

EXHAUST FITTING INSTRUCTIONS

Land Rover 110 Defender

Please allow plenty of time to fit your new exhaust – preferably a whole weekend. Removal of the old system often takes longer than anticipated, leaving insufficient time for fitting the new one. Taking the time to fit the new system properly will ensure a good fit and many years of trouble-free service. The most important point to remember is to only finger tighten any part of the system until all sections are in place – particular the manifolds – otherwise it may be impossible to fit the rest of the system.

1. Jacking the vehicle.

To fit this exhaust system, it will be necessary to work underneath your vehicle. Before working underneath, it you **must** ensure that the that the vehicle is properly supported on axle stands or ramps. Remember that the handbrake mechanism works on the transmission rather than the wheels so the vehicle will not be stable if one or both rear wheels is off the ground when the main or transfer gearboxes are in neutral.

2. Removing the old system.

Whilst underneath the vehicle, make a note of the fixing points of the old exhaust – in most cases these will be the same for the new system. The heatshield on the right hand engine mount will nee to be reshaped for the tubular manifold it may be easier to remove the headshield from the car to reshape it.

3. Fitting the tubular manifolds

Before attempting to fit the manifolds to the car, check that the manifold flange, which bolts to the cylinder head face, does not foul the air rails (where fitted). These are screwed into the cylinder head just above each exhaust port. The flanges may need to be relieved slightly with a mini grinder or file. Similarly, on the left hand manifold, a small amount of material may need to be removed from the flange “bar” which passes in front of the dipstick tube, to allow sufficient clearance for the tube. Finally, if the dipstick tube on your engine is held in place by a small retainer, which is screwed into a tapped hole in one of the cylinder head bolts, the tapped bolt will have to be removed, as it will foul the manifold flange. Replace it with the standard

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Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England

UK Tel: +44 (0)1522 568000 | USA Tel: 1 855 746 2767 | Fax: +44 (0)1522 567600 | E-mail: sales@rimmerbros.com

www.rimmerbros.com

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short cylinder head bolt supplied in the fitting kit. If you have ordered the manifold fitting kit, now is the time to insert the studs into the cylinder heads. Position the gaskets onto the studs and offer the manifolds up to the heads, retaining them in place on the studs with three or four nuts (finger tight only). If you are not using the manifold fitting kit, hold the manifold in place with a gasket behind it, while inserting the original manifold bolts (finger tight only). The rest of the system is fitted from underneath the car. Before commencing with the y-piece, check that the wiring to the starter solenoid is not too close to the right hand manifold. If it is close undo the nuts retaining the cables to the solenoid and move the cables away from the source of heat. Use tie straps to prevent the wiring from coming into contact with the manifold.

4. Fitting The System

Slide the Y-piece onto the manifolds and position U-bolts loosely on each sleeve joint. Do not tighten at this stage. Next, fit the silencer into its position, hanging from the mounting point on the chassis and with the flange joint towards the front of the vehicle. Now insert the link pipe between the Y-piece and the silencer. As before, fit the bolts into their positions but only finger tight. Finally, fit the tailpipe sections together and insert them into position, over the axle and between the mudflap brackets (where fitted) and the rear crossmember. Slide the sleeve joint of the tailpipe over the outlet of the silencer and secure with a U-bolt, position the moveable bracket of the tailpipe to align with its hanging point under the rear crossmember. Pay particular attention to the positioning of the tailpipe next to the A-frame of the axle, as this has considerable up and down movement. When everything is in position and correctly aligned, tighten the various clamps and fixings.

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