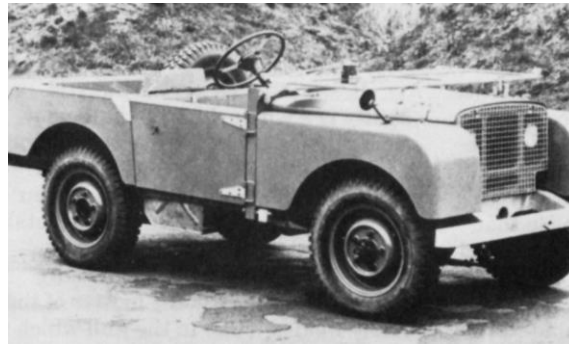




ABOVE & BEYOND



## Defender and the Series

Country of origin	Great Britain
First built	1947
First produced	80-inch wheelbase, 1.6-litre Rover petrol engine, Permanent four-wheel drive, four-speed gearbox
Components used	Steel box-section chassis, Aluminium body, Power Take-off (PTO)
Produced for	Light agriculture (emphasised) and utility vehicle
Founder	Maurice Wilks

- The Land Rover name is synonymous with strength, durability and adventure. It has endeared itself to explorers, royalty, military, aid personnel and scientists the world over. It has worn ambulance white, regimental khaki and fire engine red.
- While many other manufacturers now make 4WD vehicles, Land Rover is still the only specialised 4WD vehicle manufacturer in the world.
- The first prototypes of the 'Land Rover' were made in the summary of 1947 and was launched at the Amsterdam Motor Show in **April 1948**.
- At first the Land Rover was available in only one model, an open utility with a wheelbase of 80 inches and a 1.6 litre four-cylinder petrol engine.
- Permanent four-wheel drive featured with a freewheel in the front driveline and a high-low transfer gearbox in addition to the normal four speed gearbox. Power take-offs were fitted to enable the Land Rover to be used as a stationary power source.
- The box section, ladder frame design is far stronger than an open channel design and more adaptable than the unibody design favoured by many of its competitors.
- The first full year's production reached only 3,048 vehicles but 8,000 were made of the 1949 models and this doubled to 16,000 in **1950**.



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- An early attempt at building a more civilised Land Rover came soon when the first 7-seater station wagon with a coach-built body was introduced but was withdrawn after only 3 years due to cost.
- In **1955** the first long wheelbase model appeared, the 107-inch with a 4-door station wagon body.
- On **1958** models, wheelbases were further extended to 88 and 109 inches and for the first time a diesel engine became available.
- More than 200,000 Series I Land Rovers had been made when the tenth anniversary was marked in 1958 by the introduction of much revised Series II model.
- In **1961** the Land Rover was redesigned as Series IIA. One of the last changes to the long-lived Series IIA was introduced in 1968-69 when, to meet legal requirements in many markets, headlamps were moved from their original position in the radiator grille to the front wings.
- In **1970-71** the highest annual production figure for the Land Rover was reached with 56,663 vehicles which had been upgraded a Series III model.
- The Land Rover range was enhanced with better equipped Country station wagons in **1982** together with a new 109-inch high capacity pick-up. More radical changes came to the Land Rover in **1983** with the 110; a year later it was followed by the short wheelbase 90 and both models were fitted with a 2.5 liter diesel engine in addition to the established petrol engines.
- **In 1990** the Land Rover models were given the new name of Defender and were also equipped with the Tdi diesel engine.
- The Defender range celebrated another milestone when the 1.5 millionth vehicle made since 1948 was built in **July 1993**.
- The revised Defender launched 2007 in Australia, most of which were implemented to meet emissions and safety legislation
  - The Td5 engine was replaced by an engine from Ford's DuraTorq line (AKA the Puma engine)
  - The dashboard layout of the original 110 from 1983 (which was in turn very similar to that used on the Series III from 1971) was replaced with a full-width fascia and different instrumentation.
  - Other interior changes were to the seating layout. Legislation from the European Union outlaws the inward-facing seats used in the rear of previous Land Rover 4x4s.
  - The only external design alterations were minor detail changes. The bonnet was reshaped with a pressed bulge to allow the new, taller engine to fit in the engine bay whilst meeting pedestrian safety rules.