



# 8 Almost Useless Land Rover Mods

Oh so you've lifted your body 5"? Impressive...

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This post will undoubtedly get on some people's nerves. Because, it's brutally honest. When you get a Land Rover, its only natural you'll want to modify it. But about 90% of those mods are purely for cosmetics. Simply to attain a little 4x4 kudos. Here's our list of 8 *almost always* pointless upgrades to Land Rovers.

**NB:** *Some Landy drivers really do need these mods, in which case, you're exempt*



**Ben Gribbin**

JUNE 11, 2014

Hello, I'm the editor of FunRover. I'm a massive Land Rover fan. Currently own a TDCI 110 Utility & a TD5 90

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### 1. 3+ Inch Lifts

We get it, you like to off-road. But if you can't make it around an obstacle with less than 2 inches of lift, then you need to improve your off-road driving technique. You're also undoing all the hard work vehicle manufacturers put into finding the optimum set-up for handling and off-road ability. Some of the worlds harshest tracks were driven by students in bog standard leaf-spring series Land Rovers.



### 2. Stickers

Racing cars are the only vehicles that look good coated in stickers. Land Rovers do not require them. I know the Land Rover is the best 4x4x far and I can see when you're vehicle has rolled over - I don't need some smug sticker telling me so.

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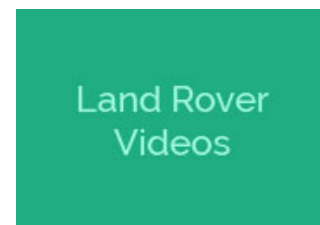
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### 3. Light guards

Light guards on a Defender do make it look more purposeful. However, they simply increase the likelihood you'll hit something, and on the rear they will catch on your door mounted spare, deforming the rear body. What are you planning on doing that requires that kind of protection? In cases like this, ask yourself "Would they do it on the Camel Trophy?"



#### 4. King Cab

Not a lot to say here, apart from you either need a Pick-up or you don't. A King Cab On your Landy decreases the rear load bed size to that of a Gnat's newspaper and gives you half a foot of awkward storage behind seats that weren't designed to pivot greatly. Nice move.



#### 5. Puma Bonnet

It's the latest must have, the Puma bonnet with the power bulge and Land Rover lettering. If you have a 07 onwards Defender that's fine. You need it. This change was a purely functional one, to allow the fitting of a slightly taller engine and provide adequate cooling. If you have any other engine in your

Defender, you don't need one. First, this bonnet weighs a tonne, it is less useful than the original, flatter bonnets and by purchasing these 2nd hand on eBay you encourage Defender crime.



## 6. Sports packages

We're not against fitting new bushes, perhaps a roll bar, but lowering your Defender, fitting road biased tyres with huge alloy wheels should be made illegal. If you want to go fast, get a Sports car. If you want to go fast off-road, buy a Bowler.



## 7. Tilt / Incline Meter

Why have one of these? How often are you really that close to rolling. You're

probably a lot closer after your 2 inch body lift and 5 inch suspension raise but when you're at the Defenders maximum side angle, you'll know. You'll need several people to counter balance the weight. There's your land meter.



## 8. LED Headlights

You're driving a Land Rover. Even if you have a 14 plate model, it will still leak all over you when it rains. So do you really need £600 LED headlights?





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## 21 Comments



**sai raja** says:

June 12, 2014 at 6:36 pm

Love the post .. lol but its true

[Reply](#)



**Bill Harvey** says:

June 17, 2014 at 10:25 am

Suspension lifting  
Wheels that extend outside bodywork  
Those that drive modified L/R's.

[Reply](#)



**stephen** says:

June 18, 2014 at 7:28 pm

'one life live it ' stickers

[Reply](#)



**Sebhelyesfarku** says:

September 22, 2014 at 1:48 pm

20" bling wheels with low profile sport tyres. Morons.

Reply



**Mike Rees** says:

September 29, 2014 at 1:17 pm

People who comment on other peoples mods, grumpy old fools or jealous?

not your business, move along!

Reply



**Fritz** says:

October 1, 2014 at 12:55 pm

Sorry but what has a leaking roof got to do with buying decent headlights???

Reply



**Ben Gribbin** says:

October 1, 2014 at 1:28 pm

Hi Fritz, Don't worry, this post was written with tongue firmly in cheek 😊 The roof / headlight combo is a writing technique known as a juxtaposition, pointing to the fact that perhaps it would be best to solve the basics (such as a leaking body) first rather than increasing the headlight output.

Reply



**sadlittlemeChrispy** says:

April 30, 2015 at 9:35 pm

My roof doesn't leak though and it's 26 years old!

Reply



**Peter Hart** says:

November 6, 2014 at 8:37 am

Funny article, however as you mention in your disclaimer.... some of us actually do need modifications. As a forester/arborist a winch is essential for muddy forest tracks and pulling the odd tree over! Light guards to prevent unwanted breakages and given that I drive 130's, wheel spacers help with the oil tanker like steering lock!

Reply



**Ben Gribbin** says:

November 7, 2014 at 7:45 am

Great to hear from a pro who uses a Land Rover Peter, you're absolutely right, modifying a Land Rover is often necessary in order to carry out a certain task or job.

Reply



**Gerard Cleary** says:

November 7, 2014 at 12:24 am

All your points are valid but surely the diversity of what you can do with a Defender is a large part of the attraction. I hope my Defender looks tasteful but to some it may not, to them i say "kiss my Diff!" Lets live and let live. How boring would it be if we all drove the same looking cars, in the same color, the same engine size, the same,,,,,, well, you get my drift. I drive around in my Defender and notice the majority of people who do just that! The only cars that stand out to me are Land Rovers and in particular Defenders. I can't believe the IDIOTS who now own Landrover are going to stop making them when our closest rivals (Mercedes) are making a killing selling their G Wagons. Anyway I digress. Viv La Difference! Now, does anyone know where I can get a pair of Giant Eyelashes to put on top of my headlights?

Reply



**Ben Gribbin** says:

November 7, 2014 at 7:39 am

Absolutely Gerard, this is one of the most versatile and practical vehicles still produced today. And at the end of the day, every Land Rover owner has the right to use and modify their Land Rover as they see fit 😊 Now on the topic of the G Wagon....

Reply



**Erik** says:

January 15, 2015 at 10:25 pm

I take some exception to the LED lights. Living in a northern climate, it's dark early at night and late in the morning for like 8 months of the year. The stock defender lights from my era (90's) are about as good as having a candle in a fish bowl mounted out front. We're dry here so I don't get the connection/implication about rain and the lights. Other ones are decent points.

Reply



**Ben Gribbin** says:

January 16, 2015 at 9:01 am

The point we were making here Erik was that Land Rovers leak in the rain, often quite badly. That would be a deal breaker with most other commercial vehicles. However, this post is meant to get some reactions 😊 We love LED headlights and understand their benefits

Reply



**Frederick Fartypants** says:

January 30, 2015 at 7:03 pm

i like seeing modifications on Land rovers, it shows the owner has a personality and is an enthusiast of the vehicle they drive.. some look good some look crap but at the end of the day, apart from it being dark , its different strokes for different folks , it would be a boring world otherwise...

Reply



**Peter Graham** says:

April 18, 2015 at 10:27 pm

Great post. Made me laugh. You did miss one of my personal favourite "useless mods" and that's chequer plate fixed to vertical surfaces. What's the point? Chequer plate by nature exists only to form a tough non-slip tread on horizontal surfaces. Line your tub floor, or if you must, use some on the bonnet and wing tops, but on wing sides/corners and sills... who's ever going to tread there?!

Reply



**Jim Ecker** says:

April 30, 2015 at 11:30 am

I really disagree with the LED headlight modification. When you are over 60 any additional brightness you can get from your headlights starts being a necessity especially in a Series truck.

[Reply](#)



**shaun** says:

May 13, 2015 at 11:10 am

Everyone has different opinions I guess each to there on lol

[Reply](#)



**Richeyofd** says:

October 16, 2015 at 9:23 am

Bit late to reply but to be honest land rover defenders are an icon....modified correctly they turn heads...the fact you wanted a defender to begin with questions your 4x4 choices....if anything it was born for unnecessary mods becuse its just a big box of fun...however i got to admit lowering a truck makes no sense to me

[Reply](#)



**Juan** says:

October 17, 2015 at 2:30 pm

I live in the Falklands, there are just gravel roads everywhere. If changing your headlamps every three months because they get hitted all the time by stones is not a problem for you then light guards/covers are not needed. Unfortunately I can afford that so light guards are totally welcome on my disco

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**Matt H** says:

November 6, 2015 at 2:35 am

Recaro seats and Chelsea wide tracks grind my gears – Get a Rangie!!

[Reply](#)

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# Updated: What Makes a Defender Iconic?

Unless you've had your head under a rock for the last few days, you'll be aware that Land Rover have shown a few concept pics of the potential, 2015 replacement Defender.



**Ben Gribbin**

NOVEMBER 29, 2011

Hello, I'm the editor of FunRover. I'm a massive Land Rover fan. Currently own a TDCI 110 Utility & a TD5 90

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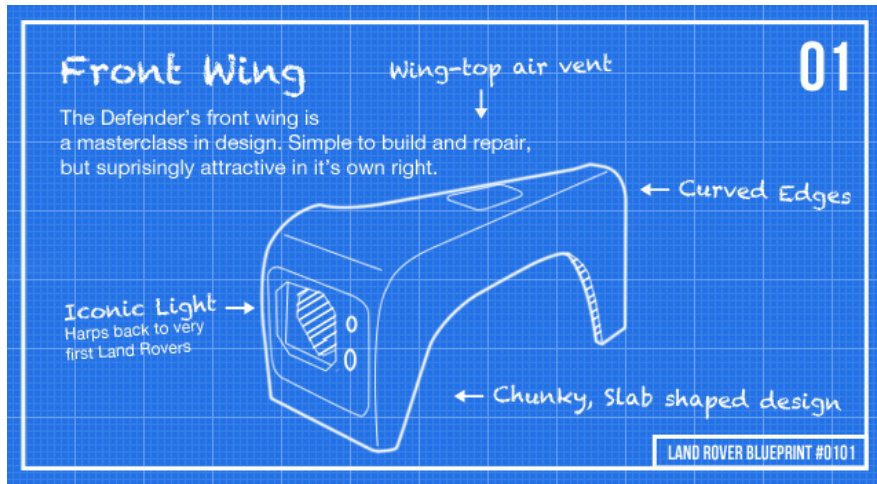
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Granted, it's very early days for this vehicle, with the JLR top-brass and design directors saying it's only a very early concept design that will evolve before it's release.

That said, the initial concept isn't really winning many admirers. We've sifted through countless FaceBook, Twitter & forum posts, all in an effort to try and gauge the reaction of Land Rover owners to the DC100. The overwhelming response? We've found maybe 5% of the Land Rover world like it. That's not exactly the best start. So, why exactly has this new design been such a controversial move? The DC100 doesn't relate to the current Defender design in any way. It's like the designers just started from scratch. 60 years of history have seemingly been wiped out and a vehicle that will sit within the current Land Rover line-up has been made.

So, we've assembled the most iconic shapes and panels of a Defender, to try and help Land Rover incorporate a little more of the past and hopefully win over Landy nuts.

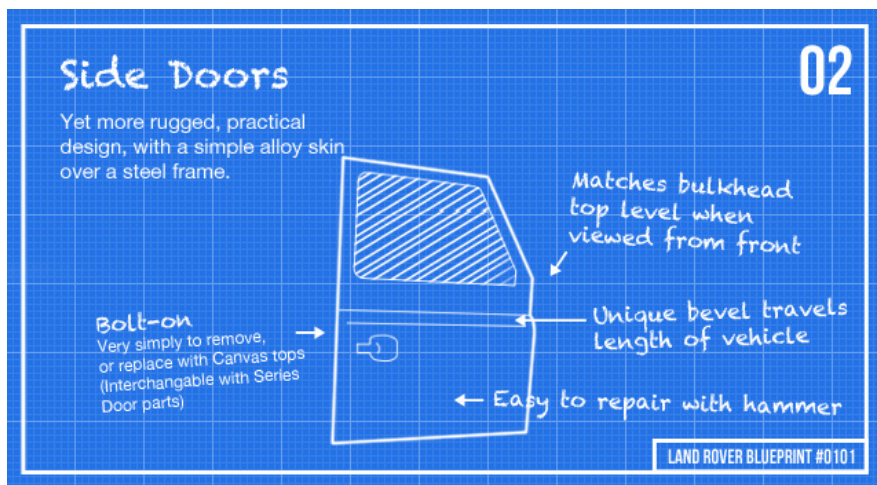
## Front Wings



The front wings of a Defender are almost irreplaceable. Unless of-course, you really want to replace them, in which case the whole thing separates into two parts and they simply bolt on with a few nuts.

This design is brilliant. It means removal / repairs are very speedy and also allows for swapping simply the side panel if needed. The flat shape is perfect for attaching accessories and chequer plate for example. Unfortunately, the new Defender seems to lose this practical, chunky design in favour of a more rounded (granted, aerodynamic), shaped and formed wing, which looks like it will be quite a pain to remove with basic tools.

## Side Doors



Just like the first ever prototype Land Rover, the body panels of a 2011-Plate Defender are simple. Simple in construction, appearance and function.

There's no complicated trim on the inside either, meaning doors can be swapped out in 10 minutes. The hinges are designed to set the alignment of the panel, but these do tend to corrode.

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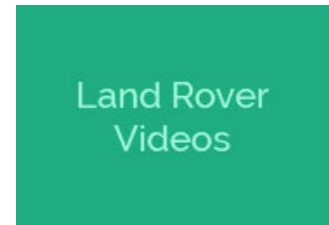
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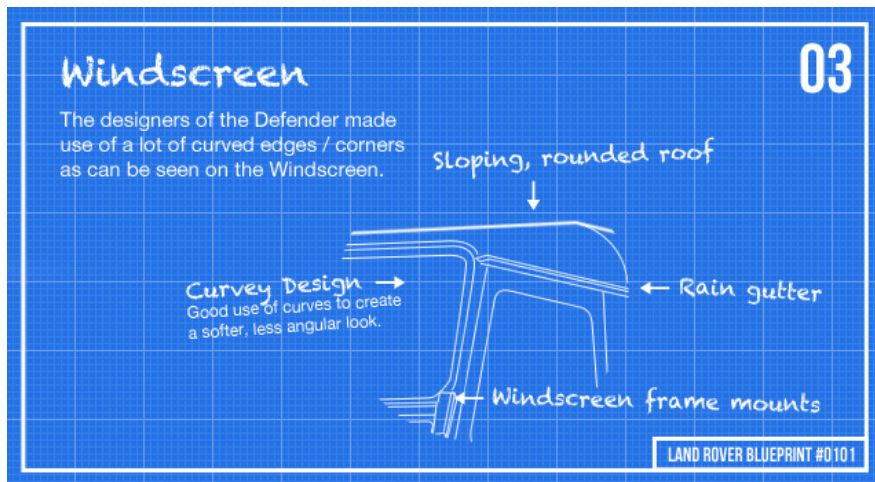
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The DC100 lacks any kind of body furniture (such as the sticky-out, almost useless door handles & locks) or the chunky, blocky hinges that sit proudly just behind the wheel arches.

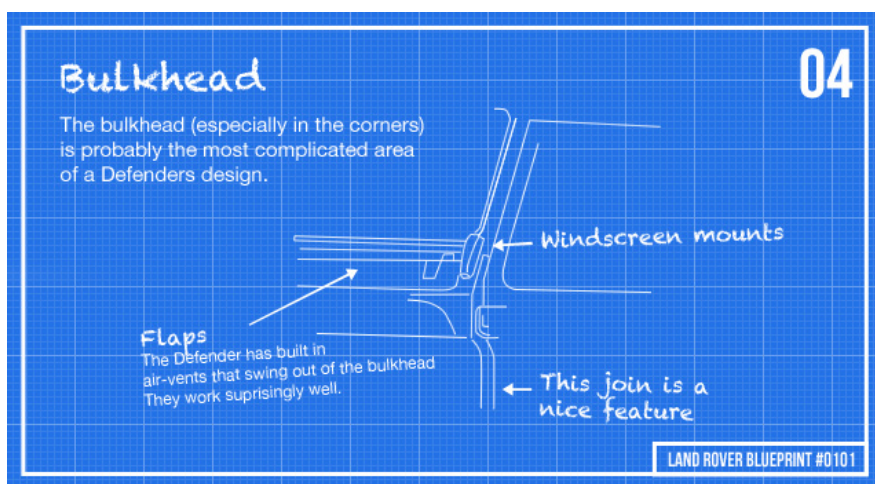


### Windscreen



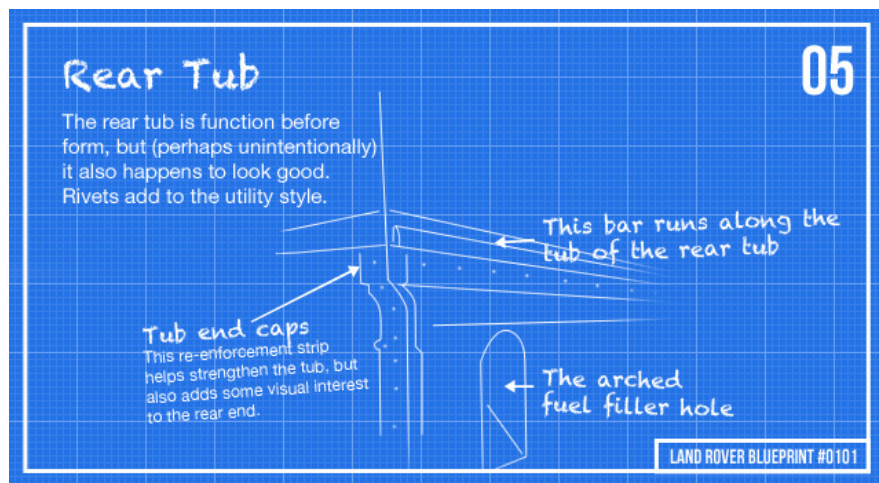
The design of the Defender is quite complicated, with rain gutters, seals, seams, hinges, rivets, door mirrors and general screws dotted about and yet it still manages to look quite minimal and simplistic. We love the subtly curved windscreen mounts and that rain gutter (complete with a tiny, pizza shaped notch to drain water). There's nothing on a Defender that doesn't perform some sort of function, or at least offer practical value.

### Bulkhead



The bulkhead corners are one of worst places to get rust, but they are also one of the most intricate and detailed. Lot's of curves meet here to create the sub-structure. The Defender designers clearly were inspired by Land Rovers of old.

## Rear-Tub



Finally, the rear tub. The capping on the end of the bodywork help to add rigidity and also mean the tub can be part disassembled to replace panels. However, with this sort of edging, complete with rivets, the designers created a really industrial look and feel. The raised bar that sits just below the rear panel is the surface that soft-top roof hooks are mounted.

## Putting it all together

So, now to put it all together. The DC100 is perhaps just a bit too far ahead of it's time. The Defender has, and always will be, 20 years behind in terms of design. The jump Land Rover have made is too big, but there are changes and tweaks they could make to the new concept car to reflect more of the vehicle's past. So, we've incorporated everything that makes a Defender into the PR photos.



Here's the changes outlined. *Click the image for a higher resolution sample.*

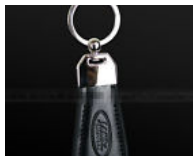


What do you think to our "Defender 2", based more upon the original Defender? Would you buy it? How would you design the Defender's replacement?

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## 32 Comments



**Dave Heeson** says:

September 3, 2011 at 4:57 pm

Now that looks more like it!!! I would be front of the que for this!! why Lr don't employ you is a mystery!

[Reply](#)



**Ben Gribbin** says:

September 4, 2011 at 4:47 pm

It would've been so much better if they had actually got a Defender owner to design it

[Reply](#)



**Olivier** says:

September 10, 2011 at 8:22 pm

This is a veeeeery nice concept !! I like it, and would buy it if build...otherwise i'll keep my good old defender for a long time, before buying a toyota instead of this horrible DC100.

Reply



**patently** says:

September 3, 2011 at 7:36 pm

Much better effort. Now, stop waving this at us and go to Gaydon instead 😞

Reply



**Pete C** says:

September 3, 2011 at 9:00 pm

Simply brilliant FunRover, your modifications to LR's concept makes it a hell of a lot better. I couldn't have thought it out better myself.

Reply



**Sam Russell** says:

September 3, 2011 at 9:26 pm

Much better! Well done FunRover!

Reply



**Eugene Chang** says:

September 4, 2011 at 10:18 am

Looks much better than DC100, especially with squared off front end, but front bumper still hangs too low. Those indicators are still very vulnerable.

Reply



**Richard Lawrence** says:

September 4, 2011 at 9:24 pm

this is better but the front bumper needs to be removed cos it will brake when you hit a rock it still has a way to go it needs to look like a tractor

[Reply](#)

**What Makes a Defender Iconic? From @funrover #landrover #defender #dc100 #newdefender | Ovalnews.com - Land Rover & Range Rover News, Pictures & Commentary says:**

September 5, 2011 at 1:40 pm

[...] <http://funrover.com/featured/what-makes-a-defender-iconic/> [...]

[Reply](#)

**Diego Saralegui** says:

September 10, 2011 at 1:25 pm

I do like your new Defender, quite better than the "skoda" Land Rover designers are proposing.

Beam axles front and rear, Rear diff locker, a little more comfortable in the interior (some room for the elbow, for example) and the modular concept that make the Defender such an adaptable machine.

[Reply](#)

**Lucas Black** says:

September 10, 2011 at 7:37 pm

Much better.... but I still think they can keep the original design and not infringe on any Euro legislation.

There is a need for a consumer Defender. A new chassis and deformable front end would allow the current shape Defender to pass safety legislation. Sure, it just looks like a Defender, but isn't as capable for add-ons... but it can retain the total look.

For the commercial legalities though, the current Defender is still fine. Just keep selling the current model as a truck back or van back... You can sell it as a goods vehicle or commercial and avoid those look changing Euro laws.... and there's nothing to say that the buyer can't then add a station wagon back end... more seats... but it's still a commercial vehicle as per the license.... INFACT... there are many old Land Rovers around that parked next to each other all look the same body style... and yet the documentation differs between them. Some say 'Station Wagon'... some say 'Commercial'.... all depending on how it left the production line.

This commercial/station wagon irregularity is also the reason that some (e.g) Series 3 Land Rover owners will suffer in new London emission fees and fines. EG... an 88" diesel with bench seats in the back... If you are registered as an oil burning station

wagon you should be fine.... but if you have commercial on your documents, then you are going to suffer...

Land Rover can use this twist to KEEP MAKING the current style Defender!

Reply



**Philip Coote** says:

September 15, 2011 at 9:58 am

Much better, good work, the roof line is still to low for me and can we have the Alpine windows back!  
Pushing my luck here but I suppose asking for the return of the front vents is out the question?

Reply



**mehere** says:

September 20, 2011 at 4:50 pm

This is DEFINITELY the way to go – agreed it needs the alpine lights though...  
I have owned & driven Defenders for over 25 years – currently an '07 Puma 90 Commercial.

Reply



**TONY PROCTER** says:

September 22, 2011 at 7:56 am

As a Brit and “Landy tragic” who has suffered with ownership of Landrovers for the past twenty years, but loved every (well not every) minute of it, I own and run now a 2007 D3, I remember being horrified at it when I first saw it in a car mag in the UK, What have they done to the disco I cried? but after seeing the first one on a country road in the Lake District in Dark Grey it all made sense and I had to have one, it is a classic in styling, technology and engineering and I love mine here running it alongside all the Toyotas and Nissans over here in my new home in OZ, it goes anywhere I point it, has the big Landcruiser bettered in every way, so much so that even a toyota landcruiser tragic had to concede, has crossed the Simpson desert, the Tananmi desert, the Kimberley region and the Victorian Alps high country, including winter sessions in deep snow and low temps, and has yet to let me down mechanically, so much for the unreliable Landrover nonsense.

Why the Discovery? and not a Defender 110? quite simple really at 6' 5" tall and with a 50 inch chest i simply dont fit into a

Defender, i can squeeze into one but couldn't suffer the 10-12 hour driving days that i do out here in one, so to see the new Defender finally get off the mark i couldn't be happier.

The DC100? We'll i'd probably buy one if that was what was on offer, but at present it just isn't quite right, it is on its way, unlike some i dont want some retrospective of the old fender, I want a car for the 21st century, and I don't expect the production version would be as radical as the DC100 shown, but we have to be realistic also, the current Puma powered fender only sells 18000 units a year, so we all say "much" loved but not by many, the DC100 is expected to sell 60-80,000 units and has to really to be worth the development costs, so even if all the 18,000 buyers a year of the current fender all run off and get a toyota 79 series, that still leaves 60,000 or so new buyers taking up the new car, LandRover still wins, and let's be honest the DC100 is only a test bed to guage how far LandRover owners want them to go, there is no doubt in my mind they'll reel it in.

Love the design you have done though, i'd definately buy that, proper realistic offroad wheels, coils I hope on the corners or an manual inflation over-ride if air is chosen, squarer front nose, the one major dislike for me on the DC100 for me is the face, looks like its mascara has run down the front wing, its and unhappy face, the defender never claimed to be a looker but was never ugly either. And an end to live axled LandRovers, they have proved that IFS can be made with clever tech to go offroad as well as any Livey does.

Buy yeh great rendering yourself, something inbetween the dc100 and yours would definately fit the bill, would have been interested in what you'd have done with the front end though. Anyway interesting few years at Landy to come, all the best, Tony.

[Reply](#)

**Ben Gribbin** says:

September 22, 2011 at 10:31 am

Great input Tony, as you say, it's probably more gauge or an indication of what they feel they can do (for example, those tyre speaks, I'll eat my hat if they are on the option list in 2015) and the Defender is, undoubtedly a very low volume product. Whether this is the building process (i.e. hand built, as there is a 6-8 week waiting list) or just low demand I'm not sure, maybe it's a mix, but either way, Land Rover need to modernise the Defender whilst making it more profitable. Does Land Rover get much in return from

the large following of their used vehicles? Probably not a lot financially really, so losing customers won't be much of a problem as you say.

Reply



**Kevin** says:

October 23, 2011 at 3:19 am

I actually like his rendering. I wouldn't own the DC100 for the same reason I wouldn't own a Free Lander, it's a chick car. I understand that Land Rover wants to increase sales of the Defender so what gets me is the fact that they don't even bother to try sell it in the US. I mean if Americans are willing to buy those god awful H3s, FJ's and Land Cruisers (at least the fake ones) then they could easily get another 20k+ out of the American market. All they'd have to do is the same thing Jeep did, shoehorn a couple of airbags into the front and just take the hit on the crash safety rating.

Reply



**Naveen** says:

September 23, 2011 at 10:56 am

Looks a million times better than the DC100. This is a true evolution of the original Defender. The DC100 is a soft SUV which looks like it can only do a grocery run in the city.

Reply



**red go county** says:

October 6, 2011 at 7:15 pm

this woud be a brilont replacment it still has the stark contrast of neww defender but has the iconic histry still whithin but one critasism for land rover to ceep the defennder it has to savive on the old dico shasy thus 100 inces but i wood defoly have one if this went in to production go fun rover  
Alex....

Reply



**Casper** says:

November 18, 2011 at 1:02 pm

Huge improvement from the side view, but does need the Alpine windows. What this does not address is the disaster of the front lights/grille. If Jag can incorporate classic style icons in thoroughly modern designs, then LR need the same level of skill in their design team. The ability to design for a market other than hairdressers would be a start.

[Reply](#)



**Holger Kalvelage** says:

November 29, 2011 at 10:45 am

Well done, that's more like it and depending on the technology underneath could become a replacement. Could you show the 110 as well?

[Reply](#)



**Dato SS** says:

November 29, 2011 at 3:35 pm

Well, better than what the JLR designers came up with! But...why can't they just keep the existing model intact & just add air bags & euro compliant engine? A modern Defender is an oxymoron. Keep the agricultural, tractor like form & substance...

[Reply](#)



**Jason** says:

December 8, 2011 at 1:55 pm

Now that looks like it carries more of the Defender DNA. Much more like it. I'd buy one if it looked more like that for sure. I know the Defender has to change and LR need to increase volumes but for me the DC100 didn't carry enough of the visual heritage which is surely what will drive sales. Almost everyone recognises and loves the current model but don't buy generally because it's not a practical car unless you really want/need one. Your rendering here is much more like I expected from LR.

[Reply](#)



**Jav SocalRover** says:

December 13, 2011 at 10:43 pm

Oh hell NO!!

It's still a Freelander underneath. There's just no way to turn a \$10 ho into high-class escort, no matter how much make up and

fancy dresses she tries on.

In all seriousness, the Freelander sucks ass compared to a proper Defender. I wouldn't knock it so hard if it were based on the LR4 platform.

Reply



**Antonio** says:

December 29, 2011 at 8:12 pm

from the rear it's perfect from the front the old grid it's nice but from the old grid down don't like but if it's made the old it's perfect :), THE NEW DEFENDER CHASSIS WILL IT STILL REMAIN LADDER CHASSIS ????????????

Reply



**Antonio** says:

December 29, 2011 at 9:13 pm

but it's more simple if they let the shape as the old just with a refinement from engine and comfort

Reply



**jack** says:

July 23, 2014 at 10:07 am

Indeed! The Defender's current design is perfect! Just change everything except the current body. Then all Defender owners & non-owners will definitely buy one! Land Rover shouldn't have to consider 'design'. If they do, then the G class is all alone

Reply



**Andrew** says:

May 29, 2012 at 3:43 pm

I keep coming back to this design and like it a little more each time i look at it! I'm sure it will have lost some of the simplicity that makes the Defender what it currently is but that's the price we pay in a world of emission regulations and ncap ratings! As for us at defender Bits, as a Defender only specialist, we'll keep supplying parts and accessories for all Defenders and will include the new model as soon as it's out there! I'm sure that the final design will have evolved even more before this car is released to the market!

Reply**gregzilla** says:

July 19, 2014 at 8:21 pm

Love it. Having been a disco 2 owner I really dislike where they are going with the current lr4/disco. I want utility...at a reasonable price point. The d2 could be that. Build it and I will buy. The dc100 looks too much like an evoque and not utilitarian enough.

Reply**JOHAN DUVENHAGE** says:

September 9, 2014 at 2:51 pm

NOW WITH THIS ONE I CAN LIVE.  
DATE OF DELIVERY PLEASE !!!!

Reply**KBlanchard** says:

March 17, 2015 at 11:48 am

When will we please see some real shots of this 'iconic' vehicle as i am personally feed up and am waiting to buy one as I have said NO to the new Discovery GIRLY Sport, school run mum's car.

Reply**Gaz** says:

April 14, 2015 at 8:55 pm

I like the look of this Defender 2!

Reply**m** says:

May 1, 2015 at 4:14 pm

Perfect. It's the boxyness of the original that gives it the no nonsense, no frills, it doesn't just mean business, it does the business demeanor. The moment it veers off into schmancy design for the sake of it, it loses it's soul. Modern tough materials, and perhaps a smidgeon more eco friendly and comfortable but that's it. We don't want a hair dresser's car !

Reply

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# 7 Things you didn't know about the Defender

7 Facts you **\*\*probably\*\*** didn't know about the Defender

## 1. Defender Chassis



Until 2009, Defender chassis' were still partly welded by hand at the Land Rover factory. Land Rover approached GKN to speed up this manual build stage. In January 2009, they started work on the automation process of the chassis build. The result was a 60% reduction of used floor space at Land Rover and massive savings on utilities. The chassis' are now fully welded by robots.

## 2. Convertible Defender

No, we don't mean a canvas top. You can buy an actual convertible Defender



**Ben Gribbin**

JULY 24, 2015

Hello, I'm the editor of FunRover. I'm a massive Land Rover fan. Currently own a TDCI 110 Utility & a TD5 90

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from Vantage Field, a custom vehicle builder based in London. Amongst stretched Vogues and a 6x6 Range Rover Sport, they produce this interesting 110...



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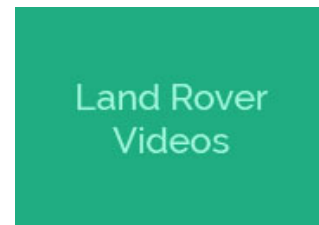
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More info at [Vantage Field](#)

### 3. Most Expensive Land Rover Defenders



**Factory:** Autobiography £61,845.00, currently the most expensive Defender sold by LR.





**Carisma Auto Design:** £80,000 (Carisma Autos were behind the 3 series spectacular, Pimp My Ride UK on MTV).



**Kahn Long Nose Huntsman 6x6:** £199,875.00!!!!



**Studio Job:** £750,000

#### 4. Fastest Known Defender

The fastest Land Rover Defender title is hotly contested between a lot of tuning companies. One way to judge this is through competition. It's the only time (we know of) that a series of modified Defenders have been pitted against each other in one event. Out of 27 vehicles, this [Twisted Performance](#) TD5 with 239BHP and Porsche Cayenne Tyres took the honours.



Kahn design claim that the '105 Flying Huntsman Longnose' Defender is "faster" than it's rivals. It sports 550bhp and lashings of torque from it's 6.2-litre LS3 V8.



## 5. Build Process



There are 500 workers on the Defenders mostly manual assembly line. Each one takes 3 days to make and there are only 7 robots on the entire Defender build line, by comparison, 328 robots are used to build a Range Rover. There are 100 Defenders produced each day, as opposed to the 1000 Jaguar XE daily output. A Defender is made of 8900 individual parts.

## 6. Shared Parts with Series 1

Despite many media outlets and dealers claiming that the Defender has been built 'since 1948', the Defender, in fact, only shares 2 common parts with the Series One.

**Part Number:** AFC710010 - Land Rover Defender & Series Underfloor Support Strut



**Part number:** 301328 - Canvas Hood Rope Hooks



## 7. Appeared in 885 Films & TV Programs









The Defender has appeared in more films and TV programs than any other person on the planet. It should have its own Hollywood 'Walk of fame' star. Amongst its appearances include the last 3 Bond films (most memorably in

Skyfall) and will be playing a role in the 2015 epic, "Spectre".



### Related items for sale on eBay

GB Auctions

 <p><b>LAND ROVER DISCOVERY/DEFENDER- TDI 200</b></p> <p>£999.00</p> <p><a href="#">View Now</a></p>	 <p><b>LAND ROVER DEFENDER 90 TDCI XS 2.4 STATION WAGON</b></p> <p>£14,500.00</p> <p><a href="#">View Now</a></p>	 <p><b>LAND ROVER DEFENDER 2.4 PUMA TD5 110 &amp; 90 COUNTY STATION WAGON HARD TOP VAN PART</b></p> <p>£95.00</p> <p><a href="#">View Now</a></p>
 <p><b>2007 LAND ROVER DEFENDER 110 UTILITY TDCI</b></p> <p>£9,100.00</p> <p><a href="#">View Now</a></p>	 <p><b>LAND ROVER DEFENDER 90 SLT35 3.5TDI</b></p> <p>£4,599.00</p> <p><a href="#">View Now</a></p>	 <p><b>LAND ROVER DEFENDER 90 2.4 TDCI XS STATION WAGON</b></p> <p>£14,100.00</p> <p><a href="#">View Now</a></p>

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