

# DEFENDER

MILITARY



## GENERAL SERVICE

Versatility, excellent value for money and low whole life cost are among the main reasons why general service vehicles from Land Rover's Defender range are chosen by military customers across the world.

The vehicles have exceptional cross-country mobility. Equally important, they are easily airtransportable and most variants are capable of being dropped by parachute, meeting the growing need for rapid deployment of security forces to global military situations.

As light utility vehicles they can be used as personnel or cargo carriers, or a combination of the two, with the capability to carry up to 12 soldiers, or a payload of up to 1500 kg for the base specification vehicle. The combination of a strong, rigid chassis and supple suspension gives the capability to transport costly equipment in the most arduous conditions. In addition, the Defender's rugged construction combined with powerful engine

options gives it an outstanding towing capability, with a maximum towing weight of 4000 kg.†

The power train is common with that fitted to all Land Rover Defender vehicles, simplifying logistic support and providing high levels of inter-operability.

Defender general service vehicles are available with the choice of an efficient and proven Tdi diesel engine, or 2.5 litre\* and V8\* petrol engines.



(\*NOT AVAILABLE IN EUROPE) THE 2.5 LITRE PETROL ENGINE IS AVAILABLE ONLY WITH DEFENDER 90 AND 110. †TRAILER EQUIPPED WITH COUPLED BRAKES; ON ROAD.



## VERSATILITY

To provide the flexibility essential to meet the specialised needs of military customers, Land Rover general service vehicles can be fitted with a wide range of equipment and ancillaries, including:

- Jerrican stowage
- NATO standard towing equipment
- Installations for personal weapons
- Radio tables and weapons racking
- Aerial mounts (front, side or rear)
- Pioneer equipment stowage
- 3 options for spare wheel stowage (boot, side or tailgate mounting)
- FFR applications

Whatever your specific requirements, Land Rover can provide the tailor-made vehicles to meet your needs reliably and cost-effectively.



## GENERAL SERVICE

All variants of the Defender family of military vehicles are available in soft top or hard top derivatives, and can be stripped to waist level. Allowing further equipment to be transported if required, maximum towing capacity for all variants is 4000 kg.†



†TRAILER EQUIPPED WITH COUPLED BRAKES; ON ROAD.





## GENERAL SERVICE

The Defender 90 Cargo is able to carry up to 8 equipped soldiers, or a payload of up to 800 kg.

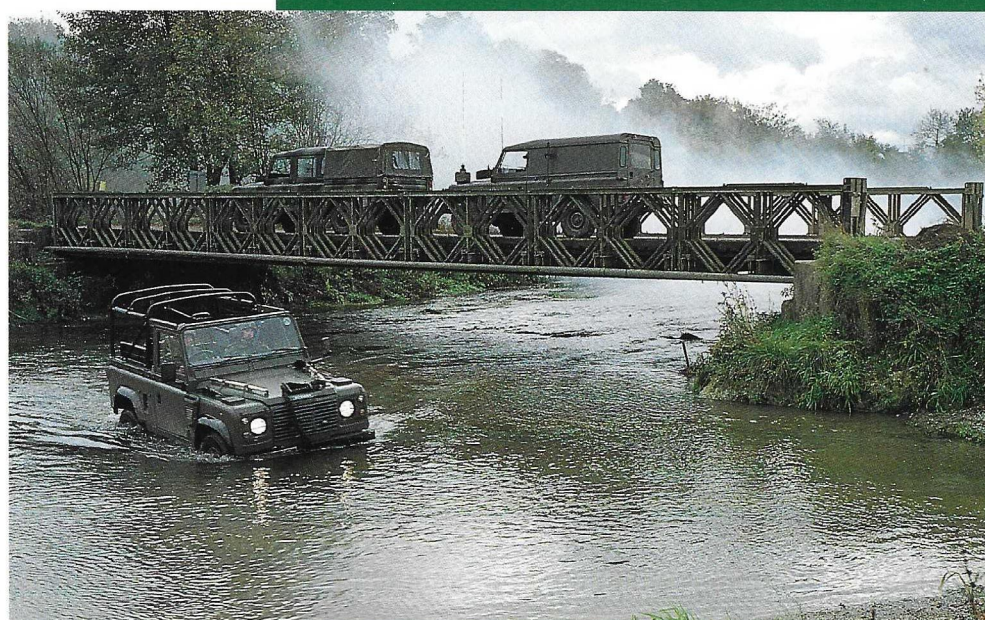
The 110 GS Cargo variant is able to carry up to 10 men and their kit, or a payload of up to 1134 kg or 1500 kg for the heavy duty base vehicle.



The Defender 90 and 110 GS FFR variants are equipped with a 24v system to supply power to a wide range of communications and electronics equipment.

The 130 Crew Cab provides a combination of crew and material transportation which makes it an ideal missile system or light artillery towing vehicle.

The cab provides seating for up to 6 crew. The rear can be fitted with a range of units including soft top or certain units from Land Rover's range of modular bodies.



With high power to weight and exceptional cross country ability, the unit is well-suited to a wide range of roles including rapid reaction and airfield defence.



# GENERAL SERVICE VEHICLE 90 110 130

## BODY TYPE

|                              |   |   |   |
|------------------------------|---|---|---|
| Soft top                     | ■ | ■ | — |
| Hard top                     | ■ | ■ | — |
| High Capacity Pick-up (HCPU) | — | ■ | ■ |
| Crew cab                     | — | — | ■ |
| Station Wagon                | ■ | ■ | — |

## BODY SPECIFICATION

|  |   |   |   |
|--|---|---|---|
| Spare wheel bonnet mounting (optional)   | ■ | ■ | ■ |
| Spare wheel tailgate mounting (optional) | ■ | ■ | — |
| Pioneer stowage etc. (optional)          | ■ | ■ | ■ |
| Jerrican stowage (optional)              | — | ■ | — |

## ENGINES

4 Cylinder 2.5 litre diesel turbo direct injected delivering 83 Kw @ 4000 rpm and 265Nm @ 1800 rpm  
 4 Cylinder 2.5 litre petrol delivering 62 Kw @ 4000 rpm and 181Nm @ 2000 rpm (Not available in Europe)  
 3.5 litre V8 petrol delivering 100 Kw @ 5000 rpm and 253Nm @ 2500 rpm (Not available in Europe)

## TRANSMISSION

5 speed fully synchronised manual gearbox  
 2 speed transfer gearbox with a lockable centre differential

## SUSPENSION

|   |   |   |   |
|---|---|---|---|
| Coil springs with telescopic dampers                            | ■ | ■ | — |
| Double coil springs with heavy duty axle and telescopic dampers | — | ■ | ■ |

## FUEL CAPACITY

|                           |    |         |         |
|---------------------------|----|---------|---------|
| Rear tank (Litres)        | —  | 80      | 80      |
| Side tank (Litres)        | 54 | —       | —       |
| Side + Rear tank (Litres) | —  | 54 + 80 | 54 + 80 |

## DIMENSIONS

|   |      |      |      |
|---|------|------|------|
| Length - Hardtop/Station Wagon including spare wheel (mm) | 3883 | 4599 | —    |
| Length - Soft top/Pick up (mm)                            | 3722 | 4438 | —    |
| Length - 110 HCPU/130 Crew cab (mm)                       | —    | 4631 | 5131 |
| Width (mm)  | 1790 | 1790 | 1790 |
| Maximum Height (mm)                                       | 2079 | 2079 | 2079 |
| Cargo bed length - Integrated body (mm)                   | 1144 | 1900 | 1670 |
| Cargo bed length - HCPU (mm)                              | —    | 2010 | 1670 |
| Interior width (mm)                                       | 1430 | 1430 | 1670 |
| Interior width 110 HCPU/130 Crew cab (mm)                 | —    | 1670 | —    |

## ELECTRICAL SYSTEMS

12 volt - 0.8 Kw system  
 12/24 volt - 0.8/2.2 Kw system (Not 300Tdi)  
 24 volt - 2.2 Kw system  
 Full military radio suppression available

## MOBILITY

|                                |      |      |      |
|--------------------------------|------|------|------|
| Approach angle (Kerb Weight*)  | 51°  | 50°  | 50°  |
| Departure angle (Kerb Weight*) | 53°  | 34°  | 34°  |
| Ramp breakover angle           | 141° | 152° | 155° |
| Minimum ground clearance (mm)  | 229  | 215  | 215  |
| Wading depth (mm)              | 600  | 600  | 600  |
| Maximum gradient               | 45°  | 45°  | 45°  |
| Turning circle (M)             | 11.7 | 12.8 | 15.0 |

## WEIGHTS

|  |      |              |       |
|--|------|--------------|-------|
| Gross vehicle weight (Kg): Standard      | —    | 3050         | —     |
| Heavy duty                               | 2550 | 3500         | 3500  |
| Front axle weight (Maximum Kg): Standard | 1200 | 1200         | —     |
| Heavy duty                               | 1200 | 1580         | 1580  |
| Rear axle weight (Maximum Kg): Standard  | 1380 | 1850         | —     |
| Heavy duty                               | 1500 | 2200         | 2200  |
| Maximum payload (Kg) (Heavy duty)†       | 851† | 1175 (1575)† | 1414† |

## BRAKES

|   |   |   |   |
|---|---|---|---|
| Ventilated front discs - self adjusting | ■ | ■ | ■ |
| Solid rear discs - self adjusting       | ■ | ■ | ■ |

## TYRES

7.50 x 16

\* EEC Kerb weight which includes full fuel tank and 75Kg driver ■ Applicable — Not Applicable † Based on Standard 12v Tdi Soft top commercial vehicle at EEC Kerb weight

## GOVERNMENT AND MILITARY OPERATIONS

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