



This Landrover has been a working vehicle (mostly on a farm) more than a restoration project although it has been almost retired in the last few years. Despite that, as always the case, a lot of cash has been spent over the last 17 years that I have owned it.

1980 series 3 truck cab landrover lwb 2.6 litre 6 cylinder engine. Original engine rebuilt with the assistance of a Rover engineer and reinstalled about 1999. Transfer box is an Ashcroft high ratio box costing £385 in 1999. Gas conversion in 2000 from Chris Perfect Components which was over £700. Magnecor electronic ignition 2005. Rebuilt on a heavy gauge galvanised chassis 2006 with removeable cross member to make gearbox removal easier, cost about £1,800. New wiring harness included in the rebuild. Recent new tyres. Taxed and MOT until end of November 2014. Large amount of spares to go with it. A bit tatty but a reliable work horse.

I have MOTs from 1997 and plenty of receipts for parts etc. Bulkhead ok, footwells have been patched. Small amount of rust on window frames but they were replaced a few years ago - I can't remember when. Hinges fine. There are some oil leaks - engine sump gasket, transfer box ditto and gearbox. Engine runs well but exhaust tappets need resetting. New brake master cylinder a couple of years ago. All gears work but there is a fair amount of play in the box. Speedo works but cable drive stopped a couple of years ago and as I have done so few miles have not got around to fixing it. Lights all ok. NGK Iridium spark plugs used combined with Magnicor electronic ignition. Always starts and runs well on LPG. Also has renovated water pump so that the original viscous fan can be used and I have a new remake of a water pump in reserve. I also have quite a few spares - clutch, half shaft, most engine parts including block, clutch master cylinder etc. etc.

Paul Hughes, Eynsham, Witney (near Oxford).  
email: paul@eynsham.demon.co.uk or telephone 01865 880243

