC COUNTRIES)

We started exporting parts Worldwide in 1982, and since then we have gained an excellent reputation for our speed & efficiency of service.

Delivery costs are based on size, weight, and method of delivery. We have discounted rates with well known carriers, so costs are kept to a minimum. Send us a list of the parts you need (using post, phone, fax or E-Mail), tell us quantities and urgency, and we will work out the best delivery method and quickly advise you of the cost.

Written quotations are available on request.

EC COUNTRIES

The European Community Single Market permits the free movement of goods between all EC countries. This allows us to provide a superb service to all our customers within the EC, with the benefits of improved delivery - via lower charges and easier documentation. Deliveries can be easily arranged using air or surface transport. Our Price Guide indicates approximate costs.
The SD1 Project

Rover’s SD1 project was a ‘first’ and a ‘last’ for the Solihull-based company. It was the first-ever Rover to have a hatchback body style, and it was the last new all-British Rover model to carry that famous badge. It was also the first to be assembled in a large new factory building at Solihull, known as the East Block, then (from 1982) the first Rover to be assembled at Cowley.

But what does ‘SD1’ mean? In fact it was conceived in 1972 by the newly-merged Rover and Triumph businesses, both of which were controlled by British Leyland. Because the planners looked on this as a rather specialised business and this was the first project they had tackled together, it was logical that it should carry the SD1 code name, which stood for ‘Specialist Division No.1’. Although it never appeared in any company badging, or advertising, this was a name which stuck, and by which everyone remembers it today.

Before they both became part of Leyland in 1966/1967 (and of British Leyland in 1968), Rover and Triumph were direct rivals. Both produced fine ranges of saloon cars - Rover and Triumph 2000s - and both hoped to develop replacements for those cars in the 1970s. Work had actually started on such projects when British Leyland merged Rover with Triumph into a ‘Specialist Division’, taking the decision to combine their strengths. The result was the birth of a brand-new range of cars, coded SD1. This was intended to replace all the medium and large-size Rovers and Triumphs - P5s, P6s, 2000s and 2300S arriving, with the 3500 being renamed 3500SE, and with a new V8-engined specification trim and furnishings. Cast alloy road wheels, leather upholstery, full air-conditioning and a sliding sunroof were all standard.

For the Rover 2000, it was a 101bhp/1,994cc unit with twin-SU four-barrel carburettors. Although the plans for the SD1 included this engine in some versions, it was largely left aside. After all, the new car was a brand new design - a new body shell, new engines, transmissions, steering, and styling. It was intended to sell in large numbers, to world markets, for a number of years.

Spen King was in overall control of this car’s design and development, with Gordon Bashford of Rover working up the overall layout, and David Bache’s department produced the styling. As a true co-operative effort, styling, body engineering and most ‘chassis’ design was entrusted to Rover at Solihull, while a brand new six-cylinder overhead-camshaft engine, new four or five-speed gearbox and a sturdy new rear axle were all developed by Triumph in Coventry. Much effort also went into making the new transmission suitable for the Triumph TR7/TR8 sports cars, which were being designed at the same time.

Rover always planned to use one style, a smart fastback/hatchback five-door layout which had nothing in common with any previous Rover or Triumph shapes. Although the plushy seats took away some of the extra space for passengers, this new car had a bigger cabin than the Rover 2000 and Triumph models which it replaced.

Facelift

Early in 1982 the range was completely revitalised, and at the same time final assembly was moved from Solihull to the existing British Leyland (ex-Morris) factory at Cowley, near Oxford. Although the same basic structure and style were retained, there were many visual differences between the new and original types and - soon - two new engines.

The ‘Series 2’ cars all had large polyurethane bumpers and enlarged hatchback tailgate glass, which came complete with a wipe-wash mechanism. At the front, headlamps were more neatly flush-fitting than before, there was a large chin spoiler under the bumper and a small but definite radiator air intake above the bumper. The SD1, somehow, looked somewhat chunkier and more purposeful than before.

The engine bay was made deliberately roomy (which makes it much easier for maintenance work today), so that engines as diverse as the existing light-alloy V8, and an all-new in-line overhead-cam ‘six’ could be installed. There would be a four-speed gearbox for the original 2300 at first, but all other types used a five-speeder, while Borg Warner automatic transmission was optional.

Compared with previous Rovers and Triumphs, the new car had a complete ‘chassis’, with MacPherson strut front suspension and power-assisted rack-and-pinion steering, and a live rear axle with coil spring, torque tube, trailing arm and Watts linkage location. Front wheel disc brakes and radial-ply tyres were standard on all models.

The 155bhp/3.5-litre V8 3500 was the first car to be launched in mid-1976 (when it cost £4,750), this being joined by the 138bhp/2.6-litre ‘six’ varieties at the end of 1977 (their prices starting at £3,550 - Britain’s price inflation was high at this time).

These were all fast cars - the 2600 being capable of 121mph, the original 3500 reaching about 125mph (though fuel consumption was often little better than 20mpg), because of the high performance of the V8-engined car, and the good carrying capacity, many Rover 3500s were bought by British police forces in the next decade.

Having won the European Car of the Year award for 1977, the SD1 got off to a great start, and sales were strong until the second Energy Crisis then hit the world’s motor industry in 1979. This was doubly unfortunate for Rover, who were just preparing to launch the SD1 in the North American market, where it then only sold slowly due to American buyers’ short-lived dislike of V8-engined cars. It was withdrawn after two years.

To make the car more attractive to more people in the next few years, Rover then began to expand the range, not only with smaller-engined, more economical varieties, but with even faster, up-market types. First to appear, in mid-1979, was the short-lived V8-S which, though mechanically identical to the 3500, had higher specification trim and furnishings. Cast alloy road wheels, leather upholstery, full air-conditioning and a sliding sunroof were all standard.

Only a year later the range was further revised, with the better-equipped 2300S arriving, with the 3500 being renamed 3500SE, and with a new V8-engined Vanden Plas taking over from the V8-S.
Only a few months later, in April 1982 (and only for export at first), the 2400SD Turbo version was also introduced, using a 2.4-litre turbocharged four-cylinder engine, manufactured by VM of Italy. Aimed specifically at certain European markets, this was a ‘tax-break’ model for those markets like Italy which put operating economy ahead of performance: although the engine only produced 90bhp, it produced lusty torque, a top speed of 103mph, and fuel economy of better than 30mpg. Automatic transmission was never available in the diesel-engined car.

By the middle of 1982, therefore, when the revised range had settled down, there were seven models in the line-up - 2000, 2300, 2300S, 2400 SD Turbo, 2600S, 3500SE and Vanden Plas types, all of them with the same style, but with different visual touches concerning wheels, badges and decoration.

Fuel-injected excitement

The most impressive SD1 of all was then introduced at the end of 1982, when the mighty 190bhp Vitesse appeared. Under the bonnet there was a high-output version of the famous V8 engine, still of 3.5-litres, but now complete with Lucas fuel injection, and with a strengthened gearbox, while the chassis was further improved with 205/60 VR 15 low-profile tyres, ventilated front disc brakes and a big black polyurethane transverse rear spoiler which was intended to trim the handling for truly high-speed driving. Automatic transmission was available in 1984, but very few such cars were ever built. Suitably prepared, the Vitesse was a remarkably successful competition car.

Intended to make the SD1 truly competitive in motorsport, the Vitesse was also a formidable road car, for it handled better than any previous SD1, could cruise all day at 100 - 120mph where such speeds were still legal - and it was still at least as fuel-efficient as the lower-powered, carburetted, 3500s had ever been.

It was, however, an expensive car - the first Vitesse went on sale at £14,950 - but no other British Rovers offered such relaxed, high geared, high-speed capability.

Except for minor changes to keep the cars abreast of the latest exhaust emissions regulations, and a number of trim, equipment and furnishing up-grades, in the next few years there were no further major mechanical changes to the SD1 range.

A high-specification Vanden Plas version of the 2600 type was introduced in May 1984, and at the same time a new model called the Vanden Plas Efi was also introduced, this replacing the original Vanden Plas type, by combining the Vitesse’s 190bhp fuel-injected engine and chassis with the existing top-of-the-range Vanden Plas trim and furnishings. It was only available with automatic transmission.

Before SD1 assembly finally ended, a variety of specially-engined types were produced in overseas countries, using modified CXD (Completely Knocked Down) kits supplied from the UK. The South African SD and SDX models used 2.6-litre six-cylinder engines evolved from the BL Princess 2200 design (not the Triumph 2.6-litre), while in India there was a car called the Standard 2000 which used the much-modified running gear of the obsolete Standard Vanguard! None of these cars was ever marketed in the UK.

Assembly of SD1s finally ran down during the first half of 1986, yet even then the SD1 was not replaced by a new all-British car, for after ten years the next big Rover was a front-wheel-drive design based on the new Honda Legend, and equipped with a variety of Austin-Rover or Honda power units.

All in all (see the panel) more than 300,000 SD1s of all types had been built.
### Popular Parts

This section will help you find the parts which are most frequently called for; filters, gaskets, seals, bush etc. If you are unsure, you will find each part listed again under its appropriate section.

#### Service Items

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Filter;</td>
<td>2400TD</td>
<td>GFC187</td>
</tr>
<tr>
<td>2600/2300</td>
<td>GFC167</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>GFC171</td>
<td></td>
</tr>
<tr>
<td>Sump Plug Washer;</td>
<td>2400TD</td>
<td>GFE295</td>
</tr>
<tr>
<td>3500</td>
<td>21396A</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>UKC174</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>UAM2857</td>
<td></td>
</tr>
<tr>
<td>Air Filter;</td>
<td>BAU4979</td>
<td></td>
</tr>
<tr>
<td>3500 - Carb (Cylindrical Air Box)</td>
<td>GFE1068</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>GFE1117</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>GFE1104</td>
<td></td>
</tr>
<tr>
<td>Fuel Filter;</td>
<td>GFE1072</td>
<td></td>
</tr>
<tr>
<td>Carb - All Models</td>
<td>GFE1113</td>
<td></td>
</tr>
<tr>
<td>EFI</td>
<td>GFE1113</td>
<td></td>
</tr>
<tr>
<td>Diesel</td>
<td>GFE1113</td>
<td></td>
</tr>
<tr>
<td>PAS Reservoir Filter</td>
<td>AAU4494</td>
<td></td>
</tr>
</tbody>
</table>

#### Drive Belts

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distributor Cap;</td>
<td>2600/2300</td>
<td>GTS106</td>
</tr>
<tr>
<td>Rotor Arm;</td>
<td>2000</td>
<td>GTS104</td>
</tr>
<tr>
<td>Carb (Oval Air Box)</td>
<td>GTS108</td>
<td></td>
</tr>
<tr>
<td>EFI</td>
<td>GTS273</td>
<td></td>
</tr>
<tr>
<td>2600/2300 - '76 - '82</td>
<td>GTS276</td>
<td></td>
</tr>
<tr>
<td>2000 (Thermostat &amp; Housing)</td>
<td>GTS656</td>
<td></td>
</tr>
<tr>
<td>2400TD (Thermostat &amp; Housing)</td>
<td>GTS657</td>
<td></td>
</tr>
<tr>
<td>Thermostat Gasket;</td>
<td>3500</td>
<td>GRC110</td>
</tr>
<tr>
<td>2600/2300</td>
<td>GRC130</td>
<td></td>
</tr>
<tr>
<td>Pressure Cap (15psi);</td>
<td>2000</td>
<td>GRC120</td>
</tr>
<tr>
<td>All except 2000 &amp; 2400TD</td>
<td>GRC121</td>
<td></td>
</tr>
<tr>
<td>Rotor Arm;</td>
<td>2600/2300 - Points</td>
<td>GRA117</td>
</tr>
<tr>
<td>2000 - Points</td>
<td>RB7472</td>
<td></td>
</tr>
<tr>
<td>12H5079</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distributor Cap;</td>
<td>GRA228</td>
<td></td>
</tr>
<tr>
<td>V8 - Lucas type</td>
<td>GRA228</td>
<td></td>
</tr>
<tr>
<td>- Mallory Type</td>
<td>GRA114</td>
<td></td>
</tr>
<tr>
<td>2600/2300 - Points</td>
<td>GRA121</td>
<td></td>
</tr>
<tr>
<td>- Electronic</td>
<td>GRA123</td>
<td></td>
</tr>
<tr>
<td>2000 - Points</td>
<td>GDC117</td>
<td></td>
</tr>
<tr>
<td>- Electronic</td>
<td>RB7469</td>
<td></td>
</tr>
<tr>
<td>Spark Plugs;</td>
<td>GDC137</td>
<td></td>
</tr>
<tr>
<td>V8 - Carbs '76 - '82</td>
<td>GDC138</td>
<td></td>
</tr>
<tr>
<td>- Carbs '82 Onwards</td>
<td>GDC142</td>
<td></td>
</tr>
<tr>
<td>- EFI</td>
<td>GDC146</td>
<td></td>
</tr>
<tr>
<td>Ignition Coil;</td>
<td>GSP4382</td>
<td></td>
</tr>
<tr>
<td>V8 - '76 - '82</td>
<td>GSP4362</td>
<td></td>
</tr>
<tr>
<td>- '82 Onwards</td>
<td>GSP6462</td>
<td></td>
</tr>
<tr>
<td>- Moroso</td>
<td>GSP4573</td>
<td></td>
</tr>
<tr>
<td>2600/2300/2000 - Points</td>
<td>GSP4563</td>
<td></td>
</tr>
<tr>
<td>HT Leads;</td>
<td>GCL143</td>
<td></td>
</tr>
<tr>
<td>V8</td>
<td>GCL143</td>
<td></td>
</tr>
<tr>
<td>- Standard</td>
<td>RB7475</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>GCL132</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>GCL134</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>GHC1146</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>GHC1146</td>
<td></td>
</tr>
</tbody>
</table>

#### Cables

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accelerator Cable;</td>
<td>CRC481</td>
<td></td>
</tr>
<tr>
<td>3500 - '76 - '80</td>
<td>NAM6865</td>
<td></td>
</tr>
<tr>
<td>- '81 Onwards</td>
<td>CRC2259</td>
<td></td>
</tr>
<tr>
<td>2600/2300 - '76 - '82 RHD</td>
<td>CRC1683</td>
<td></td>
</tr>
<tr>
<td>- '76 - '82 LHD</td>
<td>NAM6810</td>
<td></td>
</tr>
<tr>
<td>- '82 Onwards</td>
<td>CRC4076</td>
<td></td>
</tr>
<tr>
<td>2000 - RHD</td>
<td>CRC3976</td>
<td></td>
</tr>
<tr>
<td>Cold Start Cable (24000)</td>
<td>CRC510</td>
<td></td>
</tr>
<tr>
<td>RHD</td>
<td>CRC510</td>
<td></td>
</tr>
<tr>
<td>LHD</td>
<td>CRC510</td>
<td></td>
</tr>
<tr>
<td>Speedo Cable '76 - '82;</td>
<td>CRC3999</td>
<td></td>
</tr>
<tr>
<td>All RHD Models</td>
<td>CRC3999</td>
<td></td>
</tr>
<tr>
<td>'76 - '80 (Release Arm Connector Type)</td>
<td>GSS295</td>
<td></td>
</tr>
<tr>
<td>'80 - '82 (Eurosnap Connector Type)</td>
<td>GSS380</td>
<td></td>
</tr>
<tr>
<td>Kickdown Cable - Automatic;</td>
<td>RKC5245</td>
<td></td>
</tr>
<tr>
<td>3500 Borg Warner</td>
<td>PKC2184</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Borg Warner</td>
<td>RKC5797</td>
<td></td>
</tr>
<tr>
<td>All Models GM180 (except 2000)</td>
<td>BRC228</td>
<td></td>
</tr>
<tr>
<td>2000 GM180</td>
<td>BRC228</td>
<td></td>
</tr>
<tr>
<td>Bonnet Release Cable</td>
<td>VIN 30983</td>
<td></td>
</tr>
<tr>
<td>All Models</td>
<td>VIN 30984</td>
<td></td>
</tr>
<tr>
<td>Handbrake Cable</td>
<td>RJC1433</td>
<td></td>
</tr>
</tbody>
</table>

#### Engine Gasket Sets

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head Gasket Set</td>
<td>1/GUG1066HS/1/GUG1066HSCOM</td>
<td></td>
</tr>
<tr>
<td>V8 - 3.5</td>
<td>RB7447</td>
<td></td>
</tr>
<tr>
<td>- Standard</td>
<td>BHM1417B</td>
<td></td>
</tr>
<tr>
<td>Composite</td>
<td>AJ M229B</td>
<td></td>
</tr>
<tr>
<td>V8 - 3.94</td>
<td>GUG1064HS</td>
<td></td>
</tr>
<tr>
<td>Composite</td>
<td>GUG1538C5S</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>GUG1538C5S</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>GUG1538C5S</td>
<td></td>
</tr>
</tbody>
</table>

#### Oil Seals

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft Oil Seal - Front;</td>
<td>ERC7987A</td>
<td></td>
</tr>
<tr>
<td>V8 - All Models</td>
<td>UKC3344</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>AHU2241</td>
<td></td>
</tr>
<tr>
<td>2400TD</td>
<td>AEU2174</td>
<td></td>
</tr>
<tr>
<td>Crankshaft Oil Seal - Rear;</td>
<td>411409A</td>
<td></td>
</tr>
<tr>
<td>V8 - 3.5/3.9</td>
<td>ERR2640</td>
<td></td>
</tr>
<tr>
<td>V8 - 4.6</td>
<td>UKC467</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>AEU2034</td>
<td></td>
</tr>
<tr>
<td>Camshaft Oil Seal - 2000</td>
<td>12H5079</td>
<td></td>
</tr>
<tr>
<td>Gearbox Oil Seals - Manual;</td>
<td>UKC1060</td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>UKC3949</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>FRCC6684A</td>
<td></td>
</tr>
<tr>
<td>Suffix A, B &amp; C</td>
<td>FRCC6684A</td>
<td></td>
</tr>
<tr>
<td>Rear Oil Seal - Automatic Gearbox;</td>
<td>BRC2987</td>
<td></td>
</tr>
<tr>
<td>Borg Warner</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>GM180</td>
<td>GHC185</td>
<td></td>
</tr>
<tr>
<td>Differential Oil Seals;</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Pinion</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Extension Tube</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Front Hub Oil Seal (2)</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Rear Hub Oil Seals;</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Inner</td>
<td>GHC105</td>
<td></td>
</tr>
<tr>
<td>Outer</td>
<td>GHC105</td>
<td></td>
</tr>
</tbody>
</table>

#### Rubber Seals

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIndscreen Seal Kit;</td>
<td>1/BRC2063</td>
<td></td>
</tr>
<tr>
<td>Tailgate Aperture Rubber;</td>
<td>1/BRC2063</td>
<td></td>
</tr>
<tr>
<td>Tailgate Glass Rubber (All models);</td>
<td>1/BRC2063</td>
<td></td>
</tr>
<tr>
<td>'76 - '82</td>
<td>1/BRC769</td>
<td></td>
</tr>
<tr>
<td>'82 onwards</td>
<td>1/BRC8576</td>
<td></td>
</tr>
<tr>
<td>Air Intake Seal - Bonnet</td>
<td>1/BRC441</td>
<td></td>
</tr>
<tr>
<td>Bonnet Seals - '76 - '82;</td>
<td>1/BRC442</td>
<td></td>
</tr>
<tr>
<td>Radiator (Centre)</td>
<td>1/BRC448</td>
<td></td>
</tr>
<tr>
<td>Radiator (Out)</td>
<td>1/BRC2588</td>
<td></td>
</tr>
<tr>
<td>Headlamps</td>
<td>1/BRC2929</td>
<td></td>
</tr>
<tr>
<td>Radiator to Body Seal</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Bonnet to Headlamp Seal - '82 on (2)</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Seal - Outer;</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>to VIN 30983</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>VIN 30984 on</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>All models</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Seal - Inner;</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>All models</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Bonnet</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Aperture Seal (All models);</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Seal - In;</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>All models</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Bonnet</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Aperture Seal (All models);</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Door Seal - Fitted to VIN 26907</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Rear Quarterlight Seal;</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>1/RJC1433</td>
<td></td>
</tr>
<tr>
<td>Fascia to Windscreen Seal</td>
<td>1/RJC1433</td>
<td></td>
</tr>
</tbody>
</table>
This section (page 9 to page 27) covers ALL applications for Rover V8 engines, including SD1.

We have reproduced the contents of our V8 ENGINE CATALOGUE (edition 2.2) which is very comprehensive. It includes details of SALOON/SPORTS engines (which are suitable for the SD1) and 4x4 engines (suitable for Land Rover applications).

Please use this section to select the engine or component(s) you need by referring to the relevant description and part number.

Many owners will also find this section useful as a reference when perhaps considering ‘Transplants’ from other vehicles since it covers many different specification combinations dependent upon application.
This update sheet lists the revised range of engine units that we now supply and is an addendum to our V8 Engine Catalogue (edition 2.2), Range Rover Catalogue (edition 2.2), Discovery Catalogue (edition 2.0), Defender Catalogue (edition 2.0), and our Rover SD1 Catalogue (edition 2.2).

The engine listings for both full and long engines along with their part numbers have changed. The following listings substitute both Standard and Performance units. There is also minor revision to Short Engines.

Due to on-going old core shortages and availability of Full Engines suitable for reconditioning, we now only supply ‘Long Engines’ for immediate delivery. Long Engines are supplied less timing cover, sump and rocker gear so you will need to re-use your existing units (it is important that your timing cover is suitably inspected, overhauled or replaced as necessary. Additionally, the rocker gear should be stripped, cleaned and checked for wear - all components are available at low cost - refer to catalogue).

We will be pleased to recondition customer’s own units (to ‘full’ engine specification) on request and can quote to do so on an individual basis.

The range of long engines listed is much simplified since they are now suitable for all applications both saloon car and 4x4 vehicle. Please note that for 1995 on applications: Range Rover Series 2 (P38A), Discovery, TVR and Morgan, the ‘GEMS’ type engine is required which has a crank sensor pick-up (for the ignition timing) at the rear of the block casting and is fitted with a camshaft with no provision for the distributor drive making it unsuitable for earlier applications.

**V8 Engines - Standard ‘Long’ Units**

The following listings replace those on page 7 in our V8 Engine catalogue.

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5 Litre Long Engine</td>
<td>(1)</td>
<td>RB8000R</td>
</tr>
<tr>
<td>Includes recon block, small journal crank (short keyway), 3/4 cylinder heads, cam, followers and timing gear. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
<tr>
<td>3.9 Litre Long Engine</td>
<td>(1)</td>
<td>RB8001R</td>
</tr>
<tr>
<td>Includes recon/relinered block (not cross bolted), small journal crank (long keyway), 3/4 cylinder heads, cam, followers and timing gear. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
<tr>
<td>4.0 Litre Long Engine</td>
<td>(1)</td>
<td>ER5012STRG</td>
</tr>
<tr>
<td>GEMS’ type Exchange. Suitable for Series 2 (P38A) Range Rover/Discovery/TVR/Morgan etc (‘95 on). Non ‘GEMS’ type Exchange. Suitable for all Non Series 2 (P38A) Range Rover/Discovery/TVR/Morgan etc (to ‘95).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.6 Litre Long Engine</td>
<td>(1)</td>
<td>ER5013STRG</td>
</tr>
<tr>
<td>GEMS’ type Exchange. Suitable for Series 2 (P38A) Range Rover/Discovery/TVR/Morgan etc (‘95 on). Non ‘GEMS’ type Exchange. Suitable for all Non Series 2 (P38A) Range Rover/Discovery/TVR/Morgan etc (to ‘95).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.2 Litre Performance Long Engine</td>
<td>(1)</td>
<td>RB8007R</td>
</tr>
<tr>
<td>Exchange. Please specify if ‘GEMS’ or Non ‘GEMS’ block required and intended vehicle application. Rebuilt large journal cross bolted block with ‘Top Hat’ liners, large journal crank, cylinder heads, cam, followers and timing gear. Crank spacer STC1893SPACER is required for non-sonline timing covers. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
</tbody>
</table>

**V8 Engines - Performance ‘Long’ Units**

The following listings replace those on page 8 in our V8 Engine catalogue.

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0 Litre Performance Long Engine</td>
<td>(1)</td>
<td>RB8004R</td>
</tr>
<tr>
<td>Exchange. Please specify if ‘GEMS’ or Non ‘GEMS’ block required and intended vehicle application. Rebuilt large journal cross bolted block with ‘Top Hat’ liners, large journal crank, cylinder heads, cam, followers and timing gear. Crank spacer STC1893SPACER is required for non-sonline timing covers. Note: all units neutrally balanced. Crank pulley &amp; flywheel can also be balanced at extra cost. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
<tr>
<td>4.6 Litre Performance Long Engine</td>
<td>(1)</td>
<td>RB8005R</td>
</tr>
<tr>
<td>Exchange. Please specify if ‘GEMS’ or Non ‘GEMS’ block required and intended vehicle application. Rebuilt large journal cross bolted block with ‘Top Hat’ liners, large journal crank, cylinder heads, cam, followers and timing gear. Crank spacer STC1893SPACER is required for non-sonline timing covers. Note: all units neutrally balanced. Crank pulley &amp; flywheel can also be balanced at extra cost. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
<tr>
<td>4.8 Litre Performance Long Engine</td>
<td>(1)</td>
<td>RB8006R</td>
</tr>
<tr>
<td>Exchange. Please specify if ‘GEMS’ or Non ‘GEMS’ block required and intended vehicle application. Rebuilt large journal cross bolted block with ‘Top Hat’ liners, large journal crank, cylinder heads, cam, followers and timing gear. Crank spacer STC1893SPACER is required for non-sonline timing covers. Note: all units neutrally balanced. Crank pulley &amp; flywheel can also be balanced at extra cost. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
<tr>
<td>5.2 Litre Performance Long Engine</td>
<td>(1)</td>
<td>RB8007R</td>
</tr>
<tr>
<td>Exchange. Please specify if ‘GEMS’ or Non ‘GEMS’ block required and intended vehicle application. Rebuilt large journal cross bolted block with ‘Top Hat’ liners, large journal crank, cylinder heads, cam, followers and timing gear. Crank spacer STC1893SPACER is required for non-sonline timing covers. Note: all units neutrally balanced. Crank pulley &amp; flywheel can also be balanced at extra cost. Installation Kit</td>
<td>(1)</td>
<td>RB8003</td>
</tr>
</tbody>
</table>

**V8 Short Engines**

Addendum to page 9 in our V8 Engine catalogue. All other Short Engines remain unchanged.

Note: All Short Engines are exchange.

4.6 Litre Rebuilt Short Engine - High compression (1) STC1893HCR

Pre-series 2 (P38A) Range Rover applications (to ‘95).

4.8 Litre Rebuilt Short Engine | (1) | RB7676R |

5.2 Litre Rebuilt Short Engine | (1) | RB7682R |

PLEASE NOTE: These units are supplied with a ‘Rebuilt’ large journal cross bolted block with ‘Top Hat’ liners. All other parts are new. Part numbers are suffixed ‘R’.

Triumph House, Seaford Road, Bracebridge Heath, Lincoln LN4 2NA.
Tel: 01522 568000. Fax: 01522 567600. E-mail: sales@rimmerbros.co.uk www.rimmerbros.co.uk
RIMMER BROS V8
Built by Race Engineers
QUALITY, PERFORMANCE & ENGINEERING EXCELLENCE AT AN AFFORDABLE PRICE.

Engine Definitions

**FULL ENGINE**
- Built-up engine assembly, comprising block (crank, rods & pistons), cylinder heads (valves, guides & springs), camshaft & timing gear, rocker gear, pushrods and fitted sump, timing cover and oil pump. Full engines are either bench-run or dyno tested.

**SHORT ENGINE**
- Built-up block assembly, comprising crank, rods & pistons.

**LONG ENGINE**
- Built-up block & cylinder heads assembly, including crank, rods & pistons, valves, guides & springs (less rocker gear), plus camshaft, followers & timing gear.

**TURN-KEY ENGINE**
- Ready-to-install, built-up engine assembly, complete with all ancillary components, fuel system & engine mountings. Turn-key engines can also be supplied dyno-run. Please contact us for a quotation based on either one of our Standard or Performance Full engines with your choice of fuel system and ancillary components.

**SHORT ENGINE**
- Built-up block assembly, comprising crank, rods & pistons.
**Engine Types**

All engines - Standard or Performance - are available in two formats: Saloon/Sports or 4x4.

**Saloon/sports** engines are suitable for direct replacement of non 4x4 applications, such as Rover SD1, TR8, TRV etc. They are fitted with saloon type timing covers (see Note - Timing Covers on page 11) and sumps and, in the case of Performance engines, are fitted with fast road camshaft.

4x4 engines are fitted with Range Rover type timing covers and sumps (see Note - Timing Covers on page 11) and, in the case of Performance engines, are fitted with high-torque camshaft.

Please note: certain 3.9 & 4.2 litre engines fitted to Range Rover and Discovery models from 1994 onwards are fitted with an "intermediate" type timing cover, incorporating a distributor (as fitted to earlier engines), a crank-driven oil pump and a single, “serpentine” ancillary drive belt. These timing covers require a long-nose crankshaft and are therefore unsuitable for fitting to certain engines. However, they are available to special order at a small additional cost - please inform the sales department at the time of ordering.

**Standard** engines are the choice for anyone wishing to replace a worn-out engine with one of a similar capacity. These engines are a straight swap, enabling the existing ancillary components and fuel system to be retained. Please note that if installing a "Standard" engine of higher capacity than that fitted, modifications to the fuel system may be required (including ECU if applicable).

**Performance** engines incorporate modifications designed to increase horsepower & torque - such as big-value cylinder heads and fast-road camshafts - and usually require modifications to the fuel system (including ECU if fitted).

To gain maximum benefit from our Performance engines, we also recommend fitting tubular manifolds (Sports exhaust system) and K&N air filter(s).

**Engine Number Identification**

We can provide a reference chart of Rover V8 engine numbers from 1970 onwards, which will help you to identify the engine fitted to your vehicle. The engine number of most Rover V8s is stamped on the left hand side of the block deck, adjacent to the dipstick tube, although some very early engines had the number stamped on the bellhousing flange at the rear of the block. The chart also contains a brief description of features, such as compression ratio and gearbox type and also the approximate year of production. Therefore, if your engine has been changed at some time, it should still be possible to correctly identify it.

To ensure you receive the correct parts, please have your engine number ready before ordering.

Note: "Pulsair" and "Air Injection" terms are applied to engines equipped with Air Rail type cylinder heads; ie cylinder heads with steel pipes located in holes just above the exhaust ports (fitted to car Range Rover & TR8 engines only). "Detoxed" refers to a variety of emission control devices including Air Rails - fitted to carb engines.

### Engine Cradles

All engine assemblies are bolted to a steel cradle, for ease of handling and to minimise the risk of damage whilst in transit. There is a surcharge for the cradle, refundable on its return. When returning an exchange engine, use the cradle for sending the old unit back and we will then refund both surcharges together.

Engine cradles can also be bought outright.

---

**Rover V8 Engine Numbers**

<table>
<thead>
<tr>
<th>Engine Number</th>
<th>Application</th>
<th>Approximate Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>35500011C</td>
<td>Land Rover 8.25:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>35500011F</td>
<td>Rover car 8.13:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>34100001</td>
<td>Rover V8 8.25:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>35600011A</td>
<td>Rover car 8.13:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>35600011F</td>
<td>Rover car 8.13:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>38000001</td>
<td>Rover car 8.13:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>11200001A</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>11200001A/B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>10600001A</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>10600001A/B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>10000001A/B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>1000000101B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>1000000101B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>1000000101B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>1000000101B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>1000000101B</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>20000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>21000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>22000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>23000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>24000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>25000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>26000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>27000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>28000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>29000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>30000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
<tr>
<td>31000001</td>
<td>Rover car 9.35:1cr</td>
<td>1970-1983</td>
</tr>
</tbody>
</table>

---

**V8 Engine Specifications**

We are pleased to be able to offer a fitting service for either our full or short engines. Please contact us for a quotation or to discuss your requirements.

**Our Charges Are Very Reasonable!**

---

**Engine Cradle - Part No.**

SO050000EC
V8 Engines - Standard Long & Full Units

New 'long' engine;
See Engine Definitions.
New long engines are available in 4.0 litre and 4.6 litre capacities. They comprise a new, cross-bolted, large-bearing block assembly, fitted with new cylinder heads and standard camshaft & timing gear. Note: Crank spacer STC1835SPACER is required for non-serpentine timing covers.
- 4.0 litre
  (1) ERR5012ST
- 4.6 litre
  (1) ERR5013ST

New 'full' engine;
See Engine Definitions and Notes - Timing Covers.
Please state if serpentine timing cover is required (extra cost).
New full engines are available in 3.5 litre, 4.0 litre and 4.6 litre capacities. Specification is the same as new long engines (3.5 litre blocks are not cross-bolted), with the addition of new timing cover/oil pump assembly, new sump and new rocker gear.
Saloon/sports
- 3.5 litre
  (1) R87119
- 4.0 litre
  (1) R87481
- 4.6 litre
  (1) R87649
- 4x4
  - 3.5 litre
    (1) RA1227
  - 4.0 litre
    (1) RA1228
  - 4.6 litre
    (1) RA1229

Recon 'full' engine;
See Engine Definitions and Notes - Timing Covers.
Please state if serpentine timing cover is required (extra cost).
Recon full engines are available in 3.5 litre, 3.9 litre and 4.6 litre capacities. They comprise a reconditioned block (linered for 3.9), crankshaft & con rods with new pistons, or new, cross-bolted short engine assembly (4.6 litre); new camshaft & followers, new timing gear and reconditioned cylinder heads with new valves, guides & springs. They are also fitted with new rocker shafts & rocker arms, reconditioned timing cover (inc. new oil pump gears, pressure switch & relief valve) and sump.
Saloon/sports
- 3.5 litre
  (1) R87119R
- 3.9 litre
  (1) R87481R
- 4.6 litre
  (1) R87649R
- 4x4
  - 3.5 litre
    (1) RA1227R
  - 3.9 litre
    (1) RA1228R
  - 4.6 litre
    (1) RA1229R

Note: all engines are sold on an exchange basis - please refer to the Price Guide. The old unit must be a suitable type - please verify with our Sales Department if you intend to upgrade and install a different engine to that fitted.
All full engines, including 4.6 litre, are suitable as direct replacements for any Rover V8 engine. However, modifications to the fuel system (including ECU if fitted) may be required when replacing a 3.5 or 3.9 litre engine with a larger capacity unit.
All Standard engines are compatible with unleaded petrol/gas and are bench run.
For manual transmission vehicles, we recommend fitting a new clutch while the engine is being replaced.

Full Engine Installation Kits

Full engine installation kit;
Includes oil, oil filter, gaskets etc.
Saloon/sports
- 4x4
  (1) RA1236
  (1) R87130

Please state if serpentine timing cover is required (extra cost).

NOTES - TIMING COVERS & SERPENETINE DRIVE BELTS

Full engines are supplied with fitted timing covers, as follows:
For 'saloon/sports' engines, the timing cover supplied is the Rover SD1 type, with distributor-driven oil pump.
For '4x4' engines, the timing cover supplied is the Land Rover type, with distributor-driven oil pump (as fitted to Range Rover up to 1994).
For 3.9 litre engines and above, both types of timing cover can be exchanged for the "intermediate" type timing cover - which incorporates a crank-driven oil pump, provision for a distributor and serpentine ancillary drive belt - for a small extra charge. If required, please request this when ordering your engine (ancillaries fitted to pre '95 vehicles may not be compatible with serpentine timing covers - please contact our Sales Department to verify this).

1995 ON TIMING COVER WITH CRANK-DRIVEN OIL PUMP
V8 Engines - Performance Full Units

Performance engines are available in 4.0, 4.6, 4.8 & 5.2 litre capacities, giving a broad range of power and torque outputs to suit every budget. They are built to an extremely high specification, which guarantees maximum power and long life. Please note: specifications can be altered to suit your individual requirements - from ultra-big valve cylinder heads and solid-lifter camshafts to full turn-key Performance engines - phone us to discuss your needs.

Performance Engine Basic Specifications
All Performance engines are built around a cross-bolted, large-journal block; all feature a Performance camshaft (the type depends on the intended application) and double roller timing chain sets. Finally, Performance engines are all fitted with fully ported and polished, big valve cylinder heads, to Stage 3 specification or above (See Performance Cylinder Heads for details).

NOTES - ENGINE BALANCING
All Performance engines are dynamically balanced (ie their rotating components are balanced individually and not as one assembly). The benefit of balancing in this way is that individual components can be replaced, if need be, without upsetting the balance of the whole engine. However, the benefits of balancing the engine are lost if any of the associated rotating parts are not also balanced; therefore, we strongly recommend that your crankshaft pulley and flywheel (manual transmission vehicles) are neutrally balanced before being fitted to your engine.

As there are numerous variations of crankshaft pulley and flywheel, the easiest way to make sure you have the correct, balanced components for your needs is to send us your original crank pulley and flywheel for balancing at the time of placing your engine order. These items will then be balanced (at extra cost) and returned to you with your engine.

Power Outputs
The table below is a guide to typical power & torque outputs of our range of V8 Full engines. Please note that these figures are intended only as an indication of the performance potential of each engine. In reality, power figures may vary considerably depending on final application; choice of induction system, exhaust and intended RPM range all have a significant effect on final power output.

To achieve the required power, it may be necessary to modify the fuel system - particularly on fuel injection engines. See Fuel section for details, or speak to our Sales Department for advice.

Full Engine Installation Kits
Full engine installation kit; Includes oil, oil filter, gaskets etc.

Saloon/sports (1) RA1230R
4x4 (1) RA1236

Bolt kit - engine to gearbox (1) RB7130
Kit includes engine to bellhousing bolts & washers. Suitable for most vehicles.
V8 Short Engines

Short engines are sold on an exchange basis (except certain new short engines). The old unit must be a suitable type (1980 onwards) otherwise a surcharge will apply.

3.5 litre - new short engine
low compression (8.13:1) (1) ETC7714
high compression (9.35:1) (1) RB7121

3.5 litre - recon short engine (exchange)
Comprises recon block, rebeded with new pistons/cam bearings/regrind crank & new bearings. Less cam & followers.
low compression (8.13:1) (1) ETC7714R
high compression (9.35:1) (1) RB7121R

3.9 litre - new short engine (1) RB7487T

3.9 litre - recon short engine (1) RB7487R

3.9 litre - uprated short engine (1) RB7487UR

4.2 litre - short engine (1) ERR4171
Comprises block/crank/bearings/pistons/rods (assembled). Less cam & followers.

4.0 litre - new short engine
Series 2 Range Rover application. NB. Unsuitable for use with pre '95 heads as low compression ratio results.
low compression* (8.13:1) (1) STC1890
high compression* (9.35:1) (1) STC1891
*Please see Note regarding “Compression Ratios - Cylinder Heads & Short Engines”, right.

4.6 litre - new short engine
Series 2 Range Rover application. NB. Unsuitable for use with pre '95 heads as low compression ratio results.
low compression (8.13:1) (1) STC1892
high compression (9.35:1) (1) STC1893
*Please see Note regarding “Compression Ratios - Cylinder Heads & Short Engines”, right.

4.6 litre - new short engine - high compression
Pre-Series 2 Range Rover application. Suitable for use with pre-Series 2 Range Rover cylinder heads (see Note “Compression Ratios - Cylinder Heads & Short Engines”, right).
When using this short engine to replace earlier type (3.5 or 3.9) engines, a crank spacer - part no. STC1893SPACER - may be required. Please enquire for details.

4.8 litre - new short engine (1) RB7676
Comprises large journal, cross-bolted block & long stroke (88mm) crank. ARP mains studs, new pistons & rods. Less cam & followers.
When using this short engine to replace earlier type (3.5 or 3.9) engines, a crank spacer - part no. STC1893SPACER - may be required. Please enquire for details.

5.2 litre - new short engine (1) RB7682
Comprises large journal, cross-bolted block, fitted with special 88mm long stroke liners, long stroke (88mm) cross-drilled crank, steel rods & new pistons (90mm stroke). Lightened & balanced assembly. Less cam & followers.
When using this short engine to replace earlier type (3.5 or 3.9) engines, a crank spacer - part no. STC1893SPACER - may be required. Please enquire for details.

IMPORTANT NOTES - SHORT ENGINES

When building up a short engine to a complete assembly, it is vital that you thoroughly examine every part you intend to use. We recommend that you pay special attention to the camshaft, followers, pushrods & rocker gear, checking carefully for signs of wear; reusing worn parts is false economy and you risk contaminating your new engine with abrasive particles.

The following parts MUST be meticulously cleaned prior to fitting:
- Sump & oil pick-up pipe
- timing cover & oil pump assembly
- cylinder heads
- rocker covers
Failure to observe these points may lead to engine damage and may invalidate the engine’s warranty.

Short Engines - Ancillary Components. If you are re-fitting ancillary components - water pump, alternator, distributor, carburettors or fuel injection - check that they are suitable for re-using. We recommend having carburettors serviced and fuel injectors cleaned/ replaced before re-fitting.

The cooling system - including the radiator and heater - should be flushed through with clean water and the hoses checked before re-using.

The correct ratio (minimum 33%) of antifreeze must be maintained at all times. Oil coolers should be flushed of old engine oil. Engine & gearbox mountings should be checked and renewed as necessary.

The clutch operating system should be checked for wear.

All engines - oil pump priming. All engines not fitted with crank-driven oil pumps should have their oil pumps primed before initial start-up. Please consult a workshop manual for this procedure.

TIMING COVERS

Please consult a workshop manual for this procedure.

When the timing cover you intend to fit to your short engine incorporates a crank-driven oil pump, please inform the Sales Department at the time of ordering (3.5 & 3.9 standard Short Engines only).

Uprated 3.9 litre Short engines, as well as all Short Engines of 4.0 litres and above, are suitable for timing covers which incorporate crank-driven oil pumps. If fitting the earlier type of timing cover - with camshaft-driven oil pump - to a short engine of 4.0 litres or above, please also request crank spacer, part no. STC1893SPACER, which will ensure the crankshaft pulley is securely fitted.

In any doubt, a member of our Sales Department will be pleased to help you.

COMPRESSION RATIOS - CYLINDER HEADS & SHORT ENGINES

There are various different Rover V8 cylinder heads available, with different combustion chamber sizes, giving a variety of compression ratios when fitted to a short engine. Therefore, you will need to know the combustion chamber size of the cylinder heads that you intend to use in order to be able to calculate the engine’s compression ratio.

As a general rule, cylinder heads up to the introduction of Series 2 Range Rover (1994) have approximately 34-36cc combustion chambers. From the introduction of Series 2 Range Rover (4.0 & 4.6 litre engines), they have approximately 28cc combustion chambers.

If in doubt, cylinder heads fitted to 4.0 & 4.6 litre engines have only two rows of cylinder head bolts; earlier engines have three rows.

Refer to the table below of Short Engine & Cylinder Head Applications for more detailed information.

This information does not take into account any machining work done on the cylinder heads in the past.

In certain circumstances, it may be cheaper to purchase a pair of reconditioned cylinder heads than to try to match a pair of unknown heads to a Short Engine. Alternatively, it may be worth considering a Full Engine, which is supplied complete with fitted cylinder heads.

<table>
<thead>
<tr>
<th>COMBUSTION CHAMBERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

SHORT ENGINE & CYLINDER HEAD APPLICATIONS

<table>
<thead>
<tr>
<th>SHORT ENGINE TYPE</th>
<th>CYLINDER HEAD APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETC7714R</td>
<td>3.5 STD 8.13cr</td>
</tr>
<tr>
<td>ETC7714</td>
<td>3.5 STD 8.13cr</td>
</tr>
<tr>
<td>RB7121R</td>
<td>3.5 STD 9.35cr</td>
</tr>
<tr>
<td>RB7121</td>
<td>3.5 STD 9.35cr</td>
</tr>
<tr>
<td>RB7487R</td>
<td>3.9 STD 9.35cr</td>
</tr>
<tr>
<td>RB7487</td>
<td>3.9 STD 9.35cr</td>
</tr>
<tr>
<td>ERR4171R</td>
<td>4.2.8 94cc</td>
</tr>
<tr>
<td>ERR4171</td>
<td>4.2.8 94cc</td>
</tr>
<tr>
<td>STC1890</td>
<td>4.0 STD 8.13cr</td>
</tr>
<tr>
<td>STC1891</td>
<td>4.0 STD 9.35cr</td>
</tr>
<tr>
<td>STC1892</td>
<td>4.6 STD 8.13cr</td>
</tr>
<tr>
<td>STC1893</td>
<td>4.6 STD 9.35cr</td>
</tr>
<tr>
<td>STC1893HC</td>
<td>4.6 Hi COMP</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NOTES - CYLINDER HEAD IDENTIFICATION

See also: ‘Compression Ratios - Cylinder Heads & Short Engines’ page 13.

There are various types of cylinder heads available for the Rover V8, with only subtle differences between them. Not all are suitable for every application, so care must be taken when ordering replacement heads for your vehicle. Please note that reconditioned cylinder heads are only sold on an exchange basis (in pairs) and that we require similar type cylinder heads in return, otherwise a surcharge will apply.

Early Cylinder Heads

Early cylinder heads - as fitted to Rover P5B, P6, MGB V8 and early Range Rover - are fitted with small (38mm inlet, 33mm exhaust) valves and may not be suitable for use with unleaded fuel. These heads can be identified most easily by removing one of the spark plugs and measuring the length of the threaded section of the plug. If it measures 12.5mm, the cylinder head is an early type and is not suitable for exchange. If it measures 19mm, the cylinder head is post-1976 (SD1 or later).

Later Cylinder Heads

Identify later cylinder heads as follows:

1. Count the rows of cylinder head bolts. All cylinder heads have a row of head bolts inside the rocker covers; they also have a second row of 5 head bolts just below the spark plugs. Finally, cylinder heads up to around 1994 have a third row of 4 bolts just below the second row.

2. Look at the ends of the cylinder heads, as fitted to the engine. There are tapped holes in the ends of each cylinder head, to which the ancillary component brackets are bolted. The number of holes determines which type you have, as follows:
   - 3/3 bolt (3 bolt holes in each head)
   - 2/4 bolt (2 bolt holes in one head, 4 in the other)
   - 4/4 bolt (4 bolt holes in each head)

3. 3/3 bolt (3 bolt holes in each head)

4. 4 BOLT HEADS

5. 3 BOLT HEADS

It is important that the cylinder heads you order are similar to the ones you have removed, otherwise your ancillary components may not fit.

CYLINDER HEAD SPECIFICATION

All our cylinder heads - both Standard and Performance types - are based on late-type (19mm spark plug) head castings. All are compatible with unleaded fuel and LPG and are suitable for carb or efi applications.

V8 Standard Cylinder Heads

*PLEASE REFER TO NOTES - CYLINDER HEAD IDENTIFICATION. See also: ‘V8 Performance Cylinder Heads’.

Standard Cylinder heads (pair) - reconditioned;
Exchange - all engines. Complete with new valves, valve guides, springs & valve stem oil seals. Less rocker gear. Reconditioned cylinder heads are sold only in matching pairs, with the actual combustion chamber size marked on them.

- with 3 rows of head bolts
  - Pre-95 applications. 34-36cc combustion chambers.
    - 3/3 end bolt type (pr)
      - RB7095RA
    - 3/4 end bolt type (pr)
      - RB7095RB
    - 4/4 end bolt type (pr)
      - RB7095RC

- with 2 rows of head bolts (pr)
  - 95-on applications. 28cc combustion chambers. All 4/4 end bolt.

Standard cylinder heads are sold on an exchange basis: the old units must be serviceable and of a suitable type otherwise a surcharge will apply. If preferred, we can recondition your existing cylinder heads. Please note that early type (pre 1976) heads are not suitable as exchange units - please refer to ‘Notes Cylinder Heads Identification’.

Cylinder heads - new

Due to the numerous variations of cylinder heads and the complexity of part number supersessions, it would be too complicated to list a full range of new cylinder heads in this catalogue. However, if you require new cylinder heads, please contact our Sales Department for price & availability.

Dyno graph showing the power & torque of a 4.6 litre engine fitted with standard heads, then the same 4.6 engine fitted with a mild road camshaft and Stage 3 cylinder heads.
V8 Performance Cylinder Heads

We offer three stages of modified Performance cylinder head, designed to suit different requirements and budgets.

**Stage 1** - polished and lightly ported cylinder heads featuring bulleted guides and standard size valves. Suitable for standard and mildly tuned 3.5 to 4.6 litre engines.

**Stage 3** - fully polished & ported, gas-flowed cylinder heads, featuring bulleted & shortened guides and fitted with Big Valves (41.45mm inlet, 36.5mm exhaust). Together with the right camshaft and fuel system, these heads offer a substantial power and torque increase, and are suitable for Performance engines up to 5.2 litres. See Comparison Chart, previous page.

**Stage 4** - Ultra Big Valve heads. Fully polished & ported as Stage 3, but featuring 43.11mm inlet and 36.5mm exhaust valves. These cylinder heads are suitable for serious Performance applications, in engines of 4.6 litres and above, and require suitably modified fuel systems.

Performance cylinder heads (pair):
- Please refer to 'Notes - Cylinder Head Identification'.
- Exchange - all engines.
- Complete with new valves, valve guides, springs & valve stem oil seals. Less rocker gear.

Performance cylinder heads are sold only in matching pairs, with the actual combustion chamber size marked on them.

**Stage 1**
- with 3 rows of head bolts
  - Pre '95 applications. 34-36cc combustion chambers. 3/3 end bolt type (1) RB7467R S1A
  - 3/4 end bolt type (1) RB7467R S1B
  - 4/4 end bolt type (1) RB7467R S1C
- with 2 rows of head bolts(1) RB7467R S1D
- 95 on applications. 28cc combustion chambers. 4/4 end bolt type.

**Stage 3**
- with 3 rows of head bolts
  - Pre '95 applications. 34-36cc combustion chambers. 3/3 end bolt type (1) RB7467SR S3A
  - 3/4 end bolt type (1) RB7467SR S3B
  - 4/4 end bolt type (1) RB7467SR S3C
- with 2 rows of head bolts(1) RB7467SR S3D
- 95 on applications. 28cc combustion chambers. 4/4 end bolt type.

**Stage 4**
- with 3 rows of head bolts
  - Pre '95 applications. 34-36cc combustion chambers. 3/3 end bolt type (1) RB7467SR S4A
  - 3/4 end bolt type (1) RB7467SR S4B
  - 4/4 end bolt type (1) RB7467SR S4C
- with 2 rows of head bolts(1) RB7467SR S4D
- 95 on applications. 28cc combustion chambers. 4/4 end bolt type.

*Composite head gaskets are thicker than standard tin gaskets and will therefore lower the engine's compression ratio. Ideal for correcting compression ratio when heads/block faces have been skimmed. (Not applicable 1995 on). Approximate gasket thicknesses are as follows:
- Standard (tin) gaskets 0.5mm
- Composite gaskets 1.2mm
- Typical effect on compression ratio: Standard (tin) gaskets 0.5cc
- Composite gaskets 3cc
- Composite gaskets 10cc

**V8 Cylinder Head Bolts**

All parts listed are suitable for saloon, sports & 4x4 applications unless otherwise stated.

**Bolt - cylinder head**: all engines up to 1995 (except late 3.9, 4.0 & 4.6). (See note below).
- long (7/16" UNC x 3") (6) 602193A
- medium (7/16" UNC x 2.7") (14) 602192A
- short (7/16" x 2.7") (1) ERR2944
- For dipstick retainer, if fitted.
- double-ended bolt (1) 602200
- Fitted to some Range Rovers. short (7/16" x 2 1/4") (8) 602191A

1995 onwards (late 3.9, 4.0 & 4.6). Note: These bolts can be identified by their flanged head. They do not need a separate washer and can be used on earlier engines. However, they are not re-useable and must be replaced once removed.
- long (96mm) (6) ERR2944
- medium (66mm) (14) ERR2943
- Note: the outer row of short bolts, or "outrigger" bolts, has not been used since the introduction of the Series 2 Range Rover.

**Washer - cylinder head bolts**: (28) 602098A

Cylinder head stud kit (1) 87680
Engine set of ARP cylinder head studs, washers and nuts to replace original bolts. Studs improve cylinder head sealing & prevent damage to block threads.
### V8 Valves, Guides & Springs

All parts listed are suitable for saloon, sport & 4x4 applications unless otherwise stated.

Various different valves have been used since the Rover V8's introduction; most having the standard "Rover SD1" head diameters of 33mm. Inlet - 34mm. exhaust - 33mm. However, early engines (pre 1976) were fitted with smaller diameter valves - 38mm inlet, 33mm exhaust - which are less efficient. In order to benefit from the larger valve sizes, it would be more practical to fit a pair of later cylinder heads than to attempt to fit the larger valves to early heads.

Various specification valves are of standard SD1 head diameter with waisted stems just behind the valve head. The largest valves that can be fitted to the existing valve seats (later heads only), without the need for extensive machining, are the ones used in the '80s. There must be 3mm waisted stems. These valves are particularly suited to large capacity engines. Note: some machining is required to the valve guide and seat.

Finally, the latest factory valves, as fitted to 3.9 & 4.2 engines since 1993, as well as the Series 2 Range Rover (4.0 & 4.6 engines) are for use with standard cam.

**Inlet valve:**
- carburettor engines
  - early engines (pre 1976) (8) 602166
  - 1976 on (8) 614089
- efi engines - 3.5, 3.9 & 4.2 litre (8) 614089
- SD1 (8) ERC9089
- Range Rover up to eng nos 35QD0576A, 30D14149A, 3T0Q0575A & 3R022045A (8) ERC9089
- from above eng nos on (8) ERR1780
- Series 2 Range Rover (8) ERR1780
- 'big valve' (8) RB7455
  - Head diameter: 41.4mm. With waisted stem.
  - Machining required to valve guide and seat.

**Exhaust valve:**
- carburettor engines
  - early engines (pre 1976) (8) 602165
  - 1976 on (8) 614089
- efi engines - 3.5, 3.9 & 4.2 litre (8) 614089
- SD1 (8) ERC9089
- Range Rover 3.5 litre (8) 614089
- Range Rover 3.9 & 4.2 litre (8) ERR7338
- Series 2 Range Rover (8) ERR7338
- 'big valve' (8) RB7461
  - Head diameter: 35.5mm. With waisted stem.
  - Machining required to valve guide and seat.

**Valve guide insert - inlet:**
- early engine Pre-1976 (8) 602052
- standard size (8) 602223
- all other engines - 1976 on (8) 602223
  - over size + 0.010" (8) ERC224A
  - over size + 0.016" (8) ERC225A

**Valve guide insert - exhaust:**
- early engine Pre-1976 (8) 614639
- standard size only (8) 614639
- all other 3.5 litre engines - 1976 on (8) 614639
  - over size + 0.010" (8) ERC210A
  - over size + 0.016" (8) ERC211A
  - 3.9, 4.2 litre & Series 2 Range Rover standard (8) ETC8569A
  - over size + 0.010" (8) ETC211A

**Valve guide valve - standard:**
- For use with standard cam.
  - all engines up to 1994 (16) 603554
  - Pushrod end valve oil seals on inlet only.
  - late 3.9, 4.2, 4.0 & 4.6 & 94 on (16) ERR3648
  - Step top, for use with neoprene seals (ERR1782)

**Valve guide valve - performance:**
- Shortened & buffeted, for use with performance cam.
  - Suitable for all valves.
  - car set (inlet/exhaust) (1) R87453
  - individual
    - inlet (8) R87463
    - exhaust (8) R87464

### V8 Cylinder Head & Fittings

![V8 Cylinder Head & Fittings Diagram](image)

**V8 Cylinder Head & Fittings**

**Centre head bolts (to '95)**
- 602097 (8)
- 611660K (2)

**Hydraulic tappet**
- 602154A (16)
- 602142A (8) OUTER HEAD BOLT-LONG (TO '95)
- 602142A (8) OUTER HEAD BOLT-SHORT (TO '95)

**V8 Rocker Gear Overhaul Kit - 611660K**
- Includes rocker arms (8), rocker shaft, springs etc.
- 2 required per engine.

### V8 Rocker Gear

The following parts are suitable for all engines unless otherwise stated.

#### Rocker shaft assembly
- (2) 611660A
- (8) 603373A
- (16) 603734H
- (16) 603734HG

#### Rocker builder kit
- (2) 611660K
- Includes parts ready for assembly.
- (2) 603734A
- (8) 603734HG
- (16) 603734H

#### Pedestal rocker shaft
- (8) 603734A
- (16) 603734HG

#### Pedestal shims
- (1) 603734H
- Includes three sets of shims of different thickness. Use to set "Lifter preload" when fitting a new cam with higher lift than standard. See also adjustable push rods, below.

#### Rocker arm:
- (8) 602153
- (16) 602154
- (8) 602154A
- (16) 602154ALT

**What is Lifter Preload?**

"Lifter preload" refers to the position of the pushrod seat in the lifter (cam follower) when the engine has been assembled and the lifter is positioned on the heel of the cam. Lifter preload must be checked whenever a non-standard component which alters the distance between the rocker arm and the lifter - such as a high lift camshaft, or performance cylinder head - has been fitted. Incorrect lifter preload will cause poor running, premature wear or, at worst, engine failure.

Check the lifter preload as follows:

- With the lifters empty of oil, assemble the rocker shaft & pushrod components, making sure there is no wear in the camshaft. Lifter preload must be checked whenever a non-standard component which alters the distance between the rocker arm and the lifter - such as a high lift camshaft, or performance cylinder head - has been fitted. Incorrect lifter preload will cause poor running, premature wear or, at worst, engine failure.

Checking each lifter in turn, positioned on the heel of the cam, measure the gap between the pushrod seat and the bottom of the circle of the lifter. Make sure the clearance is between 0.00" and 0.030".

If the clearance is greater than 0.030", use pedestal shims (603734H) to decrease. Remember to use equal thickness shims under each pedestal of a shaft to avoid distortion or breakage.

To order call: 01522 568000
V8 Camshaft

We stock a full range of Standard camshafts, which represent good value for money. In addition, we offer a choice of Performance camshafts - available either as complete kits or on their own - which are designed to improve torque and horsepower when fitted to standard or uprated engines.

Our Mild Road camshaft gives a noticeable increase in low-rev torque, with smooth idle characteristics and good fuel economy. The Mild Road is a hydraulic camshaft, available on its own or as part of a kit, including followers, single valve springs and fitting instructions.

Fast Road camshafts are available separately as a hydraulic type only, or in complete kits as hydraulic or solid camshafts. All Fast Road camshafts are suitable for engines right up to 3.2 litres. They are particularly effective when used as part of a complete Performance package with our Stage 1, 3 or 4 cylinder heads, uprated fuel systems and Sports Exhausts.

Fast Road Hydraulic is a hydraulic camshaft which boosts top-end power whilst retaining low-end torque and good fuel economy.

Fast Road Solid is a solid lifter camshaft available only as a complete kit which includes lifters, adjustable timing chain set, adjustable pushrods, all necessary gaskets and full instructions. The Fast Road Solid camshaft is designed for serious performance applications, where maximum top-end power is required, whilst still being suitable for the road.

All parts listed are suitable for Saloon/Sports and 4x4 applications unless otherwise stated.

Camshaft only - standard;
See also Camshaft Kits.

Saloon/sports applications (1) ERC2003A
Cabr & efi

Note: some later Rover Vitesse models, notably twin plenum models, were fitted with alternative camshafts, double valve springs, larger diameter rocker shafts and adjustable rocker gear. These parts are now generally unavailable but may be replaced using parts listed below.

Range Rover - 1970 to 1986
low compression engines (1) ERC2003A
Compression ratios: 8.3:1, 8.25:1, 8.3:1.
high compression engines (1) ETC6849
Compression ratio: 9.5:1.

Range Rover - 1986 onwards
Carburettor engines
- low compression (1) ERC2003A
- 8.1:1
- high compression (1) ETC6849
- 9.5:1.

eefi engines
- 3.9 litre (1) ETC6099
- 3.9 litre (1) ERR5924
- 4.2 litre (1) ERR5924

Series 2 Range Rover
4.0 litre (1) ERR3720
4.6 litre (1) ERR4946

Camshaft only - Performance;
See also Camshaft Kits.

Mild Road (1) RB7444
Straight swap for standard cam. No machining required. Use also with pump-up followers ERC4949HD and single springs RB7454.

Fast Road (1) RB7445
Machining required to valve guides and spring platform.
see Camshaft Kits if fitting without modified heads.

Installation kit - camshaft (1) RB7488
Less parts include: standard timing chain, timing cover gasket & oil seal, inlet manifold gasket & seals and 2 rocker cover gaskets. suitability: all engines except Series 2 Range Rover.

CAMSHAFT KITS;

Standard
Suitable for all engines except Series 2 Range Rover.

kit 1 (1) RB7125
Includes ERC2003A cam & 16 standard followers.

kit 2 (1) RB7489
Includes ERC2003A cam, 16 standard followers, timing chain, timing cover gasket & oil seal, 2 x rocker cover gaskets, inlet manifold gasket & 2 x inlet manifold seals.

Performance
We offer two Performance cam kits:- a hydraulic cam kit & a solid lifter cam kit. Both kits are complete and a simple job for the competent DIY mechanic and both offer a worthwhile performance gain, either on their own or with our Performance cylinder heads.

Fast Road Hydraulic (1) RB7442HYD
Suitable for all engines except Series 2 Range Rover.

Fast Road Solid (1) RB7442SOLID
Includes special solid cam, 16 solid lifters, adjustable timing chain set, adjustable pushrods, all necessary gaskets and full instructions.
V8 Camshaft Components

Gasket - inlet manifold - all engines; tin (1) ERC3990 composite (1) ERR7306
End seal - manifold gasket for tin gasket (2) AJM645 for composite gasket (2) ERR7283
Clamp - end seal (2) 602076 Screw - end seal clamp (2) 602236
Cam follower - hydraulic; standard each (16) ERC4949 set of 16 (1) ERC4949K heavy duty Designed to resist “pumping up”, extending maximum revs.
Cam bearing set (engine block) (1) RTC5918 Woodruff key - camshaft; early engines (1) 90602025 Pre-1976.
Thrust bolt - camshaft (1) 602227UR Replaces the standard (imperial thread) camshaft retaining bolt. Abutting the inside of the timing cover, this Teflon-topped bolt prevents excessive camshaft endfloat.

Cam lube (1) RX1358 Essential when installing a new cam & followers.
Timing disc (Protractor) (1) RX1359
Pedestal shims (1) 603734SH Includes three sets of shims of different thickness. Use to set “lifter preload” (see Info panel) when fitting non-standard components eg cams with higher lift than standard.
Cam bearing set (engine block) (1) RTC5918 Woodruff key - camshaft; early engines (1) 90602025 Pre-1976.
Thrust bolt - camshaft (1) 602227UR Replaces the standard (imperial thread) camshaft retaining bolt. Abutting the inside of the timing cover, this Teflon-topped bolt prevents excessive camshaft endfloat.

V8 Timing Chain

All parts listed are suitable for saloon, sports and 4x4 applications unless otherwise stated.

Timing chain - all engines; standard (1) ERC7929A adjustable - kit (1) RB7449 Includes vernier camshaft sprocket, crank sprocket and double roller chain. Also includes timing protractor and Allen key. Fully adjustable cam sprocket allows extremely accurate cam timing whilst eliminating stretch common in original parts. Instructions included.
Replacement chain - double roller(1) RB7450 Camshaft sprocket - standard chain; all engines up to Series 2 Range Rover type standard (nylon teeth) (1) 610289A vernier type (steel teeth) (1) 610289V Series 2 Range Rover type only (1) ERR5086 Crankshaft sprocket - all engines(1) 90602372A
Spacer - camshaft; mechanical fuel pump engines (1) 602149 all other engines (1) ERC2839A Not Series 2 Range Rover.
Distributor drive gear - camshaft; early engines (1) 602159 Pre-1976.
all other engines (1) 614188A Not Series 2 Range Rover.
Washer - camshaft (1) ERC6552 All engines except Series 2 Range Rover.
Bolt - camshaft; All engines except Series 2 Range Rover.
7/16” UNF x 1 1/8” standard (1) 602227A thrust - uprated (1) 602227UR Prevents excess cam endfloat.
M12 x 30mm (1) ERC5749 Alternative - metric.
Flanged bolt - camshaft (M10 X 30)(1) FS110301L Series 2 Range Rover.
Thrust plate - camshaft (1) ERR2609 Series 2 Range Rover.
Cam retaining collar (1) ERR5086 Series 2 Range Rover.
Screw - thrust plate (2) SH505061 Woodruff key - camshaft; early engines (1) 90602025A Pre-1976.
all other engines (1) ERC2838

To Order Call: 01522 568000
V8 ENGINE REBUILD KIT
3.5 OR 3.9 LITRE

FOR THE DIY ENTHUSIAST!
These kits include everything you are likely to need for a 3.5 litre engine rebuild or conversion to 3.9 litres. We assume you’ll have the block rebored (in the case of the 3.9, re-sleeved using the liners supplied) and any other machining work done as required.
Please note that your crankshaft is required in exchange. For export customers, the crank can be removed from the kit, a price adjustment made, allowing you to have the re-grinding done locally.

We can also offer kits using performance components. Please enquire.

<table>
<thead>
<tr>
<th>REBUILD KIT PART NUMBER</th>
<th>3.5 LITRE</th>
<th>3.9 LITRE</th>
</tr>
</thead>
<tbody>
<tr>
<td>RB2028/3.5</td>
<td>3.9 LITRE</td>
<td></td>
</tr>
</tbody>
</table>

Kit Contents:
- Crankshaft - reground (exchange)
- Bearing shells to suit
- Piston set including rings and pins:
  - 3.5 litre (+ 0.020") (9.75:1)
  - 3.9 litre (standard) (9.35:1)
- Piston liner set (3.9 litre only)
- Oil Filter
- Sump gasket set inc oil seals
- Timing chain, crank sprocket, cam sprocket
- Camshaft and 16 followers
- Valves - Engine set (16)
- Valve guides (16)
- Valve stem oil seal (inlet) (8)
- Valve springs (16)
- Rocker shaft (2)
- Rocker arms (16)
- Head gasket set
- Core plug engine set

ALSO CONVERT YOUR ENGINE FROM 3.5 LITRE TO 3.9 LITRE USING OUR PISTONS AND LINERS!
V8 Cylinder Block Components

All parts listed are suitable for saloon, sports and 4x4 applications unless otherwise stated.

Cylinder block - bare:
Suitable for all applications. Bare cylinder blocks are supplied with main bearing caps, cam bearings, core plugs and cylinder liners but less crankshaft, pistons etc.

- 3.5 litre: ERC6934
- 3.9 & 4.2 litre: ERR7350
- 4.0 & 4.6 litre: ERR7349

Series 2 Range Rover type.

Cylinder liner set - 3.9 litre: RB7486
Set of 8 liners for converting 3.5 engines to 3.9 litre bore. Also suitable for replacing the liners in an existing 3.9 litre (or larger capacity) engine.

Liner & piston set - 3.9 litre: RB2029
As above, but kit includes standard size 9.35:1 compression pistons and rings for 3.9 conversions.

Head gasket set - V8:

- 3.5 litre (88.9mm bore):
  - tin head gaskets: GEG165
  - composite head gaskets: GUG1066HSC
- 3.9/4.2 litre (94mm bore):
  - tin head gaskets: RB7447
  - composite head gaskets: RB7447C
- 4.0 & 4.6 litre (94mm bore):
  - tin head gaskets: RB7448
  - composite head gaskets: RB7448C

Head gasket only - V8:

- 3.5 litre (88.9mm bore):
  - tin gasket: GEG340
  - composite gasket: GEG340C
- 3.9/4.2 litre (94mm bore):
  - tin gasket: RB7448
  - composite gasket: RB7448C

*Suitable for 3.9/4.2 litre cylinder heads.

Dowel - bellhousing flange: 602915
Drain plug - block: 602915
Drain tap - block: 602915

**Composite head gaskets are thicker than standard tin gaskets and will therefore lower the engine’s compression ratio. Ideal for correcting compression ratio when heads/block faces have been skimmed (not applicable 1995 on). Approximate gasket thicknesses are as follows:

- Standard (tin) gaskets: 0.5mm
- Composite gaskets: 1.2mm

Typical effect on compression ratio:

- Standard (tin) gaskets: 3cc
- Composite gaskets: 10cc

Sump gasket set (inc. seals):

- all engines up to 1991: GUG1538CS
- all engines 1992 onwards: STC1961

Sump gasket only (All engines):

- 4.0 & 4.6 litre: ERR4314

*Only applicable to 4.0 and 4.6 litre engines.

Core plug set - all engines:

- 4.0 & 4.6 litre: RTC5918
- 4.0 & 4.6 models: STC1961

Core plug - side & rear of block:

- 4.0 & 4.6 litre engines: 602152
- 4.0 & 4.6 engines: ERR3414

Core plug - camshaft rear:

- 4.0 & 4.6 engines: ERR3693

Cruciform seal:

- 4.0 & 4.6 cross-bolted engines: SS110555
- 4.0 & 4.6 cross-bolted engines: SS10555

Core plug - rear of block:

- 4.0 & 4.6 litre engines: 602152
- Core plug - camshaft rear: 602146

Crank sensor housing:

- 4.0 & 4.6 engines: ERR3693

Press-fit seal with no retainer:

- 4.0 & 4.6 engines: ERR3693

With Screw-on retainer:

- 4.0 & 4.6 engines: ERR3693

Seal - rear main bearing cap:

- 4.0 & 4.6 cross-bolted engines: ERR100555
- 4.0 & 4.6 cross-bolted engines: SS10555

Oil seal - front of block:

- 4.0 & 4.6 litre engines: 602152
- Core plug - camshaft rear: 602146

Breather pipe - crankcase:

- Early engines: ERR3693

Crankshaft oil seal - rear:

- Very early engines only: 613855
- Early engines only: ERR2640

Flange - block:

- 4.0 & 4.6 cross-bolted engines: SS10555
- 4.0 & 4.6 cross-bolted engines: SS10555

Liner & piston set - 3.9 litre:

- RB2029

As above, but kit includes standard size 9.35:1 compression pistons and rings for 3.9 conversions.
**V8 Sump Pan & Oil Pick-Up Pipe**

**Standard** sumps are available in Saloon/Sports and 4x4 types.

**Performance** sumps are available for Saloon/Sports applications. Based on the Rover SD1-type sump, these are specially designed, enlarged sumps, with extra baffles to prevent oil starvation during high-speed cornering.

We also supply (to special order) a modified sump designed specifically for Westfield type sports cars. This sump incorporates special baffles to prevent oil starvation during track-day use, and is available in standard and extra ground clearance versions.

**Sump pan - standard:**
- **Saloon/Sports**
  - SD1/TR8-type sump
    - without oil level sensor (1) ERC2776
    - with oil level sensor (1) ERCB544
  - 4x4
    - Land Rover/Range Rover sump
      - except Series 2 Range Rover (1) ERR4633
      - Series 2 Range Rover (1) ERR5220

**Sump pan - Performance:**
Performance sumps are exchange.
- **Saloon/Sports applications** (1) ERC2776PERF
- **Oil level sensor - saloon sump** (1) DRC8005

**Sump Gasket Set**
- **GUG1538CS**

**Sump gasket set (inc. seals):**
- All engines up to 1991 (1) GUG1538CS
- All engines 1992 onwards (1) STC1639
- Sump gasket only (1) AJM539

**Sump bolt/washer:**
- **Saloon/sports**
  - medium (14) SH505051
  - long (2) 603944
  - 4x4 (16) SH505051
  - 603943
- **Reinforcing strip - rear of sump** (1)
  - Saloon/sports only.

**Drain plug - sump:**
- **Saloon/sports**
  - all except Series 2 Range Rover (1) 603659
  - Series 2 Range Rover (1) UAM2957
- **Washer - sump drain plug:**
  - all except Series 2 Range Rover (1) 213961
  - Series 2 Range Rover (1) UAM2857

**Oil pick-up strainer:**
- **Saloon/sports**
  - (1) ERC1506
- **4x4**
  - all except Series 2 Range Rover (1) ERR3677
  - Series 2 Range Rover (1) ERC1585
- **Oil screen - pick-up pipe** (1) 602070A
  - All engines.

**Gasket - pick-up strainer** (1)
- All engines except Series 2 Range Rover.
- **Series 2 Range Rover** (1) ERR4795
- **Series 2 Range Rover engines** (1) ERR4793
- **Setscrew - strainer to block:**
  - all except Series 2 Range Rover (2) 253407
  - Series 2 Range Rover engines (2) FS106167
  - Spring washer - setscrew (2) GHP331
- **Nut - strainer** (2) NH605041

**Baffle plate - removable** (1) ERC1506
- **Screw - baffle plate** (6) 253206

---

**Spring washer - baffle plate** (6) GHP331
**Setscrew** (2) 255425
**Flat washer - baffle plate** (6) RTC609
**Flat washer** (2) RTC613A
**Steady bracket - pick-up pipe** (1)
- **Saloon/sports** only.
- **Large washer - steady bracket** (1) ERC1629
- **Stud - steady bracket** (1) 253517
- **Small washer - steady bracket stud** (1) ERC1813
- **Spacer - steady bracket stud** (1) ERC1628
- **Spring washer - steady bracket** (1) GHC332
- **Nut** (2) GHC201

---

**PERFORMANCE SUMP**

**REFERENCE**

SD1 V8 section   26/6/03  2:53 PM  Page 14
V8 Dipstick

The length of the dipstick tube varies considerably depending on application: SD1 saloons have a long dipstick tube and Range Rovers a much shorter one. To get an accurate oil level reading, therefore, the dipstick tube must match the engine.

Dipstick: SD1 saloon (1) ERR1922
TR8 (original) (1) 614293
Range Rover
all models 1970 - 1985 (1) 603173
1986 up to Series 2 Range Rover (1) ERR1922
Series 2 Range Rover (1) ERR4905

Dipstick tube:
SD1 saloon (1) ERC6437A
TR8 (original) (1) ERC2690
Range Rover
all models 1970 - 1985 (1) ERC2571
1986 up to Series 2 Range Rover (1) ERR2656
Series 2 Range Rover (1) ERR4550

O-ring - dipstick tube
saloon/sports (1) 532319
Range Rover
Except Series 2 Range Rover (1) 602545
Retaining clip - dipstick tube (1) 610489
Screws to adjacent cylinder head bolt. Suitable for all engines where fitted.

V8 Crankshaft

All parts listed are suitable for Saloon/sports and 4x4 applications unless otherwise stated. Note: Around mid 1994, Land Rover introduced a crankshaft-driven oil pump - built into the timing cover - for certain 3.9 litre and larger engines. These engines required a crankshaft with a longer "nose" than previous engines. For this reason, crankshafts are available with two different nose lengths, as follows:

All 3.5 litre, plus factory 3.9 & 4.2 litre engines up to around mid-1994 (exact engine numbers listed below), are fitted with short nose (70.6mm) cranks. These engines have camshaft-driven oil pumps and separate drivebelts for ancillary components. 3.9 & 4.2 litre engines from around mid-1994 (engine numbers listed below) onwards are fitted with long nose (90.3mm) cranks. These engines have crank-driven oil pumps and a single, "serpentine" drivebelt for the ancillary components.

Please check your engine number before ordering. The exchange unit must be of the same type, otherwise a surcharge will apply.

Crankshaft: Reconditioned units are exchange.
3.5 litre (short nose)
new, less bearings (1) 612989
reground, inc. bearings (1) 612989R
3.9 litre short nose
Factory 3.9 litre engines, up to engine nos: 3SDX09966, 360025253, 37003931 & 38002730.
new, less bearings (1) 612989
reground, inc. bearings (1) 612989R
long nose
Factory engines, above engine nos on wards.
new, less bearings (1) ERR4060
reground, inc. bearings (1) ERR4060R
4.2 litre
New, less bearings.
up to eng.no.40D09581 (1) ERR3037
Short nose
ing.no.40D09582 on (1) ERR3037
4.3 & 4.8 litre stroker kits;
See 'Stroker' Kits panel.

V8 Dipstick - Crankshaft

Main bearing set: all engines except Series 2 Range Rover:

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>standard size</td>
<td>R7454</td>
</tr>
<tr>
<td>oversize + 0.010&quot;</td>
<td>R7452.010</td>
</tr>
<tr>
<td>oversize + 0.020&quot;</td>
<td>R7452.020</td>
</tr>
</tbody>
</table>

Main bearing set - heavy duty:

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>all engines except Series 2 Range Rover</td>
<td>R7456</td>
</tr>
</tbody>
</table>

"Stroker" Kits

These kits enable you to enlarge the cubic capacity of your existing engine by increasing the stroke, hence the name "stroker". The kits comprise a brand new, high quality crankshaft, new pistons/rings & bearings. Not suitable for 4.0 or 4.6 litre engines. Includes new 86mm stroke crankshaft, conrods and pistons (with bearings and piston rings supplied).

The stroke is increased from the standard 3.5/3.9 engine’s 71.1mm to a massive 86mm, longer than the standard 4.6 litre stroke of 82mm giving a capacity of 4.3 litres on a 3.5 engine and 4.8 litres on a 3.9 engine. Both engines require a 20 thou rebase before fitting. Finally, a small amount of grinding is required to the bottom of two cylinder liners (full instructions supplied) to allow clearance for crank rotation.

The result of the extra stroke is a huge increase in torque, even on an otherwise standard engine. Alternatively, you have the basis of a high performance engine, to which you can add our fully modified, big valve cylinder heads, uprated camshaft and sports exhaust system.
V8 Crankshaft Pulley

CRANKSHAFT PULLEY - SD1 & TR8

Pulley assembly - crankshaft - SD1/TR8 engines;
- non air conditioning (1) ERC420
- pulley - water pump* (1) ERC386
- reinforcing plate* (1) ERC45
- pulley - power steering* (1) ERC1168
- nut - power steering pulley* (3) NH605041
- *Comprising pulley assembly ERC420.

With air conditioning:
- non p.a.s. models to 1985 (1) ERC6521
- bol - water pump* (1) ERC387
- washer - pulley bolt* (3) BH605141
- pulley - air compressor* (1) RTC613
- reinforcing plate* (1) ERC389
- pulley - power steering* (1) ERC1168
- nut - power steering pulley* (3) NH605041
- *Comprising pulley assembly ERC6521.

Order 1 of each:
- ERC4330 & 611019
- ERC4369 & 61019
- 1986 on, carb & efi (1) ETC5679
- Up to 1992 (VIN A) (1) ETC5679
- 1993 models up to following engine nos: 35D08967B, 36D025524B, 37C019328 & 38D27331B (3.9 litre) (1) ERR2799
- Above engine nos. onwards (1) ERR4866
- Series 2 Range Rover (4.0 & 4.6) (1) LGH100670
- 1992 models up to following engine nos: 35D08967B, 36D025524B, 37C019328 & 38D27331B (3.9 litre) (1) ERR2799
- Above engine nos. onwards (1) ERR4866
- 1993 models up to following engine nos: 35D08967B, 36D025524B, 37C019328 & 38D27331B (3.9 litre) (1) ERR2799
- Above engine nos. onwards (1) ERR4866
- Series 2 Range Rover (4.0 & 4.6) (1) LGH100670

Vibration damper - 3.5 & 3.9;
- all models up to 1992 (1) ERC5462
- Engine no. 40D09582B onwards (1) ETC7339
- Vibration damper - 4.2 (1) ERR3442
- All p.a.s. models except Series 2 Range Rover (1)

Balancing rim:
- all models to 1991 (3.5) (1) 603301
- models from 1992 on (3.9) (1) ETC7996
- Mud deflector (1) 613671
- Reinforcing plate (1) 602587
- All models except 4.0 & 4.6 (1) ETC7996
- Bolt - crankshaft pulley assembly;
- non p.a.s. models (6) G HF104
- p.a.s. & air con models (6) BH605141
- Nut - all models (6) NH605041

CRANK PULLEY ASSEMBLIES

SD1 & TR8 TYPE

DISPLAY ENGINE FITTED WITH 4-BARREL CARB, TUBULAR MANIFOLDS AND OTHER ANCILLARIES.
**V8 Drive Belts**

- **Water pump/alternator drive belt** - saloon/sports;
  - TR8 (1) GB215
  - SDI (1) carb
  - non air-con (1) GB215
  - with air-con (1) GCB51118
  - with 34A engines (1) GCB10838

- **Water pump drive belt** - Range Rover;
  - 1970 to 1985 (VIN BA)
    - non air-con (1) 613602
    - with air-con (1) 614670
  - 1986 onwards (carb & efi)
    - up to 1994 (V-belt)
      - non air-con (1) ERR4461
      - with air-con (1) ERR4623
    - 1994 onwards (serpentine belt)
      - non air-con (1) ERR4461
      - with air-con (1) ERR4623

- **Alternator drive belt** - Range Rover;
  - carb
    - non air-con (1) 613602
    - with air-con (1) 614794

- **Steering pump drive belt** - saloon/sports;
  - TR8 (1) GB20864
  - SDI (1) early engines (1) GCB20825
  - later engines (1) GB20864
  - with combined pump & reservoir (1) GB20864

- **Air con compressor drive belt** - Range Rover;
  - 1995 onwards
    - with serpentine drivebelt (1) 612368
    - 1996 onwards
      - with separate drivebelt (1) 612368

- **Air con compressor drive belt** - saloon/sports;
  - TR8 (1) ERR4461
  - SDI (1) non air-con (1) ERR4623
  - with air-con (1) ERR4623

- **Air con compressor drive belt** - Range Rover;
  - up to 1994
    - TR8 (1) 611612
    - with separate drivebelt (1) 611612
  - 1995 onwards
    - with serpentine drivebelt (1) 611612

- **Idler pulley belt** - Range Rover (1) ERC675
  - up to Oct 1985.

- **Air pump drivebelt** - detoxed V8 (1)

- **V8 Drive Belts**

- **Steering pump drive belt** - Range Rover;
  - with separate belt for p.a.s.
    - 1995 onwards
      - with serpentine drivebelt (1)
      - 1996 onwards
        - with separate drivebelt (1)

- **Air con compressor drive belt** - saloon/sports;
  - TR8 (1) ERC304
  - SDI (2) GB20768

- **Air pump drivebelt** - detoxed V8 (1)

**V8 Flywheel & Driveplate**

All parts listed are suitable for saloon, sports and 4x4 applications unless otherwise stated.

- **Flywheel (manual)**
  - Suitable for 9.5"/240mm clutch,
  - standard (1) 612368
  - lightened (1) 612368L

- **Steering pump drive plate** - auto (1)
  - Borg Warner (1) 603341
  - GM180 (1) 612368
  - Series 2 Range Rover (1)
    - 3-sp (1) SH110251
    - 4-sp to Series 2 Range Rover (1) FTC7075
  - Range Rover (1)
    - 3-sp (1) FTC4606

- **Bolt - driveplate to crankshaft**;
  - saloon/sports (6) 255466
  - 4x4 (6) SM07081
  - saloon/sports (6) 502116

- **Driveplate (automatic)**;
  - Borg Warner (1) 603341
  - GM180 (1) RKC5805
  - Series 2 Range Rover (1) FTC5005

- **Ring gear** - all manual flywheels (1)
  - 1.20/1.25 (A/R)
  - 1.45mm (A/R)
  - 1.50/1.55 (A/R)

- **Ring gear** - all automatic vehicles (1)
  - 1.25mm (A/R)
  - 1.45mm (A/R)
  - 1.65mm (A/R)

- **Ring gear** - all automatic vehicles (1)
  - 1.80/1.85 (A/R)
  - 2.05mm (A/R)

- **Ring gear** - all automatic vehicles (1)
  - 2.10/2.15 (A/R)

---

**MORE STOCK EVERY DAY**

If the part you require is not listed here, please enquire, we can check factory parts listings and stock availability for you.
V8 Pistons

Piston set:
- Piston sets comprise 8 pistons complete with rings & gudgeon pins.
- 3.5 litre
  - low compression (8.13:1 cr)
  - See Single Piston section for other low comp pistons.
  - standard size (1) RB7104
  - oversize + 0.020" (1) RB7104.020
  - oversize + 0.040" (1) RB7104.040
  - standard compression (9.35:1 cr)
  - standard size (1) RB7246
  - oversize + 0.020" (1) RB7246.020
  - oversize + 0.040" (1) RB7246.040
  - Vitesse compression (9.75:1 cr)
  - standard size (1) RB7342
  - oversize + 0.020" (1) RB7342.020
  - oversize + 0.040" (1) RB7342.040
  - standard compression (9.35:1 cr)
  - standard size (1) RB7309
  - oversize + 0.020" (1) RB7309.020
  - oversize + 0.040" (1) RB7309.040

3.9 litre
- Standard size, oversize also available.
- low compression (8.13:1 cr) (1)
  - RB7485KLC
- high comp (9.35:1 cr) (1)
  - RB7485KHC
- 4.2, 4.0 & 4.6 litre
  - See Single Pistons

Single Piston:
- Supplied with rings & gudgeon pin.
- 4.2 litre - 8.94:1 cr (8)
  - STC1191S
- 4.0 litre Series 2 Range Rover type
  - Offset gudgeon type - standard size only.
  - low comp (8.13:1 cr) (8)
    - ERR5555
  - high comp (9.35:1 cr) (8)
    - ERR5553
- 4.6 litre Series 2 Range Rover type
  - Offset gudgeon type - standard size only.
  - low comp (8.13:1 cr) (8)
    - ERR5556
  - high comp (9.35:1 cr) (8)
    - ERR5554

Cylinder liner set - 3.9 litre (1)
- RB7486

Set of 8 liners for converting 3.5 engines to 3.9 litre bore. Also suitable for replacing the liners in an existing 3.9 litre (or larger capacity) engine.

V8 Piston Rings

Piston rings:
- Supplied as engine set.
  - 3.5 litre
    - 8.13, 8.25, 9.35 & 9.75:1 compressions
      - standard size (1) RB7358
      - oversize + 0.020" (1) RB7358.020
      - oversize + 0.040" (1) RB7358.040
  - 10.5:1 compression
    - standard size (1) RB7421
    - oversize + 0.020" (1) RB7421.020
    - oversize + 0.040" (1) RB7421.040
  - 3.9 & 4.2 litre
    - High & low comp ratios
      - standard size (1) RB7538
      - oversize + 0.020" (1) RB7538.020
      - 4.0 & 4.6 (standard size) (1) STC1427

V8 Con Rod & Bearings

Con rod assembly:
- 3.5, 3.9 & 4.2 litre;
  - single new
    - RB7678
  - reconditioned
    - ERR5555
  - engine set (new)
    - 4.0 litre - new (8) ERR4837
    - 4.6 litre - new (8) ERR5145

Bolt - con rod:
- 3.5 & 3.9, 4.2 litre (16) 602609
- 4.0 & 4.6 litre (16) 602601

Nut - con rod
(16) 602604

Bearing set:
- big end: All engines except Series 2 Range Rover
  - standard size (1) RTC2117
  - oversize + 0.010" (1) RTC2117.010
  - oversize + 0.020" (1) RTC2117.020
  - oversize + 0.030" (1) RTC2117.030
  - oversize + 0.040" (1) RTC2117.040
  - oversize + 0.060" (1) RTC2117.060

Bearing set - big end - 4.0 & 4.6 (1) ERR1773

Series 2 Range Rover
- standard size.

Heavy duty bearing set - big end
- All engines except Series 2 Range Rover
  - standard size (1) R77451
  - oversize + 0.010" (1) R77451.010
  - oversize + 0.020" (1) R77451.020
  - oversize + 0.030" (1) R77451.030

Engine set of high performance ARP forged chrome moly steel bolts & nuts. Superior to standard bolts.
Not suitable for Series 2 Range Rover.
**V8 Oil Pump & Filter**

**Differences Between Oil Pumps**

The oil pump of the Rover V8 engine, from its introduction in the 1960s until late 1994, comprises a pair of pump gears which rotate inside a housing in the timing cover. One gear - the idler - is driven by the other, which includes a shaft that is driven off the end of the distributor. The distributor, in turn, is driven by a skew gear on the end of the camshaft.

Pre SD1-era Rover V8 engines (including Rover P5, P6 and early Range Rover) feature a pair of "short" oil pump gears, the driven shaft of which has a slot into which the tooth of the distributor shaft engages.

From 1976 (SD1-era), the oil pump is improved by longer gears, the driven shaft of which is now toothed to engage in a slot in the distributor shaft.

For two reasons, the two types are not interchangeable:

1. The longer gears of a post-1976 engine will not fit into the housing of a pre-76 timing cover.
2. The pre-76 distributor will not engage with the shaft of a later oil pump gear.

However, timing covers are fully interchangeable, which means that an early engine can benefit from the later oil pump arrangement as long as the whole timing cover, complete with distributor, is fitted.

Alternatively, we supply an oil pump uprating kit (RB7480), specifically for pre-1976 engines, which features a spacer for the oil pump cover in order to accommodate the longer gears supplied in the kit. The gears also feature the early type of distributor engagement slot.

From late 1994, a redesigned timing cover, incorporating an integral crank-driven oil pump, is fitted to Land Rover V8 engines. This supersedes the earlier, distributor-driven oil pump. However, the later arrangement, while more efficient, is not a straight swap for the earlier timing cover, as a longer crankshaft nose is required to drive the oil pump. In addition, ancillaries, such as water pump, alternator and power steering pump would have to be changed.

**Oil filter:**

- saloons/sports
  - up to 1976 (pre SD1 type) (1)
  - 1976 onwards (1)
  - 4x4
    - early engines (1)
    - all other engines (1)
      - ERR3340
        - Including Series 2 Range Rover.

- Oil pump cover:
  - Early engines (1)
  - Pre SD1-type engines.
  - all other engines (1)
    - BHM1554
      - Up to late 1994.
      - Complete with relief valve & spring, plus oil pressure switch.

**REMOTE TAKE OFF**

**Oil pump cover/remote take-off (1) ROL105**

Very low profile oil pump cover & relief valve housing for maximum clearance. Use with remote oil filter mounting kit.

**REMOTE OIL FILTER KIT**

Remote oil filter mounting kit (1) RB7116

Allows mounting of oil filter away from engine. Kit includes filter housing, hoses & mountings. Not suitable for Series 2 Range Rover.

**COMPONENT & COMMISSION NUMBERS**

Where commission and/or component serial numbers are quoted in this parts catalogue (to help identify the vehicle or components of a post-change), they refer to components and/or parts when the vehicle was new, and not subsequent replacements.

---

**V8 Oil Cooler (Engine)**

If high oil temperatures are a problem, for example when towing, the V8 engine will benefit from the fitting of an oil cooler. We recommend fitting a thermostat at the same time, to avoid overheating.

Note: An oil cooler was incorporated into the Range Rover's coolant radiator with the introduction of the 3.9 litre engine. The Series 2 Range Rover has a separate oil cooler.

**UNIVERSAL OIL COOLER**

Oil cooler kit;

- Includes radiator, hoses and all fittings.

- saloon/sports (1)
  - Range Rover (1)
- All models up to 1990.

- Thermostat - oil cooler (1)
  - VIN GA onwards (1)
    - to VIN JA (1992) (2)
    - to VIN MA (1995) onwards (1)

**RANGE ROVER 3.9 OIL COOLER & COMPONENTS**

Oil cooler take-off - 3.9 engine:
- up to VIN JA624755 (1992) (1)
  - VIN KA624756 (1993) (3)
  - VIN KA624757 (1994) (3)

- Adaptor - oil filter (1)
  - ERR2226
  - ERR2370

- Oil cooler; early 3.9 engine - up to 1991 (VIN HA) (1)
  - engine to cooler (1)
    - to VIN FA (1)
      - NTC6289
      - VIN GA onwards (1)
    - to VIN FA (1)
      - NTC5972
      - VIN VA onwards (1)

**V8 OIL PUMP - OIL COOLER**

---

**OIL PRESSURE GAUGES**

---
V8 Timing Cover & Fittings

Timing Cover Identification (to 1994)
There are two main types of timing cover, fitted up to late 1994:
1. saloon/sports, as fitted to Rover saloons and Triumph TR8s
2. 4x4, as fitted to Range Rovers and Land Rovers.

The saloon/sports version has a more compact water pump, mounted lower down for improved bonnet clearance. The 4x4 has a water pump mounted higher up. In addition, the 4x4 timing cover usually has a mud shield to protect the front crank oil seal.

Both types will fit all versions of the engine (providing suitable ancillaries are available) and both types are further categorised as follows:

The timing cover fitted to early vehicles (prior to 1976) incorporates an oil pump gear housing designed for the early, "short" oil pump gears (refer to Oil Pump).

Later timing covers have a deeper gear housing, accommodating the longer pump gears used from the SD1 (1976) until the introduction of the crank-driven oil pump (late 1994 - see below). Although the two types of timing cover are interchangeable, the oil pump gears and distributor would also need to be changed.

If, however, upgrading the early (pre 1976) oil pump is your intention, purchase Oil Pump Kit RB7480, which contains a spacer plate and longer gears, along with the correct distributor drive, designed specifically for the early timing cover. RB7480 is not suitable for later timing covers, 1976 onwards.

Timing Cover Identification (1994 on)
The timing cover fitted to the Series 2 Range Rover is of an updated design, unsuitable for earlier models due to the fact that there is no provision for a distributor.

There is, however, an "intermediate" timing cover, fitted to late 3.9 and 4.2 models immediately prior to the introduction of the Series 2 Range Rover, which includes a combination of features from both types, such as the crank-driven oil pump and conventional distributor. Although this timing cover will fit earlier models, it can be considered as unsuitable, as the oil pump drive requires a "long-nose" crank, not fitted to earlier engines.

Timing cover;

saloon/sports - 1976 on
Deeper oil pump gear housing.
Range Rover Classic
short-gear oil pump engines(1)
Engine nos: 341,355,398, suffix A,C,D,E.
Engine nos: 35D08928B, 36D25155B, 37D02090B,
36D27388 & 40D09582B onwards.
3.9 & 4.2 litre (1995 on)
Engine nos: 35D088928, 36D25155B, 37D02090B,
36D27388 & 40D09582B onwards.
Intermediates(1)
Engine nos: 35D08928B, 36D25155B, 37D02090B,
36D27388 & 40D09582B onwards.
Series 2 Range Rover (1)
ERS4344
Engine nos: 35D08928B, 36D25155B, 37D02090B,
36D27388 & 40D09582B onwards.
Series 2 Range Rover (1)
ERS6814
Crank-driven oil pump & distributor (1994 on).
Series 2 Range Rover (1)
ERS6438
Gasket - timing cover;
all engines up to 1994
(1) 603775A
Series 2 Range Rover (1)
ERS7280
Engine nos: 35D093538, 36D25155B, 37D02090B,
38D27388 & 40D09582B onwards.
Series 2 Range Rover (1)
ERS7280
Dowel - block locating (2)
90602020

Timing cover oil seal (front);
saloon/sports
ERC7987A
4x4
ERC418
4x4 early type
602178
Press-fit seal with no retainer.
ERC6490
all other engines
5/16" UNC x 3"
3
1/4" UNC x 4"
2
5/16" UNC x 1 1/8" (flanged)
3
Series 2 Range Rover (1)
ERC1185
5/16" UNC x 3" (flanged)
SH505091
5/16" UNC x 4"
1
4x4
78782
Screw - mud shield
4x4 engines.
Timing pointer;
saloon/sports
ERC1185
4x4 - all engines
ETC345
Screw - timing pointer (2)
WM600041
Washer - timing pointer screw (2)
RT609 (2)
Spring washer (2)
ERC7987A
Flat washer (2)
90602020
Bolt - timing cover to block;
Range Rover Classic
up to 1992
ERC1188
Series 2 Range Rover (1)
ERC7987A
5/16" UNC x 3" (flanged)
BHS05241
5/16" UNC x 4"
602388
5/16" UNC x 1 1/8" (flanged)
SH505091
1992 onwards (flanged)
FB505215
(5)
FB5053115
(1)
FB5053015
(3)
Series 2 Range Rover (flanged)(5)
FB5051715
(4)
FB5052415
Washer (flat) -
timing cover retaining (A/R)
GHS301
Nut - timing cover retaining (1)
GHS201
All engines except Series 2 Range Rover.
Stud (2)
ERC1188
Dowel - water pump locating (2)
602201
Blanking plate - fuel pump (1)
610030
Early engines fitted with electric fuel pump.
Blanking plate (1)
602180
Oil pressure switch (1)
STC4104
Series 2 Range Rover only - fitted to timing cover.

Illustration courtesy of Autocar
6 Cylinder Engine Components

Note: All parts are suitable for 2600 & 2300 engines unless otherwise specified. For parts not listed, please enquire.

Cylinder Head Gasket Set (1)  BHM14178
Sump Gasket Set (1)  RTC22178
Sump Pan (1)  PKC1799
Oil level probe type - less probe (1)  DRC8005
Total Terminal Connector (1)  AFU2786
Sump Gasket (1)  GUG703045SG
Crankshaft (New):
  2600 (1)  RKC3383
  2300 (1)  RKC3381
Main Bearing Set;
  Standard (1)  RTC2208
  + 0.010" (1) RTC2208.010
  + 0.020" (1) RTC2208.020
  + 0.030" (1) RTC2208.030
Big End Bearing Set;
  Standard (1)  RTC2209
  + 0.010" (1) RTC2209.010
  + 0.020" (1) RTC2209.020
  + 0.030" (1) RTC2209.030
Thrust Washer;
  Standard (1)  UKC1772
  + 0.005" (1) UKC1772.5
  + 0.010" (1) UKC1772.10
Gudgeon Pin Bush (6)  UKC4225
Circlip - Gudgeon Pin (6)  158632
Conrod Assembly (6)  TKC1693
Big End Bolt (12)  UKC3185
Nut (12)  142700
Rear Oil Seal Housing (1)  UKC5207
Rear Crankshaft Oil Seal (1)  UKC467
Front Crankshaft Oil Seal (1)  UKC3344
Oil Pump Assembly (1)  GLP119
Oil Pressure Switch (1)  GPS123

6 Cylinder Pistons
Piston Set (Complete with rings & pins);
  2600
    - Standard (1)  UKC4201
    + 0.020" (1) UKC4201.020
    + 0.040" (1) UKC4201.040
  2300
    - Standard (1)  UKC4203
    + 0.020" (1) UKC4203.020
Piston Ring Set;
  Standard (1)  RTC2409
  + 0.020" (1) RTC2409.020

6 Cylinder Flywheel/Driveplate
Flywheel (Manual Gearbox);
  8 Bolt (1)  TKC2145
  6 Bolt (1)  TKC3605
Ring Gear (1)  214399
Drive Plate (Auto) Refer to Gearbox (Auto) section

6 Cylinder Cam Carrier
Cam Carrier (1)  UKC7196
Cylinder Head/Cam Carrier
  Build-Up Kit
    Inc. cam, rocker shafts, rocker arms, valves, springs, followers and selection of tappet shims.
Camshaft;
  Standard (1)  RKC867
  + 0.020" (1) RKC867.020
Camshaft Kit;
  Inc. cam, rockers, cam lube
    Standard (1)  RO1088
    + 0.040" (1) RO1088.040
Oil Seal - Camshaft (1)  UKC1632
Rocker Arm (6)  TKC1690
Rocker Shaft (2)  UKC7122
End Screw - Rocker Shaft (2)  SC110121
Copper Washer (2)  500464
"O" Ring - Rocker Shaft (2)  22G1417
Cam Cover Gasket (1)  AJ M4493
Oil Filler Cap (1)  626038A
Bolt Carrier to Cylinder Head (17)  BH110171

THE EASY WAY TO ORDER AND GET THE RIGHT PARTS YOU NEED QUICKLY
### 6 Cylinder Timing Belt

- **Timing Belt**: GTB1029
- **Tensioner Assembly**: UKC6546
- **Upper Pulley**: UKC3263
- **Drive Dog**: AEU1151

### Cylinder Head Shell TKC6984

#### Head & Cam Carrier Build-Up Kit TKC6984K

- **Inlet** (12) TKC5281
- **Exhaust** (12) TKC5282

#### Valve Guides

- **Inlet** (6) ULC2605
- **Exhaust** (6) ULC2606

#### Valve Stem Seals

- **Inlet** (6) UKC7012
- **Exhaust** (6) AEG327

#### Lower Collar - Valve Spring

- **Inlet** (6) UKC6978
- **Exhaust** (6) UKC1894

#### Inner Valve Spring - Exhaust (6) UKC1903

#### Outer Valve Spring - Inlet/Exhaust (12) UKC1904

#### Valve Spring Set - Complete R01040

Includes engine set of 18 valve springs.

#### Upper Collar - Valve Spring (12) 148886

#### Split Collet (24) 106663

#### Head Gasket GUC192HG

#### Head Gasket Set BMH1417B

#### Head Bolt (14) UKC6787

#### Washer - Head Bolt (14) UKC439

#### Cam Follower (6) UKC1391

#### Thermostat - 88° (1) GTS108

#### Housing - Thermostat (1) TKC4526

#### Filler Plug ARA2634

#### Gasket - Thermostat (1) GTG103

#### Timing Belt (1) GTB1029

#### Tensioner Assembly (1) UKC6546

#### Upper Pulley (1) UKC3263

#### Drive Dog (1) AEU1151

### Tappet Adjusting Shims

<table>
<thead>
<tr>
<th>Shim Number</th>
<th>Thickness (in thousands of an inch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>148195</td>
<td>0.090</td>
</tr>
<tr>
<td>148196</td>
<td>0.091</td>
</tr>
<tr>
<td>148197</td>
<td>0.092</td>
</tr>
<tr>
<td>148198</td>
<td>0.093</td>
</tr>
<tr>
<td>148199</td>
<td>0.094</td>
</tr>
<tr>
<td>148200</td>
<td>0.095</td>
</tr>
<tr>
<td>148201</td>
<td>0.096</td>
</tr>
<tr>
<td>148202</td>
<td>0.097</td>
</tr>
<tr>
<td>148203</td>
<td>0.098</td>
</tr>
<tr>
<td>148204</td>
<td>0.099</td>
</tr>
<tr>
<td>148205</td>
<td>0.100</td>
</tr>
<tr>
<td>148206</td>
<td>0.101</td>
</tr>
<tr>
<td>148207</td>
<td>0.102</td>
</tr>
<tr>
<td>148208</td>
<td>0.103</td>
</tr>
<tr>
<td>148209</td>
<td>0.104</td>
</tr>
<tr>
<td>148210</td>
<td>0.105</td>
</tr>
<tr>
<td>148211</td>
<td>0.106</td>
</tr>
<tr>
<td>148212</td>
<td>0.107</td>
</tr>
</tbody>
</table>
Listed below is a selection of major components and commonly requested service items for the 2000. If the item you require is not listed here, please contact our sales department.

### 2000 Engine Components

For parts not listed please enquire.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft</td>
<td>(1)</td>
<td>BHM1152</td>
</tr>
<tr>
<td>Spigot Bush (manual)</td>
<td>(1)</td>
<td>22G2076</td>
</tr>
<tr>
<td>Spigot Bearing (manual)</td>
<td>(1)</td>
<td>AHU1026A</td>
</tr>
<tr>
<td>Main Bearing Set - Standard</td>
<td>(1)</td>
<td>BHM1153</td>
</tr>
<tr>
<td>Big End Bearing Set - Standard</td>
<td>(1)</td>
<td>BHM1154</td>
</tr>
<tr>
<td>Thrust Washer - Standard</td>
<td>(1)</td>
<td>LFT10014</td>
</tr>
<tr>
<td>Piston Assembly</td>
<td>(4)</td>
<td>CAM1382</td>
</tr>
<tr>
<td>Piston Ring Set - Standard</td>
<td>(1)</td>
<td>BHM1149</td>
</tr>
<tr>
<td>Cylinder Head Gasket</td>
<td>(1)</td>
<td>BHM1639</td>
</tr>
<tr>
<td>Head Gasket Set</td>
<td>(1)</td>
<td>AJ M1259B</td>
</tr>
<tr>
<td>Sump Gasket Set</td>
<td>(1)</td>
<td>AJ M281B</td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td>CAM1578</td>
</tr>
<tr>
<td>Oil Seal - Front (Camshaft)</td>
<td>(1)</td>
<td>12H5079</td>
</tr>
<tr>
<td>Valve;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td>(4)</td>
<td>UAM7713</td>
</tr>
<tr>
<td>Exhaust</td>
<td>(4)</td>
<td>CAM7488</td>
</tr>
<tr>
<td>Oil Seal - Valve Stem</td>
<td>(8)</td>
<td>AHU1626A</td>
</tr>
<tr>
<td>Valve Spring</td>
<td>(8)</td>
<td>12H4660</td>
</tr>
<tr>
<td>Tappet</td>
<td>(8)</td>
<td>ADU8982</td>
</tr>
<tr>
<td>Pallet Shims - 2000. Please see table on page 18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cam Belt - Toothed</td>
<td>(1)</td>
<td>GTB1024</td>
</tr>
<tr>
<td>Timing Belt Cover</td>
<td>(1)</td>
<td>CAM5941</td>
</tr>
<tr>
<td>Starter Ring Gear (Flywheel)</td>
<td>(1)</td>
<td>12H 2186</td>
</tr>
</tbody>
</table>

### 2000 Oil Pump

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Pump</td>
<td>(1)</td>
<td>GLP108</td>
</tr>
<tr>
<td>Oil Seal - Front</td>
<td>(1)</td>
<td>AHU2241</td>
</tr>
<tr>
<td>Oil Relief Plunger</td>
<td>(1)</td>
<td>12G3861</td>
</tr>
<tr>
<td>Oil Relief Spring</td>
<td>(1)</td>
<td>CAM5116</td>
</tr>
<tr>
<td>Oil Filter</td>
<td>(1)</td>
<td>GFE171</td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>(1)</td>
<td>UKC8904</td>
</tr>
<tr>
<td>Oil Pressure Switch 3 Prong</td>
<td>(1)</td>
<td>GPS123</td>
</tr>
<tr>
<td>Oil Pressure Switch 2 Prong</td>
<td>(1)</td>
<td>GPS110</td>
</tr>
</tbody>
</table>

---

**Crankshaft - 4 Cylinder**

BHM1152

**2000 Oil Pump**

GLP108

**Cylinder Head Gasket**

BHM1639

**Head Gasket Set**

AJ M1259B

**Sump Gasket Set**

AJ M281B

**Camshaft**

CAM1578

**Oil Seal - Front (Camshaft)**

12H5079

**Timing Belt Cover**

4 CYLINDER CAM5941

**Starter Ring Gear (Flywheel)**

12H 2186

---

**2000 Engine Components**

For parts not listed please enquire.

- Crankshaft (1) BHM1152
- Spigot Bush (manual) (1) 22G2076
- Spigot Bearing (manual) (1) AHU1026A
- Main Bearing Set - Standard (1) BHM1153
- Big End Bearing Set - Standard (1) BHM1154
- Thrust Washer - Standard (1) LFT10014
- Piston Assembly (4) CAM1382
- Piston Ring Set - Standard (1) BHM1149
- Cylinder Head Gasket (1) BHM1639
- Head Gasket Set (1) AJ M1259B
- Sump Gasket Set (1) AJ M281B
- Camshaft (1) CAM1578
- Oil Seal - Front (Camshaft) (1) 12H5079
- Valve:
  - Inlet (4) UAM7713
  - Exhaust (4) CAM7488
- Oil Seal - Valve Stem (8) AHU1626A
- Valve Spring (8) 12H4660
- Tappet (8) ADU8982
- Pallet Shims - 2000. Please see table on page 18
- Cam Belt - Toothed (1) GTB1024
- Timing Belt Cover (1) CAM5941
- Starter Ring Gear (Flywheel) (1) 12H 2186

---

**2000 Oil Pump**

- Oil Pump (1) GLP108
- Oil Seal - Front (1) AHU2241
- Oil Relief Plunger (1) 12G3861
- Oil Relief Spring (1) CAM5116
- Oil Filter (1) GFE171
- Oil Pressure Transducer (1) UKC8904
- Oil Pressure Switch 3 Prong (1) GPS123
- Oil Pressure Switch 2 Prong (1) GPS110
Listed below is a selection of major components and commonly requested service items for the 2400TD. If the item you require is not listed here, please contact our sales department.

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft</td>
<td>1</td>
<td>AEU2007</td>
</tr>
<tr>
<td>Main Bearing Set; Standard</td>
<td>1</td>
<td>STC6515</td>
</tr>
<tr>
<td>O/Size (0.25mm)</td>
<td>1</td>
<td>RTC76525</td>
</tr>
<tr>
<td>Big End Bearing Set; Standard</td>
<td>1</td>
<td>AEU039</td>
</tr>
<tr>
<td>O/Size (0.25mm)</td>
<td>1</td>
<td>AEU040</td>
</tr>
<tr>
<td>O/Size (0.5mm)</td>
<td>1</td>
<td>AEU041</td>
</tr>
<tr>
<td>Thrust Washer; Standard</td>
<td>2</td>
<td>AEU2020</td>
</tr>
<tr>
<td>O/Size (0.10mm)</td>
<td>2</td>
<td>AEU2021</td>
</tr>
<tr>
<td>O/Size (0.20mm)</td>
<td>2</td>
<td>AEU2022</td>
</tr>
<tr>
<td>Spigot Bush - Needle Roller</td>
<td>1</td>
<td>UKC83154</td>
</tr>
<tr>
<td>Oil Seal - Crank Rear</td>
<td>1</td>
<td>RTC6710</td>
</tr>
<tr>
<td>Oil Seal - Front Cover</td>
<td>1</td>
<td>AEU2174</td>
</tr>
<tr>
<td>'O'-Ring - Crank Rear</td>
<td>1</td>
<td>GUG705649GM</td>
</tr>
<tr>
<td>Housing - Crank Bearing Centre</td>
<td>1</td>
<td>AEU2023</td>
</tr>
<tr>
<td>Rear</td>
<td>1</td>
<td>AEU2028</td>
</tr>
<tr>
<td>Jet Valve - Crank Bearing Housing Centre</td>
<td>1</td>
<td>AEU2294</td>
</tr>
<tr>
<td>Rear</td>
<td>1</td>
<td>AEU2794</td>
</tr>
<tr>
<td>Piston Assembly - 22:1</td>
<td>4</td>
<td>AEU2283</td>
</tr>
<tr>
<td>Includes rings</td>
<td>4</td>
<td>AEU2909</td>
</tr>
<tr>
<td>Piston Assembly - 22.64:1</td>
<td>4</td>
<td>LFP1008L1</td>
</tr>
<tr>
<td>Piston Rings - Standard</td>
<td>4</td>
<td>RTC5003</td>
</tr>
<tr>
<td>Gudgeon Pin</td>
<td>4</td>
<td>AEU2042</td>
</tr>
<tr>
<td>Spring Ring - Gudgeon Pin</td>
<td>4</td>
<td>AEU2036</td>
</tr>
<tr>
<td>Con Rod Assy</td>
<td>4</td>
<td>AEU2038</td>
</tr>
<tr>
<td>Bolt - Con Rod</td>
<td>8</td>
<td>AEU037</td>
</tr>
<tr>
<td>Little End Bush</td>
<td>4</td>
<td>AEU001</td>
</tr>
<tr>
<td>Cylinder Liner</td>
<td>4</td>
<td>AEU195</td>
</tr>
<tr>
<td>Oil Pressure Valve</td>
<td>1</td>
<td>AEU2285</td>
</tr>
<tr>
<td>Adaptor Bolt - Turbo Lubrication Side of block</td>
<td>1</td>
<td>AEU2145</td>
</tr>
<tr>
<td>Oil Pressure Switch</td>
<td>1</td>
<td>GPS125</td>
</tr>
<tr>
<td>Sump Gasket Lower sump</td>
<td>1</td>
<td>GUG703022S</td>
</tr>
<tr>
<td>Oil Filter</td>
<td>1</td>
<td>GFE169</td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>1</td>
<td>UKC904</td>
</tr>
<tr>
<td>'O' Ring Oil Pump</td>
<td>1</td>
<td>AEU2041</td>
</tr>
<tr>
<td>Oil Pump</td>
<td>1</td>
<td>AEU2221</td>
</tr>
<tr>
<td>Oil Pressure Relief Valve</td>
<td>1</td>
<td>AEU2045</td>
</tr>
<tr>
<td>Spring - Relief Valve</td>
<td>1</td>
<td>AEU2296</td>
</tr>
<tr>
<td>Oil Cooler Feed Hose (to 331847)</td>
<td>8</td>
<td>AEU2293</td>
</tr>
<tr>
<td>Cylinder Head Assembly Valve Guide</td>
<td>8</td>
<td>AEU2051</td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Inlet Valve</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Exhaust Valve</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Valve Spring</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Precombustion Chamber Injector</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Copper Washer (Injector)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Head Gasket</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Rocker Arm</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Pushrod</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Follower</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Gaskets - Misc</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Front Cover</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Inlet Manifold</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Exhaust Manifold to Cylinder Head to Turbo</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Filter</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Engine Gasket</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Glow Plug</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Rocker Assy (Complete)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Glow Plug</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Rocker Assy (Complete)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Cooler Feed Hose (to 331847)</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Cylinder Head Assembly</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Rocker Arm</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Pushrod</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Follower</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Gaskets - Misc</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Front Cover</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Inlet Manifold</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Exhaust Manifold to Cylinder Head to Turbo</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Filter</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Engine Gasket</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Glow Plug</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Rocker Assy (Complete)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Cooler Feed Hose (to 331847)</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Cylinder Head Assembly</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Rocker Arm</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Pushrod</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Follower</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Gaskets - Misc</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Front Cover</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Inlet Manifold</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Exhaust Manifold to Cylinder Head to Turbo</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Filter</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Engine Gasket</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Glow Plug</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Rocker Assy (Complete)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Cooler Feed Hose (to 331847)</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Cylinder Head Assembly</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Rocker Arm</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Pushrod</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Follower</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>Gaskets - Misc</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Front Cover</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Inlet Manifold</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Exhaust Manifold to Cylinder Head to Turbo</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Oil Filter</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure Transducer</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Engine Gasket</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Glow Plug</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>Camshaft</td>
<td>(1)</td>
<td></td>
</tr>
<tr>
<td>Rocker Assy (Complete)</td>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>(4)</td>
<td></td>
</tr>
</tbody>
</table>

If the part you require is not listed here, please enquire, we can check factory parts listings and stock availability for you.
Clutch Hydraulics

Master Cylinder - All Models (1) GMC1015
Repair Kit - Master Cylinder (2) GRK1029
Filler Cap (1) SOO261A
Bolt - Master Cylinder to Bulkhead (2) BH108161
Nut (2) GHF213
Slave Cylinder - All Models (1) GSY101
Repair Kit - Slave cylinder (1) AEU1018
Push Rod (1) GSY101ROD
Clip - Pushrod Retaining (1) UKC1806
Screw - Slave Cylinder to Bellhousing (2) GHF133

Clutch

CLUTCH KIT STANDARD
Clutch Kit Standard (3 piece) All Models to May '85; Inc. Cover, Plate, Bearing
3500 (1) RB7335
2600/2300 (1) RO1057
2000 (1) RO1056
2400TD (1) RO1058
Clutch Kit Standard (3 piece) - Self Centering; All Models May '85 Onwards
Inc. Cover, Plate, Bearing
3500 (1) RB7491
2600/2300 (1) RO1060
2000 (1) GCC14IAF
2400TD (1) RO1061
Note: It is possible to fit a self-centering clutch assembly to versions previously fitted a with conventional type, but only as a complete kit; the self-centering release bearing is not compatible with the conventional type cover and vice versa.

CLUTCH KIT PERFORMANCE
Clutch Kit - Uprated (3 piece) (1) RB7491UR
For performance V8 applications, capable of withstanding up to 400lb/ft torque.
Fits existing flywheel with no modifications necessary.

CLUTCH COMPONENTS
Clutch Alignment Tool (1) RX1386
Clutch Plate (standard) - All Models;
3500 (1) GCP242
2600/2300 (1) GCP248
2000 (1) GCP273
2400TD (1) GCP278
Clutch Cover (standard) - Conventional; All Models to May '85
3500 (1) GCC180
2600/2300 (1) GCC209
2000 (1) GCC228
2400TD (1) GCC209

Clutch Cover (standard) - Self Centering; All Models May '85 Onwards
3500 (1) GCC90247
2600/2300 (1) GCC90246
2000 (1) GCC90245
2400TD (1) GCC90246
Bolt - Clutch Cover;
3500 (6) SH605071
2600/2300 (6) SH108161
2000 (6) SH605071
2400TD (6) SH108161
Release Bearing; Conventional - All Models
Self-centering
3500 (1) GRB209
2600/2300/2000/2400TD (1) GB92047
2600/2300/2000/2400TD (1) GB92048
Carrier - Release Bearing (Conventional);
3500 (1) FRCC5369A
2600/2300/2000/2400TD (1) FRCC5369A

Clutch/Brake Fluid; Unipart Dot 3 (1 litre) (1) GBF103
Silicone (0.5 litre) (1) RX1326
Silicone (1 litre) (1) RX1327

For Flywheel, refer to relevant engine section
Engine Mountings

- Engine Mount Bracket - V8:
  - RH (1) CRC1495
  - LH (1) CRC1496

- Bolt - Bracket to Block (V8):
  - Upper (2) SH505061
  - Lower (4) SH507101

- Spring Washer for above (6) WM600071

- Engine Mount Rubber:
  - 3500 (2) CRC2044
  - 2600/2300 (2) CRC2044
  - 2000 (2) CRC5632
  - 2400TD (2) CRC4290

- Engine Mounting Damper - 2400TD (1) CRC4290

- Nut - Engine Mounting (4) GHF233

- Engine Mounting Buffer if fitted (RH)(1) CRC2045

Gearbox Mountings

- Gearbox Mount Rubber:
  - All Manual Gearbox & BW Auto (2) CRC454A
  - All GM180 Auto (1) TKC1044
  - 2400TD (1) TKC2642

- Rubber Buffer:
  - All Manual & BW Auto Centre of rear mounting bracket (1) CRC581A
## Water Pump & Fittings

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Pump;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models '76 to '82</td>
<td></td>
<td>GWP2150</td>
</tr>
<tr>
<td>Carb Models '82 On (Non Air Con)</td>
<td></td>
<td>GWP2150</td>
</tr>
<tr>
<td>Carb Models '82 On (Air Con)</td>
<td></td>
<td>GWP2148</td>
</tr>
<tr>
<td>EFi Models</td>
<td></td>
<td>GWP2149</td>
</tr>
<tr>
<td>Screw-on viscous coupling, with left hand thread.</td>
<td></td>
<td>GWP2140</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td>GWP319</td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td>GWP320</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gasket - Water Pump;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500 - All Models</td>
<td></td>
<td>610756</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td>GUG705768GM</td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td>GUG705789GM</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td>AEU2183</td>
</tr>
<tr>
<td>Pulley - Water Pump;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>'76 - '82</td>
<td></td>
<td>ERC474</td>
</tr>
<tr>
<td>'82 Onwards</td>
<td></td>
<td>ERC5792</td>
</tr>
<tr>
<td>Carb (Non Air Con)</td>
<td></td>
<td>CAM1561</td>
</tr>
<tr>
<td>Carb (Air Con)</td>
<td></td>
<td>GB51118</td>
</tr>
<tr>
<td>EFi</td>
<td></td>
<td>GB51118</td>
</tr>
<tr>
<td>34A Eng Nos.</td>
<td></td>
<td>GB10838</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td>GB10925</td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td>GB10914</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td>GB11038</td>
</tr>
<tr>
<td>Drive Belt - Water Pump;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carb (Non Air Con)</td>
<td></td>
<td>GFB215</td>
</tr>
<tr>
<td>Carb (Air Con)</td>
<td></td>
<td>GB51118</td>
</tr>
<tr>
<td>EFi</td>
<td></td>
<td>GB51118</td>
</tr>
<tr>
<td>34A Eng Nos.</td>
<td></td>
<td>GB10838</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td>GB10925</td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td>GB10914</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viscous Coupling - 3500 Models:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All '76 - '82</td>
<td></td>
<td>TKC101</td>
</tr>
<tr>
<td>Carb '82 On (Non Air Con)</td>
<td></td>
<td>TKC101</td>
</tr>
<tr>
<td>Carb '82 On (Air Con)</td>
<td></td>
<td>ERC3660</td>
</tr>
<tr>
<td>EFi</td>
<td></td>
<td>ERC3660</td>
</tr>
<tr>
<td>34A Eng Nos.</td>
<td></td>
<td>ERC3007A</td>
</tr>
<tr>
<td>Viscous Coupling - 2600/2300</td>
<td></td>
<td>TKC101</td>
</tr>
<tr>
<td>Fan Blades;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 blade type</td>
<td></td>
<td>614739A</td>
</tr>
<tr>
<td>13 blade (carb)</td>
<td></td>
<td>PKC820</td>
</tr>
<tr>
<td>11 blade (EFI)</td>
<td></td>
<td>ERCB141A</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td>CRC3738</td>
</tr>
</tbody>
</table>

## Cooling - General

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temperature Transmitter;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to Eng 10444792</td>
<td></td>
<td>GTR108</td>
</tr>
<tr>
<td>11A65101</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From Eng 10444793</td>
<td></td>
<td>GTR138</td>
</tr>
<tr>
<td>11A65102</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engs 38A, 39A, 40A, 41A</td>
<td></td>
<td>GTR185</td>
</tr>
<tr>
<td>EFi Models</td>
<td></td>
<td>GTR138</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to Eng 10C74888</td>
<td></td>
<td>GTR181</td>
</tr>
<tr>
<td>11C61498</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From Eng 10C74889</td>
<td></td>
<td>GTR137</td>
</tr>
<tr>
<td>11C61499</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engs 16C, 17C, 18C, 19C</td>
<td></td>
<td>GTR185</td>
</tr>
<tr>
<td>2400TD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to Eng 45714</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From Eng 45715</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thermostat:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>88°</td>
<td></td>
<td>RB7211</td>
</tr>
<tr>
<td>82° Alternative</td>
<td></td>
<td>RB7436</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td>RB7322</td>
</tr>
<tr>
<td>88°</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000 (Thermostat &amp; Housing)</td>
<td></td>
<td>GTS106</td>
</tr>
<tr>
<td>88°</td>
<td></td>
<td>GTS104</td>
</tr>
<tr>
<td>2400TD (Thermostat &amp; Housing)</td>
<td></td>
<td>GTS108</td>
</tr>
<tr>
<td>Gasket - Thermostat;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thermostat Housing:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td></td>
<td>RB7211</td>
</tr>
<tr>
<td>Chrome</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bypass Outlet Type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(For Offenhauser or Edelbrock Manifold)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Late Range Rover Type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With aperture for electric fan switch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch for Range Rover Housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expansion Tank - Steel</td>
<td></td>
<td>CRC3015</td>
</tr>
<tr>
<td>3500/2600/2300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not air con.</td>
<td></td>
<td>CRC3016</td>
</tr>
<tr>
<td>Probe - Low Coolant</td>
<td></td>
<td>ARH259</td>
</tr>
<tr>
<td>Expansion Tank - Plastic</td>
<td></td>
<td>CRC4058</td>
</tr>
<tr>
<td>All Models Except 2000 &amp; 2400TD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pressure Cap (15 Psi)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Except 2000 &amp; 2400TD</td>
<td></td>
<td>GRC110</td>
</tr>
<tr>
<td>2000 &amp; 2400TD</td>
<td></td>
<td>GRC130</td>
</tr>
</tbody>
</table>

## Radiator

There are numerous variations of radiator, depending on model, year, etc. In order to simplify the listings, we offer the following five types:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radiator;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manual, Non Air Con (Except 2000)</td>
<td></td>
<td>GRD120</td>
</tr>
<tr>
<td>Manual, Air Con (Except 2000)</td>
<td></td>
<td>GRD120AC</td>
</tr>
<tr>
<td>Automatic, Non Air Con (Except 2000)</td>
<td></td>
<td>GRD121</td>
</tr>
<tr>
<td>Automatic, Air Con (Except 2000)</td>
<td></td>
<td>GRD121AC</td>
</tr>
<tr>
<td>2000 Only</td>
<td></td>
<td>GRD122</td>
</tr>
</tbody>
</table>

Radiators are sold on an exchange basis. A surcharge applies until we receive a serviceable old unit.

Filler Plug - All Models;

- Brass (1) ARA2634B
- Plastic (1) ARA2634P

Sealing Ring - Filler Plug;

- Thermostatic Switch (1) 607025A

Coolant Level Probe

- Radiator or Expansion Bottle (1) C43222A
- Grimmel - Level Probe (1) C43221A
- Top Retaining Rail - All Models (1) CRC2841
- Grimmel - Bottom of Radiator (2) 572312A

Antifreeze;

- Unipart 1 litre (1) GAC2018
- Unipart 5 litre (1) GAC2019

## Heater & A/C Box

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heater Box Assy;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>'76 - '80</td>
<td></td>
<td>ACP108</td>
</tr>
<tr>
<td>'80 - '81</td>
<td></td>
<td>ACP3500</td>
</tr>
<tr>
<td>'82 - '86 (All excluding 3500)</td>
<td></td>
<td>ACP3501</td>
</tr>
<tr>
<td>to Vin 298523</td>
<td></td>
<td>BLP555</td>
</tr>
<tr>
<td>Vin 298524 - 328866</td>
<td></td>
<td>BLP709</td>
</tr>
<tr>
<td>328867 on</td>
<td></td>
<td>ADU8605</td>
</tr>
<tr>
<td>'82 - '86 (3500 only)</td>
<td></td>
<td>BLP554</td>
</tr>
<tr>
<td>to Vin 298523</td>
<td></td>
<td>BLP706</td>
</tr>
<tr>
<td>Vin 298524 - 328866</td>
<td></td>
<td>ADU8606</td>
</tr>
</tbody>
</table>

Heater & A/C Blend Box Assy (RHD);

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>'76 - '81 (3500)</td>
<td></td>
<td>ACP216</td>
</tr>
<tr>
<td>'80 - '81 (2600)</td>
<td></td>
<td>ACP2316</td>
</tr>
<tr>
<td>'82 - '86 (1)</td>
<td></td>
<td>Enquire</td>
</tr>
</tbody>
</table>

Heater Matrix only (1) DZB5226
Hoses

Hose Kit; Hose kits include all Radiator and Engine Hoses where available. Please order hose clips separately if required.

3500 Manual* (1)  
R01082

3500 Auto* (1)  
R01083

3500 Manual** (1)  
R01084

3500 Auto** (1)  
R01085

* Inc. Vitesse to VIN314713 & VDP EFi to 317779

** Vitesse only VIN314714 onwards & VDP EFI 317780 onwards.

2300/2600 (1)  
R01081

2000 (1)  
R01080

Top Radiator Hose;

3500 (1)  
GRH537

2300/2600 (1)  
GRH538

2000 (1)  
GRH539

2400TD (1)  
GRH540

Bottom Radiator Hose;

3500 Manual (1)  
GRH541

3500 Auto (1)  
GRH542

2300/2600 (1)  
GRH543

2000 (1)  
GRH544

2400TD (1)  
GRH545

Overflow Hose - Tank to Radiator;

3500/2300/2600 (1)  
GRH807

2000 Large Bore (1)  
CRC4065

2000 Small Bore (1)  
CRC4098

2400TD Large Bore (1)  
CRC4099

Vent Hose - Tank - All Models (1)  
ULC2122

Heater Outlet Hose (From Heater)

3500 (1)  
GZA1745

2300/2600 (1)  
GZA2063

2000 (1)  
GZA2064

2400TD (1)  
CRC3995

Heater Inlet Hose (To Heater)

3500 (1)  
GZA2065

2300/2600 (1)  
GZA2066

2000 (1)  
GZA2067

2400TD (1)  
CRC3996

Air Con Hoses - 3500 Left Hand Drive:

Condenser to Compressor (1)  
CRC1563

Compressor to VIR Unit (1)  
CRC1564

VIR Unit to Condenser (1)  
CRC1565

VIR Unit to Evaporator - HP (1)  
CRC2349

VIR Unit to Evaporator - LP (1)  
CRC2350

Air Con Hoses - 2300/2600 RHD

Condenser to Compressor (1)  
CRC1566

Compressor to VIR Unit (1)  
CRC3953

VIR Unit to Condenser (1)  
CRC2444

Evaporator to VIR Unit (1)  
CRC2443

Valve-in-Receiver Unit

New (1)  
CRC2198

Recon (1)  
CRC2198E

Dessicant Kit for VIR (1)  
CRC2346

Other Coolant Hoses

3500 HOSES

Water Pump to Heater Pipe (1)  
ERC2279

Thermostat By-Pass Hose (1)  
ERC2278

Radiator to Inlet Manifold (Where Fitted) (1)  
GRH808

2300/2600 HOSES

Water Pump to Pipe (1)  
GRH596

Heater Pipe to Inlet Manifold (1)  
GZA2061

Heater Pipe to Cylinder Head (1)  
UC6901

Inlet Manifold to Water Pump (Elbow) (1)  
TKC2844

2000 HOSES

Thermostat to Inlet Manifold

Early (1)  
GRH597

Late (1)  
GRH598

Thermostat Housing to Elbow (1)  
ULC3830

Inlet Manifold to FASD Unit (1)  
ULC4089

2400TD HOSES

Water Pump to Thermostat Housing Hose (1)  
GRH821

Thermostat to Water Rail Hose (1)  
GRH952

2500 HOSES

 priesthood (1)  
GHA456

2000 HOSES

Thermostat to Inlet Manifold

Early (1)  
GRH597

Late (1)  
GRH598

Thermostat Housing to Elbow (1)  
ULC3830

Inlet Manifold to FASD Unit (1)  
ULC4089

Hose Clips;

1/2" - 3/4" (A/R)  
GHC406

5/8" - 7/8" (A/R)  
GHC507

7/8" - 11/8" (A/R)  
GHC709

11/8" - 15/8" (A/R)  
GHC913

13/8" - 2" (A/R)  
GHC1015

2" - 2 1/8" (A/R)  
GHC1622

VACUUM TANK

ADU7451

VACUUM DIVERTER BLP640

SWITCHES

ACP2176

ACP2208
## Engine Breathers

Breather/Flame Trap - All V8 Models;
- Standard (1) RB7432
- Short Type (1) RB7432LM
- Chromed (1) RB7432C

Breather Filter - V8 Carb Models
- Powder Coated (Black) (1) RB7432PC
- Powder Coated (Red) (1) RB7432PC

Breather/Flame Trap - All V8 Models
- Rear of LHR Cover (1) ERC3209A
- Plastic Cap for Above (1) ERC3208A

Mounting Plate for Filter (1) ERC3933

## Carb Breather Pipes

### 3500 - '76-'86-SU
- Breather Pipe Kit (inc items*) (1) RO1142
- Hose - 'Y' to RH Carb* (1) ERC882A
- Hose - 'Y' to LH Carb* (1) ERC880
- Hose - 'Y' to Crankcase Vent* (1) ERC881
- Breather Filter (1) GFE7004
- Hose - Short R/Cover to Filter (1) 154212
- Hose - Long Filter to Air Box (1) ERC298A

### 3500 - '82-'85 Stromberg
- Breather Pipe Kit (inc items*) (1) RO1143
- Hose - 'Y' to RH Carb* (1) UAM8068
- Hose - 'Y' to LH Carb* (1) UAM8067
- Hose - 'Y' to Crankcase Vent* (1) ERC881
- Breather Filter (1) GFE7004
- Hose - Short R/Cover to Filter (1) 154212
- Hose - Long Filter to Air Box (1) ERC298A

### 2600/2300 - SU
- Air Con Vehicles
  - Breather Pipe Kit (inc items*) (1) RO1145
  - Hose - Front Carb to Rail* (1) TKC7003
  - Hose - Rear Carb to Rail* (1) TKC7004
  - Hose - Cam Cover* (1) 154212

### 2000 - SU
- Breather Pipe Kit (inc items*) (2) ULC3061
- Hose - Carb to Rail* (2) ULC3062
- Hose - Rail to Separator* (1) ULC3062

## Fuel Pipes & Filters

### Main Fuel Pipe, Tank to Engine;
- 3500 Carburettor Models (1) CRC2254
- 3500 EFI Models (1) CRC2857

### Rubber Elbow
- Submersible pump to feed pipe.
- 3500 SU '76 - '82 (1) ERC2323
- 3500 Zenith '82 Onwards (1) ERC8731
- Olive - For Above (2) 542846A
- Rubber Elbow - for above (2) ERC8411

## Fuel Filter

### Fuel Filter
- Fuel Filter; Carb Models (1) GFE7004
- EFi (1) GFE7011
- Diesel (1) GFE3504

## Fuel Tank & Fittings

### Fuel Tank;
- Carburettor Models (1) CRC4010
- EFI Models (1) CRC4014
- Diesel Models (1) CRC9320

### Fuel Filler Neck - All Models
- Connecting Hose - Filler Neck to Tank (2) CRC1850
- Hose Clip (2) GMC1217
- Filler Neck Grommet (Upper) (1) CRC1996

### Fuel Filler Cap;
- Standard (1) ADU6581
- Locking (1) ADU6581L

### Fuel Filler Lid/Flap;
- Standard (1) ACP678

## Fuel Pump

### Fuel Pump
- Fuel Pump:
  - All Models Except EFi and Diesel (1) DRC195 (REMOTE MOUNTED)

### EFi Models
- Standard Pump (1) AUU1649
- High Performance Pump (1) AUU1649ALT

### Fuel Pump Resistor;
- Standard (1) AUU2291

### Fuel Pressure Regulator;
- Recommended for use with Adjustable Pressure Regulator.
- Enables Fuel Pump to cope with extra fuel demand.

### Fuel Pressure Regulator;
- Standard (1) ERR268
- Adjustable (1) EAC12064UR

### Fuel Pump - Uprated (Carb Type)
- Facet competition high capacity electric pump complete with unions. Locates remotely in engine bay, suitable as replacement for all carb engines including Holley and Weber 4-Barrel conversions (delivers 4-5 PSI). Not suitable for EFI.
- Facet Fuel Pump (REMOTE MOUNTED) RB7259

### Fuel Sender

### Fuel Tank Sender Unit;
- All Models except EFi and Diesel (1) DRC2935
- EFI Models (1) DRC2464
- Gasket - Sender Unit (Screw Fitting) (1) DRC1077
- Sealing Ring - Sender Unit (1) ARA1502
- Locking Ring - Sender Unit (1) ARA1501
## FUEL SYSTEM

### Accelerator & Choke Cables

<table>
<thead>
<tr>
<th>Accelerator Cable;</th>
<th>QTY</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500 - '76 - '80</td>
<td>(1)</td>
<td>CRC481</td>
</tr>
<tr>
<td>- All '81 Onwards</td>
<td>(1)</td>
<td>NAM6865</td>
</tr>
<tr>
<td>2600/2300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- '76 - '82 RHD</td>
<td>(1)</td>
<td>CRC2259</td>
</tr>
<tr>
<td>- '76 - '82 LHD</td>
<td>(1)</td>
<td>CRC1683</td>
</tr>
<tr>
<td>- 1982 Onwards</td>
<td>(1)</td>
<td>NAM6810</td>
</tr>
<tr>
<td>2000 RHD</td>
<td>(1)</td>
<td>CRC4076</td>
</tr>
<tr>
<td>2400TD RHD</td>
<td>(1)</td>
<td>CRC3976</td>
</tr>
<tr>
<td>Clip - Cable to pedal</td>
<td>(1)</td>
<td>153041</td>
</tr>
<tr>
<td>Throttle return Spring</td>
<td>(1)</td>
<td>12H4403</td>
</tr>
<tr>
<td>All Models</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lever - Choke Control (Early models)</th>
<th>QTY</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td></td>
<td>CRC1733</td>
</tr>
<tr>
<td>Choke Cable (Early models)</td>
<td>(1)</td>
<td>CRC516</td>
</tr>
<tr>
<td>Coldstart Cable (2400D)</td>
<td>(1)</td>
<td>CRC3998</td>
</tr>
<tr>
<td>RHD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LHD</td>
<td>(1)</td>
<td>CRC3999</td>
</tr>
</tbody>
</table>

### Air Filter - Standard

<table>
<thead>
<tr>
<th>Air Filter Element;</th>
<th>QTY</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500 Carb (Cylindrical Air Box)</td>
<td>(2)</td>
<td>GFE1068</td>
</tr>
<tr>
<td>Carb (Oval Air Box)</td>
<td>(2)</td>
<td>GFE1117</td>
</tr>
<tr>
<td>EFI</td>
<td>(1)</td>
<td>GFE1104</td>
</tr>
<tr>
<td>2300/2600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- '76 - '82</td>
<td>(2)</td>
<td>GFE1072</td>
</tr>
<tr>
<td>- '82 Onwards</td>
<td>(1)</td>
<td>GFE1113</td>
</tr>
<tr>
<td>2000</td>
<td>(1)</td>
<td>GFE1113</td>
</tr>
<tr>
<td>2400TD</td>
<td>(1)</td>
<td>GFE1113</td>
</tr>
<tr>
<td>Air Intake Trunking - 3500 Carb Models;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LH Cold Air Intake</td>
<td>(1)</td>
<td>ERC1541</td>
</tr>
<tr>
<td>RH Hot Air Intake</td>
<td>(1)</td>
<td>ERC1542</td>
</tr>
<tr>
<td>Retaining Clip for Trunking</td>
<td>(2)</td>
<td>CRC1451</td>
</tr>
<tr>
<td>Hot Air Hose - 2300/2600 models</td>
<td>(1)</td>
<td>TKC3242</td>
</tr>
</tbody>
</table>

### Air Filter - K&N

<table>
<thead>
<tr>
<th>Air Filter Element;</th>
<th>QTY</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500 Carburettor</td>
<td>(2)</td>
<td>RB7296</td>
</tr>
<tr>
<td>3500 EFI</td>
<td>(1)</td>
<td>RA1063</td>
</tr>
<tr>
<td>3900 EFI</td>
<td>(1)</td>
<td>RA1060</td>
</tr>
<tr>
<td>GFE1072</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LARGER DIAMETER FOR HOTWIRE SYSTEMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GFE1113</td>
<td>(1)</td>
<td>RX1346</td>
</tr>
<tr>
<td>K&amp;N Replacement Air Filter;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replaces existing air box and filter assembly.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GFE1068</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K&amp;N Cleaning Fluid - 1 Litre</td>
<td>(1)</td>
<td>RX1347</td>
</tr>
<tr>
<td>USE TO CLEAN ELEMENTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GFE1117</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K&amp;N Element Oil;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USE TO RE-OLIE ELEMENTS AFTERS CLEANING.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GFE1113</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K&amp;N Element Oil;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USE TO RE-OLIE ELEMENTS AFTERS CLEANING.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GFE1113</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RX1347</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RX1348</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RX1349</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**More Stock Every Day**

If the part you require is not listed here, please enquire, we can check factory parts listings and stock availability for you.
### Carburettors & Components

**V8-5U Inlet Manifold (’76-’82)** ERC5484

#### Carburettors & Components

<table>
<thead>
<tr>
<th>Carburettors;</th>
<th>3500 ’76-’82 SU HIF6</th>
<th>RH (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3500 ’82 Onwards Stromberg CD175 LH (With FASD Unit)</td>
<td>(1) ETC4714</td>
</tr>
<tr>
<td></td>
<td>3500 ’85 Onwards SU LH</td>
<td>(1) ERC5901</td>
</tr>
<tr>
<td>Carburetter Assy Oddments</td>
<td>(to clear)</td>
<td>(1) FZX1329F</td>
</tr>
<tr>
<td></td>
<td>2600S H6E (front)</td>
<td>(1) FZX1471F</td>
</tr>
<tr>
<td></td>
<td>2000 (Front)</td>
<td>(1) FZX1383F</td>
</tr>
<tr>
<td></td>
<td>2000 Late (Vac take-off) Front</td>
<td>(1) FZX1450F</td>
</tr>
<tr>
<td></td>
<td>Rear</td>
<td>(1) FZX1450R</td>
</tr>
<tr>
<td>Carburettor Mounting Gaskets; 3500 SU’s &amp; Zenith</td>
<td></td>
<td>ERR4381</td>
</tr>
<tr>
<td>Insulating Block (V8 Models)</td>
<td>(2) ERC1102</td>
<td></td>
</tr>
<tr>
<td>FASD Unit (see Manual Choke Conversion Kit)</td>
<td>3500</td>
<td>(1) AEU2456</td>
</tr>
<tr>
<td></td>
<td>2600</td>
<td>(1) TXZ1006</td>
</tr>
<tr>
<td></td>
<td>2300</td>
<td>(1) TXZ1007</td>
</tr>
<tr>
<td></td>
<td>2000</td>
<td>(1) TXZ1005</td>
</tr>
</tbody>
</table>

#### Manual Choke Conversion Kit

(1) WZX1872

**Manual Choke Conversion Kit**

To convert vehicles with FASD

- Float Needle & Seat Kit: (2) WZX1097
- Float: (2) WZX1309
- Main Jet: (2) WZX1453A
- Gasket Set: (2) WZX1505
- Seal Kit: (2) RTC6072

**Carburettor Components - 2600/2300 SU HIF6:**

- Piston Spring - Yellow: (2) AUD4398
- Metering Needle: (2) CUD1109
- Needle Guide: (2) AUD4288
- Throttle Spindle: (2) WZX1170
- Float Needle & Seat Kit: (2) WZX1100
- Float - RH: (1) WZX1509A
- Main Jet - RH: (1) WZX1310
- Gasket Set: (2) WZX1453A
- Seal Kit: (2) WZX1505A
- Chromed Dashpot Covers: (2) RL1345

**Carburettor Components - V8 SU HIF6 - ’76-82:**

- Piston Spring - Yellow: (2) AUD4398
- Metering Needle: (2) CUD1109
- Needle Guide: (2) AUD4288
- Throttle Spindle: (2) WZX1170
- Float Needle & Seat Kit: (2) WZX1100
- Float - RH: (1) WZX1509A
- Main Jet - RH: (1) WZX1310
- Gasket Set: (2) WZX1453A
- Seal Kit: (2) WZX1505A
- Chromed Dashpot Covers: (2) RL1345

**Carburettor Components - 2600/2300 SU HS6:**

- Piston Spring - Yellow: (2) AUD4398
- Metering Needle: (2) CUD1109
- Needle Guide: (2) AUD4288
- Throttle Spindle: (2) WZX1170
- Float Needle & Seat Kit: (2) WZX1100
- Float - RH: (1) WZX1509A
- Main Jet - RH: (1) WZX1310
- Gasket Set: (2) WZX1453A
- Seal Kit: (2) WZX1505A
- Chromed Dashpot Covers: (2) RL1345

**Carburettor Components - 2000:**

- Piston Spring - Yellow: (2) AUD4398
- Metering Needle - BFW: (2) NZX8057
- Needle Guide: (2) AUD4288
- Float Needle & Seat Kit: (2) WZX1097
- Main Jet: (2) WZX1453
- Chromed Dashpot Covers: (2) WZX1505A
- Floating Seal: (2) WZX1505A
- Metering Needle: (2) AUD4398
- Needle Guide: (2) AUD4288
- Float Needle & Seat Kit: (2) WZX1097
- Main Jet: (2) WZX1453

---

**Fuel System - Carb**

- Float Needle & Seat Kit: (2) WZX1097
- Float: (2) WZX1309
- Main Jet: (2) WZX1453A
- Gasket Set: (2) WZX1505
- Seal Kit: (2) RTC6072

---

**V8 SU HIF6 Carb Components**

- Float Needle & Seat Kit: (2) WZX1097
- Float: (2) WZX1309
- Main Jet: (2) WZX1453A
- Gasket Set: (2) WZX1505
- Seal Kit: (2) RTC6072
FUEL SYSTEM - V8 4 BARREL CARB

V8 - 4 Barrel Carb Conversion Kits

Suitable for all engine sizes. Complete conversion kits for all V8 engines. Kits include: 4 barrel carb, inlet manifold, chromed 14" air cleaner (can be substituted with K&N air cleaner at extra cost), thermostat housing and accelerator cable kit. See also fuel pump section for details of our Facet type electric fuel pump, which may be required in addition to the 4 barrel carb kits, depending on application.

V8 4 Barrel Carb Components

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carburator only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weber 500</td>
<td>(1)</td>
<td>RA1325</td>
</tr>
<tr>
<td>Holley 390</td>
<td>(1)</td>
<td>RB7254</td>
</tr>
<tr>
<td>Jets - 390 carb (pair)</td>
<td>(2)</td>
<td>RB7254J</td>
</tr>
<tr>
<td>Overhaul kit - Holley 390 carb</td>
<td>(1)</td>
<td>RB7254H</td>
</tr>
<tr>
<td>Holley Stud/Nut/Washer Set</td>
<td>(1)</td>
<td>RB7254S</td>
</tr>
<tr>
<td>Gasket (for manifold) Holley &amp; Weber</td>
<td>(1)</td>
<td>RA1311</td>
</tr>
<tr>
<td>Inlet manifold - 4 barrel carb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suitable for Weber &amp; Holley carbs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offenhauser 360° Dual Plane, lowest bonnet clearance.</td>
<td>(1)</td>
<td>RB7314</td>
</tr>
<tr>
<td>Offenhauser (Dual Port)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edelbrock performer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dual Plane, High Torque.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gasket - inlet manifold;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>tin composite</td>
<td>(1)</td>
<td>ERR7306</td>
</tr>
<tr>
<td>End seal - manifold gasket</td>
<td>(2)</td>
<td>AJ M645</td>
</tr>
<tr>
<td>for tin gasket</td>
<td>(2)</td>
<td>ERR7283</td>
</tr>
<tr>
<td>for composite gasket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thermostat housing;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>cast iron</td>
<td>(1)</td>
<td>RB7322</td>
</tr>
<tr>
<td>chromed</td>
<td>(1)</td>
<td>RB7437</td>
</tr>
<tr>
<td>Gasket - thermostat housing</td>
<td>(1)</td>
<td>GTG116</td>
</tr>
<tr>
<td>Waterpipe - inlet manifold</td>
<td>(1)</td>
<td>CX2774</td>
</tr>
<tr>
<td>Rear of inlet manifold (to heater)</td>
<td>(1)</td>
<td>CX2784</td>
</tr>
<tr>
<td>Gasket for water pipe</td>
<td>(1)</td>
<td>RB7207</td>
</tr>
<tr>
<td>Accelerator cable kit (Holley/Weber)</td>
<td>(1)</td>
<td>RA1323A</td>
</tr>
<tr>
<td>Manual choke conversion kit (Holley)</td>
<td>(1)</td>
<td>RA1323A</td>
</tr>
<tr>
<td>Manual choke conversion kit (Weber)</td>
<td>(1)</td>
<td>RA1323A</td>
</tr>
</tbody>
</table>

K&N V8 4 Barrel Air Cleaners

See page 37 for other K&N applications.

K&N Holley & Weber 4 barrel carbs

Pancake 14" filter assembly, bolts directly on to carb. May also be fitted with 'X-stream' filter top (lid). recessed type (assembly) RA1397

Sits low on carb for extra bonnet clearance. N.B. for use with manual choke only. flat type (assembly) RA1398

2½" deep, fits either manual or automatic choke. 'X-stream' air flow (lid only) RA1399

For maximum air flow. Replaces standard pancake K&N lid. Available in black, blue, red or polished. N.B. K&N filter assembly (recessed or flat type) must be purchased separately.

V8-4 Barrel Air Cleaners

Air cleaner kit;

14" diameter chrome 'pancake' type, complete with filter, suitable for Weber & Holley. See also K&N filter assys.

- standard - 3" deep (1) RB7438
- 'low-rider' - 2" deep (1) RB7439

For extra bonnet clearance.

Replacement element - air cleaner;

- standard element
  - 3" deep (1) RB7438
  - 2" deep (1) RB7439

K&N element
  - 3" deep (1) RB7438ELK
  - 2" deep (1) RB7439ELK

Adaptor - breather pipe

Air cleaner base to flame trap/breather. (1) RB7654

Holley/Offenhauser conversion;

390cfm carb with auto choke

Kit 1 (1) RB7262
  - With 3" deep air cleaner.

Kit 2 (1) RB7262L
  - With 2" deep air cleaner for extra bonnet clearance.

WEBER- EDELBROCK

PERFORMER CARB KIT

Holley/Offenhauser conversion;

500cfm carb with manual choke

Kit 1 (1) RA1323
  - With 3" deep air cleaner.

Kit 2 (1) RA1323L
  - With 2" deep air cleaner for extra bonnet clearance.
### V8 EFi Inlet Manifold & Components

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet Manifold</td>
<td>(1)</td>
<td>ERC9194</td>
<td>Bush - Throttle Spindle</td>
<td>(2)</td>
<td>611795</td>
</tr>
<tr>
<td>Bolt - Inlet Manifold</td>
<td>(9)</td>
<td>BHS06121</td>
<td>Single Plenum Models only</td>
<td>(2)</td>
<td>AUD3577</td>
</tr>
<tr>
<td>3/8” unc x 1 1/2”</td>
<td>(3)</td>
<td>BHS06161</td>
<td>Seal - Throttle Spindle;</td>
<td>(2)</td>
<td>AUD3577</td>
</tr>
<tr>
<td>3/8” unc x 2”</td>
<td>(12)</td>
<td>2204</td>
<td>Single Plenum</td>
<td>(6)</td>
<td>SS108801</td>
</tr>
<tr>
<td>Washer - Manifold Bolt</td>
<td>(1)</td>
<td>ERC3990</td>
<td>Twin Plenum</td>
<td>(4)</td>
<td>SS108801</td>
</tr>
<tr>
<td>Gasket - Inlet Manifold</td>
<td>(6)</td>
<td>ERT7306</td>
<td>Short</td>
<td>(4)</td>
<td>ET6057A</td>
</tr>
<tr>
<td>Tin</td>
<td>(6)</td>
<td>ERT7306</td>
<td>Long</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>Composite</td>
<td>(1)</td>
<td>ERC3990</td>
<td>Throttle Spindle;</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>End Seal - for above</td>
<td>(2)</td>
<td>A1 M645</td>
<td>Single Plenum</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>for Tin Gasket</td>
<td>(2)</td>
<td>ERR7283</td>
<td>Twin Plenum</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>Screw-end Seal</td>
<td>(2)</td>
<td>602076</td>
<td>Front</td>
<td>(1)</td>
<td>ERC6013A</td>
</tr>
<tr>
<td>Thermotstat Clamp</td>
<td>(2)</td>
<td>602236</td>
<td>Rear</td>
<td>(1)</td>
<td>ERC6014A</td>
</tr>
<tr>
<td>Thermotstat - 88°</td>
<td>(1)</td>
<td>GTS106</td>
<td>Throttle Disc</td>
<td>(1)</td>
<td>ERC9112A</td>
</tr>
<tr>
<td>Gasket Thermostat</td>
<td>(1)</td>
<td>GTG106</td>
<td>Single Plenum</td>
<td>(2)</td>
<td>ERC9112A</td>
</tr>
<tr>
<td>Thermostat Housing</td>
<td>(1)</td>
<td>RB7211</td>
<td>Twin Plenum</td>
<td>(2)</td>
<td>ERC9112A</td>
</tr>
<tr>
<td>Temperature Transmitter</td>
<td>(1)</td>
<td>GTR138</td>
<td>Throttle Spindle</td>
<td>(8)</td>
<td>EAC2414A</td>
</tr>
<tr>
<td>Thermostat Switch</td>
<td>(1)</td>
<td>EAC1386A</td>
<td>O-Ring Fuel Injector;</td>
<td>(8)</td>
<td>EAC2414A</td>
</tr>
<tr>
<td>Temperature Sensor</td>
<td>(1)</td>
<td>ETC8496A</td>
<td>Large (Upper)</td>
<td>(1)</td>
<td>ERC3734A</td>
</tr>
<tr>
<td>Next to Thermostat Switch</td>
<td>(1)</td>
<td>ETC8496A</td>
<td>Right hand</td>
<td>(1)</td>
<td>ERC3734A</td>
</tr>
<tr>
<td>Sealing Washer - Temp Sensor</td>
<td>(1)</td>
<td>2439667A</td>
<td>Fuel Injector</td>
<td>(1)</td>
<td>ERC3617A</td>
</tr>
<tr>
<td>Auxiliary Air Valve</td>
<td>(1)</td>
<td>ERC9219</td>
<td>Fuel Rail</td>
<td>(1)</td>
<td>ERC9219</td>
</tr>
<tr>
<td>Fuel Injector</td>
<td>(8)</td>
<td>ERC3620A</td>
<td>Left hand</td>
<td>(1)</td>
<td>ERC3620A</td>
</tr>
<tr>
<td>O-Ring Fuel Injector;</td>
<td>(8)</td>
<td>ERC3620A</td>
<td>Fuel Hose (8cm)</td>
<td>(1)</td>
<td>ERC9786</td>
</tr>
<tr>
<td>Large (Upper)</td>
<td>(8)</td>
<td>ERC3620A</td>
<td>High Pressure EFi Hose to join Fuel Rails.</td>
<td>(2)</td>
<td>TKC6351</td>
</tr>
<tr>
<td>Small (Lower)</td>
<td>(8)</td>
<td>ERC3620A</td>
<td>Fuel Hose - Filter to Fuel Rail</td>
<td>(1)</td>
<td>CRC2369</td>
</tr>
<tr>
<td>Fuel Hose - Cold Start Injector</td>
<td>(1)</td>
<td>ERC7241A</td>
<td>Also suitable for pressure regulator</td>
<td>(1)</td>
<td>CRC2369</td>
</tr>
<tr>
<td>Hose Clamps</td>
<td>(A/R)</td>
<td>C435996</td>
<td>Non-Return Valve - Brake Servo</td>
<td>(1)</td>
<td>AUD1402</td>
</tr>
</tbody>
</table>

### V8 EFi Plenum Chamber & Components

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plenum Chamber - Single Throttle</td>
<td>(1)</td>
<td>ERC9219</td>
<td>Single Plenum</td>
<td>(6)</td>
<td>SS108801</td>
</tr>
<tr>
<td>Screw - Plenum Chamber to Trumpet Base (Hex Key);</td>
<td>(1)</td>
<td>ERC9219</td>
<td>Twin Plenum</td>
<td>(4)</td>
<td>SS108801</td>
</tr>
<tr>
<td>Single Plenum</td>
<td>(4)</td>
<td>SS108801</td>
<td>Short</td>
<td>(2)</td>
<td>ET6057A</td>
</tr>
<tr>
<td>Twin Plenum</td>
<td>(4)</td>
<td>SS108801</td>
<td>Long</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>Throttle Spindle;</td>
<td>(1)</td>
<td>ERC9113</td>
<td>Single Plenum</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>Throttle Disc</td>
<td>(1)</td>
<td>ETC6013A</td>
<td>Twin Plenum</td>
<td>(1)</td>
<td>ERC9113</td>
</tr>
<tr>
<td>Front</td>
<td>(1)</td>
<td>ETC6014A</td>
<td>Twin Plenum</td>
<td>(2)</td>
<td>ERC9112A</td>
</tr>
<tr>
<td>Rear</td>
<td>(1)</td>
<td>ETC6014A</td>
<td>Non Return Valve (Servo)</td>
<td>(1)</td>
<td>RTC5907</td>
</tr>
<tr>
<td>Pneumatic Actuator (Cruise Control)</td>
<td>(1)</td>
<td>ETC7150</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**V8 EFi Air Intake Hoses**

- **Air Intake Trunking - Plenum to Airflow Meter:**
  - Single Plenum (1) ERC9129
  - Twin Plenum Long (1) ETC6009A
  - Short (1) ETC6008A
- **Hose Clip - Air Intake Trunking:**
  - Single Plenum (2) JHC201201
  - Twin Plenum (4) GHC2632
  - Y-Adaptor - Intake Hoses (1) ETC6003A
  - Twin Plenum only (4) GHC2632
- **Air Intake Hose:**
  - Airflow Meter To Air Box (1) ERC9197
  - Single and Twin Plenum

**V8 EFi - Breather/Plenum Hoses**

- **Hose - Breather:**
  - Flame Trap to Plenum (Long) (1) ERC9116
- **Hose - Steel Pipe to Decel Valve:**
  - Steel Pipe to Plenum (1) ERC4468
  - Steel Pipe to Plenum (1) ERC9115
- **Hose - Steel Pipe to Aux Air Valve:**
  - Steel Pipe to Plenum (1) ERC9118
  - C-Shaped (1) ERC9117
- **Hose - Steel Pipe to Solenoid/Valve:**
  - (1) ERC7508
  - Air Valve - Solenoid Operated (1) ERC7536
  - Valve to Housing (1) ERC9218

**V8 EFi ECU & Air Flow Meter**

- **Electronic Control Unit (ECU):**
  - Recon (1) RO1141R
  - We offer a reconditioning service for ECU's - either standard or remapped to suit performance applications. Please contact our sales department to discuss your requirements.
- **Airflow Meter (flap type):**
  - (1) ERC9127
- **Power Resistor:**
  - (1) DAC1211A
- **Diode Pack (Relay):**
  - (1) DAC1861
- **Passenger Footwell (Red):**
- **Interface Unit:**
  - Provides fuel flow information to trip computer.

**K&N AIR CLEANERS**

See page 37 for details.

---

**Efi Upgrade Kit**

For larger capacity (4.6 litre and above) Performance engines using the original fuel injection system, considerable gains in torque and horsepower are attainable by fitting an Efi Upgrade Kit. Kits are available for both Flap-type and Hotwire efi systems and comprise a ported and enlarged inlet manifold (inlet tracts opened out to 45mm diameter), trumpet base with enlarged (45mm diameter) intake trumpets and plenum chamber with enlarged (72mm diameter) throttle body. These components help to remove the restriction in air flow, which can strangle your engine's power potential. 

Efi Upgrade Kits are sold on an exchange basis. See also our Re-mapped & Re-chipped ECUs.

Efi upgrade kit:
- flap-type efi (1) RB7691
- hotwire efi (1) RB7692

---

**PHOTO COURTESY OF BMW-PARTS:**

41
**V8 SPORTS EXHAUST SYSTEM**

**STAINLESS STEEL**

The Rimmer Bros V8 Sports System in Stainless Steel

**DESCRIPTION**  
**QTY REQ.**  
**PART NO.**

---

**ENHANCEMENTS FOR SPORTS EXHAUST**

Our Sports Exhaust System is designed to give an increase in power & torque on an otherwise unmodified vehicle. The way it achieves this is by helping the engine to ‘breathe out’ more efficiently. Naturally, it works just as well (or even better) on modified engines, since most modifications are designed to make the engine breathe more efficiently.

Fitting K&N air filters at the same time as our Sports System will help the engine to ‘breathe in’ more efficiently - by removing the restrictive standard air filter - yielding even better results. (For K&N filters, see our Fuel Section).

To gain maximum benefit from our Sports System, particularly in large capacity V8s (3.9 or even 4.6 litre versions), fit our Big Valve Performance cylinder heads. These heads are ported and gas-flowed to help the engine achieve optimum efficiency. (For Performance cylinder heads, refer to our V8 Engine Section).

Finally, don’t forget your fuel system: all this extra efficiency will be lost if your carbs are worn out or your injection system is not up to scratch! The original carbs should be adequate for an otherwise unmodified 3.5 engine fitted with a Sports System and K&N filters (provided they are correctly set up). For the same vehicle fitted with modified cylinder heads or a bigger engine, however, we would recommend fitting either a Holley or Weber 4 barrel carb (see our Fuel Section).

Similarly, standard EfI vehicles will need no modifications to the injection system when fitting a Sports System and K&N. If further modifications are being considered, such as a change of camshaft, Performance cylinder heads or a bigger engine, we strongly recommend a remapped ecu to provide the correct fuelling. We can remap your existing ecu to suit your engine’s requirements exactly, giving crisper throttle response, more power and torque and better fuel efficiency. (See our Electrical Section).

---

**EXHAUST INSULATION WRAP**

**Thermo-Tec Insulation Wrap gives safety with performance.**

Tubular manifolds by design produce a vast amount of heat in the engine compartment. This increases the possibility of electrical/current components not working effectively and promotes a higher risk of fire (if any combustible material comes in to contact with the manifold), not to mention the likelihood of severe burns when working on the engine.

By wrapping your tubular manifold with Thermo-Tec insulating wrap you can overcome all these risk factors. Thermo-Tec keeps the heat within the manifold so the exhaust gases have a much higher velocity, this increases negative pressure (scavenging) which increases intake air flow, resulting in better performance & economy. It also reduces under bonnet noise.

**Technical Notes:** Thermo-Tec heat wrap - which is race & rally proven - comes in rolls 2” wide x 50’ long and moulds to the contours of the manifold. Being a silica based fabric (it does not contain asbestos or carcinogens), it is unaffected by oil or water, withstands temperatures up to 1000 degrees celsius and reduces under bonnet temperatures by up to 70%.

**Snap-Strap Retaining Kit** We strongly recommend that you use Snap-Straps to retain the insulation. These are stainless steel straps with a narrow profile (for tight spots) that you cut to length and fasten with snap type heads. Alternatively you can skin your knuckles and use hose clips.

**SPORTS EXHAUST COMPONENTS**

**Manifold - Tubular 4 into 1:**

- Requires link pipes if fitting to standard exhaust.
- Right Hand (1)  
  Left Hand (1)

**Link Pipe - Tubular Manifolds:**

- Required when using tubular manifolds with standard exhaust.
- NB: Link pipes are not required when using standard manifolds & downpipes.
- Right Hand (1)  
  Left Hand (1)

**Exhaust Manifold Gasket - V8:**

- Includes 4 into 1 manifolds.
- Standard (8)  
  For standard cylinder heads.

**Performance (Twin Gasket)**

- (4) AJM6925

**Clutch Hose - Stainless Steel Braided:**

- (1) RO1017
  One-piece braided flexible hose, from master to slave cylinder. Recommended for use with tubular manifolds.

---

**ROLLING ROAD TEST RESULTS WITH V8 SPORTS EXHAUST FITTED**

**COOL-IT**

Thermo-Tec Insulating Wrap - 2” x 50’ Roll

**THERMO-TEC INSULATION WRAP - 2” x 50’ ROLL**

**RXP1382**

**THERMO-TEC SNAP-STRAP KIT**

**STAINLESS STEEL**

**RXP1383**

---

**V8 Sports Exhaust System - Stainless Steel**

Our ever-popular sports exhaust system for the V8 (derived from a race specification) is suitable for both manual and automatic, right hand or left hand drive vehicles.

The 7-piece system features a pair of 4 into 1 tubular manifolds coupled to link pipes, which incorporate flange connectors to join the manifolds to a large bore Y-pipe. From here onwards, the system is of a single pipe design.

The reason for flange joints on the link pipes is simple: some of our customers ask for the option of retaining the original cast manifolds and downpipes instead of tubular manifolds (with the associated cost saving). Consequently, fitting flange joints and special link pipes means that we can offer a system that can be fitted with or without tubular manifolds. The system incorporates a pair of free-flowing silencers, tucked away in the axle well so as not to interfere with ground clearance on the Vitesse (we do not recommend fitting here where the ride height is lower than Vitesse). Another feature is the tailpipe, which is a separate section of 3” polished stainless steel, with a gentle upward curve to follow the contour of the rear valance.

Rolling road tests show that gains in power and torque can be expected, depending on the age, condition and set-up of your engine - please see graphs.

The system is also suitable for large capacity engines. The sound is pure Rover V8 but comfortably refined inside the car at cruising speeds.

---

**EXHAUST - V8 SPORTS**

**Rover SD1 V8 Sports exhaust manifold fitting kit**

**EF 1001**

Kit includes: 16 studs, nuts & washers (used to replace original bolts to enable easier installation of manifolds).
### Exhaust Manifold

**Exhaust Manifold;**
- V8 - All Models (Cast Iron)
  - Right Hand
    - Model: R01030
  - Left Hand
    - Model: R01032
- 2300/2600 - Cast Iron
  - Early Models
    - Model: PKC21B
  - Late Models
    - Model: PKC2171
- Swiss Models
  - Model: RK5676
- 2000 - Tubular (Stainless Steel)
  - Model: PKC2162SS
- 2400TD - Manifold Assembly
  - Model: AEU2231

### Gaskets & Fittings

**Manifold to Downpipe;**
- V8 - All Models (M4 x 25mm)
  - 2400TD (to Turbocharger)
  - Model: TE108051
  - Stud - Exhaust Manifold to downpipe;
  - Model: AEU2557
- 2300/2600 (M10 x 30mm)
  - 2400TD
  - Model: STC1327
- Exhaust Manifold Gasket;
  - V8 Standard
  - For Cylinder Heads
  - Model: AJ M92
  - Nut - Manifold to downpipe;
  - Model: GHE213
  - Gaskets & Fittings
  - Model: GUS10068

### Standard Exhaust - Mild & Stainless Steel Full Systems

<table>
<thead>
<tr>
<th>Model</th>
<th>Mild Steel System</th>
<th>Stainless Steel System</th>
<th>Fitting Kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5 Carb (Inc. S, SE &amp; VDP) 76-82</td>
<td>R01030</td>
<td>R01031</td>
<td>RVK14</td>
</tr>
<tr>
<td>3.5 Carb Manual (from VIN270266) 82-86</td>
<td>R01032</td>
<td>R01033</td>
<td>RVK14</td>
</tr>
<tr>
<td>3.5 Carb Auto (from VIN270267) 82-86</td>
<td>R01034</td>
<td>R01035</td>
<td>RVK14</td>
</tr>
<tr>
<td>3.5 EFI Auto (VDP EFI) 82-86</td>
<td>R01036</td>
<td>R01037</td>
<td>RVK14</td>
</tr>
<tr>
<td>2300/2600 77-80</td>
<td>R01020</td>
<td>R01021</td>
<td>RVK2</td>
</tr>
<tr>
<td>2300/2600 (to VIN270289) Jun 80-82</td>
<td>R01022</td>
<td>R01023</td>
<td>RVK9</td>
</tr>
<tr>
<td>2300/2600 (to VIN270290) Jun 80-82</td>
<td>R01024</td>
<td>R01025</td>
<td>RVK10</td>
</tr>
<tr>
<td>2400TD (to VIN285528) 82-83</td>
<td>R01026</td>
<td>R01027</td>
<td>RVK11</td>
</tr>
<tr>
<td>2400TD (from VIN285529) 83-86</td>
<td>R01028</td>
<td>R01029</td>
<td>RVK11</td>
</tr>
</tbody>
</table>

### Stainless Steel System

**R01027 - 2400TD (82-83).**

---

**STANDARD EXHAUST - MILD & STAINLESS STEEL INDIVIDUAL COMPONENTS**

NOTE: Mild steel part numbers are listed. Our Price Guide will show an SS (Stainless Steel) suffix after the part number when available.
GEARBOX - MANUAL

MANUAL GEARBOX ASSEMBLY 5 SPEED

There are two manual gearboxes fitted to the SDI range - a 4-speed and a 5-speed. We have concentrated here on the 5-speed version because of the rarity of 4-speed models. However, as the 4-speed is essentially a 5-speed with fewer internals, it would be a simple matter to fit a 5-speed 'box in place of a 4-speed. There were a number of changes affecting gearbox internals over the years and many parts are not interchangeable. Therefore, it is important to identify your gearbox by the number stamped on the left hand side - the vital figure being the suffix A, B, C or D.

5-Speed Gearbox
Reconditioned
All Models (Except 2000 & 2400TD) (1) UKC9076RHD
2000 & 2400TD (1) UKC9076R
Suitable for 3.9:1 ratio axle.

GEARBOX OIL
Early 4 & 5 speed models used SAE75W oil. From approximately 1980 onwards, Rover used automatic gearbox oil (ATF) in the manual gearbox, to help improve gear selection from cold. Our reconditioned 5-speed gearboxes use ATF. The oil capacity is 1.5 litres.

Unipart ATF (0.5 litre) (1) GGL175

Gearbox Mountings

Gearbox Mounting Rubber (2) CRC454A
Except 2400 TD
Gearbox Mounting - 2400TD (1) TKC2642
Setscrew - For above (4) SH108201
Centre Buffer - Rear Mounting Bracket CRC581
Bolt (1) BH112121
Thin Nut (1) NH112041
Washer (1) WC112081
Setscrew (4) SH108201

Clutch Housing/Operation

SPEED MANUAL
Bellhousing:
3500 Models (1)
2300/2600 (1)
2000 (1)
2400TD (1)
Bellhousing Bolt Kit - V8 Models (1)
Dirt Shield - Lower Bellhousing (1)
3500 models (1)
2300/2600 (1)
Clutch Operating Lever - All Models(1)
Slipper Pads - All Models (2)
Clip - Push Rod Retaining (1)
Release Bearing & Sleeve Assembly; 3500 to 1985 (Non Self-Centering)(1)
1985 On (Self-Centering) (1)
2300/2600, 2000 and 2400TD to 1985 (1)
1985 On (1)
Release Bearing only (1)
Non Self-Centering - All Models(1)
Note: Later, self-centering release bearings can be fitted to earlier models only as a complete assembly, including self-centering type clutch cover.

GRB5368A
GRB90247

Speedo Cable & Transducer

Speedo Cable '76-'82 - All RHD Models;
'S76-'80, Release Arm Connector (1) GSD2009
'80-'82 Eurosnap Connector (1) GSD300
Speedo Driven Gear - '76-'82;
Models with Mechanical Speedo
3500 - 20 teeth, orange (1)
3.08:1 axle ratio (1)
2600/2300 - 23 teeth, black (1)
3.45:1 axle ratio (1)
'O'-ring for Driven Gear Housing (1)
Speedo Transducer - '82 Onwards (Electronic Speedo);
2 pin Connector
3500 - 20 teeth, orange (1)
3.08:1 axle ratio (1)
2600/2300 - 23 teeth, black (1)
3.45:1 axle ratio (1)
2000/2400TD - 22 teeth, red (1)
3.90:1 axle ratio (1)
'O'-ring for Transducer (1)
None: Later, self-centering release bearings can be fitted to earlier models only as a complete assembly, including self-centering type clutch cover.

GRB5369A
GRB90246

2 pin Connector
3500 - 20 teeth, orange (1)
3.08:1 axle ratio (1)
2600/2300 - 23 teeth, black (1)
3.45:1 axle ratio (1)
2000/2400TD - 22 teeth, red (1)
3.90:1 axle ratio (1)
'O'-ring for Transducer (1)

DRC8007A
DRC8015
DRC8016A
DRC8172
DRC8174
DRC8173
AFU1348
SH106251
**5 SPEED GEARBOX REBUILDS**

The 5 speed gearbox requires specialist tools and knowledge to dismantle and rebuild, and is normally beyond the ability of the DIY enthusiast. We therefore recommend the fitting of an exchange gearbox unit. However, we do stock a full range of components should you wish to rebuild your own box. Listed below is a selection of parts most commonly needed.

### Casings & Components

**Main Gearcase;**
- Suffix A & B (1) ULC2045
- Suffix D (1) RTC8084
- Oil Drain Plug:
  - Suffix A, B & C (1) UKC3771
  - Suffix D (1) FRC6145A
- Fibre Washer
  - Suffix A, B & C (1) WFS13
  - Suffix D (1) FRC7084A

**Rear Extension Case & Oil Pump**
- Suffix A, B & C (1) TKC1230

### Gaskets & Oil Seals

**Front Oil Seal - All Models**
- Suffix A, B & C (1) ULC1060
- Oil Seal:
  - Suffix A, B & C (1) ULC3949
  - Suffix D (1) FRC6084A
- Gasket Front Cover
  - Suffix A, B & C (1) UL1C1284
  - Suffix D (1) FRC6019A
- Gearcase to Centrepiece
  - Suffix A, B & C (1) TKC1229
  - Suffix D (1) TKC1235
- Gasket-Extension Case to Centrepiece (1) TKC1235

### Input Shaft & Mainshaft

**Input Shaft;**
- Suffix A & B (1) TKC3533
- Suffix C (1) RKC4168
- Suffix D (1) RKC5485
- Suffix D (Except Vitesse) (1) FRC6094
- Bearing - Front of Input Shaft:
  - Suffix A, B & C (1) ULC2445
  - Suffix D (1) FRC7145A
- Bearing - Rear of Input Shaft
  - All Models (1) GHB107

### Layshaft

**Layshaft Gear Cluster;**
- Suffix A, B & C (1) (2) RKC5415
- Suffix D - Except Vitesse (1) (2) FRC6647
- Suffix D - Vitesse (1) (2) FRC6648
- Suffix D - Vitesse (1) (2) FRC7213
- Layshaft Bearing - All Models (1) (2) ULC1796

### Gearchange Housing

**Gearchange Housing Assembly**
- All Models (1) TKC3821
- Mounting Bush; Gearchange Housing to Gearbox (1) ULC854
- Plastic (Original) Polyurethane (Larger Lasting) (8) ULC854P
- Gear Lever; All Models to 1982 (1) TKC4300
- All Models 1982 On (1) FRCC746
- Gear Lever Retaining Cap (1) ULC3159
- Anti-Rattle Plunger (1) 2291988
- Plunger Spring (1) 2291989
- Gear Lever Knob - All Models 1982 On (1) DAM6658
- Gear Lever Grommet (Black vinyl) (1) DAM6658
- Gear Lever Grommet (Rubber) Fits Transmission Tunnel (1) JRC1679
- Reverse Light Switch (1) BRC354
- Locknut - For Above (1) 2291613

### 5 SPEED GEARBOX INTERNALS

**AVAILABLE AT HEAVILY REDUCED PRICES.**

1st Gear (Suffix A, B & C) (1) TKC735
2nd Gear (Suffix A, B & C) (1) TKC767
3rd Gear (Suffix A, B & C) (1) TKC268
3rd Gear (Suffix D) (1) TKC6962
Vitesse only (1) FRC5885A
5th Gear (Suffix A & B) (1) TKC3317
5th Gear (Suffix D) (1) FRC5162A
Selector Fork 1st/2nd (Suffix D) (1) FRC8124
Selector Fork and Bracket - 5th All units (1) TKC2058
Synchro Hub; 3rd/4th (less Rings) (1) ULC854A3NSR
Reverse Idler (Suffix A & B) (1) ULC1644
Bush 1st Speed (Suffix A, B & C) (1) TKC1478
40.18 / 40.23 (1) TKC1480
40.28 / 40.33 (1) TKC1480
Bush 1st Speed (Suffix D) (1) TKC1480
40.21 / 40.26 (1) FRC5244A
40.31 / 40.36 (1) FRC5246A
40.36 / 40.41 (1) FRC5247A

### Gearbox Case - Rear Extension & Speedo Drive

5 SPEED GEARBOX INTERNALS

**AVAILABLE AT HEAVILY REDUCED PRICES.**

1st Gear (Suffix A, B & C) (1) TKC735
2nd Gear (Suffix A, B & C) (1) TKC767
3rd Gear (Suffix A, B & C) (1) TKC268
3rd Gear (Suffix D) (1) TKC6962
Vitesse only (1) FRC5885A
5th Gear (Suffix A & B) (1) TKC3317
5th Gear (Suffix D) (1) FRC5162A
Selector Fork 1st/2nd (Suffix D) (1) FRC8124
Selector Fork and Bracket - 5th All units (1) TKC2058
Synchro Hub; 3rd/4th (less Rings) (1) ULC854A3NSR
Reverse Idler (Suffix A & B) (1) ULC1644
Bush 1st Speed (Suffix A, B & C) (1) TKC1478
40.18 / 40.23 (1) TKC1480
40.28 / 40.33 (1) TKC1480
Bush 1st Speed (Suffix D) (1) TKC1480
40.21 / 40.26 (1) FRC5244A
40.31 / 40.36 (1) FRC5246A
40.36 / 40.41 (1) FRC5247A

### Gearbox Case - Rear Extension & Speedo Drive

5 SPEED GEARBOX INTERNALS

**AVAILABLE AT HEAVILY REDUCED PRICES.**

1st Gear (Suffix A, B & C) (1) TKC735
2nd Gear (Suffix A, B & C) (1) TKC767
3rd Gear (Suffix A, B & C) (1) TKC268
3rd Gear (Suffix D) (1) TKC6962
Vitesse only (1) FRC5885A
5th Gear (Suffix A & B) (1) TKC3317
5th Gear (Suffix D) (1) FRC5162A
Selector Fork 1st/2nd (Suffix D) (1) FRC8124
Selector Fork and Bracket - 5th All units (1) TKC2058
Synchro Hub; 3rd/4th (less Rings) (1) ULC854A3NSR
Reverse Idler (Suffix A & B) (1) ULC1644
Bush 1st Speed (Suffix A, B & C) (1) TKC1478
40.18 / 40.23 (1) TKC1480
40.28 / 40.33 (1) TKC1480
Bush 1st Speed (Suffix D) (1) TKC1480
40.21 / 40.26 (1) FRC5244A
40.31 / 40.36 (1) FRC5246A
40.36 / 40.41 (1) FRC5247A
<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gearbox Unit (Auto)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automatic Gearbox Unit;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VB Borg Warner 65 (‘76-’80)</td>
<td>(1)</td>
<td>AEU1242R</td>
<td></td>
</tr>
<tr>
<td>Recon. Less Torque Converter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VB Borg Warner 66 (‘80-’83)</td>
<td>(1)</td>
<td>AEU1604N</td>
<td></td>
</tr>
<tr>
<td>New Inc. Torque Converter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VB GM180 - TH Carb Models (‘83 On) New Inc. Torque Converter</td>
<td>(1)</td>
<td>PKC2139</td>
<td></td>
</tr>
<tr>
<td>Bellhousing Lower Dirt Shield</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GM180/BW</td>
<td>(1)</td>
<td>FRC145</td>
<td></td>
</tr>
<tr>
<td>Torque Converter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torque Converter - Borg Warner 65 (‘76-’80 Models):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VB Recon</td>
<td>(1)</td>
<td>AEU1266R</td>
<td></td>
</tr>
<tr>
<td>2600/2300 New</td>
<td>(1)</td>
<td>AAU4870</td>
<td></td>
</tr>
<tr>
<td>2600/2300 New</td>
<td>(1)</td>
<td>NSK</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Recon</td>
<td>(1)</td>
<td>AEU1601N</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Recon</td>
<td>(1)</td>
<td>AEU1602E</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Recon</td>
<td>(1)</td>
<td>AEU1602E</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Recon</td>
<td>(1)</td>
<td>AEU1602E</td>
<td></td>
</tr>
<tr>
<td>2600/2300 Recon</td>
<td>(1)</td>
<td>AEU1602E</td>
<td></td>
</tr>
<tr>
<td>V8 All Models (TH, TT, PG)</td>
<td>(1)</td>
<td>AEU1458N</td>
<td></td>
</tr>
<tr>
<td>2600/2300 (TK, TL) New</td>
<td>(1)</td>
<td>AEU2811N</td>
<td></td>
</tr>
<tr>
<td>2600 Only (PK)</td>
<td>(1)</td>
<td>AEU4315</td>
<td></td>
</tr>
<tr>
<td>2300 Only (PL)</td>
<td>(1)</td>
<td>AEU4317</td>
<td></td>
</tr>
<tr>
<td>2000 (TM) New</td>
<td>(1)</td>
<td>AEU2990N</td>
<td></td>
</tr>
<tr>
<td>Drive Plate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive Plate - Borg Warner 65 &amp; 66;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td>(1)</td>
<td>603341</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>(1)</td>
<td>TKC2295</td>
<td></td>
</tr>
<tr>
<td>8 Bolt</td>
<td>(1)</td>
<td>TKC5279</td>
<td></td>
</tr>
<tr>
<td>6 Bolt</td>
<td>(1)</td>
<td>RKC5678</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>(1)</td>
<td>RKC5805</td>
<td></td>
</tr>
<tr>
<td>Drive Plate - GM180;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td>(1)</td>
<td>603340A</td>
<td></td>
</tr>
<tr>
<td>2600/2300</td>
<td>(1)</td>
<td>RKC5804</td>
<td></td>
</tr>
<tr>
<td>TK/TL Suffix</td>
<td>(1)</td>
<td>RKC5742</td>
<td></td>
</tr>
<tr>
<td>PK/PL Suffix</td>
<td>(1)</td>
<td>RKC5858</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>(1)</td>
<td>RKC5796</td>
<td></td>
</tr>
<tr>
<td>Ring Gear;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3500 Borg Warner</td>
<td>(1)</td>
<td>603340A</td>
<td></td>
</tr>
<tr>
<td>3500 GM180</td>
<td>(1)</td>
<td>RKC5804</td>
<td></td>
</tr>
<tr>
<td>2600/2300 GM180</td>
<td>(1)</td>
<td>RKC5843</td>
<td></td>
</tr>
<tr>
<td>2000 - use Drive Plate</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Dipstick & Switches

**Dipstick - Auto Gearbox;**
- All Models - Borg Warner | (1) | FRC3541 |
- All Models - GM180 | (1) | RKC5801 |

**Filler Tube:**
- All Models ‘76-’82 Borg Warner | (1) | FRC1725 |
- All Models - GM180 | (1) | PKC2166 |

**Filler Tube Seal - GM180:**
- Inhibitor Switch - Borg Warner; | All Models ‘76-’82 | (1) | RKC5738 |
- Inhibitor Switch - GM180 | (1) | RKC5738 |

**Inhibitor Switch - GM180:**
- V8 Models | (1) | AAU4876 |

**Inhibitor Switch - Borg Warner;**
- (Black, 23 teeth) | (1) | PKC2146 |
- (Orange, 20 teeth) | (1) | PKC2144 |

**Gear Oil (ATF):**
- Gear Oil (ATF) | (1) | CRC1952 |
- Gear Oil (ATF) | (1) | CRC3420 |
- Gear Oil (ATF) | (1) | ADU7643 |

**Oil Pump Kits:**
- Oil Pump Kits - Factory GM180 | ‘83 on | (1) | AEU3002 |
- V8 Vitesse / VDP EFI (TT) | (1) | AEU2828 |
- V8 Carb (TH) | (1) | AEU2828 |
- 2600 (TK) | (1) | AEU2829 |
- 2300 (TL) | (1) | AEU2972 |

**Gaskets & Oil Seals:**
- Rear Oil Seal; | Borg Warner Models | (1) | RTC447 |
- Front Oil Seal; | Borg Warner Models | (1) | AEU2852 |
- Gasket / Overhaul Kit; | Borg Warner Models | (1) | AEU2865 |
- Oil Pan Gasket; | Borg Warner Models | (1) | AAU4344 |
- GM180 Models | (1) | AEU4331 |

**Miscellaneous:**
- Selector Lever Knob; | Borg Warner Type 65 | (1) | CRC106 |
- Borg Warner Type 66 | (1) | CRC4290 |
- GM180 Models; | (1) | RKC5624 |
- Selector Rod - GM180 Models | (1) | TKC3763 |
- Modulator Kit / Plunger O’ Ring | 3500 (GM180) | (1) | AAU2812 |
- Oil Pan Gasket; | Borg Warner Models | (1) | AEU4320 |
- GM180 Models | (1) | AEU4331 |
- Kickdown Valve Kit (GM180) | (1) | AEU2817 |

**Oil Cooler Pipes:**
- Gearbox to Radiator Feed Pipe; | Borg Warner Type 65 | (1) | CRC1952 |
- Borg Warner Type 66 | (1) | CRC3420 |
- GM180 | (1) | ADU7643 |
- Hose - Return Pipe to Radiator | Borg Warner Type 65 | (1) | CRC1951 |
- Borg Warner Type 66 | (1) | CRC3421 |
- GM180 | (1) | ADU7642 |
- Gear Oil (ATF) | (1) | CRC1973 |
- Gear Oil (ATF) | (1) | CRC1973 |
### Propshaft

Propshaft (New, outright purchase):
- 3500 Manual or BW Auto (1) PKC1993
- 3500 GM180 Auto (1) PKC2160
- 2600/2300 Manual or BW Auto (1) FRC3813
- 2600/2300 GM180 Auto (1) PKC2142
- 2000 Manual or BW Auto (1) PKC1993
- 2000 GM180 Auto (1) PKC2160
- 2400 TD (1) FRC3913

Propshaft Bolt (All Models) (8) FRC90
Propshaft Nut (All Models) (8) GHF233
Cruise Control Speed Sensor Magnet (1) FRC4672

### Rear Axle

Rear Axle 3.90:1 Ratio (Less Halfshafts):
- New (1) RTC2787N
- Recon (1) RTC2787E
- Reconditioned (1) RTC2788R

Rear Axle 3.45:1 Ratio (Less Halfshafts):
- New (1) RTC2559N
- Recon (1) RTC2559R
- Reconditioned (1) RTC2560R

Rear Axle 3.08:1 Ratio (Less Halfshafts):
- New (1) RTC2560NCWP
- Reconditioned, Fitted with New Crownwheel & Pinion (1) RTC2560NCWP

Rear Axle 3.90:1 Ratio (Less Halfshafts)
- New (1) RTC2787N
- Recon (1) RTC2787E

Rear Axle 3.45:1 Ratio (Less Halfshafts)
- New (1) RTC2559N
- Recon (1) RTC2559R
- Reconditioned (1) RTC2560R

Rear Axle 3.08:1 Ratio (Less Halfshafts)
- New (1) RTC2560NCWP
- Reconditioned, Fitted with New Crownwheel & Pinion (1) RTC2560NCWP

### Extension Tube - Rear Axle

Extension Tube Assembly (All Models) (1) PKC1363
Extension Tube Assembly (All Models) (1) ULC2322

### Axle Crossmember

Crossmember (1) CRC2557
Mounting Rubber - Crossmember (4) CRC119
Spacer Tube (2) CRC118
Bolt (M10 x 115mm) (2) BHI10231
Large Washer (4) B50651
Nut (M10) (2) GHF233

### Halfshafts - Rear Axle

Halfshaft Assembly - New (All Models) (2) RKC4640
Rear Wheel Bearing Kit (2) GHK1028

Hub Seal - Inner (2) GHS186
Circlip (2) ULC2362
Spacer (2) ULC2350
Hub Bearing (2) GHB194
Hub Seal - Outer (2) GHS187
Wheel Stud (M12) (10) UKC2213
Front Subframe

Front Subframe - All models (1) CRC1828
Brand new, original
Subframe Bolt - Front (Except Diesel) (2) BH110321
Subframe Bolt - Front (Diesel) (2) CRC3536
Subframe Bolt - Rear (Except Diesel) (2) BH110201
Subframe Bolt - Rear (Diesel) (2) BH110221
Nut - All Subframe Bolts (4) GHF233
Packaging Piece (4) NLA
Spacing Grommet (1) CRC4057
Engine Mounting Support Bar (Not Diesel);
   RH (1) CRC700
   LH (1) CRC701

Track Control Arm

Track Control Arm (complete);
   RH (1) CRC1422
   LH (1) CRC1423
Bush - Track Control Arm to Subframe;
   Standard Rubber (2) CRC1709
   Hard Rubber (2) CRC1709H
   Polyurethane (2) CRC1319
   Nut - Balljoint to Steering Link (2) CRC1709
   Washer (2) CRC1709
   Bolt - Arm to Subframe (2) CRC1709
   Washer (4) CRC1709
   Nyloc Nut (2) CRC1709

Anti-Roll Bar

Anti-Roll Bar - All Models (1) NAM6926
Mounting Bush - Anti-Roll Bar to Subframe;
   Standard Rubber (2) UKC210
   Hard Rubber (2) UKC210H
   Polyurethane (2) UKC210P
   Bracket - A.R.B. Mounting Bush (2) CRC1319
   Bolt - Bracket to Subframe (4) BH110217
   Nut (4) GHF233
   Clamp - Anti-Roll Bar (2) CRC1769
   Bolt - Clamp (2) CRC1769
   Nut (2) GHF233

Mountings - Anti-Roll Bar to Track Control Arm

Vehicles from 1976 to VIN 299417 (approx ‘85) used
2 inner sponge bushes, 2 outer plastic flanged bushes and 2 large steel washers to locate the anti-
roll bar to the track control arm each side.
From VIN 299418 onwards, a slightly different design was used, comprising 1 outer spacer, 1
outer bush and different inner bush, an inner steel washer and a plastic sleeve running through the
centre.
Designed to improve track control arm location, the later parts can be fitted to earlier cars. Alternatively
one-piece polyurethane bushes are now available, replacing the inner and outer bushes and providing
superior location whilst out-lasting conventional rubber bushes.

To VIN 299417 (Approx ‘85)
Large Inner Steel Washer (2) 134603
Flanged Bush (4) CRC1408
Sponge Bush (4) CRC1409
Large Outer Steel Washer (2) CRC3053
Bush Kit - Track Control Arm (1) NAM4745

TO VIN 299418 ONWARDS (Approx ‘85)
Inner Steel Washer (2) NAM4744
Inner Bush (2) NAM4742
Outer Bush (2) NAM4741
Outer Spacer (2) NAM4740
Large Outer Steel Washer (2) CRC3053
Sleeve - Anti Roll Bar (2) NAM4743

Polyurethane Alternative (All Models)
Polyurethane Bush (4) CRC1408P
Polyurethane Bush Kit (2) CRC1408PK
Includes: Track arm bushes, anti-roll bar bushes, watts linkage bushes & trailing arm bushes
All Models except Vitesse (1) CRC1408PK

ALL MODELS
Nut (M12) (2) NH112041
Locking Cap (2) CRC3056
Split Pin (2) PS106251

Steering Link

Steering Link;
   RH (1) CRC435
   LH (1) CRC436
   Bolt - Steering Link (4) CRC258
   Tab Washer (2) CRC433
<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stub Axle &amp; Insert</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RH</td>
<td>NAM5154</td>
</tr>
<tr>
<td></td>
<td>LH</td>
<td>NAM5155</td>
</tr>
<tr>
<td>Bump Stop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard (pair)</td>
<td>2</td>
<td>CRC1276</td>
</tr>
<tr>
<td>Heavy Duty</td>
<td>2</td>
<td>CRC5309</td>
</tr>
<tr>
<td>Gaiter</td>
<td>2</td>
<td>CRC456</td>
</tr>
<tr>
<td>Spring Seat Rubber</td>
<td>2</td>
<td>CRC2744</td>
</tr>
<tr>
<td>Washer - Gaiter Retaining</td>
<td>2</td>
<td>CRC270</td>
</tr>
<tr>
<td>Shim-Front Road Spring (as req'd)</td>
<td>2</td>
<td>CRC507</td>
</tr>
<tr>
<td>Upper Spring Seat</td>
<td>2</td>
<td>CRC460</td>
</tr>
<tr>
<td>Top Strut Mounting Assy</td>
<td>2</td>
<td>CRC2240</td>
</tr>
<tr>
<td>Top Strut Mounting - Bearing only</td>
<td>2</td>
<td>CRC2240B</td>
</tr>
<tr>
<td>Grommet - Strut Mounting</td>
<td>2</td>
<td>CRC295</td>
</tr>
<tr>
<td>Strut Insert (All Models)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC2743</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC507</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC295</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC2240</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC2240B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC2295</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC460</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC507</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CRC2744</td>
</tr>
</tbody>
</table>

**SAFETY NOTE:** We recommend fitting strut inserts as pairs.

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Insert (each)</td>
<td>2</td>
<td>GSA74273</td>
</tr>
<tr>
<td>Gaz Insert (on-car adjustable/pair)</td>
<td>1</td>
<td>GSA74273Gaz</td>
</tr>
<tr>
<td>Spax Insert (on-car adjustable/pair)</td>
<td>1</td>
<td>GSA74273Spax</td>
</tr>
<tr>
<td>Koni Insert (off-car adjustable/pair)</td>
<td>1</td>
<td>GSA74273Koni</td>
</tr>
</tbody>
</table>

See also: Shock Absorber & Spring Packages.

Front Spring - Standard:
- Vitesse / VDP EFi (2)  GRS143
- 3500/2600/2300 (2)  GRS137
- 2000 (2)  GRS137
- 2400 TD (2)  GRS142
- Air Con Models (2)  CRC1789

**Front Spring - Uprated**

See also: Shock Absorber & Spring Kits.

- Uprated/Lowered 30mm  GRS143UK
- Aspr Vitesse Ride Height  GRS143UKLOW
- Uprated/Lowered 60mm  GRS143UKLOW
- 30mm Lower than Vitessse  GRS143UKLOW
- Coil Spring Compressor (1)  RX1328

**Hub & Wheel Bearings**

- Front Hub Assembly (2)  CRC589
- Front Wheel Stud (M12) (10)  CRC1648
- Front Wheel Bearing & Seal Kit (2)  GKH1005
- Kit is per WHEEL & includes 1 each of bearings UKC169/GHB102 and 1 inner hub seal GHS101.
- Multi Purpose Grease (400g tube)  GGL111
- Hub Seal -Inner (2)  GHS101
- Bearing - Inner (2)  UKC169
- Bearing - Outer (2)  GHB102
- Special Washer (2)  S30586
- Hub Nut (2)  CRC69
- Cap-Hub (2)  CRC289

**MORE STOCK EVERY DAY**

If the part you require is not listed here, please enquire, we can check factory parts listings and stock availability for you.
Watts Linkage

Note: two different types of Watts Linkage are used, employing two different outer locating bushes. Being of different sizes, the two bushes are not inter-changeable; it is therefore worthwhile identifying the type fitted to your car before ordering. Some early models are fitted with a solid rubber bush of 27mm diameter, with a steel inner sleeve. Subsequently, most cars were fitted with a Metallastik bush, measuring 31mm diameter, having outer and inner steel sleeves with a slotted rubber ‘sandwich’ in between. Most Vitesse, however, employ the earlier type solid rubber bush. The complete Watts Linkage assemblies can be interchanged.

Watts Linkage Assembly; Complete with bushes
Early Type   NLA use CRC4816 or CRC4638
Non-Vitesse Models (1) CRC4816
Vitesse (1) CRC4638
Outer Bush;
Early Models Standard (2) CRC466
Polyurethane (2) CRC466Poly
Non-Vitesse Models Standard (2) CRC471
Polyurethane (2) CRC471Poly
Improves axle location under cornering.
Vitesse
Standard (2) CRC466
Polyurethane (2) CRC466Poly
Inner Pivot Bush - All Models (1) CRC1253
Mounting Fork - Watts Linkage;
RH (1) CRC1104
LH (1) CRC1862
Diagonal Brace - RH Fork (1) CRC6000
Bolt - Watts Linkage to Fork (2) BH11001
Nut (2) NZ110041

Poly Bush Kit
See page 48.

Trailing Arm

Trailing Arm Assembly - All Models (2) CRC5249
Front Eye bush (2) CRC292
Rear Pad - Trailing Arm to Axle; (to VIN 313750)
Standard (4) CRC1825
Polyurethane (4) CRC1825Poly
VW 313751 onwards (4) NAMS234
Standard (4) CRC1825Poly
Sleeve - Rear Pad (2) CRC1862
Washer - Trailing Arm to Axle; (to VIN 276727)
VW 276726 onwards (2) CRC5193
Nut (2) GHS233

Rear Shock Absorber

Note: All models were originally fitted with Boge self-levelling units at the rear, except 2300 and 2000 models which were equipped with conventional shock absorbers. Vitesse were fitted with 20% uprated self-levellers and were lowered by 1 inch, whilst VDP EFI models were uprated 20% but retained standard ride height. Self-levellers can be identified by the rubber gaiter at the base of the unit. The springs which accompany self-levellers are very soft and therefore cannot be retained if conventional shock absorbers are to be fitted. All versions can be fitted with either self-levellers or conventional shock absorbers provided the correct springs are also fitted. See Suspension Packages & Conversion Kits.

Rear Self-Leveller (Boge Nivomat); (3500/2600/2400 TD)
Vitesse/024000 TF (2) CRC76473
Vitesse/VDP EFI (2) CRC76472
Rear Shock Absorber (2300/2000);
Standard (2) CRC71410
Gaz-on car adjustable (pair) (1) CRC71410Gz
Spax-on car adjustable (pair) (1) CRC71410Sp
Kor-off car adjustable (pair) (1) CRC71410Ko
Gaiter - Self-Leveller (each) (2) RTC2703
Bush - Shock Absorber/Leveller (4) CRC185
Sleeve - Bush (4) CRC300
Washer - Inner (4) CRC309
Washer - Outer (4) CRC302
Nut (8) NH112041
STANDARD SUSPENSION KITS

The kits listed below include standard rear shock absorbers and rear springs from the 2000/2300 range which when fitted as a set can be used as direct replacements for self-levelers on any vehicle. The kits include the appropriate springs to give standard ride height for each model.

<table>
<thead>
<tr>
<th>Suspension Kit/Contents</th>
<th>Order Kit No.</th>
<th>Order Kit No.</th>
<th>Order Kit No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONVERSION KIT - REAR SELF LEVELLERS</td>
<td>R01049</td>
<td>R01048</td>
<td>R01048</td>
</tr>
<tr>
<td>For replacement of rear self-levellers only. Includes - 2 Standard Rear Shock Absorbers 2 Appropriate Rear Springs (Standard).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAR KIT - SET OF 4 SPRINGS/SHOCKS</td>
<td>R01046</td>
<td>R01045</td>
<td>R01047</td>
</tr>
<tr>
<td>INSTALLATION KIT</td>
<td>R01107</td>
<td>R01107</td>
<td>R01107</td>
</tr>
<tr>
<td>Includes - 2 Front Strut Gaiters 2 Front Gaiter Ties 2 Front Lower Spring Rubbers 2 Rear Upper Spring Rubbers</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

UPRATED SUSPENSION KITS

CAR SETS
Car Kit Includes -
4 Uprated/Adjustable Shock Absorbers
4 Uprated/Lowered Springs
• Fit to any model
• Improve handling
• Choose springs for required ride height
• Easy to fit.

<table>
<thead>
<tr>
<th>SPRING TYPE/APPROX RIDE HEIGHT</th>
<th>Order Kit No.</th>
<th>Order Kit No.</th>
<th>Order Kit No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>30mm Lowered Uprated Springs</td>
<td>R01137</td>
<td>R01050</td>
<td>R01052</td>
</tr>
<tr>
<td>Ride Height : As Vitesse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60mm Lowered Uprated Springs</td>
<td>R01138</td>
<td>R01051</td>
<td>R01053</td>
</tr>
<tr>
<td>Ride Height : 30mm Lower than Vitesse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Installation Kit</td>
<td>R01107</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Includes - 2 Front Strut Gaiters 2 Front Gaiter Ties 2 Front Lower Spring Rubbers 2 Rear Upper Spring Rubbers</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SUSPENSION BUSH & BOLT KITS

Our Front/Rear Suspension Bush & Bolt Packs contain everything you need when overhauling your SDI suspension and save money too!

<table>
<thead>
<tr>
<th>Kit Contents</th>
<th>Standard Bushes</th>
<th>Polyurethane Bushes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT/REAR SUSPENSION BUSH &amp; BOLT KIT A Vitesse Models</td>
<td>R01109</td>
<td>R01104</td>
</tr>
<tr>
<td>Includes: Anti-roll bar bushes (UKC210), track arm bushes (CRC1408 &amp; CRC1709), Watts linkage bushes (CRC646), trailing arm bushes (NAM5234 &amp; CRC292)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRONT/REAR SUSPENSION BUSH &amp; BOLT KIT B Non-Vitesse Models</td>
<td>R01108</td>
<td>R01109</td>
</tr>
<tr>
<td>includes: Anti-roll bar bushes (UKC210), track arm bushes (CRC1408 &amp; CRC1709), Watts linkage bushes (CRC4711), trailing arm bushes (CRC1825 &amp; CRC292)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRONT/REAR SUSPENSION Bolt Kit All Models</td>
<td>R01110</td>
<td>R01110</td>
</tr>
<tr>
<td>Includes all front &amp; rear suspension bolts, nuts &amp; washers.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Road Wheels

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vitesse/VDP Efi Silver</td>
<td>5</td>
<td>CRC4177</td>
</tr>
<tr>
<td>Vitesse Alloy Wheel Set - 6.5J x 15</td>
<td>1</td>
<td>RO1087</td>
</tr>
</tbody>
</table>

- Can be fitted to all models

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel Nut - Alloy Wheels;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Mk 1 Alloys - Chrome</td>
<td>20</td>
<td>CRC1995</td>
</tr>
<tr>
<td>All Mk 2 Alloys - Chrome Capped</td>
<td>20</td>
<td>CRC4297</td>
</tr>
<tr>
<td>Vitesse Alloys - Chrome</td>
<td>20</td>
<td>CRC1995</td>
</tr>
<tr>
<td>Remanufactured</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Each</td>
<td>1</td>
<td>CRC1995REMK</td>
</tr>
</tbody>
</table>

- Can be fitted to all models

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel Centre Cap;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark 2 Alloy - Silver</td>
<td>5</td>
<td>CRC3844</td>
</tr>
<tr>
<td>Mark 2 Alloy - Grey</td>
<td>5</td>
<td>CRC4381</td>
</tr>
<tr>
<td>Vitesse Alloy</td>
<td>5</td>
<td>CRC4605</td>
</tr>
<tr>
<td>Valve - Stainless Steel</td>
<td>5</td>
<td>CAC4123A</td>
</tr>
</tbody>
</table>

- For alloy wheels

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel Wheel;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.5J x 14</td>
<td>5</td>
<td>CRC3703</td>
</tr>
<tr>
<td>6J x 14</td>
<td>5</td>
<td>CRC2187</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel Nut - Steel wheels;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Steel</td>
<td>20</td>
<td>CRC1849</td>
</tr>
<tr>
<td>Chrome</td>
<td>20</td>
<td>CRC1579</td>
</tr>
<tr>
<td>Wheel Nut Washer (Plastic)</td>
<td>20</td>
<td>CRC1428A</td>
</tr>
</tbody>
</table>

- For steel wheels

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locking Wheel Nut Set;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steel Wheels</td>
<td>1</td>
<td>RO1071</td>
</tr>
<tr>
<td>Alloy Wheels</td>
<td>1</td>
<td>RO1072</td>
</tr>
<tr>
<td>Wheel Clean Discs (pr)</td>
<td>1</td>
<td>RR1306</td>
</tr>
</tbody>
</table>

### Roadside Tools & Touring Equipment

- Spare Wheel Strap: 1 BRC2820
- Scissor Jack, Wheel Brace: 1 R52014
- Hardura Bag Kit: 1 311346
- Scissor Jack & Handle: 1 138514
- Tool and J ack Bag: 1 RX1364
- Warning Triangle: 1 RX1344
- 'AA' Membership/Relay Pack: 1 RX1329
- Safety J acket (Luminous): 1 GAC2999
- Tyre Pump (Stirrup Type): 1 S23638A
- Spark Plug Spanner: 1 GAT140
- First Aid Kit: 1 RX1399

### Unipart Products:

- WD40 (Large - 400ml) (A/R) GAC111
- Holts Radweld (250ml) (A/R) RX1508
- Instant Gasket (Tube) (A/R) GHF6093
- Exhaust Jointing Compound (A/R) GCH112
- Safety Jacket (Luminous) (1) GAC2999
- Tyre Pump (Stirrup Type) (1) S23638A
- Spark Plug Spanner (1) GAT140
- First Aid Kit (1) RX1399

### Mudflaps

Mudflaps - All Models - Original type

- Front - pair
  - with fittings: 1 AJ M1637PK
  - without fittings: 1 AJ M1637P
- Rear - pair
  - with fittings: 1 AJ M1638PK
  - without fittings: 1 AJ M1638P

- To avoid brake dust contamination

### Mudflaps - All Models - Original type

- Front - pair
  - with fittings: 1 AJ M1637PK
  - without fittings: 1 AJ M1637P
- Rear - pair
  - with fittings: 1 AJ M1638PK
  - without fittings: 1 AJ M1638P

- To avoid brake dust contamination
Front Brakes

BRAKE DISCS - FRONT

Front Brakes

Brake Discs:
- Standard (each)
  - Solid (2) GBD603
  - Vented (2) GBD804
- Uprated (pair)
  - EBC Turbo Groove - see panel
    - Solid (2)
    - Vented (2)
    - GBD603UR
    - GBD804UR
- Uprated (pair)
  - EBC Turbo Groove - see panel
    - Solid (1)
    - Vented (1)

Brake Pads (Standard)
- 2 Piston Caliper (1) GBP242
- 4 Piston Caliper (1) GBP267GS

Brake Pads (Uprated)
- 'Green Stuff' EBC Kevlar Brake Pads
  - 2 Piston Caliper (1)
  - 4 Piston Caliper (1)

Pad Fitting Kit
- Inc. Pins & Clips
  - 2 - Piston Caliper (1) RS1467
  - 4 - Piston Caliper (1) R01139

Front Brake Kits

4-POT BRAKE KITS

For converting 2-pot brake caliper vehicles to 4-pot or simply if you want to replace existing 4-pot calipers, discs and pads. We offer kits including either standard discs and pads, or uprated.

Note: The calipers supplied are the single brake pipe type (not EFI/Vitesse). Please enquire if twin pipe type are required.

4-POT SOLID DISC KIT
- Inc. Standard Discs & Pads
  - Solid Disc Kit
    - with Standard Discs & Pads (1) RO1009
    - with Uprated Discs & Pads (1) RO1009UR
  - Vented Disc Kit
    - with Standard Discs & Pads (1) RO1010
    - with Uprated Discs & Pads (1) RO1010UR

4-POT VENTED DISC KIT
- Inc. Uprated Discs & Pads
  - Solid Disc Kit
    - with Standard Discs & Pads (1) RO1009
    - with Uprated Discs & Pads (1) RO1009UR
### Rear Brakes

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY REQ.</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Wheel Cylinder - All Models</td>
<td>0.875” Internal Diameter</td>
<td>(2) GWC1311</td>
</tr>
<tr>
<td>Repair Kit - Rear Wheel Cylinder; Standard (0.875” dia)</td>
<td></td>
<td>(2) 8G8741</td>
</tr>
<tr>
<td>Police Spec (0.80” dia)</td>
<td></td>
<td>(2) S19059</td>
</tr>
<tr>
<td>Bleed Screw - Wheel Cylinder</td>
<td></td>
<td>(2) RTC1526</td>
</tr>
<tr>
<td>Retaining Clip - Wheel Cylinder</td>
<td></td>
<td>(2) 17H7949</td>
</tr>
<tr>
<td>Brake Shoe Set - All Models</td>
<td></td>
<td>(1) GBS795</td>
</tr>
<tr>
<td>Shoe Pull-Off Spring Large</td>
<td>(2)</td>
<td>AAU6247</td>
</tr>
<tr>
<td>Shoe Pull-Off Spring Double</td>
<td>(2)</td>
<td>AAU2210</td>
</tr>
<tr>
<td>Shoe Pull-Off Spring Small RH</td>
<td>(1)</td>
<td>AAU6242</td>
</tr>
<tr>
<td>Shoe Pull-Off Spring Small LH</td>
<td>(1)</td>
<td>AAU6241</td>
</tr>
<tr>
<td>Shoe Retainer Pin</td>
<td>(4)</td>
<td>17H2215</td>
</tr>
<tr>
<td>Shoe Retainer Spring</td>
<td>(4)</td>
<td>606747A</td>
</tr>
<tr>
<td>Shoe Retainer Washer</td>
<td>(4)</td>
<td>27H8426</td>
</tr>
<tr>
<td>Adjuster Kit - Brake Shoes (Pr)</td>
<td></td>
<td>(1) AAU994</td>
</tr>
<tr>
<td>Brake Drum - All Models</td>
<td></td>
<td>(2) GDB111</td>
</tr>
<tr>
<td>Brake Drum Retaining Screw</td>
<td></td>
<td>(2) 800007</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Inside Brake Drum RH</td>
<td></td>
<td>(1) AAU6244</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Inside Brake Drum LH</td>
<td></td>
<td>(1) AAU6243</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Rubber Boot - Back Plate</td>
<td></td>
<td>(2) 17H8057</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Plug - Back Plate</td>
<td></td>
<td>(2) RTC1462</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Backplate - Rear Brakes; RH</td>
<td></td>
<td>(1) R01090</td>
</tr>
<tr>
<td>Handbrake Actuating Lever Backplate - Rear Brakes; LH</td>
<td></td>
<td>(1) R01089</td>
</tr>
</tbody>
</table>

### Handbrake

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY REQ.</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handbrake Lever (Inside Car)</td>
<td>(1) CRC2680</td>
<td></td>
</tr>
<tr>
<td>Grip - Handbrake Lever</td>
<td>(1) BRC2662</td>
<td></td>
</tr>
<tr>
<td>Cover - Handbrake Lever</td>
<td>(1) BRC2643</td>
<td></td>
</tr>
<tr>
<td>Handbrake Grommet (under Floor)</td>
<td>(1) CRC330</td>
<td></td>
</tr>
<tr>
<td>Handbrake cable - All Models</td>
<td>(1) GVC1036</td>
<td></td>
</tr>
<tr>
<td>Switch - Handbrake Warning to Vin282220</td>
<td>(1) DRC2211</td>
<td></td>
</tr>
<tr>
<td>Switch - Handbrake Warning to Vin282220 on</td>
<td>(1) DRC2129</td>
<td></td>
</tr>
<tr>
<td>Clevis Pin - Handbrake Cable</td>
<td>(2) PJ 8806</td>
<td></td>
</tr>
<tr>
<td>Washer - Clevis Pin</td>
<td>(2) WD108051</td>
<td></td>
</tr>
<tr>
<td>Split Pin</td>
<td>(2) PC10</td>
<td></td>
</tr>
<tr>
<td>Fulcrum Pin - Compensator</td>
<td>(1) CRC1027</td>
<td></td>
</tr>
<tr>
<td>Washer for Pin</td>
<td>(1) WA112081</td>
<td></td>
</tr>
<tr>
<td>Bush - Compensator</td>
<td>(2) FAM320</td>
<td></td>
</tr>
<tr>
<td>Nut - Fulcrum Pin</td>
<td>(2) 810556</td>
<td></td>
</tr>
<tr>
<td>Screw - Compensator</td>
<td>(1) SH106161</td>
<td></td>
</tr>
<tr>
<td>Washer for above</td>
<td>(1) WM106001</td>
<td></td>
</tr>
<tr>
<td>Nut for above</td>
<td>(1) GHF212</td>
<td></td>
</tr>
<tr>
<td>Compensator Lever with Boss</td>
<td>(1) 21H5253</td>
<td></td>
</tr>
<tr>
<td>Plain</td>
<td>(1) 21H5254</td>
<td></td>
</tr>
<tr>
<td>Handbrake Compensator Kit</td>
<td>(1) R01111</td>
<td></td>
</tr>
</tbody>
</table>
## Brake Hydraulics

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Master Cylinder;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models '76-'82 Lockheed (1)</td>
<td>GMC321</td>
<td></td>
</tr>
<tr>
<td>All Models '82 Onwards (Girling) (1)</td>
<td>GMC325</td>
<td></td>
</tr>
<tr>
<td>Repair Kit - Master Cylinder;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lockheed '76-'82</td>
<td>GRK1007</td>
<td></td>
</tr>
<tr>
<td>Girling '82 Onwards</td>
<td>BAUS053</td>
<td></td>
</tr>
<tr>
<td>Pressure Failure Switch (Lockheed) (1)</td>
<td>AAU3821A</td>
<td></td>
</tr>
<tr>
<td>Brake Servo;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models '76-'82 Lockheed (1)</td>
<td>GSM132</td>
<td></td>
</tr>
<tr>
<td>All Models '82 Onwards (Girling) (1)</td>
<td>GSM146</td>
<td></td>
</tr>
<tr>
<td>Servo Repair Kit - Girling Models (1)</td>
<td>AEU1886A</td>
<td></td>
</tr>
<tr>
<td>Gasket - Servo to Bulkhead (1)</td>
<td>CRC250</td>
<td></td>
</tr>
<tr>
<td>All Models</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacuum Hose - Servo to Inlet Manifold;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>'76-'82 RHD (1)</td>
<td>CRC2128</td>
<td></td>
</tr>
<tr>
<td>'76-'82 LHD (1)</td>
<td>159230</td>
<td></td>
</tr>
<tr>
<td>'82 Onwards (1)</td>
<td>19230</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Balance Valve;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models Except Vitesse (1)</td>
<td>TKC3667</td>
<td></td>
</tr>
<tr>
<td>Vitesse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake Pipe Kit - Copper;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models Except EFI (1)</td>
<td>CRC4339</td>
<td></td>
</tr>
<tr>
<td>RHD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LHD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake Pipes - Individual;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balance Valve to Rear Flexi Hose (1)</td>
<td>CRC1078</td>
<td></td>
</tr>
<tr>
<td>Rear Flexi Hose to LH Wheel (1)</td>
<td>CRC1079</td>
<td></td>
</tr>
<tr>
<td>LH Rear Wheel to RH Rear Wheel (1)</td>
<td>CRC1080</td>
<td></td>
</tr>
<tr>
<td>Brake Pipe Clip;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single (1)</td>
<td>GHF1192</td>
<td></td>
</tr>
<tr>
<td>Double (1)</td>
<td>AAU7383A</td>
<td></td>
</tr>
<tr>
<td>Brake Hose - Rear (standard);</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Models (1)</td>
<td>GBH310</td>
<td></td>
</tr>
<tr>
<td>Brake Hose - Goodridge (all models); Stainless Steel Braided Front - All Models except EFI (2)</td>
<td>GBH418GR</td>
<td></td>
</tr>
<tr>
<td>Front - EFI/Vitesse (4)</td>
<td>GBH328GR</td>
<td></td>
</tr>
<tr>
<td>Rear - All Models (2)</td>
<td>GBH418GR</td>
<td></td>
</tr>
<tr>
<td>Brake Fluids;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unipart - Dot 3 (1 litre) (1)</td>
<td>GBF103</td>
<td></td>
</tr>
<tr>
<td>Silicone - (0.5 litre) (1)</td>
<td>RX1327</td>
<td></td>
</tr>
<tr>
<td>Silicone - (1 litre) (1)</td>
<td>RX1326</td>
<td></td>
</tr>
<tr>
<td>Brake Cleaner - Aerosol (1)</td>
<td>GBF901</td>
<td></td>
</tr>
<tr>
<td>Pedal Rubber - All Models;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake (Manual) (1)</td>
<td>CRC569</td>
<td></td>
</tr>
<tr>
<td>Brake (Auto) (3)</td>
<td>CRC570A</td>
<td></td>
</tr>
<tr>
<td>Clutch (3)</td>
<td>CRC569</td>
<td></td>
</tr>
<tr>
<td>Accelerator (3)</td>
<td>CRC571</td>
<td></td>
</tr>
</tbody>
</table>

### Brake & Clutch Fluids

- **Unipart (DOT 3) 1 Litre**: GBF103
- **Silicone 0.5 Litre**: RX1327
- **Silicone 1 Litre**: RX1326

*Do not mix with standard fluid.*
**Manual Steering**

- **Manual Steering Rack:**
  - RHD, Recon (1) GSR133R
  - LHD, New (1) GSR134R
  - Tie Rod & Gaiter Kit (1) GSV1050
  - Gaiter Kit Only (1) GSV1051
  - Track Rod End (2) GSJ149
  - Lock Nut (2) CRC312
  - Rack Mounting Rubber (2) CRC1357
  - Packing - Mounting Rubber (2) CRC1358
  - Lower Steering Shaft & Coupling (1) GSV1027
  - Steering Knuckle (Upper) (1) CRC2481

- **Nacelle - Upper:**
  - '76-'82 (1) DRC270
  - '82 Onwards (1) DRC2788

- **Cruise Control Switch:**
  - Dana (1) CRC312
  - Hella (VIN288121 to 298523) (1) CRC312
  - Hella (VIN298524 On) (1) CRC3170

- **Steering Column:**
  - All Models to VIN255200 (1) CRC3875
  - All Models VIN255201 to 319326 (1) CRC4529

- **Support Bearing - Steering Column:**
  - (1) CRC360
  - (1) CRC363

- **Support Plate (Bulkhead):**
  - (1) CRC632
  - (1) CRC637

- **Steering Column Lock/Ignition Switch:**
  - See also Lock Sets in 'Door Handles/Locks & Lock Sets' section listed under 'Body Fittings'.

- **Shear Bolt - All Models:**
  - (1) CRC2665
  - (1) CRC3914
  - (1) CRC2665
  - (1) CRC3914

- **Packing - Mounting Rubber:**
  - (2) CRC3914

- **Power Steering Pump:**
  - Power Steering Pump - V8:
    - Early Models - (30 Series) (1) ERC1941
    - Early Models w/ Separate Reservoir (All Others) (1) ERC6969
    - Late Models (1) ERC6969

  - Power Steering Pump - 2600/2300:
    - Early Models (Single Bolt Pulley) (1) TKC4571
    - Late Models (3-Bolt Pulley) (1) RKC5084

  - Power Steering Pump - 2000:
    - (1) ERC6326
    - Power Steering Pump - 2400TD (1) CRC3845

  - Service Kit - PAS Pump (2000 Only) (1) 518564A

  - Filler Cap - PAS Pump (1) AEU1514

  - Integral Reservoir Models:
    - Pump Mounting Bracket - V8 (1) ERC5858

  - Pump Mounting Plate - V8 (1) ERC5858

  - Pump Mounting Plate - Integrated Reservoir Models:
    - V8 Pulley (1) ERC4679
    - Drive Belt (1) UKC1817

  - V8 Early (1) GB280825
    - Early & Late (1) GB280826
    - Early & Late (1) GB10975
    - 2000 (1) GB11100
    - 2000 (1) GB10975
    - 2400TD (1) GB10914
    - Fluid Reservoir Filter - V8 (1) AAU8449
    - PAS Fluid - 0.5 litre (1) GGL175
Power Steering

Power Steering Rack - RHD (Recon); Early Type (Dimension ‘A’ 65mm) (1) CRC1321R
With Detachable LH Mount Bracket (1) BAX2200R
With Fixed LH Mount Bracket (1) CRC4520R

Power Steering Rack - LHD (Recon); Early Type (Dimension ‘A’ 65mm) (1) CRC1322R
All other Models (1) CRC1228R
Track Rod End - All Models (2) GSR115R
Lock Nut (2) CRC912R
Mounting Bush - Detachable Bracket (1) EAW4654R
Seal Kit - PAS Rack; Burman (1) AEU1273R
Alford & Adler ‘82 (1) RTC23933AP
Alford & Adler ‘82 On (1) R01101R
Cam Gears (1) GSV1123R
Pinion Kit (Alford & Adler) (1) CAX2116R
Valve Housing Assy LHD (Alford & Adler) (1) EA5765R
Valve Repair Kit (Cam Gears) (1) GSV1124R

gaiter - Steering Rack; Burman (pr) (1) AUA3355R
Alford & Adler (1) RTC2219R
Alford & Adler ‘82 On (pr) (1) GSV1071R
Cam Gears (pr) (1) GSV1062R

Lower Steering Shaft & Coupling (Exc Diesel); Manual Steering (1) GSV1027R
Power Steering (1) GSV1028R
Steering Shaft - Diesel (1) CRC3770R
Note: Some vehicles were fitted with a longer steering shaft, mating to a PAS rack with a short pinion housing. These early shafts are no longer available. Instead use rubber coupling R01054 to replace the worn item, or replace both rack and shaft with later items.
Rubber Coupling - Lower Shaft (1) R01054R
All Models (1) CRC2481R

POWER STEERING HOSES - V8 MODELS

<table>
<thead>
<tr>
<th>Description</th>
<th>RHD</th>
<th>LHD</th>
<th>RHD</th>
<th>LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Models with Separate Fluid Reservoir</td>
<td>CRC3597</td>
<td>CRC3652</td>
<td>CRC1439</td>
<td>CRC1588</td>
</tr>
<tr>
<td>Models with Integral Pump &amp; Reservoir. Up to VIN333051</td>
<td>CRC3407</td>
<td>CRC4550</td>
<td>CRC2696</td>
<td>CRC4551</td>
</tr>
<tr>
<td>Models with Cooled Power Steering. VIN333052 Onwards</td>
<td>CRC4550R</td>
<td>CRC5242R</td>
<td>CRC5242R</td>
<td>CRC5242R</td>
</tr>
</tbody>
</table>

POWER STEERING HOSES - 2600/2300 MODELS

<table>
<thead>
<tr>
<th>Description</th>
<th>RHD</th>
<th>LHD</th>
<th>RHD</th>
<th>LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Models up to VIN333051</td>
<td>CRC3645</td>
<td>CRC3622</td>
<td>CRC1702</td>
<td>CRC2600</td>
</tr>
<tr>
<td>Models with Cooled Power Steering. VIN333052 Onwards</td>
<td>CRC3546R</td>
<td>NLA</td>
<td>NAM5172</td>
<td>NAM5176</td>
</tr>
</tbody>
</table>

POWER STEERING HOSES - 2000 MODELS

<table>
<thead>
<tr>
<th>Description</th>
<th>RHD</th>
<th>LHD</th>
<th>RHD</th>
<th>LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Models up to VIN333051</td>
<td>CRC3360</td>
<td>CRC4738</td>
<td>CRC3359</td>
<td>CRC4739</td>
</tr>
</tbody>
</table>

POWER STEERING HOSES - 2400TD MODELS

<table>
<thead>
<tr>
<th>Description</th>
<th>RHD</th>
<th>LHD</th>
<th>RHD</th>
<th>LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Models up to VIN333051</td>
<td>CRC3541</td>
<td>CRC3542</td>
<td>CRC3542</td>
<td>CRC3544</td>
</tr>
</tbody>
</table>
Engine Electrics - Major Units

Starter Motor (Exchange):
- V8 - All Models
  - Standard
  - Uprated (see panel below)
  - Manual
  - Auto
  - 2400TD

Solenoid - Starter Motor:
- V8 (1)
  - 2600/2300
  - 9M90 Starter
  - 2000
  - 2400TD

Alternator (Exchange):
- V8 - Standard
- Heavy Duty/Aircon (15 amps)

Drive Belt:
- V8 - Carb (Non Air Con)
- Efi & Air Con

Engine Electrics - Ignition System

Distributor - V8:
- Lucas 35DE 8* ('76-‘85)
- Lucas DM8* ('82-‘85)
- Lucas DLM8* ('85 On)
- EFI

Contact Breaker Points:
- V8 - Mallory
- Points
- Electronic

Vacuum Advance Unit:
- V8
- Points
- Electronic

Pick-up Module/Baseplate:
- V8

Timing Rotor - V8 Opus:

Condenser:
- V8 - Mallory
- Points
- Electronic

Ballast Resistor - V8:
- Opus 35DE8 Distributor
- EFI Vehicles
- Mallory Distributor
- Suppressor - Coil

Underneath Coil (35 DM8).
**Electronic Control Units (ECU's)**

ECU-V8 EFI - Recon (1) RO1141R

Recon (exchange) - we can recondition your existing ECU to original specification, or remap to your requirements if you have a modified or increased capacity engine. Please contact our sales dept for further details.

**LUMINATION KITS**

For 4 & 6 cylinder cars, Lumination electronic ignition kits are available for points distributors. The kits include all the necessary parts, together with instructions, to convert the existing distributor to electronic ignition, giving the benefits of better starting, improved performance and maintenance-free reliability. Also available is a lumination kit for the V8 Opus distributor, fitted from '76-'85. The kit converts the magnetic pick-up type electronic distributor to the simpler and more reliable optical triggering system.

No kit is available for the 35DM8 distributor (1985 on).

---

**Coil, Plugs & Leads**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plug Lead Set;</td>
<td>V8 -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>(1)</td>
<td></td>
<td>GHT206</td>
</tr>
<tr>
<td>Silicone</td>
<td>(1)</td>
<td></td>
<td>GHT3285</td>
</tr>
<tr>
<td>2600/2300</td>
<td>(1)</td>
<td></td>
<td>GHT801</td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>(1)</td>
<td></td>
<td>GHT146</td>
</tr>
<tr>
<td>Silicone</td>
<td>(1)</td>
<td></td>
<td>GHT148S</td>
</tr>
<tr>
<td>Plug Lead Retainer - All Models;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loose</td>
<td>(1)</td>
<td></td>
<td>603673A</td>
</tr>
<tr>
<td>Fixed</td>
<td>(1)</td>
<td></td>
<td>603672A</td>
</tr>
<tr>
<td>Spark Plug;</td>
<td>V8 -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carbs '76-'82</td>
<td>(8)</td>
<td></td>
<td>GSP4382</td>
</tr>
<tr>
<td>High Performance</td>
<td>(8)</td>
<td></td>
<td>GSP4382HP</td>
</tr>
<tr>
<td>Carbs '82 on</td>
<td>(8)</td>
<td></td>
<td>GSP4382</td>
</tr>
<tr>
<td>EFI</td>
<td>(8)</td>
<td></td>
<td>GSP4642</td>
</tr>
<tr>
<td>2600/2300</td>
<td>(6)</td>
<td></td>
<td>GSP4573</td>
</tr>
<tr>
<td>2000</td>
<td>(4)</td>
<td></td>
<td>GSP4563</td>
</tr>
</tbody>
</table>

**Windscreen System**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wiper Motor - All Models</td>
<td>(1)</td>
<td></td>
<td>GNN7741</td>
</tr>
<tr>
<td>Wiper Motor Gear</td>
<td>(1)</td>
<td></td>
<td>AAU3796</td>
</tr>
<tr>
<td>Wiper Link Assembly</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver's Arm - RH</td>
<td>(1)</td>
<td></td>
<td>DRC208</td>
</tr>
<tr>
<td>Early - Silver</td>
<td>(1)</td>
<td></td>
<td>DRC1879</td>
</tr>
<tr>
<td>Early - Black</td>
<td>(1)</td>
<td></td>
<td>AFU3030</td>
</tr>
<tr>
<td>Late - Black (VIN317531 On)</td>
<td>(1)</td>
<td></td>
<td>AFU3032</td>
</tr>
<tr>
<td>Driver's wiper Arm - LHD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early - Silver</td>
<td>(1)</td>
<td></td>
<td>DRC211</td>
</tr>
<tr>
<td>Early - Black</td>
<td>(1)</td>
<td></td>
<td>DRC1881</td>
</tr>
<tr>
<td>Late - Black (VIN317531 On)</td>
<td>(1)</td>
<td></td>
<td>AFU3033</td>
</tr>
<tr>
<td>Passenger's wiper Arm - RHD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early - Silver</td>
<td>(1)</td>
<td></td>
<td>DRC209</td>
</tr>
<tr>
<td>Early - Black</td>
<td>(1)</td>
<td></td>
<td>DRC1880</td>
</tr>
<tr>
<td>Late - Black (VIN317531 On)</td>
<td>(1)</td>
<td></td>
<td>AFU3034</td>
</tr>
<tr>
<td>Passenger's wiper Arm - LHD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early - Silver</td>
<td>(1)</td>
<td></td>
<td>DRC221</td>
</tr>
<tr>
<td>Early - Black</td>
<td>(1)</td>
<td></td>
<td>DRC1881</td>
</tr>
<tr>
<td>Late - Black (VIN317531 On)</td>
<td>(1)</td>
<td></td>
<td>AFU3035</td>
</tr>
<tr>
<td>Nut - Wiper Arm</td>
<td>(2)</td>
<td></td>
<td>NT108041</td>
</tr>
<tr>
<td>Cover - Wiper Arm Nut</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiper Blade:</td>
<td>Early - Silver</td>
<td>(1)</td>
<td>GWB514</td>
</tr>
<tr>
<td>Early - Black</td>
<td>(1)</td>
<td></td>
<td>GWB200</td>
</tr>
<tr>
<td>Late - Black (VIN317531 On)</td>
<td>(1)</td>
<td></td>
<td>GWB323</td>
</tr>
<tr>
<td>Wiper Programme Unit - '82 On; to VIN39523</td>
<td>(1)</td>
<td></td>
<td>DRC2537</td>
</tr>
<tr>
<td>VN298524 On</td>
<td>(1)</td>
<td></td>
<td>DRC8178</td>
</tr>
</tbody>
</table>

**Windscreen & Tailgate Washer**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washer Bottle; '76 - '82</td>
<td>(1)</td>
<td></td>
<td>717104AB</td>
</tr>
<tr>
<td>'82 On (exc. EFI &amp; Diesel)</td>
<td>(1)</td>
<td></td>
<td>GW948</td>
</tr>
<tr>
<td>EFI</td>
<td>(1)</td>
<td></td>
<td>GW947</td>
</tr>
<tr>
<td>Diesel</td>
<td>(1)</td>
<td></td>
<td>DRC2888</td>
</tr>
<tr>
<td>Cap - Washer Bottle ('82 On)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mounting Bracket;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washer Bottle ('76 - '82)</td>
<td>(1)</td>
<td></td>
<td>DRC1020</td>
</tr>
<tr>
<td>Washer Pump; '76 - '82</td>
<td>(1)</td>
<td></td>
<td>GW125</td>
</tr>
<tr>
<td>'82 On - All Models</td>
<td>(2)</td>
<td></td>
<td>GW1010</td>
</tr>
<tr>
<td>Locking Ring - Pump ('82 On)</td>
<td>(2)</td>
<td></td>
<td>DRC2879</td>
</tr>
<tr>
<td>Non-Return Valve</td>
<td>(1)</td>
<td></td>
<td>GW515</td>
</tr>
<tr>
<td>Washer Tubing; '82 On - Single Type</td>
<td>(1)</td>
<td></td>
<td>GW202M</td>
</tr>
<tr>
<td>Rear - 4mm bore (per metre)</td>
<td>(1)</td>
<td></td>
<td>GW213</td>
</tr>
<tr>
<td>T-piece</td>
<td>(1)</td>
<td></td>
<td>612601</td>
</tr>
<tr>
<td>Washer Jet:</td>
<td>Early - Bonnet Mounted</td>
<td>(2)</td>
<td>GW8802</td>
</tr>
<tr>
<td>'82 On - Single Type</td>
<td>(1)</td>
<td></td>
<td>GW850</td>
</tr>
<tr>
<td>Rear</td>
<td>(1)</td>
<td></td>
<td>GW841</td>
</tr>
</tbody>
</table>

**Tailgate Wiper System**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Wiper System - '82 On</td>
<td>(1)</td>
<td></td>
<td>GNN7749</td>
</tr>
<tr>
<td>Rear Wiper Motor</td>
<td>(1)</td>
<td></td>
<td>BAU6535</td>
</tr>
<tr>
<td>Motor Spindle Grommet</td>
<td>(1)</td>
<td></td>
<td>AEU944</td>
</tr>
<tr>
<td>Bush Kit - Rear Wiper Motor</td>
<td>(1)</td>
<td></td>
<td>BAU287</td>
</tr>
<tr>
<td>Gear Kit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiper Arm</td>
<td>(1)</td>
<td></td>
<td>DRC2937</td>
</tr>
<tr>
<td>Wiper Blade</td>
<td>(1)</td>
<td></td>
<td>GWB286</td>
</tr>
<tr>
<td>Programme Unit; to VIN289523</td>
<td>(1)</td>
<td></td>
<td>DRC2537</td>
</tr>
<tr>
<td>VN289524 On</td>
<td>(1)</td>
<td></td>
<td>DRC8178</td>
</tr>
</tbody>
</table>

**Headlamp Washer System**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>REQ.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlamp Wiper Blade - Early</td>
<td>(2)</td>
<td></td>
<td>DRC250</td>
</tr>
<tr>
<td>Headlamp Wiper Bottle - '82 On</td>
<td>(1)</td>
<td></td>
<td>GW945</td>
</tr>
<tr>
<td>Filler Cap</td>
<td>(1)</td>
<td></td>
<td>GW970</td>
</tr>
<tr>
<td>Powerwash Pump</td>
<td>(1)</td>
<td></td>
<td>GW1937</td>
</tr>
<tr>
<td>Powerwash Relay</td>
<td>(1)</td>
<td></td>
<td>YWM10003</td>
</tr>
<tr>
<td>Washer Jet</td>
<td>(2)</td>
<td></td>
<td>GW859</td>
</tr>
<tr>
<td>Clip - Washer Jet</td>
<td>(2)</td>
<td></td>
<td>BRC3970</td>
</tr>
<tr>
<td>&quot;T&quot; Connector</td>
<td>(A/R)</td>
<td></td>
<td>GW416</td>
</tr>
</tbody>
</table>
### Headlamps

**Headlamp Assembly - RHD:**
- 
  - **Tungsten**
    - '76-'82 - RH (1) DRC2591
    - '76-'82 - LH (1) DRC2592
  - **Halogen**
    - '76-'82 - RH (1) DRC2593
    - '76-'82 - LH (1) DRC2594
    - '82 On - RH (1) AFU2802
    - '82 On - LH (1) AFU2803

**Headlamp Assembly - LHD (Halogen):**
- '76-'82 - RH (1) DRC2595
- '76-'82 - LH (1) DRC2598
- '82 On - RH (1) AFU2804
- '82 On - LH (1) AFU2805

**Light Unit Only - RHD - '76-'82 (Halogen):**
- Less Mounting Bracket, Bulbs etc.
  - RH (1) GLU554
  - LH (1) GLU555

**Headlamp Converter Kit:**
- 1 (XBQ100560) Converts dip beam from RHD to LHD

**Headlamp Lens - '82 Onwards:**
- LHD - RH (1) AEU2600
  - LH (1) AEU2599

**Headlamp Bulb - '76-'82 (Halogen):**
- 55 Watt
  - Standard (2) GLB448
  - Xenon (pair) (1) GLB448X

**Headlamp Bulb - '82 Onwards (Halogen):**
- 55 Watt
  - Standard (2) GLB453
  - Xenon (pair) (1) GLB457

**Fog Lights - Front:**

**Fog Light Assembly:**
- Black Rim (Special Price!)
  - RH (1) DRC2792
  - LH (1) DRC2672
  - Silver Rim (2) DRC2186

**Fog Light Lens & Reflector only (82 on):**
- RH (2) GLB453
- LH (2) GLB457

**Fog Light Rim only (82 on):**
- Harness - Fog Light (2) DRC5043

**Fog Light Assy (France-Yellow):**
- RH only (1) DRC2793
  - LH only (1) AEU1933

**Foglight Lens only (France-Yellow):**
- 2 (GLB501)

### Interior Lamps

**Under - Bonnet Light (Engine Bay):**
- (2) DRC2878
- Bulb (2) GLB501

**Glovebox Lamp:**
- (2) DRC1237
- Bulb (2) GLB239

**Map Reading Lamp:**
- (1) DRC225
- Bulb (1) GLB272

**Interior Lamp (B-Post):**
- '76 - '82 (2) DRC2620

**Reading Lamp - '82 onwards:**
- RH (1) DRC2674
  - LH (1) DRC2675

**Lens - Interior Lamp - '82 Onwards:**
- RH (1) AEU1924
  - LH (1) AEU1923

**Reading Lamp - '82 Onwards:**
- RH (2) GLB272
  - LH (2) GLB239

**Door Open Light:**
- Rear of Front Doors
  - VIN298523 (2) AFU2810
  - VIN298524 (2) GLB501

**Fog Lights - Front:**

**Fog Light Assembly:**
- Black Rim (Special Price!)
  - RH (1) DRC2792
  - LH (1) DRC2672
  - Silver Rim (2) DRC2186

**Fog Light Lens & Reflector only (82 on):**
- RH (2) GLB453
- LH (2) GLB457

**Fog Light Rim only (82 on):**
- Harness - Fog Light (2) DRC5043

**Fog Light Assy (France-Yellow):**
- RH only (1) DRC2793
  - LH only (1) AEU1933

**Foglight Lens only (France-Yellow):**
- 2 (GLB501)

---

**Headlamps Assembly:**

- RHD: '76-'82 - RH (1) DRC2591
- '76-'82 - LH (1) DRC2592
- '82 On - RH (1) AFU2802
- '82 On - LH (1) AFU2803

- LHD (Halogen): '76-'82 - RH (1) DRC2595
- '76-'82 - LH (1) DRC2598
- '82 On - RH (1) AFU2804
- '82 On - LH (1) AFU2805

- Light Unit Only - RHD - '76-'82: Less Mounting Bracket, Bulbs etc.
  - RH (1) GLU554
  - LH (1) GLU555

- Headlamp Converter Kit: Converts dip beam from RHD to LHD

- Headlamp Lens - '82 Onwards: LHD - RH (1) AEU2600
  - LH (1) AEU2599

- Headlamp Bulb - '76-'82 (Halogen): 55 Watt
  - Standard (2) GLB448
  - Xenon (pair) (1) GLB448X

- Headlamp Bulb - '82 Onwards (Halogen): 55 Watt
  - Standard (2) GLB453
  - Xenon (pair) (1) GLB457

**Fog Light Assembly:**
- Black Rim (Special Price!)
  - RH (1) DRC2792
  - LH (1) DRC2672
  - Silver Rim (2) DRC2186

**Fog Light Lens & Reflector only (82 on):**
- RH (2) GLB453
- LH (2) GLB457

**Fog Light Rim only (82 on):**
- Harness - Fog Light (2) DRC5043

**Fog Light Assy (France-Yellow):**
- RH only (1) DRC2793
  - LH only (1) AEU1933

**Foglight Lens only (France-Yellow):**
- 2 (GLB501)
**Rear Lights**

Rear Light Assembly - All Models;
- RH (1) DRC2091
- LH (1) DRC2092

Bulb Holder;
- Large (8) 24G6793
- Small (2) AEU1745

Bulb - Rear Light (lamp to body);
- 21 Watt (8) GLB382
- 4 Watt (2) GLB233

Gasket - Rear Light (2) DRC2161

Bulb Failure Monitor (1) DRC201

**Number Plate Light & Boot Light**

Boot Light (1) DRC169
Bulb (1) GLB207

Mounting Bracket (Boot Light) (1) DRC199

Switch - Boot Light (1) DRC3189

Number Plate Light (2) DRC276
Bulb (2) GLB239
Screw (4) GHF421
Wiring Grommet (Tailgate to body) (1) DRC5670

**Electric Windows**

See also: "Body Fittings" for manual operation window regulators

Window Regulator - With Motor;
- RH Front to VIN298523 (1) JRC1456
  VIN298524 On (1) BLP1068
- LH Front -
  to VIN298523 (1) JRC1457
  VIN298524 On (1) BLP1069
- RH Rear -
  to VIN298523 (1) JRC1454
  VIN298524 On (1) BLP1070
- LH Rear -
  to VIN298523 (1) JRC1455
  VIN298524 On (1) BLP1071

Regulator Motor Only;
- RH Doors (2) DRC2927
- LH Doors (2) DRC2928
- Thermal Cut-Out (1) DRC1308
- Thermal Cut-Out Kit (1) BMH7236
- Relay - Electric Windows; '76-'82 (8) DRC2133
  '82 Onwards (8) DRC1820A

**Electric Sunroof**

Sunroof Motor (to VIN298523) (1) DRC2443
Relay - Sunroof (2) DRC1820A
Drive Cable;
- RH (1) BRC6720
- LH (1) BRC6721

**Electric Door Mirrors**

See also: "Body Fittings" for manual door mirrors.

Electric Mirror '82 Onwards (RHD Models);
- to VIN299140 (Convex Glass)
  RH (1) JRC1554
  LH (1) JRC1559
- to VIN 299140 (Flat Glass) (Inc. '81 VDP)
  RH (1) JRC1518
  LH (1) JRC1519
- to VIN299141 On (Convex Glass) (Inc. '81 VDP)
  RH (1) JRC2886
  LH (1) JRC2889
- to VIN299141 On (Flat Glass) (Inc. '81 VDP)
  RH (1) JRC3032
  LH (1) JRC3035

Electric Mirror - '82 Onwards (LHD Models);
- to VIN299140 (Convex Glass)
  RH (Passenger) (1) JRC1558
  LH (Driver) (1) JRC1555
- to VIN299141 on (Convex Glass)
  RH (Passenger) (1) JRC2888
  LH (Driver) (1) JRC2887
- Mirror Control Switch (joystick) (1) BRC9150
- Fixing Kit - Door Mirror (2) RTC866
- Mirror Glass (Heated) (2) AEU1996
- Diode Lead (2) DRC8121
### Central Door Locking

Electric Inner Door Latch - Front: '76-'82
- RH (1) BRC9006
- LH (1) BRC9007
- '82 to VIN 271980
- RH (1) BRC8888
- LH (1) BRC8889
- VIN 271981 on (Kiekert)
  - RH (1) BRC9006
  - LH (1) BRC9007

Electric Inner Door Latch - Rear: '76-'82
- RH (1) BRC9006
- LH (1) BRC9007
- '82 to VIN 271980
- RH (1) BRC8888
- LH (1) BRC8889
- VIN 271981 on
  - RH (1) BRC9006
  - LH (1) BRC9007

Tailgate Lock - Central Locking: to VIN 271980
- VIN 271981 to 331169
- VIN 331170 on

Central Locking Control Unit '76-'82 on Side of Boot:
- Relay (76 - '82) (1) DRC1223
- Capacitor (76 - '82) (1) DRC1224
- 'Resistor (76 - '82) (1) DRC1225

Driver's Master Switch - CDL '76-'82
- Central Locking Control Unit '82 on Side of Boot
  - to VIN 271980 (1) DRC8037
  - to VIN 271981 on (1) DRC8069A

### SOLENOID/ MOTOR UNIT

Solenoid/Motor Unit:
- Front Doors (2) DRC3121
- Driver's Door (2) BLP1073
- Passenger's Door (2) BLP1076
- Rear Doors; Kiekert (2) VIN 271981 to 298523
- VIN 298524 on (1) VIN 298524 on (2) PAM2259
- Solenoid/Motor Unit - Tailgate
  - VIN 271981 to 298523 (2) DRC3121
  - VIN 298524-331169 (1) BLP1076
  - VIN 331170 on (1) BLP1188

### Switches & Controls

#### COLUMN MOUNTED

Indicator; Horn & Main Beam Stalk - MK1;
- RH Side of Column
  - 3500, 2600 (1) RTC2605
  - 2300 (1) RTC2606

Indicator; Horn & Main Beam Stalk - MK2;
- LH Side of Column
  - All Models exc. '80 to VIN 298523 (4) AEU1418
  - '82 to VIN 298523 (1) AEU1423
  - 2000 to VIN 298523 (1) AEU1918
  - All Models Exc. '80 to VIN 298524 (1) AEU9041
  - 2000 to VIN 298524 (1) AEU9040
  - 2000 VIN 298524 (1) AEU9037
  - 2000 VIN 317531 On (1) AEU9034

Wash/Wipe Stalk - MK1 (LH Side of Column):
- 3500, 2600 (1) ACP3700
- 2300

Wash/Wipe Stalk - MK2 (RH Side of Column):
- All Models exc. '80 to VIN 298523 (1) ACP3700
- '82 to VIN 298523 (1) ACP3701
- All Models exc. 2000 to VIN 298524 (1) ACP3700
- '82 to VIN 298524 to VIN 317531 (1) ACP3701

### DASH MOUNTED

Front Foglight Switch: '76-'80
- '81-'82 (1) DRC229
- 82 to VIN 298523 (1) DRC2468
- 82 to VIN 298524 to VIN 341295 (1) DRC2469

Rear Foglight Switch: '76-'80
- '81-'82 (1) DRC230
- 82 to VIN 298523 (1) DRC2468
- 82 to VIN 298524 to VIN 341295 (1) DRC2469

Hazard Warning Switch: '76-'80
- '81-'82 (1) DRC230
- 82 to VIN 298523 (1) DRC2468
- 82 to VIN 298524 to VIN 341295 (1) DRC2469

Heated Rear Screen Switch: '76-'80
- '81-'82 (1) DRC230
- 82 to VIN 298523 (1) DRC2468
- 82 to VIN 298524 to VIN 341295 (1) DRC2469

### CENTRE CONSOLE/DOR PANELS

Window Lift Switch:
- '76 up to VIN 291126 (1) DRC1090
- '81-'82 Rear Door (2) NLA Use
- '82 Onwards (2) DRC1230

Heater Control Switch (Rotary)
- '76-'82 (1) DRC2468
- '82 Onwards (1) DRC2469

### MISCELLANEOUS

Brake Light Switch (1) AEU3021
Brake Pressure Failure Switch (1) CRC329
Reverse Light Switch - Manual Gearbox
- Inhibitor Switch - Auto Gearbox
- BW65 - All Models (1) CRC329
- BW66 - 2600/2300/2000 (1) CRC324
- GM180 - All Models (1) CRC324

Choke Warning Switch - MK1 Models
- CRC3189

Seat Belt Warning Switch
- CRC3186

Door Courtesy Switch
- CRC3187

Antenna Switch
- CRC3188

Fibre Optic Lamp - All Models

Pressure Switch - Air Con

Window Lift Isolation Switch
- '76-'80 (1) DRC65
- '81-'82 (1) DRC2469
- 82 to VIN 298523 (1) DRC2909
- VIN 298524 On (1) CRC3164

Sunroof Switch
- '82-'83 (1) DRC2444
- 82 Onwards (1) CRC2904

Bulb - Illuminated Switches
- Rheostat - Instrument Panel
  - '76-'82 (1) DRC1100
  - 82 Onwards (1) DRC3005

Door Mirror Changeover Switch (1) CRC3204

Switch Blank (A/R) (1) CRC2915

Door Mirror Control Switch (1) CRC3204

Thermal Cut-Out Switch - Windows (1) CRC3208

Thermal Cut-Out Kit - Windows (1) CRC3208

Face Board - 80 On

Clock (1) CRC3208

Trip Computer Keypad (1) CRC3208

Speaker Balance Control - 82 On (1) CRC3208

Central Locking Master Switch (1) CRC3208

Driver's Door
- '76-'80 (1) CRC1232
- '81-'82 (1) CRC2307

Heater Control Panel (1) CRC1232

Heater Control Switch (1) CRC1233

LH (1) CRC2307

Lever Knob (2) CRC2307

Lever Knob (2) CRC2307

Lever Knob (2) CRC2307

Joystick Control - Electric Mirrors (1) CRC3150
Horns & Relays

Horn - All Models
- High Tone (1) GGE164
- Low Tone (1) GGE165
Air Horns (pair) (1) RX1381

Starter Relay;
- '76-'82 (1) CHM68
- '82 Onwards (1) DRC1820A

Relay - Heater Motor, Side & Tail Lamps, Heated Rear Window & Fog Lamps;
- '76-'82 (3) DRC2133
- '82 Onwards (5) DRC1820A

Main Beam Relay - '82 Onwards (1) DRC3230

Dip Beam Relay - '82 Onwards (1) DRC1820A

Timer - Heated Rear Window (1) DCP8988

Air Horns (pair) (1) RX1381

Fuel Pump Relay - EFi Models (1) AGU1068A

Headlamp Power Wash Relay;
- '76-'82 (1) LRC1077
- '82 Onwards (1) YWM10003

Window Lift Relay - '76-'82 (2) DRC2133

Steering Module Relay - EFi Models (1) DAC1861

Cruise Control Servo (Dana) (1) ERC5939

Cruise Control Servo Cable (Dana) (1) ERC5940

Cruise Control Regulator (Dana) (1) DRC3236

Cruise Control ECU (Hella) to VIN288120. (1) DRC8082

Fuses

FUSE BOX (dash mounted);
- '76-'82 (1) LRD1280
- '82 Onwards (1) AAU7228

FUSE - '76-'82 (Glass type);
- 3 amp (A/R) GFS3003
- 15 amp (A/R) GFS3015
- 25 amp (A/R) GFS3025
- 35 amp (A/R) GFS3035
- 50 amp (A/R) GFS3050

FUSE - '82 Onwards (Plastic Blade type);
- 3 amp (A/R) GFS3103
- 5 amp (A/R) GFS3105
- 7.5 amp (A/R) GFS3107
- 10 amp (A/R) GFS3110
- 15 amp (A/R) GFS3115
- 20 amp (A/R) GFS3120
- 25 amp (A/R) GFS3125
- 30 amp (A/R) GFS3130

Fuse Removal Tool - '82 Onwards (A/R) AFU3017

Radio, Aerial & Speakers

Aerial - All Models (Wing Mounted);
- Manual Electric - to VIN322216 (1) DRC3018
- VIN322217 On (1) AJM8098

Amplifier Unit - Rear Screen Aerial (1) DRC8590

Balance Control - Speakers '82 On (1) DRC8019

Cigar Lighter - Complete Assembly;
- Front and Rear from '82 On (1) GB8643

Cruise Control Oddments

If you have specific requirements. Please contact us.

Cruise Control Servo (Dana) (1) ERC5939

Volts.

Cruise Control Servo Cable (Dana) (1) ERC5940

Cruise Control Regulator (Dana) (1) DRC3236

Cruise Control ECU (Hella) To VIN288120. (1) DRC8082

MORE STOCK EVERY DAY

If the part you require is not listed here, please enquire, we can check factory parts listings and stock availability for you.

HELP US TO HELP YOU

If you are not sure which part/part number you require, to help ensure you receive the correct component, wherever possible please quote:

MODEL, YEAR, CHASSIS AND OR ENGINE NUMBER
PLUS ANY COMPONENT INFORMATION.
**Instrument Panel**

Instrument Binnacle:
- ’76-’82 RHD (1) AAU6450
- ‘82 to VIN343000 (1) BRC1366PA
- VIN343001 Onwards (1) ADL1982

Cover - Instrument Binnacle:
- ’76-’82 RHD (1) BRC4432
- Grey (1) PAM4716LG
- Caviar (1) JRC1614PD
- Chocolate (1) PAM4716CC

Printed Circuit (’82 on):
- Speedo/Rev Counter to VIN298523 (1) DRC2776
- VIN298524 on (1) DRC8191

- Oil/Temp/Fuel to VIN298523 (1) DRC2877
- RHD (1) DRC2876

Instruments:
- Speedometer - MPH:
  - ’76-’80 (1) DRC2585
  - ‘81-’82 (1) DRC2627
- Eurosnap Cable Connector
  - ’82 Onwards (1) DRC2748
- Remote Mounting Type (1) DRC1990

- Speedometer - KPH:
  - ’76-’80 (1) DRC175
  - ‘80-’81 (1) DRC2581
- Eurosnap Cable Connector
  - ’82 Onwards (1) DRC2749

- Speedometer - Calibrated Police Spec:
  - ’82 Onwards
    - 3.45 Axle (1) DRC8306
    - 3.08 Axle (1) DRC3199
- Remote Mounting Type (1) DRC1990

- Tachometer/Rev Counter - 8 Cylinder:
  - RHD (1) DRC2747
  - LHD (1) DRC2871
- 6 Cylinder (1) DRC1321

- Tachometer/Rev Counter - 82 Onwards:
  - 8 Cylinder (1) DRC2744
  - RHD (1) DRC2868
  - LHD (1) DRC2869
- 6 Cylinder (1) DRC2745

- Fuel Gauge:
  - ’76-’82 (1) DRC2809
  - ‘82 Onwards (1) DRC2737

- Oil Pressure Gauge:
  - ’76-’82
    - 0-100 Psi (6 Cylinder) (1) DRC2830
    - 0-60 Psi (6 Cylinder) (1) DRC2811
    - 82 Onwards
      - 0-100 Psi (6 Cylinder) (1) DRC2742
      - 0-60 Psi (8 Cylinder) (1) DRC2741

- Temperature Gauge:
  - ’76-’82 (1) DRC1034
  - ‘82 Onwards to VIN279480 (1) DRC3071
  - VIN279481 On (1) DRC3071

- Battery Volt Gauge - ’76-’82
  - Trip Computer Readout - ’82 Onwards:
    - to VIN298523 (1) DRC2683
    - VIN298524 On (1) DRC3894

- Clock Readout - 82 Onwards (1) DRC2207
- ‘76-’80 (1) DRC2207

- Speedometer Cable - MK1:
  - ’76-’80 - RHD (1) GSD295
  - ‘81-’82 - RHD (Eurosnap Connector) (1) GSD300
  - LHD (1) GSD300

**Battery & Cables**

Battery:
- Batteries NOT available mail-order.
  - 3500/2600 (1) GBY072
  - 2300/2000 (1) GBA3015
  - 2400TD (1) GBA3015

Battery Retaining Plate
- Clamp Rod - Long:
  - to VIN298523 (1) CRC1042
  - VIN298524 On (1) CRC1044

- Clamp Rod - Short:
  - to VIN298523 (1) CRC1043
  - VIN298524 On (1) CRC1045

- Nut (4) GHC212

- Battery Cable - Positive:
  - to approx ’85
    - 3500 Onwards (1) CRC1581
    - AHU1957
  - 2600/2300 (1) CRC1585
  - AHU1955
  - 2000 (1) CRC5470
  - AHU1953
  - 2400TD (1) CRC5555

- Battery Cable - Negative:
  - to approx ’85
    - 3500 Onwards (1) CRC1378
    - AHU1952
  - 2600/2300 (1) CRC1956
  - 2000 (1) CRC5470
  - RH (1) CRC5561

- Battery Charger (12 Volt) (1) RX1410
- Auto on/off

**Battery & Fittings**

- Battery Charger (12 Volt) (1) CRC2683
- Battery Retaining Clamp CRC2902

**Battery & Fittings**

- Battery Charger (12 Volt) (1) CRC2683
- Battery Retaining Clamp CRC2902

**Battery & Fittings**

- Battery Charger (12 Volt) (1) CRC2683
- Battery Retaining Clamp CRC2902
ALL MAJOR BODYWORK IS ORIGINAL ROVER - IN FACTORY CONDITION

1. Front Wing - 1976 - 85 (No Hole for Repeater Lamp)
   RH (1) BLP50
   LH (1) BLP143
   Front Wing - 1985 on (With Hole for Repeater Lamp)
   RH (1) BLP146
   LH (1) BLP147

2. Bonnet - 1976 - Oct '82 (Pre-Face Lift)
   1) ACP625
      Intake Grille (Plastic) (1)
   J PC2677
      Bonnet Hinge - '82 on (Not Shown) (2)
   ACP1131
   Bonnet Buffer - upto '81 (Not Shown) (1)
   BRC224
      - '82 on (1)
   AAUS486A

3. Windscreen Panel
4. Baffle Plate (2)
5. Front Cross Beam - 1976-81
6. Underbody Panel (1)
7. Bonnet Stay Rod (1)
   Bonnet Gas Strut (Not Shown)
   Bracket Gas Strut (Not Shown)
   RH (1) ACP1080
   LH (1) ACP1081

8. Bonnet Slide Stay Bracket
   (1) ACP1044

9. Radiator Mounting Bracket - RH (1)
   - LH (1)
   ACP545

10. Towing Bracket (2)
    - VIN 200001 To 336291 (1)
    - VIN 336292 On (1)

11. Headlamp Mounting Reinforcement - RH (1)
    - LH (1)
    ACP450

12. Bonnet Mounting Panel Assy
    1976-77 (To VIN 046104) (1)
    ACP1088
    1977 On (To VIN 046105) (1)
    BLP93

13. Closing Panel - Rear Chassis Leg - RH (1)
    - LH (1)
    ACP1026

14. Boot Floor Panel
    (1) ACP1064

15. Rear Bumper Reinforcer
    (2) ACP586

16. Rear Seat Floor/Squab Panel
    (1) BRC8196

17. Inner Sill (Full Length) - RH (1)
    - LH (1)
    ACP730

18. Rear Chassis Leg Assembly - RH (1)
    - LH (1)
    ACP731

19. Closing Panel - Rear Chassis Leg - RH (1)
    - LH (1)
    ACP708

20. Boattop Panel
    (1) ACP1004

21. Front Inner Arch/Filth/leg Assembly
    RH (1)
    - LH (1)
    ACP1004

22. Bonnet Hinge - '82 on
    (Not Shown)
    (2)
    ACP1044

23. Boot Floor Panel
    (1)
    ACP1004

24. Headlamp Mounting Panel Assy
    1976-77 (To VIN 046104) (1)
    ACP1088
    1977 On (To VIN 046105) (1)
    BLP93

25. Closing Panel - Rear Chassis Leg - RH (1)
    - LH (1)
    ACP1026

26. Bonnet Mounting Panel Assy
    1976-77 (To VIN 046104) (1)
    ACP1088
    1977 On (To VIN 046105) (1)
    BLP93

27. Rear Bumper Reinforcer
    (2)
    ACP586

28. Boot Floor Panel
    (1)
    BRC8196
1. Outer Sill - Original (Full Length)
   RH (1) ACP370
   LH (1) ACP371

   Jacking Plate (Not Illustrated)
   RH (1) ACP974
   LH (1) ACP975

2. Rear Wing & Quarter Assembly
   Inc. Wing, Inner Arch, Inner Wing, Roof Pillar, 'D' Post.
   See also Rear Wing Outer only.
   RH (1) BLP152
   LH (1) BLP153

   Rear Inner Wheel Arch only (Not Illustrated)
   LH (1) ACP459

   Petrol Filler Flap (Not Illustrated)
   Spring only Flap (Not Illustrated)
   Rubber Buffer for Filler Flap (Not Illustrated)
   (1) JRC1446

3. Cantrail Closing Rail
   RH (1) ACP726
   LH (1) ACP727

4. Cantrail
   RH (1) ACP712
   LH (1) ACP713

5. Closing Panel 'BC' Post
   RH (1) BLP42
   LH (1) BLP43

6. 'BC' Post Assembly
   RH (1) BLP72
   LH (1) BLP73

7. Rear Door Hinge Lower
   Hinge Kit (2)
   Hinge Pin (2)
   Hinge Spring (2)

8. Rear Door Hinge Upper (Assembly)
   RH (1) ACP1058
   LH (1) ACP1059

9. 'D' Post Closing Panel
   RH (1) ACP424
   LH (1) ACP425

10. Tunnel Reinforcement
    RH (1) DZA420
     LH (1) DZA421

11. Front Door Hinge Upper
    RH (1) DZA420
     LH (1) DZA421

12. Nut - Door Hinge
    RH (1) GHF252

13. Front Door Hinge Lower
    Hinge Kit (2)
    Hinge Pin (2)
    Hinge Spring (2)

14. 'A' Post Assembly
    RH (1) ACP626
     LH (1) ACP627

---

1. Rear Lamp Panel
   To Oct '82
   RH (1) ACP1058
   LH (1) ACP1059

   Oct '82 On (Facelift)
   Use BLP1 & Plug Hole 
   (1) BLP14

2. Tailgate Assy
   To Oct '82
   RH (1) ACP664
   LH (1) ACP665

   Oct '82 On (Facelift)
   RH (1) ACP611
   LH (1) ACP612

   Tailgate Gas Strut (All models)
   (Not Illustrated)
   (2) GST142

3. Roof Support Panel
   RH (1) ACP671
   LH (3) ACP949

5. Roof Panel
   No Sunroof Aperture
   With Sunroof Aperture
   (1) ACP620
   USE ACP620

6. Tailgate Hinge
   (2) ACP1114

7. Sunroof Lid Panel
   (1) ACP734

---

1. Rear Wing Outer Skin only - RH (1)
   ACP644
   - LH (1) ACP645

   Oct '82 On (Facelift)
   Use BLP14 & Plug Hole 
   (1) BLP14

2. Rear Wheelarch Repair - RH (1)
   ACP644REP
   - LH (1) ACP645REP

---

1. Door Skin (Original)
   Set of 4 SPECIAL PRICE (1)
   Front - RH (1) ACP630
   - LH (1) ACP631
   Rear - RH (1) ACP636
   - LH (1) ACP637

   Door Shell (Not Illustrated)
   Front - RH (1) BLP68
   - LH (1) BLP69
   Rear - RH (1) BLP104
   - LH (1) BLP105

2. Subframe (All Models)
   (1) CRC1828
Body Restoration Kits

We can offer SD1 owners incredible deals on genuine factory panelwork - with even more savings when you purchase one of these kits! There has never been a better time to restore your car.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>BASIC KIT</th>
<th>INTERMEDIATE KIT</th>
<th>FULL KIT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>KIT 1</td>
<td>KIT 1+</td>
<td>KIT 2+</td>
</tr>
<tr>
<td>Front wings (pair)</td>
<td>RO2008</td>
<td>RO2009</td>
<td>RO2010</td>
</tr>
<tr>
<td>Bonnet (1982 on)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headlamp panel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full outer sills (pair)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear wings (pair)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear quarter assemblies (pair) inc rear wing, inner arch, inner wing, roof pillar, D post</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Door skins (set 4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear lamp panel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tailgate (1982 on)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Indicates included in kit.

Front wing: Refer to listings.

Bonnet (1982 on): BLP13

Door skin: Original press, set of 4: RO1128

Front crossbeam: ‘76-’81: ACP742

Rear wing quarter assy
- RH: BLP152
- LH: BLP153

Rear lamp panel: BLP14

Petrol filler lid: ACP678

REAR WING RH - ACP644
LH - ACP645

Headlamp panel assy: Refer to listings

Twin headlamp mounting panels (North American spec)
- Limited stocks
- RH: ACP1000
- LH: ACP1001

Note: Halogen headlamp units (5.75”) also available:
- Outer (dip): 311830, RHD.
- Inner (Main beam): 311840, RHD.

**Limited stocks available.**
Windscreen & Fittings

Windscreen (laminated) - All Models;
Note: All Windscreens are collection only. Mail order not available.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QTY REQ</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear</td>
<td>(1)</td>
<td>BRC9303</td>
</tr>
<tr>
<td>Bronze</td>
<td>(1)</td>
<td>BRC9304</td>
</tr>
<tr>
<td>Bronze / Bronze Top Tint</td>
<td>(1)</td>
<td>BRC9305</td>
</tr>
<tr>
<td>Bronze / Blue Top Tint</td>
<td>(1)</td>
<td>BRC7372</td>
</tr>
<tr>
<td>Green</td>
<td>(1)</td>
<td>BRC9501</td>
</tr>
<tr>
<td>Green / Blue Top Tint</td>
<td>(1)</td>
<td>BRC9502</td>
</tr>
<tr>
<td>Windscreen Seal Kit</td>
<td>(1)</td>
<td>RTC2063</td>
</tr>
<tr>
<td>Windscreen Finisher Kit</td>
<td>(1)</td>
<td>RTC2064</td>
</tr>
</tbody>
</table>

Tailgate Fittings

Tailgate Glass;
Mk 1 ('76-'82)
- Clear (1) BRC5744
- Tinted (1) BRC5745
Mk 2 ('82 onwards)
- Clear (1) JRC1696
- Green (1) JRC1696G
- Bronze (1) JRC1695
Tailgate Glazing Rubber;
Mk 1 (1) BRC37
Mk 2 (1) BRC9769
Tailgate Chrome Finisher Kit
Mk 1 (1) RTC2613
Mk 2 (1) RTC2786
Tailgate Aperture Seal (1) BLP1048
Tailgate Finisher/Trim (1) BRC4732
Extractor Vent - Tailgate (6) BRC1764
Tailgate Latch (1) BRC4203
Tailgate Striker (1) BRC3129
Tailgate Lock & Solenoid;
See also ‘Electrical - Central Door locking’ for Solenoids.
to VIN 271980 (1) JRC1653
VIN 271981 to 331169 (1) JRC4785
VIN 331170 on (1) BLP1231
Tailgate Gas Strut;
All models (inc Vitesse) (2) GST142
**Door Fittings**

**Door Glass:**
- **Green Tint (Mk 1)**
  - Set of 4
    - RHF (1) BRC6342
    - LHF (1) BRC6343
    - RHR (1) BRC6346
    - LHR (1) BRC6347
  - Clear
    - RHF (1) BRC5728
    - LHF (1) BRC5729
    - RHR (1) BRC5730
    - LHR (1) BRC5731
  - Bronze Tint
    - Set of 4
      - RHF (1) BRC6015
      - LHF (1) BRC7364
      - RHR (1) BRC7365
      - LHR (1) BRC7366
    - Glazing Strip - Glass Channel
      - Front Door (2)
        - BRC125
      - Rear Door (2)
        - BRC129
    - Glazing Rubber - Door Glass;
      - Front (2)
        - JRC1655
      - Rear (2)
        - BLP1234
    - Quarter Light Glass;
      - Clear
        - RH (1) BRC5740
        - LH (1) BRC5741
      - Bronze
        - RH (1) BRC7368
        - LH (1) BRC7369
    - Glazing Rubber - Quarter Light
      - RH (1) BRC202
      - LH (1) BRC203
  - Door Glass Lift Channel;
    - Front Door (2)
      - BRC125
    - Rear Door (2)
      - BRC129
  - Glazing Strip - Glass Channel
    - Front Door (2)
      - BRC125
    - Rear Door (2)
      - BRC129
  - Glazing Rubber - Door Glass;
    - Front (2)
      - JRC1655
    - Rear (2)
      - BLP1234
  - Quarter Light Glass;
    - Clear
      - RH (1) BRC5740
      - LH (1) BRC5741
    - Bronze
      - RH (1) BRC7368
      - LH (1) BRC7369
  - Glazing Rubber - Quarter Light
    - RH (1) BRC202
    - LH (1) BRC203
  - Door Aperture Seal;
    - Front
      - RH (1) ADL1879
      - LH (1) ADL1880
    - Rear
      - RH (1) ADL1881
      - LH (1) ADL1882
  - Seal - Facia Air Duct to Door (2)
    - BRD135
  - Wiring Harness Grommet (1)
    - DRC5615

**Door Handles & Lock Sets**

- **Door Handle - Front;**
  - Satin Finish (Early Models)
    - RH (1) BRC4646
    - LH (1) BRC4647
  - Chrome Finish (to VIN 276050)
    - RH (1) BRC9916
    - LH (1) BRC9917
  - Chrome / Black (VIN 276051 on)
    - RH (1) JRC2158
    - LH (1) JRC2159
  - Gasket - Front Handle (2)
    - JRC3979
  - Door Handle - Rear;
    - Satin Finish (Early Models)
      - RH (1) BRC4644
      - LH (1) BRC4645
    - Chrome Finish (to VIN 276050)
      - RH (1) BRC9918
      - LH (1) BRC9930
    - Chrome / Black (VIN 276051 on)
      - RH (1) JRC2160
      - LH (1) JRC2161
  - Gasket - Rear Handle (2)
    - JRC3980

**Lock & Key Set**

- to VIN 276050
  - Door Handle (Chrome) & Steering Lock (1)
    - RTC2804
- to VIN 276051 to 298523
  - Inc. All Door Handles (4) (Black/Chrome) & Steering Lock (1)
    - JRC2628
  - Inner Door Handle Knob (4)
    - BRC162
  - Door Lock Control Knob (4)
    - JRC1775
  - Escutcheon for Knob (4)
    - JRC1871
  - Petrol Filler Lock & Key (1)
    - BRC1904

**Door Window Regulators**

- See also 'Electrical System' for Electrically Controlled Window Regulators.

- Door Window Regulator (manual)
  - RH (1) BRC8444
  - LHF (1) BRC8445
  - RHR (1) BRC8442
  - LHR (1) BRC8443

**Door Handles (Satin)**

**Door Window Regulators**

- See also 'Electrical System' for Electrically Controlled Window Regulators.

- Door Window Regulator (manual)
  - RH (1) BRC8444
  - LHF (1) BRC8445
  - RHR (1) BRC8442
  - LHR (1) BRC8443
## Bonnet Fittings

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seal - Bonnet to Bulkhead Air Intake (1)</td>
<td></td>
<td>BRC5876</td>
</tr>
<tr>
<td>Intake Grille (Base of windscreen)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wire Mesh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>NLA</td>
<td>J RC2544</td>
</tr>
<tr>
<td>LH</td>
<td>NLA</td>
<td>J RC2545</td>
</tr>
<tr>
<td>Plastic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC2544</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC2545</td>
</tr>
<tr>
<td>Seal - Bonnet to Radiator;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long</td>
<td>(1)</td>
<td>BRC441</td>
</tr>
<tr>
<td>Short</td>
<td>(2)</td>
<td>BRC442</td>
</tr>
<tr>
<td>Release Cable - Bonnet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RHD</td>
<td>(1)</td>
<td>BRC228</td>
</tr>
<tr>
<td>LHD</td>
<td>(1)</td>
<td>BRC229</td>
</tr>
<tr>
<td>Bonnet Catch</td>
<td>(1)</td>
<td>BRC39</td>
</tr>
<tr>
<td>Bonnet Striker</td>
<td>(1)</td>
<td>BRC40</td>
</tr>
<tr>
<td>Bonnet Gas Strut (where fitted)</td>
<td></td>
<td>GST108</td>
</tr>
<tr>
<td>Bonnet Stay Rod (where fitted)</td>
<td>(1)</td>
<td>BLP97</td>
</tr>
<tr>
<td>Bonnet Buffer</td>
<td>(2)</td>
<td>ACP1131</td>
</tr>
<tr>
<td>to ‘81</td>
<td>(1)</td>
<td>BRC224</td>
</tr>
<tr>
<td>‘82 on</td>
<td>(1)</td>
<td>AAU486A</td>
</tr>
<tr>
<td><strong>Misc Fittings &amp; Seals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunroof Kit (Manual)</td>
<td>(1)</td>
<td>BRC9977</td>
</tr>
<tr>
<td>Does not include sunroof panel.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seal - Sunroof Lid</td>
<td>(1)</td>
<td>BRC1594</td>
</tr>
<tr>
<td>Retainer Kit - Sunroof Seal</td>
<td>(1)</td>
<td>RO1101</td>
</tr>
<tr>
<td>Radiator Grille - ‘82 onwards (Plastic)</td>
<td>(1)</td>
<td>BRC8165</td>
</tr>
<tr>
<td>Includes chrome strip on lower front edge of bonnet.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Spoilers

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Spoiler - ‘82 Onwards;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>(1)</td>
<td>CHM314FG</td>
</tr>
<tr>
<td>Vitesse Deep Chin</td>
<td>(1)</td>
<td>CHM359FG</td>
</tr>
<tr>
<td>VIN 322702 on.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear Spoiler - Vitesse</td>
<td>(1)</td>
<td>J RC1850FG</td>
</tr>
<tr>
<td>Rear Wheel Arch Spat - Vitesse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC2082</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC2083</td>
</tr>
<tr>
<td><strong>Door Mirrors</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Door Mirror - Manually Adjustable (RHD Models);</td>
<td></td>
<td></td>
</tr>
<tr>
<td>‘76 - ‘80 (Rubber backed)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>GAM602</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>GAM603</td>
</tr>
<tr>
<td>‘81 onwards (Chrome backed)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>AJ M1625</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>AJ M1626</td>
</tr>
<tr>
<td>Door Mirror - Manually Adjustable (LHD Models);</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rubber Backed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>GAM604</td>
</tr>
<tr>
<td>LH (Drivers)</td>
<td>(1)</td>
<td>GAM605</td>
</tr>
<tr>
<td>Chrome Backed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>GAM615</td>
</tr>
<tr>
<td>LH (Drivers)</td>
<td>(1)</td>
<td>AJ M1628</td>
</tr>
<tr>
<td>Chrome Cover - ‘81 onwards;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>CDU2812</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>CDU2811</td>
</tr>
<tr>
<td>Mirror Glass - Manually Adjustable Mirrors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>AEU1975</td>
</tr>
</tbody>
</table>

### Body Fittings

**Bonnet Intake Grille**

- Use J RC2544

**Bonnet Struts**

- GST108

**Front Spoiler - Standard**

- CHM314FG

**Front Spoiler - Vitesse Deep Chin**

- CHM359FG

**Rear Spoiler - Vitesse**

- J RC1850FG

**Rear Wheel Arch Spat**

- RH - J RC2082
- LH - J RC2083

### Door Mirror - Electric - ‘82 onwards (RHD Models):

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty Req</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>to VIN 299140 (Convex Glass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC1554</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC1559</td>
</tr>
<tr>
<td>to VIN 299140 (Flat Glass) (Inc. ‘81 VDP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC1518</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC1519</td>
</tr>
<tr>
<td>VIN 299141 on (Convex Glass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC2886</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC2889</td>
</tr>
<tr>
<td>VIN 299141 on (Flat Glass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>(1)</td>
<td>J RC3032</td>
</tr>
<tr>
<td>LH</td>
<td>(1)</td>
<td>J RC3035</td>
</tr>
</tbody>
</table>

### Rear View Mirror

**Rear View Mirror**

- ‘82 on (Flat, Dip) (1) J RC1863

---

**Designations:**

- RHD - Right Hand Drive
- LHD - Left Hand Drive
- NLA - Not Listed in Book
- Convex Glass
- Flat Glass
- Remanufactured

**Notes:**

- Includes chrome strip on lower front edge of bonnet.
### Badges

- **Bonnet Motif (Viking Ship):**
  - Skeletal Motif (Early Models) - BRC1382
- **Enamel Badge Approx. ‘78 on:**
  - BRC6198
- **‘Rover’ Badge - Rear (76-82):**
  - Motif & Plinth Combined - BRC3784
- **Very Early Models (Enamel Badge):**
  - BRC6198
- **Approx. ‘78 on (Spring Clip - Skeletal Motif):**
  - BRC2183
- **‘Rover’ Badge - Rear (76-82):**
  - BRC3784
  - Narrow Script - BRC5890
  - Bold Script - BRC7841
- **‘Rover’ Badge - Rear (82 onwards):**
  - BRC8637
- **Model Badge - Rear (76-82):**
  - Narrow Script - BRC6484
  - Bold Script - BRC6759
  - V8-S - BRC7840
- **Model Badge - Rear (82 onwards):**
  - BRC8225
  - BRC8226
  - BRC8223
- **Vitesse**
  - BRC8635
  - BRC8209
  - BRC8208
- **Badge Plinth - Rear (82 onwards):**
  - BRC8532
  - BRC6484
  - NY104041

### Transfers

- **‘Vitesse’ Body Decal Kit:**
  - RO1112
- **‘3.5 Litre’ Transfer (Not original fitment):**
  - RB7498 BLACK
  - RB7498 GOLD
  - RB7498 SILVER
  - RB7498 RED
- **‘3.9 Litre’ Transfer Set (Not original fitment):**
  - RB7498 3.9BLACK
  - RB7498 3.9GOLD
  - RB7498 3.9SILVER
  - RB7498 3.9RED
- **‘4.6 Litre’ Transfer Set (Not original fitment):**
  - RB7498 4.6BLACK
  - RB7498 4.6GOLD
  - RB7498 4.6SILVER
- **‘V8’ Transfer (Not original fitment):**
  - RB7306 BLACK
  - RB7306 GOLD
  - RB7306 SILVER

---

**Note:**

- See also ‘Miscellaneous Clearance Stock’ list on page 75 for assorted Body Transfers.
- ‘3.5 Litre’ Transfer (Not original fitment); Sold as one pair.
- ‘3.9 Litre’ Transfer Set (Not original fitment); Sold as one pair.
- ‘V8’ Transfer (Not original fitment); Sold as one pair.
Body Mouldings & Finishers

All models unless specified.

Windscreen Finisher Kit
RTC2064

Tailgate Finisher Kit:
RTC2613
RTC2786

Finisher Kit - Gutter Rail;
RTC2065
RTC2066

B/C - Post Finisher;
BRC4536
BRC4537

D-Post Finisher;
BRC4890
BRC4891

Front Grille '82 on (Plastic)
BRC8165

Headlamp Finisher - '82 on
(Chrome eyebrow)
ADL1512 (RH) ADL1513 (LH)

Clip - Headlamp Finisher
ADU8118

Wast Finisher & Seal;
Front Door RH
RTC2065
RTC2066

BRC4536
BRC4537

BRC212
BRC213

Front Door RH
BRC3260
BRC3261

Use J RC2898
Use J RC1717

Use J RC1717
Use J RC2899

Use J RC1717
Use J RC2899

Rear Door RH
BRC7256
BRC7257

Rear Door LH
BRC2859
BRC2860

Rear Quarter RH
BRC7256
BRC7257

Rear Quarter LH
BRC2859
BRC2860

Side Rubbing Strip / Moulding - '81 VDP

End Plug - Waist Finisher;
Front Door RH
BRC80

LH
BRC81

Rear Door RH
BRC82

LH
BRC83

Rear Quarter RH
BRC652

LH
BRC653

Tread Plate - Door Sill;
Front

'76-'80 (Grey Plastic)
BRC342

'81-'82 (Chrome)
BRC6689

'82 onwards (Chrome)
BRC9640

Rear

'76-'80 (Grey Plastic)
BRC343

'81-'82 (Chrome)
BRC6690

'82 onwards (Chrome)
BRC9641

Photo courtesy of BMIHT, Gaydon.
Bumpers & Fittings

**IDENTIFICATION**

1976 - '80 All Models (Exc V8S)
3-Piece, comprising (Stainless Steel) Centre Sections and Plastic Corner Sections.

1979 - '80 V8S only
3-Piece, comprising Black (Steel) Centre Sections and Plastic Corner Sections.

1980 - '82 All Models (Exc V8S)
3-Piece, comprising Stainless Centre Sections (with Separate Rubber Strip) and Plastic Corner Sections.

1982 on (Facelift) All Models
One Piece, comprising Black Plastic Mouldings with End Caps and Stainless Chrome Finisher Strips.

---

**FRONT BUMPER (TO 1982)**

- **CENTRE SECTION** BRC3969

**FRONT BUMPER (1982 on)**

- **Trim Type - Less Trim** (1) BRC9005
- **Non-Trim Type** (1) BRC8799

- **End Cap**;
  - RH (1) BRC8806
  - LH (1) BRC8807

- **Chrome Finisher**;
  - RH (1) BRC9156
  - LH (1) BRC9157

- **Centre (Joining Piece)** (1) BRC8801

- **Retaining Clip - Finisher** (12) BRC8811

- **Oversider** (Facility for Washer Jet et);
  - RH (1) BRC8820
  - LH (1) BRC8821

- **Washer Jet (Headlamp)** (2) GW859

- **Clip - Jet to Oversider** (1) BRC9470

- **Nut - Oversider Retaining** (1) GHF212

- **Underrider (Tow Eye Cover) RH & LH** (1) JRC1570

---

**REAR BUMPER (TO 1982)**

- **Complete**;
  - 1976-80 (exc. V8S) (1) BRC1805
  - 1979 V8S (1) BRC1614
  - 1980-82 (1) BRC6680

- **Centre Bumper**;
  - 1976-82 - Stainless Steel (1) BRC1730
  - All models (exc. V8S) 76 - 80 & 2300/2600 80 - 82.
  - 1979 V8S (1) BRC1566
  - 1980-82 Bumper - Stainless Steel (1) BRC6682
  - 1980-82 (Rubber Strip) (1) BRC6683

- **Rear Corner Bumper - All Models**;
  - RH (1) BRC1734
  - LH (1) BRC1735

- **Rear Bumper Iron**;
  - RH (1) BRC1802
  - LH (1) BRC1803

- **Rear Jacking Bracket**;
  - RH (1) BRC2574
  - LH (1) BRC2575

---

**FRONT BUMPER CENTRE SECTION BRC3969**

**REAR BUMPER CENTRE SECTION BRC7656**

---

**ALL MODELS TO 1982**

---

**ALL MODELS 1982 ON (FACELIFT)**

---

**BUMPERS & FITTINGS - (1982 on)**

---
Carpet Sets

Our interior carpet sets are made from a high quality tufted pile material with fully bound edges and are shaped to allow proper fitment. Colours available: Grey, Dark Brown, Blue, Red, Beige, Green.

Interior Carpet Set (exc. loadspace) (1) RO1064
Including felt backed footwell carpets.
Loadspace Carpet Set (1) RO1065
Footwell Over Mats (Set of 4) (1) RO1066
Additional protection for footwell carpets. Colours available: Grey, Blue, Black, Beige
Carpet Adhesive
  1 litre Tin (A/R) RX1353
  370g Aerosol (A/R) RX1353A

Leather Interior Kits

We often have good used leather interior kits available. Please contact us for price and availability.

Door Seals

Door Aperture Seal - All Models;
  Front RH (1) ADL1879
  Front LH (1) ADL1880
  Rear RH (1) ADL1881
  Rear LH (1) ADL1882
  Door Panel Fixing Clip (34) BRC8990

Interior Trim

If you are looking for replacement seats, door panels, consoles, trim panels (or other interior component), please contact us - often good used may be available.

Footwell Over Mat Set RO1066

Seat Belts

Front Seat Belt;
  Flint Grey - Kangol (2) PAM5414 LG
  VIN 322702 on Black - Replacement (2) XKC2528
Rear Seat Belt;
  Black - Original ('76 - '82) (2) BRC6403
  Grey - Original (2) BHM774LG
  Blue - Original (2) BHM774J H
  Black - Replacement (2) RO1086
MISCELLANEOUS CLEARANCE STOCK

This section lists ‘ODDS & ENDS’ of stock that is not specifically listed elsewhere in this catalogue. You may need to refer to factory listings, to ensure compatibility with your car (year, colour, LHD/RHD etc).

Look out for some bargains - refer to Price Guide! Please note that some items will be discontinued once stocks are exhausted.

<table>
<thead>
<tr>
<th>PART NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>27H7476</td>
<td>GASKET</td>
</tr>
<tr>
<td>37H7627</td>
<td>PAS.PUMP FILLER CAP</td>
</tr>
<tr>
<td>623191A</td>
<td>NON RETURN VALVE</td>
</tr>
<tr>
<td>AAU2445A</td>
<td>VACUUM FILTER 80&gt;DEC81</td>
</tr>
<tr>
<td>AAU3411</td>
<td>PAS.STL PIPE BURMAN</td>
</tr>
<tr>
<td>AAU5946</td>
<td>FLUSH FLASHER LAMP</td>
</tr>
<tr>
<td>AAU6467</td>
<td>FLANGE COUPLING</td>
</tr>
<tr>
<td>AAU7383A</td>
<td>DOUBLE BRAKE PIPE CLIP</td>
</tr>
<tr>
<td>AAU8008A</td>
<td>ATTENTUATOR/CLUTCH DAMPER</td>
</tr>
<tr>
<td>AB686358</td>
<td>PAN H.D.TAP SCREW</td>
</tr>
<tr>
<td>AC606071</td>
<td>SCREW</td>
</tr>
<tr>
<td>ADL1949</td>
<td>L.P.PAS.STEERING HOSE</td>
</tr>
<tr>
<td>ADU3433</td>
<td>PETROL PIPE CLIP</td>
</tr>
<tr>
<td>ADU7537</td>
<td>PIN TERMINAL</td>
</tr>
<tr>
<td>ADU7605</td>
<td>VACUUM HOSE 2000 MANRHD</td>
</tr>
<tr>
<td>ADU8347</td>
<td>ECU.FUEL</td>
</tr>
<tr>
<td>AEU1157</td>
<td>REAR CASING ASSY BW66 AUTO</td>
</tr>
<tr>
<td>AEU1289</td>
<td>DIODE BEARING PACK ALTERNATOR A/C2 3/2.6</td>
</tr>
<tr>
<td>AEU1291</td>
<td>ALTERNATOR FAN (AIR CON) 2.3/2.6</td>
</tr>
<tr>
<td>AEU1292</td>
<td>BEARING-ALTERNATOR ASSY</td>
</tr>
<tr>
<td>AEU1295</td>
<td>FR.HOUSING-ALTERNATOR (AIR CON VEHICLES)</td>
</tr>
<tr>
<td>AEU1296</td>
<td>CAPACITOR-ALTERNATOR A/C</td>
</tr>
<tr>
<td>AEU1297</td>
<td>MOUNTING KIT-ALTERNATOR A/C</td>
</tr>
<tr>
<td>AEU1300</td>
<td>TERMINAL ASSY ALTERNATOR A/C</td>
</tr>
<tr>
<td>AEU1305</td>
<td>ALTERNATOR PULLEY</td>
</tr>
<tr>
<td>AEU1306</td>
<td>TERMINAL ASSY ALTERNATOR A/C</td>
</tr>
<tr>
<td>AEU1315</td>
<td>VALVE VR-UNIT</td>
</tr>
<tr>
<td>AEU1336</td>
<td>GASKET</td>
</tr>
<tr>
<td>AEU1350</td>
<td>SPEEDO GEAR BW66</td>
</tr>
<tr>
<td>AEU1357</td>
<td>SPRING KIT VALVE BODIES 3500 BW66</td>
</tr>
<tr>
<td>AEU13571</td>
<td>VALVE BODY BW66 (3.5SEVPC)</td>
</tr>
<tr>
<td>AEU1359A</td>
<td>PLANET COVER-REAR DRUM BW66</td>
</tr>
<tr>
<td>AEU13593</td>
<td>DRIVEN SHAFT AUTO BW66</td>
</tr>
<tr>
<td>AEU1515</td>
<td>NON RETURN VALVE SERVO</td>
</tr>
<tr>
<td>AEU1901</td>
<td>AUTO PUMP KIT BW66</td>
</tr>
<tr>
<td>AEU1966</td>
<td>PAS.PUMP CONT.VALVE 2000</td>
</tr>
<tr>
<td>AEU2127</td>
<td>INJECTOR PIPE DIESEL NO 4</td>
</tr>
<tr>
<td>AEU2132</td>
<td>BOLT O BOLT-INO PIPE</td>
</tr>
<tr>
<td>AEU2473</td>
<td>INSTRUMENT PANEL WARNING LIGHT LENS 82CN</td>
</tr>
<tr>
<td>AEU2608</td>
<td>PAWL</td>
</tr>
<tr>
<td>AEU2613</td>
<td>REACTION SUGGEAR ASY GM180 BOX</td>
</tr>
<tr>
<td>AEU2616</td>
<td>PLANETARY CARRIER GM180</td>
</tr>
<tr>
<td>AEU2627</td>
<td>SUN GEAR GM 180</td>
</tr>
<tr>
<td>AEU2633</td>
<td>2ND CLUTCH 3500 GM180</td>
</tr>
</tbody>
</table>

MISCELLANEOUS CLEARANCE STOCK
<table>
<thead>
<tr>
<th>PART NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRC2085</td>
<td>STRIKER DOOR LOCK</td>
</tr>
<tr>
<td>BRC2095</td>
<td>DRAIN TUBE</td>
</tr>
<tr>
<td>BRC3078AK</td>
<td>TAPE FRONT WING R/H SADDLE</td>
</tr>
<tr>
<td>BRC3079GE</td>
<td>TAPE FRONT WING L/H GOLD</td>
</tr>
<tr>
<td>BRC3081GE</td>
<td>TAPE FRONT WING L/H GOLD</td>
</tr>
<tr>
<td>BRC3082AK</td>
<td>TAPE REAR DOOR R/H SADDLE</td>
</tr>
<tr>
<td>BRC3083GE</td>
<td>TAPE REAR DOOR L/H SADDLE</td>
</tr>
<tr>
<td>BRC3085GE</td>
<td>TAPE REAR WING L/H GOLD</td>
</tr>
<tr>
<td>BRC3100PD</td>
<td>ASH TRAY</td>
</tr>
<tr>
<td>BRC4272PD</td>
<td>DOOR ARMREST</td>
</tr>
<tr>
<td>BRC4310</td>
<td>SCREW</td>
</tr>
<tr>
<td>BRC5033GB</td>
<td>LHR.DR.CASING CORIANDER</td>
</tr>
<tr>
<td>BRC5031GB</td>
<td>LHF .DR.CASING CORIANDER</td>
</tr>
<tr>
<td>BRC5030AH</td>
<td>RHF .DOOR CASING NUTMEG</td>
</tr>
<tr>
<td>BRC5003</td>
<td>GLASS RUN CHANNEL LHF FRONT</td>
</tr>
<tr>
<td>BRC5000</td>
<td>GLASS RUN CHANNEL RHF FRONT</td>
</tr>
<tr>
<td>BRC4310PD</td>
<td>ASH TRAY</td>
</tr>
<tr>
<td>BRC3085GE</td>
<td>CLIP-PETROL PIPE</td>
</tr>
<tr>
<td>BRC3079GE</td>
<td>CLIP-PETROL PIPE</td>
</tr>
<tr>
<td>BRC5167AS</td>
<td>SAND H/REST PAD LEATHER</td>
</tr>
<tr>
<td>BRC5567GB</td>
<td>DOOR ARMREST</td>
</tr>
<tr>
<td>BRC3083GE</td>
<td>CLIP-PETROL PIPE</td>
</tr>
<tr>
<td>BRC5082AC</td>
<td>CLIP-FUEL TANK</td>
</tr>
<tr>
<td>BRC4272PD</td>
<td>DOOR ARMREST</td>
</tr>
<tr>
<td>BRC6054GB</td>
<td>GLOVEBOX ASSY</td>
</tr>
<tr>
<td>BRC5742</td>
<td>OVER RIDER RH (POWER WASH)</td>
</tr>
<tr>
<td>BRC5743</td>
<td>OVER RIDER LH (POWER WASH)</td>
</tr>
<tr>
<td>BRC5744</td>
<td>OVER RIDER LH (POWER WASH)</td>
</tr>
<tr>
<td>BRC5915</td>
<td>STRIKER PLATE GLOVEBOX LH 82 ON MODELS</td>
</tr>
<tr>
<td>BRC6054GB</td>
<td>GLOVEBOX ASSY</td>
</tr>
<tr>
<td>BRC6110AH</td>
<td>DOOR TRIM PAD</td>
</tr>
<tr>
<td>BRC6553</td>
<td>FINISHER-FRONT PANEL AIR INTAKE (80-82)</td>
</tr>
<tr>
<td>BRC6674</td>
<td>F/BUMPER STRIP (CENTRE)</td>
</tr>
<tr>
<td>BRC6678</td>
<td>OVER RIDER RH (POWER WASH)</td>
</tr>
<tr>
<td>BRC7001</td>
<td>CLIP</td>
</tr>
<tr>
<td>BRC7005</td>
<td>FACE LEVEL VENT</td>
</tr>
<tr>
<td>BRC7008</td>
<td>AIR VENT CONTROL-CENTRE 82ON MODELS</td>
</tr>
<tr>
<td>BRC7009AE</td>
<td>ASH TRAY</td>
</tr>
<tr>
<td>BRC7011AC</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC7026</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC8024</td>
<td>DOOR VENEER RH</td>
</tr>
<tr>
<td>BRC9114AT</td>
<td>GLOVEBOX</td>
</tr>
<tr>
<td>BRC9368AT</td>
<td>HEAD REST</td>
</tr>
<tr>
<td>BRC8518</td>
<td>OVER RIDER BRACKET</td>
</tr>
<tr>
<td>BRC8579SB</td>
<td>LEATH-HEAD REST POD</td>
</tr>
<tr>
<td>BRC8657</td>
<td>ASH TRAY FRONT</td>
</tr>
<tr>
<td>BRC8658</td>
<td>ASH TRAY REAR</td>
</tr>
<tr>
<td>BRC8726</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC9024</td>
<td>DOOR VENEER RH</td>
</tr>
<tr>
<td>BRC9114AT</td>
<td>GLOVEBOX</td>
</tr>
<tr>
<td>BRC9376</td>
<td>DRIVE ASSY-FRONT SEAT RECLINE</td>
</tr>
<tr>
<td>BRC9365</td>
<td>FACIA VENEER INNER</td>
</tr>
<tr>
<td>BRC9603PD</td>
<td>SQUAB COVER</td>
</tr>
<tr>
<td>BRC9766</td>
<td>FINISHER S/ROOF AP</td>
</tr>
<tr>
<td>BRC9849</td>
<td>BLANKING PLATE RADIO</td>
</tr>
<tr>
<td>BRC9981</td>
<td>SUNROOF RUBBER INSERT</td>
</tr>
<tr>
<td>BRC1979PD</td>
<td>REPLACEMENT STEERING WHEEL PAD</td>
</tr>
<tr>
<td>BRC2452</td>
<td>VACUUM TANK HOSE &gt; MANIFOLD</td>
</tr>
<tr>
<td>BRC2963</td>
<td>PEDAL MOUNTING BRACKET</td>
</tr>
<tr>
<td>BRC3136</td>
<td>WHEEL CENTRE MOTIF</td>
</tr>
<tr>
<td>BRC3183</td>
<td>WHEEL TRIM</td>
</tr>
<tr>
<td>BRC3251</td>
<td>WHEEL TRIM</td>
</tr>
<tr>
<td>BRC3484</td>
<td>OIL COOLER-ENGINE 2.6</td>
</tr>
<tr>
<td>BRC4590</td>
<td>OIL COOLER-T/MODEL 2.6</td>
</tr>
<tr>
<td>BRC4811</td>
<td>FAN COWL</td>
</tr>
<tr>
<td>BRC4936</td>
<td>ADAPTOR PLATE 3500 GM180</td>
</tr>
<tr>
<td>BRC4954</td>
<td>VACUUM HOSE CRUISE (RDO)</td>
</tr>
<tr>
<td>BRC5308</td>
<td>BUMP STOP</td>
</tr>
<tr>
<td>BRC5309</td>
<td>BUMP STOP</td>
</tr>
<tr>
<td>BRC5733</td>
<td>LH OR RH PLASTIC TUBING DIA 3.5MM</td>
</tr>
<tr>
<td>BRC5740</td>
<td>RHR/1/4 GLASS CLEAR</td>
</tr>
<tr>
<td>BRC5741</td>
<td>LHR/1/4 GLASS CLEAR</td>
</tr>
<tr>
<td>BRC5742</td>
<td>LHR/1/4 GLASS CLEAR</td>
</tr>
<tr>
<td>BRC5915</td>
<td>STRIKER PLATE GLOVEBOX LH 82 ON MODELS</td>
</tr>
<tr>
<td>BRC6054GB</td>
<td>GLOVEBOX ASSY</td>
</tr>
<tr>
<td>BRC6110AH</td>
<td>DOOR TRIM PAD</td>
</tr>
<tr>
<td>BRC6674</td>
<td>F/BUMPER STRIP (CENTRE)</td>
</tr>
<tr>
<td>BRC6678</td>
<td>OVER RIDER RH (POWER WASH)</td>
</tr>
<tr>
<td>BRC7001</td>
<td>CLIP</td>
</tr>
<tr>
<td>BRC7005</td>
<td>FACE LEVEL VENT</td>
</tr>
<tr>
<td>BRC7008</td>
<td>AIR VENT CONTROL-CENTRE 82ON MODELS</td>
</tr>
<tr>
<td>BRC7009AE</td>
<td>ASH TRAY</td>
</tr>
<tr>
<td>BRC7011AC</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC7026</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC8024</td>
<td>DOOR VENEER RH</td>
</tr>
<tr>
<td>BRC9114AT</td>
<td>GLOVEBOX</td>
</tr>
<tr>
<td>BRC9368AT</td>
<td>HEAD REST</td>
</tr>
<tr>
<td>BRC8518</td>
<td>OVER RIDER BRACKET</td>
</tr>
<tr>
<td>BRC8579SB</td>
<td>LEATH-HEAD REST POD</td>
</tr>
<tr>
<td>BRC8657</td>
<td>ASH TRAY FRONT</td>
</tr>
<tr>
<td>BRC8658</td>
<td>ASH TRAY REAR</td>
</tr>
<tr>
<td>BRC8726</td>
<td>DOOR VENEER LH</td>
</tr>
<tr>
<td>BRC9024</td>
<td>DOOR VENEER RH</td>
</tr>
<tr>
<td>BRC9114AT</td>
<td>GLOVEBOX</td>
</tr>
<tr>
<td>BRC9376</td>
<td>DRIVE ASSY-FRONT SEAT RECLINE</td>
</tr>
<tr>
<td>BRC9365</td>
<td>FACIA VENEER INNER</td>
</tr>
<tr>
<td>BRC9603PD</td>
<td>SQUAB COVER</td>
</tr>
<tr>
<td>BRC9766</td>
<td>FINISHER S/ROOF AP</td>
</tr>
<tr>
<td>BRC9849</td>
<td>BLANKING PLATE RADIO</td>
</tr>
</tbody>
</table>
V8 Silicone HT Lead Set

V8 Silicone Plug Lead Set

V8 Performance Sump

Remote Oil Filter Kit

Remote Take Off

Cylinder Head Stud Kit

Kenlowe Electric Fan Kit

Air Filter - K&N

Please refer to V8 Engine Section (pages 8 to 27) for full details.
Suitable for all engine sizes.
Complete conversion kits for all V8 engines.
Kits include: 4 barrel carb, inlet manifold, chromed 14" air cleaner (can be substituted with K&N air cleaner at extra cost), thermostat housing and accelerator cable kit.
See also fuel pump section for details of our Facet type electric fuel pump, which may be required in addition to the 4 barrel carb kits, depending on application.

Holley/Offenhauser conversion;
390cfm carb with auto choke
Kit 1
With 3" deep air cleaner.
Kit 2
With 2" deep air cleaner for extra bonnet clearance.

Weber/Edelbrock Performer conversion;
500cfm carb with manual choke
Kit 1
With 3" deep air cleaner.
Kit 2
With 2" deep air cleaner for extra bonnet clearance.

Polyurethane Bush Kit
Includes: Track Arm Bushes, Anti-Roll Bar Bushes, Watts Linkage Bushes & Trailing Arm Bushes,
All Models (excluding Vitesse)
Vitesse only

Poly Bush Kit

Suspension Packages
See page 51 for details of Suspension Packages
- Standard and Uprated.

Stainless Steel Exhausts
Refer to 'Exhaust' section page 42-43) for details on our Standard Exhaust and V8 Sports Exhaust Systems in Stainless Steel. Plus, our Tubular Manifold Insulating Wrap for extra efficiency.
ALLOY WHEELS

See page 52 for details of Vitesse Alloy Wheel Kits.

MUDFLAPS

Mudflaps - All Models (Original type):
- Front - Pair with Fittings: AJM1637PK
- Front - Pair without Fittings: AJM1637P
- Rear - Pair with Fittings: AJM1638PK
- Rear - Pair without Fittings: AJM1638P

EBC TURBO GROOVE DISCS & ‘GREEN STUFF’ PADS

Available as either solid or vented, the discs are handed (RH/LH) with curved grooves & dimples to offer superb stopping power when combined with the Kevlar ‘Green Stuff’ Pads. See also Goodridge Braided Brake Hose Sets for a firmer brake pedal!

Uprated Brake Discs (pair);
- Solid: GB603UR
- Vented: GB804UR
‘Green Stuff’ Kevlar Pads;
- 2-Piston Caliper: GBP242GS
- 4-Piston Caliper: GBP267GS

GOODRIDGE BRAKE HOSE SET

Replace those bulging rubber flexible hoses with these stainless steel braided hoses for firmer brake pedal pressure. Kits include front & rear flexible brake hoses.

Goodridge Brake Hose - car set
- All Models (3 hoses): R01132
- Excluding EFi/Vitesse: R01133
- EFi/Vitesse: R01134

UPRATED DISCS & PADS

LUMENITION KITS

For 4 & 6 cylinder cars, Lumenition electronic ignition kits are available for points distributors. The kits include all the necessary parts, together with instructions, to convert the existing distributor to electronic ignition, giving the benefits of better starting, improved performance and maintenance-free reliability. Also available is a lumenition kit for the V8 Opus distributor, fitted from ’76-’85. The kit converts the magnetic pick-up type electronic distributor to the simpler and more reliable optical triggering system.

No kit is available for the 350MB distributor (1985+).

Lumenition Electronic Ignition Kit;
- inc. power pack & fitting kit.
  - 3500 (35 DE8 Opus distributor ’76-’85 only)
    - Standard Kit: RB7323
    - Performance Kit (inc. Coil): RB7323P
  - 2600/2300/2000

4-POT BRAKE KITS

For converting 2-pot brake caliper vehicles to 4-pot or simply if you want to replace existing 4-pot calipers, discs and pads. We offer kits including either standard discs and pads, or uprated. Note: The calipers supplied are the single brake pipe type (not EFi/Vitesse). Please enquire if twin pipe type are required.

Uprated hi-torque starter motor

V8 UPRATED HI-TORQUE STARTER MOTOR

Fits as direct replacement to all saloon based vehicles (SD1, TR8, TR7 V8, MGB V8 etc). Starts engine regardless of compression or temperature. Up to 200% more cranking power using up to 50% less current.

XENON HEADLIGHT BULBS

Xenon Headlight Bulbs (Supplied in pairs);
- 1976-82 vehicles to replace 55w type bulbs: GLB448X
- to replace 60/55w type bulbs: GLB472X
- 1982- on vehicles to replace 60/55w type bulbs: GLB472X
**SPOILERS**

- **Front Spoiler - Standard** CHM314FG
- **Front Spoiler - Vitesse Deep Chin** CHM359FG
- **Rear Spoiler - Vitesse** JRC1850FG
- **Rear Wheel Arch Spat**
  - RH - JRC2082
  - LH - JRC2083

**FOOTWELL OVER MATS**

Footwell Over Mats (Set of 4) RO1066
Additional protection for footwell carpets.
Colours available: Grey, Blue, Black, Beige

**STEERING WHEELS**

- **Moto Lita**
  - Steering Wheel
    - Black (Leather), 14" diameter (dished), including boss & fittings.
      - '76-'81 RO1043
      - '82 Onwards RO1044

- **Mountney (Vinyl)**
  - Vinyl Rim (Black), 14" diameter, 3 spoke, semi-dished, including Boss & fittings. Fits all models.
    - with Polished Spokes RO1148P
    - with Black Spokes RO1148B

- **Mountney (Leather)**
  - Leather Rim (Black), 15" diameter, 3 spoke, semi-dished, including Boss & fittings. Fits all models.
    - with Polished Spokes RO1149P
    - with Black Spokes RO1149B
    - Retaining Nut - Steering Wheel CRC2015A

**VEHICLE NUMBER PLATES**

- **Standard**
  - NPF
  - Standard with 'GB' logo NPFGB
  - Deluxe - 3D effect NPDF3D
  - Deluxe - 3D effect with 'GB' logo NPDF3GBK

- **Deluxe-3D**
  - NPR
  - Standard with 'GB' logo NPRGB
  - Deluxe - 3D effect NPR3D
  - Deluxe - 3D effect with 'GB' logo NPR3GBK

- **Black - Pressed Aluminium**
  - RX1365
  - Pressed aluminium (PR)
  - RX1365B
  - Acrylic - standard letters (PR)
  - RX1365A
  - Acrylic - engraved letters (PR)

- **Black - Acrylic**
  - JEP 50N
  - Black background, Silver letters, Legal on Vehicles Reg. to 1/1/73.

- **Fitting Kit - number plates** NPK
  - Universal kit including 4 self tap screws, 2 white cups, 2 yellow cups & 8 double sided adhesive pads.

**ACCESSORIES**

New legislation from 1/1/03 states that number plates can only be sold directly to the owner of the vehicle together with proof of ownership and personal identification.

We will need sight of the following three original documents:
- Vehicle registration document (V5)
- Driving Licence or utility bill.
- Passport or credit card (with photo ID), or travel/works pass (with photo ID).

Number plates are made to special order.

Please note that it is also now mandatory in the UK for all new number plates to bear the originating suppliers name, postcode and telephone number (i.e. Rimmer Bros).

**FOOTWELL OVER MATS**

Please note that the set includes:
- Additional protection for footwell carpets.
- Colours available: Grey, Blue, Black, Beige

**STEERING WHEELS**

- **Moto Lita**
  - Steering Wheel
    - Black (Leather), 14" diameter (dished), including boss & fittings.
      - '76-'81 RO1043
      - '82 Onwards RO1044

- **Mountney (Vinyl)**
  - Vinyl Rim (Black), 14" diameter, 3 spoke, semi-dished, including Boss & fittings. Fits all models.
    - with Polished Spokes RO1148P
    - with Black Spokes RO1148B

- **Mountney (Leather)**
  - Leather Rim (Black), 15" diameter, 3 spoke, semi-dished, including Boss & fittings. Fits all models.
    - with Polished Spokes RO1149P
    - with Black Spokes RO1149B
    - Retaining Nut - Steering Wheel CRC2015A

**VEHICLE NUMBER PLATES**

- **Standard**
  - NPF
  - Standard with 'GB' logo NPFGB
  - Deluxe - 3D effect NPDF3D
  - Deluxe - 3D effect with 'GB' logo NPDF3GBK

- **Deluxe-3D**
  - NPR
  - Standard with 'GB' logo NPRGB
  - Deluxe - 3D effect NPR3D
  - Deluxe - 3D effect with 'GB' logo NPR3GBK

- **Black - Pressed Aluminium**
  - RX1365
  - Pressed aluminium (PR)
  - RX1365B
  - Acrylic - standard letters (PR)
  - RX1365A

- **Black - Acrylic**
  - JEP 50N
  - Black background, Silver letters, Legal on Vehicles Reg. to 1/1/73.

- **Fitting Kit - number plates** NPK
  - Universal kit including 4 self tap screws, 2 white cups, 2 yellow cups & 8 double sided adhesive pads.

**NEW LEGISLATION**

New legislation from 1/1/03 states that number plates can only be sold directly to the owner of the vehicle together with proof of ownership and personal identification.

We will need sight of the following three original documents:
- Vehicle registration document (V5)
- Driving Licence or utility bill.
- Passport or credit card (with photo ID), or travel/works pass (with photo ID).

Number plates are made to special order.

Please note that it is also now mandatory in the UK for all new number plates to bear the originating suppliers name, postcode and telephone number (i.e. Rimmer Bros).
**ACCESSORIES**

**OUTDOOR ‘MONSOON’ SEMI-TAILORED CAR COVERS**

**FEATURES...**
- Tough grey outer skin
- Soft non woven lining
- Double stitched with heated seams
- Roof vents allowing moisture to escape
- Under body securing straps with soft fastner covers

**THE DRY SOLUTION FOR YOUR CAR STORAGE PROBLEM!**

SDI Outdoor Car Cover RX1519

**VEHICLE SECURITY**

‘Dis-Car-Nect’ Starter Immobiliser RX1356
Replacement Screw Knob RX1356K
Replacement Fuse RX1356F

**COMPETITION TYPE HARNESS**

A popular alternative to standard seat belts - these really do look the part!

The dry storage solution for your car storage problem!

SDI Car Capsule (540cms x 200cms) RX1404

**VEHICLE SECURITY**

1. HARNESS, competition type, red (each) (2) RX1500
2. CROTCH STRAP, red (each) (2) RX1501
3. SHOULDER PADS, ‘Securon’ (pair) (2) RX1502
4. EYE BOLT SET (pair) (2) RX1503
5. REINFORCEMENT PLATE SET (pair) (2) 621112
6. BOLT & SPACER SET (pair) (2) RX1505

**BATTERY CONDITIONER**

The battery charger that turns on and off, automatically.

Suitable for all 12 volt batteries (from 5Ah to 100Ah), this superb product constantly revitalises the battery cells - helping to extend cell life, without the danger of overcharging.

Battery Conditioner Kit RX1410

Comes complete with all fittings and operating instructions.

**LOOK AT THESE BENEFITS...**
- Designed to be left connected for long periods.
- Use without disconnecting vehicle electrics.
- L.E.D. battery condition display.
- Thermal cut-out facility.
- 12 month guarantee.

Can also be used for these applications providing they use a 12 volt battery:
- Caravans, lawn mowers, motorcycles, motor boats, wheel chairs and general leisure use.

Battery Charger 6v/12v Conventional type GAC7106

**CAR CAPSULE**

The Car Capsule eliminates the problems of dust, dirt, scratched paintwork and moisture retention, which leads to corrosion problems.

Quick and simple to use, Car Capsule is suitable for both short and long term storage.

The energy efficient low-voltage fan maintains a continuous flow of filtered fresh air passing over and through the stored vehicle.

Car Capsule stops interiors from becoming damp and musty after prolonged storage.

SD1 Outdoor Car Cover RX1519

**SD1 OUTDOOR ‘MONSOON’ SEMI-TAILORED CAR COVERS**

**TOTAL PROTECTION!**

**FEATUERES...**
- Elasticated front & rear hems for snug fit
- UV resistant to prevent paint fade
- Complete with zipped storage bag
- Great value for money!

**VEHICLE SECURITY**

1. HARNESS, competition type, red (each) (2) RX1500
2. CROTCH STRAP, red (each) (2) RX1501
3. SHOULDER PADS, ‘Securon’ (pair) (2) RX1502
4. EYE BOLT SET (pair) (2) RX1503
5. REINFORCEMENT PLATE SET (pair) (2) 621112
6. BOLT & SPACER SET (pair) (2) RX1505

**BATTERY CONDITIONER**

The battery charger that turns on and off, automatically.

Suitable for all 12 volt batteries (from 5Ah to 100Ah), this superb product constantly revitalises the battery cells - helping to extend cell life, without the danger of overcharging.

Battery Conditioner Kit RX1410

Comes complete with all fittings and operating instructions.

**LOOK AT THESE BENEFITS...**
- Designed to be left connected for long periods.
- Use without disconnecting vehicle electrics.
- L.E.D. battery condition display.
- Thermal cut-out facility.
- 12 month guarantee.

Can also be used for these applications providing they use a 12 volt battery:
- Caravans, lawn mowers, motorcycles, motor boats, wheel chairs and general leisure use.

Battery Charger 6v/12v Conventional type GAC7106

**CAR CAPSULE**

The Car Capsule eliminates the problems of dust, dirt, scratched paintwork and moisture retention, which leads to corrosion problems.

Quick and simple to use, Car Capsule is suitable for both short and long term storage.

The energy efficient low-voltage fan maintains a continuous flow of filtered fresh air passing over and through the stored vehicle.

Car Capsule stops interiors from becoming damp and musty after prolonged storage.

SD1 Outdoor Car Cover RX1519

**OUTDOOR ‘MONSOON’ SEMI-TAILORED CAR COVERS**

**TOTAL PROTECTION!**

**FEATUERES...**
- Elasticated front & rear hems for snug fit
- UV resistant to prevent paint fade
- Complete with zipped storage bag
- Great value for money!

**VEHICLE SECURITY**

1. HARNESS, competition type, red (each) (2) RX1500
2. CROTCH STRAP, red (each) (2) RX1501
3. SHOULDER PADS, ‘Securon’ (pair) (2) RX1502
4. EYE BOLT SET (pair) (2) RX1503
5. REINFORCEMENT PLATE SET (pair) (2) 621112
6. BOLT & SPACER SET (pair) (2) RX1505

**BATTERY CONDITIONER**

The battery charger that turns on and off, automatically.

Suitable for all 12 volt batteries (from 5Ah to 100Ah), this superb product constantly revitalises the battery cells - helping to extend cell life, without the danger of overcharging.

Battery Conditioner Kit RX1410

Comes complete with all fittings and operating instructions.

**LOOK AT THESE BENEFITS...**
- Designed to be left connected for long periods.
- Use without disconnecting vehicle electrics.
- L.E.D. battery condition display.
- Thermal cut-out facility.
- 12 month guarantee.

Can also be used for these applications providing they use a 12 volt battery:
- Caravans, lawn mowers, motorcycles, motor boats, wheel chairs and general leisure use.

Battery Charger 6v/12v Conventional type GAC7106

**CAR CAPSULE**

The Car Capsule eliminates the problems of dust, dirt, scratched paintwork and moisture retention, which leads to corrosion problems.

Quick and simple to use, Car Capsule is suitable for both short and long term storage.

The energy efficient low-voltage fan maintains a continuous flow of filtered fresh air passing over and through the stored vehicle.

Car Capsule stops interiors from becoming damp and musty after prolonged storage.

SD1 Outdoor Car Cover RX1519

**OUTDOOR ‘MONSOON’ SEMI-TAILORED CAR COVERS**

**TOTAL PROTECTION!**

**FEATUERES...**
- Elasticated front & rear hems for snug fit
- UV resistant to prevent paint fade
- Complete with zipped storage bag
- Great value for money!

**VEHICLE SECURITY**

1. HARNESS, competition type, red (each) (2) RX1500
2. CROTCH STRAP, red (each) (2) RX1501
3. SHOULDER PADS, ‘Securon’ (pair) (2) RX1502
4. EYE BOLT SET (pair) (2) RX1503
5. REINFORCEMENT PLATE SET (pair) (2) 621112
6. BOLT & SPACER SET (pair) (2) RX1505

**BATTERY CONDITIONER**

The battery charger that turns on and off, automatically.

Suitable for all 12 volt batteries (from 5Ah to 100Ah), this superb product constantly revitalises the battery cells - helping to extend cell life, without the danger of overcharging.

Battery Conditioner Kit RX1410

Comes complete with all fittings and operating instructions.

**LOOK AT THESE BENEFITS...**
- Designed to be left connected for long periods.
- Use without disconnecting vehicle electrics.
- L.E.D. battery condition display.
- Thermal cut-out facility.
- 12 month guarantee.

Can also be used for these applications providing they use a 12 volt battery:
- Caravans, lawn mowers, motorcycles, motor boats, wheel chairs and general leisure use.

Battery Charger 6v/12v Conventional type GAC7106

**CAR CAPSULE**

The Car Capsule eliminates the problems of dust, dirt, scratched paintwork and moisture retention, which leads to corrosion problems.

Quick and simple to use, Car Capsule is suitable for both short and long term storage.

The energy efficient low-voltage fan maintains a continuous flow of filtered fresh air passing over and through the stored vehicle.

Car Capsule stops interiors from becoming damp and musty after prolonged storage.

SD1 Outdoor Car Cover RX1519

**OUTDOOR ‘MONSOON’ SEMI-TAILORED CAR COVERS**

**TOTAL PROTECTION!**

**FEATUERES...**
- Elasticated front & rear hems for snug fit
- UV resistant to prevent paint fade
- Complete with zipped storage bag
- Great value for money!
**ELECTRICAL - GENERAL**

- Air Horns (Pair) (Hella) RX1381
- Front Fog Light (Pair) RX1370
- Aftermarket type. See page 60 for original type fog lights.
- Rear Fog Light RB7092
- High Level Brake/Stop Light RX1298
- Inspection Lamp (Halogen) RX1424
- Plugs into cigar lighter.
- Trailer Board (4') (including 4m of cable) RX1513
- Portable Halogen Worklight 240v (500w) RX1263

**ROADSIDE TOOLS & TOURING EQUIPMENT**

- Towbar GT630
- Towball (50mm) GT101
- Towball Cover GT308
- Lightweight (Disposable) overalls; ideal for those roadside repairs. Keep a pair of these very handy lightweight general purpose overalls in the boot, you never know! Medium (approx 47" chest) RX1048M
- Large (approx 53" chest) RX1408L
- Extra large (approx 55" chest) RX1408XL
- 'AA' Membership & Relay Pack RX1329
- Warning Triangle RX1344
- Safety Jacket (Luminous) GAC2999
- Be safe - Be seen.
- Tool bag only (for jack etc) RX1364
- Scissor Jack & Handle 311346
- Wheel brace 138514
- Tyre Pump (Stirrup type) 523638A
- First-Aid Kit RX1399
- Fire Extinguisher GAC9004

**ACCESSORIES**

- Rimmer Bros Baseball Cap RX1425
- Rimmer Bros Vouchers - £5 RX1337
- £10 RX1338
- £20 RX1339
- £50 RX1341
- Tax Disc Holder RX1355
- Rimmer Bros Decal (Black/Silver) RA1055
- Key Fob (Leather) Rover RO1067
- V8 RX1537
ACCESSORIES

LEYLAND CARS OF THE 70's RX1442
A celebration of those wonderful films made to launch some famous cars of the golden years at British Leyland. Includes footage of the Maxi, Marina, Allergo and Princess. (62 minutes in total). British Motor Industry Heritage Trust (BMIHT) Production (archive footage).

ROVER SD1 RO1134
This video is in 4 parts, commencing with a Raymond Baxter introduction. A promotional film follows, then a drive through the South of France (2600 and 2300 models). Finally, a product training film for dealers with William Woolland taking us through the range. (56 minutes in total). British Motor Industry Heritage Trust (BMIHT) Production (archive footage).

ROVER SD1 - A PERSONAL TRIBUTE RO1127
Produced by an SD1 enthusiast, this unique production has plenty of car footage. A must for the SD1 aficionado. (66 minutes in total)

VIDEOS

BOOKS

WORKSHOP MANUALS

Factory Workshop Manual
All models (1992 on) AKM5343
Diesel Supplement AKM5242
Haynes Workshop Manual (3500) R01069
Autodata Workshop Manual 2300/2600/3500 (exc EFI). RO1069AD
Haynes Carburettor Manual
SU's R01135
Weber, Zenith Stromberg RX1412
V8 Engine Overhaul Manual R01024
Land Rover Publication (122 pages).
Covers 3.5, 3.9, 4.0, 4.2 & 4.6 engine units.

REFERENCE/INFORMATION BOOKS

The Rover V8 Engine (David Hardcastle) 208 pages. RX1429
Tuning Rover V8 Engines (David Hardcastle) 208 pages. RX1430
SD1 - Road Test Book (100 pages) (3500 & Vitesse 1976-86) AKM4798
SD1 - The Complete Story (Karen Pender) 192 pages. AKM5105

OWNERS HANDBOOKS

Note: Limited availability. Books listed were available at time of catalogue production.

Owners Handbooks
2300/2600 (1983 models) AKM5106
2000/2300/2600 (1982 on) AKM5105
Vitesse/VPD EFI (1982 on) AKM4798

OWNERS HANDBOOKS

HAYNES OWNERS WORKSHOP MANUAL - MAN RX1534

All models, shapes, sizes & colours, 120,000BC to present day. By Orian Banks. 128 pages.
The practical step-by-step guide to men’s health. Not a motoring manual, but a health manual presented in the style of a Haynes car repair guide! Covers basic health advice and ‘trouble-shooting’ with text and illustrations. Men are far more likely to look after their cars than their own bodies! Reading this could mean the difference between a healthy, high mileage life and premature breakdown. ‘Man’ Haynes Manual.
**LUBRICANTS & FLUIDS**

**ENGINE OIL**
- Unipart (20W/50) 4.55 Litre/1 Gallon GGL104
- Duckhams Q (20W/50) 4.55 Litre/1 Gallon HMP190100
- Duckhams Q Storage Oil 4.55 Litre/1 Gallon HMP190104
- Castrol Running In Oil 4.55 Litre/1 Gallon RX1417
- Castrol Classic XL (20W/50) 4.55 Litre/1 Gallon RX1363
- Unipart (10W/40) Semi-Synthetic 5 Litre GGL657
- Unipart Diesel (15W/40) 5 Litres GGL658

**GEAR OIL**
- Unipart (EP90) 0.5 Litre GGL190
- Unipart (EP90) 5 Litre GGL805
- Unipart (ATF) 0.5 Litre GGL175
- Unipart (ATF) 5 Litre GGL505

**BRAKE/CLUTCH FLUIDS**
- Unipart (DOT 3) 1 Litre GBL103
- Silicone 0.5 Litre* RX1327
- Silicone 1 Litre* RX1326
*Do not mix with standard fluid

**LITHIUM GREASE (MULTI-PURPOSE)**
- Unipart 0.5 Litre (Tube) GGL111
- Brake Rubber Grease 514578

**ANTIFREEZE**
- Unipart 1 Litre GAC2018
- Unipart 5 Litre GAC2019

**CAM LUBE**
- Cam Lube (for assembly) RX1358

**OIL JUGS**
- Castrol Oil Jugs
  - 1/2 Pint RX1395
  - 1 Pint RX1396
  - 2 Pint RX1397
  - All Three Jugs RX1398

**SPECIALIST WHEEL CLEANER**

**WHEEL CLEANER KIT** RX1405
The kit includes;
- Concours Wheel Cleaning solution (580ml)
- A unique wooden handled wheel cleaning brush and dispenser
- Concours Finish/Protect solution (180ml)
- Two pair of disposable gloves

- Breaks down all brake-dust and road grime.
- Enables you to clean into all awkward places.
- Leaves wheels looking bright and clean.
- Protects wheels in the future.

CONCOURS Wheel cleaner has been specially developed for use on Classic chromed and painted Wire, Steel and Alloy wheels. The cleaning system has a unique two stage process which not only cleans your wheels it also shines and protects them meaning they look good for longer and are easier to clean in the future.

**FUEL ADDITIVES**

Bottled additives are available which can be mixed with either ‘Premium’ or ‘Super’ unleaded depending upon application. It usually works out cheaper to use bottled additives than leaded or LRP - work it out for yourself!

CASTROL VALVEMASTER (250ml) RX140TV
CASTROL VALVEMASTER PLUS (250ml) RX140TVMP
Endorsed by the federation of British Historic Vehicle Clubs (FBHVC), having been independently tested and approved, both products offer a high level of protection against valve seat recession under all driving conditions. In addition, castrol valvemaster plus provides an octane boost to premium unleaded petrol which reduces pinking or knocking on high compression or performance applications. This also usually avoids the need to re-tune your engine. Treats 250 litres of petrol.
**BODY CARE**

**AUTOGYM CAR CARE PRODUCTS**

Autoglym Car Care Pack includes items marked *

- Silicone Resin Polish (300ml)* RX1312
- Bodywork Shampoo/Conditioner (500ml)* RX1313
- Car Interior Shampoo (500ml)* RX1314
- Glass Polish (325ml)* RX1315
- Cutting Polish (325ml)* RX1316
- Extra Gloss Protection (325ml)* RX1317
- Bumper Care (325ml)* RX1318
- Vinyl & Rubber Care (500ml)* RX1319
- Leather Care Cream (325ml)* RX1320
- Superglym Chrome Polish (55g)* RX1321
- Clean Wheels (500ml)* RX1322
- Perfect Polishing Cloth (21sq ft)* RX1323
- Aqua Dry (Synthetic Chamois)* RX1324
- Clean Machine (1 Litre)* RX1325
- Hood Care & Maintenance Kit RX1433
- Instant Tyre Dressing RX1368
- Intensive Tar Remover RX1367

**OTHER CAR CARE PRODUCTS**

- Sponge RX1415
- Wash Leather RX1416

**FINNEGANS ‘ANTI-CORROSION’ WAXOYL**

- Waxoyl starter kit inc. RX0128, RX0130, RX0131. RX1032
- Waxoyl:
  - 5 Litre can RX1027
  - 2.5 Litre can RX1029
  - 2.5 Litre cartridge RX1028
  - Trigger spray gun RX1033
  - High pressure spray gun RX1030
- Use with 2.5 litre cartridge:
  - Extension probe RX1026
  - Aerosol (400ml) RX1025
  - Aerosol (200ml)
  - Underbody seal:
    - 1 litre RX1024
    - 500ml RX1023

**GENERAL CONSUMABLES**

- WD-40 (Large 400ml) GAC111
- Radweld (Holts, 250ml) RX1250
- Easystart (Bradex) RX1511
- Silicone Sealant (Tube 80ml) GHF6093
- Hylomar (Gasket Sealant) (100g) GCC102
- Brass Jointing Compound GCC112
- Copper Ease (Tube) (Anti-Seize Grease) (95g) RX1345
- Brake Rubber Grease
- Brake Cleaner (Aerosol)
- Loctite (Tube) (24ml) GBC901
- Adhesive (Trim/Carpets) 1 Litre Tin RX1353
- 370g Aerosol RX1353A
- Radweld (Holts, 250ml) RX1509
- Radweld (Holts, 50ml) RX1510
- Easystart (Bradex) RX1511
- Silicone Sealant (Tube 80ml) GHF6093
- Hylomar (Gasket Sealant) (100g) GCC102
- Brass Jointing Compound GCC112
- Copper Ease (Tube) (Anti-Seize Grease) (95g) RX1345
- Brake Rubber Grease
- Brake Cleaner (Aerosol)
- Loctite (Tube) (24ml) GBC901
- Adhesive (Trim/Carpets) 1 Litre Tin RX1353
- 370g Aerosol RX1353A

**WHEEL WAX**

Prevents the build up of brake dust and stops corrosion. Protects against road salt, tar and grime. Gives an incredible shine.

- Wheel Wax (225g) RX1262

**WHEELS**

- Radweld (Holts, 250ml) RX1509
- Easystart (Bradex) RX1511
- Silicone Sealant (Tube 80ml) GHF6093
- Hylomar (Gasket Sealant) (100g) GCC102
- Brass Jointing Compound GCC112
- Copper Ease (Tube) (Anti-Seize Grease) (95g) RX1345
- Brake Rubber Grease
- Brake Cleaner (Aerosol)
- Loctite (Tube) (24ml) GBC901
- Adhesive (Trim/Carpets) 1 Litre Tin RX1353
- 370g Aerosol RX1353A

**FINNEGANS ‘ANTI-CORROSION’ WAXOYL**

- Latex/Rubber Gloves (Pack of 100) RX1406
  - Ideal for those really dirty maintenance jobs
Clutch Alignment Tool         RX1386  
Oil Filter Strap Wrench       RX1514  
Spark Plug Spanner           RX1460  
Stromberg Carb Adjusting Tool RX1222  
Valve Spring Compressor Tool  RX1226OHV  
OHV                           RX1226OHC  
OHC                           RX1328  
Road Spring Compressor Tool   RX1423  
Grease Gun                    RX1431E  
Early (Slotted Shaft)         RX1431L  
Late (Toothed Shaft)          RX1431L  

Advertising Prints (ex-publicity)  
‘We Race You Win’               RO1074  
‘The New Rover V8 S’            RO1075  
‘He Could be Using...’          RO1076  
‘Good Breeding ’                 RO1077  
‘Leader by Nature’              RO1078  
‘There are some Places’          RO1079  

PHOTO COURTESY OF BMIHT, GAYDON.
AEROSOL PAINTS & TOUCH-IN CRAYONS

Aerosols, Touch-in Tins & Touch-in Crayons

<table>
<thead>
<tr>
<th>Body Colour</th>
<th>Rover Colour Code</th>
<th>Aerosol Colour</th>
<th>Touch-in Crayon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primer (White)</td>
<td></td>
<td>RX4048A</td>
<td>N/a</td>
</tr>
<tr>
<td>Primer (Red Oxide)</td>
<td></td>
<td>RX4049A</td>
<td>N/a</td>
</tr>
<tr>
<td>Primer (Grey)</td>
<td></td>
<td>RX4047A</td>
<td>N/a</td>
</tr>
<tr>
<td>Aran Beige</td>
<td>NCC</td>
<td>RX4013A</td>
<td>N/a</td>
</tr>
<tr>
<td>Argent Silver</td>
<td>MCB</td>
<td>RX4038A</td>
<td>RX4038C</td>
</tr>
<tr>
<td>Arum White</td>
<td>NMF</td>
<td>RX4032A</td>
<td>N/a</td>
</tr>
<tr>
<td>Atlantis Blue</td>
<td></td>
<td>RX4042A</td>
<td>RX4042C</td>
</tr>
<tr>
<td>Avocado Green</td>
<td></td>
<td>RX4014A</td>
<td>N/a</td>
</tr>
<tr>
<td>Azure Blue</td>
<td>JW</td>
<td>RX4043A</td>
<td>RX4043C</td>
</tr>
<tr>
<td>Barley Yellow</td>
<td>FCE</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Black</td>
<td></td>
<td>RX4008A</td>
<td>RX4008C</td>
</tr>
<tr>
<td>Bordeaux Red</td>
<td>CG</td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Brazilia</td>
<td></td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Caribbean Blue</td>
<td>CDE</td>
<td>RX4007A</td>
<td>N/a</td>
</tr>
<tr>
<td>Carnelian Red</td>
<td>CDE</td>
<td>RX4008A</td>
<td>RX4008C</td>
</tr>
<tr>
<td>Cashmere Gold</td>
<td>GMD</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Cavalry Blue</td>
<td>JQ</td>
<td>RX4043A</td>
<td>RX4043C</td>
</tr>
<tr>
<td>Champagne Beige</td>
<td>LMK</td>
<td>RX4014A</td>
<td>N/a</td>
</tr>
<tr>
<td>Clove Brown</td>
<td>AMS</td>
<td>RX4008A</td>
<td>RX4008C</td>
</tr>
<tr>
<td>Eclipse Blue</td>
<td>JN</td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Ermine White</td>
<td>NME</td>
<td>RX4032A</td>
<td>N/a</td>
</tr>
<tr>
<td>Maraschino Black</td>
<td></td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Midas Gold</td>
<td>GCC</td>
<td>RX4008A</td>
<td>RX4008C</td>
</tr>
<tr>
<td>Monza Red</td>
<td>CMV</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Moonraker Blue</td>
<td>JF</td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Nautilus Blue</td>
<td>JD</td>
<td>RX4007A</td>
<td>N/a</td>
</tr>
<tr>
<td>Nightwatch Blue</td>
<td>JN</td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Opaline Green</td>
<td>HMW</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Oporto Red</td>
<td>CMP</td>
<td>RX4005A</td>
<td>N/a</td>
</tr>
<tr>
<td>Pendelican</td>
<td>NCF</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Persian Aqua</td>
<td>JCG</td>
<td>RX4008A</td>
<td>RX4008C</td>
</tr>
<tr>
<td>Pharaoh Gold</td>
<td>GCF</td>
<td>RX4007A</td>
<td>N/a</td>
</tr>
<tr>
<td>Platinum</td>
<td>MCA</td>
<td>RX4032A</td>
<td>N/a</td>
</tr>
<tr>
<td>Poseidon Green</td>
<td>HAF</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Richelieu Red</td>
<td>CCE</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Silk Green</td>
<td>HNB</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Silver Leaf</td>
<td>MME</td>
<td>RX4007A</td>
<td>RX4007C</td>
</tr>
<tr>
<td>Sylvan Green</td>
<td>HCL</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Targa Red</td>
<td>CNE</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Triton Green</td>
<td>HAG</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Turmeric Yellow</td>
<td>FCB</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>White Diamond</td>
<td>NMN</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
<tr>
<td>Zircon Blue</td>
<td>JM</td>
<td>RX4006A</td>
<td>N/a</td>
</tr>
</tbody>
</table>

BLACK - GLOSS (400ml) RX4070A
BLACK - MAT (500ml)  RX1266
BLACK - SATIN (500ml) RX1538
Silver (Suitable for wheels) (16ozs)  RX1265
Lacquer - Clear (Suitable for wheels) (400ml)  RX1261
Primer - White (150ml) RX4048A
Primer - Red Oxide (150ml) RX4049A
Primer - Grey (150ml)  RX4047A

Engine Black (High Heat)
- Aerosol (400ml) RX4070A
- Black (400ml) RX1432A
- Aluminium (400ml) RX1432AL
- Brush-on (400ml) RX1432B

Chassis Paint (Black) (For general touch-up)
- Brush on (125ml) RX4070B

ROVER SD1 CLUB

Newsletters
Local Meetings
National Events

For Membership information contact:
ROVER SD1 CLUB
PO Box 136
Chessington, Surrey KT9 1XL
Tel: 0845 1306230
www.roversd1club.co.uk
### GENERAL FASTENERS

#### STEEL NUTS (Nylon Insert Self-Locking - Metric)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>M 6</td>
<td>Metric Fine</td>
<td>1.0</td>
<td>1/2&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>M 8</td>
<td>Metric Fine</td>
<td>1.25</td>
<td>3/8&quot; WF112041</td>
<td>13mm</td>
</tr>
<tr>
<td>M 10</td>
<td>Metric Fine</td>
<td>1.5</td>
<td>3/8&quot; WF112041</td>
<td>17mm</td>
</tr>
<tr>
<td>M 12</td>
<td>Metric Fine</td>
<td>1.75</td>
<td>3/8&quot; WF112041</td>
<td>21mm</td>
</tr>
</tbody>
</table>

#### BRASS NUTS (Standard & Deep Section - Imperial)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/16&quot;</td>
<td>Std</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>3/8&quot;</td>
<td>Deep</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
</tbody>
</table>

#### WASHERS (Imperial)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>M 6</td>
<td>Metric Fine</td>
<td>1.0</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>M 8</td>
<td>Metric Fine</td>
<td>1.25</td>
<td>3/8&quot; WF112041</td>
<td>13mm</td>
</tr>
<tr>
<td>M 10</td>
<td>Metric Fine</td>
<td>1.5</td>
<td>3/8&quot; WF112041</td>
<td>17mm</td>
</tr>
</tbody>
</table>

#### SET SCREWS (Imperial)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/16&quot;</td>
<td>Std</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>3/8&quot;</td>
<td>Std</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>1/4&quot;</td>
<td>UNC</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>5/32&quot;</td>
<td>UNC</td>
<td>UNF</td>
<td>5/32&quot; WF112041</td>
<td>13mm</td>
</tr>
</tbody>
</table>

#### SET SCREWS (Metric)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>M 3</td>
<td>Metric Fine</td>
<td>0.5</td>
<td>3/32&quot; WF112041</td>
<td>10mm</td>
</tr>
<tr>
<td>M 4</td>
<td>Metric Fine</td>
<td>0.7</td>
<td>5/32&quot; WF112041</td>
<td>7mm</td>
</tr>
</tbody>
</table>

#### STEEL NUTS (Plain Non Locking - Imperial)

<table>
<thead>
<tr>
<th>Thread Diameter</th>
<th>Type</th>
<th>Pitch</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/16&quot;</td>
<td>UNC</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>3/8&quot;</td>
<td>UNC</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
</tbody>
</table>

#### SPLIT PINS (Metric)

<table>
<thead>
<tr>
<th>Pin Thickness</th>
<th>Diameter</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5mm</td>
<td>5mm</td>
<td>8mm</td>
</tr>
<tr>
<td>1.0mm</td>
<td>8mm</td>
<td>16mm</td>
</tr>
</tbody>
</table>

#### SELF TAPPING SCREWS

<table>
<thead>
<tr>
<th>Countersunk - Pozi Drive</th>
<th>Screw</th>
<th>Shank Diameter</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/16&quot;</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
<tr>
<td>3/8&quot;</td>
<td>UNF</td>
<td>1/4&quot; WF112041</td>
<td>19mm</td>
</tr>
</tbody>
</table>

#### HOSE CLIPS

<table>
<thead>
<tr>
<th>Size</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8&quot;</td>
<td>1/2&quot;</td>
</tr>
<tr>
<td>5/8&quot;</td>
<td>1/2&quot;</td>
</tr>
</tbody>
</table>

#### GREASE NIPPLES

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Thread Size</th>
<th>Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNH400</td>
<td>1/8&quot; BSP</td>
<td>Straight, short</td>
</tr>
<tr>
<td>UNH445</td>
<td>1/8&quot; BSP</td>
<td>45° angle</td>
</tr>
</tbody>
</table>

#### POP RIVETS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA60709A</td>
<td>1/8&quot; x 5/16&quot;</td>
</tr>
<tr>
<td>RA60812</td>
<td>1/8&quot; x 5/16&quot;</td>
</tr>
<tr>
<td>RA60828</td>
<td>1/8&quot; x 5/16&quot;</td>
</tr>
</tbody>
</table>

#### CABLE TIES

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>GT60250</td>
<td>3/32&quot;</td>
</tr>
<tr>
<td>GHF1266</td>
<td>5 1/4&quot;</td>
</tr>
</tbody>
</table>

#### PIPES AND FITTINGS

<table>
<thead>
<tr>
<th>Pipe Number</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>TM600601</td>
<td>3/8&quot; UNF</td>
</tr>
</tbody>
</table>

#### ACCESSORIES

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Thread Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>PS616240</td>
<td>1/4&quot; UNF</td>
</tr>
</tbody>
</table>
INDEX

2000 engine 30
2400TD engine 31
4 barrel carb kits 39
6 cyl engine 28
AA membership 52
Accelerator cable 37
Accessories 77
Ad prints 85
Aerial 63
Aerosols 87
Air conditioning 35
Air filter 37
Airflow meter 41
Alloy wheels 52
Alternator 58
Amplifier module 58
Anti-roll bar 48
Antifreeze 34
ATF 46
Autoglym 85
Automatic gearbox 46
Auxiliary air valve 40
Badges 71
Ballast resistor 58
Boge Nivomat 50
Bodywork 65
Body restoration kits 66
Bodywork 65
Boge Nivomat 50
Bonnet fittings 70
Brake fluid 54
Braided hoses 54
Books 83
Bumpers 72
Bulbs 60
Breathers 36
Bulb failure monitor 61
Bulbs 60
Bumpers 72
Cables 7
Caliper - brake 53
Cam bearings - V8 20
Cam carrier - 6 cyl 28
Camshaft - 2000 30
Camshaft - 2400TD 31
Camshaft - 6 cyl 28
Camshaft - V8 17
Camshaft - 6 cyl 28
Camshaft - 2400TD 31
Car covers 81
Carburators 38
Carpet sets 74
Central locking 62
Choke cable 37
Clutch 32
Coil 7, 59
Cold start injector 40
Coldstart cable - 2400TD 37
Column switches 62
Compressor - a/c 35
Con rod - V8 25
Condenser 58
Consumables 85
Cooling system 34
Cruise delay unit 63
Crank pulley - V8 23
Crankshaft - 2000 30
Crankshaft - 2400TD 31
Crankshaft - V8 22
Crownwheel & pinion 47
Cruise control 63
Cylinder block - V8 20
Cylinder head - 6 cyl 29
Cylinder head bolts - V8 15
Cylinder heads - V8 14
Dash switches 62
Differential 47
Diode pack 41
Dipstick - V8 22
Distributor 7
Distributor cap 7
Door fittings 69
Door handles 69
Door locks 62
Door mirrors 70
Door seals 75
Drive belts 7
Drive plate 46
Driveplate - 6 cyl 28
Driveplate - V8 24
ECU 41
Edelbrock carb 39
Eff 40
Electric mirrors 61
Electric sunroof 61
Electric window 61
Engine mounts 33
EP90 gear oil 47
Evaporator 35
Exhaust insulation wrap 42
Exhausts 43
Expansion tank 34
Fan 34
FASD module 63
Filters 7
Finishers 74
Flywheel - 6 cyl 28
Flywheel - V8 24
Fog lamps 60
Footwell mats 80
Front grille 73
Front spring 49
Fuel additives 84
Fuel filter cap 36
Fuel pipes 36
Flywheel 36
Fuel system 36
Fuel tank 40
Fuses 63
Gasket sets 7
Gauges 64
Gas strut 49
Gear knob 44
Gearbox 44
Gearbox mounts 31
Grease 84
Gutter rails 73
Halfshafts 47
Handbrake 55
Head gaskets - V8 15
Headlight washers 59
Headlamps 60
Heater 34
Hi-torque starter 38
Holley carb 39
Horn 63
Hose clips 35
Hoses - coolant 35
HT leads 7
Hub bearings - front 49
Hub bearings - rear 47
Ignition module 58
Indicators 60
Inertia switch 36
Injector 40
Inlet manifold 38
Input shaft 45
Instruments 64
Interface unit 41
Interior lamps 60
Interior trim 74
Jack 52
K&N filter 37
Kenlowe fan 46
Kickdown cable 46
Koni 49
Lamps 60
Layshaft 45
Leather interior 74
Locks 69
Lubricants 84
Lumenition 59
Mainshaft - gearbox 45
Mailory distributor 58
Mazo - heater 34
Moto Lita 56
Mountings 33
Mudflaps 52
Number plate lights 61
Number plates 79
Oil pump - V8 26
Oil cooler - V8 26
Oil pump - 2000 30
Oil seals 84
Oil filters 84
Overrun valve 40
Paints 87
Panels 65
PAS pump 56
Performance heads - V8 15
Pick-up module 58
Pistons - 6 cyl 28
Pistons - V8 25
Plenum chamber 40
Plug leads 59
Poly bush kit 48
Power resistor - efi 40
Power steering 57
Pressure cap 34
Pressure regulator 36
Propshaft 47
Quafe LSD 44
Radiator 34
Radio 63
Rear axle 47
Rear lights 61
Rear shock absorber 50
Rear spring 50
Rear view mirror 70
Relay - fuel pump 36
Relays 63
Resistor - fuel pump 36
Roadside tools 52
Rocker covers - V8 17
Rocker gear - V8 16
RDSI unit 29
Rotor arm 7, 58
Rubbing strips 73
SD1 club 88
Seat belts 74
Self-llevelling unit 50
Sender - fuel 36
Shims - tappets - 6 cyl 29
Side lamps 60
Side mouldings 73
Silicone brake fluid 54
Solenoid 58
Spark plugs 7, 60
Spax 49
Speakers 63
Speedo 64
Speedometer 64
Spoilers 70
Sports exhaust 42
Spring compressor tool 49
Stalks switches 62
Starter motor 58
Steering link 48
Steering wheels 56
Stroker kit - V8 22
Stud insert 49
Subframe - front 48
Sump - V8 26
Sump gasket - V8 26
Sunroof motor 61
Suppressor 58
Suspension kit 51
Switches 62
Tagailte 68
Temperature transmitter 34
Thermostat 7, 34
Throttle potentiometer 40
Timing belt - 6 cyl 29
Timing chain - V8 29
Timing cover - V8 27
Tools 85
Top hose 35
Top strut mounting 49
Torque converter 46
Track control arm 48
Trailing arm 50
Transducer 44
Transfers 71
Trip computer 64
Twin plenum 48
Upgrade kit - efi 41
Upgraded brakes 53
V8 engine 11
Vacuum advance unit 58
Vacuum tank - a/c 35
Valves - V8 16
Vehicle security 81
VIR unit - a/c 35
Viscous coupling 34
Voltage stabiliser 63
Wash/wipe switch 62
Water pump 34
Watts linkage 50
Waxoyl 84
Weber carb 39
Wheel bearings - front 49
Wheel bearings - rear 47
Wheel cleaner 84
Wheels 52
Window regulators (electric) 69
Window regulators (manual) 69
Windscreen 68
Windscreen washers 59
Wiper programme unit 61
Wipers 59
Xenon bulbs 79
A HIGH-PERFORMANCE CAR AND PARTS SERVICE TO MATCH

HELPING YOU CARE FOR YOUR ROVER SD1

The Rover SD1 was introduced in mid-1976 as a successor to the long-established P5 and P6 ranges. As the first Rover-Triumph product, this five-door hatchback was always intended to cover a wide section of the market.

By the time production ended in 1986, more than 300,000 cars of all types had been produced. In that time the car had been equipped with a choice of four, six and V8-cylinder petrol engines, and even with a 2.4-litre turbo diesel power unit.

Even the diesel-engined variety could beat 100mph, but the fastest SD1s of all were those fitted with the fuel-injected 190bhp 3.5-litre V8 engine - the Vitesse, and the Vanden Plas EFI models - these offering top speeds of 135mph in great style, luxury and comfort.

Despite its sleek Supercar looks, its high performance, and its performance-car image, the SD1 is mechanically uncomplicated, and is both simple and inexpensive to restore and maintain.

With this expanded Catalogue, we aim to help keep your job, of maintaining the Rover SD1, as straightforward as possible, not only with an unbeatable spare parts stock, but with affordable prices, swift and efficient service.

MEMBERS OF BRITISH MOTOR HERITAGE

British Motor Heritage is an organisation committed to the preservation of the cars which have special places in our motoring history. One of the ways in which it pursues this objective is by helping to ensure that replacement parts are available and are of sufficient quality. Stringent standards are necessary to meet the requirements of Heritage approval, and the highest accolade for any company involved with the supply of parts for classic cars is to have Heritage approval. Rimmer Bros were invited to Heritage membership in 1987 and are approved for Rover SD1 & Triumph models in which we specialise.

THE CARS WE SPECIALISE IN

As well as supplying parts for your Rover SD1, we also concentrate on Triumph TR2/8, TR7, TR8, TR6, Stag, Spitfire, GT6, 2000/2500/2.5Pi, Dolomite (inc Sprint), Herald, Vitesse, Range Rover, Discovery, Freelander, 90/110 and Land Rover ‘Series’ vehicles. Please refer to inside rear cover for details on all our catalogues.

OUR CATALOGUES

ARE YOUR PASSPORT TO THE FINEST MAIL-ORDER PARTS SERVICE

RIMMER BROS CATALOGUES

If you are a Triumph, SD1, Range Rover, Freelander or Discovery owner - a catalogue will be despatched FREE including post & packing.

Small postage charge made for additional catalogues.

FOR YOUR COPY, PHONE, FAX, WRITE OR E-MAIL, QUOTING YOUR CUSTOMER NUMBER IF POSSIBLE.

FULL SET OF CATALOGUES (POSTAGE CHARGES)

£10 (UK) £15 (Europe) £35 (Rest of World)

Once registered as a customer for a specific vehicle you will be automatically updated (free of charge) with any new catalogue or price guides as they are published.
DO YOU HAVE ANY OLD UNITS?
WE'RE BUYERS AS WELL AS SELLERS
Alongside our new parts, we also offer parts which have been reconditioned (to the very highest standards).
Because of this, we are often in the market for engines, gearboxes and axles which are suitable for reconditioning purposes.
Please give us a call.

ALL PARTS ARE GUARANTEED
"It's our objective to ensure the satisfaction of every one of our customers."
Please refer to our Price Guide for warranty information.

WANTED URGENTLY
SD1 V8 Engines (10A, 11A, 30A, 31A prefix only),
5 Speed Gearboxes
V8 & 2600 Auto Axles
Complete V8 Cars!!

BUSINESS HOURS
8.30am - 5.30pm Monday to Friday. 8.30am - 1.30pm Saturday.
(Closed Sunday and Bank Holidays Except Good Friday)

HOW TO FIND US
We're 2 miles south of Lincoln, on the A15 Lincoln to Sleaford Road.