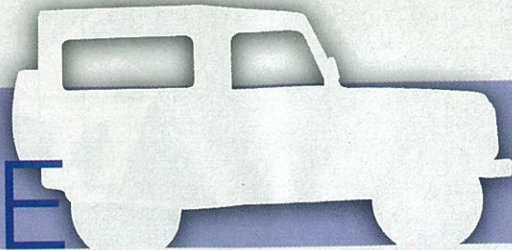


THE DEFINITIVE DEFENDER TIMELINE



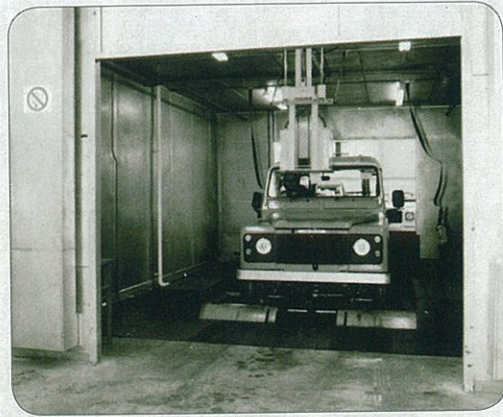
1983

▼ **One Ten (110)** model is launched at Eastnor Castle in February. The first 250 models are fitted with selectable four-wheel drive and free-wheel hubs.



1984

▼ **Arrival of Ninety (90)** completes the all-new coil sprung range. Wind-up windows are now standard and the old 2.3 petrol engine gives way to a 2.5-litre unit.



1985

▼ **The stretched 127in wheelbase model** is introduced. It is aimed at commercial users and is powered by a 2.5-litre petrol or diesel.



1985

▼ **The Camel Trophy** uses sandglow-painted Land Rover 90s as its weapon of choice in Borneo. 110s are the support vehicles.



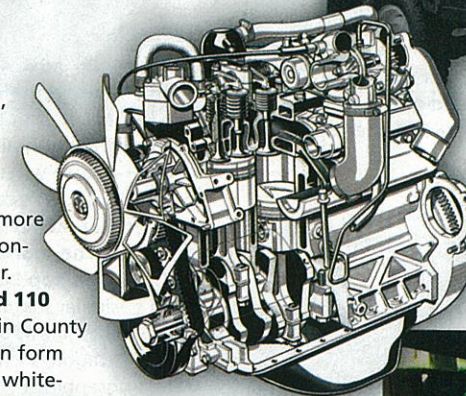
1985

▼ **The V8 engine-powered Land Rover 90**, seen here in County Station Wagon form, was a potent off-road machine.



1986

▼ **The 2494cc turbo diesel 'Td'** engine provides the Land Rover with 25% more power and 28% more torque than its non-turbo predecessor.



▼ **The 90 and 110** are available in County Station Wagon form that included white-painted Range Rover Rostyle rims on the 90.

► **Originally introduced as a Series III** was the High Capacity pick-up. It was continued as a 110 from 1984.



1988

▼ **By now the SWB Land Rover pick-up**, beloved of farmers, is this basic 90 with a truck-cab, diesel engine and Michelin 205R16 tyres.



1987

▼ **A.T. Vehicles of Rawtenstall**, launches its AG 110, or 'AgRover', available with live hydraulics, 3-point linkage and portal axles.



1983

1984

1985

1986



1987

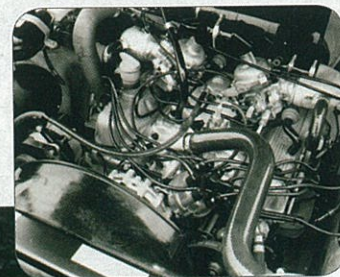
1983

▼ **Engine options** are 2.3 petrol, 2.5 diesel and 3.5 V8. The V8 option uses the Range Rover's driveline and a four-speed manual gearbox.



1984

▼ **Land Rover 110s** used for the first time on the Camel Trophy. The Transamazonica event in Brazil uses a fleet of Station Wagons.



1985

▼ **Rover V8 power** finds its way into the range. All V8 models get the tougher LT85 Santana five-speed gearbox as standard.

1985

▼ **The Crew Cab** is another variant based on the Land Rover 127in wheelbase chassis. It offers four doors and a load bed.



1985

▼ **The 110 also** benefits from the extra power of the Rover V8, creating a very powerful towing machine.



1986

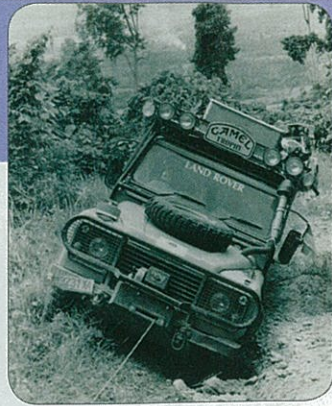
▼ **Now with the extra power of the Td unit**, the overstressed engine begins to gain a reputation for fragility.



1987

▼ **The Cariba concept** causes a stir. However, it's several years before we see anything like the 'lifestyle' Defender that the Cariba hinted at.





1988
 The Land Rover 90 makes an unusual TV appearance as the star of an advert in which a Defender winches itself up the Clywedog Dam in mid-Wales.

1988
 The popular County Station Wagon 110 is now marketed in this form that includes sunroof, fabric seats and 750/16in Avon tyres.



1988
 The Camel Trophy went to Sulawesi, Indonesia, in 1988 and, after two years with 90s and one with Range Rovers, reverted to 110s.

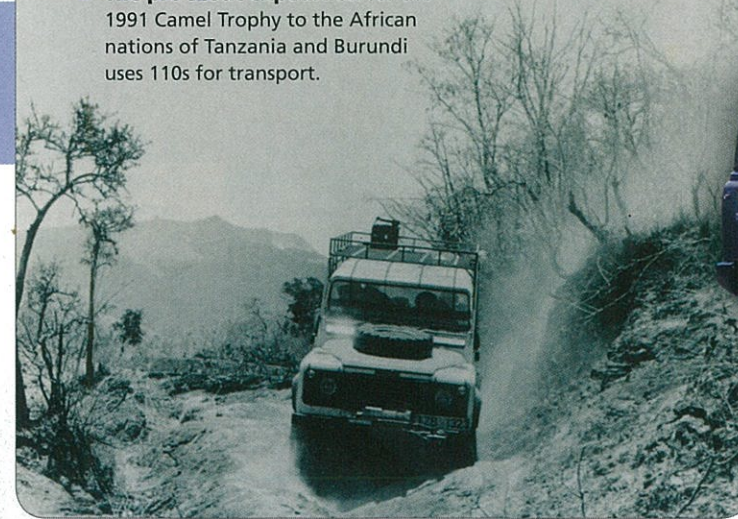
1989
 By now, the V8 County Station Wagon includes stick-on graphics, painted Rostyle wheels and dog-tooth check seat fabrics.
 The workaday Hard-top 90 includes similar features to the County Station Wagon, such as the graphics, but has basic steel wheels.



1990
 The coil-sprung Land Rover model range is re-branded as 'Defender', in keeping with the Land Rover Discovery and Land Rover Range Rover.

1990

The pre-scout expedition for the 1991 Camel Trophy to the African nations of Tanzania and Burundi uses 110s for transport.



1991
 The Challenger was a prototype that came close to replacing the existing Defender as a Discovery platform-based new Defender for military customers.

1990

Along with the new name came the introduction of the 200Tdi engine. The four-cylinder petrol engine was dropped from the range.

1991

The County Station Wagon-specification version of the 90 is reintroduced to the range of coil-sprung Land Rovers, in both Tdi and V8 forms.



1991
 Ninety coil-sprung pick-up. By 1991, even the working D90 pick-up came with Rostyle wheels as well as the more traditional three-quarter tilt.



1988

1988
 Land Rover proposes to build 40 40th Anniversary Special Edition models. Just two examples are built before the idea is finally shelved.

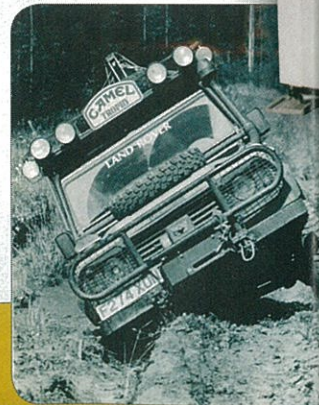


1988
 One of the 40th edition examples is used as the donor to build the Amphibious 90, restored in 2003 by LRW.



1989
 Berkshire brothers Bob and Joe Ives drive their Team UK 110 to victory in the 1989 Amazon Camel Trophy.

1989
 The pre-scout for the Camel Trophy scheduled for the USSR and Siberia in 1990 takes place using Land Rover 110 SWs.



1989
 The Australian military develops its Defender-based Perentie 6x6. The 140in wheelbase truck is powered by a 3.9 Isuzu engine and auto transmission.



1989

1990



1990

A super-stretched 150 version of the Defender is offered, as are various 6x6 versions for specialist, and generally commercial, applications.

1990

The extra-long 127in wheelbase model is 'rounded up' and renamed the 'Defender 130', although its 127in wheelbase is unchanged.



1991

The five-door 110 County Station Wagon is also available with a choice of petrol and diesel engines: Rover's petrol V8 and the new 200Tdi.



1991

1991
 As had become the norm, the Camel Trophy pre-scout for the following year – the Discovery-borne Guyana 1992 event – relies on 110 Defenders.





1992
The Special Operations Vehicle (SOV) is a specialised military version of the 110, built with Special Forces in mind.

1993
The Defender reaches North America for the very first time, but just 500 North American Specification 110 V8 Station Wagons are offered.

1993
Arguably the first true 'lifestyle' Defender is the 200Tdi SV90. Just 90 of this rare soft-top model are built.



1995
The North American Specification (NAS) 90 Station Wagon is launched in the US. It is a V8-powered aluminium-roofed model.

1994
The Defender 130 model remains a machine for specialist applications, but it also benefits from the 300Tdi engine.

1994
The North American Specification (NAS) 90 is launched in the US with 3.9 V8, 5-speed manual. The price is \$27,000. Roof is extra!



1995
Land Rover uses the NAS90 model as the basis for the French market 'Eastnor' Limited Edition Tdi Defender.

1995
Another uniquely French model is the Xtreme Defender 90, featuring a folding pram-style soft-top.



1996
1997 Camel Trophy is scheduled for Mongolia and the Pre-Scout goes ahead, using 110s as its transport.



1997
The NAS90 is the first Defender to have an automatic transmission option, using the Range Rover's four-speed ZF unit.



1996
One-off NAS-style, soft-top Defender, powered by a 300Tdi engine, is built as a concept vehicle for the South African market.



1997
The 90-based TUL (HS), a militarised Defender, enters service in September.



1997
British forces take delivery of the first batch of the toughened-up XD Wolf models. The long wheelbase TUM (HS) enters service in April.

1992



1993

1994

1995

1996

1997



1994
The 300Tdi engine replaces the 200Tdi, the R380 gearbox replaces the LT77 and the Defender gets disc brakes all round.



1994
Rare NAS90 detachable fibreglass roof is manufactured in England, but never offered on UK cars.

1995
Land Rover offers the 'free-style' accessory kit. This 90 Station Wagon has the alloy wheels that are part of the kit.

1994
As might be expected, the 110in also benefits from the upgrades offered on the Defender 90 models, including the 300Tdi engine.



1997
The Limited Edition USA-only NAS model for this year has a 182bhp 4.0 litre V8 engine and is offered as a three-door hard-top model.



1998
The V8-powered Defender 50th Anniversary 90 model is launched. It is the only Defender ever to be offered in the UK with an autobox.

1997
South African Defender customers get the option of a locally-built 193bhp six-cylinder 2.8i BMW petrol-engined variant.

1998
50-50 Challenge expedition successfully visits 50 countries in 50 days. The distinctive Goldilocks 110 was originally built for the Transglobal Expedition.





1998
 ▲ US legislation requiring all new cars to be sold with airbags, means that 1998 is the final year for NAS90 exports to the US.

1998
 ▲ Final year of Land Rover's involvement in the Camel Trophy. 110s play a supporting role on the Chile-Argentina event.



1999
 ▼ The 300Tdi engine, less reliant on new electronic technology, is retained for some overseas markets and military applications.

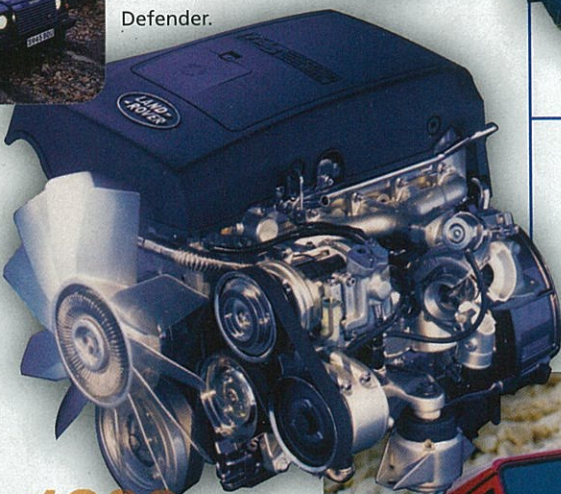
1999
 ▼ The Heritage Edition model is offered in limited numbers, 110 Station Wagon models available in Bronze and Atlantic Greens with a green leather interior.



1999
 ▼ The Heritage 90 Station Wagon is also offered in Bronze and Atlantic Greens. A nostalgic metal grille differentiates these Defenders from others.



1999
 ▼ By 1999, the 110 Td5 County Station Wagon has lost its stick-on graphics, and has gained metallic paint and alloy wheels.



1999
 ▲ Introduction of the Td5 engine in the Defender; the new version also features gearbox and transfer box improvements



2001
 ▼ Defender's interior is improved with electric windows and central-locking. Plus, heated seats and screen options. The new steel rear door is big news.

2001
 ▼ Braemar Special Edition is offered through Scottish dealers only. Arguably, the rarest Special Edition ever, and winch-equipped; only 25 are built.



1999
 ▼ The chunky Defender Project SVX is a lifestyle-concept 4x4, displayed at the Frankfurt Motorshow. It is based around a roofless Td5 Defender.



2001
 ▲ Hollywood commissions Land Rover Special Vehicles to build Lara Croft a highly-modified V8 110 Hi-Cap for the Tomb Raider movie.

2002
 ▼ 'Defender for the Urban Warrior' is how Land Rover describes the 250 'Black' Special Edition models it adds to its range in June.

2002
 ▼ Land Rover announces official backing for the Derbyshire-based Bowler Off-Road team's Defender-styled Wildcat racers.



1998

1998
 ▼ On the occasion of Land Rover's 50th Anniversary, this concept design reveals how a future version of the Defender might look.

1999

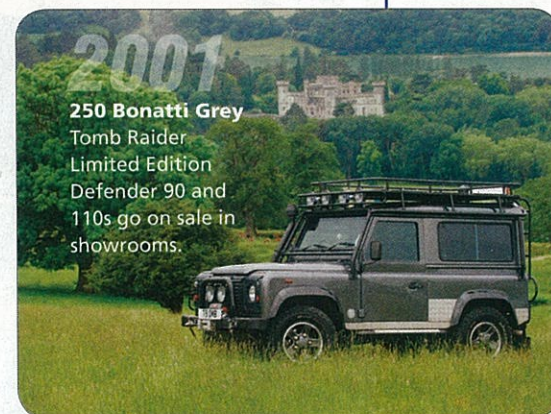


▼ Although Electronic Traction Control and ABS are proven LR technology, they are notable firsts for the new Td5 Defender.

2000



2000
 ▼ The Special X-Tech version of the Defender 90 aims to give commercial users of hard-top Land Rovers County Station Wagon levels of trim.



2001
 ▼ 250 Bonatti Grey Tomb Raider Limited Edition Defender 90 and 110s go on sale in showrooms.



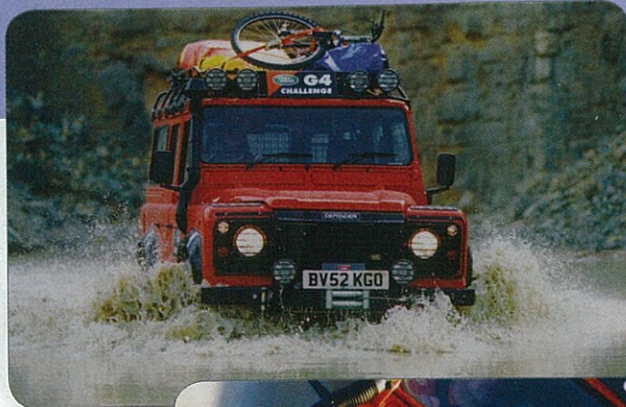
2001



2001
 ▼ The Tomb Raider Special Edition 110 is based on Land Rover's double-cab pick-up version of the Defender, while the 90 is SW-based.

2002
 ▼ Special Vehicles launches a range of dedicated fire tenders, using 110 and 130 chassis as the platform.





2003

Specially-prepared Defender 110s are used for the South African leg of the three-continent, four-leg G4 Challenge.



2003 Xtech Special Edition hard-top offers commercial users all the creature comforts and interior refinements of the top-of-the-range Station Wagon.



2005 The Special Defender Silver Edition is launched. 300 are built, based on silver-painted 110 Station Wagons.

2005 The German market gets an exclusive Limited Edition Defender, fitted with a classy embossed brown leather interior and chrome trim.



2006 The current Defender 90, in one guise, is marketed as a leisure off-roader with metallic paint and accessories.



20??

All new Defender launched, based on the same T5 platform as the Discovery. Powered by large capacity diesel with auto option and independent suspension. Transmission features centre diff-lock together with diff-locks in both front and rear axles. It looks cool as hell and we all want one... probably!



2003

2004

2005

2006



20??

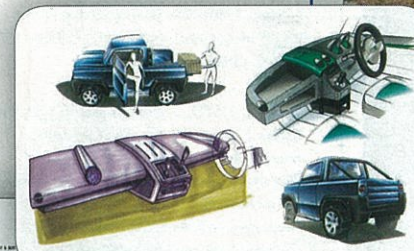
2003

G4 Edition Defender 90 Station Wagons are offered in a choice of Tangiers Orange, Borrego Yellow and Black and Silver bodywork.



2006 Rumours about a facelifted Defender arriving this year, with enhanced safety features, updated interior and Ford diesel engine. TBC!

2006 Tangiers Orange TD5 Defender 110s with winches, roof racks and alloy wheels to be used as support cars on G4 Challenge.



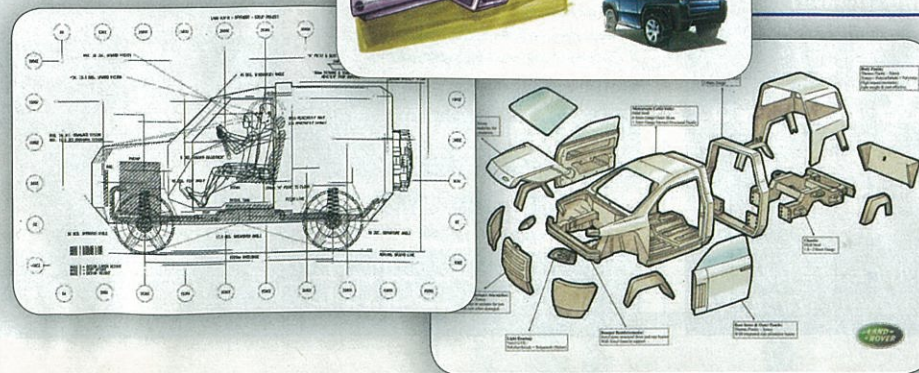
2003

G4 Edition Defender 110 Station Wagon in its Borrego Yellow livery; it is also available in the other three 90 colours.



2003 Land Rover North America displays a Brazilian CKD-built 110 Defender on the Ford stand at the SEMA show in Las Vegas.

2004 To improve security, the traditional rear quarter lights are dropped from van hard-top models.



2006 The venerable 110 Station Wagon also benefits from the lifestyle treatment and features alloy wheels, fabric seats and classic colours.