

# Land-Rover Engines.

- **1948:** 1595cc 4cyl for early series 1, overhead inlet valve, side exhaust valve.
- **1951:** 1997cc (nominally 2L) version of the above.
- **1956:** 2052cc 4cyl, ohv, diesel. 51bhp at 3500rpm, 87 lb-ft at 2000rpm. Used in late S1, and in S2.
- **1958:** 2286cc, 4cyl, ohv, petrol (nominally 2.25L). 77bhp at 4250rpm, 124 lb-ft at 2500rpm. The original engine has a three bearing crank-shaft. Used in S2 to S3 and early 90 and 110. A five bearing crank-shaft was introduced in 1980. 74bhp at 4000rpm, 120 lb-ft at 2000rpm.
- **1962:** 2286cc 4cyl, ohv, indirect injection, diesel. 62bhp at 4000rpm, 103 lb-ft at 1800rpm. Three bearing crank-shaft. Shares block with 2.25 petrol - but has much stronger crank shaft. Used in S2A, S3 and early 90 and 110s. A five bearing crank-shaft was introduced in 1980.
- **1967:** 2625cc, 6cyl, petrol (nominally 2.6L). 83bhp at 4500rpm, 128 lb-ft at 1500rpm. Used in S2A LWB to S3 LWB including Forward Control.
- **1983:** 2495cc, 4cyl, ohv, petrol (nominally 2.5L). 83bhp at 4000rpm, 133 lb-ft at 2000rpm. Used in 90, 110, Defender (till 1994).
- **1983:** 2495cc, 4cyl, ohv, indirect injection diesel
- **V8:** The 3.5L carburettor version was produced in a variety of states of tune from 135bhp / 190 lb-ft in the early RR down to 91bhp / 166 lb ft in the Stage-1 (thanks to intake restrictor plates). Fuel injection increased power to 165bhp. The 3.9L version gave 185bhp and the 4.2L 200bhp.  
Some of the engine's history is given below :

1950: Buick light-alloy 3.5L V8, ohv.

1960: Engine used in Buick Skylark, Pontiac Tempest, Oldsmobile Cutlass.

1964: Rover buy the design. First used in Rover 3500 sedan.

1966, 1967: Jack Brabham wins the (3.0L) Formula One world championship using a 'Repco' derivative of the engine. It had 2v/cyl, sohc/bank giving about 350bhp.

1970: Engine used in Range Rover 4WD.

1979: 3.5L used in Stage-1 Land-Rover.

1983: 110

1984: 90.

1990: 3.5L used in Discovery.

1992: Land-Rover 3.9L and 4.2L versions in Discovery / RR.

1994: Land-Rover 4.0L and 4.6L versions in revised Range Rover.

4.0L: (3950cc) 94mm x 71mm, 9.34:1 cr, 140kW at 4750rpm, 320Nm at 3000rpm

4.6L: (4554cc) 94mm x 82mm, 9.34:1 cr, 166kW at 4750rpm, 377Nm at 3000rpm

**NOTE:** A total of 940 000 V8 motors were built and installed in Rover products.

- **1990:** 200 Tdi (1990 - 1994) 2495cc, 4cyl, ohv, direct injection, diesel (nominally 2.5L). natural: 85bhp at 4000rpm, 150 lb-ft at 1800rpm. turbo: 107bhp at 3800rpm, 188 lb-ft at 1800rpm.
- **1994:** 300 Tdi, turbo, diesel, inter-cooled 2495cc, 4cyl, ohv, diesel (nominally 2.5L). 90.5mm x 97mm, 19.5:1 cr, 111bhp, 83kW at 4000rpm, 195 lb-ft, 265Nm at 1800rpm.
- **1994:** Tdi becomes the standard engine in all Defenders, except for special orders.

- **1994:** 2497cc, 6cyl, ohv, turbo, inter-cooled, indirect injection diesel, by BMW. 134bhp, 100kW at 4400rpm, 199 lb-ft, 270Nm at 2300rpm. Fitted to new Range Rover
- **1998:** TD5 5 cylinder 2498cc, 300nm @ 1950 rpm, 101kw @ 4200rpm. Standard engine for Defender and Discovery models.

**Editor's Comment :** The end of the Land Rover engines is near. The V8 only appears in the Disco range and is in the process of being phased out. There have being no V8's in the Defender since 1998 and the Range Rover since 2001. The TD5 motor will only continue in the Defender with all other models getting motors from the various Ford companies. The TD5 will not be around for much longer as the Defender is due for a major uplift.