

ALL THE PARTS YOU NEED

ROVER V8 Engine

Includes:

- Rebuild Kits
- Engine Components
- Clutches
- Mountings
- Water Pumps
- Fuel Systems
- Extractor Manifolds
- Ignition Systems
- Accessories

As fitted to:-

RANGE ROVER Classic & P38A
DISCOVERY 1 & 2
LAND ROVER Defender
MORGAN
TVR
GINETTA
MARCOS
ROVER SD1, P5, P6
TRIUMPH TR8
MGB (V8), MGR V8
COBRA
ONE MAKE SPECIALS
POWER BOATS

3.5 3.9 4.0 4.2 4.6

Parts & Accessories Catalogue

**RIMMER
BROS**

EDITION 2.3
SOURCE CODE V8C13

THE RIMMER BROS SERVICE

WE HAVE THE
PARTS

WE GUARANTEE
THE QUALITY

WE'RE KEEN
ON PRICE

WE DELIVER
FAST

WE KNOW
YOUR CAR



**RIMMER
BROS**

FOREWORD *By David Hardcastle*

For the enthusiast there is no other engine able to offer as big a "bang for your buck" as the Rover V8. For sure there are engines that you can build yourself which can probably propel your vehicle towards the distant horizon at the same rate of knots, and there are engines you can build for less if you are so inclined. However when you consider the Rover V8's ready availability, its adaptability, light weight and its sheer presence, it surely has no equal. The glorious, intoxicating sound you get thrown in for free.

When I first became interested in the Rover V8, parts availability and choice, along with sound advice on the best options and the expertise needed to work on the engine effectively, was pretty thin on the ground. There were a number of companies prepared to separate the enthusiast from his or her hard-earned cash in exchange for ready-built road or race engines, but the resulting power plant did not always match up to expectations.

Things had moved on when I began writing, so I was fortunate in being able to meet some very competent individuals, who passed on their knowledge to me and allowed me to communicate their considerable expertise through my books.

With the publication of the Rimmer Bros catalogue the Rover V8 "story" has, for the enthusiast, moved on yet again, with rebuilding and tuning becoming simplicity itself. Select from a vast range of parts, all available from one source. Take possession of one of these magnificent engines, choose from a comprehensive range of parts or built assemblies and elevate your Rover V8 to new heights of power and torque.

So, whatever magnificent machine (which it surely is with this engine to power it) you possess, be it a classic Rover saloon, Triumph sports car, Land Rover/Range Rover/Discovery, TVR, Morgan, Kit Car etc; however you choose to use your Rover V8 engine - on road, off-road, in race or rally - this catalogue should reside next to my books on your bookshelf!

David Hardcastle

HELPING YOU CARE FOR YOUR V8 ENGINE

Rimmer Bros has been stocking parts for the V8 since 1985 when we first introduced TR8 (TR7 V8) conversion kits. Since publishing our Rover SD1 catalogue in 1995 we have always recognised the fact that the model application list for the V8 stretches much further than Triumph and SD1 (something our customers kept reminding us of).

This catalogue aims to satisfy the requirements of owners of Land Rover, Rover P5/6, Morgan, TVR, Ginetta, Marcos, MGB, Cobra and a whole host of kit cars and specials. Whether it's an engine rebuild kit or an oil filter, we should be able to help you, not only with an unbeatable spare parts stock, but with affordable prices, swift and efficient service.

Making its debut in the Rover P5 saloon in 1967, the Rover V8 engine has subsequently provided the power for three generations of luxury saloon, some of the fastest sports cars in the world and the most capable off-road vehicles ever produced. Its versatility is unquestionable.

Over the years, the engine has evolved, growing in capacity from 3.5 litres to 4.6 litres and bigger; compression ratios have varied (due to the changing demands of various world markets over three decades) and fuel systems have been developed to squeeze the very best economy from the vee-eight.

Nevertheless, the basic engine has changed very little over the years and parts for the latest versions of the engine can often be used to improve earlier versions.

THE CARS WE SPECIALISE IN

As well as caring for your Rover V8, we also sell parts for TR2-5, TR6, TR7/8, Stag, Spitfire, GT6, Herald, Vitesse, 2000/2500/2.5Pi, Dolomite, Rover SD1, Range Rover, Discovery, Freelander, Defender, 90/110 & Land Rover 'Series' vehicles.

Additionally, we also supply parts for MG Rover cars - Rover 100/200/400/600/800/25/45/75, Mini, MGZR/ZS/ZT, MGF/TF and also late model Jaguar.

Please refer to inside rear cover (or website) for details on all our catalogues.



UK - WORLDWIDE



ORIGINAL & AFTERMARKET PARTS

We strive to supply a wide array of original, replacement and re-manufactured parts for the V8. We use manufacturer part numbers (where possible) for identification purposes.

Our catalogue will list one part number for an application however, there may be other variants (options) available. These variants will be shown in our separate Price Guide/CD Rom, or our website, and will have a suffix after the part number (eg ERR4285 Distributor (OE Land Rover) also has a variant of ERR4285P, which is an aftermarket version available at a significantly reduced cost).



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 was acquired in 1991. With over 100,000 square feet of warehousing alone, it is a cavernous building, and it needs to be! It currently contains more than 525,000 recorded part numbers with over 40,000 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.

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 60 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.



**RIMMER
BROS.**

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 to helping you.

Our computer system and web site give 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 really do help our customers choose the right parts easily, first time.

ILLUSTRATIONS: The factory line drawings of parts are reproduced under license from their respective owners, or have been re-drawn.

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THE ROVER V8 PARTS SPECIALIST

**RIMMER
BROS****TELEPHONE****01522
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Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA, England.****ORDERING ON-LINE**

Our website hosts all our Parts Catalogues and also displays current prices and availability of parts.

**Placing an order is easy -
24/7/365! - and secure!****www.rimmerbros.co.uk**

Join our email list
for all the latest news and special offers.

EMAIL ENQUIRIES

We are also happy to handle your enquiry
or order by email.

sales@rimmerbros.co.uk**HOW TO****THIS CATALOGUE**

There are no prices in this catalogue. Use it to select the parts you need, then check their cost by referring to our web site or the separate Price Guide/CD rom.

We strive to supply a wide array of original, replacement and re-manufactured parts for the V8. We use manufacturer part numbers (where possible) for identification purposes.

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ORDERING BY PHONE**UK TELEPHONE SALES: 01522 568000 OVERSEAS TELEPHONE SALES +44 1522 568000***See also "Overseas Orders & Payment."*

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

UK Payment for Phone Orders

When you have checked on price, availability and delivery costs you can place your order by phone using Visa, MasterCard, Delta/Connect, Maestro, Solo, American Express, Diners Club, or JCB. You will need to tell us the card number, expiry date (or issue number), CVC security 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 voice mails, ie 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**Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA, England.**

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.

If paying by cheque, please write your full name and address on the back. Clearance may take a few days, so please allow extra time for delivery.

You can also pay by bank transfer, postal orders, bank or building society cheque or credit/debit card. If you send cash or Rimmer Bros vouchers, use registered mail, as we cannot accept responsibility for any loss.

ORDERING BY FAX**UK SALES FAX: 01522 567600 OVERSEAS SALES FAX: +44 1522 567600***See also "Overseas Orders & Payment."*

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.

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 part/s you want in stock. You may also place your order on-line. Select the 'Counter Collection' delivery option, and we will have the order waiting for you.

We accept payment by credit/debit card, cash, bank draft or building society cheque. If paying by personal cheque, we may require some form of photo ID, such as a driving licence or passport.

ORDER

PRICING

For full information and details on prices, VAT, & VAT exempt export sales, please refer to our web site. 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.

OVERSEAS ORDERS & PAYMENT

We supply parts to 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, please request if needed.

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) By Bank Transfer - see web site for details.

Please note that all transactions must be in ££s sterling.



CHOICE OF DELIVERY METHODS

(For Further Information/Cost Details, Please Refer to Web Site)

UNITED KINGDOM

There are numerous delivery options for the UK mainland ranging from Post to overnight carrier services. We can advise of the best method of despatch when you contact us. The type of service that we recommend depends upon the size, weight and urgency of the parts you require. Our web site indicates the approximate costs.

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. Please note that any local import duty, taxes or customs clearance are not included in our prices.

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 web site indicates approximate costs.

BACK-ORDERS

Back-ordered items are not charged for until despatch. Upon despatch we will charge the price quoted at the time of ordering. Prices will be unaffected by any subsequent price alterations unless advised in writing to you. Please notify us in writing (letter, fax or e-mail) if you wish to cancel any back ordered items. Back orders will be automatically cancelled after 3 months.

SPECIAL ORDERS

Certain items are sometimes only available by special order. This means we have to order them for you specially from the manufacturer. For this reason, we require a 20% non-refundable deposit upon taking your order. The balance is payable when the goods are despatched. Please note that special order items can take several weeks to be supplied.

WARRANTY & RETURNS

Please refer to our web site for full details.

Errors & Omissions Excepted. All parts offered subject to availability.

All part numbers, illustrations and photographs used in this catalogue are intended for reference/ identification purposes only, and are not necessarily an exact representation of the goods supplied. Whilst we make every effort to ensure the accuracy of product descriptions in this catalogue, they are based upon information supplied by the manufacturer/distributor at the time of publication. There may be occasions - due to circumstances beyond our control - when specifications are changed, or when goods become temporarily unavailable."

Certain part numbers have been superseded to an alternative number when a later version or updated specification is offered.

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NEW & RECONDITIONED PARTS

Almost every part we list is sold brand-new, but in many instances we also offer you the facility to buy "Reconditioned" (usually giving us your old component in part-exchange).

Where there is a reconditioned version of a part, you will find the letter 'R' added at the end of the part number.

EXCHANGE SURCHARGES (REFUNDABLE)

Where parts are sold on an exchange basis, an "Exchange Surcharge" is applied - a deposit in effect, which is refunded to you when your old unit is received by us. This system allows you to make an exchange without having to send the old unit first ... it can often prevent your vehicle being off the road.

Before returning your old unit, please telephone our customer service dept on 01522 568000 in order to obtain a return authorisation number. See reverse of invoice for full details of return procedure. Units must be drained of oil, water and be serviceable; we reserve the right to retain all or part of the surcharge if the unit is irreparable, damaged, incomplete or not identical to the type supplied.

ROVER V8 ENGINE NUMBERS

Engine Number	Application	Approximate Year
FACTORY 3.5 LITRE ENGINES		
84000001A	P5 3500 10.5:1cr	
84100001A	P5 3500 10.5:1cr	
84300001A	P5 3500 10.5:1cr	
42500001A	P6 3500 auto 10.5:1cr	1967-1976
42700001A	P6 3500 auto 8.5:1cr	1967-1976
43000001A	P6 3500S auto 10.5:1cr	1967-1976
43200001A	P6 3500S auto 8.5:1cr	1967-1976
45100001A	P6 3500 auto 10.5:1cr	1967-1976
45300001A	P6 3500 auto 8.5:1cr	1967-1976
45500001A	P6 3500 auto 10.5:1cr	1967-1976
46600001A	P6 3500S auto USA	1967-1976
48100001A	P6 3500S manual 10.5:1cr	1967-1976
48500001A	P6 3500S manual 10.5:1cr	1967-1976
10A00001A	SD1 manual 9.35:1cr	1976-1987
11A00001A	SD1 auto 9.35:1cr	1976-1987
12A00001A	SD1 manual 8.13:1cr USA efi	1979-1980
13A00001A	SD1 auto 8.13:1cr USA efi	1979-1980
14A000001A	SD1 auto 8.13:1cr Sweden	1976-1987
15A00001A	SD1 auto 8.13:1cr Australia	1976-1987
16A00001A	SD1 auto 8.13:1cr Japan	1976-1987
17A00001A	SD1 V8S manual 9.35:1cr	1979-1980 (VDP 1981 on)
18A00001A	SD1 V8S auto 9.35:1cr	1979-1980 (VDP 1981 on)
19A00001A	SD1 manual 8.13:1cr Australia	1976 onwards
20A00001A	SD1 Australia 8.13:1cr efi	1982 onwards
21A00001A	SD1 Australia 8.13:1cr efi	1982 onwards
23A00001A	SD1 manual 8.13:1cr SE/VDP	1982-1987
24A00001A	SD1 auto, air con 8.13:1cr SE/VDP	1982-1987
25A00001A	SD1 manual 8.13:1cr SE/VDP	1982-1987
26A00001A	SD1 auto 8.13:1cr SE/VDP	1982-1987
27A00001A	SD1 manual, air con 8.13:1cr SE	1982-1987 <i>hot climate</i>
28A00001A	SD1 auto, air con 8.13:1cr SE	1982-1987 <i>hot climate</i>
30A00001A	SD1 Vitesse manual 9.75:1c	1982-1987
31A00001A	SD1 efi auto 9.75:1cr	1982-1987
32A00001A	SD1 Vitesse manual, air con 9.75:1	1982-1987
33A00001A	SD1 efi auto, air con 9.75:1	1982-1987
34A00001A	SD1 Switzerland 9.35:1cr	1982-1987
36A00001A	SD1 Switzerland 9.35:1cr	1982-1987
38A00001A	SD1 factory recon 9.35:1cr	1982-1987
39A00001A	SD1 factory recon 9.35:1cr	1982-1987
10E000001A	TR8 manual 8.13:1cr	1980
11E000001A	TR8 auto 8.13:1cr	1980
12E000001A	TR8 federal efi manual 8.13:1cr	1980
13E000001A	TR8 federal efi auto 8.13:1cr	1980
14E000001A	TR8 manual 8.13:1cr	1980
15E000001A	TR8 auto 8.13:1cr	1980
30A0000	Morgan +8 9.75:1cr efi	
37A0000	Morgan +8 9.75:1cr efi	
48600133A	Morgan +8 9.35:1cr carb	
37A0000	TVR 350i 9.75:1cr efi	
10G00001	Land Rover Stage 1 V8 8.13:1cr	1982
11G00001	Land Rover Stage 1 V8 8.13:1cr	1982
12G00001	Land Rover Stage 1 V8 8.13:1cr	1982
14G00001	Land Rover 90/110 8.13:1cr	1983 on
15G00001	Land Rover 90/110 8.13:1cr	1983 on
19G00001	Land Rover 90/110 Saudi	1983 on
20G00001	Land Rover 90/110 8.13:1cr	1983 on
21G00001	Land Rover 90/110 8.13:1cr	1983 on
22G00001	Land Rover 90/110 Australia	1983 on
24G00001	Land Rover 90/110 8.13:1cr	1983 on
27G00001	Discovery manual, carb 8.13:1cr	1989
22D00001	Discovery manual efi 8.13:1cr	1990
23D00001	Discovery auto efi 8.13:1cr	1990
24D00001	Discovery efi 9.35:1	1990

Engine Number	Application	Approximate Year
35500001C,D,E	R.Rover carb 8.25:1cr	1970-1983
35500001F	R.Rover carb 8.13:1cr	1970-1983
34100001	R.Rover carb 8.25:1cr	1970-1983
35900001A	R.Rover carb CKD 8.25:1cr	1970-1983
39800001F	R.Rover carb Australia 8.13:1cr	1970-1983
11D00001A	R.Rover carb pulsair 9.35cr	1970-1983
13D00001A/B	R.Rover carb auto 8.13cr	1981-1985
15D00001A/B	R.Rover carb pulsair auto 9.35cr	1981-1985
16D00001A/B	R.Rover carb pulsair auto 9.35cr	1981-1985
17D00001A/B	R.Rover carb pulsair manual 9.35cr	1983-1985
18D00001A/B	R.Rover carb manual 8.13cr	1983-1985
19D00001A/B	R.Rover carb pulsair manual 9.35cr	1983-1985
20D00001B	R.Rover carb pulsair manual 8.13cr	1983-1985
21D00001B	R.Rover carb pulsair auto 8.13cr	1983-1985
22D00001	R.Rover/efi manual 8.13:1cr	1986 onwards
23D00001	R.Rover/efi auto 8.13:1cr	1986 onwards
24D00001	R.Rover/efi manual 9.35:1cr	1986 onwards
25D00001	R.Rover efi auto 9.35:1cr	1986 onwards
26D00001	R.Rover carb manual 9.35:1cr	1986 onwards
27D00001	R.Rover carb auto 8.13:1cr	1986 onwards
28D00001	R.Rover carb manual 8.13:1cr	1986 onwards
29D00001	R.Rover carb auto 8.13:1cr	1986 onwards
30D00001	R.Rover carb manual 8.13:1cr	1986 onwards
31D00001	R.Rover efi 8.13:1cr 8.13:1cr	1986 onwards

FACTORY 3.9 LITRE ENGINES

47A00001	Morgan +8 9.35:1cr efi	
37A40P0000	TVR Chimaera 9.80:1cr efi	
47A40P0000	TVR Chimaera 9.80:1cr efi	
30G00001	Land Rover Defender Japan 9.13:1cr efi	
31G00001	Land Rover Defender 50LE efi auto	
35D00001	R.Rover/Discovery efi manual 9.35:1cr	1988 onwards
36D00001	R.Rover/Discovery efi auto 9.35:1cr	1988 onwards
37D00001	R.Rover/Discovery efi manual 8.13:1cr	1988 onwards
38D00001	R.Rover/Discovery efi auto 8.13:1cr	1988 onwards

FACTORY 4.2 LITRE ENGINES

40D00001	R.Rover 4.2efi 8.94:1cr	1992 onwards
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FACTORY 4.0 LITRE ENGINES

42D00001A	S2 R.Rover 4.0 efi HC	1994-2002
44D00001A	S2 R.Rover 4.0 efi LC	1994-2002
57D00001A	S2 R.Rover 4.0 efi LC	1998-2002
58D00001A	S2 R.Rover 4.0 efi HC	1998-2002
92D00001A	S2 R.Rover Canada 4.0 efi LC	1998-2002
95D00001A	S2 R.Rover NAS 4.0 efi HC	1998-2002

FACTORY 4.6 LITRE ENGINES

46D00001A	S2 R.Rover 4.6 efi HC	1994-2002
48D00001A	S2 R.Rover 4.6 efi LC	1994-2002
59D00001A	S2 R.Rover 4.6 efi LC	1998-2002
60D00001A	S2 R.Rover 4.6 efi HC	1998-2002
93D00001A	S2 R.Rover Canada 4.6 efi LC	1998-2002
96D00001A	S2 R.Rover NAS 4.6 efi HC	1998-2002

MISCELLANEOUS ENGINES

S46D0000A	Morgan +8 9.35:1cr efi	
37A50P0000	TVR Griffith/Chimaera 500 10:1cr efi	
47A43P0000	TVR Griffith 4.3 efi	
47A50P0000	TVR Chimaera 500 10:1cr efi	
47G50P0000	Sherpa 3.5	

ENGINE NUMBER IDENTIFICATION

Above is 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" are terms 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 carb Range Rover & TR8 engines only). "Detoxed" refers to a variety of emission control devices - including Air Rails - fitted to carb engines.

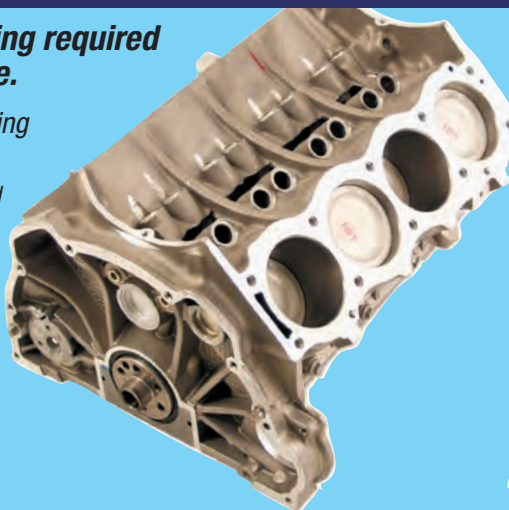


Short Engine Rebuild Kit Contents

These kits contains everything required to recondition a short engine.

We assume you will have all machining done as required.

IMPORTANT - Piston sets are generally supplied by default in standard size. Bearing sets are supplied by default in +0.010" oversize. Please advise specific sizes required at time of ordering.



Kits contain:-

Set of pistons, rings & pins
State size required.

Set of cylinder liners
3.5 to 3.9 conversion.
Kit no. RB8150RBK only.

Main and big end bearing shells
State size required.

Sump gasket set, inc seals

Oil filter (or choice of filters)

Core plugs

Oil Pump Service Kit

Other Parts you may need:-

Please order separately

Head Gasket Set

Timing Chain

Crank & Cam Sprockets

Camshaft & Followers

Oil Pump Gear & Shaft (where fitted)

Oil Pump Idler Gear (where fitted)

Cylinder Head Rebuild Components

Short Engine Rebuild Kits

Kits contain:-

Set of pistons, rings & pins (State size required)

Set of cylinder liners, 3.5 to 3.9 conversion
(Kit no. RB8150RBK only)

Main and big end bearing shells (State size required)

Sump gasket set, inc seals

Oil filter (or choice of filters)

Core plugs

Oil Pump Service Kit

3.5 Short Engine Rebuild Kits

10.5:1CR, pre-'76 engines **RB8140RBK**
Rover P5B, P6B, Morgan, etc.

8.13:1CR, pre-'76 engines **RB8141RBK**
MGB GT V8 (remote oil filter).

8.13:1CR, pre-'76 engines **RB8142RBK**
Range Rover Classic.

8.13:1CR, post-'76 engines **RB8143RBK**
Series III 109, Defender carb,
Discovery Series 1 carb, Range Rover Classic carb,
Range Rover Classic EFI.

9.35:1CR, post-'76 engines **RB8144RBK**
SD1 carb, TR7 V8 carb conversion.

9.35:1CR, post-'76 engines **RB8145RBK**
Range Rover Classic carb, Range Rover Classic EFI.

9.75:1CR, post-'76 engines **RB8146RBK**
SD1 EFI (Vitesse), TR7 V8 EFI conversion, etc.
Includes 0.020" oversize pistons.

3.9 Short Engine Rebuild Kits

9.35:1CR, pre-'94, with cyl. liners **RB8150RBK**
Short nose crank.

3.5 to 3.9 engine conversions, plus Range Rover
Classic to 35D08966 or 36D25523,
Discovery Series 1 to 35D08927 or 36D25154.

9.35:1CR, pre-'94, without liners **RB8151RBK**
Short nose crank.
Range Rover Classic to 35D08966 or 36D25523,
Discovery Series 1 to 35D08927 or 36D25154.

9.35:1CR, kit without liners **RB8152RBK**
Short nose crank, remote oil filter.
MGR V8 etc.

9.35:1CR, post-'94, without liners **RB8153RBK**
Long nose crank.
Range Rover Classic from 35D08967 or 36D25524,
Discovery Series 1 from 35D08928 or 36D25155.

8.13:1CR, pre-'94, without liners **RB8154RBK**
Short nose crank.
Range Rover Classic to 37D1931 or 38D27330,
Discovery Series 1 to 37D1931 or 38D27237.

8.13:1CR, post-'94, without liners **RB8155RBK**
Long nose crank.
Range Rover Classic from 37D1932 or 38D27331,
Discovery Series 1 from 37D1932 or 38D27238.

4.2 Short Engine Rebuild Kits

8.94:1CR, pre-'94 engines **RB8160RBK**
Short nose crank.
Range Rover Classic to 40D09581.

8.94:1CR, post-'94 engines **RB8161RBK**
Long nose crank.
Range Rover Classic from 40D09582.

4.0 & 4.6 Short Engine Rebuild Kits

4.0, 9.35:1CR **RB8170RBK**
Range Rover Series 2, Discovery Series 2, Defender EFI.

4.0, 8.13:1CR **RB8171RBK**
Range Rover Series 2, Discovery Series 2, Defender EFI.

4.6, 9.35:1CR **RB8172RBK**
Range Rover Series 2.

4.6, 8.13:1CR **RB8173RBK**
Range Rover Series 2.

SHORT ENGINE REBUILD KIT, 3.5 LITRE - RB8145RBK



ORDER

BY PHONE: 01522 568000 / ON LINE: www.rimmerbros.co.uk / E-MAIL: sales@rimmerbros.co.uk

Full Engine Rebuild Kit Contents

These kits contains everything required to recondition a full engine.

We assume you will have all machining done as required.

IMPORTANT - Piston sets are generally supplied by default in standard size. Bearing sets are supplied by default in +0.010" oversize.

Please advise specific sizes required at time of ordering.

Kits contain:-

Set of pistons, rings & pins
State size required.
Set of cylinder liners
3.5 to 3.9 conversion
Kit no. RB8110RBK only.
Main & big end bearing shells
State size required.
Sump gasket set, inc seals
Oil filter (or choice of filters)
Core plugs
Timing chain
Camshaft sprocket
Crankshaft sprocket
Camshaft
Cam followers

Rocker shafts
Rocker arms
Head gaskets
Rocker cover gaskets
Exhaust manifold gaskets
Inlet manifold gasket (composite)
Inlet manifold gasket end seals
Inlet manifold gasket end seal clamps
Thermostat gasket (where required)
Oil pump service kit
Oil pump gear & shaft (where required)
Oil pump idler gear (where required)
Inlet valves
Exhaust valves
Valve guides
Valve stem oil seals
Valve springs



Full Engine Rebuild Kits

See panel for contents.

3.5 Full Engine Rebuild Kits

8.13:1CR, pre-'76 carb engines **RB8100RBK**
Short nose crank, 38/33mm valves,
double valve springs, plain top valve guides.
Range Rover Classic, MGB GT V8, etc.

10.5:1CR, pre-'76 carb engines **RB8101RBK**
Short nose crank, 38/33mm valves,
double valve springs, plain top valve guides.
Rover P5B, P6B, Morgan, etc.

9.35:1CR, post-'76 carb engines **RB8102RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Rover SD1 carb, TR7 V8 carb conversion.

9.35:1CR, post-'76 carb engines **RB8103RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic.

8.13:1CR, post-'76 carb engines **RB8104RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Series III 109, Defender to LA921745,
Discovery Series 1 to JA040523,
Range Rover Classic.

8.13:1CR, post-'76 carb/EFI engines **RB8105RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Defender carb from LA921746,
Discovery Series 1 from JA040523.

9.75:1CR, EFI engines **RB8106RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
SD1 EFI (Vitesse), TR7 V8 EFI conversion, etc.
Includes 0.020" oversize pistons.

9.35:1CR, EFI engines **RB8107RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic, etc.

8.13:1CR, EFI engines **RB8108RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic, etc.

3.9 Full Engine Rebuild Kits

9.35:1CR, pre-'94, with cyl. liners **RB8110RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
3.5 to 3.9 engine conversions,
plus Range Rover Classic to 35D08966
or 36D25523, Discovery Series 1 to 35D08927
or 36D25154.

9.35:1CR, pre-'94, without liners **RB8111RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic to 35D08966 or 36D25523,
Discovery Series 1 to 35D08927 or 36D25154.

9.35:1CR, kit without liners **RB8112RBK**
Short nose crank, 40/34mm valves,
single valve springs, stepped top valve guides,
remote oil filter.
MGR V8 etc.

9.35:1CR, post-'94, without liners **RB8113RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Classic from 35D08967 or 36D25524,
Discovery Series 1 from 35D08928 or 36D25155.

8.13:1CR, pre-'94, without liners **RB8114RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic to 37D1931 or 38D27330,
Discovery Series 1 to 37D1931 or 38D27237.

8.13:1CR, post-'94, without liners **RB8115RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Classic from 37D1932 or 38D27331,
Discovery Series 1 from 37D1932 or 38D27238.

4.2 Full Engine Rebuild Kits

8.94:1CR, pre-'94 engines **RB8120RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
Range Rover Classic to 40D09581.

8.94:1CR, post-'94 engines **RB8121RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Classic from 40D09582.

4.0 & 4.6 Full Engine Rebuild Kits

4.0, 9.35:1CR, pre-'98 engines **RB8130RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 to WA410481,
Defender EFI.

4.0, 8.13:1CR, pre-'98 engines **RB8131RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 to WA410481,
Defender EFI.

4.0, 9.35:1CR, post-'98 engines **RB8132RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 from XA410482,
Discovery Series 2.

4.0, 8.13:1CR, post-'98 engines **RB8133RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 from XA410482,
Discovery Series 2.

4.6, 9.35:1CR, pre-'98 engines **RB8134RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 to WA410481.

4.6, 8.13:1CR, pre-'98 engines **RB8135RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 to WA410481.

4.6, 9.35:1CR, post-'98 engines **RB8136RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 from XA410482.

4.6, 8.13:1CR, post-'98 engines **RB8137RBK**
Long nose crank, 40/34mm valves,
single valve springs, stepped top valve guides.
Range Rover Series 2 from XA410482.

3.5 to 3.9 Litre Conversion Rebuild Kit

3.5 to 3.9 Litre Conversion Rebuild Kits

Convert your 3.5 litre engine to 3.9 litres.

Re-sleeve the block using the liners supplied and fit 3.9 litre pistons.

The existing 3.5 litre crank is retained.

Kit includes all components listed in Full and Short Engine Rebuild Kits, plus a set of 8 standard size, 3.9 litre, 9.35:1CR pistons and cylinder liners.

3.9 Full Engine Conversion Rebuild Kit

9.35:1CR **RB8110RBK**
Short nose crank, 40/34mm valves,
single valve springs, plain top valve guides.
3.5 to 3.9 engine conversions.

3.9 Short Engine Conversion Rebuild Kit

9.35:1CR **RB8150RBK**
Short nose crank.
3.5 to 3.9 engine conversions.

NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Cylinder Block Components

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

1 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	1	ERC6934
3.9 & 4.2 litre	1	ERR7350
4.0 & 4.6 litre	1	LCF104860
Range Rover Series 2 to WA410481, Defender EFI.		
4.0 & 4.6 litre	1	LCF000280
Range Rover Series 2 from XA410482, Discovery Series 2.		

2 CYLINDER LINER SET

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.

3 LINER & PISTON SET, 3.9 litre

As above, but kit includes standard size 9.35:1 compression pistons and rings for 3.9 conversions.

4 HEAD GASKET SET:

3.5 litre (88.9mm bore)		
tin head gaskets		
to 1976 (pre SD1)	1	GEG165
1976 on	1	GUG1066HS
composite head gaskets*	1	GUG1066HSC
3.9/4.2 litre (94mm bore)		
3 rows of cylinder head bolts.		
tin head gaskets	1	RB7447
composite head gaskets*	1	RB7447C
3.9/4.2/4.0/4.6 litre (94mm bore)	1	RA1233
2 rows of cylinder head bolts.		
Composite head gaskets.		

5 HEAD GASKET ONLY:

3.5 litre (88.9mm bore)		
tin gasket	2	GEG340
composite gasket*	2	GEG340C
3.9/4.2 litre (94mm bore)		
3 rows of cylinder head bolts.		
tin gasket	2	RB7448
composite gasket*	2	RB7448C
3.9/4.2/4.0 & 4.6 litre (94mm bore)		
2 rows of cylinder head bolts.		
tin gasket	2	ETC7819
composite gasket*	2	LVB500030

*Composite head gaskets are thicker than tin gaskets. When fitted to 3.5, 3.9 and 4.2 engines with 3 rows of cylinder head bolts (and 34-36cc combustion chamber heads), composite head gaskets will lower the engine's compression ratio. This means they are ideal for correcting compression ratio when head/block faces have been skimmed on these engines.

Later 3.9, 4.2, 4.0 and 4.6 engines with 2 rows of cylinder head bolts have smaller combustion chambers (28cc) and composite head gaskets as standard. Using tin head gaskets on these engines will result in a higher than standard compression ratio - ok if that's what is intended, but undesirable otherwise.

Approximate gasket thicknesses are as follows:

Standard (tin) gaskets	0.5mm
Composite gaskets	1.2mm

Typical effect on compression ratio:

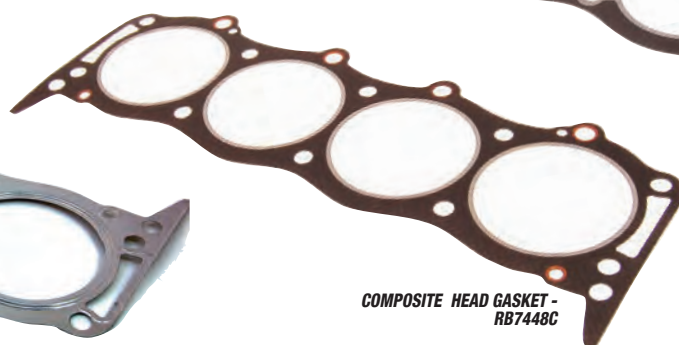
Standard (tin) gaskets	3cc
Composite gaskets	10cc



CORE PLUG SET - RB7105



TIN HEAD GASKET - GEG340



COMPOSITE HEAD GASKET - RB7448C



LINER AND PISTON SET, 3.9 LITRE - RB2029



6 SUMP GASKET SET, incl. seals:

3.5 carb (& saloon EFI)	1	GUG1538CS
P5B, P6B, MGB GT V8, SD1/TR7 V8 carb & EFI, Series III 109, Defender carb, Range Rover Classic carb, Discovery Series 1 carb.		
3.5 EFI, early 3.9 & 4.2	1	STC1639
Range Rover Classic EFI to '94, Discovery Series 1 EFI to '94, MGR V8.		
late 3.9 & 4.2	1	STC2823
Range Rover Classic EFI from '94, Discovery Series 1 EFI from '94.		
4.0 & 4.6	1	STC1639P38
Range Rover Series 2, Discovery Series 2.		
4.0	1	STC1639
Defender EFI.		

7 SUMP GASKET ONLY:

3.5, 3.9 & 4.2	1	AJM539
Plus Defender 4.0 EFI.		
4.0, 4.6	1	LVF100400
Except Defender 4.0 EFI.		

8 SEAL, rear main bearing cap

Cruciform seal.	2	611089A
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9 CRANKSHAFT OIL SEAL, rear:

rope type (early) (very early engines only)		
rope seal only	1	613855
rope seal kit	1	613855KIT
Includes rope seals, packing seals for bearing cap & assorted steel pins.		
all other engines (lip type)	1	ERR2640
10 TIMING COVER OIL SEAL, front:		
saloon/sports	1	ERC7987A
Except MGR V8.		
4x4		
early type (plus MGR V8)	1	602178
Press-fit seal with no retainer.		
all other models (inc. MGR V8)	1	ERR6490
With screw-on mud shield.		

11 CORE PLUG SET, all engines

	1	RB7105
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12 CAM BEARING SET:

3.5, early 3.9 & 4.2	1	RTC5918A
All 3.5. All 3.9 & 4.2 except Range Rover Classic '94 on and Discovery Series 1 '94 on.		
4.0 & 4.6, late 3.9 & 4.2	1	STC1961
All 4.0 & 4.6, plus Range Rover Classic '94 on and Discovery Series 1 '94 on.		

13 DOWEL, bellhousing flange

	2	602141A
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14 DRAIN TAP, block

	2	602915
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15 DRAIN PLUG

Alternative to tap.	2	129077
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16 CORE PLUG

Lower bellhousing flange.	2	612898
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17 BOLT, main bearing cap

All engines.	10	602130A
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18 STUD KIT, main bearing cap

All Engines. (Engine set) Used instead of standard main bearing bolts, these ARP studs provide superior clamping for main bearing caps, preventing them from working loose.	1	RB7456
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Suitable for non-cross bolted blocks only.

19 CROSS BOLT, bearing cap

4.0 & 4.6 cross-bolted engines.	9	FB110137
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20 HEX SCREW, bearing cap

4.0 & 4.6 cross-bolted engines.	1	SS110555
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21 OIL SEAL, for FB110137

	9	ERR3330
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22 OIL SEAL, for SS110555

	1	ERR3331
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23 STUD, front of block

Not 4.0 & 4.6 litre engines.	1	252513A
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24 PLUG, front of block

	4	602147A
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25 BREATHER PIPE, crankcase

Early engines.	1	603143
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26 CORE PLUG, rear of block

Later models - replaces breather.	1	154545A
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27 CORE PLUG, side/rear of block

	8	602152A
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28 CORE PLUG, camshaft rear

	1	602146A
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29 THREADED PLUG;

all engines except 4.0 & 4.6	2	602212
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4.0 & 4.6 engines	2	ERR4314
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30 CRANK SENSOR HOUSING:

early 4.0 & 4.6	1	ERR3693
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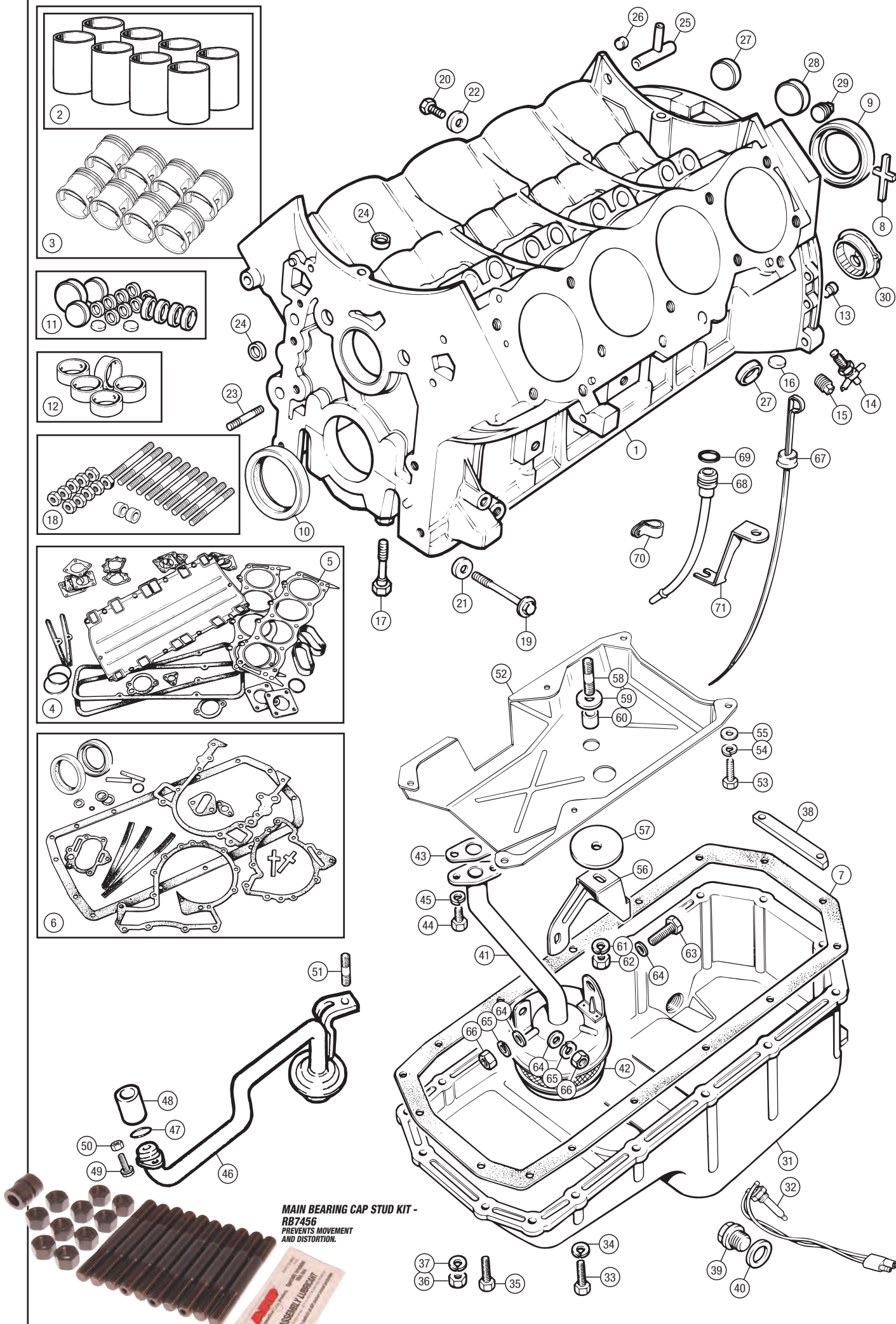
Range Rover Series 2 to WA410481, Defender EFI to VA138868.

late 4.0 & 4.6	1	EIQ100020
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Range Rover Series 2 from XA410482, Discovery Series 2, Defender EFI from WA138869.



CAM BEARING SET - RTC5918A



NO. DESCRIPTION QTY REQ. PART No.

Sump & 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.

31 SUMP PAN, standard:

Saloon/Sports SD1/TR8-type sump.		
without oil level sensor	1	ERC2776
with oil level sensor	1	ERC8544

4x4 & MGR V8

Land Rover/Range Rover sump.		
3.5, 3.9, 4.2 & 4.0	1	ERR4633
Range Rover Classic, Discovery Series 1, Series III 109, Defender carb & 4.0EFI, MGR V8.		
4.0 & 4.6	1	ERR5220
Range Rover Series 2 to WA410481.		
4.0 & 4.6	1	LSB102810
Range Rover Series 2 from XA410482, Discovery Series 2.		

32 OIL LEVEL SENSOR	1	DRC8005
Saloon/sports sump.		

33 BOLT, sump:		
Saloon/sports sump.		
medium	14	SH505061
long	2	HU857

34 WASHER, SPRING, sump	16	GHF332
Saloon/sports sump.		

35 BOLT/WASHER, sump:		
4x4 & MGR V8.		
all models	16	LS0100000
(except late 4.0, 4.6)		
late 4.0, 4.6	16	LSZ100000
Range Rover Series 2 from XA410482 & Discovery Series 2.		

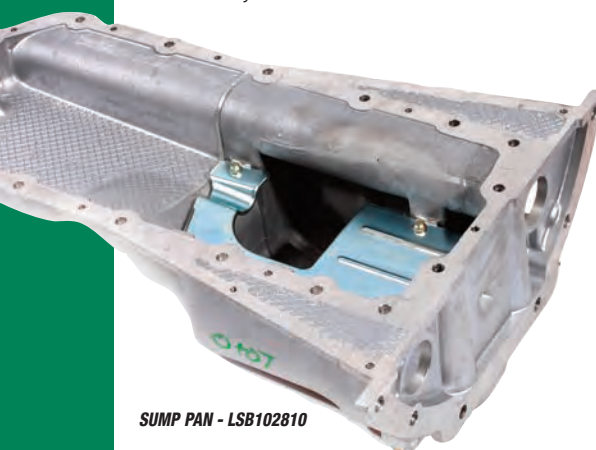
36 NUT, sump	3	NH505041L
Range Rover Series 2 from XA410482 & Discovery Series 2.		

37 WASHER, spring, sump	3	GHF332
Range Rover Series 2 from XA410482 & Discovery Series 2.		

38 STRIP, reinforcing sump rear	1	603943
Saloon/sports only.		

39 DRAIN PLUG, sump:		
standard - all models	1	603659A
(except Range Rover Series 2 & Discovery Series 2)		
Stahlbus - all models	1	6036590DV
(except Range Rover Series 2 & Discovery Series 2)		
See panel below for details.		
Range Rover Series 2		
up to WA410481	1	UAM2957P
from XA410482	1	LSF100040L
Discovery Series 2	1	LSF100040L

40 WASHER, sump drain plug:		
all models	1	213961A
(except Range Rover Series 2 & Discovery Series 2)		
Range Rover Series 2		
up to WA410481	1	UAM2857
from XA410482	1	ALU1403L
Discovery Series 2	1	ALU1403L
GROMMET, sump drain plug	2	ERR7229
Range Rover Series 2 from XA410482 & Discovery Series 2.		

**SUMP PAN - LSB102810**

NO. DESCRIPTION QTY REQ. PART No.

**OIL PICK UP****Not Range Rover Series 2 or Discovery Series 2**

41 STRAINER, oil pick-up:		
saloon/sports type	1	ERC1585
4x4 early type	1	ERR3677
all except Range Rover Series 2 & Discovery Series 2.		
42 OIL SCREEN, pick-up pipe	1	602070
43 GASKET, pick-up pipe	1	90602068A
44 SETSCREW, pipe to block	2	253407
45 SPRING WASHER, setscrew	2	GHF331

**OIL PICK UP****Range Rover Series 2 and Discovery Series 2**

46 STRAINER, oil pick-up:		
4x4 late type	1	LSP100800
Range Rover Series 2 & Discovery Series 2.		
47 O RING, pick-up strainer	1	ERR4794
48 SPACER, pick-up strainer	1	ERR4793
49 SETSCREW, strainer to block	2	FS106167
50 NUT, strainer	2	GHF201
51 STUD, strainer	1	252516

**BAFFLE PLATE & PICK UP PIPE BRACKET
Saloon/Sports Sump Only**

52 BAFFLE PLATE, removable	1	ERC1506
53 SCREW, baffle plate	6	253206A
54 SPRING WASHER, baffle plate	6	GHF331
55 FLAT WASHER, baffle plate	6	RTC609
56 BRACKET pick-up pipe	1	ERC1587
57 LARGE WASHER, bracket	1	ERC1629
58 STUD, bracket	1	252517
59 SMALL WASHER, stud	1	ERC1813
60 SPACER, stud	1	ERC1628
61 SPRING WASHER, bracket	1	GHF332
62 NUT, bracket	1	GHF201
63 SCREW, pipe to bracket	2	255425
64 FLAT WASHER, screw	4	RTC613A
65 SPRING WASHER, screw	2	GHF332
66 NUT, screw	2	GHF201

This revolutionary system has been developed to allow you to perform an oil change easily without any of that unnecessary mess.

AS USED BY CURRENT MAJOR MANUFACTURERS**STAHLBUS, SUMP DRAIN PLUG - 6036590DV**

The Stahlbus oil drain valve replaces the existing drain plug. When changing the oil, you simply unscrew the dust cap and lock the quick release bayonet adaptor into place by hand. Once this is locked, the valve opens and the oil can be drained into an appropriate container using the hose provided. Upon disconnecting the hose adaptor, the valve closes immediately. Simply replace the dust cap and the engine is ready to be refilled with oil.

Dipstick

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

67 DIPSTICK:

SD1 saloon & MGR V8	1	ERR1922L
TR8 (original) & MGB GT V8	1	614293KIT
Includes dipstick and tube (conversion).		
4x4		
3.5 carb engines to '85	1	603173P
Range Rover Classic, Series III 109, Defender carb.		
3.5 from '86, 3.9, 4.2, 4.0	1	ERR1922L
Range Rover Classic, Discovery Series 1, Defender carb & EFI.		
4.0, 4.6	1	ERR4905
Range Rover Series 2, Discovery Series 2.		

68 DIPSTICK TUBE:

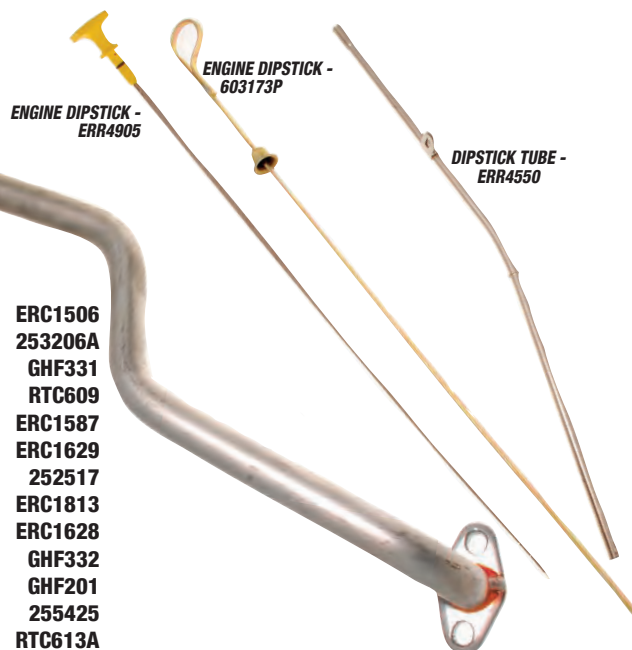
SD1 saloon & MGR V8	1	ERR4556
TR8 (original) & MGB GT V8	1	ERC2690A
4x4		
3.5 carb engines to '85		
Range Rover Classic, Series III 109, Defender carb.		
Short tube, clamp fit	1	614245
Short tube, push fit	1	ERC2571
3.5 from '86, 3.9, 4.2, 4.0	1	ERR4556
Range Rover Classic, Discovery Series 1, Defender carb & EFI.		
4.0, 4.6	1	ERR4550
Range Rover Series 2, Discovery Series 2.		

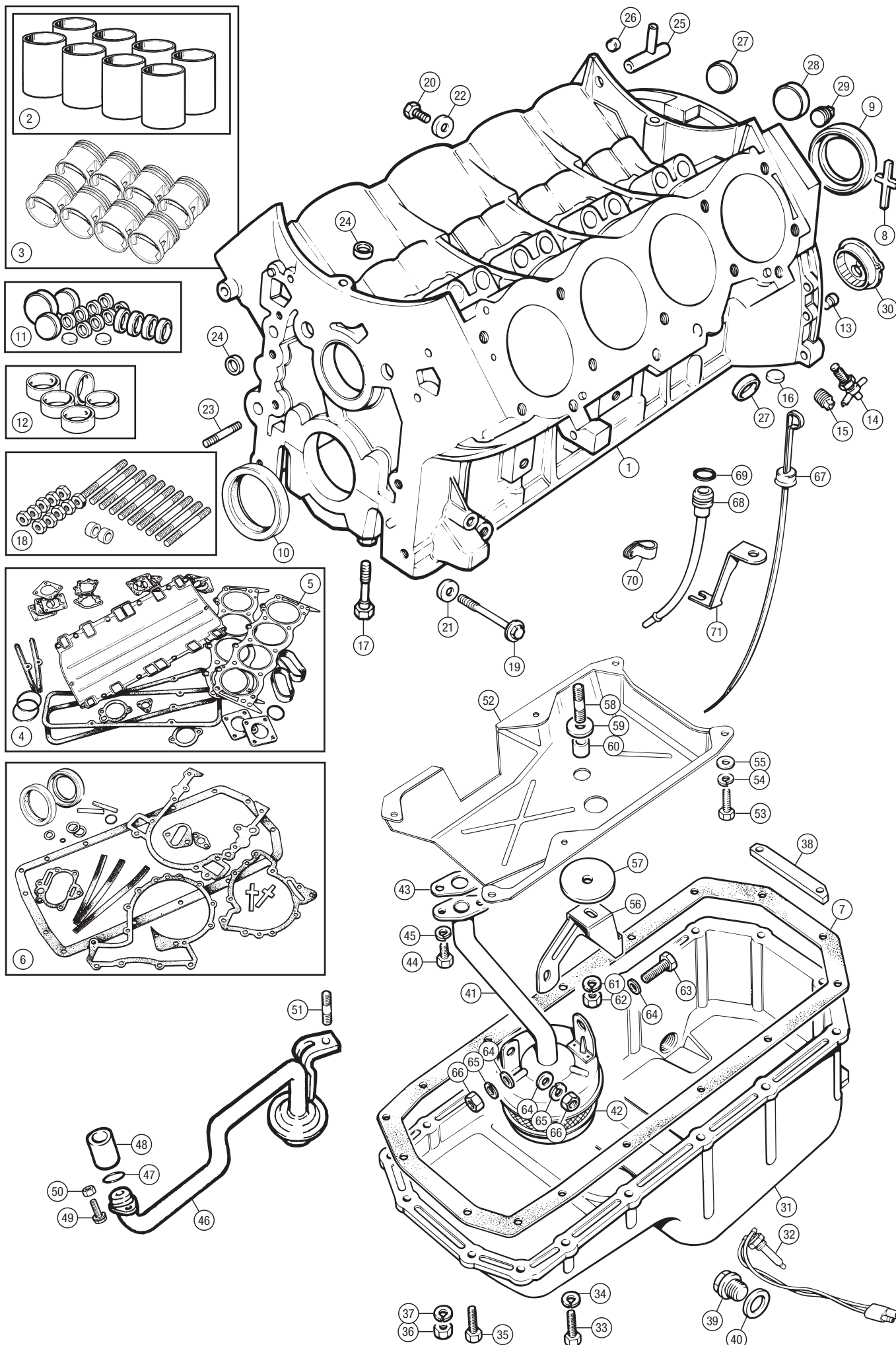
69 O RING, dipstick tube:

saloon/sports	1	532319A
4x4	1	602545
Except Range Rover Series 2, Discovery Series 2.		

70 RETAINING CLIP, dipstick tube	1	610489
Screws to rocker cover. Suitable for all engines.		

71 CLAMP, dipstick tube	1	602449
Screws to adjacent cylinder head bolt. Suitable for all engines where fitted.		





NO. DESCRIPTION QTY REQ. PART No.

Timing Cover & Fittings

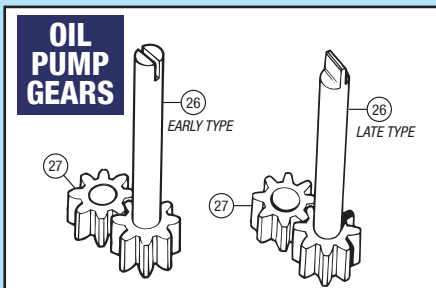
Timing Cover Identification (to 1994)

There are 2 main types of timing cover, fitted up to late 1994:

1. saloon/sports, as fitted to Rover saloons & 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 version 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, uprating 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. 1994 on variations can easily be identified by the serpentine drive belt.

1 TIMING COVER:

saloon/sports

up to '76 1 **610391**

For short gear oil pump.

'76 on 1 **ERC418**

For long gear oil pump. Not MGR V8.

4x4

3.5, up to '76 1 **613260**

For short gear oil pump.

Engine nos: 341, 355, 359 & 398, suffix A,B,C,D,E.

3.5, 3.9 & 4.2, '76 to '94 1 **ETC7385A**

For long gear oil pump.

Engine nos: 341, 355, 398, suffix F and all other engines up to 1994, plus MGR V8.

3.9 & 4.2, from '94 on 1 **ERR6814**

'Intermediate' design with crank driven oil pump but retaining distributor drive.

Engine nos: 35D08928B, 36D25155B, 37D02090B, 38D27238B & 40D09582B on.

4.0, Defender EFI only 1 **ERR6815**

4.0 & 4.6, up to '99 1 **ERR6438**

Range Rover Series 2 to XA426593, Discovery Series 2 to XA231750.

4.0 & 4.6, from '99 to '02 1 **LJR105040**

Range Rover Series 2 from XA426594 on, Discovery Series 2 from XA231751 to 2A753561.

4.0, from '02 on 1 **LJR000220**

Discovery Series 2 from 2A753562 on.

2 SPACER, crankshaft 1 **LR012879 SPACER**

Required if fitting 4.0 or 4.6 engine with pre-'94 (i.e. non-serpentine belt) timing cover.



CRANKSHAFT SPACER -
LR012879SPACER

NO. DESCRIPTION QTY REQ. PART No.

3 GASKET, timing cover:

all engines up to '94 1 **603775A**

Saloon/sports & 4x4, plus MGR V8.

3.9 & 4.2, from '94 on 1 **ERR7280**

Engine nos: 35D08928B, 36D25155B, 37D02090B, 38D27238B & 40D09582B onwards.

4.0 & 4.6 1 **ERR7280**

Range Rover Series 2, Discovery Series 2, Defender EFI.

4 TIMING COVER OIL SEAL (front oil seal):

saloon/sports 1 **ERC7987A**

Except MGR V8.

4x4

early type 1 **602178**

Press-fit seal with no retainer.

all other engines 1 **ERR6490**

With screw-on mud shield. Plus MGR V8.

5 MUD SHIELD, oil seal 1 **247766**

Where fitted - 4x4 engines only.

6 SCREW, mud shield 8 **78782**

Where fitted - 4x4 engines only.

7 TIMING POINTER:

saloon/sports 1 **ERC1185**

Except MGR V8.

4x4

Range Rover Classic, Discovery Series 1, Series III 109, Defender carb, plus MGR V8.

8 SCREW, timing pointer 2 **HU755**

9 WASHER, spring, pointer 2 **GHF331**

10 WASHER, plain, pointer 2 **RTC609**

11 BOLT, timing cover to block:

saloon/sports (plain hex head)

5/16 UNC x 3" 1 **BH505241**

5/16 UNC x 4 1/2" 1 **254035**

5/16 UNC x 1 1/4" 3 **SH505101**

4x4 3.5 & 3.9 up to '92 (plain hex head)

5/16 UNC x 3" 1 **BH505241**

5/16 UNC x 4" 1 **602388**

5/16 UNC x 1 1/8" 3 **SH505091**

4x4 3.5, 3.9 & 4.2 from '92 (flanged hex head)

5/16 UNC x 3 1/8" 1 **FB505251S**

5/16 UNC x 3 7/8" 1 **FB505311S**

5/16 UNC x 4 3/4" 3 **FB505381S**

4x4 4.0 & 4.6 (flanged hex head)

5/16 UNC x 2 1/8" 5 **FB505171S**

5/16 UNC x 3" 4 **FB505241S**

12 WASHER, flat, timing cover 5 **GHF301**

Saloon/sports & 4x4 up to '92.

13 NUT, timing cover to block 1 **GHF201**

All engines except 4.0 & 4.6 litre.

14 STUD, timing cover to block 1 **252513A**

All engines except 4.0 & 4.6 litre.

15 DOWEL, water pump locating 2 **602201**

All engines except 4.0 & 4.6 litre.

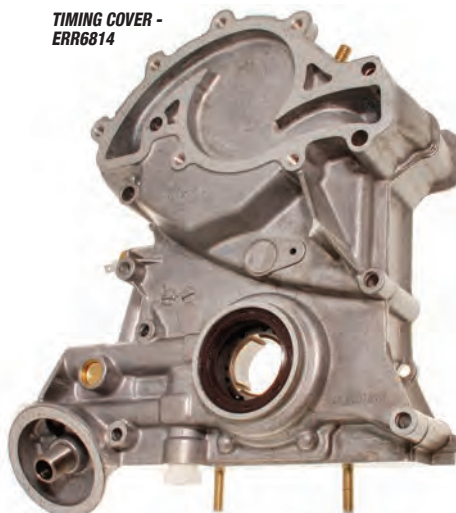
16 DOWEL, timing cover to block 2 **90602202**

17 BLANKING PLATE, fuel pump 1 **610030A**

Early engines fitted with electric fuel pump.

18 GASKET, blanking plate 1 **602180A**

TIMING COVER -
ERR6814



NO. DESCRIPTION QTY REQ. PART No.

Oil Filter

19 OIL FILTER:

saloon/sports

up to '76 (not MGB GT V8) 1 **GFE145**

'76 on (SD1 type, not MGR V8) 1 **GFE187**

MGB V8 & R V8 (remote type) 1 **12H3274EVAP**

4x4

early Range Rover Classic 1 **RTC3186**

Engine nos: 341, 355 & 359.

all other 4x4 engines 1 **ERR3340**



GFE145



GFE187

OIL FILTERS



ERR3340

Remote Oil Filter Fittings

20 OIL PUMP COVER, with take-off 1 **R01105**

Not suitable for pre-'76 engines with short oil pump gears or '94 on engines with crank driven oil pump.

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

OIL PUMP COVER WITH REMOTE
TAKE-OFF - R01105

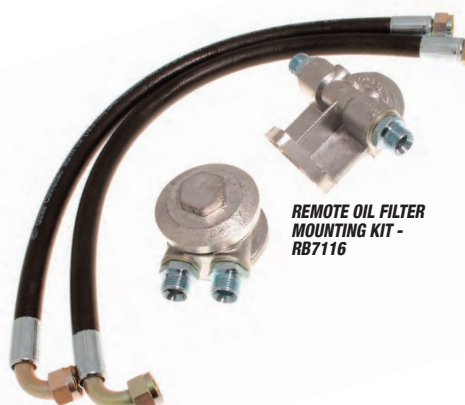


21 OIL PUMP COVER, with take-off 1 **BHH998**

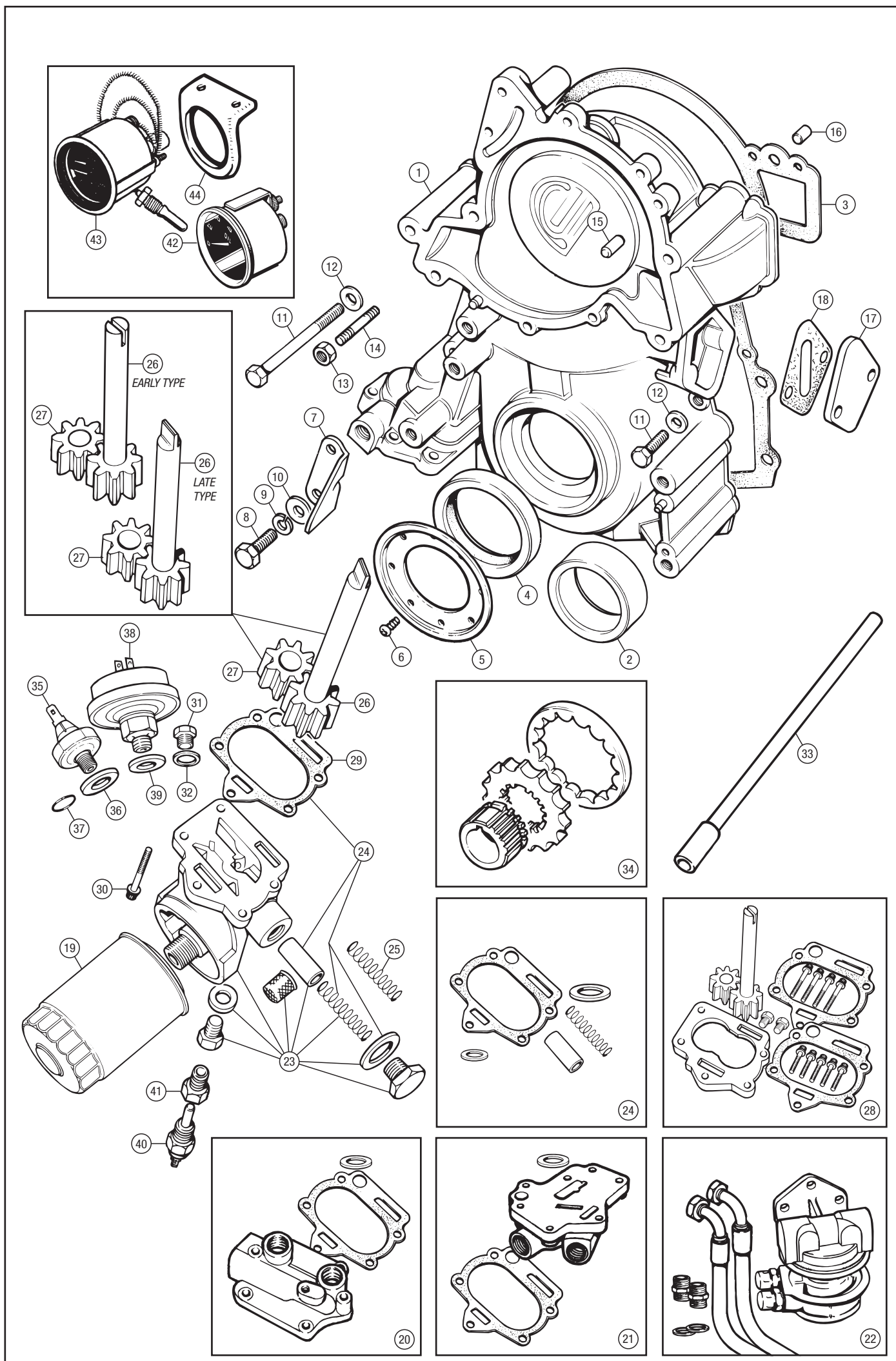
As above, but suitable for pre-'76 engines with short oil pump gears (original fitment pump cover with take-off for MGB GT V8).

22 MOUNTING KIT, remote oil filter 1 **RB7116**

Allows mounting of oil filter away from engine. Kit includes filter housing, hoses & mountings. Not suitable for '94 on engines with crank driven oil pump.



REMOTE OIL FILTER
MOUNTING KIT -
RB7116



NO. DESCRIPTION QTY REQ. PART No.

Oil Pump

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-76 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, due to the serpentine drive belt.

SEPARATE OIL PUMP

Pre-'94 Engines

23 OIL PUMP COVER:

For covers with remote oil filter take-off, please see remote oil filter fittings on previous page.

pre-'76 engines 1 **602485**
with short oil pump gears
(not original MGB GT V8).

'76 to '94 engines 1 **BHM1554**
with long oil pump gears.
Complete with relief valve & spring,
plus oil pressure switch.

24 SERVICE KIT, oil pump:

For all engines without crank driven oil pump (pre-1994).

Includes pressure relief valve, spring, sealing washers and gasket.

with standard spring 1 **RTC2044AK**

with uprated spring 1 **RTC2044AKUR**

25 UPDATED SPRING, relief valve 1 **RB7457**

For all pre crank driven oil pump models (pre-1994).

Increases oil pressure by approx. 10 psi.

26 GEAR WITH SHAFT, oil pump:

pre-'76 engines 1 **602018A**

Short gear with slotted shaft.

'76 to '94 engines 1 **ERC1351A**

Longer gear with toothed shaft.

27 Idler gear - oil pump:

pre-'76 engines 1 **602017A**

Short gear.

'76 to '94 engines 1 **614037A**

Longer gear.

28 UPDATING KIT, oil pump 1 **RB7480**

Pre-'76 engines with original short oil pump gears only.

Kit includes spacer plate and longer gears to uprate early pumps to later specification.

Increases idle & high RPM pressure.

Raises oil volume by 40%.



OIL PRESSURE GAUGE - RX13510IL

29 GASKET, pump cover (up to '94) 1 **90602072A**

30 BOLT, pump mounting:

Up to '94.

7/8" long 3 **602530A**

1 1/4" long 2 **602912**

1 9/16" long 1 **602913A**

31 BLANKING PLUG (up to '94) 1 **151203**

Pressure switch outlet - if fitted.

32 WASHER, plug (up to '94) 1 **243967**

33 OIL PUMP PRIMING TOOL:

For efficient priming of the oil pump before initial start-up.

Priming tool engages with the oil pump shaft through the distributor aperture in the timing cover (requires removal of distributor). Oil pump can then be primed using an electric/cordless drill. No need for petroleum jelly!

NB. with the rocker covers removed, a visible oil supply to the rocker gear is confirmation that the system is primed.

for pre-'76 oil pump shaft 1 **RX1431E**

Slotted shaft (see illustration above).

for '76-'94 oil pump shaft 1 **RX1431L**

Toothed shaft (see illustration above).



OIL PUMP PRIMING TOOL

CRANK DRIVEN OIL PUMP

Post-'94 Engines (Serpentine Drive Belt)

34 SERVICE KIT, oil pump ('94 on) 1 **RA1469**

Includes replacement gears/rotors.



OIL PUMP SERVICE KIT - RA1469



OIL PRESSURE / WATER TEMPERATURE GAUGE - RX13510IL-WATER

BRACKET FOR OIL PRESSURE GAUGE - RB7050



Oil Pressure Switches

35 OIL PRESSURE SWITCH:

TR8 1 **GPS117**

SD1

3 prong type 1 **GPS123**

single prong type 1 **GPS110**

4x4, to '99 1 **STC4104**

All engines except Range Rover Series 2 from XA426594 and Discovery Series 2 from XA231751.

4x4, from '99 on 1 **NUC100280L**

Range Rover Series 2 from XA426594 and Discovery Series 2 from XA231751.

36 WASHER, switch 1 **243967A**

All engines except Range Rover Series 2 from XA426594 and Discovery Series 2 from XA231751.

WASHER, switch 1 **MDY100080**

Range Rover Series 2 from XA426594 and Discovery Series 2 from XA231751.

37 O RING, switch 1 **STC3372**

All 4.0 & 4.6 litre engines.

38 OIL PRESSURE TRANSMITTER:

Early vehicles.

SD1 engines

for '0 - 100' psi gauge 1 **DRC242**

for '0 - 60' psi gauge 1 **DRC2479A**

4x4

for early engines 1 **555947**

Range Rover Classic engine nos: 341,355 & 359.

for all other engines 1 **DRC2479A**

Where fitted.

39 WASHER, pressure transmitter 1 **243967A**

40 OIL TEMPERATURE TRANSMITTER:

Where fitted.

for 120°C gauges 1 **560794**

for 140°C gauges 1 **623050**

for 'C - MAX' gauges 1 **PRC2236**

41 ADAPTOR, oil temperature transmitter:

where fitted, up to '82 1 **611514**

where fitted, '82 on 1 **273166**

42 OIL PRESSURE GAUGE KIT 1 **RX1351 OIL**

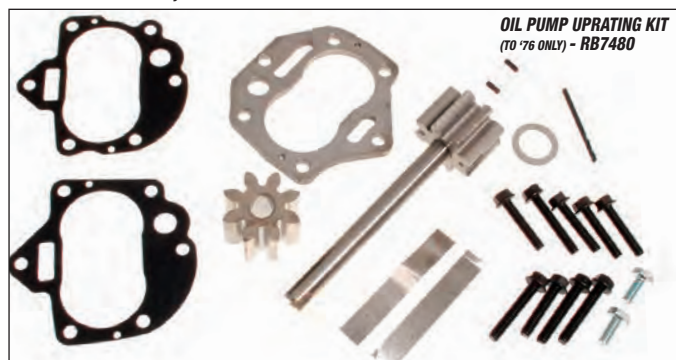
Aftermarket capillary type.

Includes oil pressure gauge & fittings.

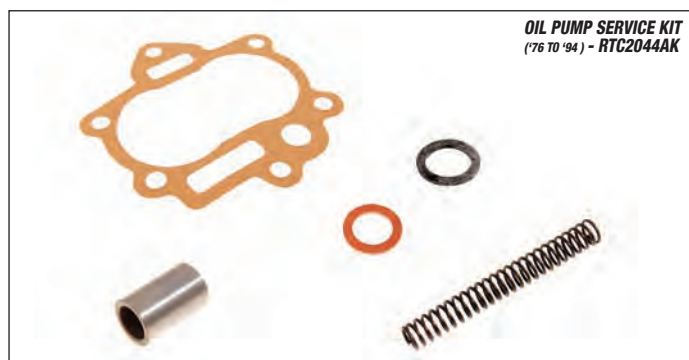
43 DUAL GAUGE KIT 1 **RX1351OIL-WATER**

As above, but with dual function gauge displaying oil pressure and coolant temperature.

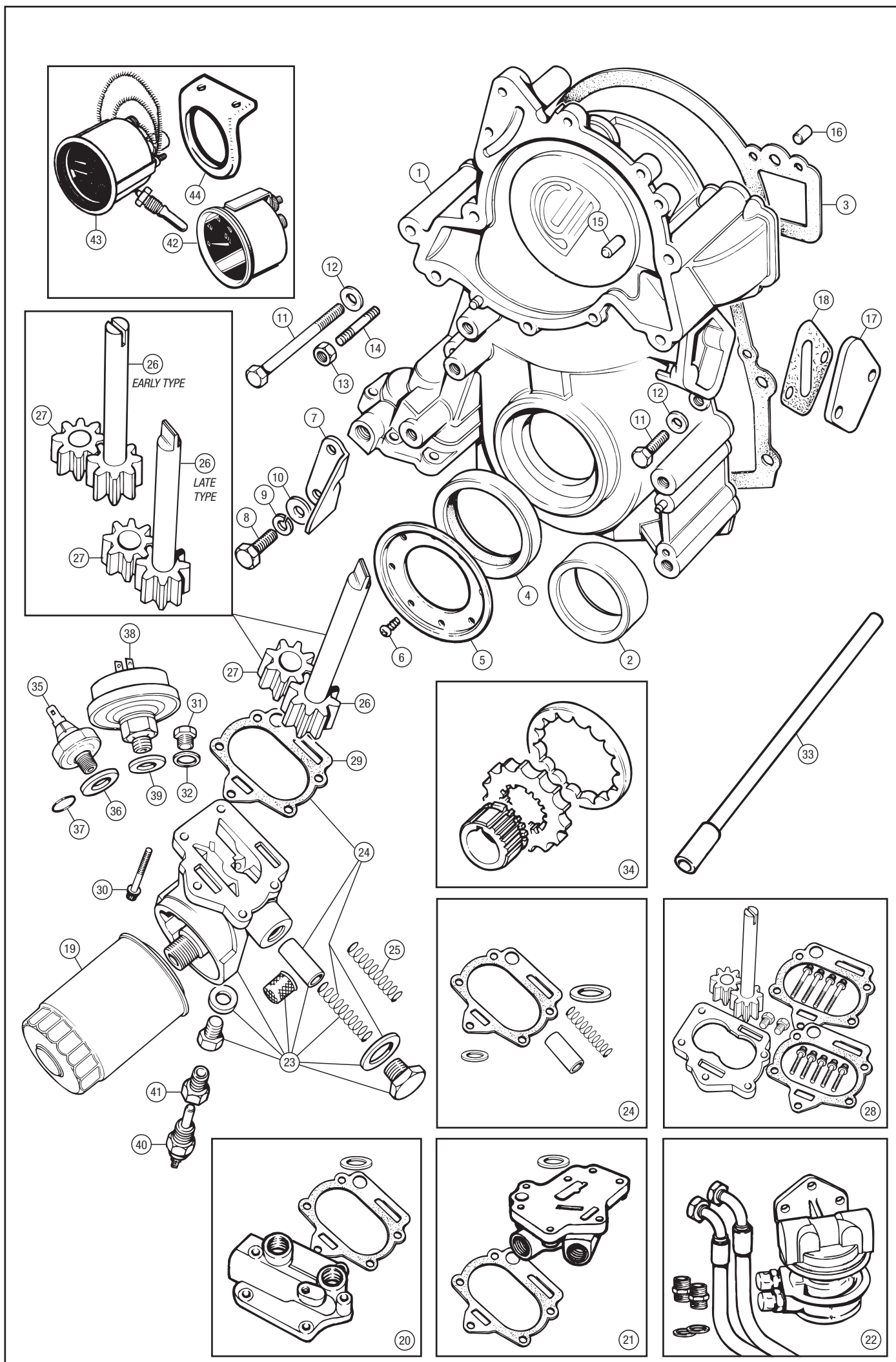
44 BRACKET, auxiliary gauge 1 **RB7050**



OIL PUMP UPDATING KIT (TO '76 ONLY) - RB7480



OIL PUMP SERVICE KIT ('76 TO '94) - RTC2044AK



Universal Engine Oil Cooler Kit

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 overcooling.

- | | | |
|--|---|---------------|
| 1 OIL COOLER KIT:
Includes radiator, hoses and all fittings. | | |
| saloon/sports | 1 | RB7260 |
| 4x4 | 1 | RA1089 |
| Range Rover Classic up to 1990,
Defender up to 1989. | | |
| 2 THERMOSTAT, oil cooler | 1 | RS1456 |



UNIVERSAL TYPE OIL COOLER THERMOSTAT - RS1456

4x4 Engine Oil Coolers & Components

An integral oil cooler was incorporated into the Range Rover's coolant radiator with the introduction of the 3.9 litre engine; Discovery Series 1s and Defenders from 1989 onwards also had integral oil coolers. Please enquire for radiators for these models.

Pre-'89 Defenders, Range Rover Series 2 and Discovery Series 2 models had separate oil coolers fitted; in the case of the Defender this was optional equipment usually depending on the destination market for the vehicle.

RANGE ROVER CLASSIC 3.9 & 4.2 TO VIN JA (TO '92)

- | | | |
|---|---|----------------|
| 3 TAKE-OFF, oil cooler | 1 | ERC8501 |
| 4 ADAPTOR, oil filter | 1 | ERC2226 |
| 5 O RING | 1 | ERR852 |
| 6 OIL COOLER HOSE, engine to cooler: | | |
| to VIN FA ('89) | 1 | NTC6289 |
| VIN GA to HA ('90-'91) | 1 | NTC5972 |
| VIN JA ('92) | 1 | ESR355 |
| 7 OIL COOLER HOSE, cooler to engine: | | |
| to VIN FA ('89) | 1 | NTC5620 |
| VIN GA to HA ('90-'91) | 1 | ESR137 |
| VIN JA ('92) | 1 | ESR356 |
| 8 ADAPTOR, hose to radiator | 2 | NTC3858 |
| 9 ADAPTOR, take-off to hose | 2 | ETC9064 |
| 10 O RING, adaptor | 2 | ETC9065 |

RANGE ROVER CLASSIC 3.9 & 4.2 VIN KA-LA ('93-'94)

- | | | |
|---|---|----------------|
| 11 TAKE-OFF, oil cooler | 1 | ERR2490 |
| 12 ADAPTOR, oil filter | 1 | ERC2226 |
| 13 O RING | 1 | ERR852 |
| 14 OIL COOLER HOSE, engine to cooler | 1 | ESR1671 |
| 15 OIL COOLER HOSE, cooler to engine | 1 | ESR1672 |
| 16 ADAPTOR, hose to radiator | 2 | NTC3858 |
| 17 ADAPTOR, take-off to hose | 2 | ESR1239 |
| 18 O RING, adaptor | 2 | ETC9065 |

RANGE ROVER CLASSIC 3.9 & 4.2 VIN MA ('95) DISCOVERY SERIES 1 VIN MA ON ('95 ON) DEFENDER EFI

- | | | |
|---|---|------------------|
| 19 OIL COOLER HOSE, engine to cooler | 1 | PBP101150 |
| 20 OIL COOLER HOSE, cooler to engine | 1 | PBP101160 |
| 21 O RING, cooler hoses, large | 4 | ESR1594L |
| 22 O RING, small | 1 | ESR3098 |



UNIVERSAL TYPE ENGINE OIL COOLER KIT - RB7260

RANGE ROVER SERIES 2

- | | | |
|--|---|------------------|
| 23 OIL COOLER, engine: | | |
| 4.0 litre | 1 | ESR3204 |
| 4.6 litre | 1 | ESR3205 |
| 24 OIL COOLER HOSE, engine to cooler: | | |
| to VIN WA ('98) | 1 | ESR4415 |
| VIN XA on ('99-'02) | 1 | PBP101180 |
| 25 OIL COOLER HOSE, cooler to engine; | | |
| to VIN WA ('98) | 1 | ESR2697 |
| VIN XA on ('99-'02) | 1 | PBP101240 |
| 26 O RING, cooler hoses | 4 | ESR1594L |

DISCOVERY SERIES 1 TO VIN LA (TO '94)

- | | | |
|---|---|-----------------|
| 27 TAKE-OFF, oil cooler: | | |
| manual | 1 | ERC8501 |
| automatic | 1 | ERR2490 |
| 28 ADAPTOR, oil filter | 1 | ETC4276 |
| 29 O RING, adaptor | 1 | ERR852 |
| 30 OIL COOLER HOSE, engine to cooler | 1 | ESR1671 |
| 31 OIL COOLER HOSE, cooler to engine | 1 | ESR1672 |
| 32 O RING, cooler hoses | 4 | ESR1594L |

DISCOVERY SERIES 2

- | | | |
|---|---|------------------|
| 33 OIL COOLER, engine | 1 | ESR3592 |
| 34 OIL COOLER HOSE, engine to cooler | 1 | PBP101100 |
| 35 OIL COOLER HOSE, cooler to engine | 1 | ESR4627 |
| 36 O RING, cooler hoses | 4 | ESR1594L |
| - SENSOR, oil temperature | 1 | UBI100030 |

DEFENDER CARB TO VIN FA429127 (TO '89)

- | | | |
|-------------------------------------|---|----------------|
| 37 OIL COOLER, engine | 1 | NRC7741 |
| 38 TAKE-OFF, oil cooler | 1 | ERC6720 |
| 39 PLATE, adaptor: | | |
| to VIN 322599 ('84) | 1 | ERC6722 |
| VIN 322600 to FA429127 | 1 | ETC6812 |
| 40 GASKET, plate to take-off | 1 | ERC6723 |
| 41 SEAL/O Ring, plate: | | |
| to VIN 322599 ('84) | 1 | ERC6890 |
| VIN 322600 to FA429127 | 1 | ERR852 |
| 42 TUBE NUT, plate | 1 | ERC3500 |
| 43 WASHER, spring | 1 | ERC3724 |
| 44 OIL COOLER HOSE | 2 | NRC4162 |
| 45 PIPE, hose to cooler: | | |
| not air conditioning | 1 | NRC5824 |
| air conditioning | 1 | NRC8198 |
| 46 PIPE, cooler to hose: | | |
| not air conditioning | 1 | NRC5823 |
| air conditioning | 1 | NRC8199 |
| 47 O RING, adaptor | 2 | TRS1114 |

DEFENDER CARB VIN FA429128 ON ('89 ON)

- | | | |
|--|---|----------------|
| 48 TAKE-OFF, oil cooler | 1 | ERC8501 |
| 49 ADAPTOR, oil filter | 1 | ERC2226 |
| 50 O RING | 1 | ERR852 |
| 51 OIL COOLER HOSE, engine to cooler: | | |
| to VIN JA918061 ('92) | 1 | ESR583 |
| VIN JA918062 on ('92-) | 1 | ESR1915 |
| 52 OIL COOLER HOSE, cooler to engine: | | |
| to VIN JA918061 ('92) | 1 | ESR398 |
| VIN JA918062 on ('92-) | 1 | ESR1914 |
| 53 ADAPTOR, hose to radiator | 2 | NTC3858 |
| 54 ADAPTOR, take-off to hose | 2 | ETC9064 |
| 55 O RING, adaptor | 2 | ETC9065 |

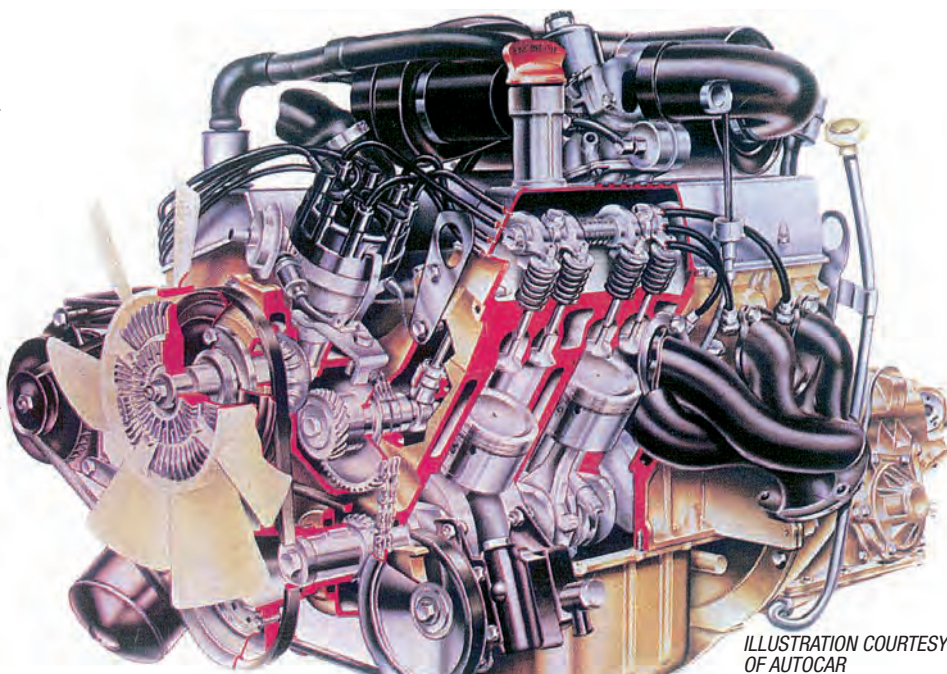
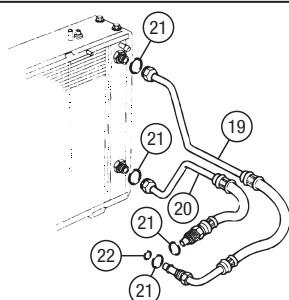
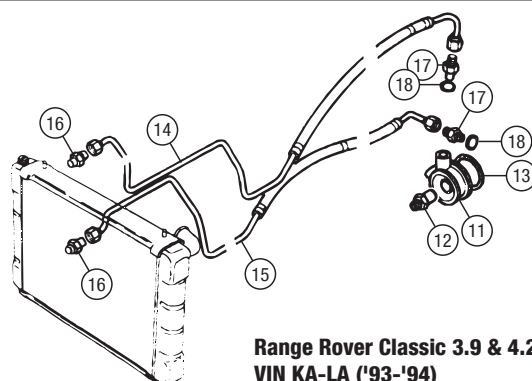
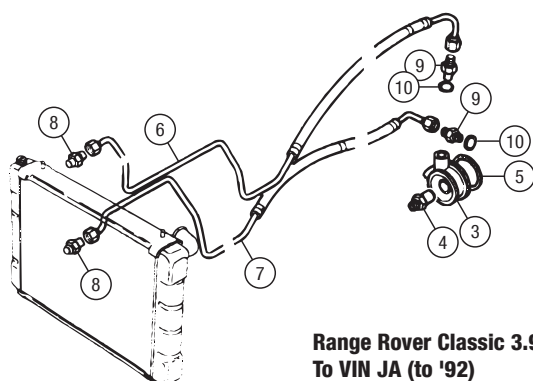
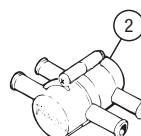
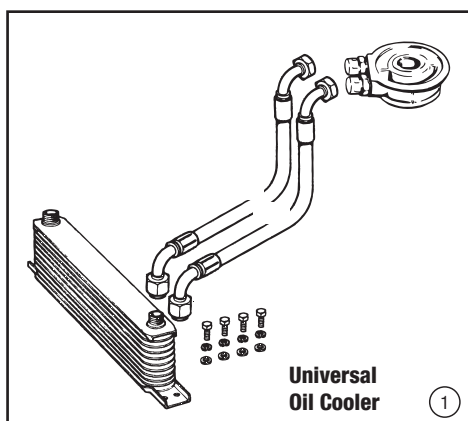
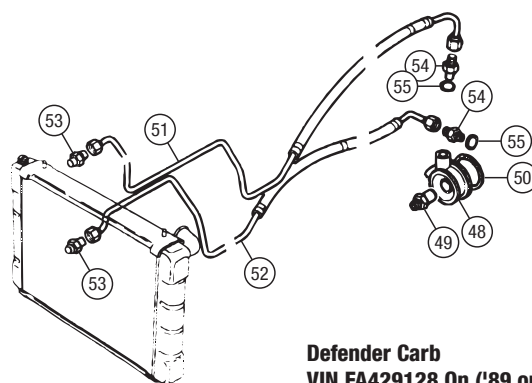
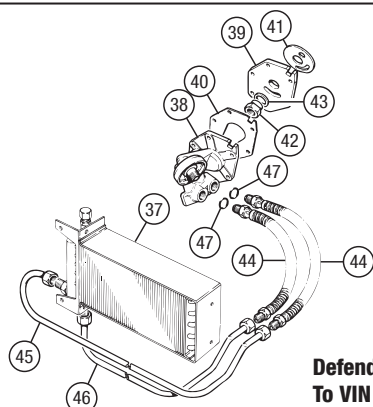
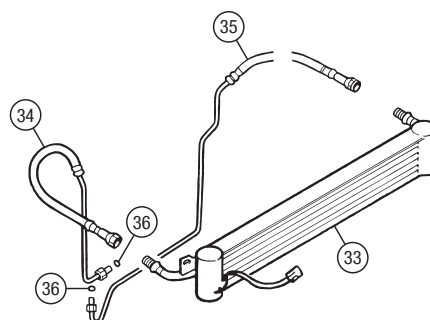
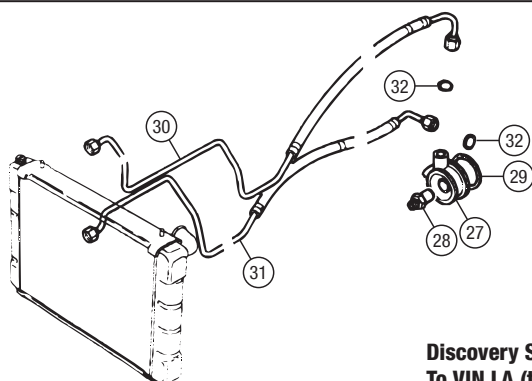
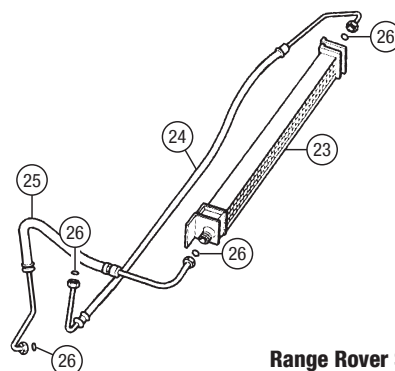


ILLUSTRATION COURTESY OF AUTOCAR



Defender EFI



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 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:

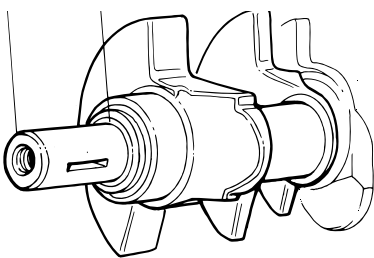
All 3.5 litre engines, plus factory 3.9 & 4.2 litre engines up to around mid-1994 (exact engine numbers listed below), are fitted with **short-nose** (70.6mm) cranks. These engines have camshaft-driven oil pumps and separate drivebelts for ancillary components.

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, as do all 4.0 & 4.6 litre engines.

Please check your engine number before ordering.

The later long nose cranks (and therefore engines) may be converted for use with pre-serpentine drive belt applications by the use of a spacer (see item 2) which allows fitting of a pre-'94 separate oil pump type timing cover on the engine.

LENGTH OF CRANK NOSE



1 CRANKSHAFT:

Reconditioned units are exchange.

3.5 litre (short nose)

All 3.5 litre engine applications.

new, less bearings 1 **612989**

reground, inc. bearings 1 **612989R**

3.9 litre (short nose)

Range Rover Classic 3.9 engines up to engine nos:

35D08966, 36D25523, 37D01931 & 38D27330.

Discovery Series 1 3.9 engines up to engine nos:

35D08927, 36D25154, 37D01931 & 38D27237.

MGR V8: all engines.

new, less bearings 1 **612989**

reground, inc. bearings 1 **612989R**

3.9 litre (long nose)

Range Rover Classic & Discovery Series 1 engines,

above engine nos onwards.

new, less bearings 1 **ERR4060**

reground, inc. bearings 1 **ERR4060R**

4.2 litre (short nose)

Range Rover Classic 4.2 engines up to engine no

40D09581.

new, less bearings 1 **ERR3037**

reground, inc. bearings 1 **ERR3037R**

4.2 litre (long nose)

Range Rover Classic 4.2 engines from engine no

40D09582.

new, less bearings 1 **ERR4152**

reground, inc. bearings 1 **ERR4152R**

4.0 litre (long nose)

Range Rover Series 2, Discovery Series 2, Defender EFI.

new, less bearings 1 **ERR5090**

reground, inc. bearings 1 **ERR5090R**

4.6 litre (long nose)

Range Rover Series 2.

new, less bearings 1 **ERR5091**

reground, inc. bearings 1 **ERR5091R**

2 CRANKSHAFT SPACER 1 **LR012879SPACER**

Required when fitting long nose crank engines with non-serpentine timing cover (see notes above).



CRANKSHAFT SPACER -
LR012879SPACER

MAIN BEARING SET - RTC1718



4 MAIN BEARING SET;

We offer both original equipment manufacture (OEM) and aftermarker (P) bearings. Refer to Price Guide or website. For identification of crankshaft type, please refer to text at beginning of this section.

3.5, 3.9 & 4.2 litre, short nose crank

standard size 1 **RTC1718**

oversize + 0.010" 1 **RTC1718-010**

oversize + 0.020" 1 **RTC1718-020**

oversize + 0.030" 1 **RTC1718-030**

oversize + 0.040" 1 **RTC1718-040**

3.9 & 4.2 litre, long nose crank

standard size 1 **STC3724**

Please enquire for availability of oversizes.

4.0 & 4.6 litre

standard size 1 **STC4299**

oversize + 0.010" 1 **STC4299-010**

oversize + 0.020" 1 **STC4299-020**

oversize + 0.030" 1 **STC4299-030**

5 BOLT, main bearing cap

All engines.

10 **602130A**

6 UPGRATED STUD KIT,

main bearing cap

1 **RB7456**

All engines, engine set. Used instead of standard main bearing bolts, these ARP studs provide superior clamping for main bearing caps, preventing them from working loose. Suitable for non cross-bolted blocks only.

7 CROSS-BOLT, bearing cap

9 **FB110137**

4.0 & 4.6 litre engines only.

8 HEX-SCREW, bearing cap

1 **SS110555**

4.0 & 4.6 litre engines only.

9 OIL SEAL, for FB110137 bolt

9 **ERR3330**

10 OIL SEAL, for SS110555 screw

1 **ERR3331**



UPGRATED MAIN BEARING
STUD KIT - RB7456



CRANK REAR
OIL SEAL -
ERR2640

TIMING COVER
OIL SEAL -
ERC7987A



11 CRANKSHAFT OIL SEAL, rear:

rope type (early) (very early engines only)

rope seal only 1 **613855**

rope seal kit 1 **613855KIT**

Includes rope seals, packing seals for bearing cap & assorted steel pins.

all other engines (lip type) 1 **ERR2640**

12 SEAL, cruciform, rear brg cap 2 **611089A**

13 TIMING COVER OIL SEAL, front:

saloon/sports 1 **ERC7987A**

except MGR V8.

4x4

early type 1 **602178**

Press-fit seal with no mudshield.

all other engines 1 **ERR6490**

With screw-on mudshield; plus MGR V8.

14 SPIGOT BUSH, crankshaft:

saloon/sports

manual transmission 1 **614263**

except MGB GT V8.

automatic transmission 1 **610196**

4x4, manual & automatic 1 **549911**

plus MGB GT V8.

15 WOODRUFF KEY:

For identification of crankshaft type, please refer to text at beginning of this section.

short nose crank engines 1 **90602025A**

long nose crank engines 1 **ERR2846**

16 SPROCKET, crankshaft 1 **90602372A**

17 BOLT, crankshaft pulley,

starting dog type

1 **610178**

Fitted to some earlier 4x4 engines.

18 BOLT, crankshaft pulley,

standard bolt

1 **ERC417A**

19 WASHER, crankshaft pulley bolt,

starting dog type

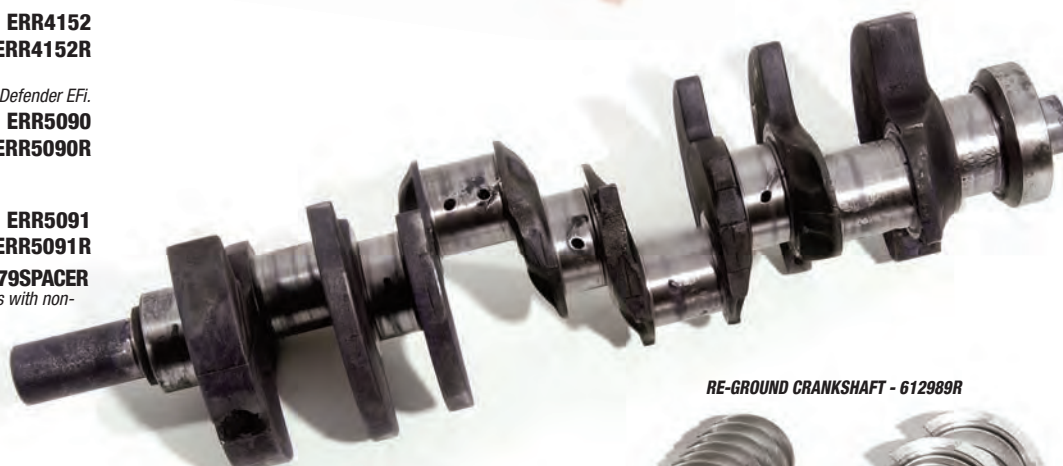
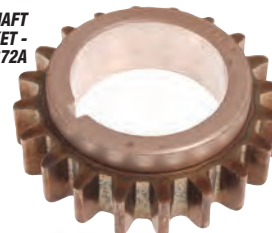
1 **602411**

20 WASHER, crankshaft pulley bolt,

standard bolt type

1 **ERC416A**

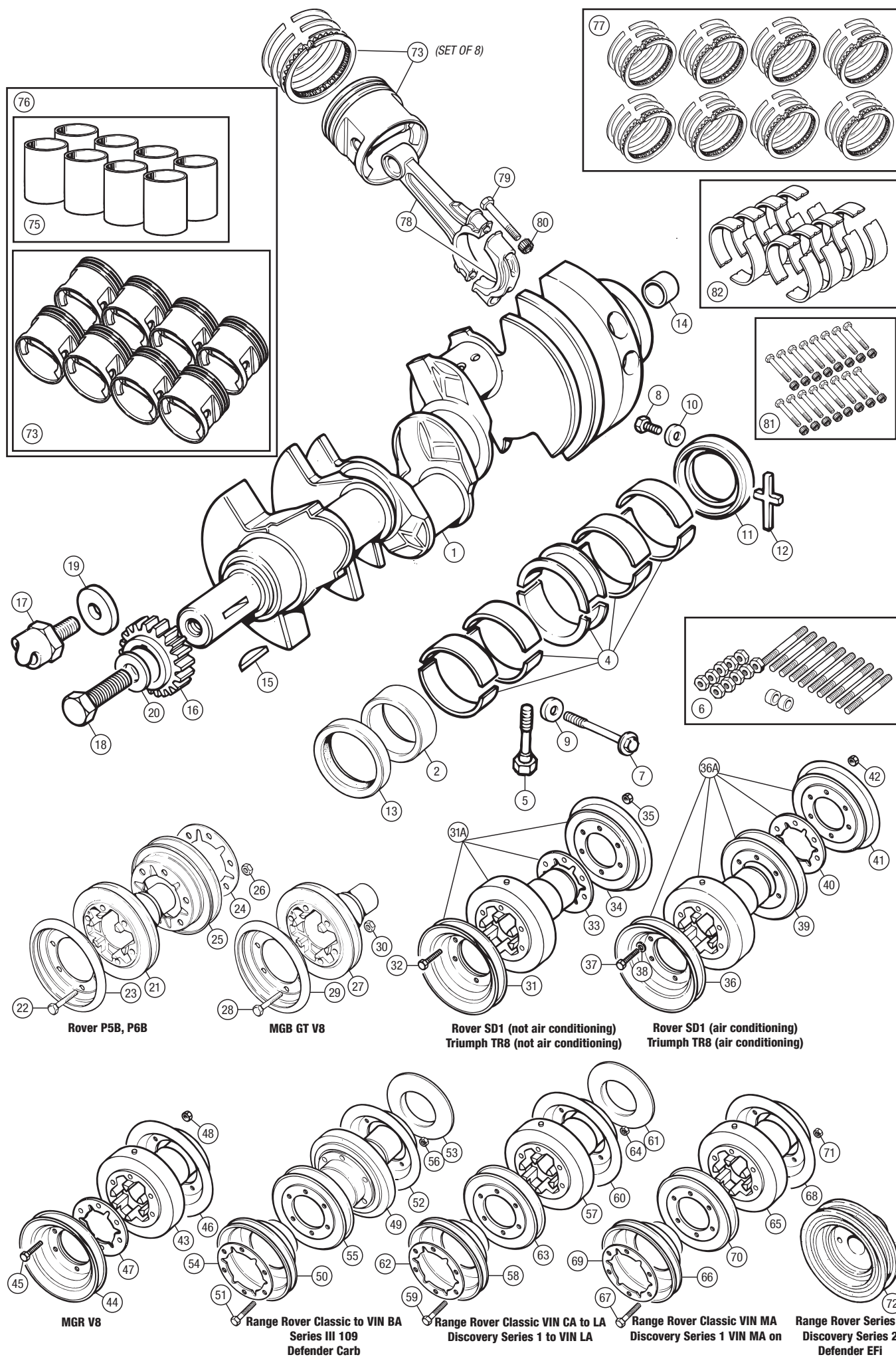
CRANKSHAFT
SPROCKET -
90602372A



RE-GROUND CRANKSHAFT - 612989R



CRANKSHAFT & PISTONS



NO.	DESCRIPTION	QTY REQ.	PART No.
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Crankshaft Pulley

ROVER P5B, P6B ENGINES

21	DAMPER PULLEY, water pump: not air conditioning	1	612421
	air conditioning	1	610567
22	BOLT, water pump pulley: not power steering	6	GHF104
	power steering	3	GHF104
23	RIM, balancing	1	603301
24	PLATE, reinforcing	1	602587
25	PULLEY, power steering	1	603711
26	NUT	3	GHF201

MGB GT V8 ENGINES

27	DAMPER PULLEY, water pump	1	612420
28	BOLT, water pump pulley	3	GHF104
29	RIM, balancing	1	603301
30	NUT	3	GHF201

SD1 & TR8 ENGINES

31A	DAMPER PULLEY ASSEMBLY	1	ERC420
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Not air conditioning.
Assembly includes the following (note the damper itself is not serviced separately):

31	PULLEY, water pump*	1	ERC386A
32	BOLT, water pump pulley*	3	BH605141
33	PLATE, reinforcing*	1	602587
34	PULLEY, power steering*	1	ERC1168
35	NUT, power steering pulley*	3	GHF201

*Comprising pulley assembly ERC420.

36A	DAMPER PULLEY ASSEMBLY	1	ERC6521
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With air conditioning.
Assembly includes the following (note the damper itself is not serviced separately):

36	PULLEY, water pump*	1	ERC387
37	BOLT, water pump pulley*	3	BH605141
38	WASHER, pulley bolt*	3	RTC613A
39	PULLEY, air compressor*	1	ERC389
40	PLATE, reinforcing*	1	602587
41	PULLEY, power steering*	1	ERC1168
42	NUT, power steering pulley*	3	GHF201

*Comprising pulley assembly ERC6521.

MGR V8 ENGINES

43	DAMPER	1	ETC7339
44	PULLEY, water pump	1	ERC386A
45	BOLT, water pump pulley	3	BH605131
46	RIM, balancing	1	ETC7996
47	PLATE, reinforcing	1	602587
48	NUT	6	GHF201
-	PULLEY, air compressor*	1	ZKC5162
-	SPACER, compressor pulley*	1	ZKC6644
-	BOLT, compressor pulley*	6	FS108201
-	BOLT, spacer to damper*	6	BH605201

*Air conditioning only.

RANGE ROVER CLASSIC TO VIN BA (TO '85) SERIES III 109, DEFENDER CARB

49	DAMPER: R/Rover Classic, Series III 109 Defender carb	1	ERC5462
		1	ETC7339
50	PULLEY, water pump: not air conditioning	1	611019
	not power steering	1	ETC4369
	with power steering	1	ETC4354
	air conditioning	1	ETC4354
	with/without pwr steering	1	ETC4354
51	BOLT, water pump pulley: not pwr steering, not air cond.	6	GHF104
	all other models	6	BH605141
52	RIM, balancing	1	603301
53	DEFLECTOR, mud	1	613671
54	PLATE, reinforcing	1	602587
55	PULLEY, power steering	1	ETC4330
56	NUT	6	GHF201

NO.	DESCRIPTION	QTY REQ.	PART No.
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RANGE ROVER CLASSIC VIN CA TO LA ('86 TO '94) DISCOVERY SERIES 1 TO VIN LA (TO '94)

Covers the following engines: All 3.5 engines from '86 onwards.
Range Rover Classic 3.9 & 4.2 engines up to engine nos: 35D08966, 36D25523, 37D01931, 38D27330 and 40D09581.
Discovery Series 1 3.9 engines up to engine nos: 35D08927, 36D25154, 37D01931 & 38D27237.

57	DAMPER: R/Rover Classic to VIN HA	1	ERC5462
	R/Rover Classic VIN JA-LA	1	ETC7339
	Discovery Ser. 1 to VIN LA	1	ETC7340
58	PULLEY, water pump: R/Rover Classic to VIN JA	1	ETC5679
	R/Rover Classic VIN KA-LA	1	ERR2799
	Discovery Ser. 1 to VIN LA	1	ETC5679
59	BOLT, water pump pulley	6	BH605131
60	RIM, balancing: R/Rover Classic to VIN HA	1	603301
	R/Rover Classic VIN JA-LA	1	ETC7996
	Discovery Ser. 1 to VIN LA	1	603301
61	DEFLECTOR, mud	1	613671
62	PLATE, reinforcing	1	602587
63	PULLEY, power steering	1	ETC4330
64	NUT	6	GHF201

RANGE ROVER CLASSIC VIN MA ('95) DISCOVERY SERIES 1 VIN MA ON ('95 ON)

Covers the following engines: Range Rover Classic 3.9 & 4.2 engines from engine nos: 35D08967, 36D25524, 37D01932, 38D27331 and 40D09582. Discovery Series 1 3.9 engines from engine nos: 35D08928, 36D25155, 37D01932 & 38D27238.

65	DAMPER: 3.9	1	ERR3442
	4.2	1	ERR4594
66	PULLEY, water pump	1	ERR4866
67	BOLT, water pump pulley	6	BH605131
68	RIM, balancing	1	ETC7996
69	PLATE, reinforcing	1	602587
70	PULLEY, power steering	1	ETC4330
71	NUT	6	GHF201

RANGE ROVER SERIES 2 DISCOVERY SERIES 2, DEFENDER EFI

72	DAMPER PULLEY ASSEMBLY: Range Rover Series 2	1	LHG000060
	Discovery Series 2	1	LHG000060
	Defender EFI	1	ERR7373

Piston Sets

PISTON SETS

Piston sets comprise 8 pistons complete with rings & gudgeon pins. Available as original equipment or aftermarket (P) depending upon availability. Refer to Price Guide or website.

73 PISTON SET:

3.5 litre (88.9mm bore)

low compression (8.13:1 cr)	
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

SD1 EFI (Vitesse) compression (9.75:1 cr)	
standard size	1 RB7342
oversize + 0.020"	1 RB7342-020
oversize + 0.040"	1 RB7342-040

high compression (10.5:1 cr)	
standard size	1 RB7309
oversize + 0.010"	1 RB7309-010
oversize + 0.020"	1 RB7309-020
oversize + 0.030"	1 RB7309-030

3.9 litre (94mm bore)

low compression (8.13:1 cr)	
standard size	1 RB7485KLC
oversize + 0.020"	1 RB7485-020LC
high compression (9.35:1 cr)	
standard size	1 RB7485KHC
oversize + 0.020"	1 RB7485-020HC

4.2 litre (8.94:1 cr) (94mm bore)

standard size	1 STC1191K
oversize + 0.020"	1 STC1191-020K

4.0 litre (94mm bore) - Offset gudgeon type

low compression (8.13:1 cr)	
standard size	1 ERR5555K
oversize + 0.020"	1 ERR5555-020K
high compression (9.35:1 cr)	
standard size	1 ERR5553K
oversize + 0.020"	1 ERR5553-020K

NO.	DESCRIPTION	QTY REQ.	PART No.
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Piston Sets Cont'd

4.6 litre (94mm bore) - Offset gudgeon type

low compression (8.13:1 cr)	
standard size	1 ERR5556K
oversize + 0.020"	1 ERR5556-020K
high compression (9.35:1 cr)	
standard size	1 ERR5554K
oversize + 0.020"	1 ERR5554-020K

Cylinder Liner Sets

75 CYLINDER LINER SET 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.

76 PISTON & LINER SET, 3.9 litre 1 RB2029

As RB7486, but kit also includes standard size 9.35:1 compression pistons and rings, for 3.9 conversions.

Piston Ring Sets

77 PISTON RING SET: Supplied as engine set. Original or aftermarket, depending upon availability. Refer to Price Guide or website.

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 compression ratio)	
standard size	1 RB7538
oversize + 0.020"	1 RB7538-020
4.0 & 4.6 litre (High & low compression ratio)	
standard size	1 STC1427K
oversize + 0.020"	1 STC1427-020K

Con Rods & Bearings

78 CON ROD ASSEMBLY:

3.5, 3.9 & 4.2 litre	
single, new	8 602082
single, reconditioned	8 602082R
Exchange.	
engine set of 8, new	1 602082K
4.0 litre, single, new	8 ERR4837
4.6 litre, single, new	8 LR017940

79 BOLT, con rod:

3.5, 3.9 & 4.2 litre	16 602609A
4.0 & 4.6 litre	16 ERR1772
3.5, 3.9 & 4.2 litre only.	

80 NUT, con rod 16 602061A

3.5, 3.9 & 4.2 litre only.
81 BIG END BOLT & NUT KIT 1 RB7500
Upgraded engine set of high performance ARP forged chrome moly steel bolts & nuts.
Superior to standard bolts. 3.5, 3.9 & 4.2 litre only.

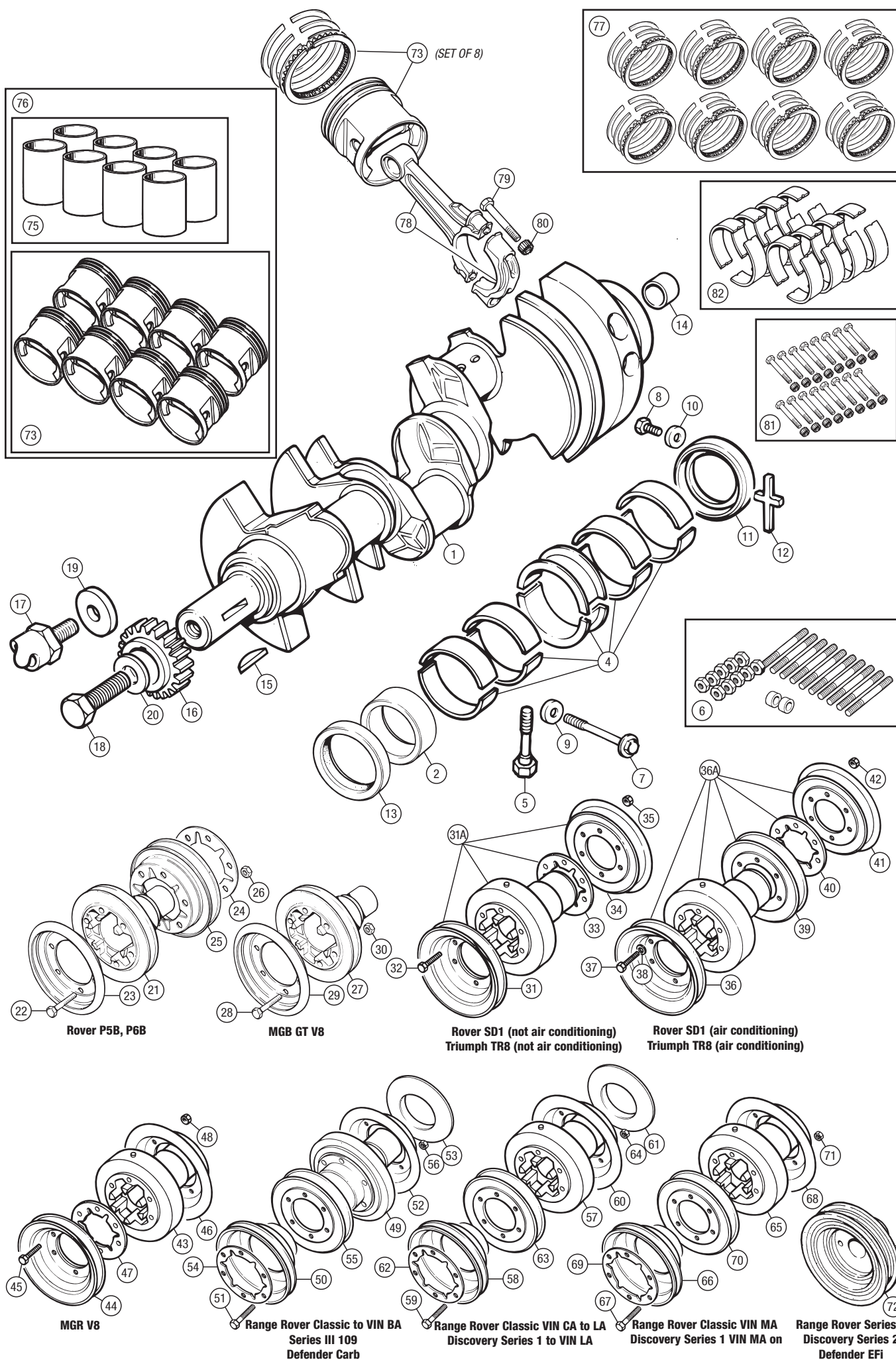
82 BIG END BEARING SET:

We offer both original equipment manufacture (OEM) and aftermarket (P) bearings. Refer to Price Guide or website.

3.5, 3.9 & 4.2 litre	
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
4.0 & 4.6 litre	
standard size	1 STC1426
oversize + 0.010"	1 STC1426-010
oversize + 0.020"	1 STC1426-020
oversize + 0.030"	1 STC1426-030



PISTON SET -
RB7485KHC



NO. DESCRIPTION QTY REQ. PART No.

Camshaft - Standard

- 1 CAMSHAFT ONLY, standard:**
 saloon/sports applications 1 **ERC2003A**
 3.5 carb & efi (except MGR V8), all compression ratios.
Note: some later Rover Vitesse, 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 in this catalogue.
- MGR V8 1 **ERR5924**
- Range Rover Classic
 3.5 carb, low comp. 1 **ERC2003A**
 Compression ratios: 8.13, 8.25, 8.5:1, '70 to '85.
 3.5 carb, low comp. 1 **ETC6850**
 Compression ratios: 8.13:1, '86 on.
 3.5 carb, high comp. 1 **ETC6849**
 Compression ratio: 9.35:1.
 3.5 EFI 1 **ETC6099**
 3.9 EFI 1 **ERR5924**
 4.2 EFI 1 **ERR4946**
- Discovery Series 1
 3.5 carb 1 **ETC6850**
 3.5 EFI 1 **ETC6099**
 3.9 EFI 1 **ERR5924**
- Series III 109 carb, 3.5 1 **ERC2003A**
- Defender carb, 3.5
 non-detoxed engines 1 **ETC6849**
Eng. nos 14G, 20G.
 detoxed engines 1 **ETC6850**
Eng. nos 15G, 21G, 24G.
- Range Rover Series 2,
 Discovery Series 2, Defender EFI
 4.0 litre 1 **ERR3720**
 4.6 litre 1 **ERR5250**

NO. DESCRIPTION QTY REQ. PART No.

Camshaft Kit - Standard

We offer 2 types of kit:**Kit 1** (with followers only)*Includes cam & 16 standard followers.***Kit 2** (including installation kit)*Includes cam, 16 standard followers, timing chain, timing cover gasket & oil seal, 2 x rocker cover gaskets, inlet manifold gasket & 2 x inlet manifold seals.***2 CAMSHAFT KIT, standard:**

Saloon/sports applications

3.5 carb & efi (except MGR V8)

All compression ratios.

Kit 1

1 **ERC2003AK1**

Kit 2

1 **ERC2003AK2**

NO. DESCRIPTION QTY REQ. PART No.

Discovery Series 1

3.5 carb

Kit 1

1 **ETC6850K1**

Kit 2

1 **ETC6850K2**

3.5 EFI

Kit 1

1 **ETC6099K1**

Kit 2

1 **ETC6099K2**

3.9 EFI

Kit 1

1 **ERR5924K1**

Kit 2

1 **ERR5924K2**

Series III 109 carb, 3.5

Kit 1

1 **ERC2003AK1**

Kit 2

1 **ERC2003AK2**

Defender carb, 3.5

non-detoxed engines

Eng. nos 14G, 20G.

Kit 1

1 **ETC6849K1**

Kit 2

1 **ETC6849K2**

detoxed engines

Eng. nos 15G, 21G, 24G.

Kit 1

1 **ETC6850K1**

Kit 2

1 **ETC6850K2**Range Rover Series 2,
Discovery Series 2, Defender EFI

4.0 litre

Kit 1

1 **ERR3720K1**

Kit 2

1 **ERR3720K2**

4.6 litre

Kit 1

1 **ERR5250K1**

Kit 2

1 **ERR5250K2****3 INSTALLATION KIT,**standard camshaft 1 **RB7488***Less cam. Includes: standard timing chain, timing cover gasket & oil seal, inlet manifold gasket, seals & clamps and 2 rocker cover gaskets. Includes mix of components to suit all engines.*

Camshaft - Performance

Kent Cams

Kent Cams are renowned for their range of performance enhancing cams, and have been manufacturing in the UK since the early '60s. No other single modification will result in a greater increase in performance, than by fitting a performance cam.

Rimmer Bros stock a range of Kent hydraulic cams and also offer a selection of cam kits for the Rover V8 engine. Depending on whether you want a straightforward bolt-in cam to improve bottom end power and torque, or are looking for a competition spec set-up which involves modified heads, enhancing the bottom end, fuel and exhaust systems (and perhaps an upgraded distributor), we can help! Essentially, there are 2 different types of cam for the V8. Non GEMS (to 1995), and GEMS type (1995 on, ie 4.0 & 4.6 litre Range Rover 2, 4.0 Discovery 2 & Defender 4.0 EFI).

GEMS refers to the electronic engine management system, where there is a sensor pick-up on the rear of the block. GEMS engines are distributor-less and have a crank driven (as opposed to distributor driven) oil pump. This then dictates the type of cam installed.

We offer 4 different types of cam / cam kits, ranging from the Sports Torque to Competition.

Our cam kits include the minimum of parts required to install the cam chosen.

Our Kent cam installation kit should also be purchased separately (see item 5, RB7488KENT), along with a head gasket set (since valve springs will need to be changed)-see page 27.

There are also a few other options to consider depending on your requirements, such as uprated timing chain set, or uprated head studs, main and big end stud & bolt kits.

Finally, you may also wish to consider a K+N Filter or even a 4 barrel carb / re-chipped engine management, or performance enhancing extractor manifolds. (Please see relevant sections).

If you have any specialised requirements such as high-end competition/racing (solid lifter) cams or cam kits, please enquire.



Kent Sports Torque H180

Designed using the latest in cam design technology, low overlap and minimal duration to help create a package that is unbeatable when installed in a standard production road car or 4x4. Straight swap for standard cam. Improves low-rev and mid range torque with up to 22 BHP increase in power (1000-4500rpm power band), and retains smooth idle characteristics and fuel economy.

Also suitable for automatics. No modifications are necessary to ensure straightforward installation. Uprated cam followers and uprated single valve springs are required. A K+N air filter is a worthy and easy upgrade to also enhance performance with this cam.

Valve lift: inlet 11.20mm, exhaust 11.20mm

Timing: inlet 23/59, exhaust 59/23

- 1** Cam H180 only;
 Non GEMS (to '95) 1 **RB7444**
 GEMS type ('95 on) 1 **RB7444GEMS**
- 4** Cam H180 kit;
Inc H180 cam, cam lube, uprated followers & uprated single type valve springs.
 Non GEMS (to '95) 1 **RB7441**
 GEMS type ('95 on) 1 **RB7441GEMS**

Kent Fast Road H218

Fast road cams are designed specifically for the spirited driver. Utilising maximum valve acceleration technology, this cam will benefit more with other modifications, such as performance exhaust, K+N air filter and/or fuel system / engine management chip.

Improves power by up to 26 BHP (1500-5000rpm power band), with further gains available depending on mods. Boosts top end power whilst retaining low end torque and fuel economy.

The benefit with this cam, is that it uses uprated single valve springs, and does not require machining of valve spring platforms.

Uprated cam followers and uprated single valve springs are required.

Valve lift: inlet 11.38mm, exhaust 11.78mm

Timing: inlet 27/71, exhaust 74/30

- 1** Cam H218 only
 Non GEMS (to '95) 1 **RB7718**
 GEMS type ('95 on) 1 **RB7718GEMS**
- 4** Cam H218 kit
Inc H218 cam, cam lube, uprated followers & uprated single type valve springs.
 Non GEMS (to '95) 1 **RB7719**
 GEMS type ('95 on) 1 **RB7719GEMS**

Kent Fast Road H214

Fast road cams are designed specifically for the spirited driver. Utilising maximum valve acceleration technology, this cam will benefit more with other modifications, such as performance exhaust, K+N air filter and/or fuel system / engine management chip. Improves power by up to 30 BHP (1500-5000rpm power band), with further gains available depending on mods. This kit requires machining of the valve spring platforms to enable fitting of the double springs, and also the top of the valve guides depending upon application. Uprated cam followers and uprated double valve springs and retaining caps are required. Also consider fitting an uprated timing chain kit (RB7449), uprated main and big end studs/bolts (RB7456/RB7500) and uprated head stud kit (RB7680).

Valve lift: inlet 11.90mm, exhaust 12.44mm

Timing: inlet 31/73, exhaust 78/40

- 1** Cam H214 only
 Non GEMS (to '95) 1 **RB7445**
 GEMS type ('95 on) 1 **RB7445GEMS**
- 4** Cam H214 kit
Inc H214 Cam, cam lube, uprated followers, uprated double type valve springs & special spring retainers.
 Non GEMS (to '95) 1 **RB7442**
 GEMS type ('95 on) 1 **RB7442GEMS**

Kent Competition H224

Specifically designed for motor sport/competition use, and not generally recommended for road use. This hydraulic cam delivers a power increase dependent upon modifications to heads, fuelling and exhaust (2000-5500rpm power band).

This kit requires machining of the valve spring platforms to enable fitting of the double springs, and also the top of the valve guides depending upon application. Uprated cam followers and uprated double valve springs and retaining caps are required. An uprated timing chain kit (RB7449) should also be fitted.

Also consider fitting uprated main and big end studs/bolts (RB7456/RB7500) and uprated head stud kit (RB7680).

Valve lift: inlet 12.49mm, exhaust 13.08mm

Timing: inlet 41/83, exhaust 86/44

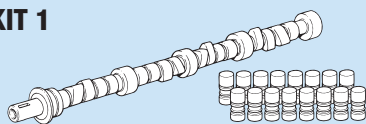
- 1** Cam H224 only
 Non GEMS (to '95) 1 **RB7446**
 GEMS type ('95 on) 1 **RB7446GEMS**
- 4** Cam H224 kit
Inc H224 Cam, cam lube, uprated followers, uprated double type valve springs & special spring retainers.
 Non GEMS (to '95) 1 **RB7443**
 GEMS type ('95 on) 1 **RB7443GEMS**

5 INSTALLATION KIT,
 Kent camshaft 1 **RB7488KENT**

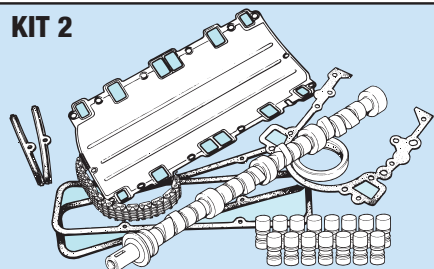
As it is necessary to purchase a head gasket set when installing a Kent cam, this kit includes the additional parts required ie. standard timing chain, timing cover gasket & oil seal. Includes mix of components to suit all engines.

2

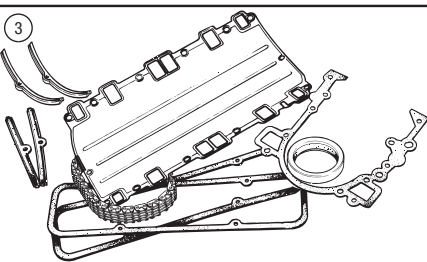
KIT 1



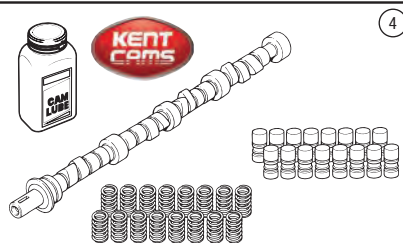
KIT 2



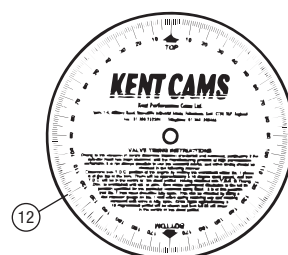
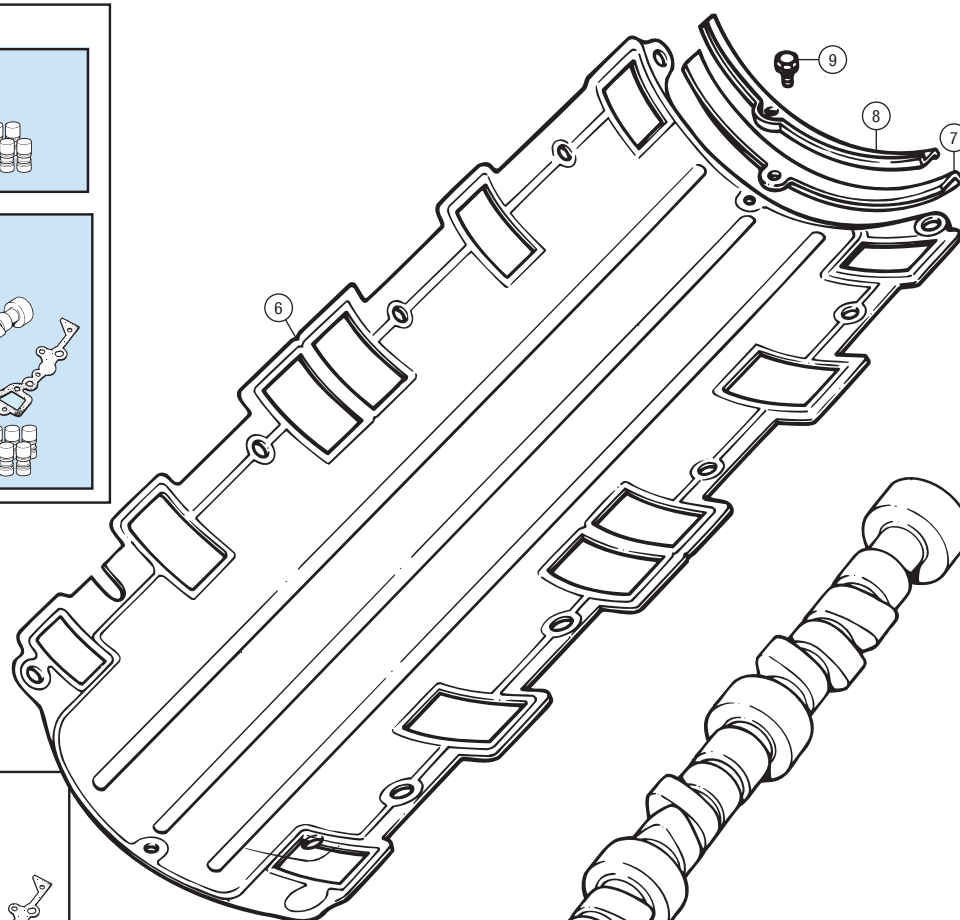
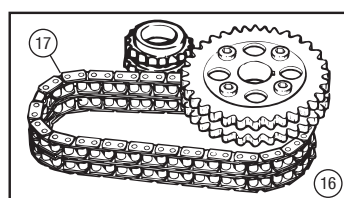
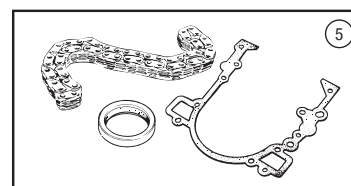
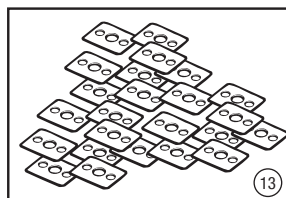
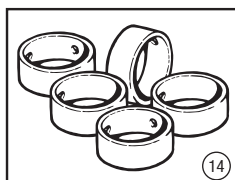
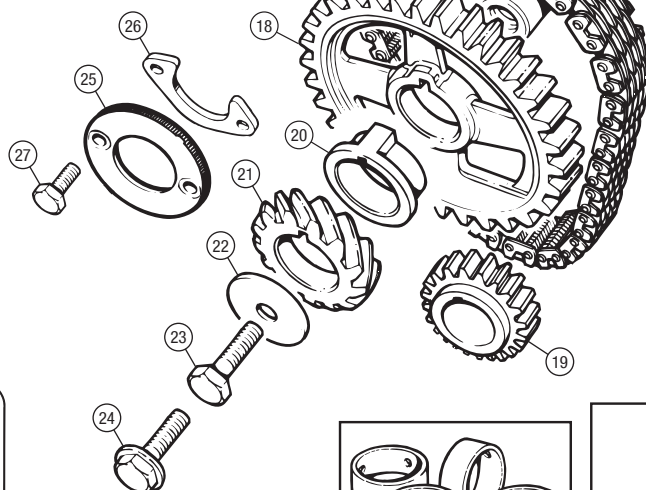
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4



11



NO.	DESCRIPTION	QTY REQ.	PART No.
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Camshaft Components

- | | | | |
|---|---|----|------------------|
| 6 | GASKET, inlet manifold, all engines: | | |
| | tin | 1 | ERC3990 |
| | composite | 1 | LKJ500020 |
| Note: The improved composite inlet manifold gasket was first introduced on engines from 1992 approx. onwards, but is often used as a sensible upgrade on earlier engines originally fitted with the tin item. The composite gasket type end seals ERR7283 may in fact be used with either a tin or composite manifold gasket, but whichever the case they must be used with their matching ERR7282 clamps (the different types of end seals and clamps should not be mixed and matched). | | | |
| 7 | END SEAL, manifold gasket: | | |
| | for tin gasket | 2 | AJM645 |
| | for composite gasket | 2 | ERR7283 |
| | See note on end seals and clamps above. | | |
| 8 | CLAMP, end seal: | | |
| | for tin gasket end seal | 2 | 602076A |
| | for composite gasket end seal | 2 | ERR7282 |
| | See note on end seals and clamps above. | | |
| 9 | SCREW, end seal clamp | 2 | 602236 |
| 10 | CAM FOLLOWER, hydraulic: | | |
| | standard, each | | |
| | OE (Land Rover) | 16 | ERC4949 |
| | OEM* | 16 | ERC4949P |
| | standard, set of 16 | | |
| | OE (Land Rover) | 1 | ERC4949K |
| | OEM* | 1 | ERC4949PK |
| | *OEM = original equipment manufacture. | | |
| | uprated, set of 16, | | |
| | high rev, Rhoads, | 1 | ERC4949RD |
| | High rev applications.
Bleed down below 3500rpm, reducing overlap and lift. Use with modified cam.
Pe-load must be checked. | | |
| 11 | CAM LUBE, 250ml | 1 | RX1358 |
| | Essential when installing a new cam & followers. | | |
| 12 | TIMING DISC (Protractor) | 1 | RX1359 |
| | Non-gems only. | | |
| 13 | PEDESTAL SHIM SET | 1 | 603734SH |
| | Includes three sets of shims of different thicknesses.
Use to set "lifter preload" (see Info panel in Cylinder Heads section) when fitting non-standard components eg cams with higher lift than standard. | | |
| 14 | CAM BEARING SET: | | |
| | 3.5, 3.9 & 4.2 to '94 | 1 | RTC5918A |
| | 3.9 '95 on & 4.2 '95 only | 1 | STC1961 |
| | Long nose crank Range Rover Classic and Discovery Series 1 engines from engine nos 35D08928B, 36D25155B, 37D02090B, 38D27238B & 40D09582B on. | | |
| | all 4.0 & 4.6 | 1 | STC1961 |

NO.	DESCRIPTION	QTY REQ.	PART No.
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CAM BEARING SET - RTC5918A



CAM KIT - ERC2003AK1



CAM KIT - ERR5250K2



KENT CAM KIT H180 - NON GEMS TYPE - RB7441

NO.	DESCRIPTION	QTY REQ.	PART No.
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CAM FOLLOWER KIT (STANDARD - OEM) - ERC4949AK



CAM FOLLOWER KIT (UPRATED - RHoads) - ERC4949RD



KENT CAM KIT H224 - GEMS TYPE - RB7443GEMS

Timing Chain

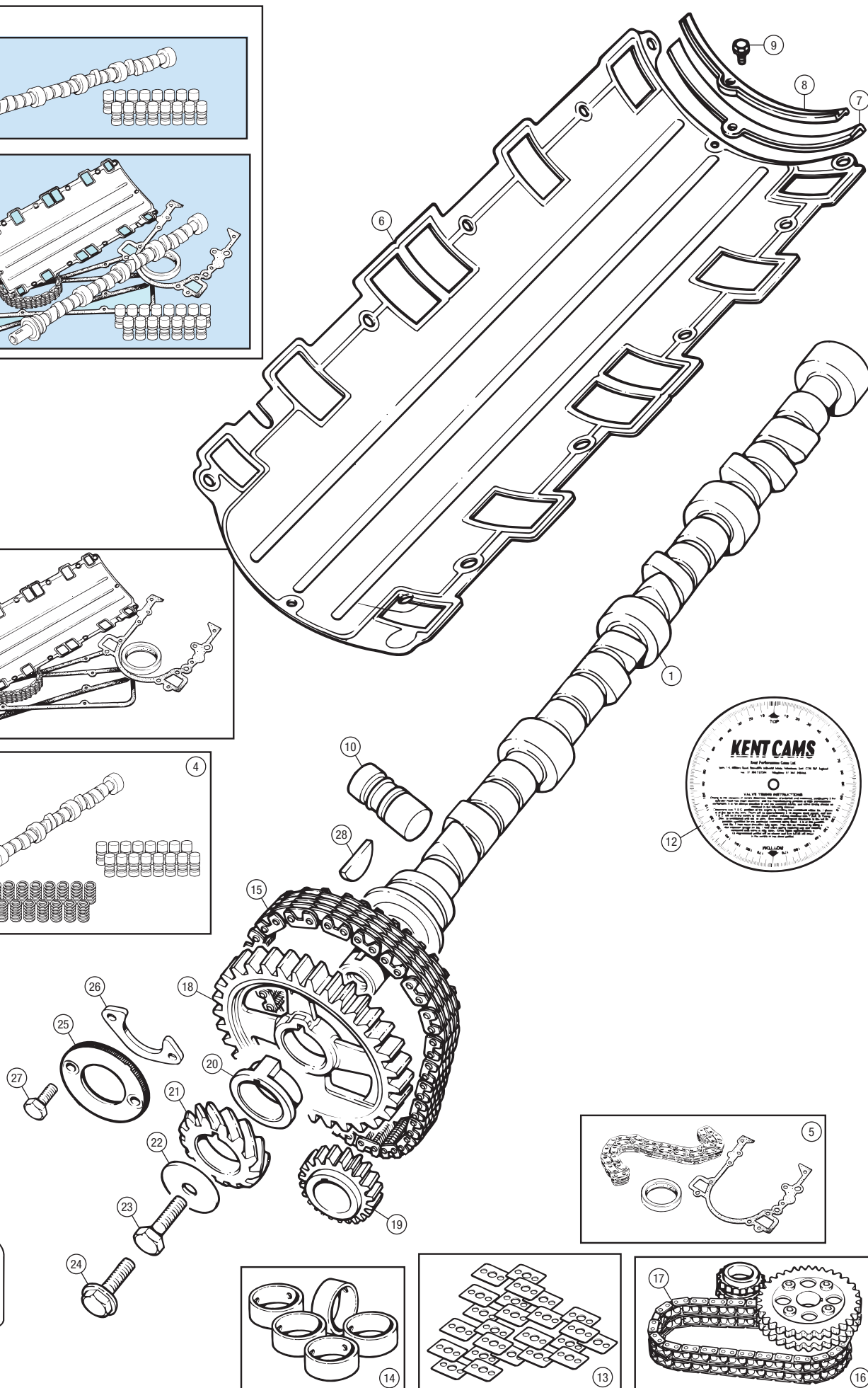
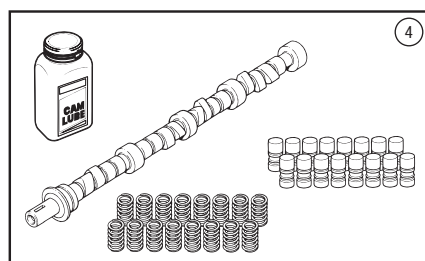
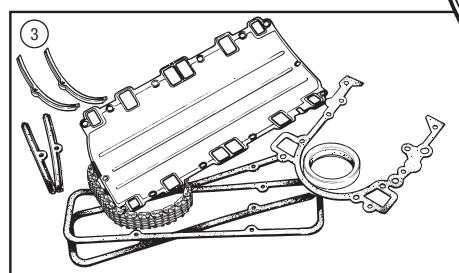
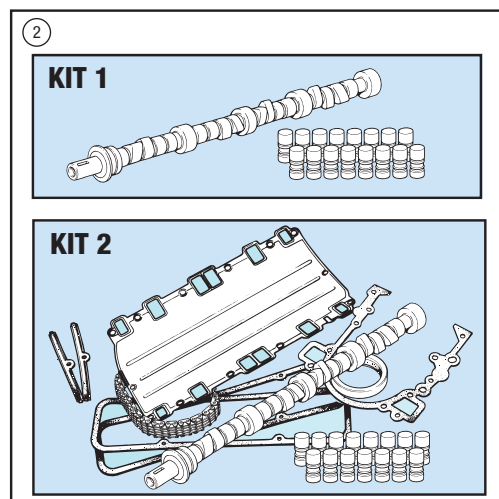
All parts listed are suitable for saloon, sports and 4x4 applications unless otherwise stated.

- | | | | |
|-----------|--|---|------------------|
| 15 | TIMING CHAIN, standard | 1 | ERC7929 |
| 16 | UPRATED TIMING CHAIN KIT | 1 | RB7449 |
| | Non-gems applications.
This adjustable kit includes vernier camshaft sprocket, crank sprocket and double roller chain; also includes timing protractor and Allen key.
The fully adjustable cam sprocket allows extremely accurate cam timing whilst eliminating stretch common in original parts. Instructions included. | | |
| 17 | TIMING CHAIN, uprated | 1 | RB7450 |
| | Replacement double roller type chain, for use only with uprated timing chain kit RB7449. | | |
| 18 | SPROCKET, camshaft, for std timing chain only: | | |
| | all 3.5, 3.9 & 4.2 litre engines | | |
| | standard (nylon teeth) | 1 | 610289A |
| | vernier type (steel teeth) | 1 | 610289V |
| | 4.0 & 4.6 litre engines | | |
| | up to '98 | 1 | ERR5086 |
| | Range Rover Series 2 to VIN WA, Defender EFI. | | |
| | '99 on | 1 | ERR7375 |
| | Range Rover Series 2 from VIN XA, Discovery Series 2. | | |
| 19 | SPROCKET, crankshaft | 1 | 90602372A |
| 20 | SPACER, camshaft: | | |
| | 3.5 with mech. fuel pump | 1 | 602149 |
| | all other 3.5/3.9/4.2 engines | 1 | ERC2839A |

- | | | | |
|-----------|---|-----|------------------|
| 21 | DISTRIBUTOR DRIVE GEAR, camshaft: | | |
| | pre-'76 (pre-SD1) 3.5 | 1 | 602159A |
| | post-'76 3.5, 3.9 & 4.2 | (1) | 614188A |
| 22 | WASHER, camshaft bolt | (1) | ERC6552A |
| | 3.5 litre, 3.9 & 4.2 litre engines only. | | |
| 23 | BOLT, camshaft, 3.5, 3.9 & 4.2 litre: | | |
| | Imperial, 7/16 UNF x 1 1/8" | 1 | 602227A |
| | All 3.5 litre, 3.9 & 4.2 litre engines except Range Rover Classic 3.5 EFI. | | |
| | Metric, M12 x 30mm | 1 | ERC5749 |
| | Range Rover Classic 3.5 EFI only. | | |
| 24 | BOLT, camshaft, 4.0 & 4.6 litre: | | |
| | Metric, M10 x 30mm | 1 | FS110306 |
| | Flanged bolt. All 4.0 & 4.6 litre engines. | | |
| 25 | THRUST PLATE, camshaft | 1 | ERR5926 |
| | 3.9 litre '95 on, 4.2 litre '95 only (long nose crank engines).
Includes Range Rover Classic and Discovery Series 1 engines from engine nos 35D08928B, 36D25155B, 37D02090B, 38D27238B & 40D09582B on. | | |
| 26 | THRUST PLATE, camshaft | 1 | ERR2609 |
| | All 4.0 & 4.6 litre engines. | | |
| 27 | SCREW, thrust plate | 2 | SH505061 |
| | 3.9 litre '95 on, 4.2 litre '95 only (long nose crank engines), plus all 4.0 & 4.6 litre engines. | | |
| 28 | WOODRUFF KEY, camshaft: | | |
| | pre-'76 (pre-SD1) engines | 1 | 90602025A |
| | post-'76 engines | 1 | ERC2838A |

UPRATED TIMING CHAIN KIT - RB7449
NON-GEMS APPLICATIONS ONLY
ORDER

 BY PHONE: 01522 568000 / ON LINE: www.rimmerbros.co.uk / E-MAIL: sales@rimmerbros.co.uk



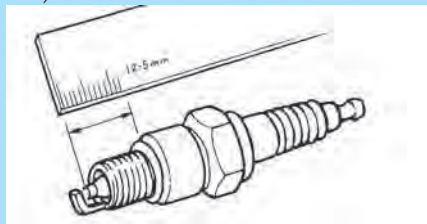
NOTES - CYLINDER HEAD IDENTIFICATION

See also: 'Compression Ratios - Cylinder Heads & Short Engines' below.

There are various types of cylinder heads fitted to the Rover V8, with only subtle differences between them. Care must be taken in selecting the correct rebuild kit or components to ensure compatibility with your engine.

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. If it measures 19mm, the cylinder head is post-1976 (SD1 or later).

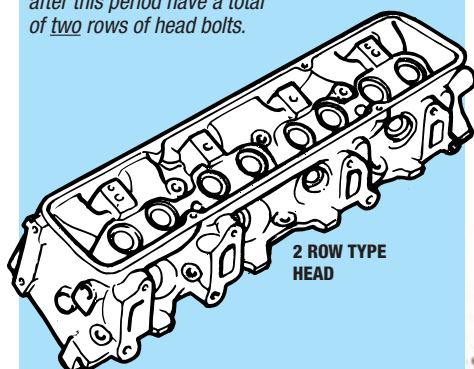


Later Cylinder Heads

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.

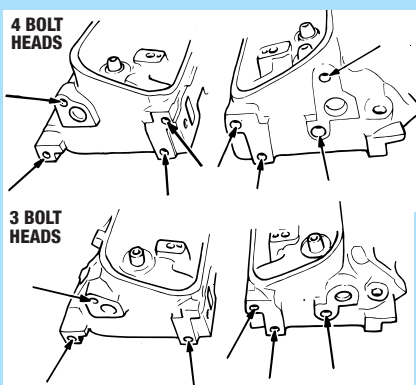
3.9, 4.2, 4.0 & 4.6 litre engines after this period have a total of two rows of head bolts.



2 ROW TYPE HEAD

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)
- 3/4 bolt (3 bolt holes in one head, 4 in the other)
- 4/4 bolt (4 bolt holes in each head)



4 BOLT HEADS

3 BOLT HEADS

Standard Cylinder Head Rebuild Kits

*PLEASE REFER TO NOTES - CYLINDER HEAD IDENTIFICATION. See also 'Performance Cylinder Head Rebuild Kits'.

Standard cylinder head rebuild kits contain everything you need to recondition a pair of cylinder heads. We assume you will have any required machining done. Valves in all kits are lead free compatible.

Each kit contains: inlet valves, exhaust valves, valve springs, valve guides and valve stem oil seals for two cylinder heads.

Additionally, why not add rocker shafts and/or rocker arms when you order your rebuild kit? See next page.

Standard 3.5 Cylinder Head Rebuild Kits

for pre-'76 cylinder heads **RB8180RBK**

38/33mm valves with double springs & plain top guides.
Range Rover Classic, MGB GT V8, Morgan etc.

for post-'76 carb/EFI cyl. heads **RB8181RBK**

40/34mm valves with single springs & plain top guides.
SD1 carb, TR7 V8 carb conversion, Range Rover Classic carb, Series III 109, Defender carb to LA921745, Discovery S1 to JA040523.

for post-'76 carb/EFI cyl. heads **RB8182RBK**

40/34mm valves with single springs & plain top guides.
Defender carb from LA921746, Discovery S1 from JA040524.

for EFI cylinder heads **RB8183RBK**

40/34mm valves with single springs & plain top guides.
Range Rover Classic EFI.

for EFI cylinder heads **RB8184RBK**

40/34mm valves with single springs & plain top guides.
SD1 EFI (Vitesse), TR7 V8 EFI conversion.

Standard 3.9/4.2/4.0/4.6 Cylinder Head Rebuild Kits

for pre-'94 EFi cylinder heads **RB8185RBK**

40/34mm valves with single springs & plain top guides.
Range Rover Classic & Discovery S1 with 3 rows of head bolts.

for post-'94 EFi cylinder heads **RB8186RBK**

40/34mm valves with single springs & stepped top guides.
Range Rover Classic & Discovery S1 with two rows of head bolts, Range Rover S2, Discovery S2, Defender EFI, MGR V8.



CYLINDER HEAD REBUILD KIT - RB8186RBK

Performance Cylinder Head Rebuild Kits

*PLEASE REFER TO NOTES - CYLINDER HEAD IDENTIFICATION. See also 'Standard Cylinder Head Rebuild Kits'.

We offer two performance cylinder head rebuild kits, both based around later (i.e. post-'76) type heads, with which you can modify.

Stage 1 Cylinder Head Rebuild Kit RB8190RBK
Kit includes standard size 40/34mm valves, standard single valve springs, bulletted valve guides and valve stem oil seals for two cylinder heads. Suitable for standard or mildly tuned 3.5 to 4.6 litre engines.

Stage 3 Cylinder Head Rebuild Kit RB8191RBK
Kit includes big valves (41.4mm inlet, 35.5mm exhaust), uprated single valve springs, bullet valve guides and valve stem oil seals for two cylinder heads. With the right camshaft and fuel system will offer a substantial power and torque increase - suitable for performance engines 3.5 to 4.6 litre.

Head Gaskets

1 Head gasket set:

- | | | |
|-----------------------------------|---|-------------------|
| 3.5 litre (88.9mm bore) | | |
| tin head gaskets | | |
| to 1976 (pre SD1) | 1 | GEG165 |
| 1976 on | 1 | GUG1066HS |
| composite head gaskets* | 1 | GUG1066HSC |
| 3.9/4.2 litre (94mm bore) | | |
| 3 rows of cylinder head bolts. | | |
| tin head gaskets | 1 | RB7447 |
| composite head gaskets* | 1 | RB7447C |
| 3.9/4.2/4.0/4.6 litre (94mm bore) | 1 | RA1233 |
| 2 rows of cylinder head bolts. | | |
| Composite head gaskets. | | |

2 Head gasket only:

- | | | |
|-------------------------------------|---|------------------|
| 3.5 litre (88.9mm bore) | | |
| tin gasket | 2 | GEG340 |
| composite gasket* | 2 | GEG340C |
| 3.9/4.2 litre (94mm bore) | | |
| 3 rows of cylinder head bolts. | | |
| tin gasket | 2 | RB7448 |
| composite gasket* | 2 | RB7448C |
| 3.9/4.2/4.0 & 4.6 litre (94mm bore) | | |
| 2 rows of cylinder head bolts. | | |
| tin gasket | 2 | ETC7819 |
| composite gasket* | 2 | LVB500030 |

*Composite head gaskets are thicker than tin gaskets. When fitted to 3.5, 3.9 and 4.2 engines with 3 rows of cylinder head bolts (and 34-36cc combustion chamber heads), composite head gaskets will lower the engine's compression ratio. This means they are ideal for correcting compression ratio when head/block faces have been skimmed on these engines.

Later 3.9, 4.2, 4.0 and 4.6 engines with 2 rows of cylinder head bolts have smaller combustion chambers (28cc) and composite head gaskets as standard. Using tin head gaskets on these engines will result in a higher than standard compression ratio - ok if that's what is intended, but undesirable otherwise.

Approximate gasket thicknesses are as follows:

Standard (tin) gaskets	0.5mm
Composite gaskets	1.2mm

Typical effect on compression ratio:

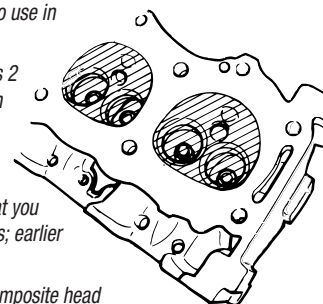
Standard (tin) gaskets	3cc
Composite gaskets	10cc

COMPRESSION RATIOS - CYLINDER HEADS & SHORT ENGINES

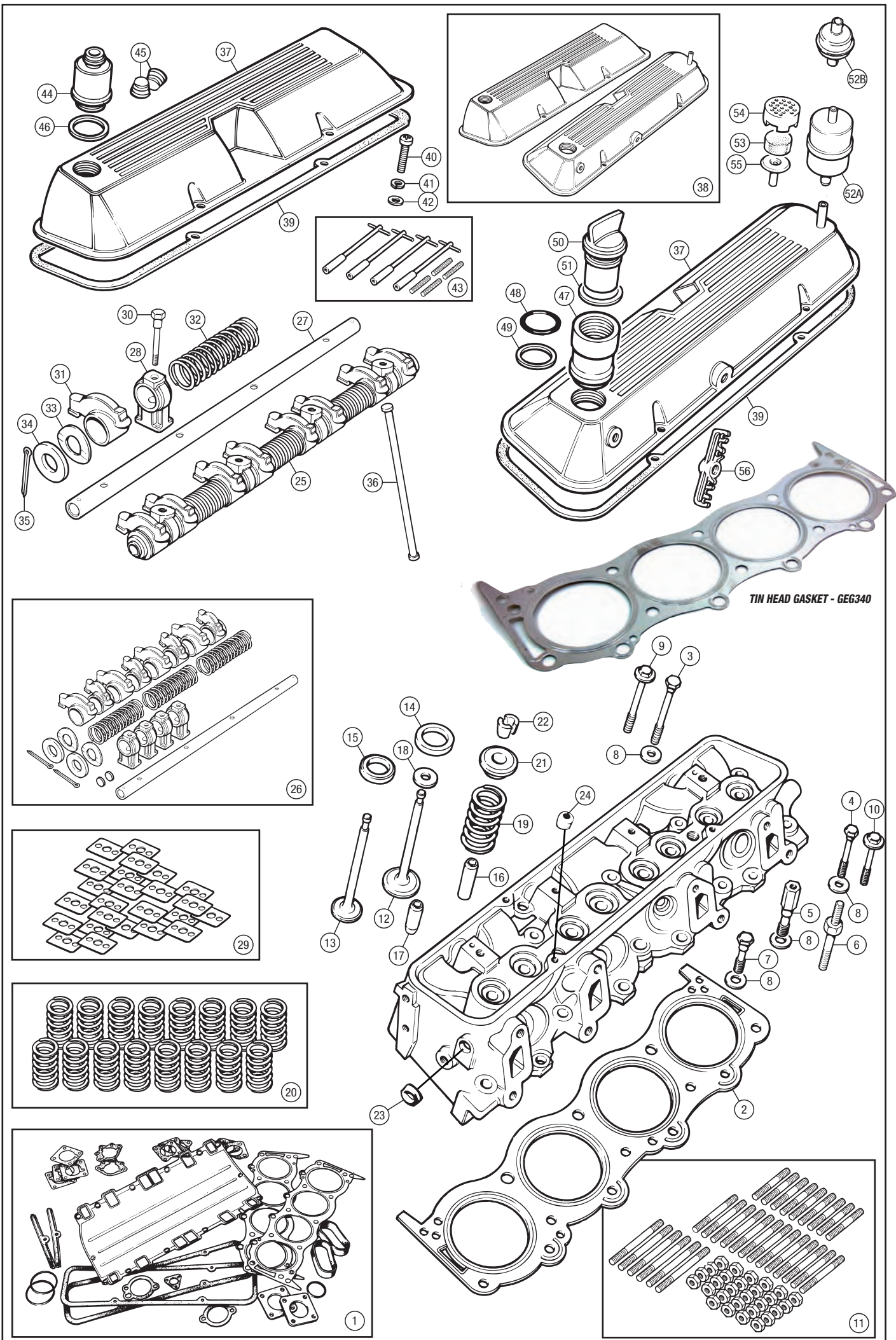
Several Rover V8 cylinder head designs were manufactured during the engine's production life, with different combustion chamber sizes, giving a variety of compression ratios when fitted to a short engine. Therefore, you will need to know the combustion chamber size of the cylinder heads that you intend 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 Range Rover Series 2 (1995 model year) have approximately 34-36cc combustion chambers. From the introduction of Range Rover Series 2, through Defender EFI and Discovery Series 2 (i.e. 4.0 and 4.6 litre engines), they have approximately 28cc combustion chambers, as have 1995 onwards 3.9 and 4.2 litre engines in Range Rover Classic and Discovery Series 1. If in doubt as to what you have, 1995 onwards cylinder heads have only two rows of cylinder head bolts; earlier engines have three rows.

Following all this, the compression ratio also depends upon whether tin or composite head gaskets are fitted - please refer to note under Head Gaskets.



COMBUSTION CHAMBERS



NO.	DESCRIPTION	QTY REQ.	PART No.
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Cylinder Head Fixings

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

ALL ENGINES UP TO 1994 (with 3 rows of head bolts)

3	BOLT, centre, long (3 7/8")	6	602193
4	BOLT, outer, medium (2 11/16")	14	602192A
Order 13 if your engine has a dipstick retainer clamp on the head bolt adjacent to the dipstick.			
5	BOLT, outer, tapped (2 11/16")	1	602450
For dipstick retainer, if fitted. If not available, 602191A short bolt may be used instead but the facility to secure the dipstick retainer will be lost.			
6	BOLT, outer, double-ended	1	602200
Fitted to some Range Rovers.			
7	BOLT, outer, short (2 1/4")	8	602191A
8	WASHER, head bolts:		
	standard	28	602098A
	uprated	28	602098UR

ALL ENGINES FROM 1994 ON (with 2 rows of head bolts)

Note: These bolts can be identified by their flanged head. They do not need a separate washer and can be used on earlier engines. They are not re-useable however and must be replaced with new bolts once removed.

9	BOLT, centre, long (96mm)	6	ERR2944
10	BOLT, outer, medium (66mm)	14	ERR2943A
The outer row of short bolts, or "outrigger" bolts, has not been used since the introduction of the Series 2 Range Rover.			

11 UPGRATED HEAD STUD KIT, cylinder head:

Engine set of ARP cylinder head studs, washers and nuts to replace original bolts. Studs improve cylinder head sealing & prevent damage to block threads.

20 stud kit	1	RB7680-20
28 stud kit	1	RB7680-28



Valves, Guides & Springs

All parts listed are suitable for saloon, sports & 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: 40mm inlet and 34mm exhaust. However, early engines (pre 1976) were fitted with smaller diameter valves - 38mm inlet and 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.

Vitesse 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 on later heads only, without extensive machining, are our Big Valves (41.4mm inlet and 35.5mm exhaust, with waisted stems). These valves are particularly suited to large capacity engines, but note that some machining is still required to the guides and seats to fit them.

Finally, the latest factory valves, as fitted to 3.9 and 4.2 engines since 1993, as well as the Series 2 Range Rover (4.0 and 4.6 engines), feature the same head diameter as SD1-type valves.

Note: all parts supplied are suitable for unleaded applications.

12 INLET VALVE:

Carburettor engines

early engines (up to '76)	8	602166A
Head diameter: 38mm.		
late engines ('76 on)	8	614088
Head diameter: 40mm. Range Rover Classic, SD1, Discovery S1 to JA040523, Defender to LA921745		
late engines ('76 on)	8	ERC9088A
Head diameter: 40mm. Discovery S1 from JA040524, Defender from LA921746		
Efi engines (all)	8	ERC9088A
Head diameter: 40mm.		
Big Valve	8	RB7460
Head diameter: 41.4mm. With waisted stem. Machining required to valve guide and seat.		

NO.	DESCRIPTION	QTY REQ.	PART No.
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13 EXHAUST VALVE:

Carburettor engines

early engines (up to '76)	8	602165
Head diameter: 33mm.		
late engines ('76 on)	8	614089
Head diameter: 34mm. Range Rover Classic, SD1, Discovery S1 to JA040523, Defender to LA921745		
late engines ('76 on)	8	ERR2551
Head diameter: 34mm. Discovery S1 from JA040524, Defender from LA921746		
Efi engines (head diameter: 34mm)		
SD1 (Vitesse) 3.5	8	ERC9089
all other 3.5	8	614089
all 3.9/4.2/4.0/4.6	8	LGH000040
Big Valve	8	RB7461
Head diameter: 35.5mm. With waisted stem. Machining required to valve guide and seat.		



14 VALVE SEAT INSERT, inlet:

early engines (up to '76)		
standard size	8	602052
oversize + 0.010"	8	602223
later engines ('76 on)		
standard size	8	ERC224A
oversize + 0.010"	8	ERC225A

15 VALVE SEAT INSERT, exhaust:

early engines (up to '76)		
standard size only	8	614639
later engines ('76 on)		
standard	8	ERC210P
oversize + 0.010"	8	ERC211A
3.9/4.2/4.0/4.6 engines		
standard	8	ETC8596A
oversize + 0.010"	8	ERC211A

16 VALVE GUIDE, standard:

For use with standard cam.

3.5, early 3.9 & 4.2	16	603554
Up to '94. Plain-topped; oil seals on inlet only.		
Late 3.9, 4.2, 4.0 & 4.6	16	LGJ000030
'94 on. Stepped top, for use with neoprene seals (ERR1782) and 40/34mm valves.		

17 VALVE GUIDE, performance:

Shortened & bulletted, for use with performance cam.

Suitable for all valves.

car set (inlet/exhaust)	1	RB7453
individual		
inlet	8	RB7463
exhaust	8	RB7464

18 VALVE STEM OIL SEAL:

3.5, 3.9, 4.2, up to '94	8	ERC7865
"Tap washer" type, slips over valve stem. For inlet valves only.		
3.9, 4.2, 4.0, 4.6, '94 on	16	ERR1782
Neoprene type - not suitable for earlier engines (pre '94): requires stepped valve guide (LGJ000030). For inlet and exhaust valves.		

19 VALVE SPRING, standard, sold each:

double - 3.5 engines up to '76		
inner	16	602241
outer	16	602240A
single - all engines '76 on	16	UKC8137

20 VALVE SPRING, uprated, engine set:

single spring set	1	RB7454
Suitable for all engines with mild road camshaft. Uses standard retaining caps (ERC573A).		

double spring set (see below)	1	RB7455
Suitable for all engines with fast road camshaft. Special retaining caps required (ERC573S). Note: machining may be required to spring platform when fitting double valve springs to engines previously fitted with singles.		

21 RETAINING CAP, valve springs:

std. double springs	16	90602451
Fitted to engines up to '76.		
single valve springs	16	ERC573A
Std. springs '76 on, or uprated single springs.		
uprated double springs	16	ERC573S

22 SPLIT COTTER, all models

Sold each.	32	ERC1637A
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23 CORE PLUG

	4	602289A
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24 THREADED PLUG

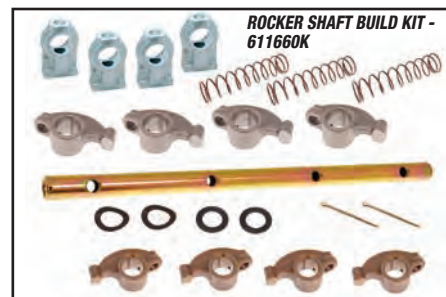
	4	602123A
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NO.	DESCRIPTION	QTY REQ.	PART No.
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Rocker Gear

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

25	ROCKER SHAFT ASSEMBLY	2	611660
Assembled, ready to fit. 2 required per car.			
26	ROCKER SHAFT BUILD KIT	2	611660K
Includes rocker shaft, 8 rocker arms, 4 pedestals, springs, washers & split pins. Per shaft. 2 required per car.			



27 ROCKER SHAFT ONLY

28	PEDESTAL, rocker shaft	8	603734A
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29 PEDESTAL SHIM KIT

Includes three sets of shims of different thicknesses. Use to set "lifter preload" (see panel below) when fitting a new cam with higher lift than standard.
See also adjustable push rods, below.

30 BOLT, pedestal

31	ROCKER ARM:	8	602097
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original spec (alloy)

right hand

original equipment

aftermarket

left hand

original equipment

aftermarket

alternative spec (steel)

right hand

left hand

32 SPACER SPRING, rocker arms

33	END SPRING, rocker shaft	6	602142A
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Wavy washer.

34 END WASHER, rocker shaft

35	SPLIT PIN, rocker shaft	4	602186
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36 PUSH ROD:

standard (sold each)

heavy duty (sold each)

Larger diameter shaft. Cylinder head

guide holes may need enlarging accordingly.

adjustable (engine set)

Set of pushrods, adjustable for length at the rocker end, allowing the lifter preload to be precisely set without shims. (5/16" tube).



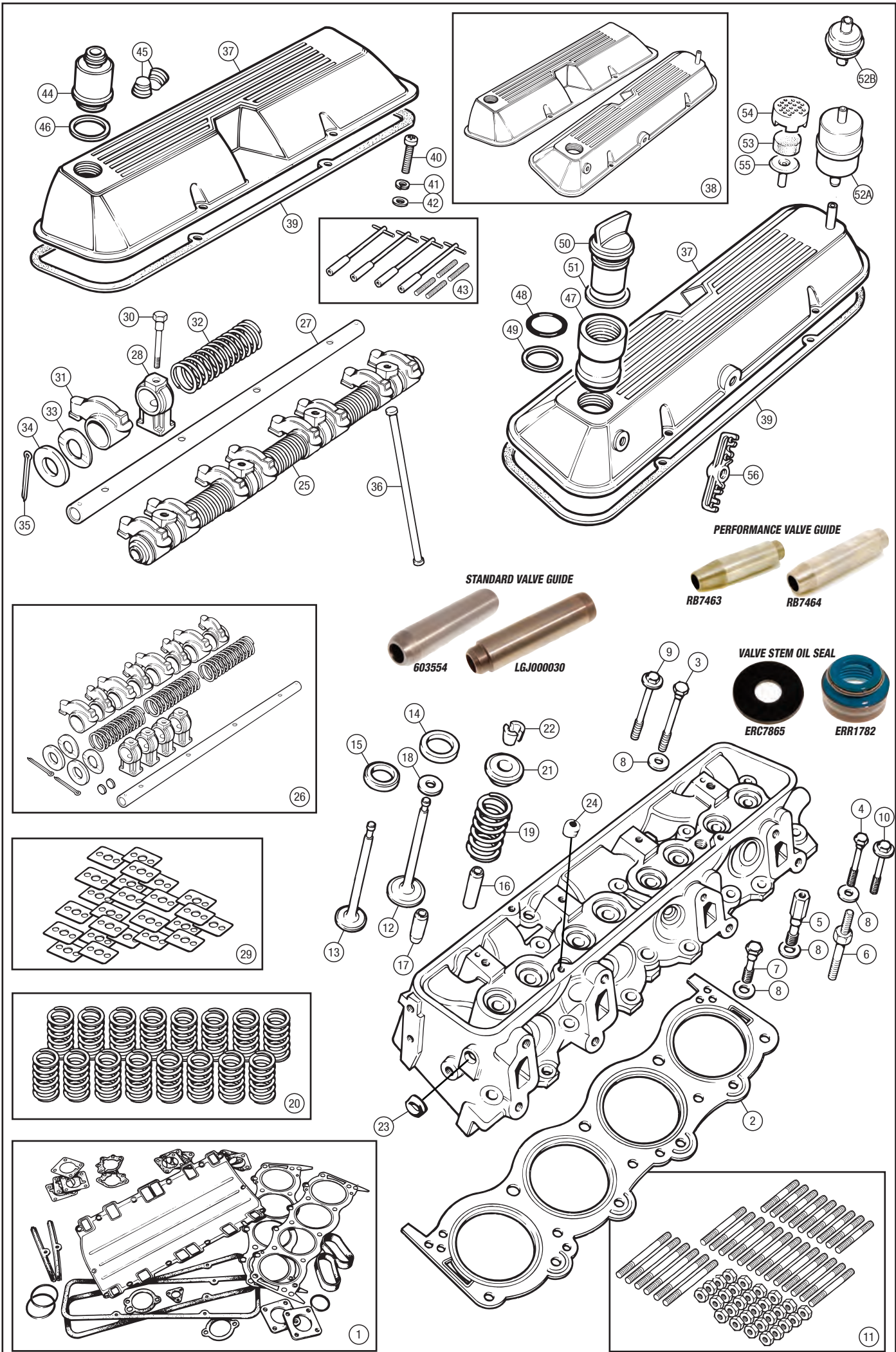
WHAT IS LIFTER PRELOAD?

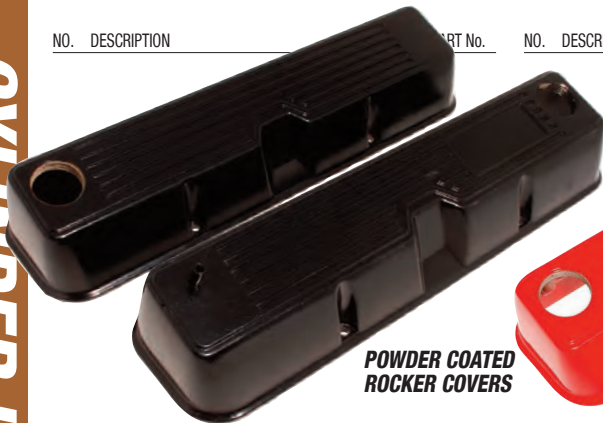
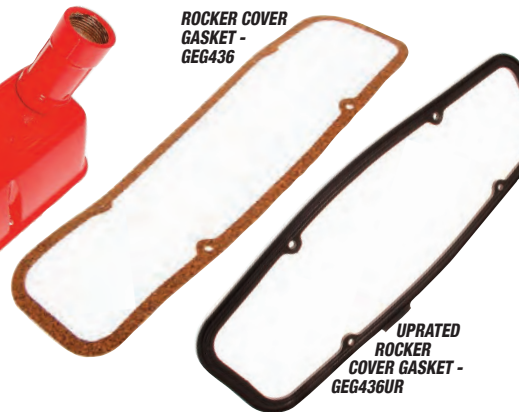
"Lifter preload" refers to the position of the pushrod seat in the lifter (cam follower) when the engine has been assembled and the lifter is positioned on the heel of the cam. Lifter preload must be checked whenever a non-standard component which alters the distance between the rocker arm and the lifter - 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 rocker shafts, rocker arms & pushrods.

Checking each lifter in turn, positioned on the heel of the cam, measure the gap between the pushrod seat and the bottom of the circlip groove. There must be a clearance of .020" minimum and .060" maximum at this position.

If the clearance is greater than .060", use pedestal shims (603734SH) to decrease. Remember to use equal thickness shims under each pedestal of a shaft to avoid distortion or breakage.



POWDER COATED
ROCKER COVERSROCKER COVER
GASKET -
GEG436UPGRADED
ROCKER
COVER GASKET -
GEG436UR

Rocker Covers

37 ROCKER COVER, single:

SD1/TR8

grey painted

rh

1

ERC262

lh

1

ERC263

unpainted

rh

1

ERC2990

lh

1

ERC3932

MGB GT V8 - curved top

rh

1

BHH1208

lh

1

BHH1209

MGB GT V8 - 4 barrel carb application

rh

1

BHH1208FB

lh

1

BHH1209FB

MGR V8

rh

1

ERR3498A

lh

1

ERR3499A

4x4 carb. models early - curved top

Range Rover Classic, Series III 109, Defender carb.

rh

1

RTC2350

lh

1

ETC8604

4x4 carb. models '86 on

Curved Top. Range Rover Classic, Discovery Series 1,

Defender carb.

rh

1

ERR7358

lh

1

ERR7356

4x4 3.5, 3.9 & 4.2 EFI models up to '94

Flat Top. Range Rover Classic, Discovery Series 1.

rh

1

ETC8680

lh

1

ETC8679

4x4 3.9 & 4.2 EFI models '94 on

Range Rover Classic, Discovery Series 1.

rh

1

ERR7363

lh

1

ERR7360

4x4 4.0 & 4.6 EFI models '94 on

Range Rover Series 2, Discovery Series 2,

Defender EFI.

rh

1

LDR000210

lh

1

LDR000200

38 ROCKER COVERS, SD1/TR8, pair:

unpainted, new

1

RB7431

powder coated, reconditioned

1

RB7431PCB

black

1

RB7431RPCB

red

1

RB7431RPCR

39 GASKET, rocker cover

standard (cork)

2

GEG436

uprated (rubber)

2

GEG436UR

40 SCREW, rocker cover retaining:

all models up to '94 (cross head drive)

long

4

603127

short

4

602530A

all models '94 on (8mm spline drive)

long

4

ERR7371

short

4

ERR7370

41 WASHER, spring, screws

All models up to '94 (for cross head drive screws only).

8

GHF331

42 WASHER, flat, screws

All models up to '94 (for cross head screws only).

8

GHF300

43 CHROME 'T'-BOLT SET

American style rocker cover hold-down bolts,

supplied as set of 4 (2 sets required per engine).

2

RB7440

44 BREATHER/FLEME TRAP:

Right hand rocker cover, where fitted.

original

1

RB7432

powder coated

black

1

RB7432PCB

red

1

RB7432PCR

chrome

1

RB7432C



RB7432



RB7432PCB

BREATHER/FLEME TRAPS



RB7432PCR



RB7432C

45 BREATHER GROMMETS, pair

1

RB7432ZG

46 'O' RING SEAL, flame trap

1

564258A

47 OIL FILLER NECK:

threaded type

1

ERC2989

Range Rover Classic & Discovery Series 1

to '94, Series III 109, Defender carb.

screw-on type

1

ERC1208

Retained by screws.

Range Rover Classic only, where fitted.

late model type

1

ERR7335

Range Rover Classic & Discovery Series 1 -

'94 on, Range Rover Series 2,

Discovery Series 2, Defender EFI.

48 'O' RING, filler neck (if fitted)

1

564258A

49 GASKET, filler neck:

screw-on type

1

612819

Range Rover Classic only, where fitted.

late model type

1

564258A

Range Rover Classic & Discovery Series 1 -

'94 on, Range Rover Series 2,

Discovery Series 2, Defender EFI.

50 OIL FILLER CAP:

grey nylon type

1

574088

orange nylon type

1

625038A

pressed steel type

1

598231P

late model type

1

ERR5218

Range Rover Classic & Discovery Series 1 -

'94 on, Range Rover Series 2,

Discovery Series 2, Defender EFI.

FILLER CAPS



625038A

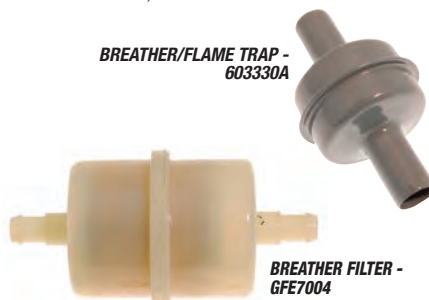


598231P

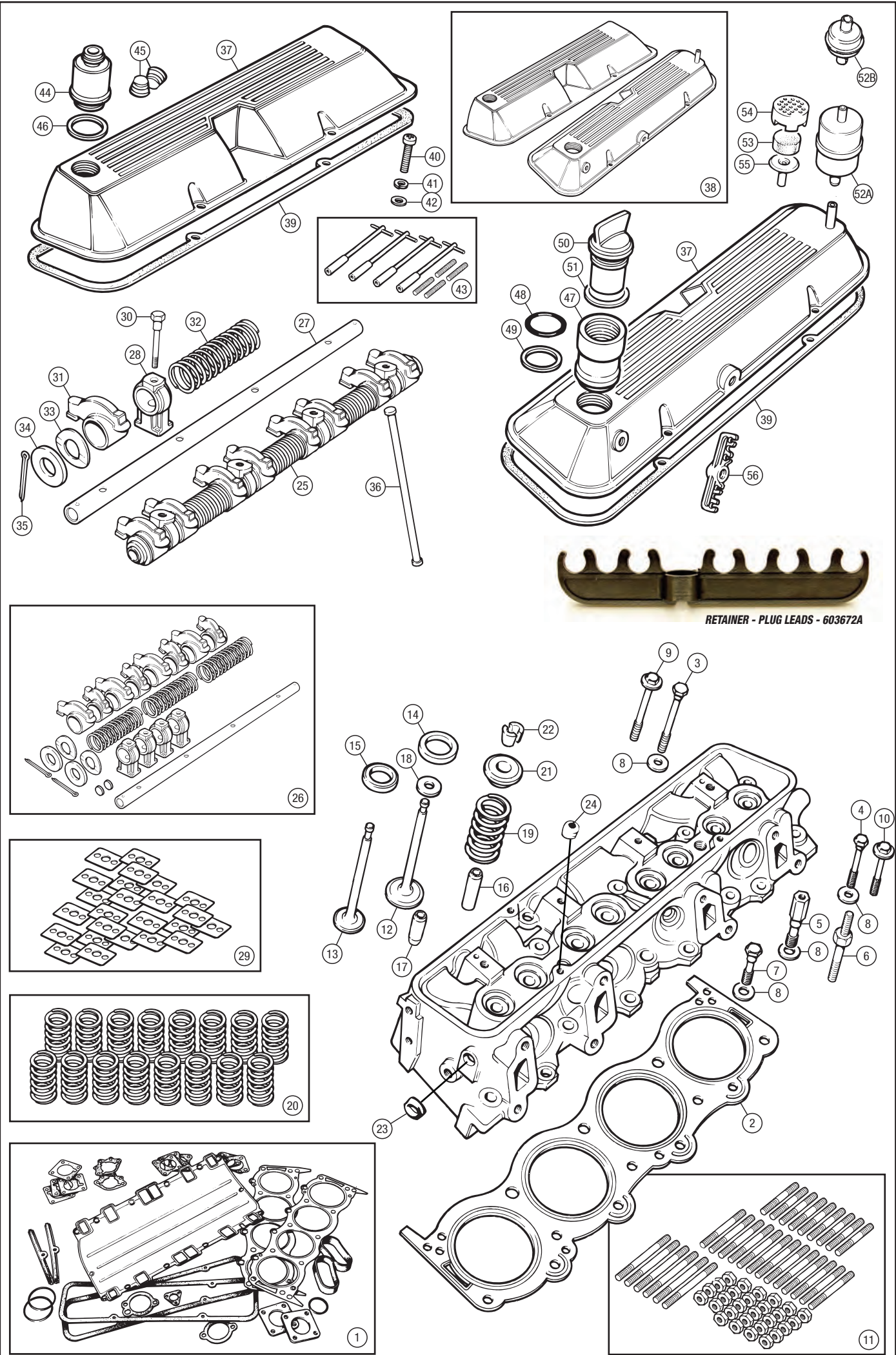


ERR5218

BREATHER/FLEME TRAP - 603330A

BREATHER FILTER -
GFE7004FOAM BREATHER FILTER -
ERC3209ABREATHER FILTER CAP -
ERC3208ABREATHER FILTER
MOUNTING - ERC3208A

CHROME 'T'-BOLT SET - RB7440



NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Driveplate (automatic)

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

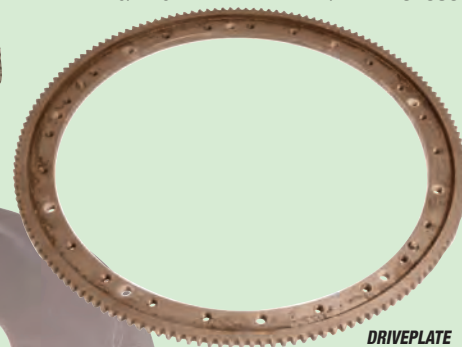
- 1 DRIVEPLATE ASSEMBLY, saloon/sports:**
for Borg Warner gearbox 1 **603341**
for GM180 gearbox 1 **RKC5805**
- 2 DRIVEPLATE ASSEMBLY, 4x4:**
for 3 speed, less ring gear 1 **FRC5005**
Range Rover Classic to '85.
for 4 speed, complete assembly
3.5, 3.9 & 4.2 litre 1 **FRC7851**
Range Rover Classic '86 on, Discovery Series 1.
4.0 & 4.6 litre to '98 1 **ERR5658**
Range Rover Series 2 to VIN WA, Defender EFI.
4.0 & 4.6 litre '99 on 1 **TPD000040**
Range Rover Series 2 VIN XA on, Discovery Series 2.
- 3 BOLT, driveplate to crankshaft, saloon/sports:**
for Borg Warner gearbox 6 **602905**
for GM180 gearbox 6 **ULC5091**
- 4 BOLT, driveplate to crankshaft, 4x4:**
3.5, 3.9 & 4.2 litre 6 **SS607061**
Range Rover Classic, Discovery Series 1.
4.0 & 4.6 litre 6 **SS607120**
Range Rover Series 2 VIN TA on, Discovery Series 2.
4.0 litre 6 **SS607160**
Range Rover Series 2 to VIN MA, Defender EFI.
- 5 RING GEAR, driveplate, saloon/sports** 1 **603340**
- 6 RING GEAR, driveplate, 4x4:**
3.5, 3.9 & 4.2 litre 1 **603340**
Range Rover Classic, Discovery Series 1.
4.0 & 4.6 litre to '98 1 **603340**
Range Rover Series 2 to VIN WA, Defender EFI.
4.0 & 4.6 litre '99 on 1 **PSF000030**
Range Rover Series 2 VIN XA on, Discovery Series 2.
- 7 BOLT, ring gear to driveplate** 10 **FTC4388**
- 8 WASHER, ring gear bolt** 10 **610736**
- 9 DOWEL, driveplate** 2 **529364**
- 10 SPACER, driveplate to crankshaft, saloon/sports** 1 **602906**
- 11 SPACER, driveplate to crankshaft, 4x4:**
for 3 speed 1 **FRC5003**
Range Rover Classic to '85.
for 4 speed
3.5, 3.9 & 4.2 litre 1 **FTC651**
Range Rover Classic '86 on, Discovery Series 1.
4.0 litre to '98 1 **FTC4608**
Range Rover Series 2 to VIN WA, Defender EFI.
4.6 litre to '98 1 **FTC4609**
Range Rover Series 2 to VIN WA.
4.0 & 4.6 litre '99 on 1 **TPE100130**
Range Rover Series 2 VIN XA on, Discovery Series 2.

- 12 SPACER, torque converter, saloon/sports:**
for Borg Warner gearbox 1 **90603295**
for GM180 gearbox 1 **TKC7350**
- 13 SPIGOT ALIGNER, torque converter, 4x4:**
for 3 speed 1 **FRC5006**
Range Rover Classic to '85.
for 4 speed
3.5, 3.9 & 4.2 litre 1 **FRC7075**
Range Rover Classic '86 on, Discovery Series 1.
4.0 & 4.6 litre 1 **FTC4606**
Range Rover Series 2, Discovery Series 2, Defender EFI.
- 14 BOLT, spigot aligner, 4x4:**
for 3 speed 1 **SH110251**
Range Rover Classic to '85.
for 4 speed
3.5, 3.9 & 4.2 litre 1 **BH110111**
Range Rover Classic '86 on, Discovery Series 1.
4.0 litre 1 **FB110071ML**
Range Rover Series 2 4.0, Discovery Series 2 to VIN 2A.
4.0 litre 1 **FS110201ML**
Discovery Series 2 VIN 3A on.
4.0 litre 1 **FS110251L**
Defender EFI.
4.6 litre 1 **FS110251L**
Range Rover Series 2 4.6 to VIN WA.
4.6 litre 1 **FB110071ML**
Range Rover Series 2 4.6 VIN XA on.

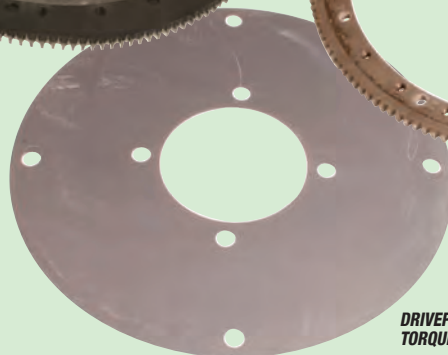
- 15 WASHER, spigot aligner bolt** 4 **GHF383**
Range Rover Classic, Discovery Series 1.
- 16 DRIVE PLATE, torque converter:**
3.5, 3.9 & 4.2 litre 1 **FRC7081**
Range Rover Classic '86 on, Discovery Series 1.
4.0 & 4.6 litre 1 **FTC4607**
Range Rover Series 2, Discovery Series 2, Defender EFI.
- 17 BUTTRESS RING:**
3.5, 3.9 & 4.2 litre 1 **FRC7080**
Range Rover Classic '86 on, Discovery Series 1.
4.0 & 4.6 litre 1 **FTC1117**
Range Rover Series 2, Discovery Series 2, Defender EFI.
- 18 SHIM, selective, torque converter height:**
Range Rover Classic '86 on, Discovery Series 1
1.25mm A/R **FRC9203**
1.45mm A/R **FRC9205**
1.65mm A/R **FRC9207**
1.85mm A/R **FRC9209**
2.05mm A/R **FRC9211**
Range Rover Series 2, Defender EFI
1.20/1.25 A/R **FTC1680**
1.30/1.35 A/R **FTC1681**
1.40/1.45 A/R **FTC1682**
1.50/1.55 A/R **FTC1683**
1.60/1.65 A/R **FTC1684**
1.70/1.75 A/R **FTC1685**
1.80/1.85 A/R **FTC1686**
1.90/1.95 A/R **FTC1687**
2.00/2.05 A/R **FTC1688**
2.10/2.15 A/R **FTC1689**



DRIVEPLATE ASSEMBLY - RKC5805



DRIVEPLATE RING GEAR - 603340



DRIVEPLATE - TORQUE CONVERTOR - FTC4607

Flywheel (manual)

- 19 FLYWHEEL ASSEMBLY:**
Includes ring gear.
saloon/sports, standard 1 **612368**
Suitable for 9.5"/240mm clutch.
saloon/sports/4x4, steel uprated/lightened 1 **612368LIGHT**
Suitable for saloon/sports 9.5"/240mm (standard or uprated clutch) and 10.5"/266.5mm (uprated 4x4 clutch). 4kg lighter than the standard flywheel. Drilled for saloon/sports 9.5" clutch and 10.5" 4x4 uprated clutch. Does not have dowel holes for standard clutch cover. Can not be used with standard 4x4 10.5" clutch. See uprated clutch kit RB7491UR.
4x4
Suitable for 10.5"/266.5mm clutch.
Note: will not fit inside standard saloon/sports bellhousing.
3.5, 3.9 & 4.2 litre 1 **ERR5575**
Range Rover Classic, Discovery Series 1, Series III 109, Defender carb.
4.0 & 4.6 litre 1 **ERR5396**
Range Rover Series 2.
4.0 litre 1 **PSD103340**
Discovery Series 2.
4.0 litre 1 **ERR5578**
Defender with R380 gearbox.

- 20 RING GEAR, flywheel** 1 **611323AM**
- 21 BOLT, flywheel to crankshaft:**
saloon/sports 6 **255466**
4x4 6 **SH607081**
- 22 DOWEL, clutch locating** 3 **502116A**
- 23 BOLT, clutch locating:**
saloon/sports 6 **SH605071**
4x4 6 **SH606061**
- 24 WASHER, spring:**
saloon/sports 6 **GHF332**
4x4 6 **GHF333**



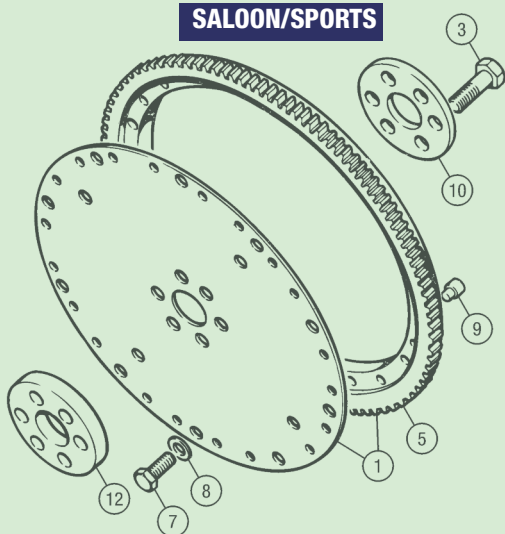
STEEL UPRATED & LIGHTENED FLYWHEEL - 612368LIGHT



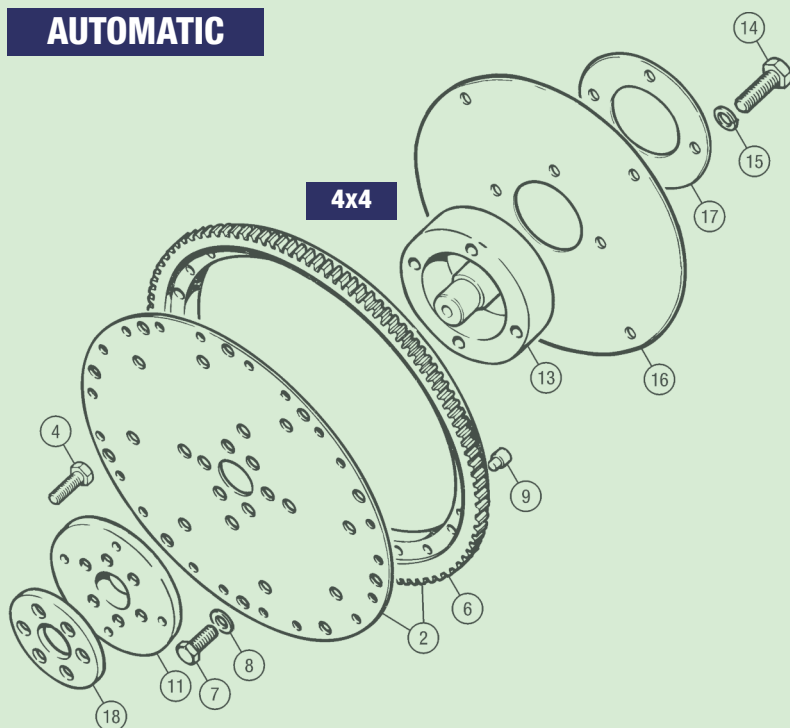
FLYWHEEL RING GEAR - 611323AM

AUTOMATIC

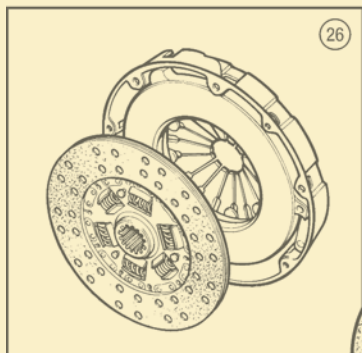
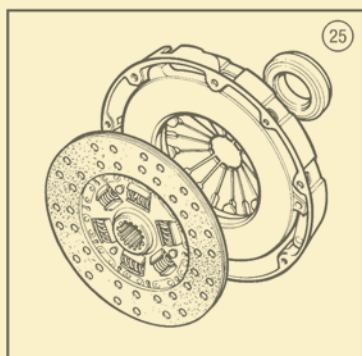
SALOON/SPORTS



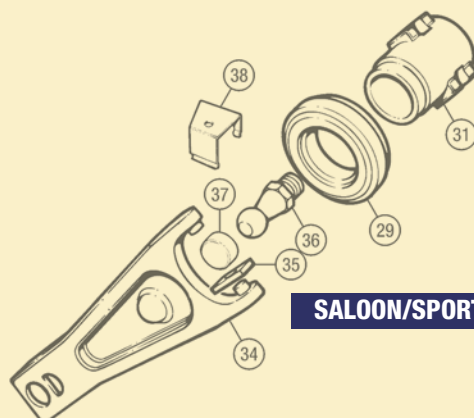
4x4



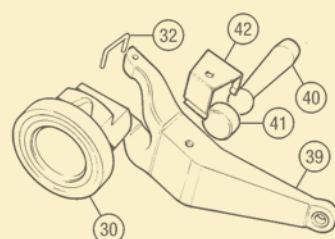
MANUAL



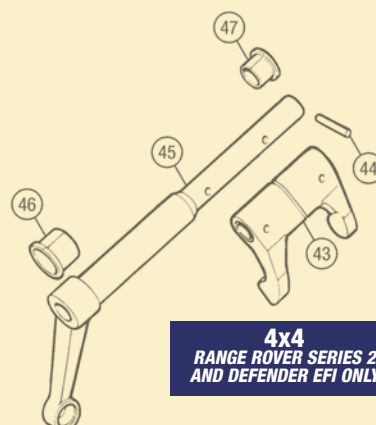
SALOON/SPORTS



4x4 NOT RANGE ROVER SERIES 2 OR DEFENDER EFI



4x4 RANGE ROVER SERIES 2 AND DEFENDER EFI ONLY





Clutch Kits

For crankshaft spigot bush details, please refer to the Crankshaft & Pistons Section.

We supply **Standard** and **Performance** clutch kits for all Rover V8 engine applications. All standard kits include clutch cover, plate & release bearing.

Standard clutch kits are straight replacements for standard and mildly uprated engine applications. Available as OE (Land Rover) or aftermarket.

Performance clutch kits are for serious performance applications - capable of withstanding up to 350BHP.

We also supply clutch components separately (Standard only).

25 CLUTCH KIT, standard:

saloon/sports, 5 speed gearbox
(not MGR V8 or MGB GT V8).

Kit includes clutch cover, plate & release bearing.
(9.5"/240mm diameter clutch).

non self-centering*	1	RB7335
self-centering*	1	RB7491

*Self-centering clutches were introduced in May 1985 for the Rover SD1. The term refers to the light weight, one-piece release bearing/carrier assembly, which improves pedal feel.

Self-centering clutches are suitable for fitting to earlier vehicles as a complete kit only.

MGB GT V8	1	RP1479
MGR V8	1	RP1497

Suitable for LT77 and R380 gearbox.

4x4 applications

Kit includes clutch cover, plate, release bearing & clip.
(10.5"/266.5mm diameter clutch).

4 speed (LT95 gearbox)	1	GCK203
Early Range Rover Classic, Series III 109.		

5 speed (LT85/LT77/R380 gearbox)	1	GCK204
3.5 litre		
Range Rover Classic carb & EFI.		

3.5 litre	1	STC8360
Discovery Series 1 carb.		

3.5 litre	1	STC8361
Discovery Series 1 EFI, Defender carb.		

3.9 litre	1	8510310
Discovery Series 1 EFI.		

3.9 litre	1	GCK775
Range Rover Classic EFI up to VIN HA (to '91).		

3.9 & 4.2 litre	1	8510310
Range Rover Classic EFI VIN JA on ('92 on).		

4.0 litre	1	RD1193
Discovery Series 2.		

4.0 & 4.6 litre	1	8510312
Range Rover Series 2.		

26 CLUTCH KIT, uprated:

Kits include clutch cover and plate only; please purchase separately the release bearing to suit your application.

All models	1	RB7491UR
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10.5"/266.5mm diameter clutch.
Designed for use with lightened flywheel - 612368LIGHT and bolt kit - RB7491URFK. Original flywheel can be re-drilled/tapped to suit if required. A self centering release bearing to suit application is also required.

Note: clutch release mechanism must be free from wear to gain sufficient movement. Clutch is suitable for applications up to 350BHP.

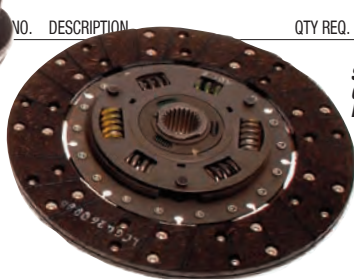
Not suitable for 4 speed (LT95) gearbox in early Range Rover Classic and Series III 109.

4x4 only	1	RA1091UR
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10.5"/266.5mm diameter.
Not suitable for 4 speed (LT95) gearbox in early Range Rover Classic and Series III 109.



UPRATED CLUTCH KIT - RB7491UR



STANDARD CLUTCH KIT - RB7491

Clutch Components

Available as OE (Land Rover) or aftermarket.

27 CLUTCH COVER, standard:

saloon/sports applications

non self-centering	1	GCC180
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SD1, TR7 V8, MGB GT V8, not MGR V8.

self-centering	1	GCC90247
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SD1, TR7 V8, not MGB GT V8 or MGR V8.

self-centering	1	GCC90286
----------------	---	-----------------

MGR V8 with LT77 gearbox.

self-centering	1	GCC90296
----------------	---	-----------------

MGR V8 with R380 gearbox.

4x4 applications

4 speed (LT95 gearbox)	1	576476
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Early Range Rover Classic, Series III 109.

5 speed (LT85/LT77/R380 gearbox)	1	576476
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3.5 litre
Range Rover Classic 3.5 carb & EFI,
Discovery Series 1 3.5 EFI,
Defender carb.

3.5 & 3.9 litre	1	FTC813
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Range Rover Classic 3.9 EFI to VIN HA (to '91).

Discovery Series 1 3.5 carb.	1	FTC2001
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3.9 & 4.2 litre

Range Rover Classic 3.9 & 4.2 EFI VIN JA on ('92 on), Discovery Series 1 3.9 EFI.	1	FTC5301
--	---	----------------

4.0 litre

Discovery Series 2.	1	FTC5425
---------------------	---	----------------

4.0 & 4.6 litre

Range Rover Series 2.	1	FTC5425
-----------------------	---	----------------

28 CLUTCH PLATE, standard:

saloon/sports applications

4 speed	1	GCP208
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MGB GT V8.

5 speed	1	GCP242
---------	---	---------------

SD1, TR7 V8, not MGR V8.
Suitable for both non self-centering and self-centering clutches.

5 speed	1	FTC4255EVA
---------	---	-------------------

MGR V8 with LT77 gearbox.

5 speed	1	GCP90844
---------	---	-----------------

MGR V8 with R380 gearbox.

4x4 applications

4 speed (LT95 gearbox)	1	FRC6631
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Early Range Rover Classic, Series III 109.

5 speed (LT85/LT77/R380 gearbox)	1	FRC6685
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3.5 litre

Range Rover Classic 3.5 carb & EFI.	1	8510308
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3.5 litre	1	8510308
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Discovery Series 1 3.5 EFI, Defender carb.

3.5 & 3.9 litre	1	FTC814
-----------------	---	---------------

Range Rover Classic 3.9 EFI to VIN HA (to '91).

Discovery Series 1 3.5 carb.	1	FTC2002
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3.9 & 4.2 litre

Range Rover Classic 3.9 & 4.2 EFI VIN JA on ('92 on), Discovery Series 1 3.9 EFI.	1	8510309
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4.0 litre

Discovery Series 2.	1	8510311
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4.0 & 4.6 litre

Range Rover Series 2.	1	8510311
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29 RELEASE BEARING, standard, saloon/sports

4 speed	1	GRB224
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MGB GT V8.

5 speed	1	GRB209
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Non self-centering.

SD1, TR7 V8, not MGR V8.

5 speed	1	GRB90247
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Self-centering, incorporates carrier.

SD1, TR7 V8, not MGR V8.

5 speed	1	GRB90256
---------	---	-----------------

Self-centering, incorporates carrier.

MGR V8.

30 RELEASE BEARING, 4x4 (all models):

standard	1	FTC5200
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heavy duty	1	FTC5200HD
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31 CARRIER, release bearing

Saloon/sports (SD1, TR7 V8),
non self-centering only.

32 RETAINING CLIP, release bearing	1	576203
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4x4, all models.

33 ALIGNMENT TOOL, clutch

All models except MGB GT V8.	1	RX1386B
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Clutch Release Mechanism

SALOON/SPORTS (5 SPEED GEARBOX)

34 RELEASE FORK, clutch:

5 speed gearbox, all	1	LBU1234
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35 SLIPPER PAD, release fork

5 speed saloon/sports SD1, TR7 V8 & MGR V8 applications only.	2	159003A
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36 PIVOT PIN:

SD1, TR7 V8	1	UKC13
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MGR V8	1	FRC7891
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37 CAP, pivot pin

	1	571161
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38 RETAINER CLIP, pivot

	1	571163
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4x4 (NOT RANGE ROVER SERIES 2 OR DEFENDER EFI)

39 RELEASE FORK, clutch:

with LT95 4 speed gearbox	1	576137
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Early Range Rover Classic, Series III 109.

with LT85/LT77 5 speed gearbox (up to March '94)	1	576137
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R/Rover Classic to '92

to gearbox no 55A0204814.	1	FTC2957
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R/Rover Classic '92 to '94	1	FTC2957
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from gearbox no 55A0204815.

Discovery Series 1 to '93	1	576137
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to VIN KA045958.

Discovery Ser 1 '92 to '94	1	FTC2957
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from VIN KA045958 to LA081991.

Defender carb to '94	1	576137
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to VIN LA939975.

with R380 5 speed gearbox (March '94 on)	1	576137
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Most models	1	576137
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Range Rover Classic, Discovery Series 1 & 2,
Defender Carb.

Not Range Rover Series 2 or Defender EFI.

40 PIVOT PIN:

4 speed	1	594176
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Early Range Rover Classic,
Series III 109.

5 speed	1	FRC2528
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Range Rover Classic, Discovery Series 1 & 2,
Defender Carb.

Not Range Rover Series 2 or Defender EFI.

41 CAP, pivot pin

All 4 & 5 speed 4x4 except Range Rover Series 2 and Defender EFI.	1	571161
--	---	---------------

42 RETAINER CLIP, pivot

All 4 & 5 speed 4x4 except Range Rover Series 2 and Defender EFI.	1	571163
--	---	---------------

4x4 (RANGE ROVER SERIES 2 AND DEFENDER EFI ONLY)

43 RELEASE FORK, clutch

Range Rover Series 2 and Defender EFI only.	1	FTC1667
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44 PIN, Spirol, release fork

Range Rover Series 2 and Defender EFI only.	2	FTC1692
---	---	----------------

45 CROSS SHAFT, clutch

Range Rover Series 2 and Defender EFI only.	1	FTC4085
---	---	----------------

46 BUSH, cross shaft, large

Range Rover Series 2 and Defender EFI only.	1	FTC2169
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47 BUSH, cross shaft, small

Range Rover Series 2 and Defender EFI only.	1	FTC1010
---	---	----------------



CLUTCH RELEASE BEARINGS

Clutch Fluid

48 FLUID, clutch & brake, Dot 3 spec.,

High quality, conventional specification
clutch & brake fluid.

1 litre	A/R	GBF103
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49 FLUID, clutch & brake, silicone fluid:

Replaces (but must not be mixed with)
conventional clutch and brake fluid.

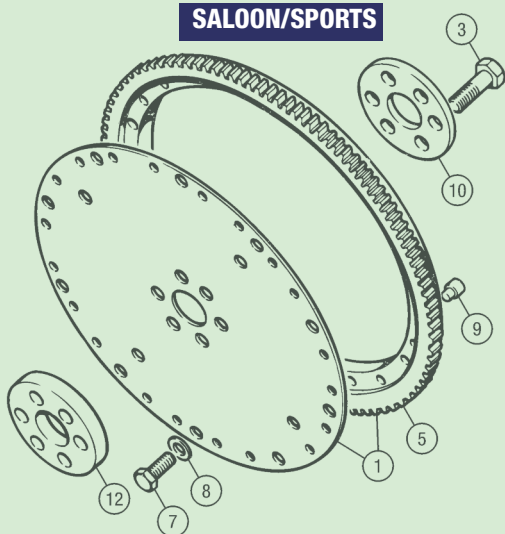
Will not harm paintwork if spilt.

0.5 litre	A/R	RX1327
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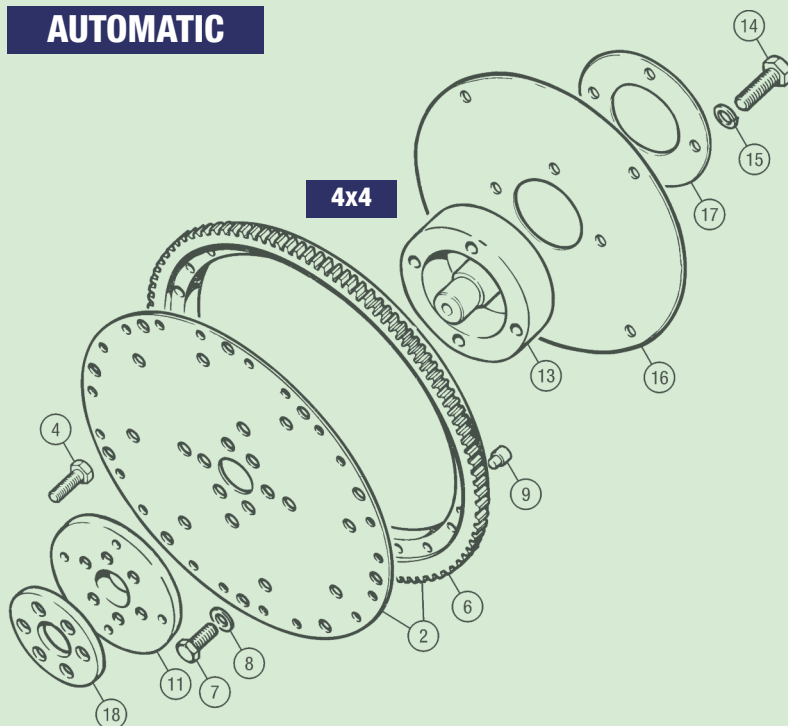
1 litre	A/R	RX1326
---------	-----	---------------

AUTOMATIC

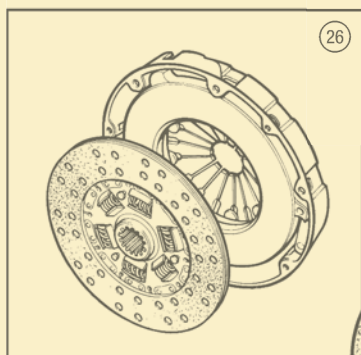
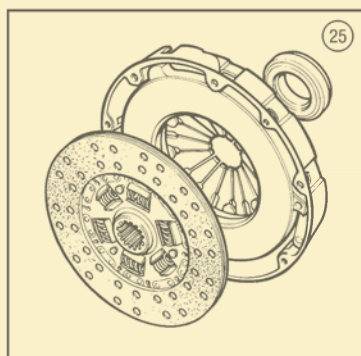
SALOON/SPORTS



4x4



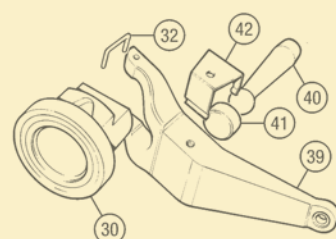
MANUAL



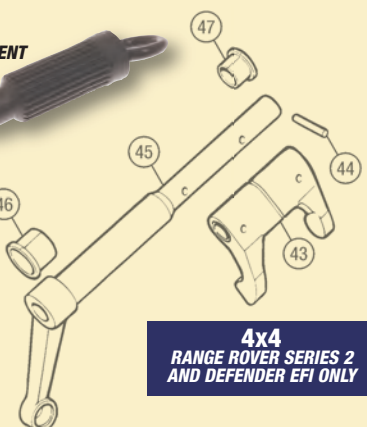
CLUTCH RELEASE FORKS



SALOON/SPORTS



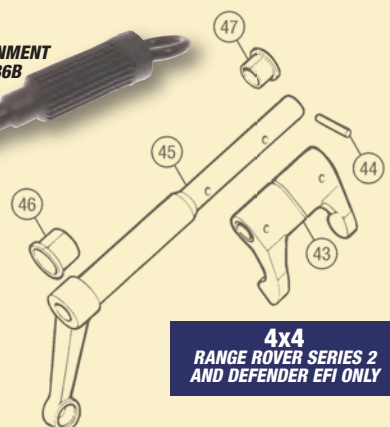
4x4 NOT RANGE ROVER SERIES 2 OR DEFENDER EFI



CLUTCH ALIGNMENT TOOL - RX1386B



4x4 RANGE ROVER SERIES 2 AND DEFENDER EFI ONLY



NO. DESCRIPTION QTY REQ. PART No.

Engine Mountings

SALOON/SPORTS

ENGINE MOUNTING:

1	Rover SD1	2	CRC2044
2	Triumph TR7 V8, TR8	2	UKC8330
3	MGB GT V8	2	BHH1318
4	MGR V8		
	LH	1	ZKC6611
	RH	1	ZKC6612
NUT, engine mounting:			
5	Rover SD1	4	GHF233
6	Triumph TR7 V8, TR8	4	TN3209
7	MGB GT V8	6	GHF201
8	MGR V8 (3/8UNF)	2	GHF202
9	MGR V8 (M8)	4	GHF252
BRACKET, engine mounting:			
10	Rover SD1		
	LH	1	CRC1496
	RH	1	CRC1495
11	Triumph TR7 V8, TR8		
	LH	1	UKC4231
	RH	1	UKC4227
12	MGB GT V8, pair, RH & LH	1	BHH991-2
13	MGR V8		
	LH	1	ZKC6610
	RH	1	ZKC6609
14	BOLT, upper, bracket to block	2	SH505061
15	BOLT, lower, bracket to block	4	SH507101
16	WASHER, spring, upper bolt	2	GHF332
17	WASHER, spring, lower bolt	4	WM600071

4x4 APPLICATIONS

ENGINE MOUNTING:

18	Range Rover Classic		
	to VIN LA (to '94)	2	STC434*
	VIN MA ('95)		
	LH	1	KKB103120
	RH	1	ANR2803
	Discovery Series 1	2	STC434*
	Series III 109	2	STC434*
	Defender		
	to VIN TA970049 (to '96)	2	STC434*
	VIN TA970050 on ('96 on)	2	KKB103120
19	Range Rover Series 2	2	ANR2620
20	Discovery Series 2	2	KKB102450

*Note that earlier Range Rover Classics and Defenders, plus all Series III 109s, originally had engine and gearbox mountings with imperial threads (part no. 566222). This item is no longer manufactured and has been replaced by STC434 which is the same mounting with metric threads. If you are replacing imperial mountings, you will also require 4 off FN110041 metric nuts.

NUT, engine mounting:

21	Range Rover Classic		
	to VIN LA (to '94)	4	FN110041
	VIN MA ('95)	4	FX112041L
	Discovery Series 1	4	FN110041
	Series III 109	4	FN110041
	Defender		
	to VIN TA970049 (to '96)	4	FN110041
	VIN TA970050 on ('96 on)	4	FX112041L
22	Range Rover Series 2	8	FY110046
23	Discovery Series 2	4	FX112041L

BRACKET, engine mounting:

24	All models		
	except Range Rover Series 2		
	& Discovery Series 2		
	LH	1	ANR4696
	RH	1	ANR4697
25	Range Rover Series 2		
	LH	1	ANR2422
	RH	1	ANR2421
26	Discovery Series 2		
	LH	1	ANR6338
	RH	1	KKU106200
27	BOLT, upper, bracket to block	2	SH505061
28	BOLT, lower, bracket to block	4	SH507101
29	WASHER, spring, upper bolt	2	GHF332
30	WASHER, spring, lower bolt	4	WM600071

NO. DESCRIPTION QTY REQ. PART No.

Gearbox Mountings

SALOON/SPORTS

GEARBOX MOUNTING:

	Rover SD1		
31	side mounting, manual	2	CRC454A
	side mounting, BW auto	2	CRC454A
32	mounting, GM180 auto	1	TKC1044
33	buffer, manual & BW auto	1	CRC581A
	Triumph TR8		
34	original TR8 (hard)	1	TKC2642
	TR7 V8 (softer)	1	TKC1044
	MGB GT V8		
35	side mounting	2	GEX7453
36	steady bush	2	AHH7854
	MGR V8		
37	side mounting	2	CRC454A
38	steady mounting	1	ZKC6604

4x4 APPLICATIONS

GEARBOX MOUNTING:

39	Range Rover Classic		
	4 speed manual	2	STC434*
	5 speed manual		
	to VIN BA (to '85)	2	STC434
	VIN CA on ('86 on)	2	NTC5890
	3 speed automatic	2	STC434*
	4 speed automatic		
	to VIN LA (to '94)	2	NTC5890
	VIN MA ('95)	2	ANR2805
	Discovery Series 1		
	man/auto to VIN LA (to '94)	2	NTC5890
	man/auto VIN MA on ('95 on)	2	ANR2805
	Series III 109	2	STC434*
	Defender		
	man/auto to VIN TA970049	2	STC434*
	man/auto VIN TA970050 on	2	KKB103120
40	Range Rover Series 2		
	manual/automatic	2	ANR2621
41	Discovery Series 2		
	manual/automatic, LH	1	KQB500560
	manual/automatic, RH	1	KQB500550

*Please refer to note in 4x4 Engine Mountings, under item 20.

Drive Belts

SALOON/SPORTS

42 WATER PUMP/ALTERNATOR DRIVE BELT:

TR8	1	GFB215
SD1		
carb		
non air conditioning	1	GFB215
with air conditioning	1	GCB11125
EFI	1	GCB11125
34A engines	1	GCB10838
MGB GT V8	1	GCB11125
MGR V8	1	ERR4468EVA
STEERING PUMP DRIVE BELT:		
TR8	1	GFB20864
SD1		
early engines	1	GCB20825
With separate pump & reservoir.		
later engines	1	GFB20864
With combined pump & reservoir.		
AIR CONDITIONING DRIVE BELT:		
TR8	1	GCB10914
SD1	2	GFB20768
MGR V8	1	ZKC5154



WATER
PUMP/ALTERNATOR
DRIVE BELT -
GFB215

NO. DESCRIPTION QTY REQ. PART No.

RANGE ROVER CLASSIC TO VIN LA (TO '94)

With individual 'V' drive belts.

43	WATER PUMP BELT:		
	to VIN BA (to '85)		
	non air conditioning	1	613602
	with air conditioning	1	614670
	VIN CA to LA ('86 to '94)	1	611612
ALTERNATOR BELT:			
	carb		
	non air conditioning	1	613602
	with air conditioning	1	614794
	EFI		
	VIN CA to JA ('86 to '92)	1	ERR2073
	VIN KA to LA ('93 to '94)	1	ERR2678
	STEERING PUMP BELT	1	ERC675
	AIR CONDITIONING BELT	1	611612
	IDLER PULLEY BELT (to Oct '85)	1	ERC675
	AIR PUMP BELT (detoxed models)	1	2D10A1250C

RANGE ROVER CLASSIC VIN MA ('95)

With polyvee 'serpentine' drive belt.

44	SERPENTINE BELT:		
	non air conditioning	1	ERR4461
	with air conditioning	1	ERR4623

RANGE ROVER SERIES 2

45	SERPENTINE BELT:		
	non air conditioning		
	to VIN WA (to '98)	1	ERR4461
	VIN XA on ('99 on)	1	PQS101640
	with air conditioning		
	to VIN WA (to '98)	1	ERR4460
	VIN XA on ('99 on)		
	2322mm long	1	PQS101480
	2335mm long	1	PQS101630

DISCOVERY SERIES 1 TO VIN LA (TO '94)

With individual 'V' drive belts.

46	WATER PUMP/ALTERNATOR BELT:		
	carb, with/without air cond.	1	ERR2073
	EFI		
	non air conditioning	1	ERR2678
	with air conditioning	1	ERR2073
	STEERING PUMP BELT	1	ERC675
	AIR CONDITIONING BELT	1	611612

DISCOVERY SERIES 1 VIN MA ON ('95 ON)

With polyvee 'serpentine' drive belt.

47	SERPENTINE BELT, non air conditioning:		
	to eng. 36D50529/38D32139	1	ERR4461
	eng. 36D50530/38D32140 on	1	ERR6191
	SERPENTINE BELT, with air conditioning:		
	to eng. 36D50529/38D32139	1	ERR4623
	eng. 36D50530/38D32140 on	1	ERR5579

DISCOVERY SERIES 2

48	SERPENTINE BELT:		
	non active cornering enhancement		
	non air conditioning	1	ERR6899
	with air conditioning	1	ERR6898
	with active cornering enhancement (ACE)		
	non air conditioning	1	ERR6897
	with air conditioning	1	ERR6896

SERIES III 109

49	WATER PUMP/ALTERNATOR BELT:		
	non air conditioning	1	613602
	with air conditioning	1	614670

DEFENDER CARB

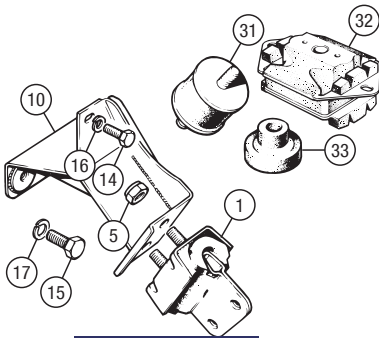
With individual 'V' drive belts.

50	WATER PUMP BELT:		
	non air conditioning	1	ETC7394
	with air conditioning	1	614670
	ALTERNATOR BELT (with air cond.)	1	ERR2073
	STEERING PUMP BELT	1	ERC675
	AIR CONDITIONING BELT	1	603713

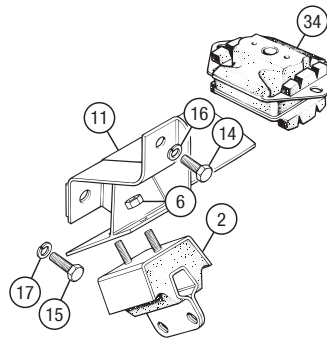
DEFENDER EFI

With polyvee 'serpentine' drive belt.

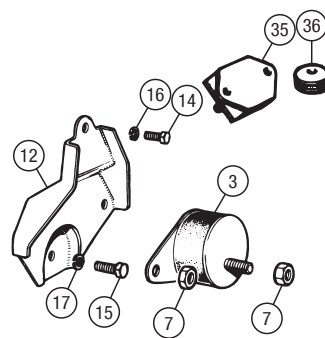
51	SERPENTINE BELT	1	ERR5579
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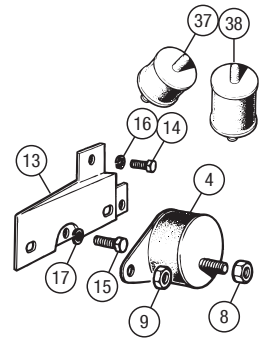
ROVER SD1



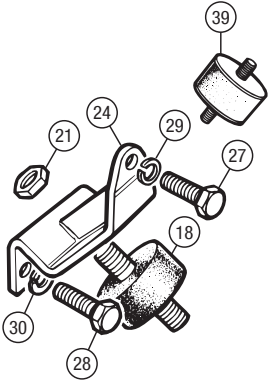
TRIUMPH TR7 V8, TR8



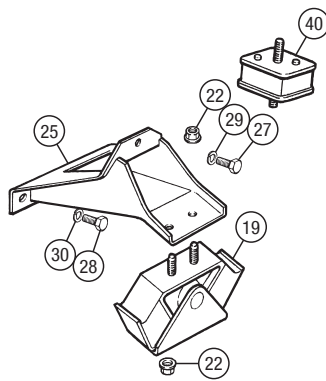
MGB GT V8



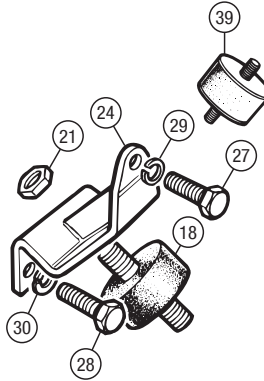
MGR V8



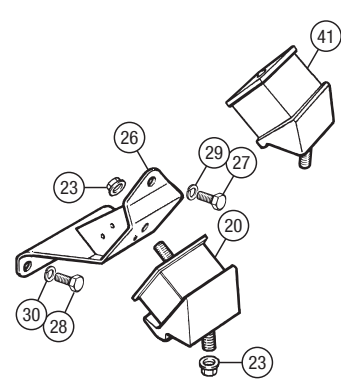
RANGE ROVER CLASSIC



RANGE ROVER SERIES 2



DISCOVERY SERIES 1

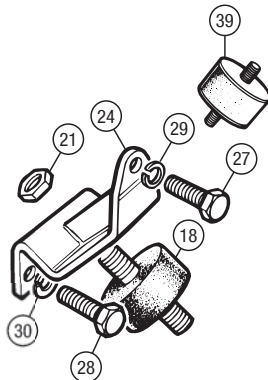


DISCOVERY SERIES 2

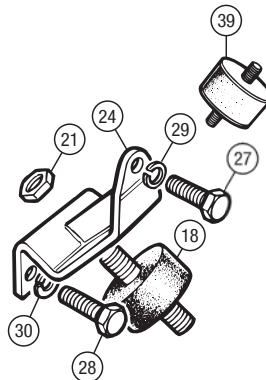
**RANGE ROVER
GEARBOX
MOUNTING -
STC434**



**TR8 GEARBOX
MOUNTING - TKC2642**



SERIES III 109



DEFENDER



**MGB GT V8
ENGINE MOUNTING -
BHH1318**



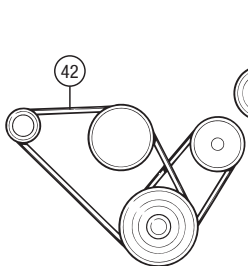
**RANGE ROVER SERIES 2
ENGINE MOUNTING -
ANR2620P**



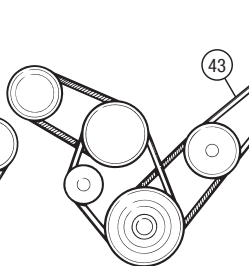
**TR7 V8, TR8
ENGINE MOUNTING
- UKC8330**



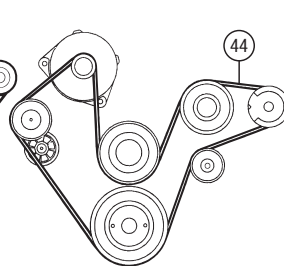
**DISCOVERY SERIES 2
ENGINE MOUNTING -
KKB102450P**



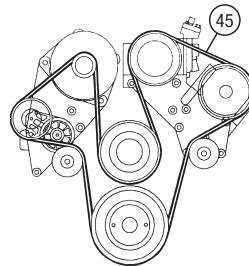
SALOON/SPORTS



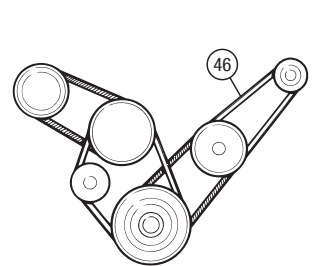
**RANGE ROVER
CLASSIC
TO VIN LA**



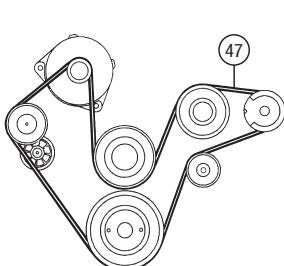
**RANGE ROVER
CLASSIC
VIN MA**



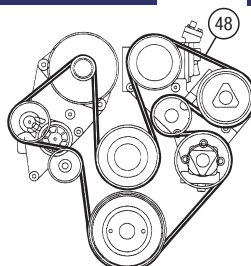
**RANGE ROVER
SERIES 2**



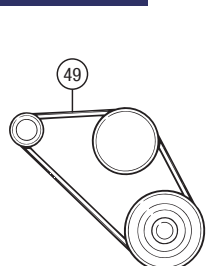
**DISCOVERY
SERIES 1
TO VIN LA**



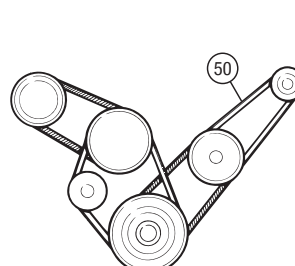
**DISCOVERY SERIES 1
VIN MA ON**



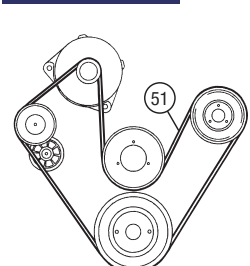
DISCOVERY SERIES 2



SERIES III 109



**DEFENDER
CARB**



**DEFENDER
EFI**

NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Water Pump

All water pumps include gasket.

SALOON/SPORTS

1	WATER PUMP, short nose:		
	Rover P6 3500, MGB GT V8	1	GWP310
	<i>Very short nose water pump, suitable for confined spaces. Should be used with matching pulley & crank pulley.</i>		
	WATER PUMP, long nose:		
	Rover SD1		
	all engines up to '82	1	GWP2150
	carb engines '82 on		
	non air conditioning	1	GWP2150
	with air conditioning	1	GWP2148
	EFI engines	1	GWP2149
	<i>Screw-on viscous coupling, with left hand thread.</i>		
	Triumph TR8 & TR7 V8	1	GWP204
	<i>Original fitment bolt-on extension type pump.</i>		
	MGR V8	1	GWP197

RANGE ROVER CLASSIC

	WATER PUMP, Range Rover Classic:		
	up to VIN BA (up to '85)		
	non air conditioning		
	early vehicles, std	1	STC1611
	<i>With direct driven metal fan.</i>		
	early vehicles, option	1	GWP317
	<i>With viscous driven, 13-blade fan.</i>		
	eng nos: 341,355,359	1	GWP316
	<i>Suffix C,D & E. 7-blade fan on engine side of viscous unit.</i>		
	all other models	1	STC1610
	<i>7-blade fan fitted to radiator side of viscous unit.</i>		
	with air conditioning		
	'70 to '82	1	STC486
	<i>7-blade fan fitted to engine side of viscous unit.</i>		
	'82 to '86	1	STC482
	<i>7-blade fan fitted to radiator side of viscous unit.</i>		
	VIN CA on ('86 on)		
	VIN CA to LA ('86 to '94)	1	STC483
	<i>With individual 'V' drive belts.</i>		
	VIN MA ('95)	1	STC4378
	<i>With polyvee 'serpentine' drive belt.</i>		

RANGE ROVER SERIES 2

	WATER PUMP, R/R Series 2	1	STC4378
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DISCOVERY SERIES 1

	WATER PUMP, Discovery Series 1:		
	up to VIN LA (up to '94)	1	STC483
	<i>With individual 'V' drive belts.</i>		
	VIN MA on ('95 on)	1	STC4378
	<i>With polyvee 'serpentine' drive belt.</i>		

DISCOVERY SERIES 2

	WATER PUMP, Discovery Ser 2	1	STC4378
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SERIES III 109

	WATER PUMP, Series III 109:		
	with direct driven fan	1	STC1611
	<i>Not detoxed engines.</i>		
	with viscous driven fan	1	STC1610
	<i>Detoxed engines.</i>		

DEFENDER

	WATER PUMP, Defender:		
	carb		
	with direct driven fan	1	STC1611
	<i>Not detoxed engines.</i>		
	with viscous driven fan		
	<i>Detoxed engines.</i>		
	non air conditioning	1	STC487
	with air conditioning	1	STC488
	EFI	1	STC4378
	<i>With polyvee 'serpentine' drive belt.</i>		

2	GASKET, water pump:		
	saloon/sports (not MGR V8)	1	610756
	<i>For all Rover saloons, Triumph TR7 V8/TR8 & MGB GT V8.</i>		
	MGR V8	1	GUG5540GM
	4x4		
	'v' belt driven pump	1	ERR2428
	<i>Range Rover Classic to VIN LA (to '94), Discovery Series 1 to VIN LA (to '94), Series III 109, Defender carb.</i>		
	serpentine belt driven pump	1	ERR4077
	<i>Range Rover Classic VIN MA ('95), Range Rover Series 2, Discovery Series 1 VIN MA on ('94 on), Discovery Series 2, Defender EFI.</i>		



GWP310



GWP2149



GWP2150

WATER PUMPS



GWP204



STC4378P

Water Pump Pulley

SALOON/SPORTS

3	PULLEY, water pump:		
	Rover P6 3500	1	602582A
	Rover SD1		
	'76 to '82	1	ERC474
	'82 on	1	ERC5792
	Triumph TR7 V8/TR8		
	original fitment	1	ERC3166
	<i>For water pump with bolt-on extension.</i>		
	alternative fitment	1	ERC5792
	<i>For water pump with screw-on viscous coupling.</i>		
	MGB GT V8	1	602582A
	MGR V8	1	ERC5792

RANGE ROVER CLASSIC

	PULLEY, water pump:		
	up to VIN BA (up to '85)		
	with direct fan drive	1	602582A
	with viscous coupling fan drive		
	13 blade fan, non-detox	1	602582A
	13 blade fan, detox	1	90614415
	7 blade fan, not air cond.	1	90614429
	<i>With fan on engine side of viscous coupling.</i>		
	7 blade fan, not air cond.	1	614737
	<i>With fan on radiator side of viscous coupling.</i>		
	7 blade fan, with air cond.	1	90614621
	<i>With fan on engine side of viscous coupling.</i>		
	7 blade fan, with air cond.	1	614918
	<i>With fan on radiator side of viscous coupling.</i>		
	VIN CA to LA ('86 to '94)		
	not air conditioning	1	ETC5499
	with air conditioning	1	ETC5422
	VIN MA ('95)	1	PQR101050

RANGE ROVER SERIES 2

	PULLEY, water pump	1	PQR101050
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DISCOVERY SERIES 1

	PULLEY, water pump:		
	up to VIN LA (up to '94)		
	not air conditioning	1	ETC5499
	with air conditioning	1	ETC5422
	VIN MA on ('95 on)	1	PQR101050

DISCOVERY SERIES 2

	PULLEY, water pump	1	PQR101050
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SERIES III 109

	PULLEY, water pump:		
	with direct fan drive	1	602582A
	with viscous fan (detoxed)	1	614737

DEFENDER

	PULLEY, water pump:		
	carb engines		
	with direct fan drive	1	602582A
	with viscous coupling fan drive		
	not air conditioning	1	ERC5707
	with air conditioning	1	ERC6540
	EFI engines	1	PQR101050

Viscous Coupling

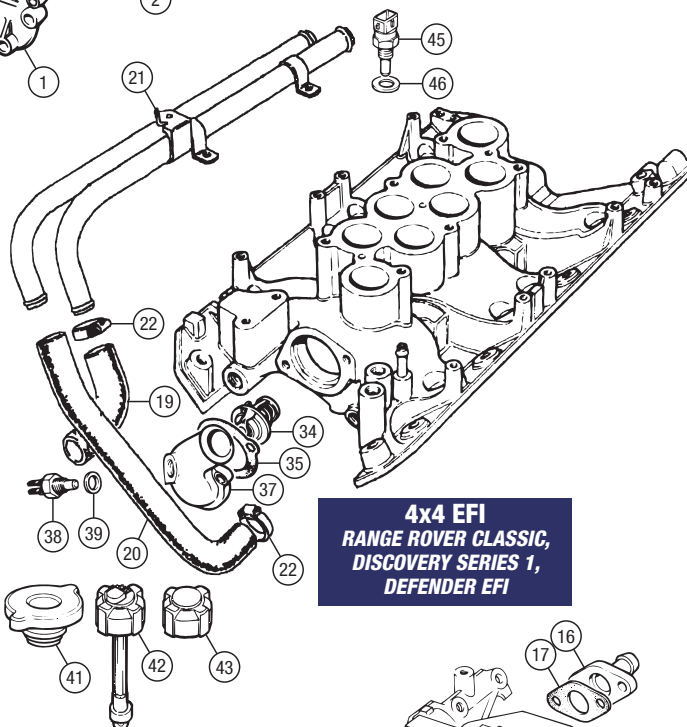
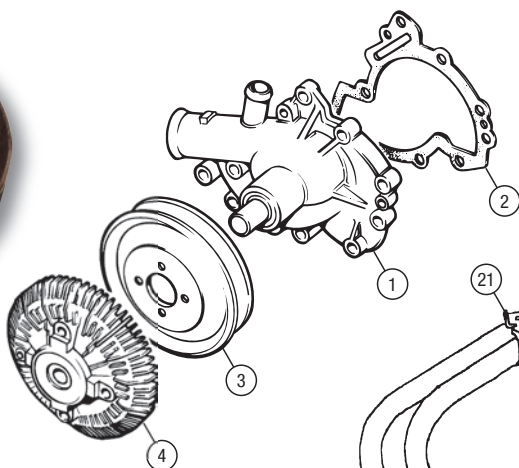
4	VISCOUS COUPLING:		
	Rover SD1		
	all engines '76 to '82	1	TKC101
	carb engines '82 on		
	not air conditioning	1	TKC101
	with air conditioning	1	ERC8660
	efi engines	1	ERC8007A
	<i>With or without air conditioning. Screw-on type (left hand thread).</i>		
	Triumph TR8 (original)	1	ERC94
	Range Rover Classic		
	carb engines		
	early (13-blade fan)	1	603930
	eng. nos: 341,355,359	1	ERC1468
	<i>Suffixes A,B,C,D & E. 7-blade fan fitting to engine side of viscous unit.</i>		
	all other carb models	1	ERC2849
	<i>Fan fits to radiator side of viscous unit.</i>		
	EFI engines		
	with 7-blade fan	1	ERC2849
	with 11-blade fan	1	ETC1260
	<i>Alternative for warmer climates.</i>		
	Range Rover Series 2	1	ERR4996
	Discovery Series 1		
	carb engines	1	ERC5708
	EFI engines		
	up to VIN LA (up to '94)	1	ERR3443
	<i>With 11 blade fan.</i>		
	VIN MA on ('95 on)	1	ETC1260
	<i>With 7 blade fan.</i>		
	Discovery Series 2	1	ERR4996
	Series III 109 (detoxed)	1	ERC2849
	Defender		
	carb engines	1	ERC5708
	EFI engines	1	ERR3443



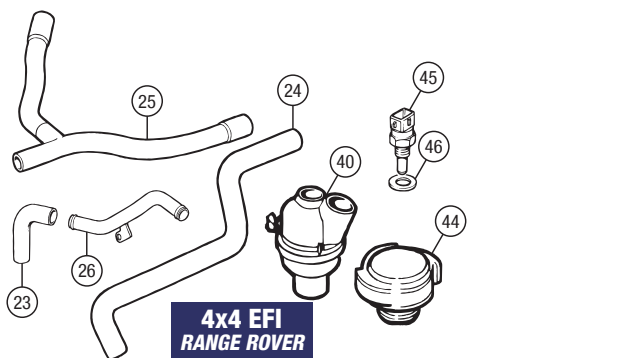
VISCOUS COUPLING - TKC101



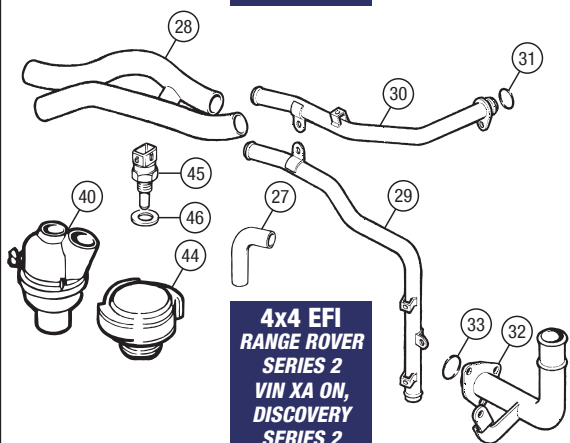
**WATER PUMP
PULLEY - ERC474**



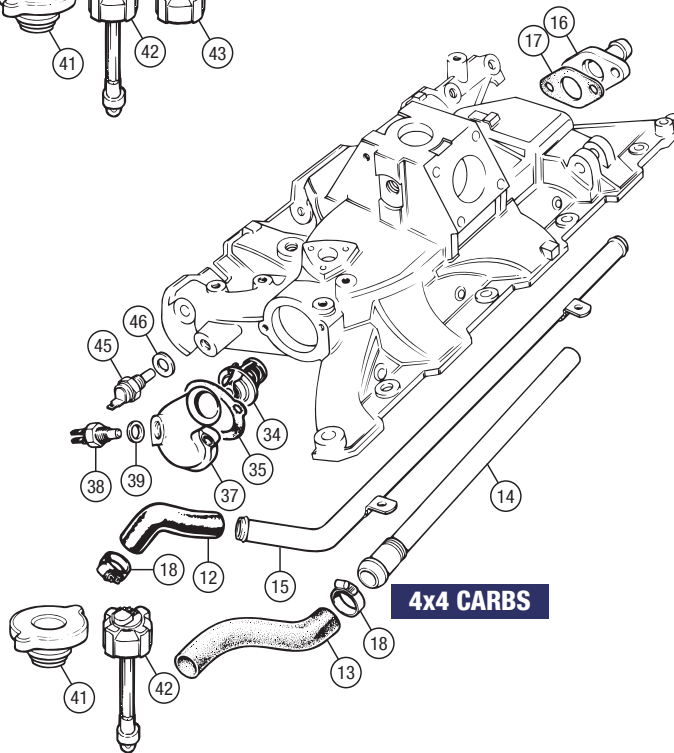
**4x4 EFI
RANGE ROVER CLASSIC,
DISCOVERY SERIES 1,
DEFENDER EFI**



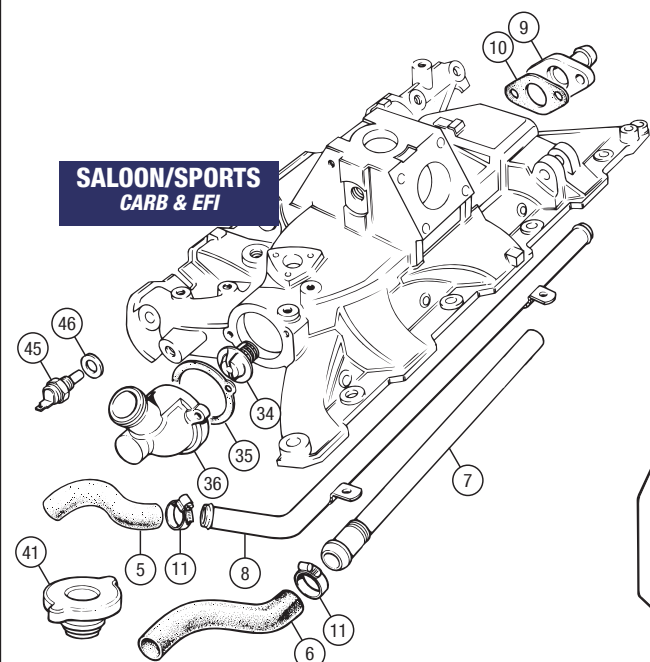
**4x4 EFI
RANGE ROVER
SERIES 2
TO VIN WA**



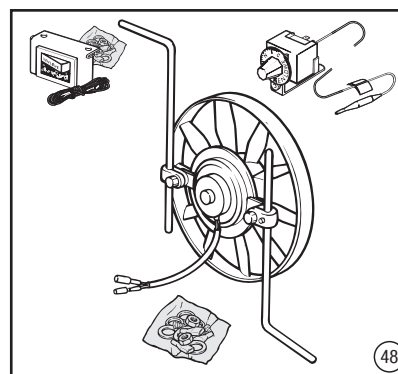
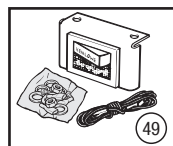
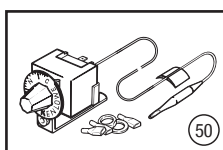
**4x4 EFI
RANGE ROVER
SERIES 2
VIN XA ON,
DISCOVERY
SERIES 2**



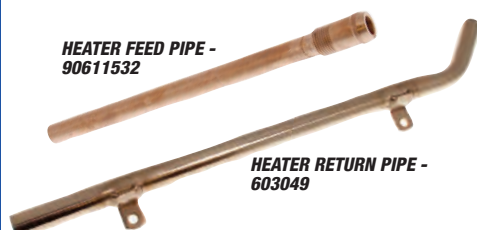
4x4 CARBS



**SALOON/SPORTS
CARB & EFI**



NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Engine Hoses & Pipes

SALOON/SPORTS CARB & EFI

5	HOSE, pump to heater pipe	1	ERC2279
6	HOSE, thermostat bypass	1	ERC2278
7	PIPE, heater feed:		
	carb	1	90611532
	EFI	1	ERC9123
8	PIPE, heater return	1	603049
9	PIPE OUTLET, manifold to heater	1	603440
	SD1 and TR8.		
10	GASKET, heater pipe	1	ERR4935
11	CLIP, hose	4	GHC709

4x4 CARB ENGINES

12	HOSE, pump to heater pipe	1	ERC2320
13	HOSE, thermostat bypass	1	ERC2278
14	PIPE, heater feed	1	90611532
15	PIPE, heater return	1	ERC2143
16	PIPE OUTLET, manifold to heater	1	603440
17	GASKET, heater pipe	1	ERR4935
18	CLIP, hose	4	GHC709

4x4 EFI ENGINES

Range Rover Classic, Discovery Series 1, Defender

19	HOSE, pump to heater pipe:		
	up to VIN LA (up to '94)	1	ETC6889
	VIN MA on ('95 on)	1	PEH101530
20	HOSE, heater pipe to manifold	1	ETC6890
21	PIPE, heater feed and return:		
	up to VIN LA (up to '94)	1	ERR319
	VIN MA on ('95 on)	1	ERR5473
22	CLIP, hose	4	GHC709

4x4 EFI ENGINES

Range Rover Series 2 to VIN WA

23	HOSE, bypass to manifold	1	PEH101500
24	HOSE, heater feed	1	JHB100920
25	HOSE, heater return	1	JHC100420
26	PIPE, bypass to manifold	1	ERR3585

4x4 EFI ENGINES

Range Rover Series 2 VIN XA on, Discovery Series 2

27	HOSE, bypass to manifold	1	PEH101500
	Range Rover Series 2.		
28	HOSE, heater feed and return:		
	Range Rover Series 2	1	PCH118830
	Discovery Series 2	1	PCH500040
29	PIPE, heater feed	1	PEP000090
30	PIPE, heater return	1	PEP000080
31	O RING, heater return pipe	1	ERR6434
32	PIPE, engine outlet elbow	1	PEQ000030
33	O RING, elbow pipe	1	ERR7202

Thermostat & Pressure Cap

34 THERMOSTAT:

Waxstat type, suitable for saloon/sports (incl. MGR V8), Range Rover Classic, Discovery Series 1, Defender carb and EFI.

74° (hot climates)	1	ETC4761
82° (standard)	1	GTS104
88° (cold climates)	1	GTS106

35 GASKET, thermostat housing:

Rover P6 type	1	GTG116
With thermostat bypass in housing.		
SD1/TR8	1	GTG125
MGR V8	1	ERR2429
4x4 (not Range Rover Series 2, Discovery Series 2)		
pre-'76	1	610387
Early Range Rover Classic.		
post-'76	1	ERR2429
Later Range Rover Classic, Discovery Series 1, Series III 109, Defender.		

36 HOUSING, thermostat, saloon/sports

standard type	1	RB7211
Aluminium.		
P6 type/4 barrel carb	1	RB7322A
Aluminium, with integral bypass pipe.		
Suitable for Offenhauser/Edelbrock 4 barrel carb manifolds, and certain standard manifolds.		
MGB GT V8 type	1	BHH1005
MGR V8	1	ETC6135A

37 HOUSING, thermostat, 4x4

Not Range Rover Series 2, Discovery Series 2.		
with air conditioning	1	ETC6135A
Later Range Rover Classic with air conditioning, Discovery Series 1 and Defender carb with air conditioning.		
Incorporates boss for air conditioning fan switch (switch not included).		
not air conditioning	1	ETC4596
Later Range Rover Classic without air conditioning, Discovery Series 1 without air conditioning, all Defender EFI models.		
not air conditioning	1	ERC2139
Series III 109, Defender carb.		
Offenhauser/Edelbrock type	1	RB7322B
For 4 barrel carb manifolds.		

38 SWITCH, air conditioning fans

Later Range Rover Classic, Discovery Series 1 and Defender carb with air conditioning.

39 WASHER, fan switch

Later Range Rover Classic and Discovery Series 1 with air conditioning.

40 THERMOSTAT ASSY, in-line:		
Range Rover Series 2	1	PEM101130
Discovery Series 2	1	PEM100990

41 PRESSURE CAP, metal:

saloon/sports (15psi)	1	GRC110
4x4		
for expansion tank	1	PCD100150
Range Rover Classic up to VIN GA, Discovery Series 1 carb, Defender carb & EFI.		
for radiator	1	GRC118
Series III 109.		

PRESSURE CAP, plastic:

42 with low coolant sensor	1	PRC7925
Range Rover Classic from VIN GA to LA.		
Combined pressure cap & low coolant sensor.		
43 without sensor	1	NTC7161
Range Rover Classic VIN MA, Discovery Series 1 EFI, 15 psi.		
44 without sensor	1	PCD000070
Range Rover Series 2, Discovery Series 2.		



Temperature Transmitter

45 SENDER UNIT, coolant temperature:

Located at front (carb and pre-'92 EFI engines) or on top (later EFI engines) of the inlet manifold - all engines except MGB GT V8.

saloon/sports		
carb engs. 10A/11A to '82	1	GTR108
carb engs. 10A/11A - '82 on 1		PRC6317P
engines 38A, 39A, 40A, 41A 1		GTR185
EFI engines except MGR V8 1		PRC6317P
MGR V8	1	AMR2536A
4x4		
Range Rover Classic 3.5 carb & 3.5 EFI		
with air conditioning	1	PRC6317P
non air conditioning	1	GTR108
Range Rover Classic 3.9 EFI		
up to VIN HA (to '91)	1	PRC7918
VIN JA on ('92 on)	1	AMR1425
Range Rover Series 2		
up to VIN TA (to '96)	1	AMR1425
VIN VA to WA ('97 to '98)	1	AMR5929
VIN XA on ('99 on)	1	MEK100160
Discovery Series 1		
carb engines	1	PRC8003
EFI engines	1	AMR1425
Discovery Series 2		
up to VIN 3A818214	1	MEK100160
from VIN 3A818215 on	1	MEK500130
Series III 109	1	YCB000110EVA
Defender		
carb, not hot climates	1	PRC2506
carb, hot climates	1	PRC4430
EFI	1	AMR1425
46 WASHER, temperature sender unit:		
for unit on front of manifold	1	90568054
for unit on top of manifold	1	243967



Antifreeze

It is recommended that a minimum 50% antifreeze mix is maintained all year round on aluminium engines, as a corrosion inhibitor.

47 ANTIFREEZE:

1 litre	A/R	GAC2018X
5 litre	A/R	GAC2019



Kenlowe Fan Kit

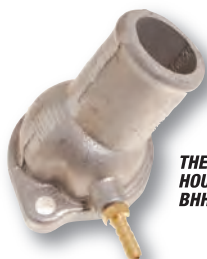
Electric fan kits complete with everything needed to replace engine-driven & viscous fans, or simply to act as a back-up. Kit includes fan, mountings, wiring and full instructions. Service items are available, please enquire.

48 ELECTRIC FAN KIT, Kenlowe:

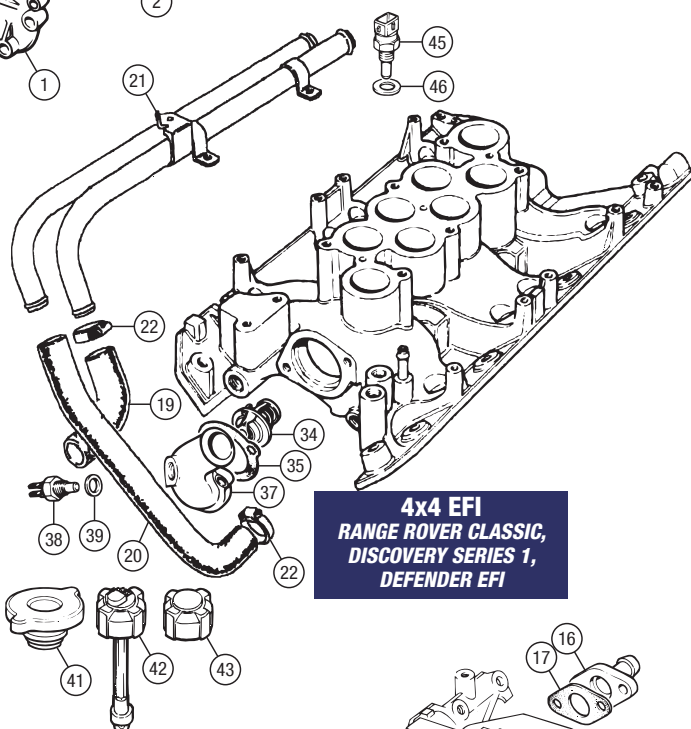
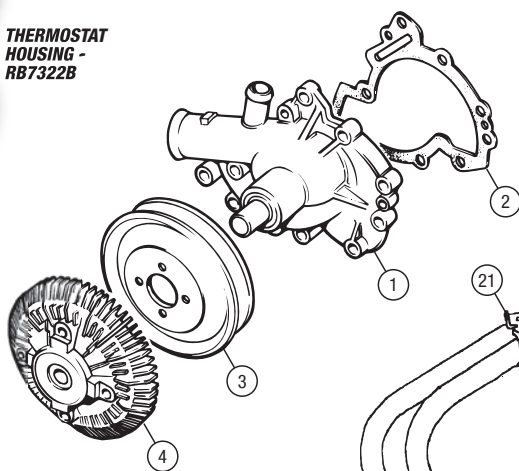
saloon/sports applications		
standard kit (13" fan)	1	RB7065
heavy duty kit (14.5" fan)	1	RS1537
4x4 applications		
Range Rover Classic & Discovery 1		
without a/c (13" twin fans)	1	RA1094
with a/c (12" twin fans)	1	RA1095
Range Rover P38A & Discovery 2 (17" fan)	1	LL1084
Defender Carb (13" twin fans)	1	LL1083
49 FAN SWITCH, Kenlowe	1	KLM0570
Manual overdrive - replacement switch if required.		
50 TEMP SENSOR, Kenlowe	1	KLM1416
Replacement sensor. Fits inside top radiator hose.		
- SEALING BAND, temp sensor (Silicone)	1	KLM2213
- FAN MOUNTING PLASTIC TIE KIT	1	KLM2115



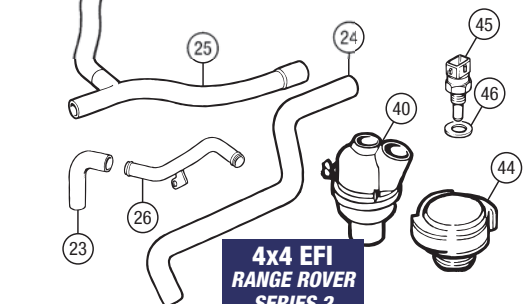
THERMOSTAT HOUSING - RB7322B



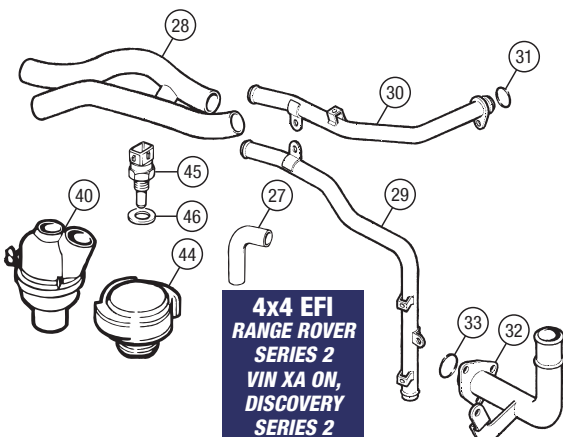
THERMOSTAT HOUSING - BHH1005



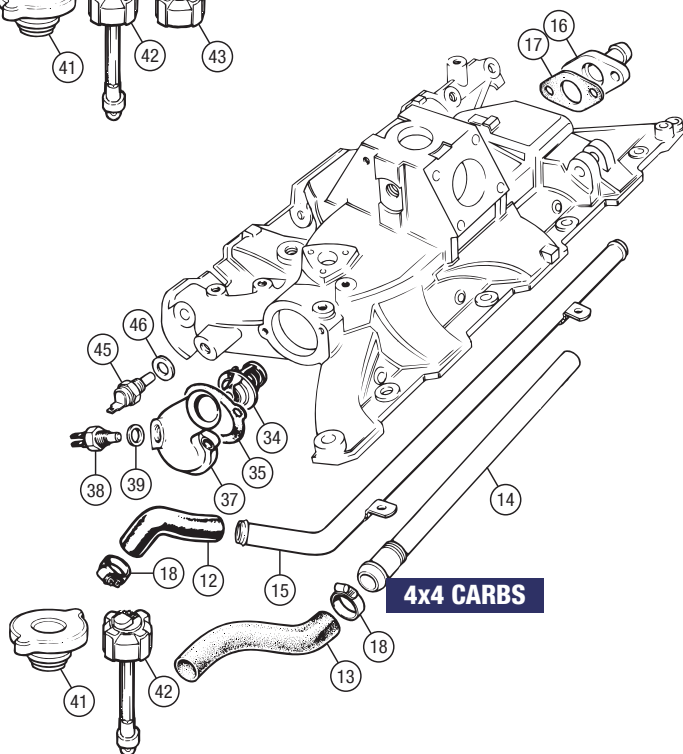
**4x4 EFI
RANGE ROVER CLASSIC,
DISCOVERY SERIES 1,
DEFENDER EFI**



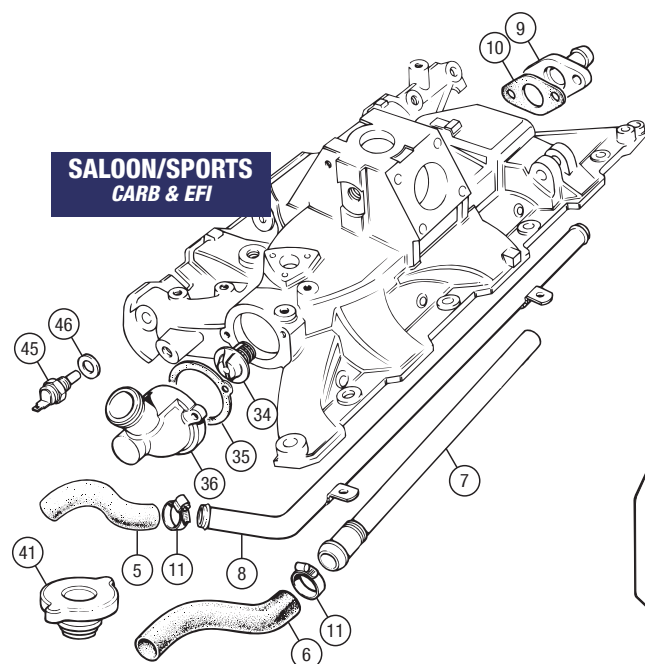
**4x4 EFI
RANGE ROVER
SERIES 2
TO VIN WA**



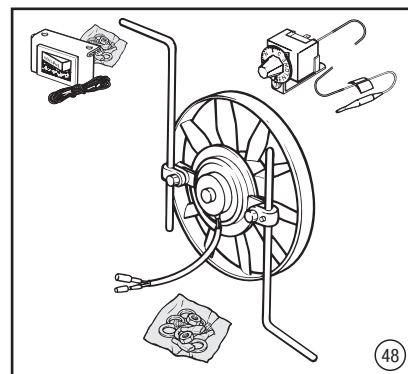
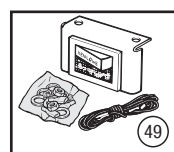
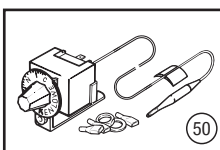
**4x4 EFI
RANGE ROVER
SERIES 2
VIN XA ON,
DISCOVERY
SERIES 2**



4x4 CARBS



**SALOON/SPORTS
CARB & EFI**



FUEL SYSTEM INTRODUCTION

CARBURETTORS

Though various other carbs have been used from time to time, by far the most common carburettors to be found supplying fuel to the Rover V8 are Zenith Stromberg CD175s and SU HIFs.

Chosen for their combination of economy, low emissions and simplicity of operation (plus, of course, availability in large quantities), they are an excellent choice. Nevertheless, the SU HIF6 with manual choke, as fitted to SD1 3500 saloons from 1976 to 1981, is probably the most popular, due to the fact that it can be "tuned" to suit other engine upgrades.

EFi (Electronic Fuel Injection)

Electronic fuel injection first appeared on production Rover V8 engines as early as 1977, bound for the emissions-sensitive Australian market. Subsequently, it was fitted to TR8s and Rover SD1s sold in North America. However, these early systems were designed specifically to meet emissions requirements; it was the Rover SD1 Vitesse, introduced in 1982, that boasted the first EFi system designed to increase power output. Vitesse produced 190bhp from a 3.5 litre engine which was otherwise largely similar to the carburettor version, producing 155bhp.

Three years later, in October 1985, the Range Rover V8 followed suit: EFi replaced carbs for Vogue models initially, and for all V8 4 door models from November 1986.

There are four basic types of EFi system fitted to the Rover V8. Similar in operation, they use solenoid injectors - one per cylinder - operating directly into the inlet ports. They respond to information from sensors relating to temperature, throttle position and engine speed, but neither has any control over ignition. The differences between the systems are as follows:

The first system - Lucas L-Jetronic (4CU) - uses an airflow meter, inside which is a hinged flap that measures, by deflection, the flow of air into the engine, thus varying the voltage signal to the engine's electronic control unit (ECU).

The second system, Lucas 14CUX, introduced to coincide with the 'new' 3.9 litre engine in 1988 but also fitted to some 3.5 litre engines and subsequently fitted to 4.2, 4.0 and 4.6 litre engines - incorporates a 'hotwire' air metering system, which contains no moving parts. Instead, it employs two sensor wires - one of which is heated - to measure air mass as it passes over the wires and into the engine. A voltage signal is then sent to the ECU proportionate to the voltage required to maintain the temperature of the heated wire as it is cooled by the air flow.

The two later systems, Sagem GEMS (fitted up to '99 & EOBD* compliant) and Bosch Motronic 5.2.1 ('99 onwards & OBD* II compliant) are complete engine management solutions governing both fuelling and ignition timing simultaneously as well as providing robust immobilisation for added security. Similarly to the earlier Lucas 14CUX system air volume is determined by means of a Hotwire Air Flow Meter. The ECM uses this information in conjunction with data received from the abundance of other sensor inputs associated with these systems to determine the optimum fuel trim at any given time. Additional "knock" sensors attached to the cylinder block detect rough running usually attributed to poor fuel grades, the engine management system uses this information and modulates fuel trim accordingly providing exceptionally smooth running. The result is a far more efficient engine management system with gains in fuel economy and emission control.

The early system, which was fitted to the first 3.5 EFi (non catalyst equipped) Range Rovers from 1986, is similar (though not identical) to the system fitted to the Rover SD1 Vitesse, the main difference being the ECU (electronic control unit). The hotwire type, fitted to later 3.5, 3.9, 4.2, 4.0 and 4.6 litre vehicles (with or without catalysts), despite appearing quite similar, shares few parts with the flap type system.

Twin plenum injection

Twin plenum, or twin-throttle plenum injection, was a variation of the Lucas-L system, produced for a short period in the mid 1980s. It was intended primarily for the Group A racing SD1 Vitesse being campaigned by BL Motorsport, but found its way onto a small number of production Rover Vitesse for homologation purposes. In road-car form, it is similar to the single-throttle type in every way except for the plenum chamber and associated air inlet trunking. Of the parts that are different, most are now unavailable.

Holley & Edelbrock 4 barrel carbs

Finally, we supply several 4 barrel carburettor conversion kits for the Rover V8 engine:

1. **The legendary Holley 390cfm carburettor.** The kit includes a 390cfm 4 barrel Holley carb, with vacuum secondaries and manual choke, 3 different inlet manifold options, choke/accelerator cable kit and chrome plated pancake filter kit.
2. **The Edelbrock 4-barrel carb kit.** The kit includes a 4 barrel 500cfm carb (bright finished). 3 different inlet manifold options, chrome plated pancake air filter kit and all cables.

A cost-effective bolt-on performance upgrade that is a direct replacement for twin carbs, offering many benefits. Ideal for V8 conversions too.

K&N Filters

We also supply a range of K&N Air Filters for most applications, including 4-Barrel pancake filters. Refer to separate panel for details.

*EOBD - European On Board Diagnostics - made mandatory by the European Union
OBD-II - On Board Diagnostics version II - US Version

Carb Identification

In order to select the correct parts, this section will help to identify the type of carbs fitted to your engine. It is for identification purposes only.

Carb Identification - Stromberg CD175 & SU HIF

Both makes of carburettor have a silver tag - stamped with an identification number - which is attached to the carb by one of the dashpot retaining screws. **Note:** both RH & LH carbs have the same number but with an R or L suffix as appropriate. However, if the tag is missing, the engine number will help you to identify the carburettors, providing they have not been replaced by a previous owner (for detailed information & specification of engine numbers, please refer to the 'V8 ENGINE' section on page 5).

ROVER SD1

All Rover SD1 3500 saloons from 1976 to 1981 were equipped with a pair of SU HIF6 1 3/4" carburettors with a manual choke. The tag number on these carbs is **FZX1316R** (right hand carb) or **FZX1316L** (left hand).

From 1982 until 1985, SD1 3500 carb engines were fitted with Stromberg CD175 carbs, incorporating an FASD (Fully Automatic Starting Device) on the side of the left hand carb. Easily identified by its blue plastic cover, the FASD is essentially a cold-start enrichment device.

Stromberg carbs have a stubby dashpot, compared to the SU's taller version.

Finally, from 1985, the SU HIF was again fitted to some 3500 models. However, these were not the same carbs as the earlier ones, being considerably more complex in their cold-start enrichment operation and bearing the model name HIF44E (44mm being the metric equivalent of 1 3/4", 'E' for electronic choke). The tag numbers for these carbs are **FZX1456R** (right hand carb) or **FZX1456L** (left hand).

TR8

Original carb TR8s are fitted with a pair of Stromberg 175CDSF carbs, with an automatic choke.

MGB GT V8

All factory built MGB GT V8s from 1972 to 1976 were equipped with a pair of SU HIF6 carburettors with a manual choke. The tag number on these carbs is **AUD613R** (right hand carb) or **AUD613L** (left hand).

4x4

Two makes of carburettor are fitted to Land Rover V8 engined vehicles as standard equipment: the Zenith Stromberg CD175 - used exclusively from 1970 to 1986 - and the SU HIF, which was fitted on some models for certain markets (alongside the Stromberg) from 1986 until carbs were progressively replaced by fuel injection.

The most obvious visual difference between the two types of carb is the dashpot; Strombergs having a stubby dashpot with the 'Zenith' name cast into it, while the SUs have a much taller dashpot without any markings.

Inlet Manifold - Carburettor Models

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

1 INLET MANIFOLD, carburettor:

SD1

'76 to '82 (SU carbs)	1	ERC5484
'82 on (Stromberg carbs)		
not engs 34A, 36A	1	ERC5950
engines 34A & 36A	1	ERC9900

TR8

MGB GT V8 (two piece)		
lower manifold	1	BHH1017
upper manifold (adaptor)	1	BHH988

4x4

'86 (Stromberg, most models)	1	ERC2135
from '86 on (Stromberg or SU)	1	ETC7915
Please contact our sales department for price & availability of all Land Rover inlet manifolds.		

2 BOLT, inlet manifold, all engines:

3/8"UNC x 11/2"	9	BH506121
3/8"UNC x 2"	3	BH506161
BOLT KIT, ARP stainless	1	RB7314B
Flanged, 12-point headed bolts & washers.		

3 WASHER, manifold bolt

	12	2204

4 GASKET, inlet manifold, all engines:

tin	1	ERC3990
composite	1	LKJ500020
Note: The improved composite inlet manifold gasket was first introduced on engines from 1992 approx. onwards, but is often used as a sensible upgrade on earlier engines originally fitted with the tin item. The composite gasket type end seals ERR7283 may in fact be used with either a tin or composite manifold gasket, but whichever the case they must be used with their matching ERR7282 clamps (the different types of end seals and clamps should not be mixed and matched).		

Stromberg CD175

TAG NUMBER

4x4 vehicles from 1970 to 1986: non-detoxed engines -

Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

355 suffix C, D & E	3712
355 suffix F	
3550000F to 35542952F	3881
35542953F onwards	3915
13D, 18D, 10G	3915

detoxed engines -

Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

341 & 359 -	
suffix A & B	3318
suffix C & D	3677
suffix E	3887
suffix F	3854
34183127F, 20D & 21D, 11G	3999
398	3881
11D, 15D, 16D, 17D & 19D	4104

4x4 vehicles from 1986 onwards:

non-detoxed engines -

Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

28D, 29D, 14G, 20G	4185
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detoxed engines -

Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

26D, 27D, 15G, 21G, 24G	4187
30D	4186

SU HIF

4x4 vehicles from 1986 onwards:

non-detoxed engines

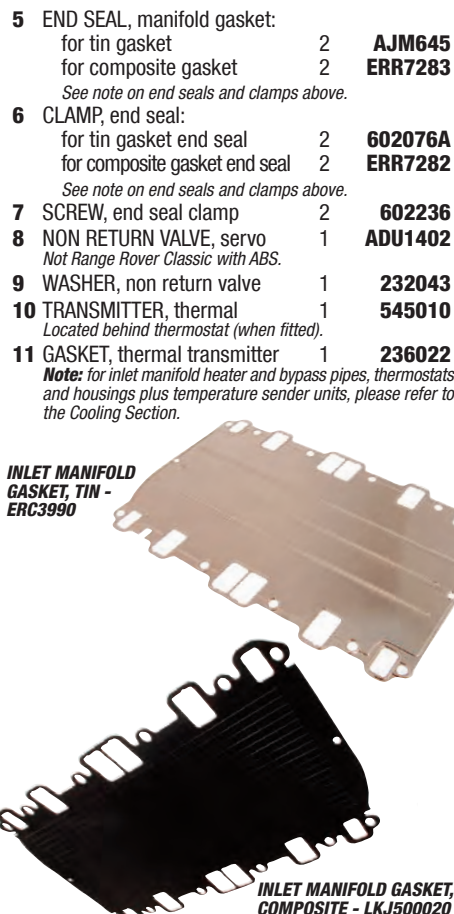
Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

28D, 29D, 14G, 20G	FZX2006
27G	FZX2011

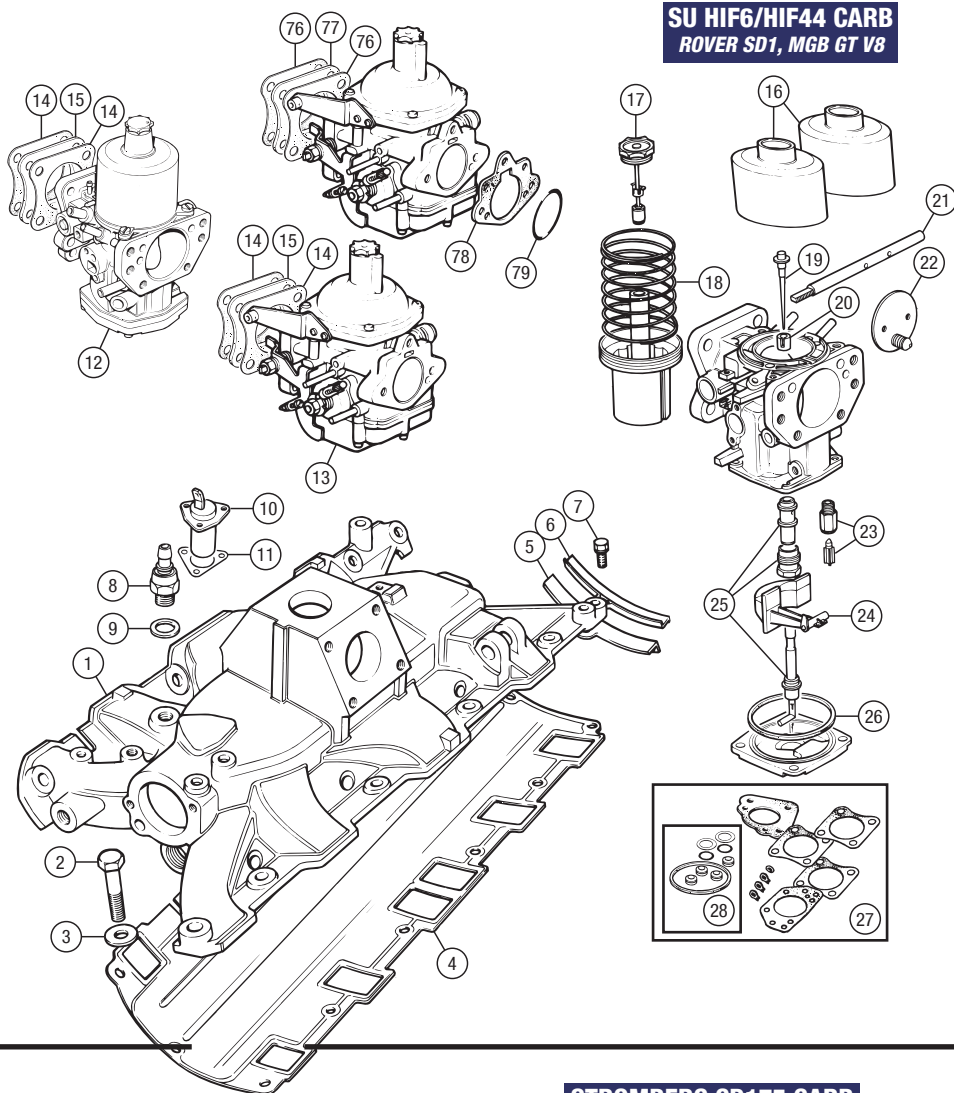
detoxed engines

Please refer to the beginning of the **V8 Engine** section on page 5 for information on 'Detoxed' or 'Non-detoxed'.

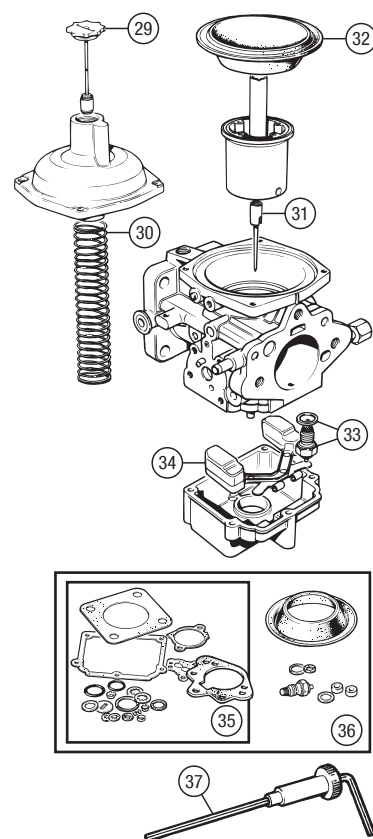
26D, 27D, 30D, 15G, 21G, 24G	FZX2005
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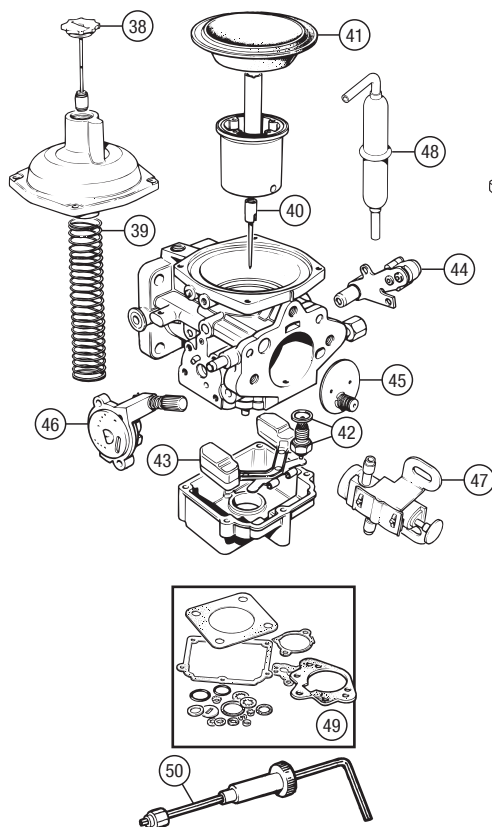
SU HIF6/HIF44 CARB
ROVER SD1, MGB GT V8



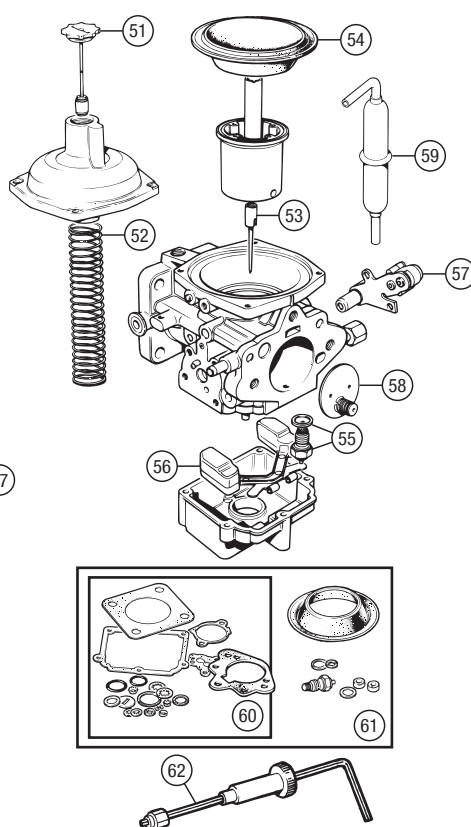
STROMBERG CD175 CARB
ROVER SD1, TRIUMPH TR8



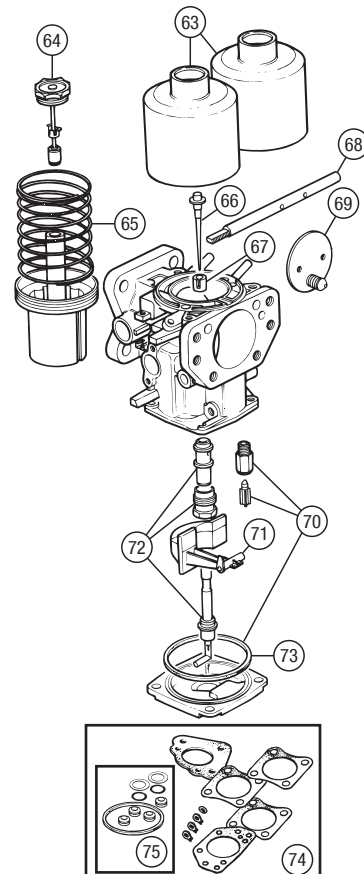
STROMBERG CD175 CARB
4x4 MODELS '70 TO OCT '85



STROMBERG CD175 CARB
4x4 MODELS '86 ON



SU HIF44 CARB
4x4 MODELS '86 ON



NO. DESCRIPTION QTY REQ. PART No.

Carburettors & Carb Components - Rover SD1, TR8 & MGB GT V8

- 12 CARBURETTER ASSEMBLY, SU HIF:**
Where units are unavailable, we can offer a customr own unit reconditioning service - please enquire.
- SD1
to '81, HIF6, pair, recon 1 **FZX1316RPAIR**
'85 on, HIF44E, pair, recon 1 **FZX1456RPAIR**
MGB GT V8, HIF6, pair, recon 1 **AUD613RPAIR**
- 13 CARBURETTER ASSEMBLY, Stromberg CD175:**
New unit Stromberg carburettor assemblies are generally unavailable, part numbers being listed here as an identification aid and in the event of stock becoming available once more. Please enquire for latest news of availability.
- SD1 1981 onwards
RH 1 **ERC5991**
LH (with FASD unit) 1 **ETC4714**
- TR8
US federal spec
RH 1 **ERC2105**
LH 1 **ERC2104**
US California spec
RH 1 **ERC3432**
RH 1 **ERC3433**
- 14 GASKET, carb mounting** 6 **ERR4381**
(for HIF6, HIF44E or CD175 carbs)
- 15 INSULATOR, carbs** 2 **ERC1102A**
(for HIF6, HIF44E or CD175 carbs)

SU HIF6/HIF44E Carb components

- 16 DASHPOT COVERS, lowered, pr** 1 **RB7658**
- 17 DAMPER PISTON:**
SD1 HIF6 ('76-'81) 2 **CUD2901A**
SD1 HIF44E ('85 on) 2 **LZX1511**
MGB GT V8 HIF6 2 **CUD2902**
- 18 SPRING, piston, yellow** 2 **AUD4398**
- 19 NEEDLE, metering, standard:**
SD1 '76-'81 (BAK needle) 2 **CUD1109**
SD1 '85 on (BFW needle) 2 **NZX8069**
MGB GT V8 (BBU needle) 2 **CUD1142**
- NEEDLE, metering, rich:
For SD1/TR7 V8 conversion with K&N air filters, with or without tubular manifolds.
with std manifolds (BAF) 2 **CUD1105**
with tubular manifolds (BAC) 2 **CUD1102**
- 20 GUIDE, needle** 2 **AUD4288**
- 21 THROTTLE SPINDLE:**
SD1 HIF6 ('76-'81) 2 **WZX1170**
SD1 HIF44E ('85 on) 2 **WZX1127**
MGB GT V8 HIF6 2 **WZX1171**
- 22 THROTTLE DISC KIT:**
SD1 HIF6 ('76-'81) 2 **WZX1378**
SD1 HIF44E ('85 on) 2 **WZX1414**
MGB GT V8 2 **WZX1326**
- 23 FLOAT NEEDLE & SEAT KIT:**
Also includes float lid seal.
SD1 HIF6 ('76-'81) 2 **WZX1100A**
SD1 HIF44E ('85 on) 2 **WZX1097**
MGB GT V8 2 **WZX1102A**
- 24 FLOAT:**
SD1 -'76-'81, MGB GT V8
RH 1 **WZX1509A**
LH 1 **WZX1510**
SD1 -'85 on, RH or LH 2 **WZX1509A**
- 25 JET ASSEMBLY KIT:**
SD1 -'76-'81, MGB GT V8
RH 1 **WZX1453A**
LH 1 **WZX1452A**
SD1 -'85 on, RH or LH 2 **WZX1453A**
- 26 SEAL, float lid** 2 **AUD3588A**
- 27 GASKET KIT** 2 **WZX1505A**
- 28 SEAL KIT** 2 **RTC6072**

GASKET KIT -
WZX1505A

NO. DESCRIPTION QTY REQ. PART No.

Stromberg CD175 Carb components

- 29 DAMPER PISTON** 2 **518432A**
- 30 SPRING, piston** 2 **516946A**
- 31 NEEDLE, metering, standard:**
TR8 only.
USA Federal 2 **AAU7220**
USA California 2 **AAU7268**
- NEEDLE, metering, rich:
For SD1/TR7 V8 conversion with K&N air filters, with or without tubular manifolds.
with std manifolds (B1FB) 2 **RB7465**
with tubular manifolds (B1AW) 2 **RB7468**
- 32 DIAPHRAGM** 2 **JS499A**
- 33 FLOAT NEEDLE & SEAT KIT** 2 **BHM1075**
- 34 FLOAT & ARM ASSEMBLY** 2 **605833A**
- 35 GASKET KIT** 2 **RTC1481A**
- 36 SERVICE KIT** 2 **AAU7222**
- 37 CARB ADJUSTING TOOL** 1 **RX1222**
For Stromberg carbs fitted to TR8 & SD1 only - not suitable for Land Rover applications.

Carb Components - 4x4

Stromberg CD175 Carb Components '70 to Oct '85

- 38 DAMPER PISTON** 2 **518432A**
- 39 SPRING, piston** 2 **606792A**
- 40 NEEDLE, metering, non-detoxed vehicles:**
for 3712 carbs 2 **606793**
for 3881 carbs 2 **AAU8231**
for 3915 carbs 2 **AEU2462**
for 20G engines 2 **AEU2462**
- NEEDLE, metering, detoxed vehicles:
Engine nos: 341, 359, 11G, 21G - 8.13:1 CR.
for 3318 carbs (B2AS) 2 **90608276**
for 3677 carbs (BIDF) 2 **AAU1488**
for 3677 carbs (B1FF) 2 **RTC4776**
for 3887 carbs (B1DW) 2 **AAU8229**
for 3854 carbs (BLEJ) 2 **AAU8230**
for 3854 carbs (B1FF) 2 **RTC4776**
for 3999 carbs (B1FC) 2 **AEU1850**
for 4104 carbs (B1FH) 2 **AEU1851**
for 21G engines 2 **AEU3077**
- 41 DIAPHRAGM** 2 **JS499A**
- 42 FLOAT NEEDLE & SEAT KIT:**
for 3712 carbs 2 **AAU4547**
for 3881 & 3915 carbs 2 **RTC1482**
for 3712 carbs 2 **AAU4547**
for 3677 carbs 2 **AAU4547**
for 3887 & 3854 carbs 2 **RTC1482**
for 3999 carbs 2 **RTC1482**
for 4104 carbs 2 **RTC1482**
- 43 FLOAT & ARM ASSEMBLY** 2 **605833A**
- 44 TEMPERATURE COMPENSATOR, detoxed engines:**
for 3318 & 3677 carbs 2 **90608271**
for 3887 & 3854 carbs 2 **90608271**
for 3999 & 4104 carbs 2 **AAU7900**
- 45 THROTTLE DISC:**
for 3712 carbs 2 **605800**
for 3881 & 3915 carbs 2 **605800**
for 3318 carbs 2 **597770**
for 3677 & 3887 carbs 2 **AAU1489**
for 3854 & 3999 carbs 2 **AAU1489**
for 4104 carbs 2 **AEU1848**
for 20G engines 2 **605800**
for 21G engines 2 **AAU7604**
- 46 COLD START ASSEMBLY:**
for 3712 & 3915 carbs 1 **606810**
for 3318 & 3677 carbs 1 **608282**
- 47 VACUUM SWITCH** 1 **614361**
Detoxed engines.
- 48 FUEL TRAP** 1 **ERC2042L**
Detoxed engines.
- 49 GASKET KIT:**
for 3712 & 3915 carbs 2 **605857**
for all other carbs 2 **RTC1481A**
- 50 CARB ADJUSTING TOOL** 1 **RX1222L**
For Stromberg carbs fitted to Land Rover vehicles only - not suitable for TR8 or SD1 applications.

NO. DESCRIPTION QTY REQ. PART No.

Stromberg CD175 Carb Components '86 on

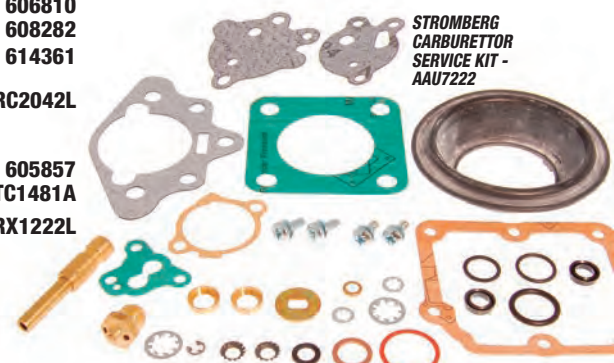
- 51 DAMPER PISTON** 2 **518432A**
- 52 SPRING, piston** 2 **606792A**
- 53 NEEDLE, metering:**
carbs:
for 4186 carbs 2 **AEU1851**
for 4187 carbs
up to VIN 162496 2 **AEU1851**
VIN 162497 on 2 **RTC4774**
for 4185 carbs 2 **AEU1850**
for 21G engines 2 **AEU3077**
- 54 DIAPHRAGM** 2 **JS499A**
- 55 FLOAT NEEDLE & SEAT KIT** 2 **RTC1482**
- 56 FLOAT & ARM ASSEMBLY** 2 **605833A**
- 57 TEMPERATURE COMPENSATOR** 2 **AAU7900**
- 58 THROTTLE DISC** 2 **AEU1848**
- 59 FUEL TRAP** 2 **ERC2042L**
- 60 GASKET KIT** 2 **RTC1481A**
- 61 SERVICE KIT** 2 **AAU2967**
Kit includes: needle valve, diaphragm, float gasket and seals.
- 62 CARB ADJUSTING TOOL** 1 **RX1222L**
For Stromberg carbs fitted to Land Rover vehicles only - not suitable for TR8 or SD1 applications.

SU HIF44 Carb Components '86 on

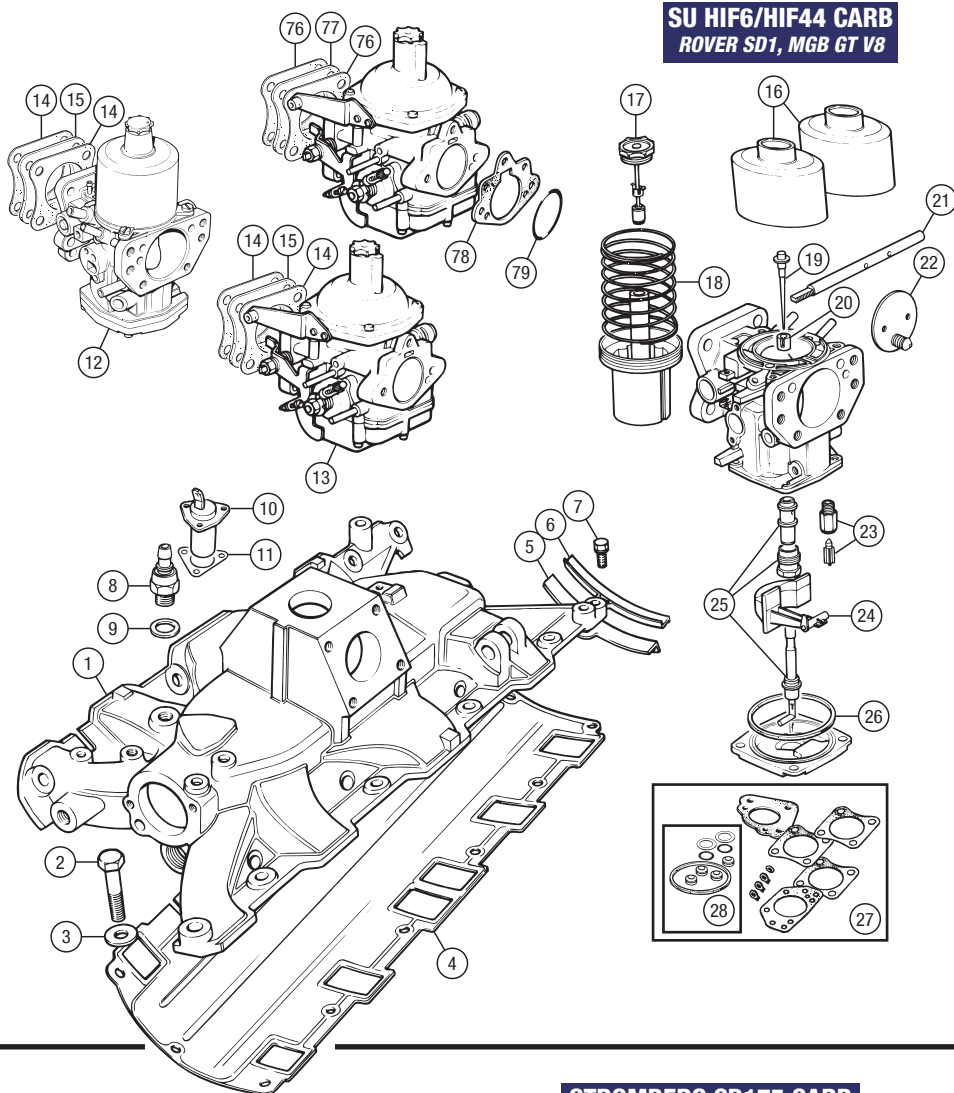
- Engine numbers with a 'C' suffix.*
- 63 DASHPOT COVERS, lowered, pr** 1 **RB7658**
- 64 DAMPER PISTON** 2 **LZX1505A**
- 65 SPRING, piston, yellow** 2 **AUD4398**
- 66 NEEDLE, metering:**
for FZX2005 carbs (BGC) 2 **NZX8076L**
for FZX2006 carbs (BGD) 2 **NZX8077L**
for FZX2011 carbs (BGV) 2 **NZX8093**
- 67 GUIDE, needle** 2 **AUD4288**
- 68 THROTTLE SPINDLE** 2 **WZX1127**
- 69 THROTTLE DISC KIT:**
for FZX2005 carbs 2 **WZX2524**
for FZX2006 carbs 2 **WZX2525**
for FZX2011 carbs 2 **WZX2524**
- 70 FLOAT NEEDLE & SEAT KIT** 2 **WZX1094**
Also includes float lid seal.
- 71 FLOAT:**
RH 1 **WZX1509A**
LH 1 **WZX1510**
- 72 JET ASSEMBLY KIT:**
RH 1 **WZX1453A**
LH 1 **WZX1452A**
- 73 SEAL, float lid** 2 **AUD3588A**
- 74 GASKET KIT** 2 **WZX1505A**
- 75 SEAL KIT** 2 **RTC6072**

Carb Mountings 4x4

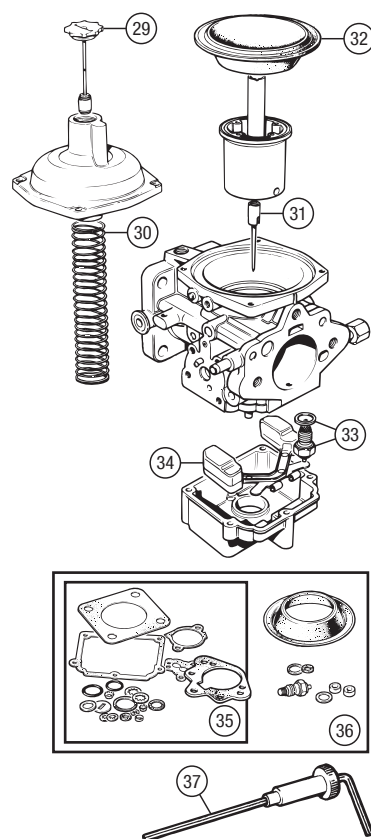
- CD175 and HIF44 carbs.*
- 76 GASKET, carb mounting** 6 **ERR4381**
- 77 INSULATOR, carbs:**
for 3712, 3881 & 3915 carbs 2 **ERC1102A**
all other CD175/HIF44 carbs 2 **ERR4383**
- 78 GASKET, carb to elbow:**
Range Rover Classic 2 **612435**
Discovery Series 1 2 **612435**
Defender with CD175 carbs 2 **610327A**
Defender with HIF44 carbs 2 **PKX100030**
- 79 'O' RING, elbow to cleaner** 2 **602634**

STROMBERG
CARBURETTOR
SERVICE KIT -
AAU7222

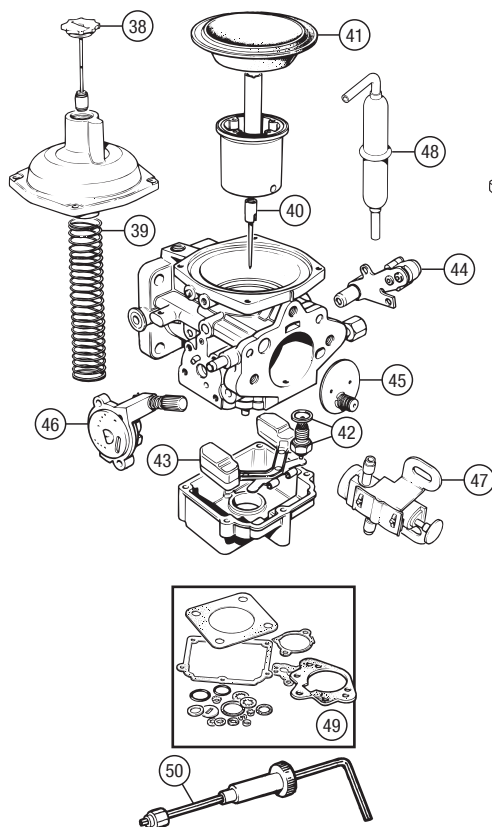
SU HIF6/HIF44 CARB
ROVER SD1, MGB GT V8



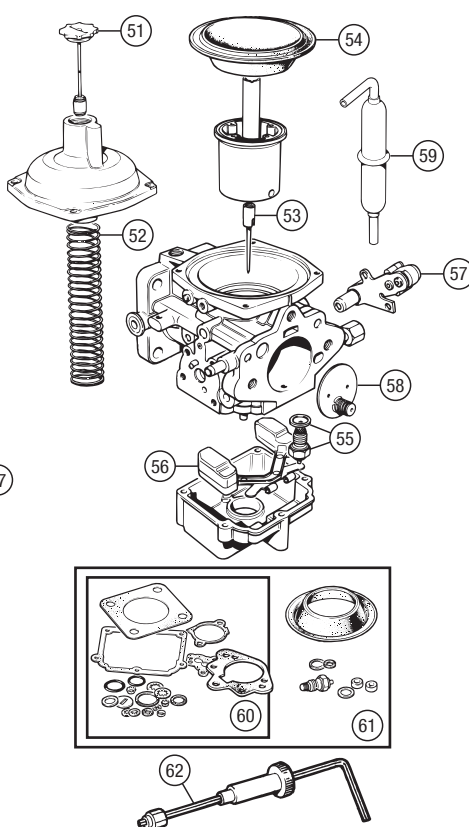
STROMBERG CD175 CARB
ROVER SD1, TRIUMPH TR8



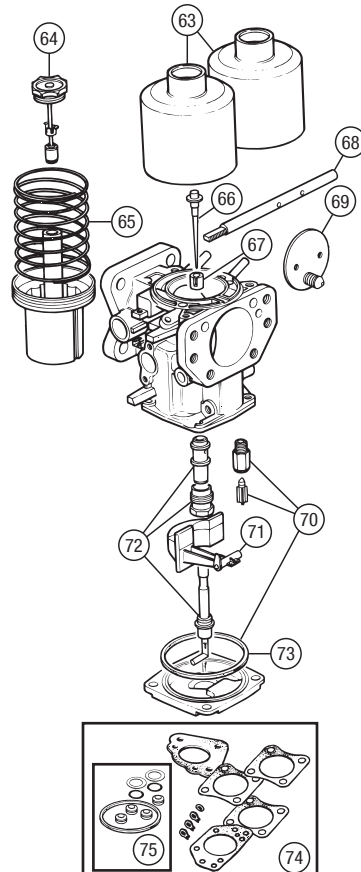
STROMBERG CD175 CARB
4x4 MODELS '70 TO OCT '85



STROMBERG CD175 CARB
4x4 MODELS '86 ON



SU HIF44 CARB
4x4 MODELS '86 ON



4 Barrel Carb Conversion

The simple, cost effective, bolt-on performance upgrade that is a direct replacement for the twin Stromberg or SU carbs, offering easy starting, smooth running, transformed drive-ability and enhanced fuel economy. A 4 barrel conversion will work well on its own, or in conjunction with an uprated cam or cylinder heads and can be re-jetted to suit if required. Often the ideal solution for V8 conversions too, for TR7, MGB, Kit Cars etc where under bonnet space is at a premium.

We offer several conversion kits for just about all applications and engine sizes, utilising either the Holley 390 or Edelbrock 500 carb paired with an inlet manifold and air cleaner to suit your requirements. Our conversion kits also include accelerator / choke cable kits and thermostat housing, please see below.

To decide on what suits, select a carb, inlet manifold and air cleaner from the options below, then refer to the list of kits on the opposite page. Also, refer to the list of optional parts below, to include fuel pump, heater hose connector etc.

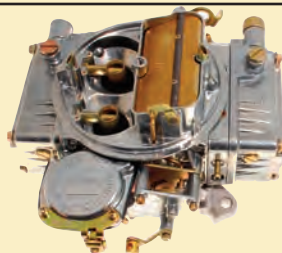


4 Barrel Carb Conversion Options

Choose a Carb:

Holley 390 cfm - RB7254

The legendary Holley is an ideal choice for all engines up to 4.6 litres. Supplied jetted to suit the standard 3.5 litre engine (primary jet 51, secondary equivalent to 53 jet), it can be re-jetted to suit modified engines (cam and/or heads) or larger capacities (see options under Holley carb components). Supplied with manual choke, vacuum secondary, power valve blow-out protection and polished body finish. Adaptor plate kit also available for enlarging secondary jets. Accelerator and choke cable kits available separately (supplied if purchasing conversion kit). Recommended: Facet 'Red Top' fuel pump kit RB7259.



Edelbrock 500 cfm - RA1335

Previously marketed as Weber, this increased capacity 4 barrel carb is best suited to larger capacity engines (4.6 litres +) but can be fitted to any Rover V8. Supplied jetted to suit the standard 3.5 / 3.9 litre engine (primary jet .086, secondary .095, metering rods .065x.052 jet), a tuning / calibration kit is also available for larger capacity and / or modified engines, which includes assorted jets and metering rods (see options under Edelbrock carb components). Supplied with manual choke and polished body finish. Accelerator / choke cable kits and fuel feed banjo / bolt available separately (supplied if purchasing conversion kit). Recommended: Facet 'Red Top' fuel pump kit RB7259.



Choose an Inlet Manifold:

Both the Holley and Edelbrock carbs will fit any of the inlet manifolds listed below, as they have the same footprint. However, the height of the manifold affects the performance proportionally, and this will be dictated by the available clearance under the bonnet.

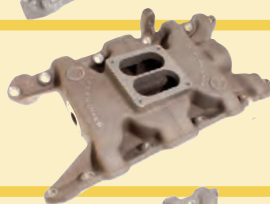
Edelbrock Performer Dual Plane Inlet Manifold - RA1337

Due to its design, this manifold offers up to 10 BHP over other 4 barrel manifold options at high mid-range, with increased torque over a wide RPM range, especially from idle to mid-range. It also offers excellent throttle response. Due to its height, it may not offer sufficient under bonnet clearance where space is tight. Select the correct air cleaner to ensure sufficient under bonnet clearance when suitable. A spacer may also be required to allow clearance for the pancake filter and carb throttle linkages. A thermostat housing, air cleaner and carb levelling plate (for 4x4 and certain other applications), are all available separately (supplied if purchasing conversion kit).



Offenhauser 360 Dual Plane Inlet Manifold - RB7314

Sitting slightly lower than the Edelbrock manifold, this unit is a compromise between the Offenhauser JWR manifold (which offers the lowest profile) and the Edelbrock. Select the correct air cleaner to ensure under bonnet clearance. A thermostat housing, air cleaner and carb levelling plate (for 4x4 and certain other applications), are all available separately (supplied if purchasing conversion kit).



Offenhauser JWR Dual Port Inlet Manifold - RA1336

This manifold offers the lowest profile where under bonnet clearance is restricted. The dual ports design offers increased efficiency due to the primaries using the lower port (increasing gas speed) and since the secondaries use the upper port (which is shielded by the primaries), the gas is cooler, meaning a better fuel burn. These benefits help to offset the efficiency lost due to the low profile design. Select the correct air cleaner to ensure under bonnet clearance. A thermostat housing, air cleaner and carb levelling plate (for 4x4 and certain other applications), are all available separately (supplied if purchasing conversion kit).



Choose an Air Cleaner:

Dependent on the height available under the bonnet, select the most suitable air cleaner for your application. If clearance is not an issue, the 3" deep filter will offer the best performance, as will the K&N (at extra cost) air cleaner and X-Stream air flow lid - see listings for details.

14" Chrome Pancake Air Cleaner Kit

Included in conversion kits.

3" Deep (standard applications) **RB7438**

2" Deep (for extra bonnet clearance) **RB7439**



Conversion Kits also include (where relevant):



ACCELERATOR CABLE KIT - RB7278

THERMOSTAT HOUSING



2WD APPLICATIONS - RB7322A



CHOKE CABLE KIT - RB7290



4x4 APPLICATIONS - RB7322B



AIR CLEANER SPACER (WHEN FITTED)
1/2" SPACER - BY9340
1" SPACER - BY9341



ACCELERATOR CABLE ADAPTOR (4x4 APPLICATIONS) - RB7278A



FUEL FEED BANJO & BOLT (EDELBRICK) - RA1335B



5° CARB LEVELLING PLATE (4x4 APPLICATIONS) - RA1323S

Optional Parts:



FACET 'RED TOP' FUEL PUMP KIT - RB7259
MOUNTS IN ENGINE BAY



INLET MANIFOLD BOLT KIT, ARP STAINLESS, FLANGED, 12-POINT HEADED BOLTS & WASHERS - RB7314B



BREATHING PIPE ADAPTOR - RB7654



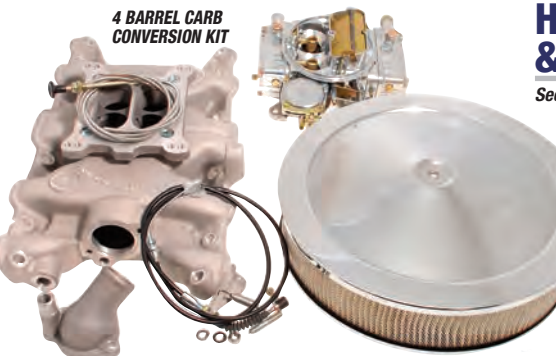
GASKET - ERR4935P



KICKDOWN KIT (SD1 BORG WARNER AUTO) HOLLEY 390 - RTC117HOLLEY



KICKDOWN KIT (4x4 AUTO) EDELBRICK 500 - RA1323 4WD KD



Holley 390cfm 4 Barrel Carb Conversion Kits

Kits include; carb, inlet manifold, 14" chromed air cleaner (K&N at extra cost), thermostat housing, accelerator and choke cable kits, and 5° carb levelling plate/accelerator cable adaptor for 4x4 applications.

Note: a 1/2" spacer is included with the 2" filters to allow clearance for linkages. See also 'Optional Parts' such as fuel pump which may be required in addition to the conversion kit.

SALOON/2WD MODELS:

- with Edelbrock dual plane inlet manifold including 3" air cleaner **RB7722 2WD**
- including 2" air cleaner **RB7722 2WDL0W**
- with Offenhauser 360 dual plane inlet manifold including 3" air cleaner **RB7262 2WD**
- including 2" air cleaner **RB7262 2WDL0W**
- with Offenhauser JWR dual port inlet manifold including 3" air cleaner **RB7721 2WD**
- including 2" air cleaner **RB7721 2WDL0W**

4x4 MODELS:

- with Edelbrock dual plane inlet manifold including 3" air cleaner **RB7722 4WD**
- including 2" air cleaner **RB7722 4WDL0W**
- with Offenhauser 360 dual plane inlet manifold including 3" air cleaner **RB7262 4WD**
- including 2" air cleaner **RB7262 4WDL0W**
- with Offenhauser JWR dual port inlet manifold including 3" air cleaner **RB7721 4WD**
- including 2" air cleaner **RB7721 4WDL0W**

Edelbrock 500cfm 4 Barrel Carb Conversion Kits

Kits include; carb, inlet manifold, 14" chromed air cleaner (K&N at extra cost), thermostat housing, fuel feed banjo and bolt, accelerator and choke cable kits, and 5° carb levelling plate/accelerator cable adaptor for 4x4 applications.

Note: a 1/2" spacer is included with the 2" filters to allow clearance for linkages. See also 'Optional Parts' such as fuel pump which may be required in addition to the conversion kit.

SALOON/2WD MODELS:

- with Offenhauser 360 dual plane inlet manifold including 2" air cleaner **RA1323 2WD**
- with Offenhauser JWR dual port inlet manifold including 2" air cleaner **RA1323 2WDL0W**

4x4 MODELS:

- with Edelbrock dual plane inlet manifold including 3" air cleaner **RA1323 4WD**

Holley 390 Carb & Components

See panel opposite for further details.

CARBURETTOR ONLY, 390cfm **1 RB7254**
Manual choke. Vacuum secondary. Supplied jetted for 3.5 litre. Primary jet 51, secondary 53.

JETS, replacement, supplied as a pair:
For tuning larger capacity/modified engines.

- 48 jets **1 RB7254JET-48**
- 51 jets **1 RB7254JET-51**
- 53 jets **1 RB7254JET-53**
- 55 jets **1 RB7254JET-55**
- 56 jets **1 RB7254JET-56**

ADAPTOR PLATE KIT, secondary jet **1 QJ12990S**

Replaces existing secondary jet mounting plate. The standard plate on the Holley 390 has a single 53 jet.

This kit allows the fitting of a pair of jets to increase performance. Jets sold separately.

OVERHAUL KIT **1 RB7254H**

STUD, NUT & WASHER MOUNTING KIT:

- supplied with 2WD carb kit **1 RB7254S**
- supplied with 4WD carb kit **1 RB7254SL**

GASKET, carb to manifold **1 RB7181**

SECONDARY DIAPHRAGM **2 QJ130465**

CARB FLOAT **1 QJ123140**

FLOAT ADJUSTER REPAIR KIT **1 QJ123050**

CAM KIT (includes 5 cams) **1 QJ130610**

SCREW - BUTTERFLY A/R **QJ140865**

ELECTRIC CHOKE **1 QJ130880S**

MANUAL CHOKE CONVERSION **1 RB7184**

Excludes cable.

ACCELERATOR CABLE KIT **1 RB7278**

ACCELERATOR CABLE ADAPTOR **1 RB7278A**

4x4 applications. Adapts ball end to pedal.

KICKDOWN KIT - Holley 390 **1 RTC117HOLLEY**

SD1 Borg Warner auto.

CHOKE CABLE KIT **1 RB7290**

Edelbrock 500 Carb & Components

See panel opposite for further details.

CARBURETTOR ONLY, 500cfm **1 RA1335**
Manual choke. Supplied jetted for 3.5/3.9 litre. Primary jet 0.086, secondary 0.095, metering rods 0.065 x 0.052 jet.

TUNING/CALIBRATION KIT **1 RA1335C**

Includes 4 assorted jets and 5 metering rods for tuning larger capacity/modified engines.

FUEL FEED BANJO & BOLT **1 RA1335B**

GASKET KIT **1 RA1335D**

STUD, NUT & WASHER MOUNTING KIT:

- supplied with 2WD carb kit **1 RB7254S**
- supplied with 4WD carb kit **1 RB7254SL**

GASKET, carb to manifold **1 RB7181**

ACCELERATOR CABLE KIT **1 RB7278**

ACCELERATOR CABLE ADAPTOR **1 RB7278A**

4x4 applications. Adapts ball end to pedal.

KICKDOWN KIT - Edelbrock 500 **1 RA1323 4WDKD**

Auto 4x4.

CHOKE CABLE KIT **1 RB7290**

AUTO CHOKE ASSEMBLY **1 RA1323ACH**

K&N X-STREAM
AIR FLOW LID -
RA1399RED



K&N RECESSED TYPE
AIR CLEANER KIT - RA1397



K&N FLAT TYPE
AIR CLEANER KIT - RA1398

Inlet Manifold & Components - 4 Barrel Carb

See panel opposite for further details.

EDELBROCK PERFORMER DUAL PLANE **1 RA1337**

High profile, maximum performance.

OFFENHAUSER 360 DUAL PLANE **1 RB7314**

Medium profile.

OFFENHAUSER JWR DUAL PORT **1 RA1336**

Low profile, dual port for increased efficiency.

BOLT KIT, inlet manifold to heads **1 RB7314B**

ARP stainless, flanged, 12 point headed bolts & washers.

THERMOSTAT HOUSING, alloy

2-wheel drive (inc. by-pass outlet) **1 RB7322A**

4-wheel drive **1 RB7322B**

GASKET, thermostat housing **1 GTG116**

CONNECTOR, heater hose **1 603440**

Rear of manifold.

GASKET, heater hose connector **1 ERR4935P**

CARB LEVELING PLATE (5°) **1 RA1323S**

4x4 and some kit cars where engine is mounted level.

The 4-barrel inlet manifold is designed for 'saloon applications where the engine sits slightly 'tail down'.

This plate allows the carb to sit correctly.

GASKET, inlet manifold, all engines:

tin **1 ERC3990**

composite **1 LKJ500020**

Note: The improved composite inlet manifold gasket was first introduced on engines from 1992 approx. onwards, but is often used as a sensible upgrade on earlier engines originally fitted with the tin item. The composite gasket type end seals ERR7283 may in fact be used with either a tin or composite manifold gasket, but whichever the case they must be used with their matching ERR7282 clamps (the different types of end seals and clamps should not be mixed and matched).

END SEAL, manifold gasket:

for tin gasket **2 AJM645**

for composite gasket **2 ERR7283**

See note on end seals and clamps above.

CLAMP, end seal:

for tin gasket end seal **2 602076A**

for composite gasket end seal **2 ERR7282**

See note on end seals and clamps above.

SCREW, end seal clamp **2 602236**

Fuel Pump

FACET 'RED TOP' FUEL PUMP KIT **1 RB7259**

High capacity electric pump suitable for 4 barrel carb conversions. Includes unions. Mount remotely in engine bay.

FACET 'RED TOP' FUEL PUMP ONLY **1 RB7259B**

FACET 'RED TOP' UNIONS ONLY **1 RB7259A**

Pair.

4 Barrel Carb Air Cleaners

AIR CLEANER KIT:

14" diameter chromed 'pancake' type air cleaner, complete with element, suitable for Holley & Edelbrock carbs.

See also K&N filter assys.

standard (3" deep) **1 RB7438**

low-profile (2" deep) **1 RB7439**

For extra bonnet clearance.

REPLACEMENT ELEMENT, air cleaner:

standard element

3" deep **1 RB7438EL**

2" deep **1 RB7439EL**

K&N element (re-useable)

3" deep **1 RB7438ELK**

2 1/4" deep **1 RB7439ELK**

ADAPTOR, breather pipe **1 RB7654**

Connects air cleaner base to engine flame trap/breather.

AIR CLEANER SPACER:

Allows clearance over linkages when using 2" filter.

1/2" spacer **1 BY9340**

1" spacer **1 BY9341**

K&N 4 Barrel Carb Air Cleaners



K&N FILTER, Holley & Edelbrock 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) **1 RA1397**

3" deep. Sits low on carb for extra bonnet clearance.

N.B. for use with manual choke only.

flat type (assembly) **1 RA1398**

2 1/4" deep, fits either manual or automatic choke.

'X-stream' air flow (lid only)

For maximum air flow. Replaces standard pancake

K&N lid. Available in black, red or polished.

N.B. K&N filter assembly (recessed or flat type) must be purchased separately.

'X-stream', black **1 RA1399BLACK**

'X-stream', red **1 RA1399RED**

'X-stream', polished **1 RA1399POLISHED**

ELECTRONIC FUEL INJECTION

See introduction on page 43.

Inlet Manifold Fittings - Air Flow Meter EFi (3.5 litre)

All parts listed are suitable for Rover SD1 Vitesse, VDP EFi and Range Rover/Discovery 3.5 EFi unless otherwise stated.

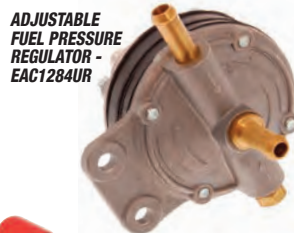
- | | | | |
|----------|--|----------|----------------|
| 1 | INLET MANIFOLD, 3.5 EFi | 1 | ERC9194 |
| | SD1 Vitesse & VDP EFi. | | |
| | Please contact our sales department for price & availability of inlet manifolds for Range Rover EFi. | | |
| 2 | BOLT, inlet manifold (all engines): | | |
| | 3/8"UNC x 1 1/2" | 9 | BH506121 |
| | 3/8"UNC x 2" | 3 | BH506161 |
| 3 | WASHER, manifold bolt | 12 | 2204 |
| 4 | GASKET, inlet manifold, all engines: | | |
| | tin | 1 | ERC3990 |
| | composite | 1 | LKJ500020 |
- Note:** The improved composite inlet manifold gasket was first introduced on engines from 1992 approx. onwards, but is often used as a sensible upgrade on earlier engines originally fitted with the tin item. The composite gasket type end seals ERR7283 may in fact be used with either a tin or composite manifold gasket, but whichever the case they must be used with their matching ERR7282 clamps (the different types of end seals and clamps should not be mixed and matched).
- | | | | |
|-----------|---|---|----------|
| 5 | END SEAL, manifold gasket: | | |
| | for tin gasket | 2 | AJM645 |
| | for composite gasket | 2 | ERR7283 |
| | See note on end seals and clamps above. | | |
| 6 | CLAMP, end seal: | | |
| | for tin gasket end seal | 2 | 602076A |
| | for composite gasket end seal | 2 | ERR7282 |
| | See note on end seals and clamps above. | | |
| 7 | SCREW, end seal clamp | 2 | 602236 |
| 8 | AIR VALVE, auxiliary | 1 | ERC3617 |
| 9 | SWITCH, thermotime | 1 | EAC1385A |
| 10 | SENSOR, engine temperature | 1 | ETC8496A |
| | Next to thermotime switch. | | |
| 11 | WASHER, sealing, sensor | 1 | 243967A |
| 12 | INJECTOR | 8 | ERC3620A |

- | | | | |
|-----------|--|---|-----------|
| 13 | O RING, injector, large (upper) | 8 | EAC2414A |
| 14 | O RING, injector, small (lower) | 8 | EAC2415A |
| 15 | REGULATOR, fuel pressure: | | |
| | standard | 1 | EAC1284P |
| | adjustable | 1 | EAC1284UR |
| | Recommended for performance applications. Increases fuel pressure, according to inlet manifold demand, by a greater ratio than standard item. Use with uprated fuel pump resistor. | | |
| 17 | RESISTOR, fuel pump: | | |
| | standard | 1 | DRC3017 |
| | uprated | 1 | DRC3017HP |
| | Use in conjunction with adjustable pressure regulator to enable fuel pump to cope with extra fuel demand. | | |

- | | | | |
|-----------|--|-----|----------|
| 18 | FUEL RAIL, right hand | 1 | ERC3735A |
| 19 | FUEL RAIL, left hand | 1 | ERC3734A |
| 20 | FUEL HOSE, 8cm length | 2 | TKC6351 |
| | High pressure EFi hose to join fuel rails. | | |
| 21 | FUEL HOSE | 4 | ETC7241A |
| | For pressure regulator, cold start injector, fuel feed and return. | | |
| 22 | CLAMP, EFi hoses | A/R | J2NB0810 |
| 23 | FEED PIPE, fuel rail | 1 | ERR267 |
| 24 | SWITCH, overrun fuel cut-off | 1 | ETC6143 |
| 25 | VALVE, non-return, servo | 1 | ADU1402 |
| | Non-ABS fitted models only. | | |
| 26 | WASHER, sealing valve | 1 | 232043 |
- Note:** for inlet manifold heater and bypass pipes, thermostats and housings plus temperature sender units, please refer to the Cooling Section.



AUXILIARY AIR VALVE - ERC3617



ADJUSTABLE FUEL PRESSURE REGULATOR - EAC1284UR



OVERRUN FUEL CUT-OFF SWITCH - ETC6143



ENGINE TEMPERATURE SENSOR - EAC1385A



INJECTOR - ERC3620A



SERVO NON-RETURN VALVE - ADU1402

Inlet Manifold Fittings - Hotwire, GEMS & Bosch EFi (3.5, 3.9, 4.2, 4.0, 4.6 litre)

Parts listed are suitable only for Range Rover/Discovery/Defender (plus other vehicles - such as TVR, MGR V8 etc - fitted with Land Rover engines) equipped with hotwire, GEMS and Bosch/Thor efi systems, unless otherwise stated.

- | | | | |
|-----------|--|----|-----------|
| 27 | INLET MANIFOLD: | | |
| | Please contact our sales department for price & availability of inlet manifolds for late 3.5, 3.9, 4.2, 4.0 and 4.6 litre. | | |
| | Hotwire/GEMS type | 1 | - |
| | Late 3.5 litre, 3.9 & 4.2 litre, 4.0 & 4.6 litre up to '98. | | |
| | Bosch type | 1 | - |
| | Bosch/Thor injection two piece type, accepts plenum with separate throttle body housing, 4.0 & 4.6 litre from '99 on. | | |
| 28 | BOLT, inlet manifold: | | |
| | 3.5, 3.9 & 4.2 litre | | |
| | 3/8UNC x 1 1/2" | 9 | BH506121 |
| | 3/8UNC x 2" | 3 | BH506161 |
| 29 | BOLT, flanged, inlet manifold: | | |
| | 4.0 & 4.6 litre | | |
| | 3/8UNC x 1 3/8" | 10 | FB506115 |
| | 3/8UNC x 1 7/8" | 2 | LYG101451 |
| 30 | WASHER, manifold bolt | 12 | 2204 |
| | 3.5, 3.9 & 4.2 litre | | |
| 31 | GASKET, inlet manifold, all engines: | | |
| | tin | 1 | ERC3990 |
| | composite | 1 | LKJ500020 |
- Note:** The improved composite inlet manifold gasket was first introduced on engines from 1992 approx. onwards, but is often used as a sensible upgrade on earlier engines originally fitted with the tin item. The composite gasket type end seals ERR7283 may in fact be used with either a tin or composite manifold gasket, but whichever the case they must be used with their matching ERR7282 clamps (the different types of end seals and clamps should not be mixed and matched).
- | | | | |
|-----------|---|---|---------|
| 32 | END SEAL, manifold gasket: | | |
| | for tin gasket | 2 | AJM645 |
| | for composite gasket | 2 | ERR7283 |
| | See note on end seals and clamps above. | | |
| 33 | CLAMP, end seal: | | |
| | for tin gasket end seal | 2 | 602076A |
| | for composite gasket end seal | 2 | ERR7282 |
| | See note on end seals and clamps above. | | |

- | | | | |
|-----------|------------------------------------|----|-----------|
| 34 | SCREW, end seal clamp | 2 | 602236 |
| 35 | SENSOR, engine temperature: | | |
| | not 4.0 & 4.6 from '99 on | 1 | ETC8496A |
| | 4.0 & 4.6 from '99 on | 1 | MEK100160 |
| 36 | WASHER, sealing, sensor | 1 | 243967A |
| 37 | INJECTOR: | | |
| | 3.5 | 8 | ETC6264P1 |
| | 3.9/4.2, 4.0/4.6 up to '98 | 8 | ERR722 |
| | 4.0/4.6 from '99 on, Bosch | 8 | ERR6600 |
| 38 | O RING, injector: | | |
| | 3.5/3.9/4.2/4.0/4.6 to '98 | 16 | BAU5325 |
| | 4.0/4.6 from '99 on, Bosch | 16 | ERR7309 |

- | | | | |
|-----------|---------------------------------|---|---------|
| 39 | CLIP, injector: | | |
| | 3.5/3.9/4.2/4.0/4.6 to '98 | 8 | ETC6375 |
| | 4.0/4.6 from '99 on, Bosch | 8 | ERR6564 |
| 40 | REGULATOR, fuel pressure | 1 | ETC8494 |
| | 3.5, 3.9, 4.2, 4.0 & 4.6 litre | | |
| 41 | SENSOR, fuel temperature | 1 | ETC6661 |
| | Front of fuel rail. | | |
| 42 | FUEL RAIL ASSEMBLY: | | |
| | 3.5, 3.9 & 4.2 up to '94 | 1 | ETC6913 |
| | 3.9 & 4.2 from '94 on | 1 | ERR4937 |
| | 4.0 & 4.6 up to '98 | 1 | ERR4937 |
| | 4.0 & 4.6 from '99 on | 1 | ERR6890 |

Note: for inlet manifold heater and bypass pipes, thermostats and housings plus temperature sender units, please refer to the Cooling Section.



ENGINE TEMPERATURE SENSOR - ETC8496A



INJECTOR - ETC6264P1



FUEL PRESSURE REGULATOR - ETC8494



INJECTOR - ERR722



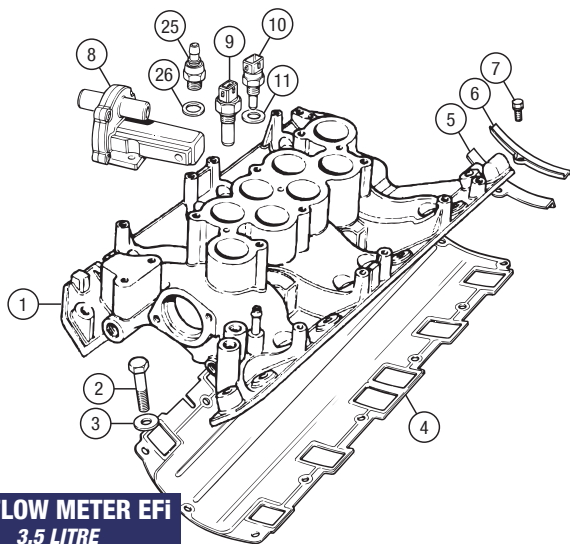
ENGINE TEMPERATURE SENSOR - MEK100160



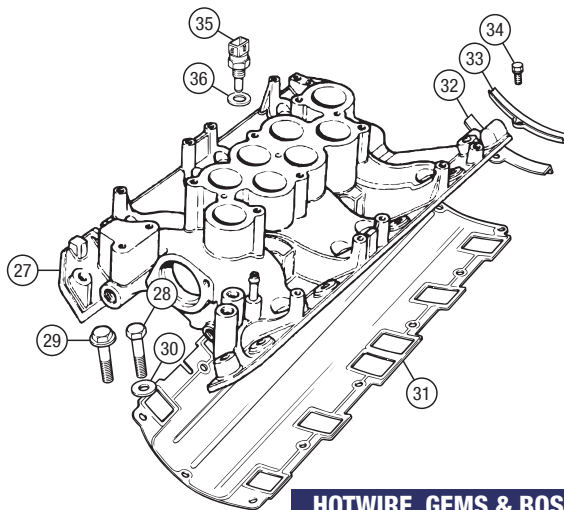
INJECTOR - ERR6600



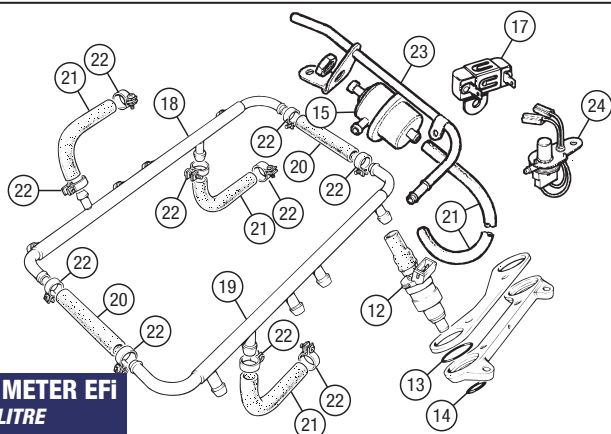
FUEL TEMPERATURE SENSOR - ETC6661



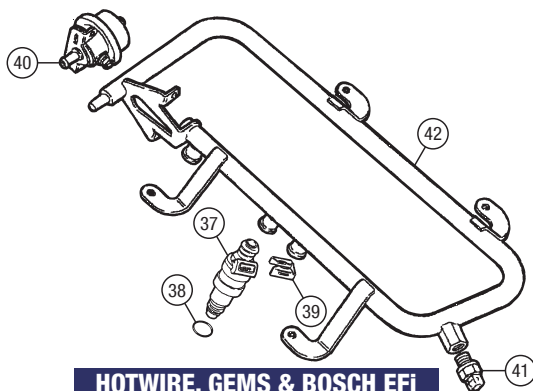
AIR FLOW METER EFI
3.5 LITRE



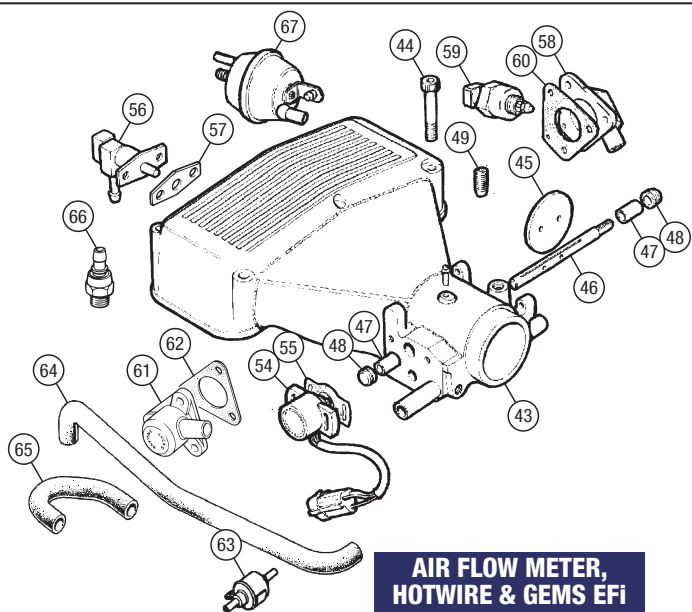
HOTWIRE, GEMS & BOSCH EFI
3.5, 3.9, 4.2, 4.0 & 4.6 LITRE



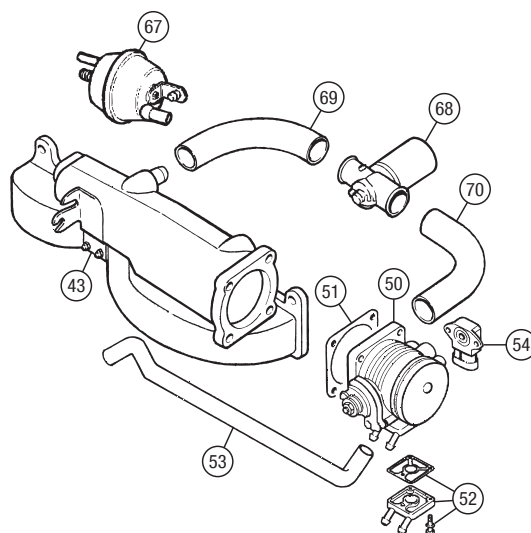
AIR FLOW METER EFI
3.5 LITRE



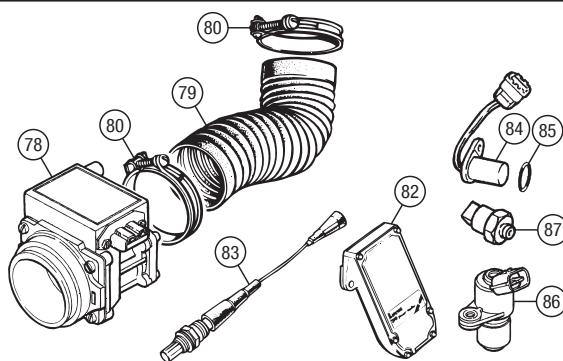
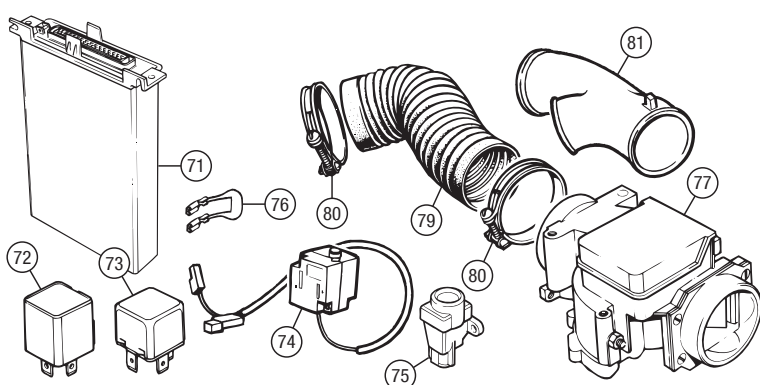
HOTWIRE, GEMS & BOSCH EFI
3.5, 3.9, 4.2, 4.0 & 4.6 LITRE




**AIR FLOW METER,
HOTWIRE & GEMS EFI**



BOSCH EFI



NO.	DESCRIPTION	QTY REQ.	PART No.
Plenum Chamber & Throttle Body Components			
43	PLENUM CHAMBER <i>Please contact our Sales Department for price & availability of plenum chambers.</i>	1	-
44	SCREW, hex key type: Plenum Chamber to Ram Housing. <i>All engines up to '98.</i>		
	single plenum	6	SS108801
	twin plenum		
	short	4	SS108801
	long	2	ETC6057A
45	THROTTLE DISC: SD1		
	single plenum	1	ERC9112A
	twin plenum	2	ERC9112A
	4x4 up to '98		
	eng. nos. 24D & 25D <i>Low compression.</i>	1	ETC5772
	all other engine nos	1	ERC9112A
46	THROTTLE SPINDLE: SD1		
	single plenum	1	ETC6223A
	twin plenum		
	front	1	ETC6013A
	rear	1	ETC6014A
	4x4 up to '98		
	eng. nos. 24D & 25D <i>Low compression.</i>	1	ETC5771
	all other 3.5, 3.9, 4.2	1	ETC6223A
	4.0, 4.6 up to '98	1	ERR4225
47	BUSH, throttle spindle <i>Up to '98, single plenum only.</i>	2	611795
48	SEAL, throttle spindle: up to '98, single plenum	2	AUD3577
	3.5 litre twin plenum	4	AUD3577
49	SCREW, idle speed: all engines to July '87	1	ERC7809
	all engines July '87 to '98	1	ST606080L
50	THROTTLE BODY ASSEMBLY <i>4.0 & 4.6 litre from '99 on (Bosch).</i>	1	MHB000240
51	GASKET, throttle body	1	ERR6623
52	DE-ICER UNIT, throttle body <i>4.0 & 4.6 litre from '99 on.</i>	1	MGM000010K
53	HOSE, de-icer unit	1	PEH101540
54	POTENTIOMETER, throttle: SD1	1	ETC4483P
	4x4		
	3.5 litre (Air Flow Meter)	1	ETC5598P
	3.5 litre (Hotwire)	1	ETC6443
	31D engine nos. only.		
	3.9 litre to '95, 4.2 litre	1	ETC8495A
	3.9 litre from '95 on	1	ERR2263P
	4.0, 4.6 litre up to '98	1	ERR4278
	4.0, 4.6 litre from '99 on	1	ERR7322
55	GASKET, potentiometer <i>3.5, 3.9 & 4.2 litre only.</i>	1	ERR4944
56	INJECTOR, cold start <i>Airflow meter type EFI only</i>	1	EAC1383L
57	GASKET, cold start injector	1	ERC3795
58	IDLER CONTROL <i>Not SD1, not 4.0 or 4.6 litre.</i>	1	MKF100200
			
59	STEPPER MOTOR: <i>Not SD1.</i>		
	3.5, 3.9, 4.2 litre up to '95	1	ETC6660
	3.9 litre from '95 on	1	ERR5199
	4.0, 4.6 litre up to '98	1	ERR4352
60	GASKET, idler control/stepper motor: 3.5, 3.9, 4.2 litre	1	ERR2926
	4.0, 4.6 litre up to '98	1	ERR3359
61	VALVE, overrun	1	ERC9786
62	GASKET, overrun valve	1	C44190
63	SOLENOID, air valve <i>Air conditioning models, not 4.0 or 4.6 litre.</i>	1	ERC7536A

NO.	DESCRIPTION	QTY REQ.	PART No.
64	HOSE, breather <i>Flame trap to plenum, not 4.0 or 4.6 litre.</i>	1	ERC9116A
65	HOSE, extra air valve <i>C-shape hose from valve to plenum, not 4.0 or 4.6 litre.</i>	1	ERC9117
66	VALVE, non-return, servo <i>Non-ABS fitted models only.</i>	1	ADU1402
67	ACTUATOR, pneumatic: small <i>All cruise control fitted models.</i>	1	ETC7150
	large <i>Discovery Series 2 only.</i>	1	SCC100030L
68	ACTUATOR, idle speed control <i>4.0, 4.6 litre from '99 on.</i>	1	ERR6078
69	HOSE, idle speed actuator, RH	1	ERR7270
70	HOSE, idle speed actuator, LH	1	ERR7269

EFI Electronic Components

71 ECU - new

Please contact our sales department for availability & price of new ECUs.

ECU - reconditioned/recalibrated/re-chipped

We can recondition your existing Lucas 4CU (air flow meter/flap-type), 14CUX (Hotwire type), Lucas/SAGEM GEMS or Bosch (Thor type) ECU to original specification.

Alternatively, our fuel injection expert can recalibrate these types of ECU for more power and economy, on either standard or modified engines. For instance, re-chipping a hotwire ecu can give your 3.9 an extra 20bhp with no other modifications; driveability and cruise economy are similarly improved. Or, if you are considering a large capacity engine for your fuel injected car, a recalibrated ECU will provide the correct fuelling essential for the engine, giving you full power with no loss of fuel economy. Please contact our sales department to discuss your requirements.

All ECUs are guaranteed for 1 year.

72	DIODE PACK, relay (Red) <i>Non-catalyst fitted engines only.</i>	1	DAC1861
73	RELAY, fuel pump: 3.5, 3.9 without catalyst	1	AGU1068
	3.5, 3.9, 4.2 with catalyst	1	AFU2913L
	4.0, 4.6 litre	1	YWB10012L
74	SWITCH, inertia shut off <i>All models up to '94.</i>	1	DBC2022
75	SWITCH, inertia shut off <i>All models from '95 on.</i>	1	WQT100030L
76	TUNE RESISTOR, Hotwire: <i>3.5, 3.9 & 4.2 litre engines with Hotwire EFI.</i>		
	red	1	PRC8005
	yellow	1	PRC8007
	white	1	PRC8009
	green	1	PRC8172
	blue	1	AMR2016
77	AIR FLOW METER: 3.5, flap type	1	ERC9127
78	AIR FLOW METER: 3.5/3.9/4.2 Hotwire type	1	ERR5198
	4.0, 4.6 GEMS up to '98	1	ERR5595
	4.0, 4.6 Bosch '99 on	1	MHK100800
79	AIR INTAKE HOSE: SD1		
	air cleaner to a/flow meter <i>Single & twin plenum.</i>	1	ERC9197
	air flow meter to plenum chamber		
	single plenum	1	ERC9129
	twin plenum		
	long	1	ETC6009A
	short	1	ETC6008A
4x4			
	air cleaner to a/flow meter <i>Flap type only.</i>	1	NRC9996
	air flow meter to plenum chamber		
	3.5 flap type meter	1	NRC9997P1
	3.5/3.9/4.2 Hotwire type meter		
	up to '94	1	ESR1611LP1
	from '95 on	1	ESR1807
	4.0, 4.6 litre GEMS up to '98		
	Range Rover Series 2	1	ESR4216
	Defender	1	PHH100290
	4.0, 4.6 litre Bosch from '99 on		
	Range Rover Series 2	1	PHD104050
	Discovery S2 to '02	1	ESR4236
	Discovery S2 '03 on	1	PHD000640
80	CLIP, hose: air cleaner to a/flow meter	2	GHC2228
	<i>Flap type.</i>		
	air flow meter to chamber	2	CN100908
	<i>All models.</i>		

NO.	DESCRIPTION	QTY REQ.	PART No.
81	Y ADAPTOR, air intake hose <i>3.5 litre twin plenum only.</i>	1	ETC6003A
82	POWER RESISTOR <i>3.5 litre engines only.</i>	1	DAC1211A
83	LAMBDA SENSOR: <i>Exhaust oxygen sensor.</i>		
	3.5, 3.9 & 4.2 litre <i>Catalyst fitted engines only.</i>	2	ERR6729
	4.0 & 4.6 litre		
	up to '97 (12mm dia.)	2	ERR1834
	'98 only (12mm dia.)	2	AMR6244
	from '99 on (18mm dia.)		
	Range Rover Series 2	2	MHK100940
	Discovery Series 2	2	MHK100920
84	CAMSHAFT SENSOR: <i>4.0 & 4.6 litre engines only.</i>		
	Range Rover Series 2 to '96	1	NSC500610
	Range Rover Series 2 '97 on	1	ERR6169
	Discovery Series 2	1	ERR6169
	Defender EFI	1	NSC100840
85	O RING, camshaft sensor	1	ERR4815
86	CRANKSHAFT SENSOR: <i>4.0 & 4.6 litre engines only.</i>		
	automatic transmission		
	up to '96, all models	1	ADU7342L
	from '97 to '98, all models	1	ERR6119
	from '99 on, all models	1	ERR7354
	manual transmission		
	up to '96, all models	1	ERR3006
	from '97 on		
	Except Discovery S2	1	ERR6357
	Discovery Series 2	1	ERR7352
87	KNOCK SENSOR: <i>4.0 & 4.6 litre engines only.</i>		
	up to '98, all models	1	LR023359P
	from '99 on, all models	1	NSC100650



AIR FLOW
METER -
MHK100800

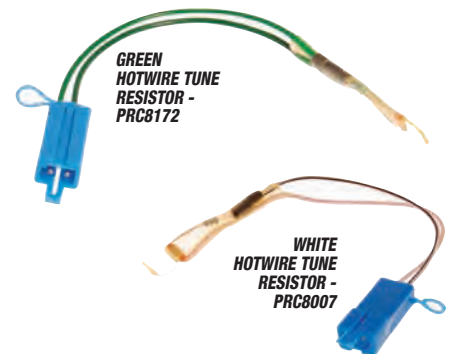
RELAY
DIODE PACK -
DAC1861



FUEL PUMP
RELAY -
AFU2913L

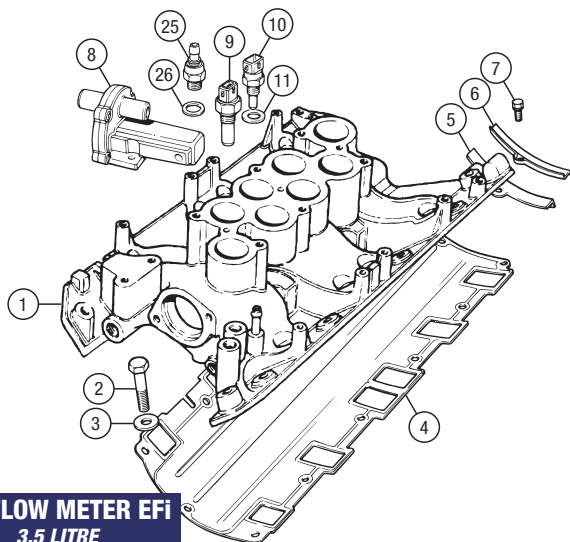


GREEN
HOTWIRE TUNE
RESISTOR -
PRC8172

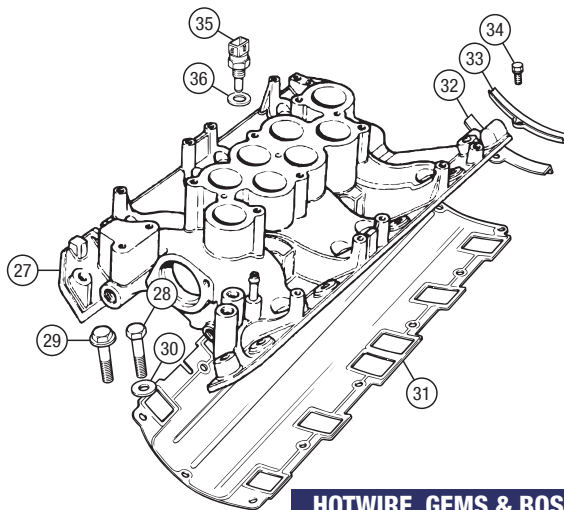


WHITE
HOTWIRE TUNE
RESISTOR -
PRC8007

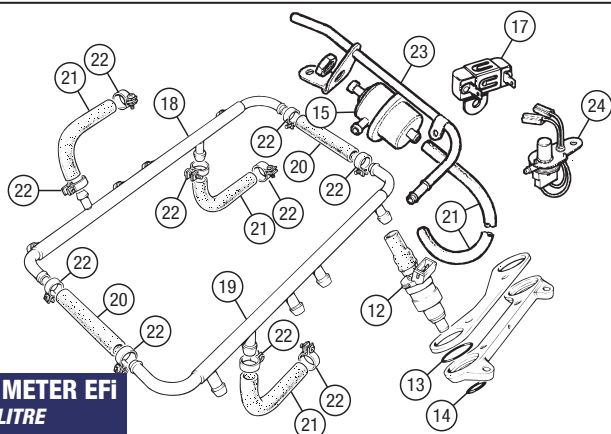




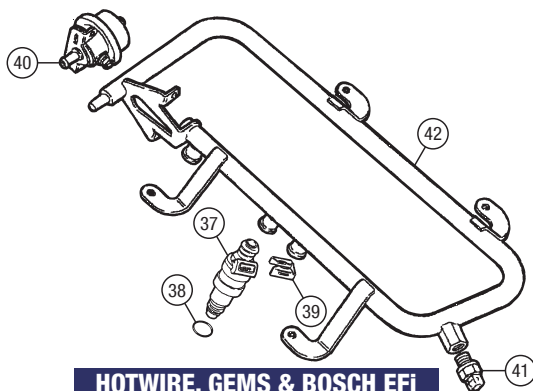
AIR FLOW METER EFI
3.5 LITRE



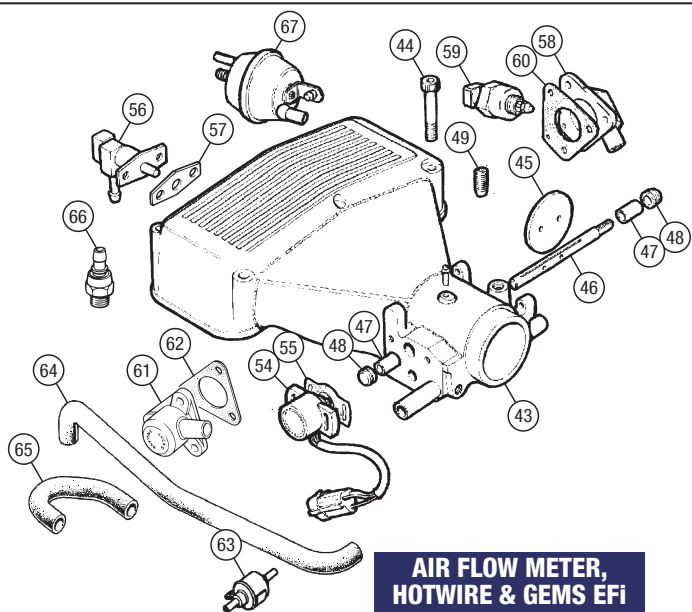
HOTWIRE, GEMS & BOSCH EFI
3.5, 3.9, 4.2, 4.0 & 4.6 LITRE



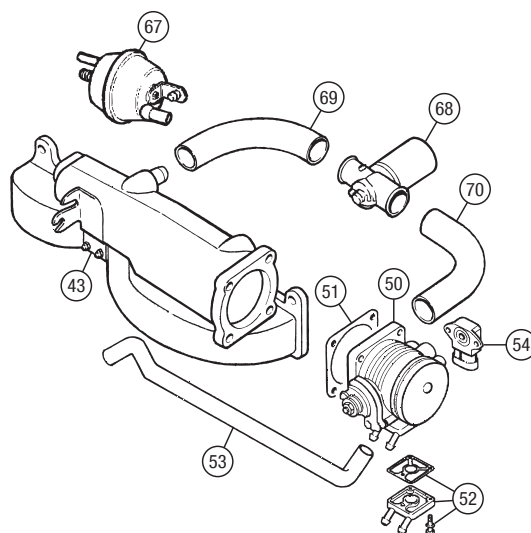
AIR FLOW METER EFI
3.5 LITRE



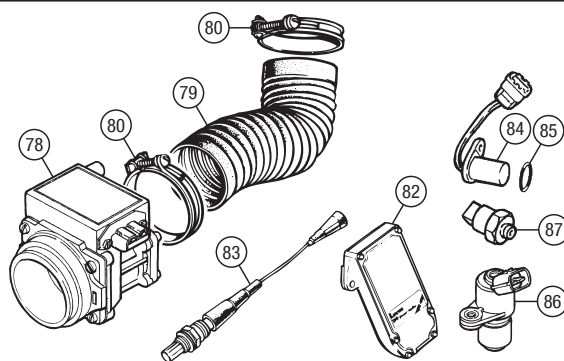
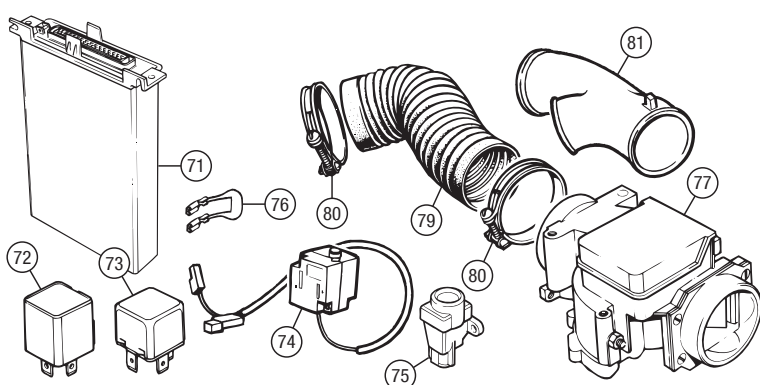
HOTWIRE, GEMS & BOSCH EFI
3.5, 3.9, 4.2, 4.0 & 4.6 LITRE



**AIR FLOW METER,
HOTWIRE & GEMS EFI**



BOSCH EFI



NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Engine Control Cables

1 ACCELERATOR CABLE:

SD1		
'76 to '80	1	CRC481
from '81 on	1	NAM6865
TR8	1	UKC6482
MGB GT V8	1	BHH1120
MGR V8	1	ZKC6613
Range Rover Classic		
carb, RHD		
4 speed manual	1	566426P
5 speed manual	1	NRC8388P
automatic	1	NTC3083
carb, LHD		
manual	1	577356P
automatic	1	NTC3084P
EFI up to '89 (up to VIN FA)		
RHD, 3.5 & 3.9	1	NTC1054P
LHD, 3.5	1	NTC4842P
LHD, 3.9	1	NTC6723P
EFI from '90 on (VIN GA on)		
RHD, 3.9 & 4.2	1	SBB104300
LHD, 3.5	1	NTC7198P
LHD, 3.9 & 4.2	1	ANR5327

1 ACCELERATOR CABLE:

Range Rover Series 2		
up to '98 (to VIN WA)		
RHD	1	SBB104040
LHD	1	SBB104050
from '99 on (VIN XA on)		
RHD	1	SBB104140
LHD	1	SBB104150
Discovery Series 1		
carb		
RHD	1	NTC7126
LHD	1	NTC7535
EFI		
RHD	1	SBB104300
LHD	1	ANR5327
Discovery Series 2	1	SBB500010
Defender		
carb	1	NRC5494
EFI	1	SBB104100
4 barrel carb	1	RB7278
Cable kit for Holley or Edelbrock 4 barrel conversion.		
4 barrel cable adaptor	1	RB7278A
4x4 models. Adapts ball end to pedal.		



CHOKE CABLE -
TKC6742

CHOKE CABLE:

SD1 (early models)	1	CRC516
TR8	1	TKC6742
MGB GT V8	1	BHH1121
Range Rover Classic		
Stromberg carbs		
RHD	1	NRC9094
LHD	1	NRC9095
SU carbs (RHD & LHD)	1	NTC3690P
Discovery Series 1 carb	1	NTC7723
Series III 109		
RHD	1	NRC5069
LHD	1	NRC5070
Defender carb		
up to '84 (to VIN AA268051)		
RHD	1	NRC7792P
LHD	1	NRC7791P
from '84 on (VIN AA268052 on)		
RHD	1	NTC3932
LHD	1	NTC3933
4 barrel Holley or Edelbrock carb	1	RB7290

CRUISE CONTROL CABLE:

Range Rover Series 2		
up to '98 (to VIN WA)	1	AMR3705
from '99 on (VIN XA on)	1	SCD100090
Discovery Series 2	1	SCD100070



ACCELERATOR
CABLE -
NAM6865

Standard Air Filters

2 AIR FILTER, carburettor:

SD1		
with cylindrical air box	2	GFE1068
with oval air box	2	GFE1117
TR8, original	2	GFE1124
MGB GT V8	2	GFE1054
Range Rover Classic		
all except Australia	2	605191
Australia only	2	GFE1124
Discovery Series 1	2	605191
Series III 109	1	600613
Defender	1	RTC3479



CARBURETTOR
AIR FILTER -
RTC3479

AIR FILTER, EFI:

SD1	1	GFE1104
Except North America.		
TR8/SD1 North America	1	GFE1093
MGR V8 (K&N replacement)	1	ZKC6615KN
Range Rover Classic		
up to '94 (to VIN LA)	1	RTC4683
'95 only (VIN MA only)	1	ESR1445
Range Rover Series 2		
up to '96 (to VIN TA)	1	ESR341
'97 only (VIN VA only)	1	LR027408
'98 (VIN WA to WA385948)	1	ESR341
'98 on (VIN WA385949 on)	1	LR027408
Discovery Series 1		
up to '94 (to VIN LA)	1	RTC4683
from '95 on (VIN MA on)	1	ESR1445
Discovery Series 2	1	LR027408
Defender	1	RTC4683

K&N Air Filters

For 4-Barrel filter see page 48.

K&N offer superior filtration, an improvement in air flow and many times longer life than standard elements. In addition, they can be cleaned and re-used.

Two types are available for both carburettor and EFI petrol models. The first type is a direct replacement for the original filter element and retains the vehicle's original air filter casing or air box; the second replaces the original air filter complete assembly (i.e. both element and air box).

Neither type of K&N filter require alterations to the fuel system on a standard engine (with standard exhaust), although further improvements may be obtained by doing so - details of alternative richer carb needles for SD1/TR8 type engines may be found on page 45.

K&N Filters are proven in both competition and off-road environments.

K&N Filters

Replacing Complete Original Air Filter and Air Box Assembly

3 K&N AIR FILTER ASSEMBLY:

carb vehicles	2	RB7296
For Stromberg & SU carbs.		
EFI vehicles		
flap type air flow meter	1	RA1063
Length 170mm, flange ID 73mm		
Clamps to air flow meter.		
hotwire type air flow meter	1	RA1060
Length 180mm, flange ID 85mm		
Clamps to air flow meter.		
induction kit	1	RA1063I
Flap type air flow meter.		
Includes induction tubing and filter		
offering enhanced performance.		



K&N AIR FILTER ASSEMBLY -
RB7296



K&N AIR FILTER ELEMENT -
RA1063

K&N Filters

Directly Replacing Original Air Filter Element Only

K&N AIR FILTER ELEMENT:

carb vehicles		
SD1 with oval air box	2	GFE1117K-N
EFI vehicles		
Range Rover Classic		
up to '94 (to VIN LA)	1	RTC4683K-N
'95 only (VIN MA only)	1	ESR1445K-N
Range Rover Series 2		
up to '96 (to VIN TA)	1	ESR341K-N
'97 only (VIN VA only)	1	LR027408K-N
'98 (VIN WA to WA385948)	1	ESR341K-N
'98 on (VIN WA385949 on)	1	LR027408K-N
Discovery Series 1		
up to '94 (to VIN LA)	1	RTC4683K-N
from '95 on (VIN MA on)	1	ESR1445K-N
Discovery Series 2	1	LR027408K-N
Defender	1	RTC4683K-N
MGR V8	1	ZKC6615KN

K&N Filter Service Items

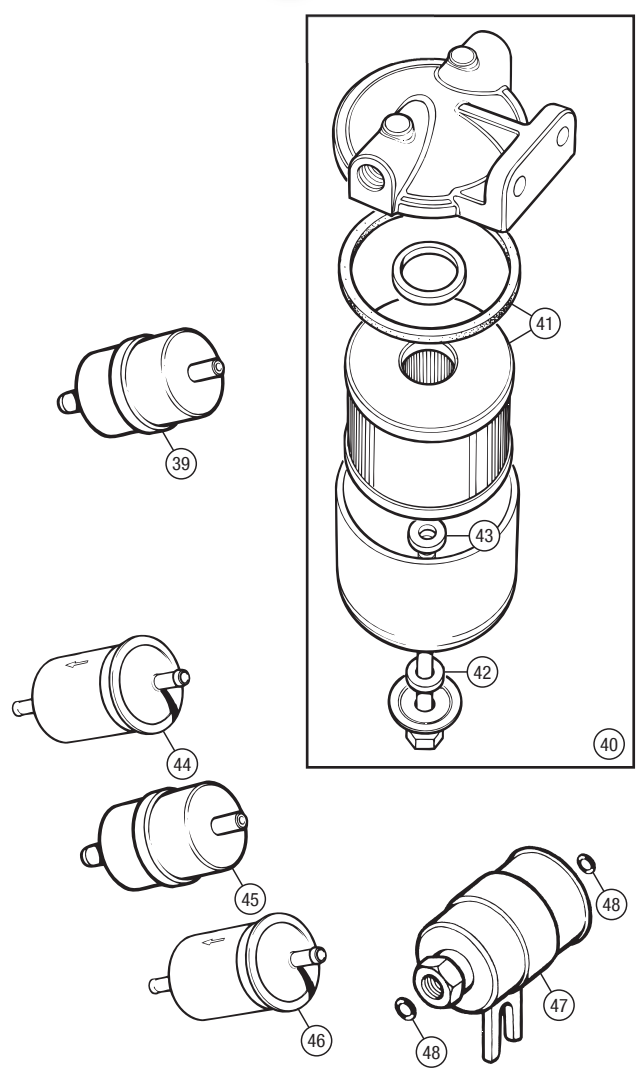
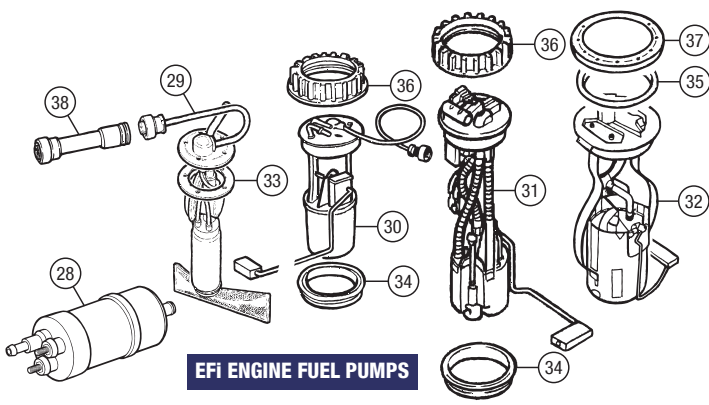
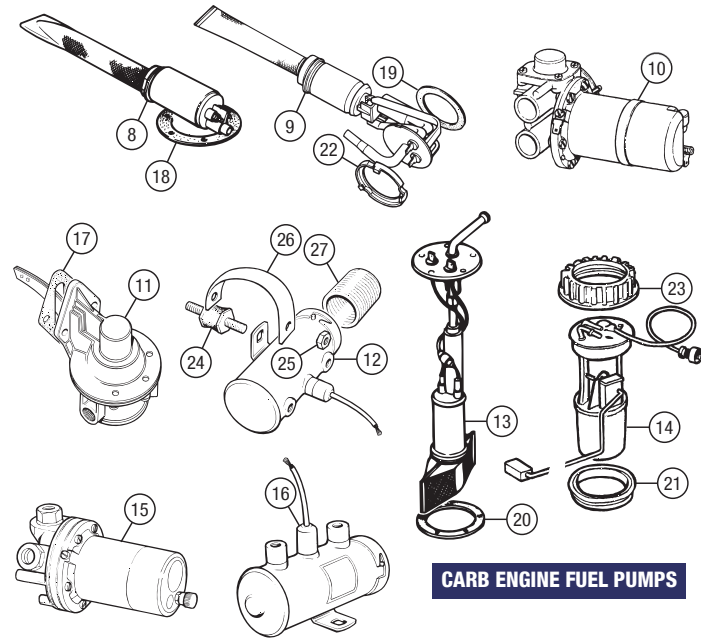
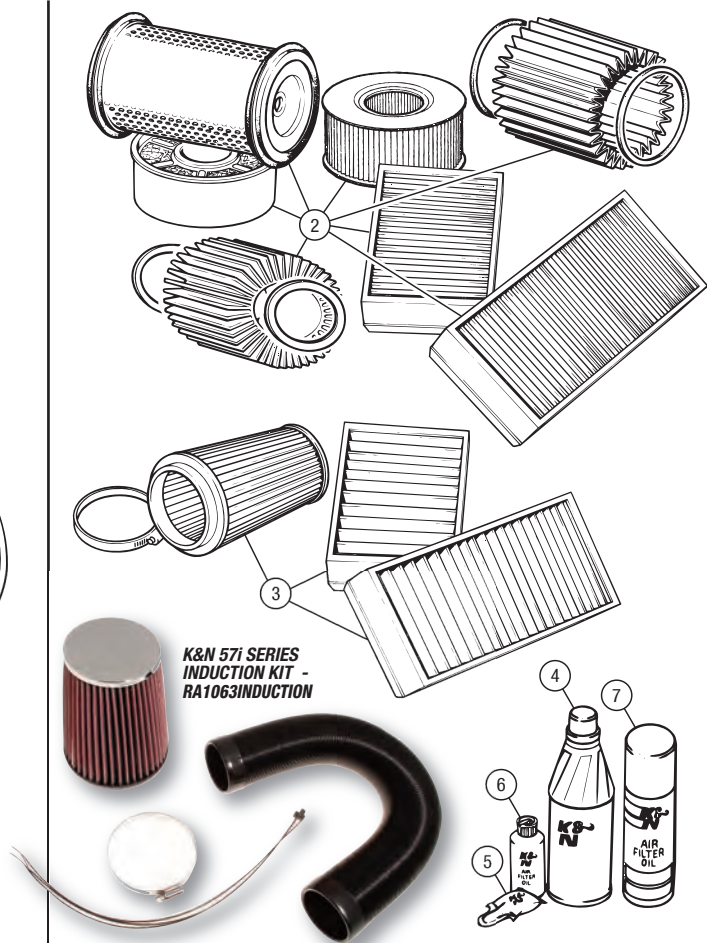
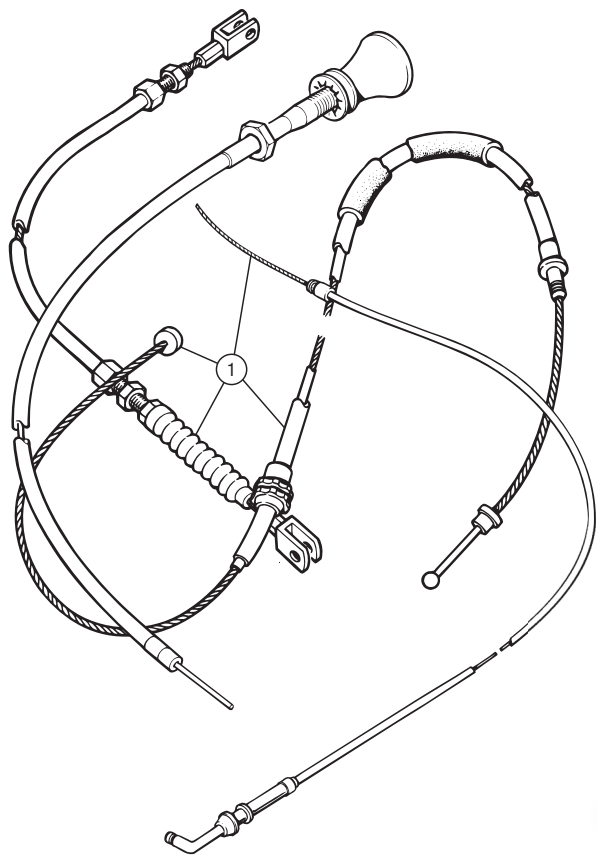
4	CLEANING FLUID, 1 litre	A/R	RX1346
	For cleaning filter element.		
5	ELEMENT OIL,* 1fl oz sachet	A/R	RX1347
6	ELEMENT OIL,* 250ml bottle	A/R	RX1348
7	ELEMENT OIL,* 400ml aerosol	A/R	RX1349
	*For re-oiling element after cleaning.		



K&N AIR FILTER ASSEMBLY -
RA1060



K&N AIR FILTER ELEMENT -
RTC4683K-N



NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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FUEL PUMPS

Most early non power steering V8 engines have a mechanical fuel pump bolted to the timing cover and driven by a lobe on the camshaft spacer. One exception to this is the MGB GT V8, which in common with other MGBs has an electric pump at the rear of the car. Power steering equipped cars usually have an electric fuel pump (due to the location of the p.a.s. pump where the fuel pump had previously been).

Rover SD1 and TR8 carb vehicles both have in-tank fuel pumps, which deliver approximately 4.5psi pressure (ie. usually sufficient for a Holley or Edelbrock carb but inadequate for EFI).

Rover SD1 EFI vehicles have a high pressure fuel pump (delivering around 40psi), mounted very close to, but outside, the base of the fuel tank. Early power steering equipped Range Rover Classics have an electric pump in the engine bay. From 1986, the carb and EFI fuel pumps are both fitted inside the fuel tank. However, the two types are not interchangeable, as the EFI pump is a high pressure type not suitable for carb vehicles.

Up to approximately 1991, the in-tank fuel pump is separate from the fuel level sender. From 1991 onwards, the pump and sender unit are combined.

Defender and Discovery Series 1 V8 models follow the same fuel pump evolution; the Range Rover Series 2 and Discovery Series 2 however have always used a combined pump and sender unit, mounted in the tank. We also stock a Facet electric fuel pump, designed to fit in the engine bay. Suitable as a replacement for any carb vehicle, including Edelbrock or Holley-equipped, it delivers 4-5psi pressure. It is therefore not suitable for EFI. See below for listing.

Fuel Pump**CARB ENGINES****FUEL PUMP, carb models:**

8	SD1 (In-tank, 6 screw fitting)	1	DRC195
9	TR8 (In-tank, locking ring fitting)	1	TKC3410
10	MGB GT V8 (rear of car); original spec	1	AZX1311
	alternative spec	1	AZX1311ALT
	electronic	1	AZX1311ELECT
11	Range Rover Classic '70- '86 mechanical (In engine bay)	1	RTC6724
12	Range Rover Classic '70- '86 (In engine bay) electric (horizontal or vertical)	1	PRC3901
13	Range Rover Classic '86 on In tank, 5 screw fitting.	1	PRC7020
14	Discovery Series 1 In tank, large locking ring fitting.	1	PRC7128
	Series III 109 (external)	1	PRC3901
	Defender external	1	PRC3901
	in tank (main tank, 5 screw fitting)	1	PRC7019
	90	1	PRC7020
	110	1	PRC7018
	in tank (optional secondary tanks, 5 screw fitting)	1	PRC7019
	15 gallon tank	1	PRC7019
	10 gallon tank	1	PRC7019
15	FUEL PUMP, electric, universal Remote mounted pump suitable for most carb applications (not 4 barrel). Complete with banjo unions and fittings.	1	RB7496
16	FUEL PUMP, electric, Facet; uprated pump Facet competition high capacity electric pump (remote mounted). Suitable for all carb engines (including Holley/Edelbrock 4 barrel conversions).	1	RB7259
	pump kit (inc unions)	1	RB7259B
	pump only	1	RB7259A
	unions only, pair	1	RB7259SS
	solid state pump Facet 'solid state' electric pump (remote mounted). Suitable for standard road use carb engines. This fuel pump has solid-state control which allows the fuel pressure to be controlled via pulse-width modulation of the pump voltage. This increases the life of the pump, allows a smaller and lighter device to be used, and reduces electrical load. It doesn't have electrical contacts, bearings or diaphragms. The pump is self priming meaning that fuel is supplied as soon as the ignition is turned on, so the engine will start faster at colder temps. For best results mount the pump close to the fuel tank and below the liquid level. 12v negative earth. 1/8 NPTF thread. It has a fuel height lift capacity of approx 100mm compared to the Facet Red Top (RB7259) which has a lift of 200mm - meaning that generally a 'cube' will need to be mounted near the fuel tank but a Red Top can be mounted in the bulkhead area. The fuel flow rate is 2.0 litres/min as opposed to 2.9 litres/min for the Red Top.	1	RB7259SS
17	GASKET, mechanical pump Pump to timing cover.	1	602180A
18	GASKET, electric pump in tank, for SD1 (pump fits to sender)	1	2H1082
19	GASKET, electric pump in tank, for TR8 (locking ring fitting pump)	1	ARA1502
20	GASKET, electric pump in tank, for R/Rover Classic, Defender 5 screw fitting type pumps.	1	WGQ000020
21	GASKET, electric pump in tank, for Discovery Series 1 Large locking ring fitting type pump.	1	NTC5859
22	LOCKING RING, electric pump in tank, for TR8 pump	1	ARA1501
23	LOCKING RING, electric pump in tank, for Discovery Series 1 pump Large locking ring, colour coded yellow.	1	NTC6871
24	MOUNTING BOBBIN, pump For PRC3901 pump.	2	NRC7135
25	NUT, mounting bobbin	4	GHF200
26	EARTHING BRAID (if fitted)	1	568244
27	FILTER, electric pump For PRC3901 pump.	1	90606262



UPRATED EFI FUEL PUMP - AUU1649ALT

EFI ENGINES**FUEL PUMP, Efi models:**

28	SD1/TR8, under-floor standard	1	AUU1649
	uprated	1	AUU1649ALT
	MGR V8, rear of car	1	AUU1649
	Range Rover Classic, in-tank up to '90	1	PRC8318
29	Up to VIN GA464553, separate sender type, 5 screw fitting.	1	PRC9409
30	'91 to '93 VIN HA464554 to KA642682 combined pump/sender type, large locking ring fitting.	1	ESR3926
	'93 on From VIN KA642683 on, combined pump/sender type, large locking ring fitting.	1	ESR3926
	Range Rover Series 2, in-tank up to '98	1	STC4344
31	Up to VIN WA, combined pump/sender type, large locking ring fitting.	1	STC4344
32	'99 on VIN XA on, combined pump/sender type, small locking ring fitting.	1	WFX101400
	Discovery Series 1, in-tank up to '93	1	PRC9409
	Up to VIN KA065556, combined pump/sender type, large locking ring fitting.	1	PRC9409
	'93 on From VIN KA065557 on, combined pump/sender type, large locking ring fitting.	1	ESR3926
	Discovery Series 2, in-tank Combined pump/sender type, small locking ring fitting.	1	WFX101060
	Defender, in-tank 90 Combined pump/sender type, large locking ring fitting.	1	ESR3928
	110 Combined pump/sender type, large locking ring fitting.	1	WQB100470
33	GASKET, fuel pump (pump to tank), for 5 screw fitting pump Range Rover Classic up to VIN HA464553.	1	WGQ000020
34	GASKET, fuel pump (pump to tank), for large locking ring pump Range Rover Classic from VIN HA464554 on, Range Rover Series 2 up to VIN WA, Discovery Series 1, Defender.	1	NTC5859
35	GASKET, fuel pump (pump to tank), for small locking ring pump Range Rover Series 2 from VIN XA on, Discovery Series 2.	1	ESR3806
36	LOCKING RING, fuel pump, large, red (sits proud of tank) Range Rover Classic from VIN HA464554 on, Range Rover Series 2 up to VIN WA, Discovery Series 1, Defender.	1	NTC5858
37	LOCKING RING, fuel pump, small (sits flush with tank) Range Rover Series 2 from VIN XA on, Discovery Series 2.	1	ESR3808
38	SUPPRESSOR, fuel pump Range Rover Classic up to VIN GA464553.	1	PRC7491

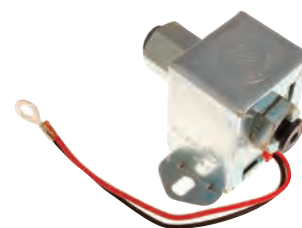
For fuel pump resistor and fuel pressure regulator, please refer to Fuel System - EFI section.



UNIVERSAL ELECTRIC FUEL PUMP - RB7496



UPRATED ELECTRIC FUEL PUMP - RB7259



SOLID STATE ELECTRIC FUEL PUMP - RB7259SS

Fuel Filters**CARB ENGINES****39 FUEL FILTER ASSEMBLY, saloon/sports:**

SD1, TR8, MGB GT V8.	
filter assembly only	1 GFE7004
filter ass'y, with fixings	1 GFE7004SD1

40 FUEL FILTER ASSEMBLY, 4x4:

Range Rover Classic, Discovery Series 1, Series III 109, Defender.	
filter ass'y, up to '86 approx.	1 90577508
filter ass'y, '86 on approx.	1 NRC9786

41 FILTER ELEMENT & SEAL, 4x4

Range Rover Classic, Discovery Series 1, Series III 109, Defender.	1	JS660L
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42 SEAL, bowl retaining bolt, 4x4, outer

Range Rover Classic, Discovery Series 1, Series III 109, Defender.	1	606207
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43 SEAL, bowl retaining bolt, 4x4, inner

Range Rover Classic, Discovery Series 1, Series III 109, Defender.	1	AEU1147
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EFI ENGINES**44 FUEL FILTER ASSEMBLY, saloon/sports,**

charcoal cannister (metal) SD1, TR8, MGR V8.	1	GFE7001
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45 FUEL FILTER ASSEMBLY, saloon/sports,

paper element (plastic) MGR V8.	1	GFE7004
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46 FUEL FILTER ASSEMBLY,

4x4, push-on connector type Range Rover Classic up to '90 (to VIN GA).	1	GFE7001
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47 FUEL FILTER ASSEMBLY, 4x4:

screw-on connector type Range Rover Classic from '91 on (from VIN HA on), Range Rover Series 2, Discovery Series 1, Defender.	1	ESR4065
screw-on connector type Discovery Series 2.	1	PHB102320

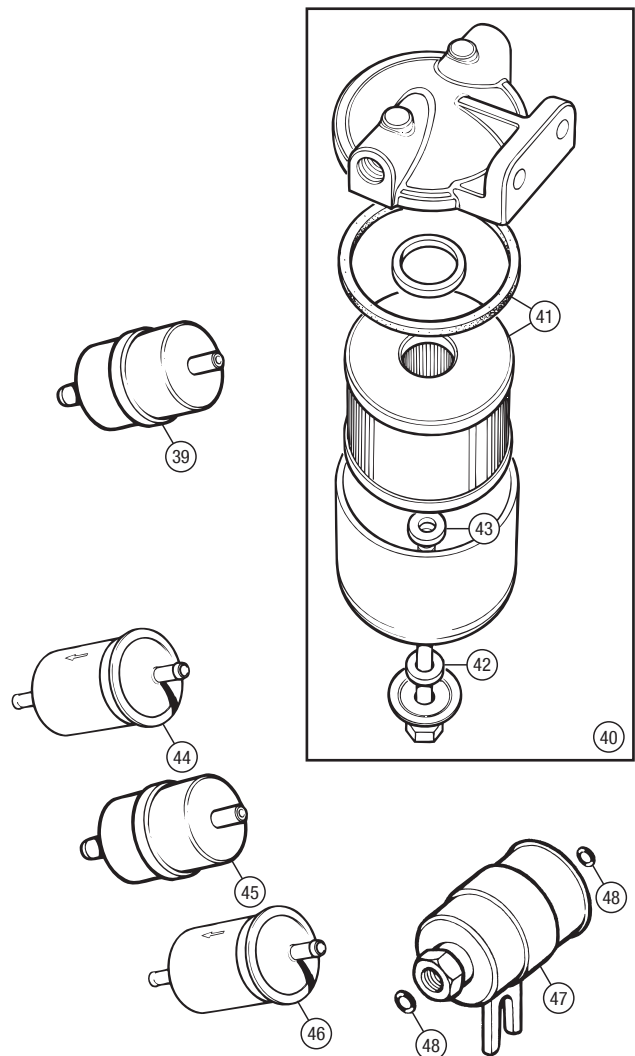
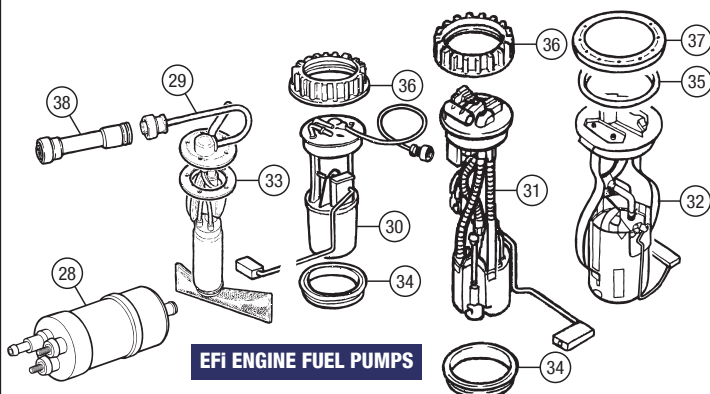
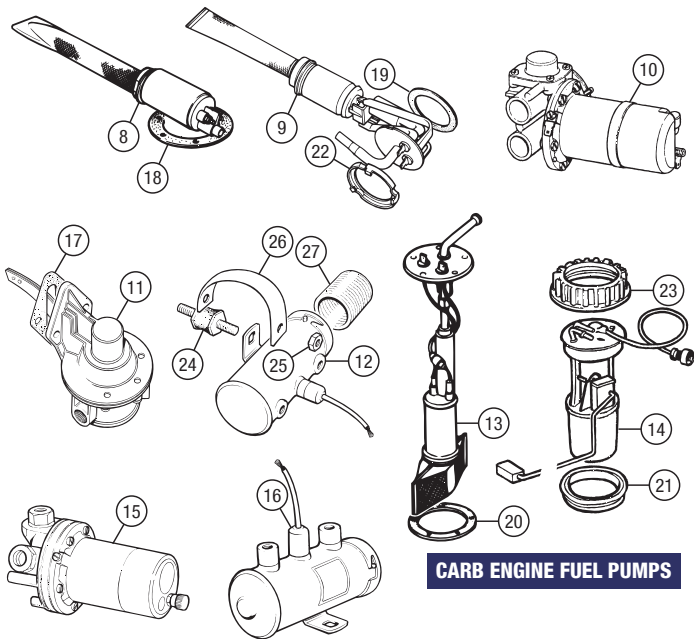
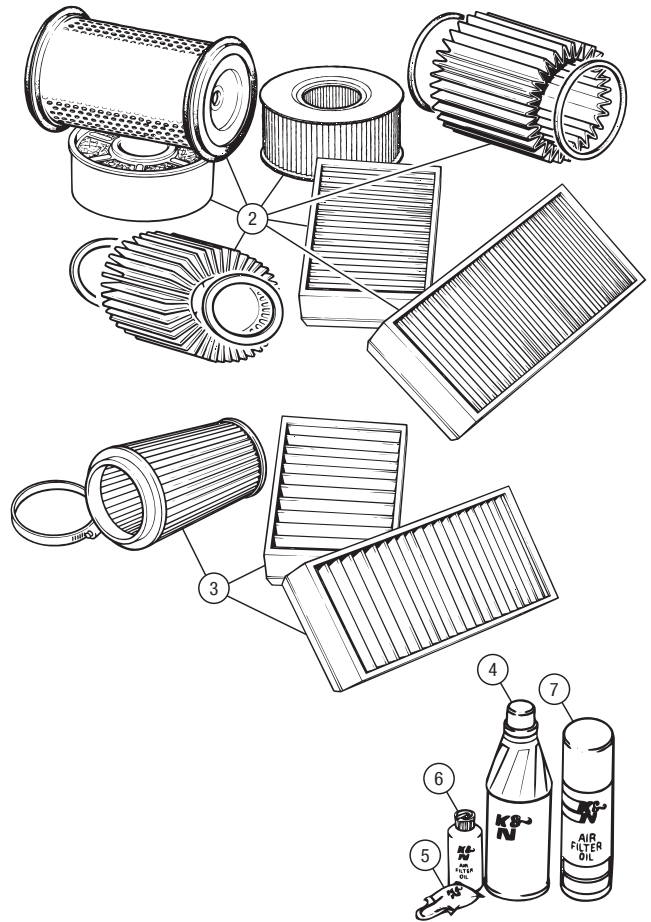
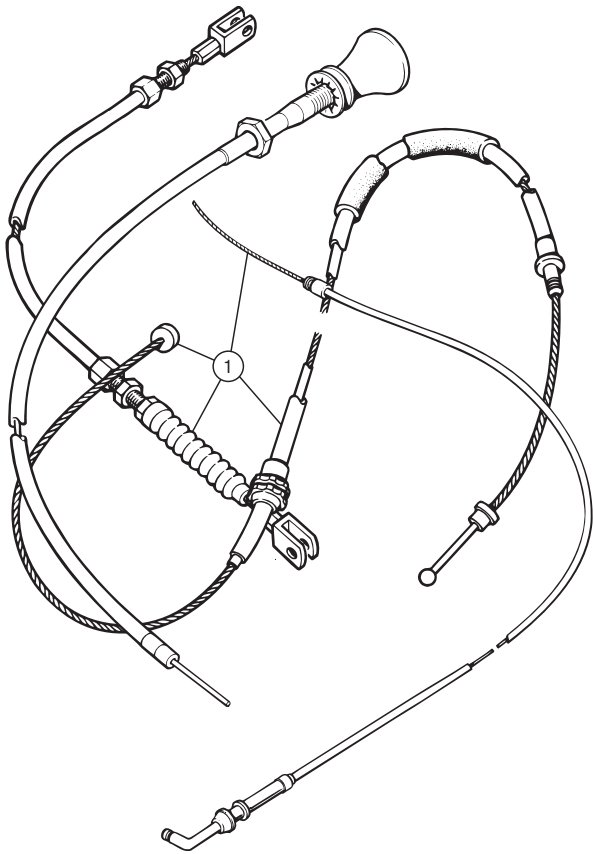
48 O RING, filter union

For screw-on type fuel filters.	2	ESR259
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FUEL FILTER - GFE7004

FUEL FILTER - ESR4065



NO. DESCRIPTION

QTY REQ.

PART No.

Tubular Manifolds

We manufacture - and keep in stock - a range of stainless steel tubular exhaust manifolds for a variety of vehicles fitted with the Rover V8 engine. If you have a TR8, SD1, Range Rover, Discovery or Land Rover then we stock a comprehensive range of sports systems (including manifolds) also. Please contact us for a quotation, or refer to one of our model specific catalogues or website.

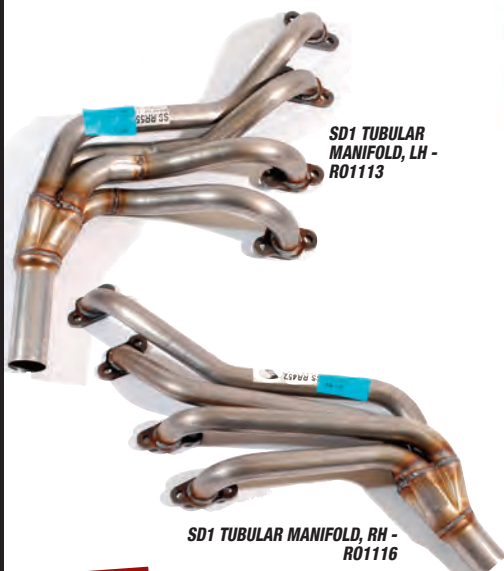


TR8 TUBULAR MANIFOLDS
- RB7030SS

SALOON/SPORTS MANIFOLDS

- TUBULAR MANIFOLDS, 4 into 2 into 1 design:
Triumph TR8, pair 1 **RB7030SS**
Stainless steel.
- TUBULAR MANIFOLDS, 4 into 1 design:
Rover SD1
1.5" primaries, 2" outlet pipes, stainless steel, sold each.
RH 1 **R01116**
LH 1 **R01113**
Triumph Stag, pair 1 **RS1042SS**
For Rover V8 conversions. Stainless steel,
sold as pair, including downpipes.
- MGB V8
standard tubular type, pair 1 **BHH1000CSS**
For Rover V8 conversions or replacement
of original GT V8 cast iron manifolds when
unavailable. No bodywork modifications required.
Sold as pair. (5-piece stainless steel set).
- MGR V8
OE style, pair 1 **ZKC5038-9K**
Kit includes stainless steel manifolds & down
pipes which fit direct to the OE MGR V8
catalysts (provision for Lambda probes).
non cat (performance), pair 1 **RP1498**
Also used for improved flow on MGB V8
conversions, these manifolds exit through
the inner wings, in which apertures must
be cut and reinforcements fitted (see below).
(5-piece stainless steel set).
- REINFORCEMENT, inner wing, MGB V8:
Must be fitted following cutting of necessary
inner wing apertures when using superior
MGR V8 style manifolds on MGB V8 conversions.

RH 1 **RP1424RH**
LH 1 **RP1424LH**



SD1 TUBULAR
MANIFOLD, LH -
R01113

SD1 TUBULAR MANIFOLD, RH -
R01116

NO. DESCRIPTION

QTY REQ.

PART No.

4x4 MANIFOLDS

- TUBULAR MANIFOLDS, 4 into 1 design:

Range Rover Classic
Carb and EFI engines. 4 into 1 design,
available with or without provision for
Lambda sensor. Sold each.

3.5 litre

RH (without sensor boss) 1 **RA1009RHF**
RH (with sensor boss) 1 **RA1071FRHWS**
LH (without sensor boss) 1 **RA1009LHF**
LH (with sensor boss) 1 **RA1009LHFVSSSHORT**

3.9 & 4.2 litre

RH (without sensor boss) 1 **RA1071RHF**
RH (with sensor boss) 1 **RA1071FRHWS**
LH (without sensor boss) 1 **RA1009LHF**
LH (with sensor boss) 1 **RA1009LHFVSSSHORT**

Discovery Series 1

Carb and EFI engines. 4 into 1 design.
Includes provision for Lambda sensor.
Sold each.

RH 1 **LR1109RH**
LH 1 **LR1109LH**

Defender

Carb and EFI engines. 4 into 1 design,
available with or without provision for
Lambda sensor. Sold each.

RH (without sensor boss) 1 **LR1106RH**
RH (with sensor boss) 1 **LR1106RHFWS**
LH (without sensor boss) 1 **LR1106LH**
LH (with sensor boss) 1 **LR1106LHFWS**



RANGE ROVER CLASSIC
TUBULAR MANIFOLD -
RA1009RHF

RANGE ROVER CLASSIC
TUBULAR MANIFOLD -
RA1009LHF

ALL MODELS

- GASKET, tubular manifolds 4 **AJM692SPORT**
Twin-port gasket with enlarged ports.
Suitable for all engines, including those
with modified cylinder heads.



- FITTING KIT, tubular manifolds 1 **EF1001**
Fitting tubular manifolds to the cylinder
heads is made easier by replacing the
standard screws with our stud kit. The risk
of damaging the threads in the aluminium
heads is also lessened. Kit contains 16 studs,
washers and brass nuts, sufficient for 2 manifolds.



NO. DESCRIPTION

QTY REQ.

PART No.



EXHAUST INSULATION WRAP

**Thermo-Tec Insulating 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/ignition 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 induces negative pressure (scavenging) which increases air intake flow, resulting in better performance & economy. It also reduces under bonnet exhaust noise.

Technical Notes:

Thermo-Tec heat wrap - which is race & rally proven - comes in rolls 2" wide x 50ft 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°C 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!

High Temperature Paint

This preserves and protects the exhaust wrap after installation. Extra resins and binders seal the pores, toughen the surface and help extend the life of the wrap.

GUIDE TO TYPICAL AMOUNT OF WRAP REQ. BY PIPE SIZE

PIPE SIZE	2"	3"	4"	5"	6"
INCHES OF WRAP PER FT. OF PIPE	44"	57"	70"	83"	96"

THERMO-TEC INSULATION WRAP

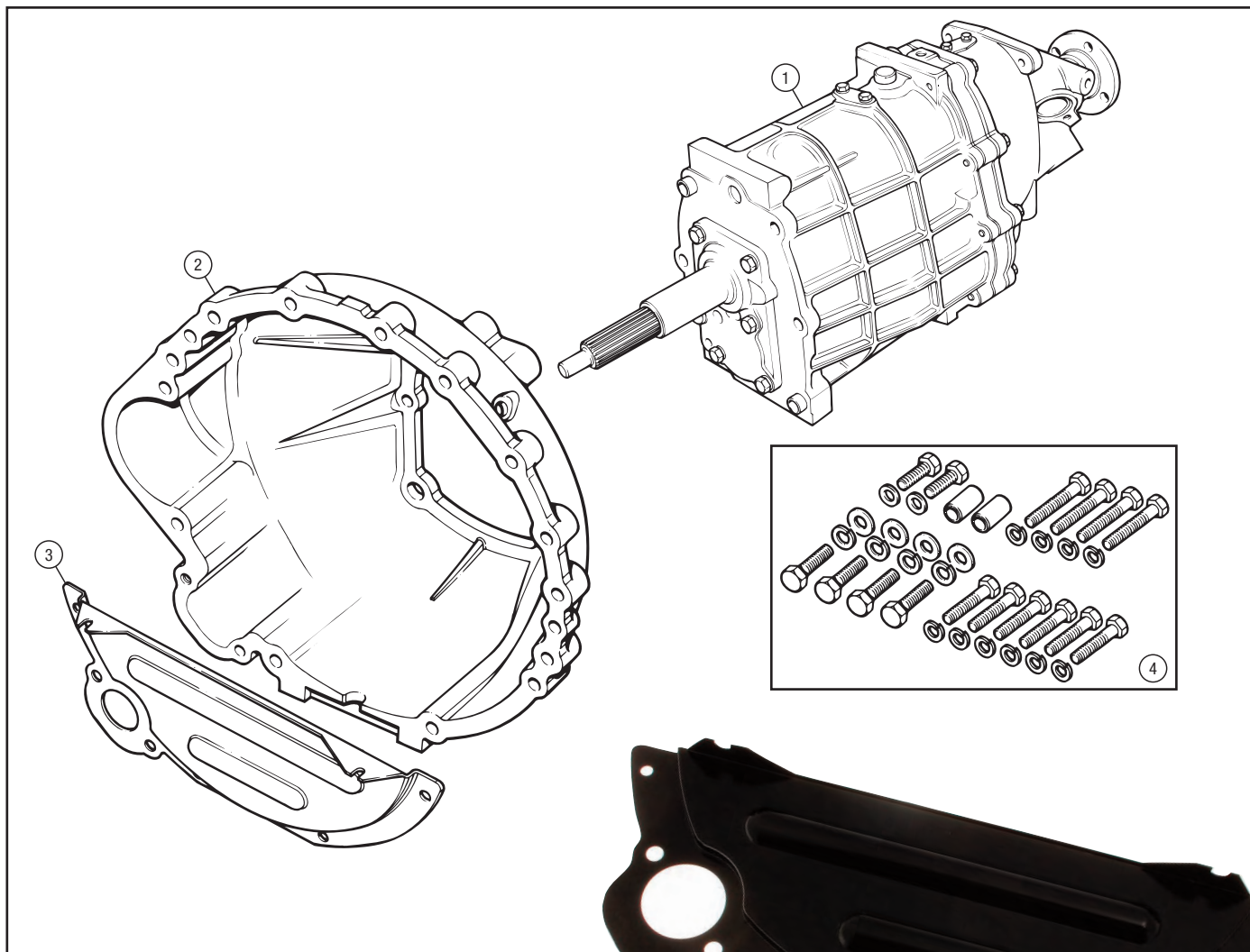
2" x 50' ROLL (2 REQUIRED FOR V8) **RX1382**

THERMO-TEC SNAP-STRAP KIT

STAINLESS STEEL (1 REQUIRED FOR V8) **RX1383**

HIGH TEMPERATURE PAINT, 400ml AEROSOL

black A/R **S3SPV01DS**
silver A/R **S3SPV02DS**



Gearbox

- 1 GEARBOX ASSEMBLY, 5 speed:**
Less bellhousing & remote (4x4 units also less transfer box).
Available in LT77 (up to Mar. '94) or R380 (Mar. '94 on) configurations.
The easiest way to distinguish between the two is to note where reverse gear is on the selector gate: to the left and forwards for LT77, or to the right and back for R380.

LT77 type

saloon/sports, recon'd
Reconditioned, exchange.
SD1/TR8 type, built to heavy duty specification.

1 UKC9076RHD

4x4, reconditioned
Reconditioned, exchange.
Note that some specifications of 4x4 LT77 gearbox are still available as factory reconditioned units, at time of writing. Please contact us if you require a factory unit.

R/R Classic to Nov. '91, Defender

Discovery Series 1 **1 FRC6197R**

R/R Classic Dec. '91 on **1 RA1098R**

R380 type

saloon/sports, recon'd
SD1/TR8 type.
Please contact us to discuss your requirements for a reconditioned exchange item. Due to old core shortages, we may only be able to offer a 'customer own unit' reconditioning service.

1 ENQUIRE

4x4, reconditioned
Reconditioned exchange.
Several different specifications of 4x4 R380 gearbox are still available from the factory as both new units and reconditioned exchange units, at time of writing. Please contact us if you require a factory unit, particularly for Range Rover Series 2 or Discovery Series 2.

R/R Classic, Defender,
Discovery Series 1

1 RA1100R

- 2 BELLHOUSING, gearbox:**

Saloon/Sports, new
SD1/TR8 type, also MGR V8.
Adapts either LT77 or R380 5 speed gearbox to fit V8 engine in saloon/sports applications.

1 FRC133

4x4, new

Last variant of bellhousing to mate the R380 5 speed gearbox to the V8 engine in Range Rover Classic, Discovery Series 1 and Defender models. May require replacement of the clutch release bearing guide for some applications - please contact us to discuss your requirements.

1 UNB100190

- 3 DUST SHIELD, bellhousing**

Most saloon/sports applications (including SD1/TR8) using LT77 or R380 gearbox and V8 engine.

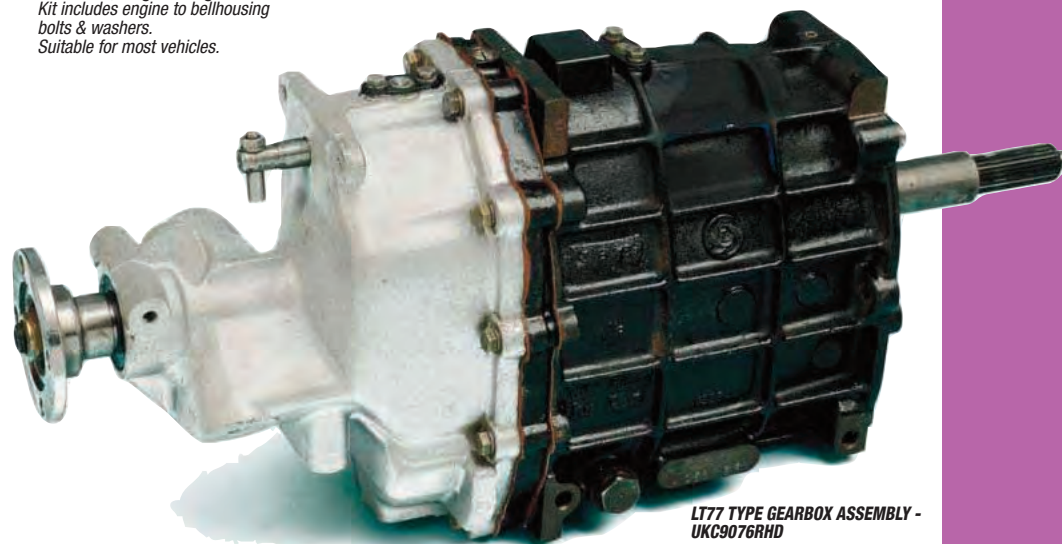
1 FRC142

- 4 BOLT KIT, engine to gearbox**

Kit includes engine to bellhousing bolts & washers.
Suitable for most vehicles.

1 RB7130

**BELLHOUSING DUST SHIELD
- FRC142**



**LT77 TYPE GEARBOX ASSEMBLY -
UKC9076RHD**

NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.	NO.	DESCRIPTION	QTY REQ.	PART No.
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Starter Motor

1 STARTER MOTOR:

SD1/P6/MGB GT V8/TR7 V8

Lucas design, with solenoid underneath

standard, exchange 1 **GXE4442R**
uprated, outright 1 **GXE4442UR**

TR8, Bosch replacement 1 **NAD101490P**

The original Lucas motor with the side mounted solenoid is not available.
The Bosch replacement motor will fit the TR8 application.

MGR V8, exchange 1 **GNU4665**
4x4

Bosch type, new, outright 1 **NAD101490P**
Range Rover Classic and Series 2,
Discovery Series 1 and 2, Series III 109,
Defender.

Lucas type, new, outright 1 **NAD101490P1**
Range Rover Classic and Series 2,
Discovery Series 1 and 2, Series III 109,
Defender.

uprated, new, outright 1 **GXE4442UR**
Range Rover Classic, Discovery Series 1,
Series III 109 & Defender to 1999.



STARTER MOTOR -
GXE4442R

2 STARTER SOLENOID, new:

SD1/P6/MGB GT V8/TR7 V8 1 **520473**
TR8 1 **520473**

Fits original Lucas type starter motor.
4x4

Lucas type, up to '94 1 **RTC5049**

Fits both original Lucas starter motors
(Lucas types M100 and M78R) on all 4x4
models up to '94.

Bosch type, '94 to '98 1 **STC1242**

Fits original Bosch starter on Range
Rover Classic '94 on, Range Rover
Series 2 to VIN WA (to '98),
Discovery Series 1, Defender.

Bosch type, '99 on 1 **STC4462**

Fits original Bosch starter on Range
Rover Series 2 from VIN XA on ('99 on),
Discovery Series 2.



STARTER MOTOR (BOSCH) -
NAD101490

STARTER SOLENOID -
520473



STARTER SOLENOID -
RTC5049



STARTER
SOLENOID -
STC1242



STARTER MOTOR (LUCAS) -
NAD101490P1

Alternator

SALOON/SPORTS

3 ALTERNATOR;

SD1/TR8, reconditioned, exchange
Alter handing to suit application.

standard (55 amp) 1 **GNU2262E**
heavy duty (75 amp) 1 **GXE2113**

MGB GT V8

reconditioned, exchange 1 **BHA5195A**

MGR V8, new, outright 1 **YLE002398EP**

RANGE ROVER CLASSIC CARB

ALTERNATOR;

A115, 45 Amp:

reconditioned, exchange 1 **RTC5086EP**
Left hand fixing, battery sensed.
Replaces 18ACR 40 Amp.

reconditioned, exchange 1 **RTC5085E**
Left hand fixing, ignition sensed.
Replaces 17ACR 36 Amp.

A133, 65 Amp:

reconditioned, exchange 1 **RTC5087E**
Left hand fixing, hot air cond.
Replaces 25ACR 60 Amp.

reconditioned, exchange 1 **RTC5218EP**
Right hand fixing, with air cond.
Replaces 25ACR 60 Amp.

A127, 65 Amp, new, outright

right hand fixing 1 **STC234P**
left hand fixing 1 **STC233P**

RANGE ROVER CLASSIC EFI

ALTERNATOR;

A127, 65 Amp, new, outright 1 **STC234P**
Right hand fixing, up to '92 (to VIN JA)

A133, 80 Amp,

reconditioned, exchange 1 **STC1753P**
Left hand fixing, up to '92 (to VIN JA)

A127, 85 Amp, new, outright 1 **YLE10099P**
From '93 to '94 (VIN KA to LA)

A127, 100 Amp, new, outright

from '93 to '94 (VIN KA to LA) 1 **YLE10100P**
'95 (VIN MA) 1 **AMR3107P**

RANGE ROVER SERIES 2

ALTERNATOR;

A127, 100 Amp, new, outright 1 **AMR4247P**
Up to '98 (to VIN WA).

A127, 120 Amp, new, outright 1 **AMR2938P**
Up to '98 (to VIN WA).

150 Amp, new, outright 1 **ERR6413P**
From '99 on (VIN XA on).

DISCOVERY SERIES 1 CARB

ALTERNATOR;

A127, 65 Amp, new, outright 1 **STC234P**

DISCOVERY SERIES 1 EFI

ALTERNATOR;

A127, 65 Amp, new, outright 1 **STC234P**
Up to '94 (to VIN LA)

A127, 72 Amp,
reconditioned, exchange 1 **YLE10088P**
From '93 to '94 (VIN KA to LA)

A127, 85 Amp, new, outright 1 **YLE10099P**
Up to '94 (to VIN LA)

A133, 80 Amp,
reconditioned, exchange 1 **STC1753P**
Up to '94 (to VIN LA)

A127, 100 Amp, new, outright

from '95 to '96 1 **AMR3107P**

VIN MA to TA163436.

from '96 on 1 **AMR4247P**

VIN TA163437 on.

DISCOVERY SERIES 2

ALTERNATOR;

150 Amp, new, outright 1 **ERR6413P**

SERIES III 109

ALTERNATOR;

A115, 45 Amp:
reconditioned, exchange 1 **RTC5086EP**
Battery sensed. Replaces 18ACR 40 Amp.

DEFENDER CARB

ALTERNATOR;

A115, 45 Amp:

reconditioned, exchange 1 **RTC5086EP**
Left hand fixing, battery sensed.
Replaces 18ACR 40 Amp.

reconditioned, exchange 1 **RTC5085E**
Left hand fixing, ignition sensed.
Replaces 17ACR 36 Amp.

A133, 65 Amp:

reconditioned, exchange 1 **RTC5087E**
Left hand fixing, high output.
Replaces 25ACR 60 Amp.

A127, 45 Amp, new, outright 1 **RTC5683EP**
Left hand fixing.

A127, 65 Amp, new, outright

right hand fixing (high output) 1 **STC234P**

left hand fixing (high output) 1 **STC233P**

DEFENDER EFI

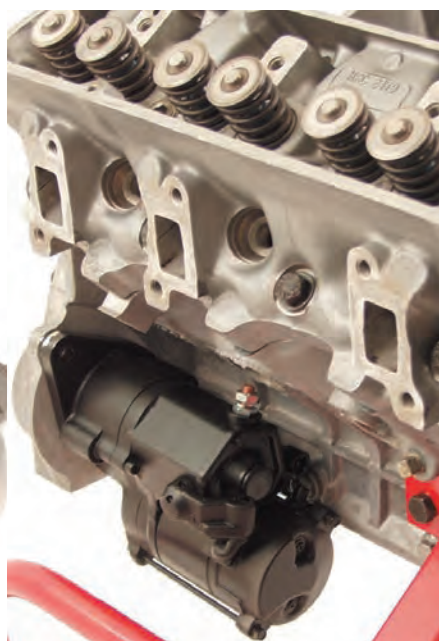
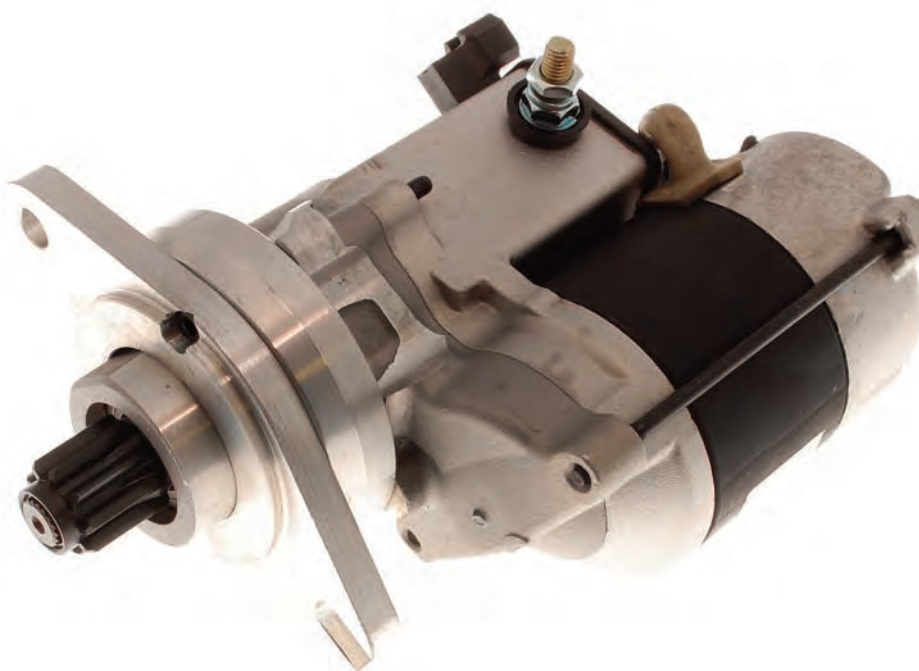
ALTERNATOR;

A127, 100 Amp, new, outright 1 **AMR4247P**



ALTERNATOR -
GNU2262E

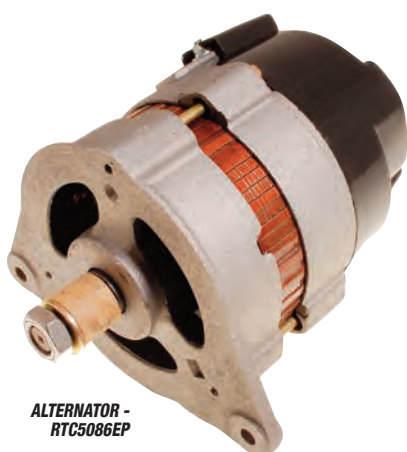
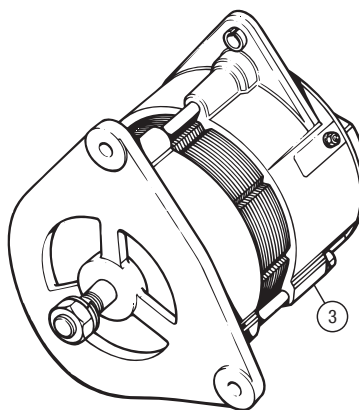
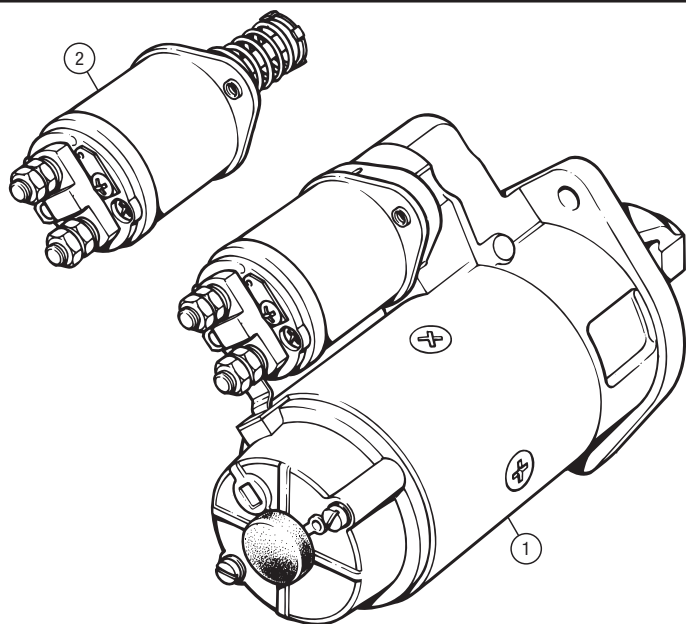
UPRATED HI-TORQUE STARTER MOTOR



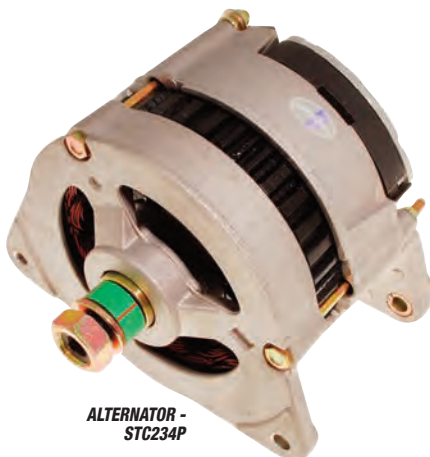
Fits as direct replacement to all saloon/sports vehicles (SD1, TR8, TR7 V8, MGB GT V8 etc). Starts engine regardless of compression or temperature. Up to 200% more cranking power using up to 50% less current.

Also fits Range Rover Classic, Discovery Series 1, Series 111 109, Defender to approx 1999.

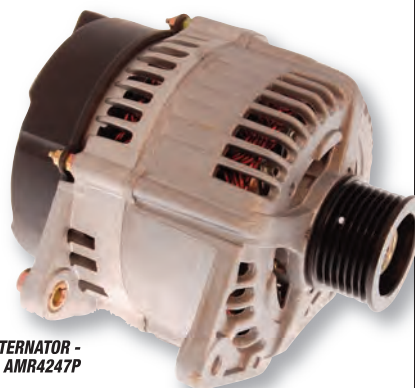
Upgraded Hi-Torque starter motor 1 **GXE4442UR**
Outright sale, no exchange.



ALTERNATOR -
RTC5086P



ALTERNATOR -
STC234P



ALTERNATOR -
AMR4247P

IGNITION SYSTEM

There have been as many variations in the distributor fitted to the Rover V8 as there have been changes to the engine.

Nevertheless, all factory-fitted distributors are Lucas items and all, with certain limitations, are interchangeable.

Early versions of the engine - Rover P5, P6 and early Range Rover - were fitted with contact breaker distributors, either single or twin points.

With the introduction of the Rover SD1 saloon, in 1976, came a new electronic ignition distributor, the Lucas 'OPUS' 35DE8. This was a completely self-contained unit, with the exception of a ballast resistor pack mounted away from the distributor.

In 1982, the 35DE8 was replaced by the Lucas 35DM8, an improved design with the ignition module located away from the main distributor (and therefore away from engine heat).

In 1985, an updated version of the DM8 - the DLM8 - was fitted to the Rover SD1. This distributor is similar to the DM8 but has an ignition module attached to the side of the distributor casing.

Other V8 vehicles, such as TR8 and Range Rover, have been fitted with versions of the same distributors, typically featuring different advance characteristics to suit their particular application. As stated above, most distributors are interchangeable, but early (pre-1976) and late (1976 on) units have a different oil pump drive gear:

Early are known as "rigid shaft", with a tooth on the end of the distributor shaft which engages in a slot in the oil pump shaft.

Late units are known as "flexible shaft", and feature a flexibly mounted skew gear on the end of the distributor shaft, which has a slot that engages with a tooth on the oil pump shaft. (see also **Timing Cover** and **Oil Pump**).

For the 1995 model year the new 4.0 and 4.6 litre engines (as first seen in the new Range Rover Series 2) dispensed with the distributor altogether, moving instead to provide ignition via a pack of coils controlled by the Lucas/SAGEM 'GEMS' generic engine management system.

A revamp of Land Rover 4.0 and 4.6 litre engines in 1999 saw Bosch engine management fitted as a result of the 'Thor' project, one of the main aims of which was to provide the V8 engine with the internationally standardised automotive electronic diagnostics system.

1995 didn't quite spell the end for distributors on the V8, the 3.9 and 4.2 litre units soldiering on with distributor ignition for the last year of production of the Range Rover Classic. The 3.9 litre with distributor ignition also continued to power Discovery Series 1s almost to the end of production of that vehicle in 1998, plus several non-Land Rover applications such as the MGR V8 and TVR models.

Not all 4.0 and 4.6 litre engines were distributorless, either. Again, many sports car applications used distributor versions long after Land Rover ceased to use distributor V8s in its own vehicles - the 4.6 litre Morgan Plus 8 retained a distributor and Lucas 14CUX engine management until 2000, for example. Non-GEMS engines continued to be marketed for other non-Land Rover applications for several years thereafter.

Most new distributors are sold on an outright basis. Reconditioned units are exchange.

In addition to original Lucas distributors, we stock Lumenition electronic ignition kits, which are suitable for points type or 35DE8 electronic distributors only. We also stock complete replacement distributors by Mallory and '123 Ignition'. Both types are available in early or late type configurations, and feature adjustable ignition advance facility as well as many other enhancements.

Distributor

Distributor Identification

Identifying your distributor is fairly straightforward, as there is a code - such as DLM8 - stamped on the unit itself. However, you may need to remove the distributor from the engine in order to see the number.

NOTE: depending upon availability, distributors can be supplied in 3 forms: OE, OEM or aftermarket. Part numbers with a P suffix will be either OEM or aftermarket, please refer to the Price Guide or our website for availability.

SALOON/SPORTS

Early vehicles (up to 1976) have Lucas points type distributors. Electronic ignition was introduced with the Rover SD1 for the 1976 model year. Points type distributors can be converted to electronic ignition with Lumenition kits **RB7270** (std) or **RB7270P** (performance), while the Opus electronic ignition on '76 to '82 SD1s with 35DE8 distributors can be replaced using Lumenition kits **RB7323** (std) or **RB7323P** (performance).

DISTRIBUTOR ASSEMBLY:

1	Rover P6 (points type)		
	non-detoxed engines	1	614031
	detoxed engines	1	614033
	MGB GT V8 (points type)	1	614033
2	Rover SD1 (electronic)		
	OEM specification.		
	Lucas 35DE8 ('76-'82)	1	ERC3047E
	Lucas DM8 ('82-'85)		
	carb engines	1	ERC8814P
	efi engines	1	ERC9122P
	Lucas DLM8 ('85 onwards)		
	carb engines	1	ADU8817P
	efi engines	1	ADU8818P
	Triumph TR8 (electronic)	1	ERC3047E
	OEM specification.		
	MGR V8 (electronic)		
	aftermarket	1	ERR4738P
	OEM	1	ERR4738P1

DISTRIBUTOR ASSEMBLY:

points type (carb engines)

non-detoxed engines

'70 to Sept '77

Engines 355, suffix A to E (8.5 & 8.25:1 cr).

Oct '77 to June '81

Engines 355 suff F. Also 13D & 18D suffix A (8.13:1)

detoxed engines

Feb '71 to Sept '77

Engines 341, 355, 356, 357, 359, suffix B to E (8.25:1 cr)

Oct '77 to onwards

Engines 341, 359, 398 suffix F onwards (8.13:1 cr). Also 11D, 15D, 16D, 17D & 19D, suffix A.

electronic ignition

carb engines up to Oct '85

9.35:1cr engines

Engines 15D, 16D, 17D & 19D, suffix B.

8.13:1cr engines

with air rails

Engines 20D & 21D.

without air rails

Engines 13D & 18D, suffix B.

carb engines from '86 on

Lucas 35DM8

9.35:1cr, detoxed

Engine nos. 26D & 27D.

8.13:1cr, non-detoxed

Engine nos. 28D & 29D.

8.13:1cr, detoxed

Engine no. 30D.

Lucas 35DLM8

9.35:1cr, detoxed

Engine nos 26D & 27D.

8.13:1 engines (all)

Engine nos. 28D, 29D & 30D.

EFI engines

3.5 litre

Lucas 35DM8

High & low cr, with remote amplifier.

Lucas 35DLM8

High & low cr, with integral amplifier.

3.9 litre up to '91 (to VIN HA)

eng. nos. 35D & 36D

Lucas 35DLM8, with integral amplifier.

eng. nos. 37D & 38D

Lucas 35DM8, with remote amplifier.

3.9 litre '92 on (VIN JA on), 35D & 36D eng. nos.

with integral 3 pin amplifier module

non-catalyst

catalyst-equipped

with remote 3 pin amplifier module

non-catalyst

catalyst-equipped

3.9 litre '92 on (VIN JA on), 37D & 38D eng. nos.

with integral 3 pin amp

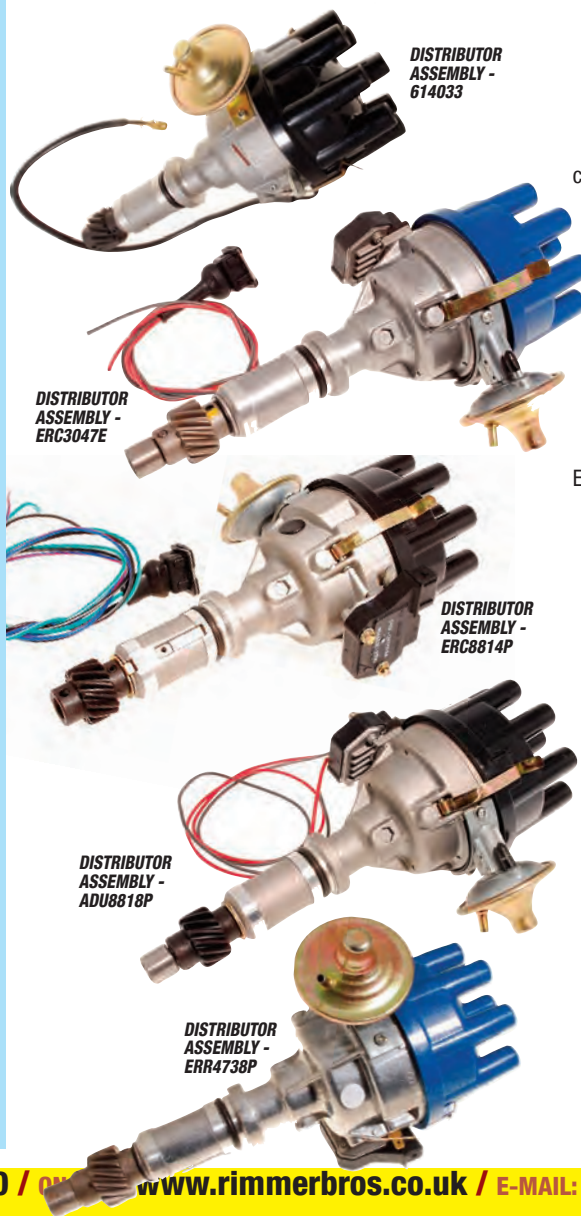
with remote 3 pin amp

4.2 litre engines

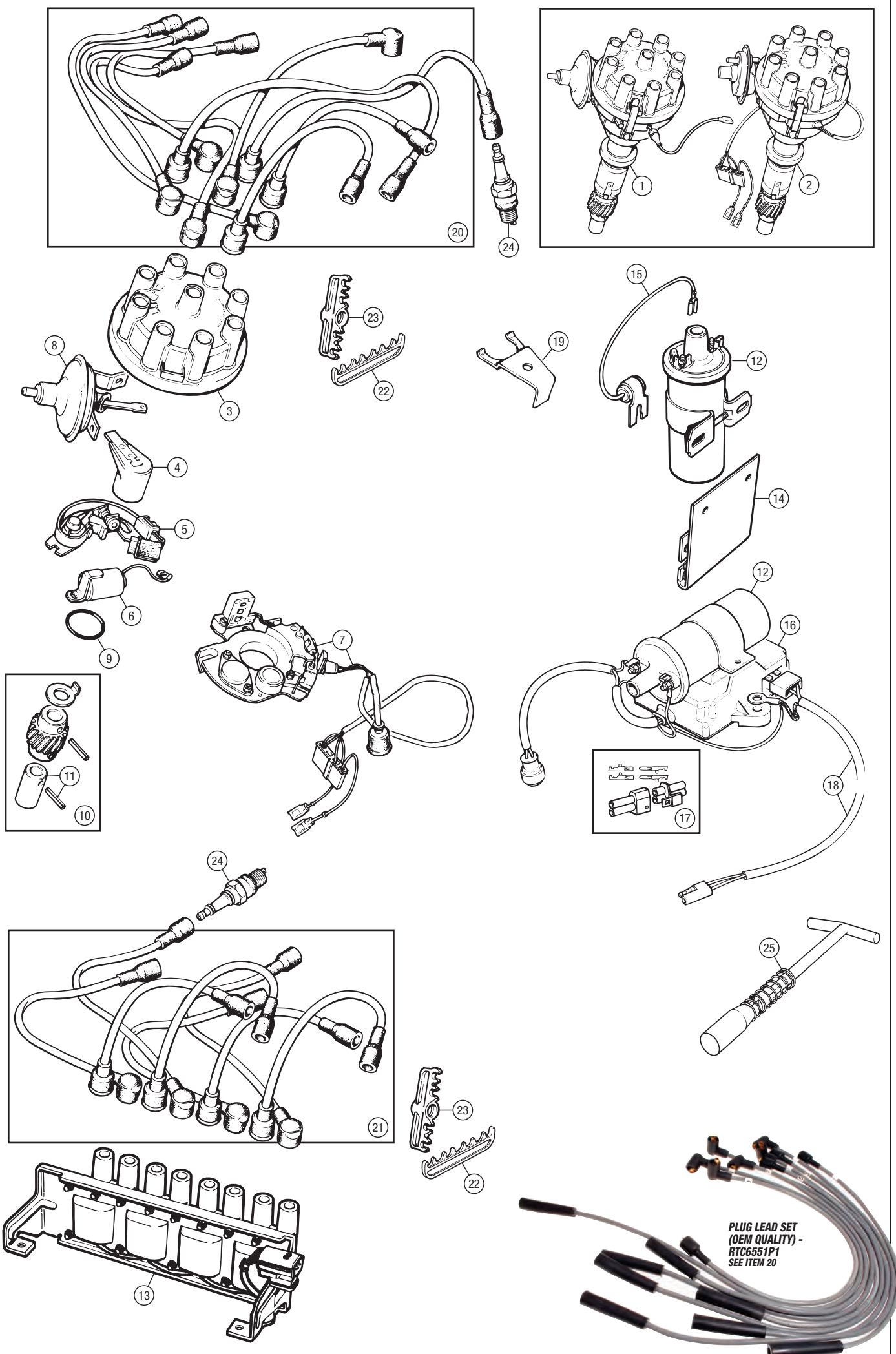
with integral 2 pin amp

with integral 3 pin amp

with remote 3 pin amp



CONTINUED ON NEXT PAGE



Distributor Cont'd**DISCOVERY SERIES 1**

All Discovery distributors are electronic - either the Lucas 35DM8, having a separate ignition amplifier mounted underneath the coil, or on later vehicles, the Lucas 35DLM8, which has an amplifier module mounted on the side of the distributor itself.

Later design 3-pin amplifier fitted distributors can be used to replace the 2-pin type when fitted in conjunction with the appropriate link lead, part no. **STC1212**.

The last distributor equipped 3.9 engines have a remote amplifier again, mounted away from the distributor. This distributor may also be used to replace the previous integral amplifier type, again using link lead **STC1212**.

DISTRIBUTOR ASSEMBLY:

carb engines	1	ETC6976P
EFI engines		
3.5 litre		
low compression		
with 2 pin amplifier	1	ERR1808
with 3 pin amplifier	1	ERR4254P
with 3 pin amplifier,		
Australia	1	ERR4252P
high compression		
with 2 pin amplifier	1	ERR1809
with 3 pin amplifier	1	ERR4256P
3.9 litre to '94 (to VIN LA)		
With integral 3 pin amp.		
low compression	1	ERR4740P
high compression		
non-catalyst	1	ERR4739
catalyst-equipped	1	ERR4738P
3.9 litre '95 only (VIN MA up to MA094072)		
With integral 3 pin amp.		
low compression	1	ERR4753P
high compression		
non-catalyst	1	ERR4754P
catalyst-equipped	1	ERR4755
3.9 litre '95 on (VIN MA094073 on)		
With remote 3 pin amp.		
low compression	1	ERR5207P
high compression		
non-catalyst	1	ERR5208P
catalyst-equipped	1	ERR5209P

SERIES III 109

All vehicles have Lucas points type distributors which can be converted to electronic ignition with Lumenition kits **RB7270** (std) or **RB7270P** (performance).

DISTRIBUTOR ASSEMBLY:

non-detoxed engines	1	ERC3342P
detoxed engines	1	ERC5088

DEFENDER CARB

Engines whose serial numbers begin with 14G, 15G or 17G are Stromberg carburettor fitted and have points type distributors, whereas 19G, 20G, 21G and 22G engines with Stromberg carburettors have electronic distributors.

Some 20G and all 24G engines (i.e. later engines) have SU carburettors and electronic distributors, but these distributors differ from the Stromberg engine types.

As with other Land Rover V8 applications, the last SU type electronic distributors with 3 pin amplifiers may be used to replace earlier SU types with 2 pin amplifiers, so long as the link lead **STC1212** is also used.

The points type distributors can be converted to electronic ignition with Lumenition kits **RB7270** (std) or **RB7270P** (performance).

DISTRIBUTOR ASSEMBLY:

points type (with Stromberg carburettors)		
14G engs. (non-detoxed)	1	ERC5745
15G engs. (detoxed)	1	ERC4536P
17G engines	1	ERC7131
electronic type (with Stromberg carburettors)		
19G engs. (Saudi Arabia)	1	ETC5090P
20G engs. (non-detoxed)	1	ETC4717P
21G engs. (detoxed)	1	ETC5354
22G engs. (Australia)	1	ETC4715P
electronic type (with SU carburettors)		
90 models		
20G/24G (detoxed)	1	ETC6586
With 2 pin amplifier.		
20G/24G (detoxed)	1	ETC6976P
With 3 pin amplifier.		
110 models		
20G/24G (detoxed)	1	ERR4285
With 3 pin amplifier.		

**MALLORY DISTRIBUTORS & COMPONENTS**

Replacement distributor for the V8, with versions suitable for pre 1976 (Rover P6 types) and 1976 onward applications. Complete with adjustable mechanical and vacuum advance, these quality units offer increased performance through improved combustion, higher rpm capability and a precision distributor cam that assures accurate spark timing.

DISTRIBUTOR ASSEMBLY:

early type (Pre '76, Rover P6 type)
With oil pump drive tooth on distributor shaft ("Rigid shaft").

dual points type 1 **RB7458**

Use with RB7475 Moroso chrome coil and RB7476 Ballast resistor.

electronic type 1 **RB7458E**

Use with RB7475E Mallory chrome coil and RB7476E Ballast resistor. Also use RB7459EHTC to convert standard HT leads to fit the male connectors on distributor cap if required.

late type ('76 on)
With slot in distributor shaft for oil pump drive ("Flexible shaft").

electronic type 1 **RB7459E**

Use with RB7475E Mallory chrome coil and RB7476E Ballast resistor. Also use RB7459EHTC to convert standard HT leads to fit the male connectors on distributor cap if required.

IGNITION COIL (chrome)

Suitable for Mallory distributor.

dual points type (Moroso) 1 **RB7475**

electronic type (Mallory) 1 **RB7475E**

BALLAST RESISTOR

dual points type 1 **RB7476**

electronic type 1 **RB7476E**

DISTRIBUTOR CAP

dual points type 1 **RB7469**

electronic type (male connectors) 1 **RB7469E**

ROTOR ARM

1 **RB7472**

POINTS

2 **RB7470**

CONDENSOR

1 **RB7471**

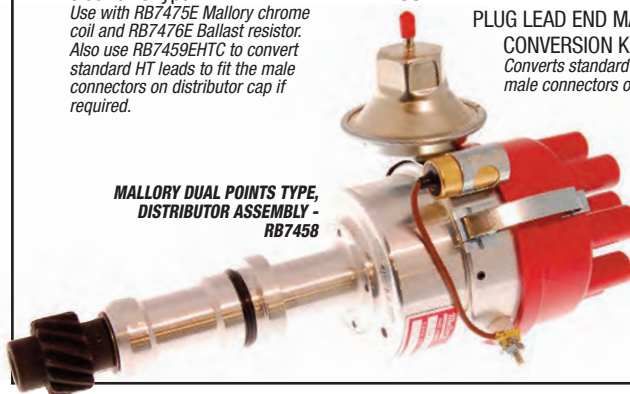
VACUUM ADVANCE UNIT

1 **RB7473**

PLUG LEAD END MALE

CONVERSION KIT 1 **RB7459EHTC**

Converts standard HT lead ends to fit male connectors on electronic distributor cap.



MALLORY DUAL POINTS TYPE,
DISTRIBUTOR ASSEMBLY -
RB7458

123ignition.nl
ignition systems for classic cars

DISTRIBUTORS

Replacement programmable, electronic distributor for the V8, with versions suitable for pre 1976 (Rover P6 type) and 1976 onward applications.

Features include selectable fine tune advance curves (enables switching between two advance curves, ideal for example, for alternating between petrol and LPG fuels), automatic Dwell spark balancing, gearshift retard and more. The unit will optimise engine ignition performance once installed correctly (advance curve is selected manually) and are available only in the "Tune" form.

Can be used with either a standard or 'sports' coil. Silicone HT leads are recommended.

"Tune" software is updated from time to time and can be downloaded from www.123ignition.nl

DISTRIBUTOR ASSEMBLY (programmable):

early type (Pre '76, Rover P6 type) 1 **RB7458E123**

With oil pump drive tooth in distributor shaft ("Rigid shaft").

late type ('76 on) 1 **RB7459E123**

With slot in distributor shaft for oil pump drive ("Flexible shaft").

Please enquire for replacement components.



RB7459E123

Lumenition ELECTRONIC IGNITION**LUMENITION IGNITION KIT**

Includes all parts and instructions necessary to convert Lucas 35D8 points type distributor to breakerless electronic ignition, or to improve 35DE8 electronic distributor. Benefits include better starting/reliability, reduced maintenance and improved performance/mpg. (Distributor can also be converted back if so desired).

for 35D8 points type distributor 1 **RB7270**

for 35DE8 electronic distributor 1 **RB7323**

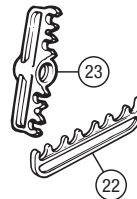
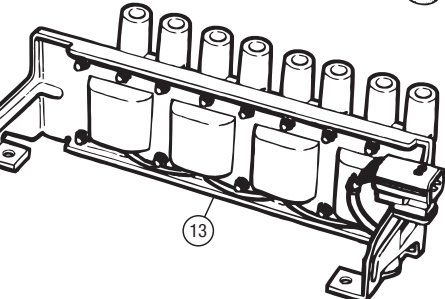
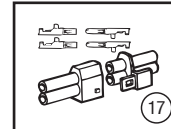
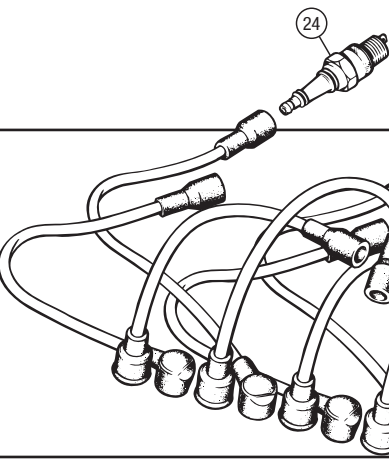
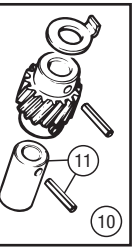
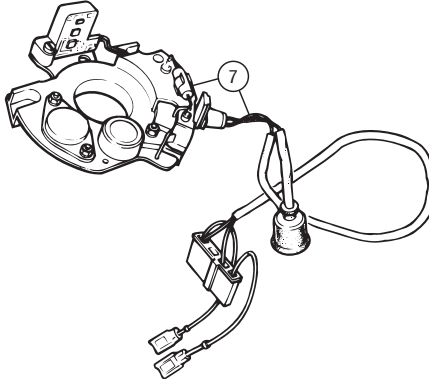
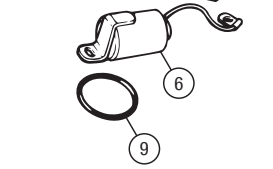
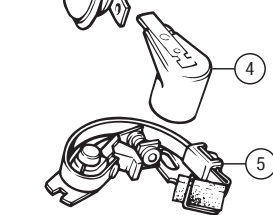
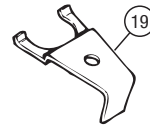
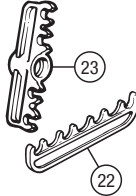
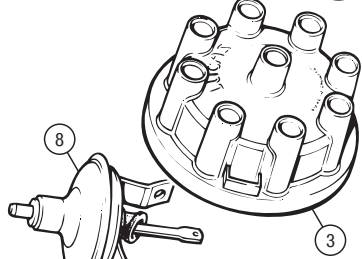
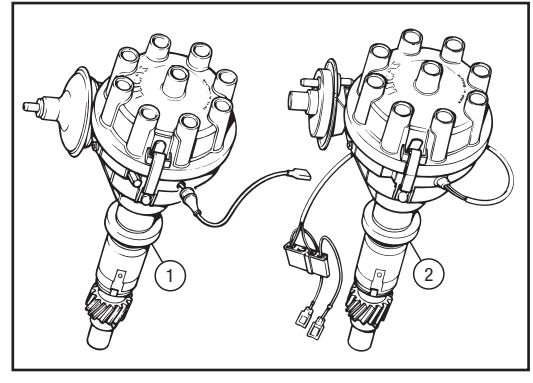
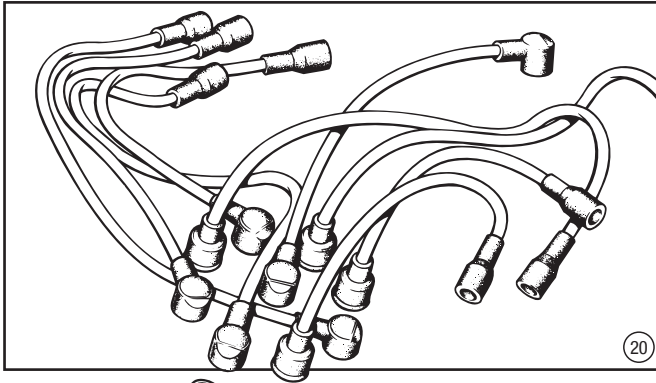
LUMENITION PERFORMANCE IGNITION KIT

As above kit but also offers constant maximum spark energy at coil through the whole rev range. Supplied complete with low resistance coil.

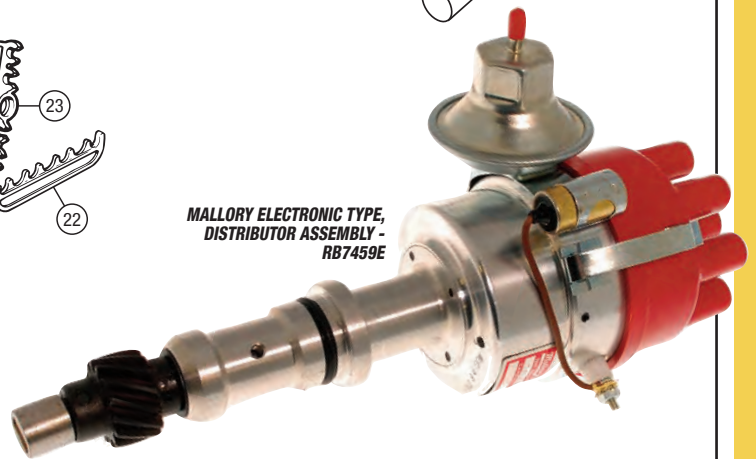
for 35D8 points type distributor 1 **RB7270P**

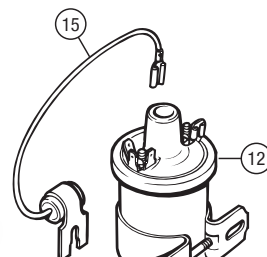
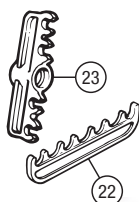
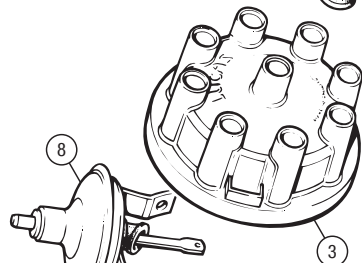
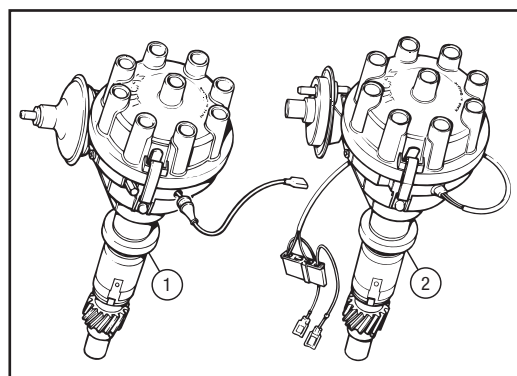
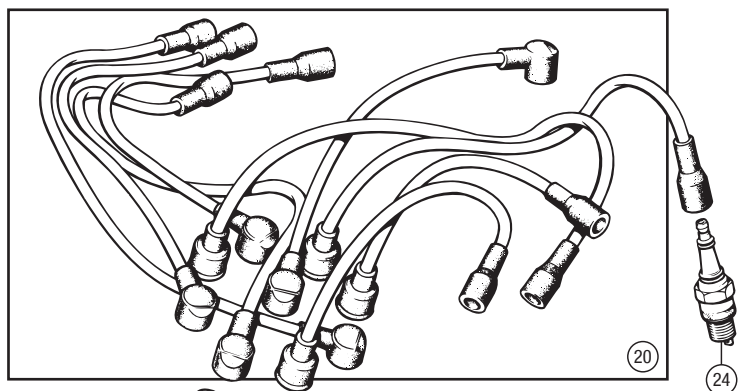
for 35DE8 electronic distributor 1 **RB7323P**



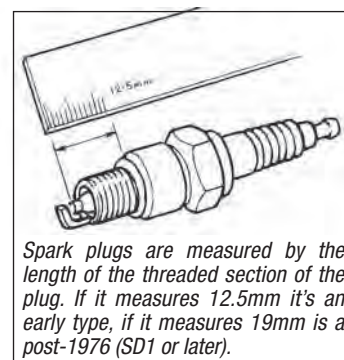
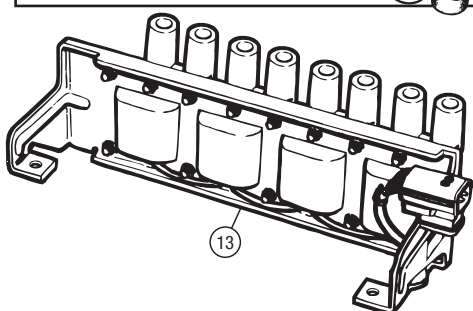
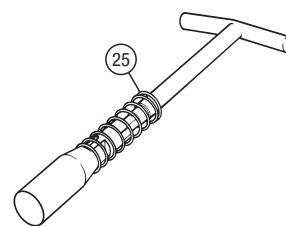
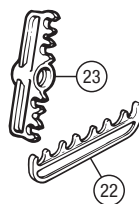
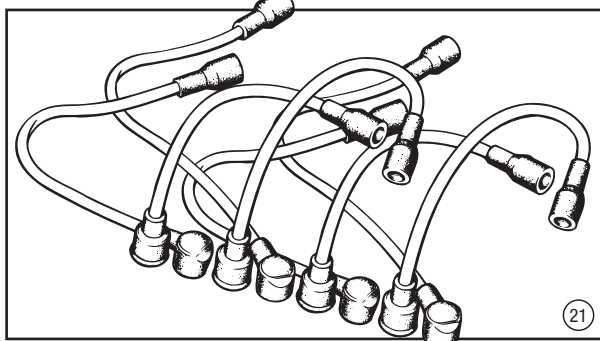
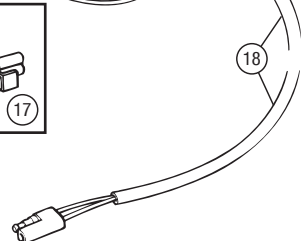
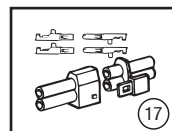
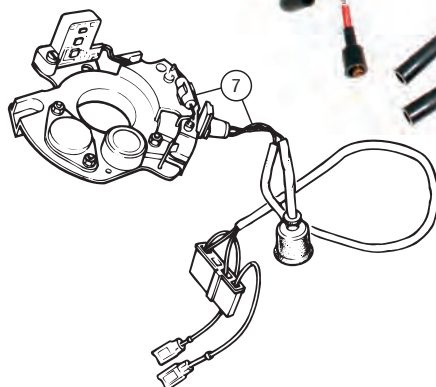
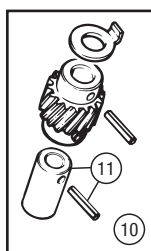
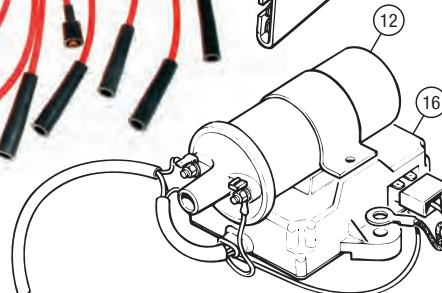
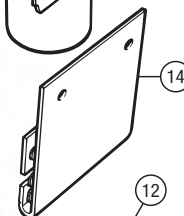


MALLORY ELECTRONIC TYPE,
DISTRIBUTOR ASSEMBLY -
RB7459E





SILICONE
PLUG LEAD SET -
RTC6551P1S



Spark plugs are measured by the length of the threaded section of the plug. If it measures 12.5mm it's an early type, if it measures 19mm is a post-1976 (SD1 or later).

SPARK PLUG SPANNER -
GAT140

LYNX DIAGNOSTIC TOOL



Please refer to website for optional extras

Lynx Diagnostic Tool

DA6430

Finding and rectifying common Land Rover electrical faults has never been easier. Britpart have worked closely with Omitec to design and build a highly advanced Land Rover diagnostic tool. As well as the multi-vehicle professional version a single model home use version is available too.

The Lynx interface is Windows based and when running diagnostics on a laptop or Windows tablet, far more information can be displayed to the user than on a hand held device. Being Windows based there is familiarity and flexibility with the interface and navigation is much more intuitive.

What does Lynx do?

- Read fault codes
- Read live data
- Special functions
- Programming - such as alarm settings, key fobs etc.
- Clear fault codes
- Test actuators
- Service reset

What do you get with Lynx?

- Windows compatible software
- VCI to OBD II lead
- Activation form
- Carry case with foam insert
- Vehicle Communication Interface box (VCI)
- USB to VCI lead
- Quick start booklet
- Unlock code booklet

More about Lynx

As Lynx is Windows based, the system is future proofed due to your laptop or Windows tablet hard disk drive which allows for 'many more' number of updates compared to hand held devices. Lynx is powered by Omitec who build the T4 - Official Land Rover diagnostics tool. Live data can be displayed using graphics; making it easier to read time based events and the live data can be recorded on the lap top for a comparison, a great advantage over hand held diagnostic tools as they do not usually have storage memory.

The Windows based tool allows a simultaneous access to the vehicle diagnostics and consultation of circuit diagrams and other technical information. Allows you to access the internet if you are connected to it whilst diagnosing a vehicle and other such programs you might need to use in a garage environment. Lynx is supplied in a hard wearing carry case with foam insert to protect it when not in use. For the enthusiast home user using Lynx will mean no more trips to your local main dealer to clear any faults on your Land Rover.

HAWKEYE DIAGNOSTIC TOOL



Hawkeye Diagnostic Tool

BA5070

Designed by Omitec using their experience in Land Rover Diagnostics, the HawkEye diagnostic tool is extremely robust and comes with its own storage pouch. The keypad has large, well defined buttons and it is powered directly from the vehicle. The clear graphical display is easy to read and features on-screen prompts to provide a quick response. The kit is supplied with a standard J1962 (ODB II) cable.

Optional cables may be required for specific systems, please contact us for details.

The specific applications will allow you to access information from your vehicle. Functionality includes:

- Robust and self contained hand-held unit
- Does not require laptop or PC
- Easy, intuitive and user friendly
- Free unlock code for one Land Rover vehicle type
- Can be 'unlocked' to be used with other Land Rover models contact us for further details.
- Future-proof - firmware can be upgraded as new applications are released
- Quick response
- Read fault codes
- Clear fault codes
- Live data
- Service reset
- Forced outputs/actuators
- Programming (specific applications only)
- Ideal for DIY enthusiasts as well as specialists.

Please refer to website for optional extras

At last a diagnostic tool that is truly portable and simple to use by the home or professional mechanic.

HawkEye is an essential tool for Land Rovers and it is the electronic equivalent of a spare tyre - it will help you to identify problems quickly and accurately so you can initiate an immediate fix to keep the vehicle on the road.

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.

Comes complete with all fittings & operating instructions.

Battery Conditioner Kit

0.8 amp version

RX1410CTEK

3.6 amp version

RX1410CTEK3600

Battery Charger 6v/12v Conventional type.

GAC7106

BATTERY ISOLATOR SWITCH



This isolator switch is simple to fit and features a removable key.

Battery Isolator Switch

Spare Key

LL1171

LL1171KEY

ENGINE BAY BONNET LAMP & ACTIVATION SWITCH



Engine Bay Bonnet Lamp

Activation (plunger) Switch

DRC2878

AAU1908A

POWER SOURCE INVERTOR



Great for in car entertainment and leisure use!

A power source inverter converts car battery voltage (12v) into a 240v output. You can plug in a variety of mains voltage appliances into the standard UK socket.

Three different invertors are available to suit a range of power requirements. There is overload, overheat and short circuit protection on all models.

150 WATT MODEL

RX1551-150

Continuous power: 150w. Peak power: 300w
Cigar lighter plug connection. 15A fuse.

Suitable applications: TV, DVD, Video, Computer Consoles, Lights (not fluorescent) Phone charger etc.

300 WATT MODEL

RX1551-300

Continuous power: 300w. Peak power: 660w
Cigar lighter or battery clip connection. 40A fuse.

Suitable applications: as 150w model plus small power tools, small fridges, stereo etc.

500 WATT MODEL

RX1551-500

Continuous power: 500w. Peak power: 800w
Battery clip connection only. 70A fuse.

Suitable applications: as 300w model plus medium power tools, colour TV's with DVD's, battery chargers etc.

DIS-CAR-NECT



'Dis-Car-Nect' Starter Immobiliser

Replacement screw knob

Replacement fuse

RX1356

RX1356K

RX1356F

HOW DOES 'DIS-CAR-NECT' WORK?

When leaving your car, simply remove the knob to isolate the starter circuit. The 16 amp by-pass fuse will maintain current to all other electrical circuits (stereo memories, vehicle alarm etc).

Because the starter motor draws over 150 amps, any attempt to connect (hot wire) the starter motor will instantly cause the fuse to blow, immobilising the car until the knob is replaced. If this should happen, simply replace the 16 amp fuse at a convenient time.

For extra security, unscrew and remove the immobiliser knob completely, and if you intend to store your vehicle for some time, 'Dis-Car-Nect' will also prevent battery drain, simply unscrew the knob and remove the fuse.

Fits all vehicles and is easily fitted to any battery terminal. Full installation/user instructions supplied with every unit.

PARKING SENSOR KIT



Universal type kit, includes 4 flush fit sensors, fitting kit, hole cutter, LCD - colour display unit & fitting instructions.

Parking Sensor Kit

RX1559BP



Life Time Cooling

No Water - No Overheating

Classic Cool 180 deg has a boiling point of 180 deg C and will not boil over.

No Water - No Corrosion

Water contains oxygen, oxygen allows corrosion. Classic Cool 180 deg eliminates corrosion.

No Water - No Pressure

Classic Cool 180 deg allows your cooling system to run at a lower pressure, reducing the strain on engine components.

No Water - No Liner Pitting

Classic Cool 180 deg generates significantly less pitting when compared with all water based coolants.

No Water - More BHP

Classic Cool 180 deg eliminates premature detonation associated with overheating.



Waterless Coolants

evans Classic Cool 180 - Waterless Coolant;

5 l litre

2 l litre

RX1672

RX1673

evans Prep Fluid - 5 l litre

Actively removes the loose dirt and scale from your cooling system which can cause inefficient heat transfer.

RX1674

evans Power Cool 180 - Waterless Coolant;

Formulated specifically for use with modern alloy/performance Engines

5 l litre

2 l litre

RX1703

RX1704

evans vintage Cool 180 - Waterless Coolant;

Formulated specifically for use with vintage Engines

5 l litre

RX1697

SILICONE RUBBER TAPE

QUIK TAPE

Self adhering and fusing, curing into a solid rubber insulator in less than 24 hours. Resists moisture and temperatures up to 260°C. Gives a tough, permanent insulation seal around electrical connections, hoses, pipes (including exhaust) etc.

QUIK t aPe

Black. 25mm wide x 0.5mm depth x 3m length.

RX1479

COOL TAPE

COOL t aPe

RX1474

Consists of a 1mm aluminised material bonded to a lightweight, woven fibreglass with super strong adhesive backing. Reflects radiant heat. Limitless application, but common uses include wrapping cables, hoses, fuel lines, 'spot' heat retardation areas and sealing gaps in floors or firewalls. The best product on the market! Flexible, strong adhesive and thin for a tight wrap. Available in 13/8" x 15", 13/8" x 30" and 2" x 60' rolls

HI-TEMP SHRINK TUBES

hi-t eMP shr iNk t UBes;

These shrink tubes are already supplied with the HT lead kits listed on previous page. They can also be used for many other applications such as an enhanced appearance to any hose or wire, bundle wires as alternative to plastic ties or protecting electrical connections. Available in grey, black, red, blue and in 2 sizes, with a shrink ratio of 3 to 1. Easily installed with naked flame. 18mm size shrinks to 6mm and 12mm size shrinks to 4mm. Supplied in packs of 25.

18mm dia x 38mm long(Pack of 25)

12mm dia x 38mm long (Pack of 25)

RX1468

RX1469

UNIVERSAL HEAT SHIELD

Univer sal heat shield

This multi-purpose heat shield can be used to protect starter motors, carbs, fuel pumps, electrical boxes, instruments and hydraulic cylinders from intense heat. Easily cut to shape (scissors or knife) it attaches to itself with velcro material. Simply cut off excess material.

7" wide x 24" long

RX1470

HEAT & SOUND INSULATION

iNsUl at iON Mater ial

RX1473

Designed for insulating floors, bulkheads, transmission tunnels and many other applications from the effects of heat, road noise, engine and transmission noise. Made from an aluminium face bonded to a 1/8" composite fibreglass insulation, then backed to an aggressive adhesive. Tough enough for under vehicle applications and harsh environments where high heat can be a problem. Can also block out up to 50% of unwanted noise. Self adhesive, can be cut with tin snips to any shape. Supplied in 3 sizes: 2' x 21" (3.5sq ft), 4' x 21" (7sq ft), 4' x 42" (14 sq ft).

HT LEAD & SPARK PLUG PROTECTION

Protect your HT leads and spark plugs from extreme heat and improve the appearance of your engine bay with these top quality products. Ideal for tubular extractor manifold applications where additional heat is generated, but may be fitted to a standard vehicle.

Note: For Manifold insulation wrap, refer to 'Exhausts' in relevant catalogue.

sPar k Pl UG sl eeves

Manufactured from a fibreglass composite material (no arcing), the sleeves slide over the ends of the HT leads, easy installation. Available in silver, black, red or blue

2 cylinder kit

Order 2 kits for 4 cylinder, 3 kits for 6 cylinder.

8 cylinder kit

RX1462

RX1463

ht l ead sl eaves

Made from the same material as the spark plug sleeves - these easy install, snug - fitting sleeves will fit any HT lead up to 10mm in diameter. Also included are hi-temp shrink tubes for a sharp finished appearance. Available in silver, black, red or blue.

2 cylinder kit

Order 2 kits for 4 cylinder, 3 kits for 6 cylinder.

8 cylinder kit

RX1464

RX1465

ht l ead & sPar k Pl UG sl eeve kit

These kits comprise of both kits listed opposite in one convenient (and cost effective) kit. Colour matched sleeves available in silver, black, red or blue.

2 cylinder kit

Includes 7ft of HT lead sleeve, 2 plug sleeves & 6 shrink tubes.

Order 2 kits for 4 cylinder, 3 kits for 6 cylinder.

8 cylinder kit

Includes 25ft of HT lead sleeve, 8 plug sleeves & 25 shrink tubes.

RX1466

RX1467

THERMAL HEAT SLEEVES

This high temperature sleeving will protect wiring, HT leads, hydraulic hoses and coolant hoses from radiant heat. Two different designs are offered. The fixed tube type is designed to slide over wiring/hoses whereas the velcro type can be easily installed without having to disconnect anything. Easy to cut and shape to suit. Supplied in 3ft lengths.

FiXed t UB e sl eeve

RX1471

Supplied in diameters of 0.5", 0.75", 1", 1.25", 1.5" (all 3ft long)

vel Cr O sl eeve

RX1472

Supplied in 1 size - 0.5"-1.5" diameter (3ft long).

INSPECTION LAMP



Inspection Lamp/Halogen **RX1424**
Plugs into cigar lighter.
Cigar Lighter **ZKC1152**

PORTABLE WORKLIGHT



Ideal for working on your car or for jobs around the house.
Inc. 240v-500w tungsten halogen lamp, 2m cable & BS plug.
Portable Halogen Worklight (500w) **RX1263**
Spare Bulb **RX1263B**

AIR HORNS



Air Horns (Electric type) **RX1381**
Twin 'Compressed - Air' Horns.

TOOLS



Oil Pump Priming Tool; for slotted shaft (pre-'76) for toothed shaft ('76 on) **RX1431E**
Valve Spring Compressor Tool **RX1431L**
Grease Gun, all models **RX12260HV**
Oil Filter Strap Wrench **RX1423**
Spark Plug Spanner **RX1514**
Stromberg Carburettor Adjusting Tool; saloon/sports (SD1 & TR8 only) **GAT140**
4x4 (Land Rover vehicles only) **RX1222**
Clutch Alignment Tool, all models except MGB GT V8 **RX1222L**
RX1386B

GENERAL CONSUMABLES



WD-40 (Large 400ml) **GAC111**
Wonderweld (Holts), 250ml **RX1539**
Radweld (Holts, 250ml) **RX1508**
Easystart (Bradex) **RX1511**
Silicone Sealant (Tube 80ml) **GGC102**
Hylomar (Gasket Sealant) (100g) **GGH112**
Hand Cleaner; 1.5g 'one use' sachet **GCH112**
Latex/Rubber Gloves (Pack of 100) **RX1406**
Ideal for those really dirty maintenance jobs
Exhaust Joining Compound **RX1345**
Copper Ease (Tube) (Anti-Seize Grease); 70g **RX1345**
500g **514578P**
Brake Rubber Grease **GAC10024ML**
Brake Cleaner (Aerosol) **RX1586**
Loctite, thread lock; 24ml **RX1353A**
3ml **RX1586**
Adhesive (Trim/Carpets) 1 Litre Tin **RX1353**
370g Aerosol **RX1586**
Windscreen De-icer (Aerosol) 300ml **XP1SW**
Screenwash (Concentrated) 1 litre **XP1SW**

WD-40 (Large 400ml) **GAC111**
Wonderweld (Holts), 250ml **RX1539-250ML**
Radweld (Holts, 250ml) **RX1508**
Easystart (Bradex) **RX1511**
Silicone Sealant (Tube 80ml) **GGC102**
Hylomar (Gasket Sealant) (100g) **GGH112**
Hand Cleaner; 1.5g 'one use' sachet **RX1549S**
Latex/Rubber Gloves (Pack of 100) **RX1406**
Ideal for those really dirty maintenance jobs
Exhaust Joining Compound **GCH112**
Copper Ease (Tube) (Anti-Seize Grease); 70g **RX1345**
500g **RX1585**
Brake Rubber Grease **514578P**
Brake Cleaner (Aerosol) **GBF901**
Loctite, thread lock; 24ml **GAC10024ML**
3ml **GAC1003ML**
Adhesive (Trim/Carpets) 1 Litre Tin **RX1353**
370g Aerosol **RX1586**
Windscreen De-icer (Aerosol) 300ml **XP1SW**
Screenwash (Concentrated) 1 litre **XP1SW**

ROADSIDE TOOLS & TOURING EQUIPMENT



Lightweight Overalls, disposable; Large **CONS5220**
Extra Large **CONS5221**
Safety Jacket, high visibility **GAC2999**
Warning Triangle **RX1344**
Foot Pump - double barrel **GAT347**
Air Compressor (12v) (Plugs into cigar lighter); Standard **RX1580**
Heavy Duty **RX1580HD**
First Aid Kit **RX1399**
Fire Extinguisher (dry powder) 1kg **GAC9904X**
Scissor Jack & Handle (saloon/sports) **311346**
Tool Kit Bag (Hardura) **RX1364**
Tow Ball (50mm) **GTT101**
Tow Ball Cover **GTT308**
Tool Kit Bag (Hardura) **RX1364**

RADIO AERIAL



Radio Aerial, manual, retractable **AJM1112**
Extension Lead **ZKC533**

ENGINE OIL



Multigrade Engine Oil (20W/50). 5 Litre **GGL104**
 Castrol Classic XL (20W/50) Multigrade Engine Oil
 4.55 Litre/1 Gallon **RX1363**
 1 Litre **RX13631L**
 Castrol XL30 Monograde Engine/Gear Oil
 Ideal for running in a newly assembled engine.
 4.55 Litre/1 Gallon **RX1570**

XPower (10W/40) Semi-Synthetic Engine Oil;
 5 Litre **XP1040PS5**
 1 Litre **XP1040PS1**

GEAR OIL



Gear Oil (EP80W-90);
 5 Litre **GUL805**
 1 Litre **XPG041L**
 Gear Oil (ATF);
 0.5 Litre **GUL355R**
 5 Litre **GGL505**

BRAKE/CLUTCH FLUIDS



Standard (DOT 3) 1 Litre **GBF103**
 Silicone;
 0.5 Litre* **RX1327**
 1 Litre* **RX1326**
 *Do not mix with standard fluid.

GREASE & LUBE



Lithium Grease, 400g (Tube) **CONS6070**
 Multi-Purpose.
 Brake Rubber Grease **514578P**
 Cam Lube (for assembly), 250ml **RX1358**
 Copper Slip (Anti-seize);
 70g **RX1345**
 500g **RX1585**

COOLING SYSTEM



It is recommended that a minimum 50% anti-freeze mix is maintained all year round on aluminium engines to inhibit corrosion.

Anti-Freeze;
 1 Litre **GAC2018X**
 5 Litre **GAC2019**
 K-Seal Repair Solution (Cooling System) **RX1554**
 Holts Wonderweld, 250ml **RX1539-250ML**
 Holts Radweld, 250ml **RX1508**

RADIATOR RELIEF



Radiator relief allows your radiator to transfer heat more efficiently, reducing your engines operating temperature (which is obviously controlled by the thermostat) by up to 30°F. You therefore have 'a little bit in hand' for those hot days stuck in traffic. This proven coolant additive will also cut engine warm-up time in half which will reduce engine wear which is most extreme when the engine is cold. Fully compatible with water and anti-freeze and is safe with cast iron and all alloys.

- 30°F lower operating temperature
- 50% quicker warm up time
- Safe with water/antifreeze mixture
- Safe with cast iron, alloy engines and heads
- Increased engine life!
- 100% biodegradable, non corrosive, non toxic
- For use in all water cooled engines

RADIATOR RELIEF (473ml) Treats 1 engine.

RX1461-473

A MUST FOR ALL OWNERS

UNLEADED 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 **RX1407VM**
 Castrol Valvemaster Plus, 250ml **RX1407VMP**

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.

OIL JUGS



Castrol Oil Jugs
 1/2 Pint **RX1395**
 1 Pint **RX1396**
 2 Pint **RX1397**
 All Three Jugs **RX1398**

OIL DRIP TRAY



Oil Drip Tray, 635mm x 1200mm **GAC9905X**

COOLING SYSTEM ADDITIVE

BODY CARE



AUTOGLYM CAR CARE KITS

The following kits work out cheaper than purchasing individual items.

BASIC CAR CARE KIT RX4079
Contents include: BODYWORK SHAMPOO, RESIN POLISH, SPONGE.

WASH'N'POLISH KIT RX4080
Contents include: BODYWORK SHAMPOO, RESIN POLISH, SPONGE, GLASS POLISH, POLISHING CLOTH, AQUADRY.

HOME VALET KIT RX4081
Contents include: BODYWORK SHAMPOO, RESIN POLISH, SPONGE, VINYL & RUBBER CARE, POLISHING CLOTH, AQUADRY, CLEAN WHEELS.

FINISHING TOUCHES KIT RX4082
Contents include: GLASS POLISH, EXTRA GLOSS, VINYL & RUBBER CARE, CHROME POLISH, BUMPER CARE, POLISHING CLOTH.

INTERIOR CARE KIT RX4083
Contents include: VINYL & RUBBER CARE, INTERIOR SHAMPOO, LEATHER CARE, POLISHING CLOTH.

CONNOISSEUR KIT RX1510
Contents include: SILICONE RESIN POLISH, BODYWORK SHAMPOO/CONDITIONER, CAR INTERIOR SHAMPOO, GLASS POLISH, CUTTING POLISH, ULTRA DEEP SHINE, EXTRA GLOSS PROTECTION, BUMPER CARE, VINYL & RUBBER CARE, LEATHER CARE CREAM, SUPERGLYM CHROME POLISH, CLEAN WHEELS, PERFECT POLISHING CLOTH, AQUA DRY, CLEAN MACHINE.

WAXOYL The Original

FINNEGANS 'ANTI-CORROSION' WAXOYL

Waxoyl starter kit
Includes: 2.5L Waxoyl, spray gun & probe.

Waxoyl;

5 litre can

Clear

Black

2.5 litre cartridge

High pressure spray gun
Use with 2.5 litre cartridge.

Aerosol (400ml)

Aerosol (200ml)

Underbody seal;

1 litre

500ml

RX1032

RX1027

RX1027BLACK

RX1028

RX1030

RX1026

RX1025

RX1024

RX1023

OTHER CAR CARE PRODUCTS

Sponge

RX1415



HOOD CARE



RENOVO

A range of products to clean, renovate and protect your hood cover, tonneau cover or hood stowage cover, whether made from vinyl, canvas or mohair material.

Vinyl Top Cleaner (500ml) **RX1529**

Dry Cleaner Shampoo -
Canvas/mohair (300ml) **RX1530**

Soft Top Reviver - Canvas/mohair
Available in black, blue & brown. **RX1525**
500ml size **RX1524**

1 litre size **RX1527**

Ultra Proofer - Canvas/mohair **RX1526**

500ml size **RX1528**

1 litre size **RX1531**

Ultra Proofer - Vinyl (500ml) **RX1532**

Plastic Window Polish

50ml size **RX1531**

100ml size **RX1532**

WHEEL POLISH



Rimwax, wheel polish & protector

For alloy wheels, 250g

RX1262

WHEEL CLEANER



'MWS' SPECIALIST WHEEL CLEANER KIT

This specialist wheel cleaning system will help you care for your Classic's wheels.

Suitable for all Steel, Alloy and Wire wheels (including painted & chromed), this wheel cleaning system uses a unique 2-stage process that not only cleans, but gives wheels a superb lasting finish that helps to protect them, making them easier to care for and clean in the future.

'MWS' Wheel Cleaning Kit - RX1405

Kit includes;

- Special cleaning solution (580ml)
- Wooden handled cleaning brush & dispenser
- Finishing/protection solution (180ml)
- 2 pair of disposable gloves.

Cleaning solution breaks down brake dust & road grime. Brush & dispenser gets into all those awkward places.

Finishing/protection solution leaves wheels like new.

GENERAL PAINTS



GENERAL APPLICATION (Aerosol)

Black - High Gloss (500ml)	RX1538GLOSS
Black - Matt (500ml)	RX1266
Black - Satin (500ml)	RX1538
Silver (Suitable for Wheels) (450ml)	RX1265
Lacquer - Clear (Suitable for Wheels) (150ml)	RX1261

PRIMER (Aerosol)

White (150ml)	RX4048A
Red Oxide (150ml)	RX4049A
Grey (150ml)	RX4047A

ENGINE PAINT

Engine Paint (High Heat)	
Brush-on (250ml) (Tin)	RX1432B

PAINTS

PLEASE NOTE:
There are certain shipping
restrictions
for overseas destinations.

COMPETITION TYPE HARNESS



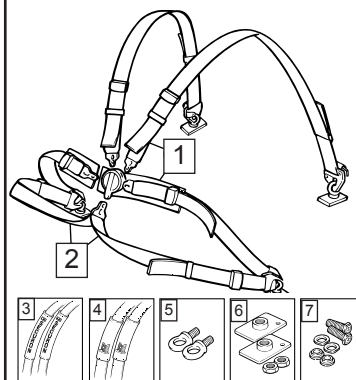
A popular alternative to standard seat belts - these really do look the part!

The 4-point harness shown (no. 1) can be converted to the 6-point type by the inclusion of the crotch strap listed (no. 2). Note that fittings (eye bolts, reinforcement plates & bolts/spacer sets) are supplied separately. Harnesses are supplied singularly in 2" wide red or black webbing. This harness is designed for road use - please contact us if you have specific FIA/RAC approved type requirements.

SECURON SHOULDER PADS - RX1502



TRIUMPH SHOULDER PADS - RX1414TRI



	QTY	
	REQ.	
1 HARNESS, competition type;		
red (each)	(2)	RX1500
black (each)	(2)	RX1500BLACK
2 CROTCH STRAP;		
red (each)	(2)	RX1501
black (each)	(2)	RX1501BLACK
3 SHOULDER PADS, 'Securon'	(2)	RX1502
Red (pair).		
4 SHOULDER PADS, 'Triumph'	(2)	RX1414TRI
Black (pair).		
5 EYE BOLT SET (pair)	(2)	RX1503
6 REINFORCEMENT PLATE SET	(2)	621112
(pair).		
7 BOLT & SPACER SET (pair)	(2)	RX1505

BADGES & TRANSFERS



V8 chrome badge
Adhesive -backed badge.

BRC6484

3.5 LITRE
3.9 LITRE
4.6 LITRE

Transfers;

'3.5 LITRE' - each;

black
gold
silver

'3.9 LITRE' - pair;

black
gold
silver
red

'4.6 LITRE' - pair;

black
gold
silver

'V8' - each;

black
gold
silver

RB7263B
RB7263G
RB7263S

RB7498B
RB7498G
RB7498S
RB7498R

RB7708B
RB7708G
RB7708S

RB7306B
RB7306G
RB7306S



TYRE SAVERS



Prevents flat spots on tyres when vehicle is not in regular use. Also suitable as a 'stop' by bolting down to garage floor.
Use with cars, caravans, trailers etc, (10"-20" tyres).



Tyre Savers (pair)
Order 2 pairs for one car.

RX1588

KEY RINGS



Key ring/fob;
'V8'
'Union Jack'

RX1537
RX1545

UNION JACK BADGES



'Union Jack' badge (30 x 50mm)
Screw-on, enamel (each)
Stick-on, enamel (pair)
Stick-on, resin (pair)

RX1299
RX1299SE
RX1299SR

PEAK CAP



'Rimmer Bros' Peak Cap

RX1425PC

VOUCHERS

Vouchers make an ideal present for car owners.



Rimmer Bros 'Vouchers';
£5.00 value
£10.00 value
£20.00 value
£50.00 value

RX1337
RX1338
RX1339
RX1341

GB BADGE



GB Badge, brushed stainless **DAM100690MMMP**
Brushed Stainless Steel. Raised letters. Self Adhesive.

TAX DISC HOLDER

FREE



Tax disc holder (Free of charge)

RX1355

COFFEE MUGS



Design may vary



'Rimmer Bros' Coffee Mug
'Triumph' Coffee Mug

RX1544A
RX1264

BONNET PINS



Bonnet Pins, pair

RX1555

VEHICLE NUMBER PLATES

IO REG

STANDARD

IO REG

DELUXE-3D

ASK 412C

BLACK - PRESSED ALUMINIUM

JEP 50N

BLACK - ACRYLIC

JEP 50N

BLACK - ACRYLIC (ENGRAVED)

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).

Vehicle Number Plate - Front

- Standard
- Standard with 'GB' logo
- Deluxe - 3D effect
- Deluxe - 3D effect with 'GB' logo

NPF
NPFGB
NPF3D
NPF3DGB

Vehicle Number Plate - Rear

- Standard
- Standard with 'GB' logo
- Deluxe - 3D effect
- Deluxe - 3D effect with 'GB' logo

NPR
NPRGB
NPR3D
NPR3DGB

Vehicle Number Plate (Pair) - Black
Black background, Silver letters
Legal on Vehicles Reg. to 1/1/73.

- Pressed aluminium (PR)
- Acrylic - standard letters (PR)
- Acrylic - engraved letters (PR)

RX1365
RX1365B
RX1365A

Fitting Kit - number plates
Universal kit including 4 self tap screws, 2 white cups, 2 yellow cups & 8 double sided adhesive pads.

NPK

ORIGINAL TECHNICAL PUBLICATIONS ON DVD/CD ROM

FACTORY PARTS CATALOGUE, WORKSHOP MANUAL & DRIVER'S HANDBOOK - ALL ON ONE DVD/CD ROM!

Compiled from the archives of the Heritage Motor Centre using original factory data, a DVD/CD Rom is now available for each vehicle which combines all the factory publications of Parts Catalogues (Parts Book and/or Microfiche), Workshop Manuals and Driver's Handbook - all on one DVD/CD!

Each DVD/CD Rom focuses on one model or family of models and includes all the publications for all years of production - in easy to print pdf format. Also included are details about the Heritage Motor Centre and the British Motor Industry Heritage Trust along with pdf reader software for those requiring it.

Available for the first time, they represent superb value for money - an excellent saving if you were purchasing all three publications in paper format! **Please check with us if the DVD/CD you want is compatible with Vista.**

In addition, certain publications are out of print, so these DVD/CD's can now give access to original factory data for the first time in many years.

Saloon/Sports:

Rover SD1
1976-87 **HMCC6001**
Triumph TR7 & TR8
1975-81 **HMCC7004DVD**

4x4:

Range Rover Classic
1970-85 **LHP1DVD**
1986-95 **LHP2DVD**
North America 1987-95 **LHP29DVD**
Land Rover Discovery
1989-94 **LHP3DVD**
1994-98 **LHP32DVD**
North America 1994-98 **LHP33DVD**
Land Rover Series 3
1971-85 **LHP22DVD**
Land Rover Defender
1983-89 **LHP26DVD**
1990-98 **LHP27DVD**
North America 1993-97 **LHP28DVD**
Land Rover 101 Forward Control
LHP24DVD

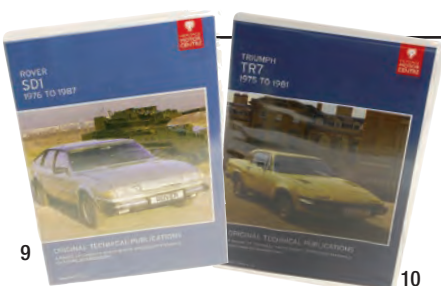


ACCESSORIES

WORKSHOP MANUALS

HAYNES WORKSHOP MANUALS:

- 1 Rover SD1 **RD1069**
- 2 Stromberg/Weber/SU Carbs **RX1412**
- 3 Range Rover 1970-1992 **RA1007**
- 4 Discovery 1989-1998 **RD1015**
- 5 Range Rover Restoration Manual **RA1070**
- Land Rover Restoration Manual;
- 6 Series 1 to 3 **LL1054**
- 7 90, 110, Defender **LL1053**
- 8 Haynes Manual Protector **RX1569**



FACTORY WORKSHOP MANUALS;

- 9 Rover SD1 **HMCC6001**
- 10 TR8 (DVD) **HMCC7004DVD**
- 11 V8 Engine Overhaul **RD1024**
Includes 3.5, 3.9, 4.0, 4.2 and 4.6 litre.
- Range Rover;
- 12 1970-85 **RA1365**
- 13 1986-89 **RA1366**
- 14 1990-94 **RA1367**
- 15 1995 classic **RA1367-95**
- 16 1995-01 - P38 **VDR100370P**
- Discovery;
- 17 1989-94 **RD1019**
- 18 1995-98 **RD1021**
- 19 1999-03 **RD1155**
- 20 90, 110, Defender 1983-92 **LL1027**
- 21 Defender 1993-95 **LL1028**
- 22 101 Forward Control **LL1031**



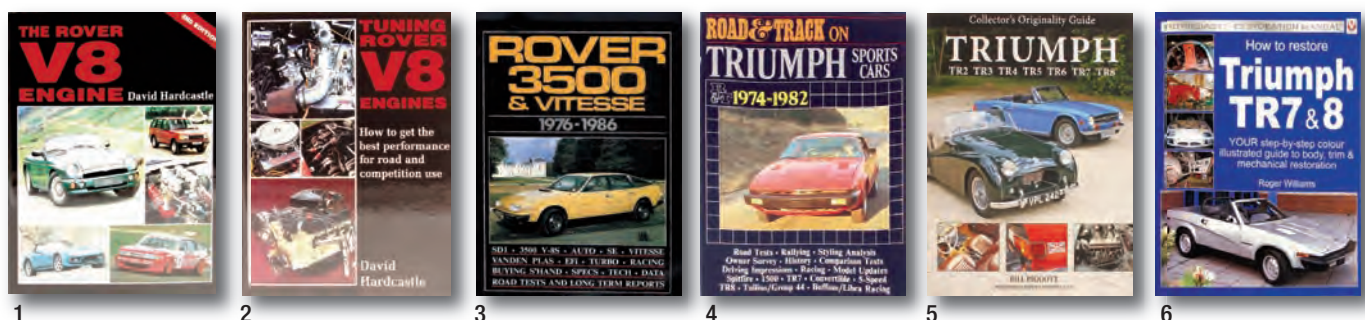
ORDER BY PHONE: 01522 568000 / ON LINE: www.rimmerbros.co.uk / E-MAIL: sales@rimmerbros.co.uk

FACTORY PARTS BOOKS

- Saloon/Sports;
1 TR7 & TR8 (carb) **RTC9020B**
- 4x4;
Range Rover Classic
2 1970-85 **RTC9846CHP**
3 1986-92 **RTC9908CBP**
4 1992-95 **RTC9961CBP**
- Range Rover Series 2
5 1995-02 **RTC9970CEP**
- Land Rover Discovery
6 1989-98 **RTC9947CFP**
7 Series 2, 1999-03 **STC9049CAP**
- Land Rover Series 3 (incl. V8)
8 1971-84 **LL1036**
- Land Rover 110
9 1983-86 **RTC9863CEP**
10 Forward Control, 1975-78 **LL1038**



REFERENCE & INFORMATION BOOKS



- | | | | | | |
|---|---------------|---|---------------|--|---------------|
| 1 The Rover V8 Engine
Hardcastle, 208 pages. | RX1429 | 7 Range Rover 1970-85
Brooklands Road Tests, 172 pages. | RA1401 | 13 Land Rover Discovery 1989-98
Taylor, 128 pages. | RD1025 |
| 2 Tuning Rover V8 Engines
Hardcastle, 208 pages. | RX1430 | 8 Range Rover 1985-95
Brooklands Road Tests, 172 pages. | RA1402 | 14 Land Rover Discovery 1989-00
Brooklands Road Tests, 140 pages. | RD1018 |
| 3 Rover 3500 & Vitesse
Brooklands Road Tests, 100 pages. | RO1070 | 9 Range Rover Takes
on the Competition
Brooklands, 140 pages. | RA1403 | 15 Enthusiast Guide, Discovery
Pollard, 144 pages. | RD1218 |
| 4 Triumph Sports Cars 1974-82
Brooklands Road Tests, 88 pages. | RX1439 | 10 You and Your Range Rover
Pollard, 152 pages. | RA1460 | 16 Land Rover Series 3 1971-85
Brooklands Road Tests, 140 pages. | LL1013 |
| 5 Triumph TRs -
Collector's Guide 1974-82
Piggot & Clay, 352 pages. | RX1295 | 11 Range Rover the
Second Generation
Taylor, 200 pages. | RA1452 | 17 You and Your Land Rover
90, 110, Defender 1983-94
Brooklands Road Tests, 172 pages. | LL1014 |
| 6 How to Restore
Triumph TR7 & 8
Williams, 176 pages. | RB7694 | 12 Range Rover 1995-01
Brooklands Road Tests, 136 pages. | RA1447 | 18 Land Rover Simply The Best
Hodder, 160 pages. | LL1055 |

Xpart Trade Pack Consumables

ACCESSORIES

SOLDERLESS NIPPLES

Quantity: 48

Barrel Side Screw
Size: 6mm

Barrel Top Screw
Sizes: 6, 8mm

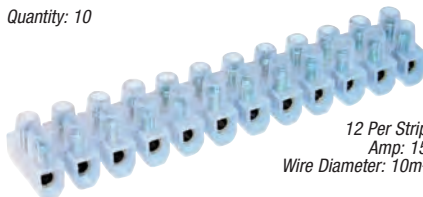


XPart Solderless Nipples

CONS1130

TERMINAL BLOCKS - 15 AMP

Quantity: 10



12 Per Strip
Amp: 15
Wire Diameter: 10m²

XPart Terminal Blocks - 15 amp

CONS2272

BATTERY ACID TESTER

Quantity: 1



XPart Battery Acid Tester

CONS2235

STEEL WOOL

Quantity: 15



Industrial Quality
Grades: Fine, Medium
Coarse

XPart Steel Wool

CONS1163

HIGH QUALITY FLAME RETARDANT PVC INSULATION TAPE

Quantity: 10

Colour: Black
19mm x 20m rolls



XPart High Quality Flame Retardant
PVC Insulation Tape

CONS2342

STANDARD CABLE TIES - BLACK

Quantity: 200
High Grade Nylon 6.6



Sizes:
2.5 x 100
3.6 x 140
4.8 x 200
4.8 x 295
4.8 x 370
7.6 x 370mm

XPart Standard Cable Ties - Black

CONS2150

POWERFIT ANAEROBIC ADHESIVES - LARGE BOTTLES

Set of 3

Contains:
Nut Lock
Stud Lock
Retaining

50ml bottles



XPart Powerfit Anaerobic Adhesives -
Large Bottles

CONS1184

1MM² SINGLE CORE AUTO CABLE

Quantity: 1

14/030. 8.75 amp

Colour:
Black or Red

Reel: 50m

XPart 1mm² Single Core Auto Cable -
Black
Red

CONS2021
CONS2020

12V/24V HEAVY DUTY BATTERY TERMINAL - POSITIVE & NEGATIVE

Quantity: 1



Zinc Plated Brass

Xpart 12v/24v Heavy Duty Battery Terminal -
Positive
Negative

CONS2072
CONS2073

HEAVY DUTY 100AMP JUMP LEAD BOOSTER CABLES - 3M

Quantity: 1 Set



16mm² Cable

Acid & Oil Resistant

Remains Flexible
at all Temperatures

Working Length:
3m (12ft)

XPart Heavy Duty 100amp Jump Lead
Booster Cables - 3m

CONS2233

RECTANGULAR FUNNEL - 12INCH



Complete
with stainless
steel filter.

12" (300mm)

XPart Rectangular Funnel - 12inch

CONS4070

JUBILEE HOSE CLIP 100 DISPENSER PACK WITH FLEXI DRIVER

Set of 100

Mild Steel,
Zinc Plated



Contains 10 of Each Size

Sizes: 12, 16, 20, 22, 25, 30, 35, 40, 50, 55.

Jubilee Hose Clip 100 Mix Dispenser Pack
with Flexi Driver

J2CD100

Jubilee Hose Clip 100 Mix
Less Dispenser Pack & Flexi Driver.

J2HP100

POLISHING CLOTH



Quantity: 1 Roll
800g Stockinette Roll

XPart Polishing Cloth

CONS5011

Xpart Trade Pack Consumables



The Trade Pack Consumables shown are what the professional Motor Trade use. They are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue.

Ideal for having to hand - makes the job enjoyable and go more efficiently.

We also offer a full range of consumables on our website under the XPart Brand.

Go on treat yourself!

IMPERIAL O RING BOX SET

Quantity: 382

ID x Thickness in mm x 1.78:

2.9, 3.68, 4.48, 5.28

6.07, 7.66, 9.25

ID x Thickness in mm x 2.62:

9.19, 10.78, 12.31, 13.95, 15.54,

17.13, 18.72

ID x Thickness in mm x 3.53: 18.64, 20.22,

21.82, 23.40, 24.99, 26.58, 28.17, 29.75, 31.34,

32.92, 34.52, 36.10, 37.69.

ID x Thickness in mm x 5.33: 37.47, 40.65, 43.82.

XPart Imperial O Ring Box Set

CONS1101



UNF HT SETSCREWS

Quantity: 150.

Grade S. Zinc Plated

Sizes: 3/16 x 1",
1/4 x 3/4", 1/4 x 1",
1/4 x 1 1/2",
5/16 x 3/4",
5/16 x 1", 5/16 x 1 1/2",
3/8 x 1".

XPart UNF HT Setscrews

CONS1010



REPAIR WASHERS

Quantity: 230

Mudguard type

Zinc Plated

Sizes: 3/16 x 1"
3/16 x 1 1/2"
1/4 x 1", 1/4 x 1 1/2",
5/16 x 1", 5/16 x 1 1/2",
3/8 x 1 1/2", 3/8 x 2"

XPart Repair Washers

CONS1094



METRIC HT SETSCREWS

Quantity: 101

Grade 8.8 Zinc Plated

Sizes: M6 x 40mm,
M8 x 25mm,
M8 x 40mm,
M8 x 50mm,
M10 x 40mm,
M12 x 50mm.

XPart Metric HT Setscrews

CONS1014



U NUTS & J NUTS

Quantity: 510

Imperial & Metric Sizes

U Nut Sizes: No 6,
No 8, No 10, No 12,
No 14

J Nut Sizes: No 14

XPart U Nuts & Flat Clips

CONS1168



UNF STEEL NUTS

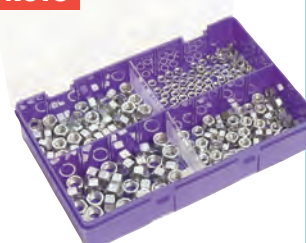
Quantity: 300

Zinc Plated

Sizes: 3/16", 1/4",
5/16", 3/8" UNF

XPart UNF Steel Nuts

CONS1020



METRIC STEEL NUTS

Quantity: 330

Zinc Plated

Sizes: M6, M8,
M10, M12.

XPart Metric Steel Nuts

CONS1024



SPEED FASTENERS

Quantity: 1000

Round & Rectangular

Flat Clips

Imperial Sizes: 1/8",
5/32", 3/16", 1/4".

Metric Sizes: 3, 4, 5, 8mm

XPart Speed Fasteners

CONS1030



CLEVIS PINS

Quantity: 175

Zinc Plated

Sizes: 3/16 x 5/8",
3/16 x 7/8",
1/4 x 5/8",
1/4 x 1 1/16",
5/16 x 7/8", 5/16 x 1",
3/8 x 1 1/4", 6 x 20mm

XPart Clevis Pins

CONS1037



METRIC NYLON INSERT LOCKING NUTS

Quantity: 220

P type, Zinc Plated

Sizes: M5, M6, M8,
M10, M12, M14, M16.

XPart Metric Nylon Insert Locking Nuts

CONS1022



UNF NYLON INSERT LOCKING NUTS

Quantity: 220

P type, Zinc Plated

Sizes: 1/4", 5/16",
3/8", 7/16", 1/2" UNF

XPart UNF Nylon Insert Locking Nuts

CONS1021



INTERNAL & EXTERNAL LOCK WASHERS

Quantity: 1000

Shakeproof

ID Sizes:
3/16", 1/4", 5/16",
3/8", 7/16", 1/2"

XPart Internal & External Lock Washers

CONS1093



FORM A FLAT WASHERS (METRIC)

Quantity: 800

Zinc Plated

ID Sizes: 5mm, 6mm,
8mm, 10mm, 12mm,
16mm.

XPart Form A Flat Washers

CONS1090



TABLE 3 FLAT WASHERS (IMPERIAL)

Quantity: 800

Zinc Plated

ID Sizes: 3/16",
1/4", 5/16", 3/8",
7/16", 1/2".

XPart Table 3 Flat Washers

CONS1091



IMPERIAL COPPER WASHERS

Quantity: 300

Sizes x 20g:
3/16 x 7/16",
1/4 x 9/16"

Sizes x 18g:
5/16 x 5/8", 3/8 x 3/4",
7/16 x 7/8",
Sizes x 16g: 1/2 x 1"

XPart Imperial Copper Washers

CONS1164



PUSH ON TERMINALS

Quantity: 200
Pre-Insulated
Sizes: 2.8, 4.8, 6.3, 9.0mm
Colours: Red, Blue, Yellow
Types: Male Piggy Backs, Fully Insulated Female Spades, Male Blades, Bullets, Receptacle Sockets, Butt Connectors



XPart Push on Terminals

CONS1005

NO PLATE FIXINGS

Quantity: 240 Sets
Cap, Dome & Screws (PZD 8 x 3/4")

Nylon Nuts & Bolts (1" long slotted bolts)

White, Yellow & Black



XPart No Plate Fixings

CONS1032

IMPERIAL SPRING ROLL PINS

Quantity: 385
Sizes: 3/32 x 1", 1/8 x 1 1/2", 5/32 x 3/4", 5/32 x 2", 3/16 x 1", 3/16 x 2", 1/4 x 1", 1/4 x 2", 5/16 x 1", 5/16 x 2"



XPart Imperial Spring Roll Pins

CONS1045

RING & FORK TERMINALS

Quantity: 200
Pre-Insulated Forks: 3.7 (Red, Blue), 5.3mm (Red, Blue).

Rings: 3.2 (Red, Blue), 3.7 (Red, Blue), 5.3 (Red, Blue, Yellow), 6.4 (Red, Blue), 8.4 (Blue, Yellow), 10.5mm (Yellow)



XPart Ring & Fork Terminals

CONS1004

O CLIPS

Quantity: 125
Zinc Plated

Sizes: 3/8" (8 - 11mm), 7/16" (9 - 11mm), 1/2" (11 - 13mm), 9/16" (13 - 15mm), 5/8" (15 - 18mm), 3/4" (17 - 20mm), 7/8" (20 - 23mm)



XPart O Clips

CONS1070

INSULATED TERMINALS & CRIMPING TOOL

Quantity: 206

Contains Popular Red & Blue

Pre-Insulated Terminals with Crimping Tool



XPart Insulated Terminals & Crimping Tool

CONS1172

PIPE REPAIR KIT - O CLIPS & PIPE JOINERS

Quantity: 72

Zinc Plated

Joiner Sizes: 1/4", 5/16", 3/8", 1/2", 5/8"

O Clips Sizes: 1/2", 9/16", 5/8", 3/4", 7/8" (17 - 20mm)



XPart Pipe Repair Kit - O Clips & Pipe Joiners

CONS1175

PUNCTURE REPAIR KIT

33 Piece Set

Contains: Vulcanising Fluid (Cement), Waterproof Crayon Marker, Patches

Patch Diameter Sizes: 45, 55, 60, 80mm



XPart Puncture Repair Kit

CONS1176

STRETCH FABRIC & WATERPROOF FIRST AID ADHESIVE PLASTERS

Quantity: 120

Individually Wrapped

Fabric Sizes: 7 x 2.4mm, 7 x 3.8mm



XPart Stretch Fabric & Waterproof First Aid Adhesive Plasters

CONS1179

HEAT SHRINK TUBING - 50MM & 70MM LENGTHS

Quantity: 160

Diameter x Length: 3.2 x 50, 4.8 x 50, 12.7 x 70mm

Black, Blue, Red & Yellow



XPart Heat Shrink Tubing - 50mm & 70mm Lengths

CONS1006

POP RIVETS & WASHERS - LARGE & STANDARD FLANGE

Quantity: 350

Standard Flange Sizes: 1/8 x 3/8", 1/8 x 1/2"

5/32 x 1/2", 3/16 x 1/2", 3/16 x 3/4"

Large Flange Sizes: 3/16 x 1/2", 3/16 x 3/4", 3/16 x 1"



XPart Pop Rivets & Washers - Large & Standard Flange

CONS1046

RUBBER LINED P CLIPS

Quantity: 30

EPDM Rubber

Zinc Plated Mild Steel

Cable Diameter Sizes: 6, 8, 10, 13, 16, 21, 29, 35mm



XPart Rubber Lined P Clips

CONS1120

XPART GLASS AUTO FUSES

Quantity: 185

Sizes: 2, 5, 10, 15, 25, 35, 50amp



XPart Glass Auto Fuses

CONS1001

EXHAUST MANIFOLD STUDS & NUTS

Quantity: 80

Stud Sizes: M10 x 52, M8 x 37, M10 (Fine) x 37, 3/8" (UNF, UNC), 5/16" (UNF/UNC, UNF, UNC)

Brass Nut Sizes: M8, M10 (Fine), 3/8" (UNF, UNC), 5/16" (UNF/UNC)

Copper Flashed Nut Sizes: M10



XPart Exhaust Manifold Studs & Nuts

CONS1056

RUBBER GROMMETS - BLANKING & WIRING (CABLE)

Quantity: 240

Blanking Sizes: 8, 9.5, 12.5, 16.3, 19, 25.4mm

Wiring (Cable) Sizes: 6.4 x 4.75, 9.5 x 6.4, 9.5 x 8, 12.5 x 9.5, 12.5 x 11, 16 x 12.5mm



XPart Rubber Grommets - Blanking & Wiring (Cable)

CONS1000

IMPERIAL (UNF & BSP) GREASE NIPPLES

Quantity: 121

Angled & Straight Zinc Plated

BSP Sizes: 1/8" (Hex, Straight, 45°, 90°), 1/4" (Straight)
UNF Sizes: 1/4" (Straight, 45°, 90°), 1/4" Long (Straight)



XPart Imperial (UNF & BSP) Grease Nipples

CONS1071

DISPLAY RACK FOR BOX ASSORTMENTS

Holds up to 10 Boxes
Can be free standing or wall mounted.
Does not include contents.



XPart Display Rack for Box Assortments

CONS1111

GARAGE PACKS

Garage Packs:
Multi-pack assortment. Imperial sizes. Approx 3kg.

To include:-

Setscrews/nuts/nylocs/washers **RX1560**

Bolts/nuts/nylocs/washers **RX1561**



GENERAL HARDWARE & FIXINGS

Following is a listing of common fasteners. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue.

To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread.

BOLTS (Metric)



Bolts have a NON Threaded Shoulder.

The threaded length can be calculated by multiplying the diameter by 2 and adding 6mm.

Thread Dia.	Bolt Length	Thread Type	Thread Pitch	PART NUMBER	Spanner Size
M6	40mm	Metric Fine	1.0	GHF132	10mm
M8	40mm	Metric Fine	1.25	GHF134	13mm
M10	40mm	Metric Fine	1.5	GHF136	17mm
M12	50mm	Metric Fine	1.75	BH112101	19mm
M12	60mm	Metric Fine	1.75	BH112121	19mm
M12	80mm	Metric Fine	1.75	BH112161	19mm
M16	60mm	Metric Fine	2.0	BH116121	21mm
M16	80mm	Metric Fine	2.0	BH116161A	21mm

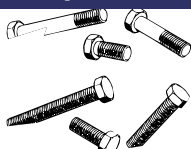
SCREWS (Metric)



Set screws are Fully Threaded.

Thread Dia.	Bolt Length	Thread Type	Thread Pitch	PART NUMBER	Spanner Size
M6	25mm	Metric Fine	1.0	GHF131	10mm
M8	25mm	Metric Fine	1.25	GHF133	13mm
M10	25mm	Metric Fine	1.5	GHF135	17mm

BOLTS AND SCREWS (Imperial)



BOLT	LENGTH	SCREW
3/16" (No 10) UNF (32tpi) Hexagon Headed 3/8" A.F. Spanner Size		
-	3/8"	HU503
-	1/2"	HU504
-	5/8"	HU505
-	3/4"	HU506
-	7/8"	HU507
-	1"	HU508

1/4" UNF (28tpi) Hexagon Headed 3/4" A.F. Spanner Size		
-	3/8"	SH604031
-	1/2"	SH604041
-	5/8"	SH604051
-	3/4"	SH604061
-	7/8"	SH604071
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	-
BH604201	2 1/2"	-
BH604241	3"	-

5/16" UNF (24tpi) Hexagon Headed 1/2" A.F. Spanner Size		
-	3/8"	SH605031
-	1/2"	SH605041
-	5/8"	SH605051
-	3/4"	SH605061
-	7/8"	SH605071
-	1"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

BOLT	LENGTH	SCREW	BOLT	LENGTH	SCREW
3/8" UNF (24tpi) Hexagon Headed 9/16" A.F. Spanner Size			1/4" UNC (20tpi) Hexagon Headed 7/16" A.F. Spanner Size		
-	3/8"	SH606031	-	3/8"	SH504031
-	1/2"	SH606041	-	1/2"	SH504041
-	5/8"	SH606051	-	5/8"	SH504051
-	3/4"	SH606061	-	3/4"	SH504061
-	7/8"	SH606071	-	7/8"	SH504071
-	1"	SH606081	-	1"	SH504081
BH606081	1"	SH606081	-	1"	SH504081
BH606091	1 1/8"	SH606091	BH504091	1 1/8"	SH504091
BH606101	1 1/4"	SH606101	-	1 1/4"	SH504101
BH606111	1 3/8"	SH606111	BH504111	1 3/8"	SH504111
BH606121	1 1/2"	SH606121	BH504121	1 1/2"	SH504121
BH606141	1 3/4"	SH606141	BH504141	1 3/4"	SH504141
BH606161	2"	SH606161	BH504161	2"	-
BH606181	2 1/4"	SH606181	BH504181	2 1/4"	SH504181
BH606201	2 1/2"	SH606201	BH504201	2 1/2"	-
BH606221	2 3/4"	-	5/16" UNC (18tpi) Hexagon Headed 1/2" A.F. Spanner Size		
BH606241	3"	-	-	3/8"	SH505031
BH606281	3 1/2"	-	-	1/2"	SH505041
BH606321	4"	-	-	5/8"	SH505051
7/16" UNF (20tpi) Hexagon Headed 5/8" A.F. Spanner Size			-	3/4"	SH505061
-	5/8"	SH607051	-	7/8"	SH505071
-	3/4"	SH607061	-	1"	SH505081
-	7/8"	SH607071	-	1 1/8"	SH505091
-	1"	SH607081	BH505101	1 1/4"	SH505101
-	1 1/8"	SH607091	BH505111	1 3/8"	SH505111
-	1 1/4"	SH607101	BH505121	1 1/2"	SH505121
-	1 3/8"	SH607111	BH505141	1 3/4"	SH505141
BH607121	1 1/2"	SH607121	BH505161	2"	-
BH607141	1 3/4"	SH607141	BH505181	2 1/4"	-
BH607161	2"	SH607161	BH505201	2 1/2"	SH505201
BH607181	2 1/4"	SH607181	BH505241	3"	-
BH607201	2 1/2"	-	3/8" UNC (16tpi) Hexagon Headed 9/16" A.F. Spanner Size		
BH607241	3"	-	-	1/2"	SH506041
1/2" UNF (20tpi) Hexagon Headed 3/4" A.F. Spanner Size			-	3/4"	SH506061
-	1/2"	SH608041	-	7/8"	SH506071
-	5/8"	SH608051	BH506081	1"	SH506081
-	1"	SH608081	-	1 1/8"	SH506091
-	1 1/2"	SH608121	-	1 1/4"	SH506101
BH608141	1 3/4"	SH608141	-	1 3/8"	SH506111
BH608161	2"	-	BH506111	1 1/2"	SH506121
BH608181	2 1/4"	-	BH506121	1 3/4"	-
BH608201	2 1/2"	SH608201	BH506141	2"	SH506161
BH608241	3"	-	BH506161	2 1/4"	-
			BH506181	2 1/2"	-
			BH506201	3"	SH506241

SELF TAPPING SCREWS

PAN HEADED	SIZE	LENGTH	COUNTERSUNK HEADED
AB604021	No. 4	1/4"	AC604021
AB606021	No. 6	1/4"	-
AB606031	No. 6	3/8"	-
AB606041	No. 6	1/2"	AC606041
AB606061	No. 6	3/4"	AC606061
AB606081	No. 6	1"	AC606081
AB608041	No. 8	1/2"	AC608041
AB608061	No. 8	3/4"	AC608061
AB608081	No. 8	1"	-
AB610041	No. 10	1/2"	AC610041
AB610061	No. 10	3/4"	AC610061
AB610081	No. 10	1"	AC610081
AB612041	No. 12	1/2"	AC612041
AB612061	No. 12	3/4"	-
AB612081	No. 12	1"	AC612081
AB614061	No. 14	3/4"	AC614061
AB614081	No. 14	1"	AC614081

B = Pan Head
C = Countersunk Head
1st digit = thread type (coarse or fine)
2nd/3rd digit = diameter
4th/5th = length in 1/8" increments
6th = finish (1 = zinc plated)

STUDS (Imperial)



A stud is a length of round bar, threaded at both ends. The length of the thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) thread form at both ends.

PART NUMBER	DIAMETER	OVERALL LENGTH
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

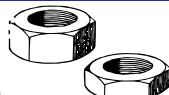
The following list is of studs have fine (UNF) thread form at one end and coarse (UNC) at the other.

TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"
TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"
TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following list is of studs have coarse (UNC) thread form at both ends.

101442	3/8"	1 5/8"
58688	3/8"	1 11/16"
115696	3/8"	1 13/16"
58917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

NUTS (Imperial)



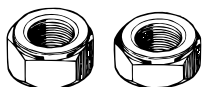
Plain

FULL NUT	THREAD SIZE	SPANNER SIZE	HALF NUT
HN2003	No. 6 UNF 5/16"	-	-
HN2005	No 10 UNF 3/8"	-	-
GHF206	No 10 UNF 5/16"	-	-
GHF200	1/4" UNF 7/16"	NT604041	-
GHF201	5/16" UNF 1/2"	NT605041	-
GHF202	3/8" UNF 9/16"	NT606041	-
GHF203	7/16" UNF 5/8"	NT607041	-
GHF204	1/2" UNF 3/4"	NT608041	-
NH609041	9/16" UNF 7/8"	NT609041	-
NH610041	5/8" UNF 15/16"	NT610041	-
GHF207	1/4" UNC 7/16"	NT504041	-
GHF208	5/16" UNC 1/2"	NT505041	-
GHF209	3/8" UNC 9/16"	NT506041	-



Nyloc Self Locking

GHF220	No 10 UNF 5/16"	-
GHF221	1/4" UNF 7/16"	GHF271
GHF222	5/16" UNF 1/2"	GHF272
GHF223	3/8" UNF 9/16"	GHF273
GHF224	7/16" UNF 5/8"	GHF274
GHF225	1/2" UNF 3/4"	GHF275
YN2912	9/16" UNF 7/8"	TN3212
GHF226	5/8" UNF 15/16"	GHF276



Self Locking, Aero or all metal, Philidas

GHF241	1/4" UNF 7/16"	-
GHF242	5/16" UNF 1/2"	-
GHF243	3/8" UNF 9/16"	-
GHF244	7/16" UNF 5/8"	-
GHF245	1/2" UNF 3/4"	-

WASHERS (Imperial)



Shakeproof

INTERNAL STAR	HOLE SIZE	EXTERNAL STAR
WF704061	No. 6	WE704061
GHF320	3/16"	WE702101
GHF321	1/4"	WE600041
GHF322	5/16"	WE600051
GHF323	3/8"	WE600061
GHF324	7/16"	WE600071
GHF325	1/2"	WE600081
WF600091	9/16"	WE600091
GHF326	5/8"	WE600101

Locking, Spring Type

SINGLE COIL	HOLE SIZE	DOUBLE COIL
WL700061	No. 6	-
WL700081	No. 8	-
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	-
GHF335	1/2"	-
GHF336	5/8"	-

Slotted or Castle

FULL NUT	THREAD SIZE	SPANNER SIZE	HALF NUT
ND606041	3/8" UNF 9/16"	9/16"	NL606041
ND607041	7/16" UNF 5/8"	5/8"	NL607041
ND608041	1/2" UNF 3/4"	3/4"	NL608041
ND609041	9/16" UNF 7/8"	7/8"	NL609041
ND610041	5/8" UNF 15/16"	15/16"	NL610041

Plain Brass - Manifold

FULL NUT	THREAD SIZE	SPANNER SIZE
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNC	1/2"
GHF269	3/8" UNC	9/16"

Spring/Spire Nut

FLAT TYPE	SCREW SIZE	'U' TYPE
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	-

Captive Nuts

Captive nuts consist of a square nut and cage which we can supply individually as required for your car. Always match nut and cage A/F sizes.

PART NUMBER	DESCRIPTION	THREAD SIZE
NQ2707	Nut, 7/16" AF	1/4" UNF
NQ2708	Nut, 5/8" AF	5/16" UNF
CN4	Nut, fits CN3 cage	1/4" UNF
CN5	Nut, 1/2" AF	5/16" UNF
PART NUMBER	DESCRIPTION	SPANNER (AF) SIZE
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

Plain

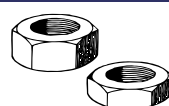
Throw away and replace any washer with damage to either thrust face.

STANDARD TYPE	HOLE SIZE	REPAIR TYPE
-	No. 6	WP3
-	No. 8	WP4
GHF306	3/16"	WP5
GHF300	1/4"	WP120
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	-
-	9/16"	WP12
-	5/8"	PWZ110

Sealing

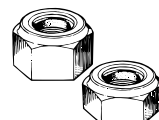
FIBRE WASHER	HOLE SIZE	COPPER WASHER
WF505	3/16"	-
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	-
GHF348	5/8"	-

NUTS (Metric)



Plain Non Locking

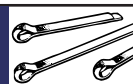
Thread Diameter	Thread Type	Thread Pitch	PART NUMBER	Spanner Size
M4	Metric Fine	0.7	NH104041	7mm
M6	Metric Fine	1.0	GHF212	10mm
M8	Metric Fine	1.25	GHF213	13mm
M10	Metric Fine	1.5	GHF214	17mm
M12	Metric Fine	1.75	GHF215	19mm



Nylon Insert Self Locking

M6	Metric Fine	1.0	NY106041	10mm
M8	Metric Fine	1.25	GHF232	13mm
M10	Metric Fine	1.5	GHF233	17mm
M12	Metric Fine	1.75	NY112041	19mm

SPLIT PINS (Metric)



PART NUMBER	LENGTH	DIAMETER
PS104400	40mm	2.0mm
GHF509	40mm	2.5mm
GHF510	56mm	3.2mm
GHF511	56mm	4.0mm

SPLIT PINS (Imperial)



PART NUMBER	LENGTH	DIAMETER
GHF500	1 1/2"	1/16"
GHF501	1 1/2"	5/64"
GHF502	1 1/2"	3/32"
GHF503	2 1/4"	7/64"
GHF504	2 1/4"	1/8"
GHF505	2 1/4"	9/64"
GHF506	2 1/4"	3/32"
GHF513	3"	3/16"

WASHERS (Metric)

Shakeproof (Standard Diameter)

PART No.	INTERNAL DIAMETER
GHF371	M6
WF108001	M8
WF110001	M10
WF112001	M12
WF116001	M16

Locking, Spring Type (Standard Diameter)

WL106001	M6
GHF382	M8
GHF383	M10
WL112001	M12
WL116001	M16

Plain* (Standard Diameter)

GHF300	M6
GHF301	M8
GHF302	M10
GHF304	M12
PWZ110	M16

Repair* (Large Diameter)

GHF314	M6
GHF315	M8
GHF316	M10

*Please Note: Some plain and repair washers are suitable for imperial and metric applications eg: GHF300 = 1/4" ID or 6mm ID.

PIPES, HARDWARE & FITTINGS



Brake & Fuel Pipe

Supplied in 25 footrolls.

PART NUMBER	MATERIAL	SIZE
MPKF125	CUPRO-NICKEL	3/16" Dia.
MPKF225	CUPRO-NICKEL	1/4" Dia.
MPKF325	CUPRO-NICKEL	5/16" Dia.
EF125	STEEL	3/16" Dia.
EF225	STEEL	1/4" Dia.
EF325	STEEL	5/16" Dia.

Pipe Nuts - Male, Steel.



PART NUMBER	THREAD SIZE	PIPE BORE
TM606031	3/8" UNF	3/16"
TM110051	10mm x 1mm	3/16"
LK21994	3/8" BSF	3/16"
BCA4370	7/16" UNF	3/16"
BHA4706	7/16" UNF	1/4"
AUSU40A	1/2" UNF	5/16"

Pipe Nuts - Male, Brass.



PART NUMBER	THREAD SIZE	PIPE BORE
AEHU1	3/8" UNF	3/16"
AEHU2	10mm x 1mm	3/16"
AEHU3	3/8" BSF	3/16"
AEHU7	7/16" UNF	1/4"

Pipe Nuts - Female, Steel.



PART NUMBER	THREAD SIZE	PIPE BORE
TN606031	3/8" UNF	3/16"
SU2A	10mm x 1mm	3/16"
SU4A	7/16" UNF	1/4"
HU41A	1/2" UNF	5/16"

Pipe Nuts - Female, Brass.

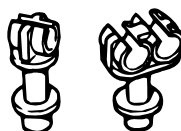


PART NUMBER	THREAD SIZE	PIPE BORE
AEHU1A	3/8" UNF	3/16"
AEHU2A	10mm x 1mm	3/16"
AEHU4A	7/16" UNF	1/4"



Bleed Screws

PART NUMBER	THREAD SIZE
556508A	3/8" UNF
608400A	10mm metric
27H7166	3/8" BSF



Pipe Clips

PART NUMBER	CAPACITY
GHF1191	SINGLE, 3/16"
GHF1192	SINGLE, 1/4"
624155	DOUBLE, 3/16"

GREASE NIPPLES



PART NUMBER	THREAD SIZE	ANGLE
UHN400	1/8" BSP	straight, short
UHN445	1/8" BSP	45° angle
LN30041	1/8" BSP	90° angle
144825	1/8" BSP	straight, long
56935	1/4" BSP	straight
125361	1/4" BSP	45° angle

POP RIVETS



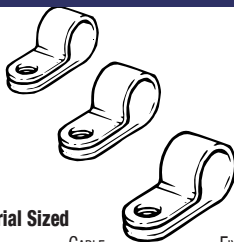
Open End Type

PART NUMBER	SIZE
RA607096	2.9mm x 5mm
RA608126	1/8" x 3/16"
RA608176	1/8" x 1/4"
RA608236	1/8" x 5/16"
RA608253	1/8" x 3/8"

Closed End Type

RU608123	1/8" x 3/8"
RU608313	1/8" x 1/2"
RU612123	3/16" x 5/16"

'P' CLIPS



Imperial Sized

PART NUMBER	CABLE DIAMETER	FIXING HOLE SIZE
PCR207	1/8"	7/32"
PCR307	3/16"	7/32"
PCR309	3/16"	9/32"
PCR311	3/16"	11/32"
PCR407	1/4"	7/32"
PCR409	1/4"	9/32"
PCR411	1/4"	11/32"
PCR507	5/16"	7/32"
PCR509	5/16"	9/32"
PCR511	5/16"	11/32"
PCR607	3/8"	7/32"
PCR609	3/8"	9/32"
PCR611	3/8"	11/32"
PCR707	7/16"	7/32"
PCR709	7/16"	9/32"
PCR711	7/16"	11/32"
PCR807	1/2"	7/32"
PCR809	1/2"	9/32"
PCR811	1/2"	11/32"
PCR813	1/2"	13/32"
PCR1007	5/8"	7/32"
PCR1009	5/8"	9/32"
PCR1011	5/8"	11/32"
PCR1207	3/4"	7/32"
PCR1209	3/4"	9/32"
PCR1211	3/4"	11/32"
PCR1407	7/8"	7/32"
PCR1409	7/8"	9/32"
PCR1411	7/8"	11/32"
PCR1607	1"	7/32"

Metric Sized

PART NUMBER	CABLE DIAMETER	FIXING HOLE SIZE
CP105081	8mm	5mm
CP108101	10mm	8mm
CP108121	12mm	8mm
CP106161	16mm	6mm
CP108165	16mm	8mm

STEEL BALLS



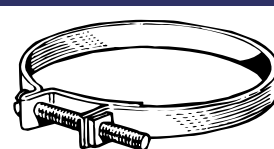
PART NUMBER	DIAMETER
BLS106	3/16"
BLS108	1/4"
BLS110	5/16"
BLS112	3/8"

CABLE TIES



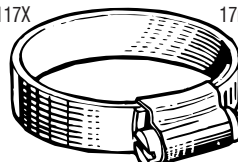
PART NUMBER	DIAMETER
GHF1265	3 1/2"
GHF1266	5 1/4"
RTC222A	6"
GHF1267	8 3/4"
GHF1268	11"

HOSE CLIPS



Petrol Pipe Clips ('Enots' type)

PART NUMBER	TO SUIT DIAMETER
GGT1108X	8mm
GGT1109X	9mm
GGT1110X	10mm
GGT1111X	11mm
GGT1112X	12mm
GGT1113X	13mm
GGT1114X	14mm
GGT1115X	15mm
GGT1116X	16mm
GGT1117X	17mm



Hose Clips ('Jubilee' type)

Mild Steel

Imperial Sized

PART NUMBER	TO SUIT DIAMETER
GHC304	3/8" - 1/2"
GHC405	7/16" - 5/8"
GHC406	1/2" - 3/4"
GHC507	5/8" - 7/8"
GHC608	3/4" - 1"
GHC709	5/8" - 1 1/8"
GHC811	1" - 1 3/8"
GHC913	1 1/8" - 1 5/8"
GHC1015	1 3/8" - 2"
GHC1217	1 1/2" - 2 1/4"
GHC1622	2" - 2 3/4"
GHC2228	2 3/4" - 3 1/2"
GHC2632	3 1/4" - 4"
GHC3036	3 3/4" - 4 1/2"
GHC3340	4 1/8" - 5"

Stainless Steel

Metric Sized

PART NUMBER	TO SUIT DIAMETER
GHC10408	8 - 12 mm
GHC10410	12 - 18 mm
GHC10411	8 - 16 mm
GHC10412	12 - 20 mm
GHC10413	16 - 25 mm
GHC10414	20 - 32 mm
GHC10415	25 - 40 mm
GHC10416	32 - 50 mm
GHC10417	46 - 60 mm
GHC10418	50 - 70 mm
GHC10419	60 - 80 mm
GHC10420	70 - 90 mm
GHC10421	80 - 100 mm

Hose Clips ('Supergrip' type)

PART NUMBER	TO SUIT DIAMETERS
CS4009	7/16" - 9/16"
CS4011	1/2" - 11/16"
CS4012	9/16" - 3/4"
CS4013	5/8" - 13/16"
CS4014	11/16" - 7/8"
CS4016	3/4" - 1"
CS4017	13/16" - 1 1/16"
CS4018	7/8" - 1 1/8"
CS4020	1" - 1 1/4"
CS4022	1 1/8" - 1 3/8"
CS4023	1 1/4" - 1 7/16"
CS4024	1 5/16" - 1 1/2"
CS4025	1 3/8" - 1 9/16"
CS4026	1 7/16" - 1 5/8"
CS4028	1 9/16" - 1 3/4"
CS4029	1 5/8" - 1 13/16"
CS4030	1 11/16" - 1 7/8"
CS4032	1 7/8" - 2"
CS4034	1 15/16" - 2 1/8"
CS4036	2 1/16" - 2 1/4"
CS4037	2 1/8" - 2 5/16"
CS4038	2 3/16" - 2 7/16"
CS4039	2 1/4" - 2 7/16"
CS4040	2 5/16" - 2 1/2"
CS4041	2 3/8" - 2 9/16"
CS4042	2 7/16" - 2 5/8"
CS4048	2 13/16" - 3"
CS4052	3 1/16" - 3 1/4"
CS4064	3 13/16" - 4"



HOW TO FIND US

We are 2 miles south of Lincoln on the A15 Lincoln to Sleaford road.

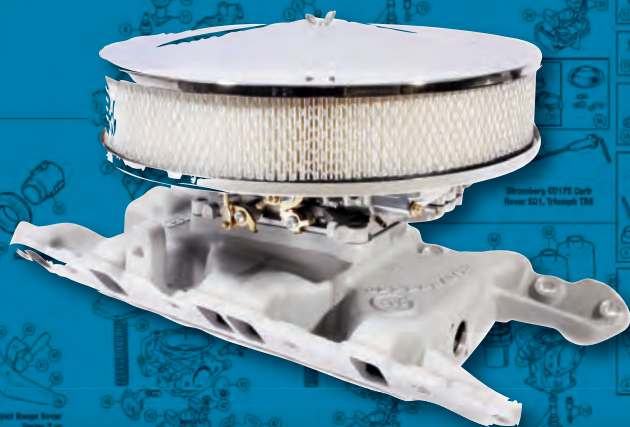
When approaching Lincoln from the A1/A46, follow the A1434 signposted to city centre, through North Hykeham, then pick up signs for the A15 to Sleaford.

Set your Sat Nav LN4 2NA.

BUSINESS HOURS

8.30am - 5.30pm Monday to Friday
and 8.30am - 1pm on Saturday.

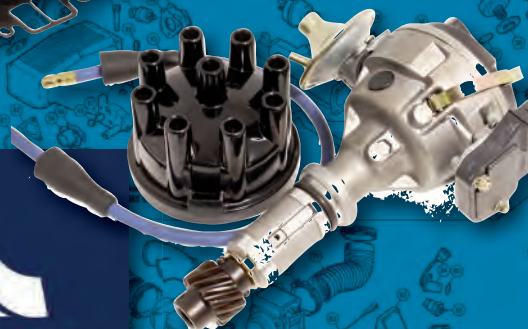
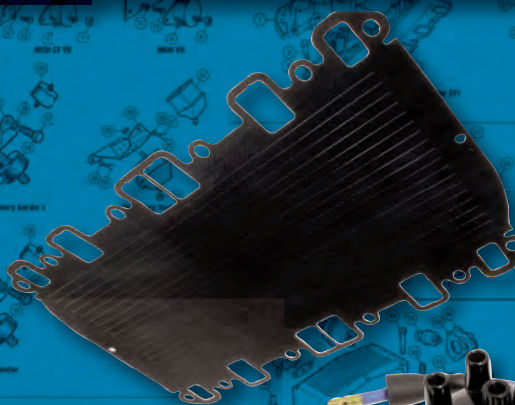
We are closed Sunday and on all Bank Holidays except Good Friday.



ALL PARTS ARE GUARANTEED

"It's our objective to ensure the satisfaction of every one of our customers."

Please refer to our Web Site for warranty information.



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