



Range Rover Classic

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Range Rover Australia

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- 18 1988 - Range Rover in Australia
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1970/71



- Range Rover in Australia

Highlights:

A small fleet of 3 Range Rover were imported to Australia as press launch and demonstration vehicles, prior to the official launch in July 1972.

They were of the very early built 356-series; RHD Export models and imported late in 1970.

The 3 first 'officially' imported Range Rovers to Australia:

- Davos White - Serial nbr 35600022A (Still exist)
- Davos White - Serial nbr 35600033A
- Masai Red - Serial nbr 35600037A



The recreational vehicle market in Australia were growing and popular in 1970. There were not so many restrictions where you could drive with a 4WD and the new Range Rover looks to fit perfect in the recreational market (RV) market.

From the demonstrations with #022A early in 1972, prior to Melbourne International Motor Show in March the same year

Prior to the official Leyland launch of Range Rover in Australia in July 1972, some very few vehicles arrived the Australian continent like this Range Rover "J 3249". The first owner bought the Range



[Townley Ltd - UK](#)
[TWR Special Vehicles - UK](#)
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[Wadham Stringer Ltd - UK](#)
[Wood & Pickett Ltd - UK](#)

Range Rover Classic Special Theme

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Range Rover Classic by Year

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Rover early in 1971 and drove it overland from Jersey/UK to India, where it was shipped to Australia. A rather long way to drive your new vehicle home!

The Australian magazine "Wheels" did a testdrive of this completely "new" vehicle and here are some elements from their article in May 1972:

"Before driving the car, we couldn't see a big market for it. But, now we are sure it will sell in Australia as well as it has in England.

Unfortunately the car is stuck with the Land-Rover image of rough and ready transport for the farmer and his sheep. In fact, it's a fast, comfortable and exceptionally roomy station wagon."

"But as a station wagon it has its detractions. We can't imagine a woman enjoying her drive down to the shops in a Range Rover. The controls are a little heavy, in true four-wheel-drive tradition, and even getting into it would pose quite a problem for the mini-skirted." (!)

"The engine is exceptionally smooth and quiet, giving tremendous low-down torque and yet revving quite happily. It will pull strongly from as low as 10 mph in top and take-off from standstill in second as though it didn't have a lower gear.

Changing gear at speed is largely a matter of guesswork as the engine noise is drowned by whining tyres (unoriginal). The Rover we drove was fitted with off-road tyres with huge lugs on them - designed to make driver and passengers wear ear plugs if they want to travel at any speed." (!)

"Not only the ride is outstanding but its cornering ability is far in excess of what you imagine for an almost six-foot tall vehicle with beam axles you naturally associate with an agricultural scene."

This RRC

were driven overland from UK, via India to Australia in '71

The first batch of 100 Range Rover's were waited to arrive Australia in July 1972.

Source: Wheels, May 1972



It is so nice to receive all the wonderful emails telling that you get valueable and interesting information about the Range Rover Classic to help you with your project, or just that you visit my site because you have interest or passion for these fantastic Range Rover Classic's.

The interest for Range Rover Classic is really global with visitors last 12 months from more than 180 countries.

If you want to support my work by a donation, I'll be very grateful.

Thanks !

[Donate](#)



[Range Rover 1990](#)
[Range Rover 1991](#)
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Range Rover Classic US by Year

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Land Rover - Special

[Land Rover-Leyland Group](#)
[Range Rover 1985 Salesman](#)

1972 - Range Rover in Australia

1972 Range Rover Australia



Link to brochure:

[1971 788/6.71 Australia](#)

Highlights:

Launched at the Australian market by Leyland Motor Corporation Australia in July 1972. The delay in Australia was because of the very limited production capacity in Solihull/UK in the early stage of Range Rover and the huge demand worldwide.

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 Compression: 8.25:1
3528 cc V8, Max power: 130 bhp at 5000 rpm. Max torque: 185 lb ft (250 Nm) at 2500 rpm

Manual Transmission with integrated transfer case LT95

- 4 speed and transfer box, high (1.174) and low (3.32) ratio. Central differential lockable
Gear ratios:
1st. 4.069; 2nd. 2.448; 3rd. 1.505; 4th. 1.0; R. 3.664

Australian versions differ from UK versions:

- Head restraints standard
- Door mounted rear view mirrors

Rover was launched in the winter of July 1972 in Australia

Prices on Range Rover in Australia:

The first year of a Range Rover: AUS \$ 7.475

Official import of Range Rover to Australia and New Zealand from July 1972:

From the launch of Range Rover in UK in June 1970 until the official import to Australia began



One of the first 1972 Australian models. Note the head restraints



Range

In July 1972, several Range Rovers were imported to Australia. Some were bought as regular domestic UK vehicles with prefix-355 in the #VIN and exported by the owner from UK. Some also found their way to Australia from other countries, but most from UK.

Other were ordered as RHD Export models with prefix-356 and exported to Australia as 'Personal Export Delivery' (PED). This import can have been arranged by the new owner personally or by a car dealer company like BLMC dealers in Australia. If you check your vehicles VIN at [BMIHT](#) in UK, you can get info if your early Range Rover is exported as 'Personal Export Delivery' order.

The first batch of the officially imported Range Rover in Australia was a shipment of 26 vehicles which ranged from 35600271A to 35600367A in various colours and not linear in the #VIN range. The first shipment arrived Sydney with the SS Wilkawa on 17th July 1972.

The second batch of 18 vehicles landed on the SS Tricolour numbered from 35600371A to 35600578A in October 1972

The third batch of 6 vehicles within the range from 35600357A to 35600440A arrived on the Port *Officially imported Range Rovers to Australia have this badge with* Launceston in November 1972.

The 356-prefix is telling that the Range Rover is produced at the Rover / Land-Rover factory in Solihull/UK as RHD Export model. Later in the 70s CKD (Completely Knocked Down) assembly production of the Range Rover started in Australia and then with the 357-prefix #VIN badge.

Range Rover was launch in New Zealand at the same periode as in Australia, in June 1972. The first officially imported Range Rover to New Zealand was 35600175A. Earlier imports to New Zealand were either arranged by single owners or as 'Personal Export Delivery'.

Thanks to friends in Australia, New Zealand and other countries who have shared their knowledge about Range Rover in Australia and New Zealand. The #VIN's are based on this shared information and can be confirmed if you check your #VIN by ordering at [BMIHT](#) in UK.



*Leyland Motor Co. of Australia Ltd and #VIN starting the 356-prefix
Leyland Motor Co imported Range Rover from UK and not
produced (manufactured) in Australia from July 1972*

1973 - Range Rover in Australia

1973 Range Rover Australia





Link to brochure:
[1973 R914/1.73 Australia](#)

Highlights:

Australian Range Rovers now available with the following options:

- Power steering
- Rear window with wash/wipe system

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 Compression: 8.25:1
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Australian Range Rover with bushbar, emerging from water



Early

1974 - Range Rover in Australia

Highlights:

Black vinyl on D-post
Cloth upholstery available as option

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:



- 3.5 ltr V8 Compression: 8.25:1
3528 cc V8, Max power: 130 bhp at 5000 rpm. Max torque: 185 lb ft (250 Nm) at 2500 rpm

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Beautifully restored 1974 Range Rover in Tuscan Blue colour



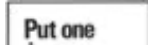
Vinyl PVC seating and head restraints. Mark V A/C installed.



Note the black vinyl D-post and single exhaust pipe

1975 - Range Rover in Australia

AMCAIR A/C



1975 Land Rover and Range Rover advertisement





Link to adv.:
[1975 AMCAIR](#)



Link to advertisement:
[1975 Range Rover Australia Advertisement](#)



Australian Range Rover wading in the outback in 1975

Highlights:

- Australian developed A/C systems available, long before UK A/C system:
- [AMCAIR](#) integrated Air Conditioning system for Range Rover dealer mounted, introduced.
 - Marlan integrated air-conditioning with aux instruments moved up as with AMCAIR
 - Air Conditioning Mark IV available as dealer option

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:
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Gear ratios:

1st. 4.069; 2nd. 2.448; 3rd. 1.505; 4th. 1.0; R. 3.664

Options:

- Rear screen washer/wiper system: AUS \$ 64.75
- Heated rear window: AUS \$ 91.00
- Power steering: AUS \$ 378.20

Prices on Range Rover in Australia:

Range Rover 2-door: AUS \$ 9.352.88 (November 1975)

AMC air conditioning system for Range Rover

Australian AMC developed a nice fitted indash air conditioning system for Range Rover and over
Optional A/C from AMC Air introduced 1975 in Australia
the next years this installation became a Leyland approved unit.

The AMC A/C has very good cooling effect and since it runs with over pressure the dust problems in the interior greatly reduced. By replacing the four minor instruments to a new position above the air vents the reading of them are really improved.

Tests done between the Range Rover with AMC A/C and other vehicles like the Jeep Cherokee with factory installed air conditioning systems showed that the AMC delivered impressive cooling and demanded less power from the engine, so the engine in the Range Rover ran at a lower engine temperature.

Leyland P76 Rover V8 4.4 litre conversions in Range Rover

Leyland Australia made their own version of the 3.5 litre Rover V8 engine with a 2-barrel carburettor with an special inlet manifold for use in the Australian manufactured Leyland P76 model. This 4.4 litre V8 engine were never used elsewhere in any other Rover or British Leyland vehicle.

It is known that special conversion companies for Range Rover in UK used the 4.4 litre V8 engine,



like Rapport and Schuler. In Australia there are quite common in the 1970's to have the P76 engine installed as a dealer option or as a swap conversion from a donor P76 vehicle.

The 4.4 litre V8 engine deliver a very nice amount of pulling power and the motor characteristics is like a steam engine. The 4.4 litre fits directly into the Range Rover LT95 bell house on the gearbox without any special extra effort.

The 4.4 is easily noticed with the special rocker covers and the circular air intake.

Still today there are a lot of Australian Range Rover Classic's that run with the 4.4 litre.



Popular

Leyland Rover V8 4.4 litre engine for Leyland P76 model

1976 - Range Rover in Australia

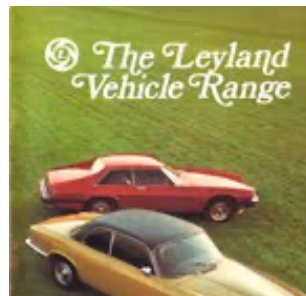
1976 The Leyland Range

1976 Range Rover

1976 Range Rover Australia

1976 Range Rover Australia

Roofmounted Air Conditioning



Rover with Swagman pop-top Camping Conversion shown 1976

Range



Range Rover from Rowley Motors with roofmounted Air Conditioning

1977 - Range Rover in Australia

1977 Range Rover Automatic Advert

RANGE ROVER OWNERS!
Now at last you can have the comfort
and ease of operation of

AUTOMATIC TRANSMISSION

- Have your Range Rover converted to 3-speed fully automatic transmission by Off Road Automatics.
- Retains 4 wheel drive, high & low ratio and diff lock.
- Fully tested and carries a 20,000 KM warranty on transmission and kit.
- All work done by experts, installed and tested in three days.
- We are the **ONLY** firm in Australia specialising in fitting automatic transmission to Range Rovers.



Phone now for an appointment and be one of the first people in Australia to have an automatic Range Rover.
Phone (02) 478-3612 or 449-9715 A.H.

OFF ROAD AUTOMATICS

Link to advertisement:

[1977 Off Road Automatics, Hornby](#)

Highlights:

Transfer box High Ratio raised from 1.174:1 to 1.113:1, - 5% increase
Twin pipe exhaust system for better fuel economy

Australia only:

Off Road Automatics of Hornsby announced a Borg Warner automatic transmission solution as an aftermarket conversion for Range Rover

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 Compression: 8.25:1
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Automatic Borg Warner Type 35 with adapted transfer case from LT95 - Off Road Automatics Pty offered:

- 3 speed and transfer box, high (1.113) and low (3.32) ratio. Central differential lockable
Gear ratios:
1st. 2.392:1; 2nd. 1.45:1; 3rd. 1.0:1; R. 2.09:1
Diff ratio: 3.54:1
Gearchange: T-Bar floor mounted

Automatics made an automatic conversion from late 1977

Range Rover Automatic conversion with Off Road Automatics Pty

Off Road Automatics, Hornsby north of Sydney, NSW developed an Automatic conversion kit for Range Rover which they launched at the Australian market, at the year-end of 1977.

As many of the Range Rover owner normally drives most of their time on motorways and in town, and not so often in the rough terrain, the need for a more relaxed driving like the automatic can offer, is obvious. In UK the first factory developed Range Rover Automatic were not available before August 1982 with the second limited edition "in Vogue".

The installation took the original LT95 4-speed manual gearbox out of the car and replaced it with a



Off Road



modified heavy-duty Borg Warner Type 35 3-speed automatic gearbox. The BW auto gearbox is built in Australia, so replacement parts are easily available. The BW Type 35 work well together with engines up to the 3.5 litre as Range Rover have. It is also well suited because the gear ratios are well balanced to the vehicles characteristics.

The bell house from the Leyland P76 were used with a 2:1 torque converter. The original Range Rover LT95 combined gearbox, transfer case and third differential were cut to remove the manual gearbox unit and via an adaptor plate bolted to the Borg Warner automatic gearbox together with the remaining LT95 transfer case and third differential.

The transfer case was moved longer backward to give space for the automatic and 2 new *The Automatic conversion looks like a factory installed assembly* drive shafts were manufactured. Two transmission oil coolers were fitted to hold the transmission oil temperature at a sufficient level. A protecting steel plate were mounted underneath to protect the automatic, torque converter and the sump.

The auto changes are actually faster than on the manual gearbox.

The T-bar shift lever arrangement were so nicely placed between the seats, so the whole installation looks like a factory developed system.

The driving with the Off Road Automatic conversion were soft and smooth under normal driving conditions on metallic road. Under hard acceleration there were some "clunk" occurred in the transmission system, especially between 2nd and 3rd gear change.

For off road use the automatic is much more convenient to use than the manual with no gear change and burnt clutches.

Price for the finished installed Off Road Automatic conversion kit:
AUS \$ 1.950,- (January 1978) and was delivered with 12 months/20.000km warranty

Terrain climbing is much easier with Australian automatic installed

(Source: Off Road Australia - January 1978)

Range Rover Automatic conversion with Ritters in Victoria

Ritters in Victoria developed an other automatic 3-speed solution by selecting the Ford C4 gearbox. The Ford C4 gearbox is stronger than the Borg Warner Type 35 and is able to cope with engines up to 5.0 litre without strain on transmission components. On the other hand the Ford C4 is 30% more expensive than the Borg Warner unit.



The Wayback Machine does not have
this video archived.



Range Rover won the London-Sydney marathon rally in 1977

In 1977, Evan Green and John Bryson participated and won the 4WD section in the 30.000 km marathon London-Sydney rally in two Leyland Australia supported and Endrust equipped Range Rovers.

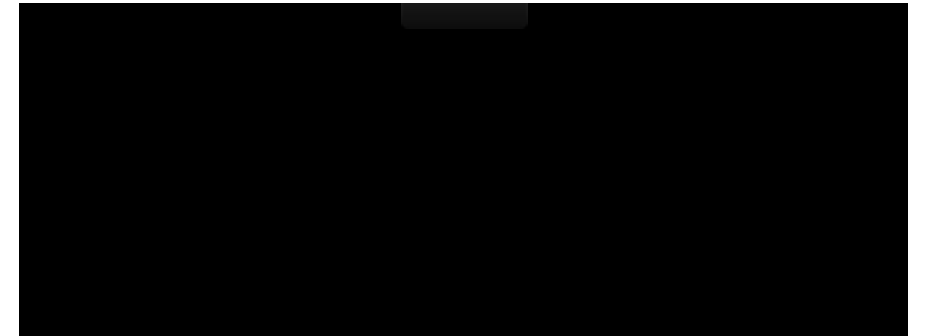
The standard 3.5 litre V8 engine is replaced by a standard Terrier truck Leyland 4.4 litre V8 engine which is slow revving and with high torque. Because of low gearing the 160 km/h speed is managed at 5.000 rpm. Comfortable cruising is achieved at 4.500 rpm. High torque is available at low rev as 1.800 rpm. The LT95 gearbox and transfer case transmission is also standard.

The suspension were fairly standard with heavy duty springs, two Bilstein gas pressure shock absorbers at each wheel and standard brakes. Wheels from Sunraysia and the tyres were Bridgestone 702. The Rover were fitted with optional diff locks.

The Endrust Rover were painted in brilliant red, white and blue Dulux colours and were extra visibility strengthened with 3M Scotchlite reflective tape. The roof panel changed to a lighter copy in aluminum without gutters. All the glasswork, except the laminated windscreen, replaced with [Makrolon](#) unbreakable transparent plastic. Bonnet and rear panels of fiberglass to reduce weight.

rally

Inside the original dash were replaced by a pure rally installation with VDO instruments, [Halda](#) tripmeter for rally use, switches for three fuel tanks. Steering wheel from Motolita and Recaro chairs special produced for each driver and full roll cage. To manage the extra heat during the marathon a Mark IV air conditioning is fitted.



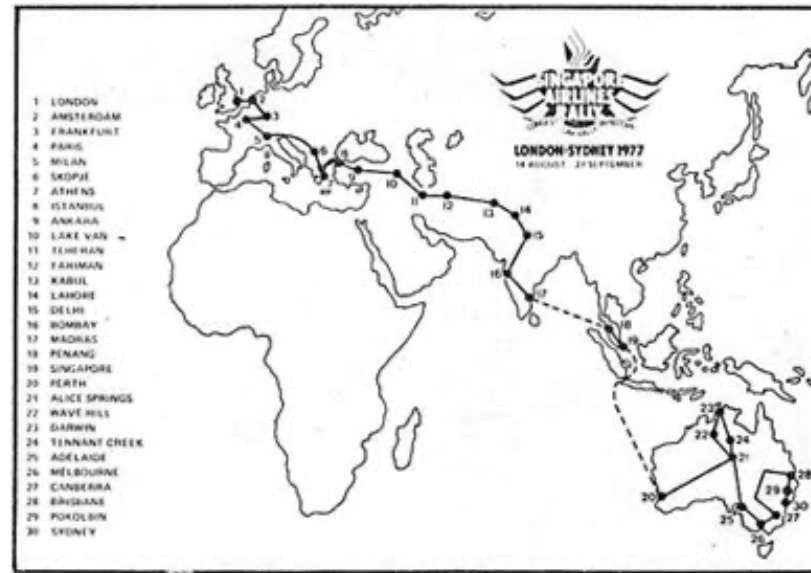
The legendary Endrust Range Rover in the 1977 London-Sydney



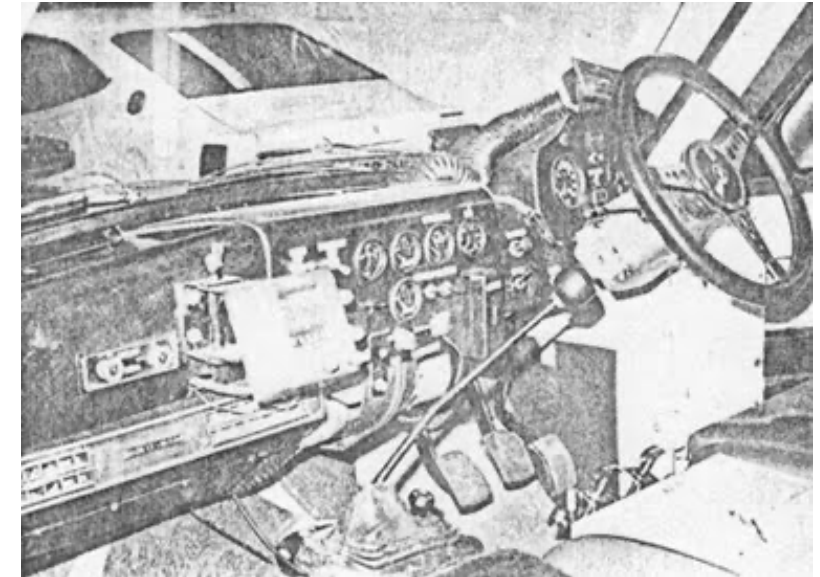


Body builder, Roy Cullen (left) and engine specialist, Noel DeForce (with the Holley carburettor) and the P76 alloy V8

The preparation with Leyland P76/Terrier 4.4 litre V8 and Holley carb



[1977 London-Sydney](#) route through Europe, Middle East, Asia & Australia Endrust Range Rover fascia with VDO's, Halda and Mark IV A/C



1978 - Range Rover in Australia

1978 Range Rover Australia



1978 Range Rover Overdrive





1979 - Range Rover in Australia - CKD assembly production in Australia

1979 Range Rover Accessories



Link to brochure:

[1979 Range Rover Accessories](#)

1979 Range Rover Overdrive



Link to brochure:

[1979 Range Rover Overdrive](#)

Highlights:

CKD (Completely Knocked Down) assembly production of Range Rover at PMC - Pressed Metal Corporation Pty in Enfield/Sydney, NSW in Australia started in 1979 and the Australia production continued until 1985. Enfield also ran assembly production of the Mini (until 1978) and the Mini Moke (until 1982), together with Land-Rover, commercial vehicles and buses.

The reason for CKD assembly in Australia was because the Australian government protected their own car production to avoid a rise in unemployment. Read more just below.

Land-Rover supplied batches of six and six Range Rovers packed in crates in one container shipment, ready for assembly. There were different CKD types depending on how much local vendor needed like the windows, interior etc.

After 1985 the Range Rovers were produced with all-welded innerbody. The CKD kits were then lowered to three CKD kits per container. Due to higher shipment costs per vehicle prevented further CKD production because it was no longer profitable and the assembly was laid down.



The manual Range Rover CKD kits were imported without carpet on transmission tunnel, just vinyl mat as on the early Suffix A versions (1970-72), due to the Australian luxury tax of the time and to make them cheaper to sell. Carpets were fitted in Australia before delivery to the customers.

The manual CKD kits were also imported without air conditioning and many of them had under dash AMC air conditioners fitted in Australia.

All the automatic transmission vehicles from the introduction of the 3 speed Chrysler Torqueflite were imported with carpets and factory fitted air conditioning.

Engine and transmission:

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 Compression: 8.13:1
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- Gear ratios:
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Available colours:

assembly production at Enfield with Land-Rover, Mini and Moke

Original colours for the CKD Range Rover painted with Dulon Dulux Acrylic Paint:

- | | | |
|-----------------|----------------|-----------------|
| - Pacific Blue | - solid colour | |
| - Paradise Blue | - solid colour | |
| - Sebring Red | - solid colour | - bright red |
| - Snowy White | - solid colour | |
|
 | | |
| - Vintage Red | - solid colour | - Holden colour |
| - Bahama Gold | - solid colour | - UK version |
| - Sahara Dust | - solid colour | - UK version |

Why did Leyland started CKD assembly of Range Rover in Australia?

There were unstable world economy during the 1970's with oil crisis, inflation, union strikes and threat to domestic production from new countries with lower labour cost. In Australia the Federal Government had a commission to assess the best possible way to protect the Australian local production and avoid raise of unemployment.

For the car industry in the private passenger sector there had already been released a protection plan in 1976/77 but not for the light commercial and four-wheel-drive/recreational vehicle sector. The recreational vehicle market were rapidly growing.

In 1978 the Australian Government decided that the same protection plan in the private car



CKD-

Picture borrowed from: www.moke.com.au



market should also be applied to the light commercial and 4x4 market:

- **80% of the Australian market were reserved for locally produced vehicles**
- **20% of the market were open for foreign import**

This amendment resulted in a comprehensive change in Australian car production and Leyland *Australian CKD assembly from crates of Land-Rover shown here* decided to start CKD assembly of Range Rover at the Leyland plant in Enfield near Sydney.

With this local production Leyland were then able to both manufacture and sell Land-Rover and Range Rover in normal quantities in Australia. The CKD assembly production started in 1979.



1980 - Range Rover in Australia

1980 Range Rover Australia

1980 Range Rover Australia

1980 Range Rover Automatic



Link to brochure:

[1980 Range Rover Australia 3/80](#)



Link to brochure:

[1979.09 - 3415 - Australia](#)



Link to advertisement:

[1980 Automatic Conversion](#)

Highlights:

1981 - Range Rover in Australia

1981/82 Range Rover advertisement from Australia



Link to advertisement:

[1981/82 Range Rover advertisement](#)

Highlights:

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 Compression: 8.13:1
- 3528 cc V8, Max power: 130.2 bhp (97.1 kW) at 5000 rpm. Max torque: 186 lb ft (251 Nm) at 2500 rpm

Manual Transmission with integrated transfer case LT95

- 4 speed and transfer box, high (1.113) and low (3.32) ratio. Central differential lockable
- Gear ratios:
1st. 4.069; 2nd. 2.448; 3rd. 1.505; 4th. 1.0; R. 3.664

Available colours:

- Pacific Blue
- Paradise Blue
- Sebring Red
- Snowy White
- solid colour
- solid colour
- solid colour
- solid colour
- bright red

Rover CKD 2-door available in metallic colours like [Coral Glow](#)

- Vintage Red
- Bahama Gold
- Sahara Dust
- solid colour
- solid colour
- solid colour
- Holden colour
- UK version
- UK version



Range

Transmission:

Gearbox:

3 speed automatic Chrysler Torqueflite 727
Schuler-Voith with Morse chain driven unit from gearbox to transfer case.

Transfer case:

Ferguson Formula viscous limited slip - coupling for control of the 4WD system
Distribute the driving power 37% on front wheels and 63% to the rear, instead of 50/50 original
As the viscous unit is not locking the transmission, the Schuler FFRR is very nice to operate and prevent wheel lock-up.

Suspension:

Powerful [Brock HDT](#) 5.0 litre V8 Group Three - Holden race engine
Uprated original system with the Boge self-levelling strut still in place, to give best possible balance between motorway use and off-road driving
- No anti-sway bar to ruin the off-road capability were mounted

- Change of spring heights
- Altered spring ratings
- Koni adjustable dampers
- Quaife self-locking differential on rear axel

Tyres and Wheels:

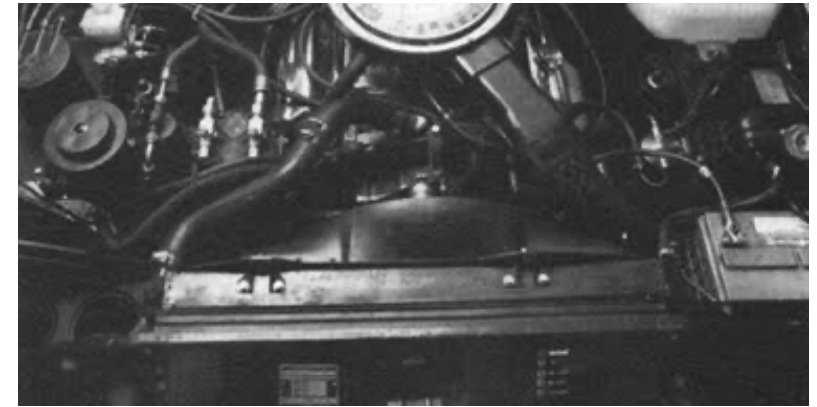
- Michelin 235x15 HR70 tyres (Equal to Rolls Royce' Mulsanne Turbo)
- Wolfrace alloy 15x7 wheels - Turbo

Interior:

- Uprated interior to customer choise and taste
- Totally reworked fascia with much improved dashboard, designed at Quadramotive
 - Full width walnut dashboard, delivered from Wood & Pickett(?) in UK
 - Air Conditioning
 - Connolly leather interior with Recaro front seats and special steering wheel
 - Stoddard velvet pile carpet
 - One-piece tailgate designed by Quadramotive

Exterior:

- Angled protective steel grille
- Arch flares, in fibre glass
- Wide selection of colours
- Distinct "Schuler - Ferguson Formula" badging



- Distinct Schuler - Ferguson Formula badging
- Special 5.0 litre badge on rear tailgate

Sober interior in

FFRR 5000 with Recaro, new fascia, automatic and leather

Performance:

Top speed: 180 km/h
 0-100 km/h: 10.3 sec (original Range Rover: 17.9 sec)
 0-130 km/h: 17.1 sec
 1/4 mile: 17.8 sec

Sales: (by Dec 1985)

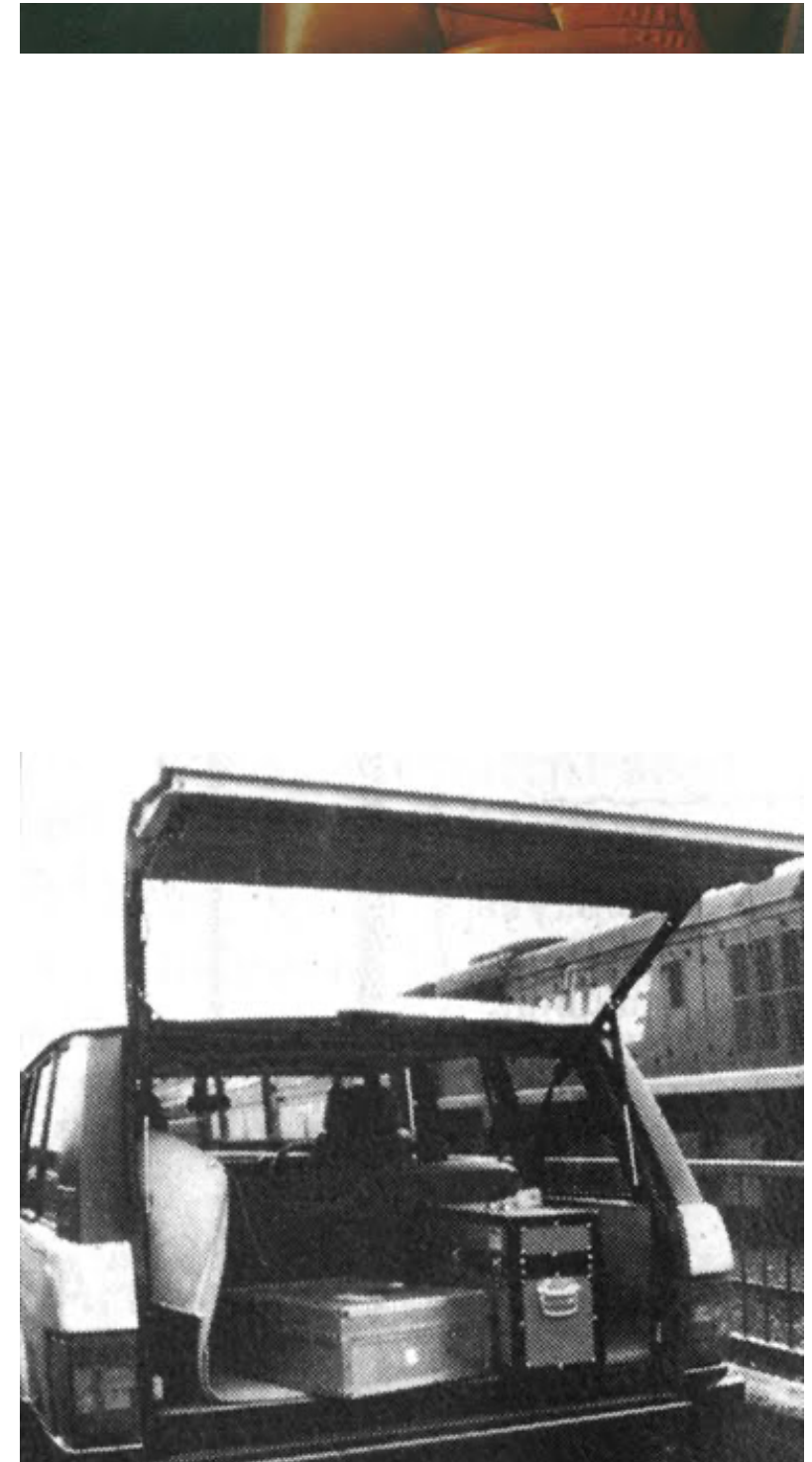
- Schuler suspension/transmission packages: 100+ customers
- Schuler FFRR 5000 package with Brock HDT: 9 customers

Dealer, exclusively for Range Rover Schuler FFRR 5000 with Brock HDT engines:

- ULR in Malvern/Melbourne, the exclusive dealer.

Comments:

- In Australia there has been rather common to use the famous Rover V8 4.4 litre engine from the Leyland P76 vehicle, to swap into Range Rover instead of the 3.5 ltr original engine. Together with the Schuler package of automatic transmission, Schuler transfer case, Ferguson Formula viscous limited slip differential and lockable rear differential, as well as uprated suspension, the Australian Schuler Range Rover became very powerful with outstanding handling.
- The complete and original Australian **Range Rover Schuler FFRR 5000** with the Brock HDT engine from Holden, looks like it always were a rare animal.



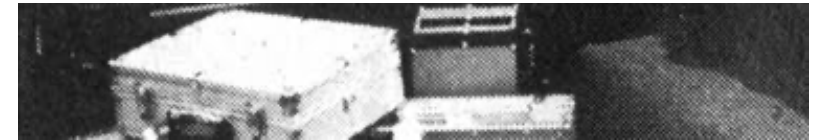
- Also Brock unleaded (?) 4.9 litre HD I were used in Phase II of the Australian Schuler version after 1985.

Price of Range Rover Schuler FFRR 5000:

- AUS \$ 67.000 (December 1985) - \$ 65.000 to \$ 70.000 depending on choices

New rear one-piece tailgate for easier access and operation

Source: *Wheels* - December 1985



1982 - Range Rover in Australia

1982 Range Rover Australia
2 door - 4 door

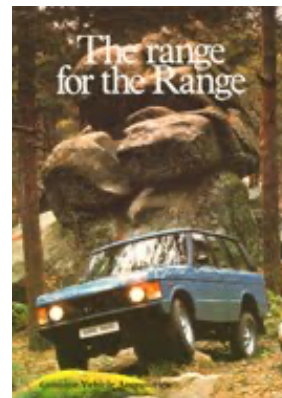
1982 Range Rover
Accessories brochure

1982 November - 2 door sales
after Range Rover 4 door intro



Link to brochure:

[1982 Range Rover Australia 4/82](#)



Link to brochure:

[1982 LEY003](#)



Link to advertisement:

[1982 Nov - Used Range Rover](#)

Highlights:

Introduction of 4-door Range Rover in April 1982, also as CKD assembly for the Australian market. High compression engine with 10% less fuel consumption introduced

Note that the Australian door mounted rear view mirrors are positioned longer backward than on the similar UK built Range Rover's.



1983 - Range Rover in Australia

1983 Range Rover Australia



Link to brochure:
[1982.12.20 - LR/181/10.81](#)

1983 Jaguar Rover Australia
Identity Standards



Link to brochure:
[1983.March - JRA Identity](#)

1983 July - Range Rover Advert
Off Road Automatics conversion



Link to advertisement:
[1983 July - Off Road Automatics](#)



A 1983MY Range Rover Highline climbing a ridge in Australia

The Leyland Motor Corporation Australia ceased to exist in March 1983 and was taken over by Jaguar Rover Australia/JRA Limited.

JRA Limited was organized in different divisions; Jaguar Rover Australia, Leyland Trucks and [Leyland Bus Australia](#), as well as an Australian agent for Peugeot. Actually the Peugeot 505 was CKD assembled at Enfield, together with Mini, Land-Rover and Range



Rover.

The Australian CKD assembly production of Range Rover stayed on further 2 more years, despite that the Australian Government raised taxation of automobile parts up to 150% in December 1983.

There is [information](#) that JRA continued assembly of Peugeot's at Enfield plant as long as 1991.

The closure of the PMC plant in Enfield resulted in long delay of delivery of the new vehicles to customers, as the switch of supply from UK was not fully forecasted and prepared.

then new Jaguar Rover Australia Identity Standards of 1983
Australian Range Rover Highline model introduced

The

- Torqueflight 3-speed automatic transmission, standard
- or, 5-speed manual optional
- Wooden door cappings
- Alloy wheels
- Arm rests

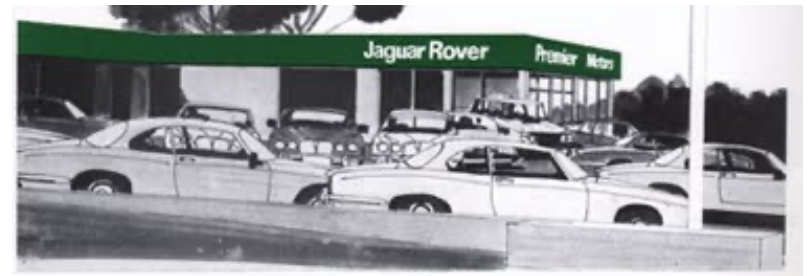
Available colours:

As JRA also assembled Peugeot's at Enfield, Sydney, some of the Peugeot colours were available for CKD produced Range Rover's together with som Holden colours.

- | | | | |
|--|-------------------|-----------------|--------------------|
| - Coral Glow | - metallic colour | - gold | - Paint code 34270 |
| - Charcoal Grey | - metallic colour | - dark grey | |
| - Satin Green | - metallic colour | - light green | - Holden colour |
| - Silver Slate | - metallic colour | - silver | |
| - Pacific Blue | - solid colour | | |
| - Paradise Blue | - solid colour | | |
| - Sebring Red | - solid colour | - bright red | |
| <i>Note the new A/C interior with Australian placement of aux gauges</i> | | | |
| - Snowy White | - solid colour | | |
| - Vintage Red | - solid colour | - Holden colour | |
| - Bahama Gold | - solid colour | - UK version | |
| - Sahara Dust | - solid colour | - UK version | |

Options - Factory:

- | | |
|---------------------|---------------------|
| - Air Conditioning: | AUS \$ 1.025 (1983) |
| - Automatic: | AUS \$ 2.950 (1983) |



Options - Dealer:

- Bull bars: AUS \$ 1.450 (1983)
- Wide wheels: AUS \$ 750 (1983)
- Tow bar & Sway bars: AUS \$ 350 (1983)
- Seats: AUS \$ 350 (1983)
- Carpet: AUS \$ 130 (1983)
- Roof rack: AUS \$ 130 (1983)
- Weather moulds: AUS \$ 65 (1983)

Australian Range Rover with local automatic and A/C conversions

- Delivery: AUS \$ 450 (1983)
- Registration of Range Rover: AUS \$ 865 (1983)

Prices on Range Rover in Australia:

Range Rover 2-door:	AUS \$ 23.975 (Feb 1983)	AUS \$ 24.975 (Sept 1983)
Range Rover 4-door:	AUS \$ 25.475 (Feb 1983)	AUS \$ 26.475 (Sept 1983)



1984 - Range Rover in Australia

The sales in Australia of 2 door Range Rover ended in 1984 and not in 1982, as some sources say. The very last 2 door Range Rover was actually a 1984 factory built vehicle, with automatic transmission and silver metallic paint.

Australian CKD assembly production ran further on one more year in 1984.

The Range Rover on the right have a VIN plaque with the following text stamped:
"This vehicle was manufactured by JRA Limited to comply with Australia design rule Nos....."
which the CKD assembled vehicles got.

The special here is that this specific chassisnumber have an "A" that indentify this vehicle as factory built in Solihull/UK, but this vehicle is obvious CKD assembled in Australia. The vehicle must have got the VIN before crated as CKD kits in UK prior to shipment.

Range Rover revamp:

plaque with "Manufactured by JRA Limited" for CKD validation

"A five-speed gearbox, a new transfer box, central locking and a new dashboard and centre console are the latest steps in the refinement of the Range Rover.

The gearbox is the 77 mm unit used in the Land Rover One Ten, while the transfer box is similar to that used on automatic Range Rovers since last year. The combination is claimed to give greater flexibility and improve speeds in the gears by up to 25 per cent, as well as reduce gearlevel travel.

'84 VIN



Acceleration is claimed to be 1-100 km/h in 14.2 seconds, 60-100 km/h in fourth gear in 9.4 seconds and 80-110 km/h in fourth gear in 10.6 seconds. The fifth gear is an overdrive which gives 41 km/h per 1000 rpm, for quieter running and a claimed 10 per cent fuel economy improvement.

The new dashboard still doesn't have a tachometer, but the dash and console have more oddment space, although the oil pressure gauge and clock have been moved further left of the driver's line of sight.

Other changes include a torsion bar system for the lower tailgate section to reduce effort, and a moulded sleeve for the handbrake." *Wheels, September 1983*

the last year 2-door Range Rover was available in Australia

Prices on Range Rover in Australia:

Range Rover 2-door: AUS \$ 25.900 (March 1984)

Range Rover 4-door: AUS \$ 28.300 (March 1984)



1984 from



This 2 door 1984 was delivered with automatic, not available in UK Special Australian '84 binnacle with 6 digit odometer and no tripcount

1985 - Range Rover in Australia

1985 Range Rover - Brochure



Link to brochure:

[1985 Range Rover 30th.Oct.1984](#)

1985 JRA Parts - Advertisement



Link to advertisement:

[1985 JRA Parts - Advert](#)

Highlights:

- Introduction of large front door windows without quarterlights (on 4 door models)
- 2 door Range Rover not longer available on the Australian market
- Import to Australia: JRA (Jaguar Rover Australia)

Engine V8 Petrol Carburettor Zenith-Stromberg 175CD type:

- 3.5 ltr V8 High Compression: 9.35:1
- 3528 cc V8, Max power: 125 bhp (93.2 kW) at 4000 rpm. Max torque: 190 lb ft (258 Nm) at 2500 rpm

Manual Transmission LT77-52A indirect gearchange "long stick" and LT230R transfer case

- 5 speed and transfer box, high (1.192) and low (3.321) ratio. Central differential lockable
- Gear ratios:
1st. 3.3214; 2nd. 2.1316; 3rd. 1.3966; 4th. 1.0; 5th. 0.7703; R. 3.4286

Automatic Transmission Chrysler Torque Flight A727 and LT230R transfer case

- 3 speed, manual override and kickdown, high (1.003) and low (3.321) ratio. Central differential lockable
- Gear ratios:
1st. 2.45; 2nd. 1.45; 3rd. 1.00; R. 2.20

From October 1984, production change:

Engine:

- Engine with electronic ignition

Interior:

- New dashboard with passenger grab handle, side window demister vents, larger 20 fuse panel
- Large and new instrument binnacle with rev counter
- Intermittent wipe incorporated in rear wash wipe
- More efficient heater with 50 % more heat effect. Ducts to rear passengers as well as front.

- Large centre console with cubby box
- New shape of front seats with height adjustable and reclineable adjustment
- Height adjustable safety belts
- Standard Range Rover seats now in Bronze Check cloth trim
- Highline Range Rover seats in Silver Grey trim
- New front door trim
- Parcel tray
- New thin wall electrical wiring harness
- Central locking, standard

Exterior:

- Large front door windows without quarterlights on 4 door models
- Larger rear view door mirrors, integrated on window frame on 4-door models
- Tinted glass with laminated windscreen, standard
- Heated rear window
- Altered front and rear "Range Rover" tape badges from white edges to colour keyed to match selected colour on vehicle
- Weather strip added to gap between lower tailgate and bumper
- Revised upper tailgate struts
- Black tailgate cappings

Standard equipment on Range Rover Highline:

- Air-conditioning (optional on regular model)
- Electrically operated windows
- Electrically heated and operated rearview mirrors
- Wood door trim panels
- Metallic paint
- Alloy wheels
- Silver/grey upholstery
- Loadspace cover
- Rear headrests
- Front and rear armrests
- Fully carpeted loadspace
- High output stereo sound system with 4 speakers

Prices:

- Range Rover 4 door: AUS \$ 32.510,- (1985 December)

1986 - Range Rover in Australia

Ritter's 5.0 litre Holden V8 conversion kit

The Range Rover had so many unbeaten characteristics like its operational refinement, comfort, ride and style that no other vehicles came close to matching, during the 70's and 80's.

But even the best 4x4 vehicle has some elements that are not perfect. Especially if one intend to pull a big boat or a horse trailer, so there will be too little power with a detoxed 3.5 liter V8 engine that are producing 125 horse power, steam engine characteristics or not.

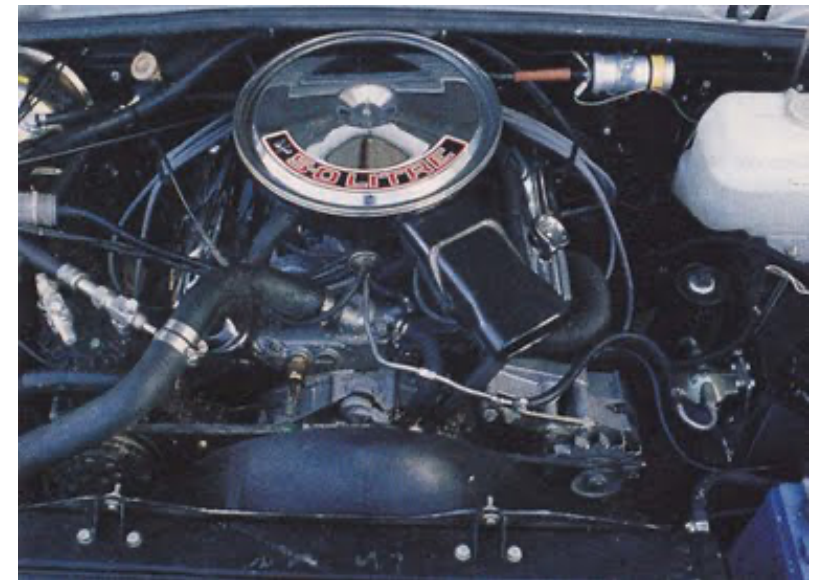
Ritter Automotive Pty, near Melbourne, has developed a powerful alternative to the original fine, but unfortunately a bit underpowered Rover V8 engine, with a conversion kit with a 5.0 liter V8 Holden Brock engine at 184 horsepower.

The conversion to the 5.0 Brock enging is fairly strait forward, only some notching in the front cross member is needed to give space for the cooling fan. The Brock engine has special produced mounting brackets to suit the installation. A specially developed adaptor plate to mount the engine to a Chrysler transmission. The A/C compressor is unaffected, but the power steering pump and reservoir is on the drivers side.

All the necessary parts except the 5.0 litre Holden engine and special headers, were available in the 1985 to a fair cost of AUS \$ 1.350.

An other option was to deliver the Range Rover to Ritter Automotive and pay AUS \$ 11.000 for a complete installation with a brand new Holden Brock performance 5.0 litre V8 engine in the engine bay. The whole installation were done in a week or so. With this conversion there were also other necessary upgrades done, like a better cooling system.

The Ritter conversion were available for the LT95 four speed manual gearbox and, more suited, the strong factory equipped 3-speed Chrysler 727 automatic gearbox. Unfortunately the 4-speed ZF automatic is too light to cope the extra horsepower. Ritter's proposal were to use either a four-speed GM or a new Borg Warner automatic gearbox. The original 5-speed manual gearbox had the same problem as the 4-speed ZF; not sturdy enough.



Ritter developed a 5.0 Holden Brock 184 hp performance engine kit



- Actually Ritter Automotive recommend three different Holden 5.0 litre sources:
- 1. Use of a late Holden unit from a lead fuelled model like the Commodore or Statesman. Ritter accept this version if the engine is black painted and in really good condition.
 - 2. A new Holden V8 with 170 hp compared to Rover 3.5 with 125 hp and 350 Nm torque compared to 250 Nm originally. This engine will produce sufficient amount of power.
 - 3. And the best of all a Brock engine with modified cylinder heads that gives 184 hp and 345 Nm of torque.



In addition to the engine conversion, Ritter recommend to uprate the shock absorbers to ie Koni adjustable one. The extra power under the Range Rover hood gives more than satisfaction
125 hp 3.5 litre detoxed carburettor Rover V8 with A/C compressor
 for the driver both on road as well as off road.

Source: 4x4 Magazine, 1985

1987 - Range Rover in Australia

1987 Range Rover Highline Australia



Link to brochure:

[1987 Range Rover Highline](#)

1987 JRA Accessories



Link to brochure:

[1987 JRA Accessories](#)



Link to advertisement:

[1987 Range Rover EFI Australia](#)

Highlights:

- EFI now standard on all 4 door models
- Radiator grille now with horizontal ribs
- Rear seats redesigned with integrated head restraints

Engine V8 Petrol EFI - Lucas L-Jetronic 4CU - 2AM "flapper":

- 3.5 ltr EFI V8 Low Compression: 8.13:1
- 3528 cc V8 EFI, Max power: 150.0 bhp (112 kW) at 4750 rpm. Max torque: 190.0 lb ft (255 Nm) at 2500 rpm

Manual Transmission LT77-53A direct gearchange "short stick" and LT230T transfer case

- 5 speed and transfer box, high (1.222) and low (3.321) ratio. Central differential lockable



Gear ratios:
1st. 3.3214; 2nd. 2.1316; 3rd. 1.3966; 4th. 1.0; 5th. 0.7703; R. 3.4286

Automatic Transmission ZF 4HP22 and LT230T transfer case

- 4 speed ZF, manual override and kickdown, high (1.222) and low (3.321) ratio. Central differential lockable

Gear ratios:
1st. 2.4795; 2nd. 1.4795; 3rd. 1.0000; 4th. 0.7281; R. 2.0857

From November 1986, production change:

Australian 1987MY Range Rover Highline wading through a river



Interior:

- Additional warning lamps added; washer bottle level and brake fluid level
- Two spoke rubber plastic steering wheel
- Redesigned steering column shroud, incorporating hazard warning lights switch
- Backlit multi function column stalks
- Through-flow heating and ventilation system with three speed fan
- Air Conditioning control handles now integrated in heater control panel
- Electric door mirror switch moved to dashboard
- Grab handle for front passenger added to cantrail
- Wooden veneer door cappings now without fixing screws
- Front seats relocated closer to centre
- Rear seat redesigned with integrated head restraints and 1/3 - 2/3 split on Highline
- Unsplit low back rear bench on non-Highline versions
- Improved operation of safety belt reels
- Improve ICE radio speakers fitted
- Redesigned rear window heating element with radio aerial incorporated
- Map pockets added to back of front seats

Exterior:

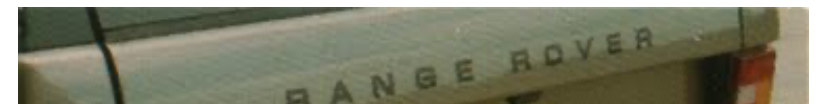
- Concealed hinges on bonnet and counterbalanced with torsion bars
- Radiator grille now in plastic with horizontal ribs. Lower lip part painted in body colour
- Plastic bodied front lamp cluster replaced metal bodied earlier version
- Alloy tubeless wheels now with asymmetric rim hump to improve retention of deflate tyre
- Side repeater lamp relocated
- Plastic flap added over fuel filler cap and connected to central locking system
- Lower tailgate with inward release handle
- Hinged rear number plate deleted
- New black square plastic rear number plate lamps
- Upper tailgate now used ignition key
- Mud flaps



A 1987MY Range Rover Highline rigged for the outback



Alloy Bull Bar in polished aluminium fits the Highline spoiler



Options	Price incl	4 Door	Highline
---------	------------	--------	----------

	AUS \$	EFI	EFI
Air Conditioning		O	S
Walnut wood doors		O	S
El. adjust & heated mirrors		O	S

Standard equipment on Range Rover Highline:

- Though moulded front spoiler with twin driving lamps

- Electrically operated windows
- Electrically heated and operated rearview mirrors
- Wood door trim panels
- Air conditioning
- Metallic paint
- Alloy wheels
- Seat trim in Silver/Grey or Bracken according to body colour
- Load space cover
- Rear headrests integrated into split rear seat
- Front and rear armrests
- Rear seat redesigned with integrated head restraints and 1/3 - 2/3 split
- Side rubbing strip with bright insert
- High output stereo sound system with four speakers
- Headlight power wash

Prices:

- Range Rover 4 door: AUS \$ 49.950,- (1987 September)
- Range Rover 4 door - Highline: AUS \$ 59.330,- (1987 September)

JRA Limited - NSW, Australia

sun visor reduces glare and provides increased shade



Rear alloy step bar fits the original bumper and enhance the image



Heavy duty alloy roof rack with built-in wind deflector



Cool

1988 - Range Rover in Australia



Link to brochure:

[1988 Range Rover Australia](#)



Link to brochure:

[1988 Range Rover Turbo D Australia](#)



Link to advertisement:

[1988 Range Rover Australia at Coober Pedy](#)

Highlights:

- Diesel 2.4 litre available
- Improved braking system
- Sunroof available

Engine V8 Petrol EFI - Lucas L-Jetronic 4CU - 2AM "flapper":

- 3.5 ltr EFI V8 Low Compression: 8.13:1
- 3528 cc V8 EFI, Max power: 150.0 bhp (112 kW) at 4750 rpm. Max torque: 190.0 lb ft (258 Nm) at 2500 rpm

Engine Diesel VM type HR 492 HI OHV - Turbo D

- 2.4 ltr 4 cylinder Intercooled Turbocharged, Compression: 21.5:1
- 2393 cc 4 cylinder, Max power: 112.6 bhp (84 kW) at 4200 rpm. Max torque: 183.0 lb ft (248.0 Nm) at 2400 rpm

Manual Transmission LT77-53A direct gearchange "short stick" and LT230T transfer case

- 5 speed and transfer box, high (1.222) and low (3.321) ratio. Central differential lockable

Petrol gear ratios:

1st. 3.3214; 2nd. 2.1316; 3rd. 1.3966; 4th. 1.0; 5th. 0.7703; R. 3.4286

Diesel gear ratios:

1st. 3.6923; 2nd. 2.1316; 3rd. 1.3966; 4th. 1.0; 5th. 0.7703; R. 3.4286

Automatic Transmission ZF 4HP22 and LT230T transfer case

- 4 speed ZF manual override and kickdown high (1.222) and low (3.321) ratio. Central differential lockable

Speed 27, manual override and holdover, high (H2L) and low (L2H) ratio. Central differential lockable
Gear ratios:
1st. 2.4795; 2nd. 1.4795; 3rd. 1.0000; 4th. 0.7281; R. 2.0857

From October 1987, production change:

Brake system:

- Improved brake servo, Girling type 115, for lower pedal effort

Interior:

- Rear seat redesigned with integrated head restraints and 1/3 - 2/3 split on Highline
- Unsplit low back rear bench on non-Highline versions

Exterior:

- New roof panel without ribbing over front seat area

From October 1987, option change:

- Electric tilt-and-slide metal sunroof, Highline only

Standard equipment on Range Rover Highline:

- Electric tilt-and-slide metal sunroof
- Though moulded front spoiler with twin driving lamps
- Electrically operated windows
- Electrically heated and operated rearview mirrors
- Wood door trim panels
- Air conditioning
- Metallic paint
- Alloy wheels
- Seat trim in Silver/Grey or Bracken according to body colour
- Load space cover
- Rear headrests integrated into split rear seat
- Front and rear armrests
- Rear seat redesigned with integrated head restraints and 1/3 - 2/3 split
- Side rubbing strip with bright insert
- High output stereo sound system with four speakers
- Headlight power wash

JRA Limited - NSW, Australia

1989 - Range Rover in Australia

In 1989 Jaguar Rover Australia Pty imported three 2 door Range Rover for evaluation of the market for a cheaper and simpler vehicle, more suited for use off road.

After the deletion of a 2 door Range Rover in Australia, JRA steadily received such requests.

The three 2 door Range Rovers had:

- 3.5 ltr V8 engine
- SU carburettors
- ZF 4 speed automatic transmission
- Vinyl mats with clip on carpets
- No power windows
- Originally early 2 door seats of cloth trim and armrests
- Fuel filler flap cover
- Horizontal grille
- Wrap around bumpers
- 1988 model dash
- Two vehicles were in silver metallic colour and the third was in Caspian Blue metallic colour

The idea was never adopted due to the Discovery being on the drawing board and later released in Australian in 1990/91.

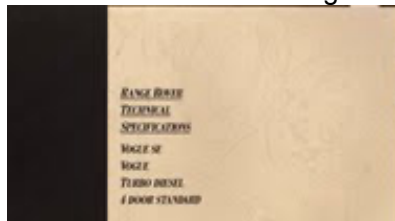
last 2 door Range Rovers imported by JRA was like this '89

The 3



1990 - Range Rover in Australia

1990 Range Rover Australia
Main brochure - Range



1990 Range Rover Vogue SE
Brochure Australia



1990 Range Rover Vogue
Brochure Australia



1990 Range Rover Turbo D
Brochure Australia



1990 Range Rover Standard
Brochure Australia





Link to brochure:
[1990 Range Rover](#)



Link to brochure:
[1990 Range Rover Vogue SE](#)



Link to brochure:
[1990 Range Rover Vogue](#)



Link to brochure:
[1990 Range Rover Turbo D](#)



Link to brochure:
[1990 Range Rover Standard](#)

Highlights:

April 1990: Australian Federal Government raised the luxury car tax significantly without warning. The sales of Range Rover and other expensive vehicles dropped immediately and almost none were sold the next six months.

- 3.9 litre V8 EFI replaced 3.5 litre V8 EFI
- ABS Anti-lock brakes available
- Ventilated front disc brakes

Engine V8 Petrol EFI - Lucas MFI 14CUX - 5AM "Hotwire" - Catalyst model:

- 3.9 ltr EFI V8 Low Compression: 8.13:1
- 3947 cc V8 EFI, Max power: 180.0 bhp (134.0 kW) at 4750 rpm.
- Max torque: 308.4 Nm (227.0 lb ft) at 3000 rpm

Engine Diesel VM type HR 492 HI OHV - Turbo D

- 2.4 ltr 4 cylinder Intercooled Turbocharged, Compression: 21.5:1
- 2393 cc 4 cylinder, Max power: 112.6 bhp (84 kW) at 4200 rpm.
- Max torque: 183.0 lb ft (248.0 Nm) at 2400 rpm

Nice Australian 1990 Range Rover Vogue version

Manual Transmission LT77-53A direct gearchange and Borg Warner transfer case

- 5 speed, chain driven transfer box, high (1.2058), low (3.2431) ratio. Central differential with viscous control unit.

Petrol gear ratios:

1st. 3.321; 2nd. 2.312; 3rd. 1.397; 4th. 1.0; 5th. 0.728; R. 3.429

Diesel gear ratios:

1st. 3.692; 2nd. 2.132; 3rd. 1.397; 4th. 1.0; 5th. 0.770; R. 3.429

Automatic Transmission ZF 4HP22 and Borg Warner transfer case

- 4 speed ZF, manual override and kickdown, high (1.2058) and low (3.2431) ratio. Central differential with viscous control

Gear ratios:

1st. 2.4795; 2nd. 1.4795; 3rd. 1.0000; 4th. 0.7281; R. 2.0857

From October 1989, production change:

Engine V8 Petrol:

- 3.9 ltr EFI V8 replaced 3.5 ltr EFI V8

Transmission:

- New gear wheels in manual gearbox, with wider gearfaces and forged dog teeth
- Manual gearboxes fitted with oilpump and oilcooler
- Automatic gearboxes fitted with top-to-third kickdown inhibitor, speed-related

Brake system:

- ABS Anti-lock brakes available
- Front disc brakes now ventilated



- Front disc brakes now ventilated
- Asbestos free disc pads standardized

Interior:

- Revised instrument faces and warning light cluster
- Electronic speedometer
- Transfer box temperature warning light added to instrument facia
- Improved seat padding with better side and lumbar support
- Lateral stitch upholstery pattern
- Vogue now fitted with former Vogue SE levels of soundproofing

Exterior:

- Four vent rail on spoiler now standardized on Range Rover and Range Rover Vogue
- Front spoiler now with 6 cooling slots in bottom edge on Vogue SE only
- Land Rover oval badge added to front grille
- Vogue SE badge added to tailgate
- Multipoint central locking system
- Standard tire now Goodyear Wrangler dual-purpose 205 R16 replaces Michelin

From October 1989, Range Rover features:

Range Rover Standard:

- Air Conditioning
- Puddle lamp and hazard light in front doors
- Front ventilated disc brakes
- Cloth upholstery with reclineable front seats
- Soft feel steering wheel
- Tinted glass and laminated non-tinted windscreen
- Door mounted rear view mirrors
- Electrically adjusted windows, w/ one-touch on driver side
- Heated rear window
- Central locking incl. tailgate and fuel filler flap
- Rear loadspace cover
- Heated front washer jets
- Radio/cassette with 4 speakers
- Optional: Automatic transmission

Range Rover Vogue, has in addition:

- Leather covered steering wheel
- Electrically heated and adjustable door mounted rear view mirrors
- American walnut door inserts
- Side rubbing strips
- Front spoiler w/ integrated driving lights
- Optional: Electric slide and tilt sunroof
- Optional: Automatic transmission

1991 - Range Rover in Australia

Highlights:

Rover Australia Pty Ltd new importer of Range Rover in Australia after JRA

- Anti-sway bar introduced
- Cruise control available
- High mount third stop light on all models
- Glass sunroof available
- Vogue SE with CD player standard

Range Rover CSK - Limited Edition - Australian version

400 vehicles sold as Range Rover CSK, but unlike the [UK-version of Range Rover CSK](#):

- 4-door Range Rover Vogue SE with CSK logo and coach line
- Beluga Black with Red and Yellow coach line
- Alpine White with Green and Gold coach line
- Vogue SE interior in leather trim
- Burl Walnut wood trim on fascia and doors
- CSK conversion created in Australia by the importer



Range Rover CSK in Australia only available as 4-door version



Coach

line and CSK logo on rear tailgate identify the conversion

1992 - Range Rover in Australia

1992 Range Rover Sherwood - Australian Special Edition



Link to advertisement:

[1992 Range Rover Sherwood - Advertisement](#)

The "Sherwood" badge on front wings

Highlights:

- Plastic fuel tank with repositioned fuel filler flap to upper rear wing

Range Rover Sherwood - Limited Edition - Australia only

- Only 50 built, released in July 1992
- Lightstone Cream leather upholstery with Sorrel Brown complying piping
- American Walnut wooden trim on fascia, switch panel and door inserts
- Bright chrome bumpers, front and rear
- 5 spoke "CSK" alloy wheels in polished Gunmetal Grey colour
- Available colours:
 - Brooklands Green (mostly produced)
 - Aspen Silver
 - Aegean Blue
- 3.9 ltr EFI V8 engine
- Range Rover Sherwood feature:
 - Cruise control
 - Automatic transmission
 - Air Conditioning
 - Heated and electrical adjustable rear view mirrors
 - Central locking
 - Anti-theft radio/cassette/CD with 10 CD stack and 6 speakers



- Every RR Sherwood were delivered with a signed and numbered print of the famous version

Australian artist Bob Marchant; showing a Range Rover in the Australian Outback.

Beautiful green 1992 Range Rover Sherwood - Australia only

- Price on Range Rover Sherwood: AUS \$ 85.950,- (July 1992)

Following Range Rover models available:

Range Rover "Standard":

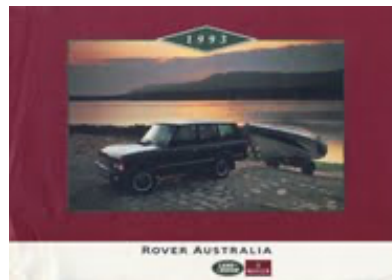
Range Rover Vogue: CD/10disc stack

Range Rover Vogue SE: CD/10disc stack, 6 colours available, Cruise control standard

Range Rover Sherwood: Special edition, see details above.

1993 - Range Rover in Australia

1993 Range Rover Australia



Link to brochure:

[1993 Range Rover Australia](#)

1993 Range Rover Advertisement - Australia



Link to advertisement:

[1993 Range Rover Air Sprung Advert. - Australia](#)

1993 Range Rover Outback - Australia



Link to advertisement:

[1993 Range Rover Outback Advert. - Australia](#)

Highlights:

- Air Sprung Suspension introduced
- 3 models available: Vogue, Vogue Plus and Vogue SE
- [The LSE and 4.2 ltr](#) NOT introduced in Australia in 1993

Engine 3.9 litre V8 Petrol EFI - Lucas MFI 14CUX - 5AM "Hotwire" - available on standard wheelbase:

- 3.9 ltr EFI V8 Low Compression: 8.13:1 - Catalytic
- 3947 cc V8 EFI, Max power: 181.6 bhp (134 kW) at 4750 rpm. Max torque: 304 Nm (231.5 lb ft) at 2600 rpm

Manual Transmission LT77S and Borg Warner transfer case

- 5 speed, chain driven transfer box, high (1.2058), low (3.2431) ratio. Central differential with viscous control unit.
- Petrol gear ratios:
1st. 3.321; 2nd. 2.132; 3rd. 1.397; 4th. 1.0; 5th. 0.732; R. 3.429

Automatic Transmission ZF 4HP22 and Borg Warner transfer case

- 4 speed ZF, manual override and kickdown, high (1.2058), low (3.2431) ratio. Central differential with viscous control
- Gear ratios:
1st. 2.4795; 2nd. 1.4795; 3rd. 1.0000; 4th. 0.7281; R. 2.0857

From October 1992, production change:

Suspension:

- Electronic Traction Control, ETC, standard with ABS brakes
The ETC work on the rear axle, where the ABS system "grab" the spinning wheel so the differential redirect the power to the on with better traction
- Electronic Air Suspension, EAS, developed in conjunction with Dunlop Ltd,
In parked position the air suspension can be lowered 2 inches for easier access to the vehicle
Normal height position is held until 50 mph, then the height is lowered by 0.7 inch to give a firmer ride and lower the frontal area for better fuel consumption
After 20 sec in lower speed the 30 mph the EAS turn the height back to normal
For serious offroading the control buttons allows the vehicle the vehicle to raise 1.4 inch over normal position
If poor ground traction is gained on one wheel caused by a hump or equivalent, the system pump extra air to get sufficient ground contact

Interior:

- Cruise Control also available on 5 speed manual model
- Greater rake for rear seat backs
- Raised loadspace cover

Exterior:

- Raised letter badges on bonnet and tailgate

Range Rover features:

Range Rover Vogue:

- Air Conditioning
- Front spoiler with driving lamps
- Door open and pavement lamps
- Interior courtesy delay lamps
- Front map reading lamps
- Anti-theft stereo radio/cassette/CD player w/ 10 disc remote changer and 4 speakers
- Velour cloth upholstery w/ 8-way adjustable front seats.
- Front arm rests

Front arm rests

- Walnut door panels
- Raised loadspace cover

- Electrically adjustable windows
- Cruise control
- Remote control central locking
- Anti-theft alarm
- Electrically adjustable and heated mirrors
- Optional: Automatic transmission

Range Rover Vogue Plus, has in addition:

- Electronic Air Suspension
- Anti-lock braking
- Optional: Automatic transmission

Range Rover Vogue SE, has in addition:

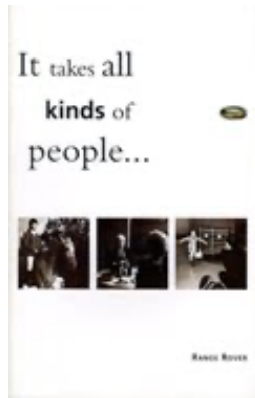
- Automatic transmission
- Electronic Traction Control
- Electrically adjustable front seats w/2 position memory, incl. mirrors
- Connolly leather upholstery
- Electrically glass sunroof
- Burlled walnut door, fascia and console panels

Prices:

- Range Rover Vogue - manual: AUS \$ 76.760,- (November 1993)
- Range Rover Vogue - automatic: AUS \$ 79.950,- (November 1993)
- Range Rover Vogue Plus - Manual: AUS \$ 81.950,- (November 1993)
- Range Rover Vogue Plus - Automatic: AUS \$ 84.950,- (November 1993)
- Range Rover Vogue SE - automatic: AUS \$ 93.550,- (November 1993)

1994 - Range Rover in Australia

1994 Range Rover



Link to brochure:

[RR905 \(Australian\)](#)

Highlights from March 1994:

- **Vogue LSE - 20 cm longer wheelbase with 3.9 ltr V8 EFI introduced in Australia**
 - Only automatic transmission and Electronic Air System (EAS) available
 - New and completely revised dashboard introduced, so-called: "softdash"
 - Airbags for driver and passenger
 - 2 models available: Vogue SE (100" wb) and Vogue LSE (108" wb)
-
- All Australian sold Range Rovers with in-car CD that explains the vehicle's controls and features.
 - All new Range Rover delivered with 12 month unlimited distance warrant
 - Every new owner invited to join the Land Rover Experience Center

Engine 3.9 litre V8 Petrol EFI - Lucas MFI 14CUX - 5AM "Hotwire"

- 3.9 ltr EFI V8 Low Compression: 8.13:1 - Catalytic
- 3947 cc V8 EFI, Max power: 181.6 bhp (134 kW) at 4750 rpm. Max torque: 304 Nm (231.5 lb ft) at 2600 rpm

Automatic Transmission ZF 4HP22 and Borg Warner transfer case

- 4 speed ZF, manual override and kickdown, high (1.2058), low (3.2431) ratio. Central differential with viscous control
- Gear ratios:
1st. 2.4795; 2nd. 1.4795; 3rd. 1.0000; 4th. 0.7281; R. 2.0857

From March 1994, production change:

1994MY in Australia both Vogue SE and LSE with 3.9 ltr V8 EFI



Engine:

- Serpentine one-belt redesigned 3.9 ltr EFI V8 engine
- Quieter and more refined than earlier version

Suspension:

- For the first time; automatic, the only transmission solution
- Four channel electronically controlled all terrain anti-lock braking system (ABS)
- Electronic Air Suspension with long-travel variable rate air springs (EAS) on all models
- Turning circle Vogue SE: 11.9 meters
- Turning circle Vogue LSE: 12.7 meters

Interior:

- New and totally revised fascia of same type as Discovery
- Airbags for driver and passenger
- New and improved heating and A/C system
- Improved side window demisters
- Side intrusion beams
- New and revised seat arrangement
- Tilt-adjustment for steering column

Exterior:

- Crush cans below front bumper for increased safety
- The windscreen now bonded for reduced wind noise

Range Rover features:**Range Rover Vogue SE and Vogue LSE:**

- 3.9 ltr V8 EFI engine on both SE and LSE
- Automatic 4-speed transmission
- Electronic Air Suspension (EAS)
- Anti-roll bars
- Tilt-adjustable steering wheel
- Vogue SE: Colour keyed 3 spoke alloy wheels
- Vogue LSE: Sparkle finish 5 spoke alloy wheels
- Side intrusion beams
- Front spoiler with driving lamps
- Front crush cans to absorb minor impact damage
- Air Conditioning with CFC-free A/C gaz with 4-speed fans
- New and revised one-piece fascia
- Twin full-size driver and front passenger airbags with 2 front sensors



Unlike elsewhere; 3.9 ltr V8 EFI in Australian LSE's, [not 4.2 ltr](#)



New and totally revised fascia with double airbags for '94MY RRC

- Door open and pavement lamps
- Interior courtesy delay lamps
- Auto-dipping interior rear view mirror
- Front map reading lamps in rear view mirror
- Anti-theft stereo radio/cassette/CD player w/ 10 disc remote changer and 4 co-axial speakers plus twin front tweeters, rear sub-woofer and amplifier
- Connolly leather upholstery w/ 8-way adjustable front seats and 2 memories.
- Front arm rests and high-back asymmetrically-split rear seat
- Central cubby box with lid acting as tray
- Concealed twin cup holder
- Burlled walnut door, fascia and console panels
- Front door and seat-back pockets. (Rear door pockets on LSE)
- Raised loadspace cover
- Electrically adjustable windows with one-touch-down on front
- Heated rear window
- Cruise control with incremental speed "touch" feature
- Remote control central locking
- Anti-theft alarm

Practical puddle lights and red warning lights front and rear on LSE

- Electrically adjustable and heated mirrors with memory
- Anti-lock braking (ABS) with high-mounted third stop light
- Electronic Traction Control (ETC) operates the rear wheels
- Electrically adjustable front seats w/2 position memory, incl. mirrors
- Connolly leather upholstery
- Electrically slide and tilt glass sunroof
- Burlled walnut door, fascia and console panels

Prices:

- Range Rover Vogue SE - automatic: AUS \$ 97.580,- (March 1994)
- Range Rover Vogue LSE - automatic: AUS \$ 103.490,- (March 1994)

Rover Australia PTY Limited, Parramatta, NSW, Australia



1995 - Range Rover in Australia

1995MY Range Rover Classic - Special Edition - Australia



Link to advertisement:

[1994.10 - Range Rover Classic - Australia - Advertisement](#)

Highlights:

- The new P38 Range Rover introduced in Europe
- Range Rover, the original now rebadged as "**Range Rover Classic**"

Range Rover Classic - Limited Edition - Australia only:

- 100 built, to celebrate nearly 25 years of production of Range Rover
- Both standard 100" and the 8" longer LSE available
- Available colours:
 - Epsom Green
 - Biarritz Blue
- Connolly leather upholstery
- Chrome bumpers, front and rear
- TWR sports alloy wheels
- Range Rover Classic features:
 - ABS anti lock brakes
 - Twin side SRS air bags and side intrusion beams inside the doors
 - Automatic transmission
 - Cruise control
 - Air Condition
 - Electrical adjustable seats and mirrors with memory
 - Electrical sunroof
 - Superb HiFi Radio/Cassette/CD system with 8 speakers and subwoofer

Prices:

- Range Rover Classic Vogue SE: AUS \$ 97.580,- (1994 Oct. 1st)
- Range Rover Classic Vogue LSE: AUS \$ 103.490,- (1994 Oct. 1st)

Vogue LSE
Classic

Thanks to Australian Range Rover Classic enthusiasts for their invaluable contribution of information and material to build the history of Range Rover Classic in OZ !

- If you have additional information of Range Rover Classic to build this site better, please send me a mail to: vidaer@gmail.com

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