

# Defender Diesel Turbo Tdi Engine Kit



Fitting instructions. Tdi Engine Kit. STC939D  
Instructions de montage. Kit moteur Tdi STC939D  
Einbauhinweise. Tdi Motorbausatz. STC939D  
Istruzioni di montaggio. Kit del motore Tdi. STC939D  
Instrucciones de montaje. Tdi Engine Kit. STC939D

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**GENUINE  
PARTS**

# Important - Please read carefully

Please read and understand these instructions carefully before commencing work.

These conversions have been developed by Land Rover, in response to customer demand for the increased performance and improved fuel economy offered by the Tdi unit over earlier engines.

Great care has been taken to ensure that the instructions herein are correct for 90 and 110 Land Rover and Land Rover Defender vehicles.

However, due to the immense variety of LR models and special customer specifications, it is not possible to cover all vehicles manufactured since the launch of 90 and 110.

Land Rover accepts no liability for extra costs entailed through this conversion should the customer have a non-standard vehicle or one which has been altered since it left the factory.

Should you have any queries concerning this procedure, please contact your nearest Land Rover Dealer.

Whilst every effort has been made to ensure their completeness, if you have any helpful comment on the instructions, please forward these to Land Rover Parts.

Following the completion of this conversion work, it is advisable to have the installation checked out by a Land Rover authorised dealer.

It is not intended that this conversion be conducted on any vehicle still within its Warranty period, otherwise this latter could be compromised.

A normal Land Rover 12 month Warranty will be offered on Genuine Parts supplied.

If in doubt over any of the procedures outlined in the instructions, please consult your Workshop manual, or if still unsure, your nearest Land Rover dealer.

These instructions contain part numbers referring to left and right-hand drive vehicles, to enable us to cater for all markets. Take care to fit the correct handed parts to your vehicle - see the parts list.

Before any work is carried out on a vehicle, please ensure that it is in sound mechanical condition. Pay close attention to the braking system and the fuel system. Ensure your tyres are capable of handling the higher performance of the Tdi engine, particularly when replacing an NA diesel or 2.5L petrol. Any tyres recommended as standard fit to current Defender Tdi will be suitable.

A 17-plate 95AH battery is also standard fit with the Tdi.

Please follow these instructions precisely. Any deviation from these notes may be dangerous or at least detrimental to the performance of your Land Rover product. If in any doubt, consult a workshop manual or your local dealer.

## **WARNING**

Engines which are not properly installed can be dangerous. Read the instructions carefully prior to commencing work. Whilst fitting, comply with the instructions at all times. If in any doubt, consult your workshop manual or contact your nearest Land Rover Dealer.

## Engine Removal

1. Disconnect battery.
2. Note speedometer reading.
3. Remove bonnet mounted spare wheel if fitted.
4. Remove bonnet.
5. Drain coolant.
6. Remove and discard air cleaner assembly, fan, cowl, radiator (see 35 and 40) and air cleaner service gauge.
7. Disconnect oil cooler pipe work and remove cooler from vehicle.
8. Remove turbo heat shield. Slacken exhaust down-pipe at elbow, engine block and exhaust coupling.
9. Remove heater hoses. Disconnect control cables from rocker cover clip.
10. Remove breather pipes from rear engine lifting bracket. Refit fixing in bracket.
11. Disconnect fuel pipe connections:
  - i) fuel feed to injection pump.
  - ii) spill return from no 4 injector.
  - iii) fuel feed to lift pump.
  - iv) lift pump to fuel filter connection.
12. Note routing, then disconnect throttle cable and remove from vehicle. If fitted, disconnect power steering hoses.
13. Disconnect brake servo vacuum hose from vacuum pump.
14. Remove engine harness and lay aside to prevent damage.
15. Disconnect heater plug harness from No. 4 heater plug.
16. Support engine with suitable lifting gear. Note engine weighs 270 kg. Remove engine earth strap (turbo side engine mounting).
17. Undo engine mounting rubbers top and bottom.
18. Raise engine, remove rubbers, lower back onto chassis mountings.
19. Remove starter and harness.
20. Remove bell housing fixings. Lift out engine.
21. Remove and discard air cleaner base.
22. Remove and discard fuel filter from bulkhead. Retain fixings.

### Parts Required

23. Clean engine bay to aid re-assembly.
24. Sling new engine for fitting (hanging slightly flywheel down). Jack/block up gear box bell housing if necessary to aid fitment. Remove viscous fan.
25. Lower new unit into engine bay and mate up to transmission. Tighten bell housing fixings.
26. Fit starter and harness:-  
White/red to solenoid spade.  
Brown to solenoid live.  
Black to earth stud.  
  
Ensure harness clears underside of inlet manifold to prevent short circuiting.
27. Raise engine, fix mounting rubbers to engine mounting feet loosely. Lower into chassis mounts and tighten.
28. Connect earth lead to chassis (ref 16).
29. Re-fit exhaust down pipe.
30. Fit new fuel filter assembly to bulk head with original fixings and in original position.
31. Re-fit fuel feed pipe to lift pump.

### Assemble - Engine Systems

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>32. Re-fit turbo-charger heat shield.</li> <li>33. Fit new heater hoses; steel pipe feeds rear of heater matrix, pipe nipple in cylinder head feeds front.</li> <li>34. Refit oil cooler pipe work, connect to oil filter housing.</li> <li>35. Remove oil cooler pipe adaptors from old radiator and install into new radiator/intercooler assembly.</li> <li>36. Connect oil cooler pipework to radiator.</li> </ol> | <p>Hose heater<br/>BTR 445 RH<br/>BTR 983 LH<br/>BTR 447 RH<br/>BTR 982 LH</p> <p>CN100258<br/>Hose Clip x 4<br/>Split Pin<br/>PS603041 x 2</p> <p>Radiator Assy<br/>NTC4893<br/>Oil Cooler Adaptor<br/>ESR1262 x 2</p> <p>Oil Cooler Pipe<br/>ESR1912<br/>ESR1913</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



### Parts Required

- |       |                                                                                                                                                                                                                                                        |                                                            |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| 37.   | Fit new throttle cable routed as original.                                                                                                                                                                                                             | Throttle Cable<br>ANR1419<br>NTC4945 LH                    |
| 38.   | Re-connect fuel shut off solenoid white/black wire and oil pressure sender white/brown wire.                                                                                                                                                           |                                                            |
| 39.   | Connect spill return to tank:-                                                                                                                                                                                                                         |                                                            |
| i)    | Assemble one half of the brass connector assembly STC 935 connector, STC 936 olive and STC 937 nut.                                                                                                                                                    | Connector<br>STC 935<br>Olive<br>STC 936<br>Nut<br>STC 937 |
| ii)   | Slide connector onto spill return steel tube at injection pump; ensure fully home and tighten nut to effect seal. Assemble second nut and olive into connector.                                                                                        |                                                            |
| iii)  | Locate tank return pipe. (This has two metal fittings, a nut at its end and a banjo fitting approximately 250 down its length). With a sharp knife, cut the nylon pipe through 270mm (approx.) from the banjo fitting. This pipe must be cut squarely. |                                                            |
| iv)   | Slide cut pipe through nut and olive into connector until fully home. Tighten nut to effect seal.                                                                                                                                                      |                                                            |
| 40.   | Connect glow plug timer and associated harness. See sketch, figure 1.                                                                                                                                                                                  | Relay Timer<br>PRC 6913<br>Harness<br>PRC 6083             |
| i)    | Identify old brown/red feed to glow plugs. Remove eyelet from end of lead.                                                                                                                                                                             |                                                            |
| ii)   | Crimp on bullet connector.                                                                                                                                                                                                                             | Bullet<br>2H2704                                           |
| iii)  | Push on connector to isolate wire and tape back to harness.                                                                                                                                                                                            | Connector<br>3549L                                         |
| iv)   | Drill 2mm hole in bulk head to accommodate self-tapping screw approx 153mm from fuel filter towards centre of vehicle and 25mm down from top edge, or utilise earth eyelet. Fix relay timer to bulkhead, using screw.                                  | Screw<br>AB612051                                          |
| v)    | Snap connector in harness PRC 6083 to base of relay.                                                                                                                                                                                                   |                                                            |
| vi)   | Run heavy brown lead along bulkhead wiring and down engine compartment parallel to main battery lead. Follow routing of battery lead and connect brown lead to battery + terminal. Use cable tie 568680 to fix cable run in place. See sketch.         | Cable Tie<br>568680 x 10                                   |
| vii)  | Yellow/black lead from timer connects to No 4 glow plug.                                                                                                                                                                                               |                                                            |
| viii) | Remaining wires from timer terminate in moulded plug which matches plug in existing harness.                                                                                                                                                           |                                                            |

Parts Required

41. If fitted, re-connect PAS pump feed and pressure hoses. Ensure correct fitting of sealing washers and rubber "O" ring. Fit pipe clip NRC 8404 under old air cleaner position to support pipe-work together with plate NRC 8405.
42. Lower radiator onto chassis mountings. Transfer upper mounting rubbers into new brackets (upper) utilize existing radiator mounting fixings (M6 x12) and fasten to front panel. If fixing hole is occupied (i.e. bonnet latch fixing) use longer fixing screw already in place. Remove radiator transit plugs. See Tdi cooling arrangement, figure 2.
43. Refit bottom hose/expansion tank hose.
44. Assemble turbo outlet (downward facing connection) to intercooler pipework. This consists of pipe NTC 5628 which is shaped with a 51mm long bend and has long and short pipe runs either side. Flats allow it to clear inlet manifold and alternator areas.

Plate  
NRC8405

Brackets  
ESR282 LH  
ESR283 RH

Screw  
SH106121L x 4  
Washer  
WA106041L x 4  
Washer  
WL106001L x 4

Pipe  
NTC5628

Hose bend elbow ESR 1906 fits the shorter end of pipe NTC 5628. Fit to turbo charger and arrange so that the set is upward and slightly away from the engine. Hose elbow ESR 298 has an unequal bend, the long side of which joins pipe NTC 5628 and the shorter to the intercooler bottom connection. Joints are fixed and sealed with hose clips CN100608L 4 off.

Hose Elbow  
ESR 1906  
Hose Elbow  
ESR 298

Hose Clip  
CN100608L x 4

Before tightening ensure adequate clearance with alternator and manifolds etc.

45. Temporarily remove washer bottle and assemble air cleaner ESR 370 to cradle ESR 276.

Air Cleaner  
ESR 370  
Cradle  
ESR 276

Connect engine breather hose to stub on air cleaner outlet. Fit elbow ESR 228 to air cleaner inlet. Existing fresh air ducting connects to elbow ESR 228.

Elbow  
ESR 228  
Hose Clip  
CN100908L

Connect air cleaner to turbo inlet (centre of turbine housing) with hose ESR 415.

Hose  
ESR 415  
Hose Clip  
STC 128  
Hose Clip  
CN100908L

Push the air cleaner assembly against inner wing and back towards passenger compartment until air cleaner covers approximately half of the shock absorber cover. Turbo feed hose ESR 415 will form a tight 'S' bend.

Ensure clearance with adjacent hoses and pipe runs and mark the position of the cradle fixing holes upon the inner wing (3 places). Temporarily remove the air cleaner assembly. Drill three fixing holes 7mm diameter to mount the cradle to inner wing. Fasten with fixings supplied.

Screw  
FS 106161 x 3  
Washer  
WA106041L x 3  
Washer  
Nut  
NH106041L x 3

## Assemble - Turbo/Cooling

46. Re-install viscous fan unit together with new fan cowl. Lower shroud into slots in radiator surround with fan stowed in shroud, (safety warning uppermost).

Fix cowl to two studs on top edge of radiator assembly with nut and washer supplied. Locate fan on waterpump spindle and tighten down.

47. Fit intercooler to inlet manifold pipe work. Steel pipe NTC 5627 is coupled to intercooler with hose ESR 289. Pipe NTC 5627 is joined to inlet manifold hose with hose ESR 1906, fix and seal hoses with hose clips CN100608.

48. Fit new top hose NTC 4895 with hose clips CN 100508 this passes under intercooler pipe NTC 5627.

49. Remove and discard existing bonnet prop.

Locate new bonnet prop MTC 2220 in bracket to right of one previously used in bonnet leading edge. Secure with anti-rattle spring washer WS 600061L and split pin PS 106161

50. Bonnet prop securing clip locates on a bracket in the centre of the panel and is secured by screw SP104101L, spring washer nut WL104001L and NH104041L. Align clip with prop and tighten into place, refit bonnet.

51. Replace coolant, oil, PAS fluid (if fitted) and start up. Check for leaks etc and allow to warm up as normal. On PAS-fitted vehicles, move steering wheel from lock to lock to fill PAS system. Top up if necessary. Re-check fluid levels in usual manner after engine has cooled.

## Parts Required

Cowl  
ESR 335

Washer  
WS105001 x 2  
Nut  
NH105041 x 2

Pipe  
NTC 5627  
Hoses  
ESR 1906  
Hose Clip  
CN100608L x 4  
Hose  
ESR 289  
Hose  
NTC 4895  
Clip  
CN100508 x 2

Prop  
MTC 2220  
Washer  
WS 600061L  
Split pin  
PS 106161L

Clip  
MRC 7623  
Screw  
SP104101L  
Washer  
WL104001L  
Nut  
NH104041L

## Final Dress

52. Affix warning label to top of radiator as shown in cooling system diagram.

Label  
ERR 321

53. Record new engine number for log-book.

Decal  
BTR 516MUB

54. Apply Tdi decals to wing lowers, forward of bulkhead joint line.



Part description	Part number	Part number Left-hand drive Only
Complete Tdi Engine	STC8376/STC1092	
Heater Hose	BTR 445	BTR 983
Heater Hose	BTR 447	BTR 982
Worm Drive Clip	CN100258 x 4	
Throttle Cable	ANR1419	
Brass Fuel connector Assy.	STC 935, 936 & 937	
Split Pin	PS603041 x 2	NTC 4945
Glow Plug Harness	PRC 6083	
Glow Plug Timer Relay	PRC 6913	
Self Tapping Screw	AB612051	
Bullet connector	2H2704	
Connector tube.	3549L	
Cable Tie	568680 x 10	
Radiator/Intercooler Assy	NTC 4893	
Radiator Mounting LH.	ESR 282	
Radiator Mounting RH.	ESR 283	
Label	ERR 321	
Plate - PAS pipe.	NRC 8405	
Pipe	NTC 5628	
Hose w	ESR 298	
Sealing Washer	ESR 354 x 4	
Pipe	NTC 5627	
Hose Elbow	ESR 1906 x 2	
Hose Elbow	ESR 289	
Hose Elbow	ESR 228	
Worm Drive Hose Clip	CN100608L x 8	
Air Cleaner Assembly	ESR 370	
Cradle	ESR 276	
Hose Clip	CN100908L x 2	
Hose Clip	STC 128	
Hose	ESR 415	
Flange Screw	FS 106161 x 3	
Plain Washer	WA 106041L x 3	
Lock Washer	WL 106001L x 3	
Nut	NH 106041L x 3	
Fan Cowl	ESR 335	
Washer Spring	WS 105001 x 2	
Nut	NH 105041L x 2	
Coolant Hose	NTC 4895	
Hose Clip	CN100508 x 2	
Bonnet Prop	MTC 2220	
Washer Spring	WS 600061L	
Washer Plain	WA 110061L	
Split Pin	PS 106161L	
Securing Clip	MRC 7623	
Screw	SP104101L	
Lock Washer	WL104001L	
Nut	NH104041L	
Tdi wing decal	BTR 516MUB x 2	
Harness	STC934	
Bulb Capless	RTC3635	
Cable	DRC1538 x 5	
Oil Cooler Adaptor	ESR1262 x 2	
Oil Cooler Pipe	} ESR1912	
	} ESR1913	



# ROUTING OF FEED TO GLOW PLUG TIMER

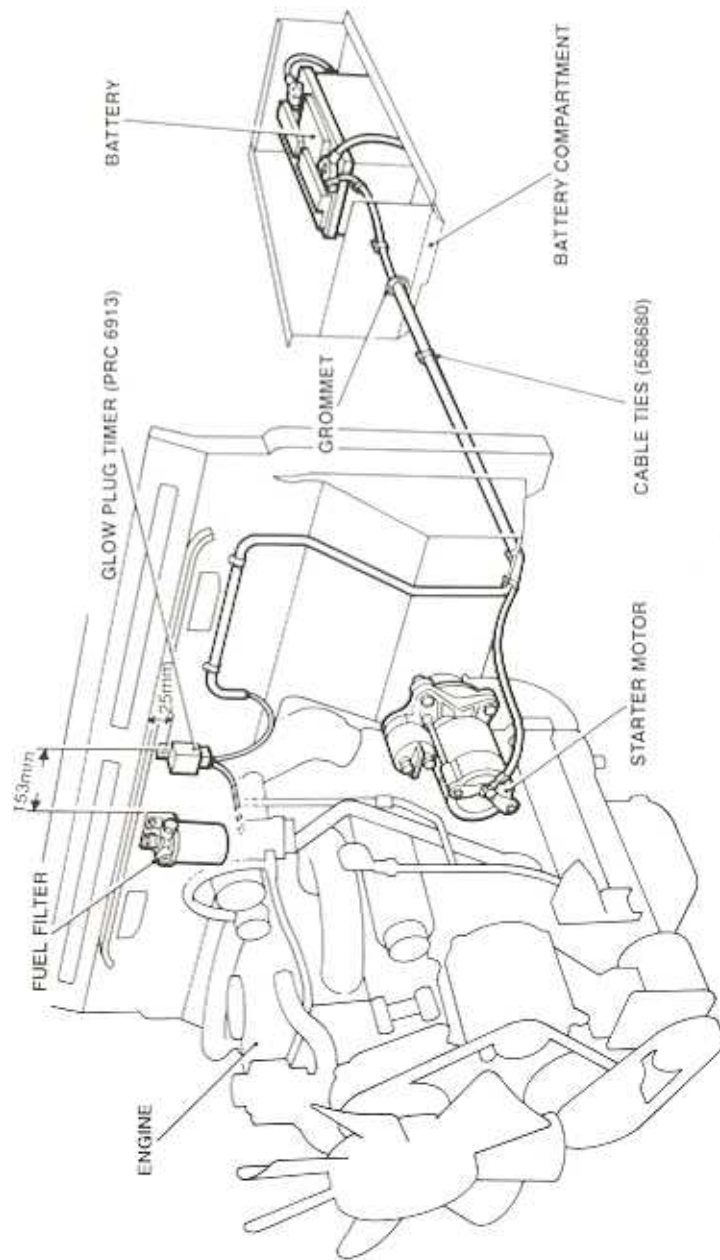
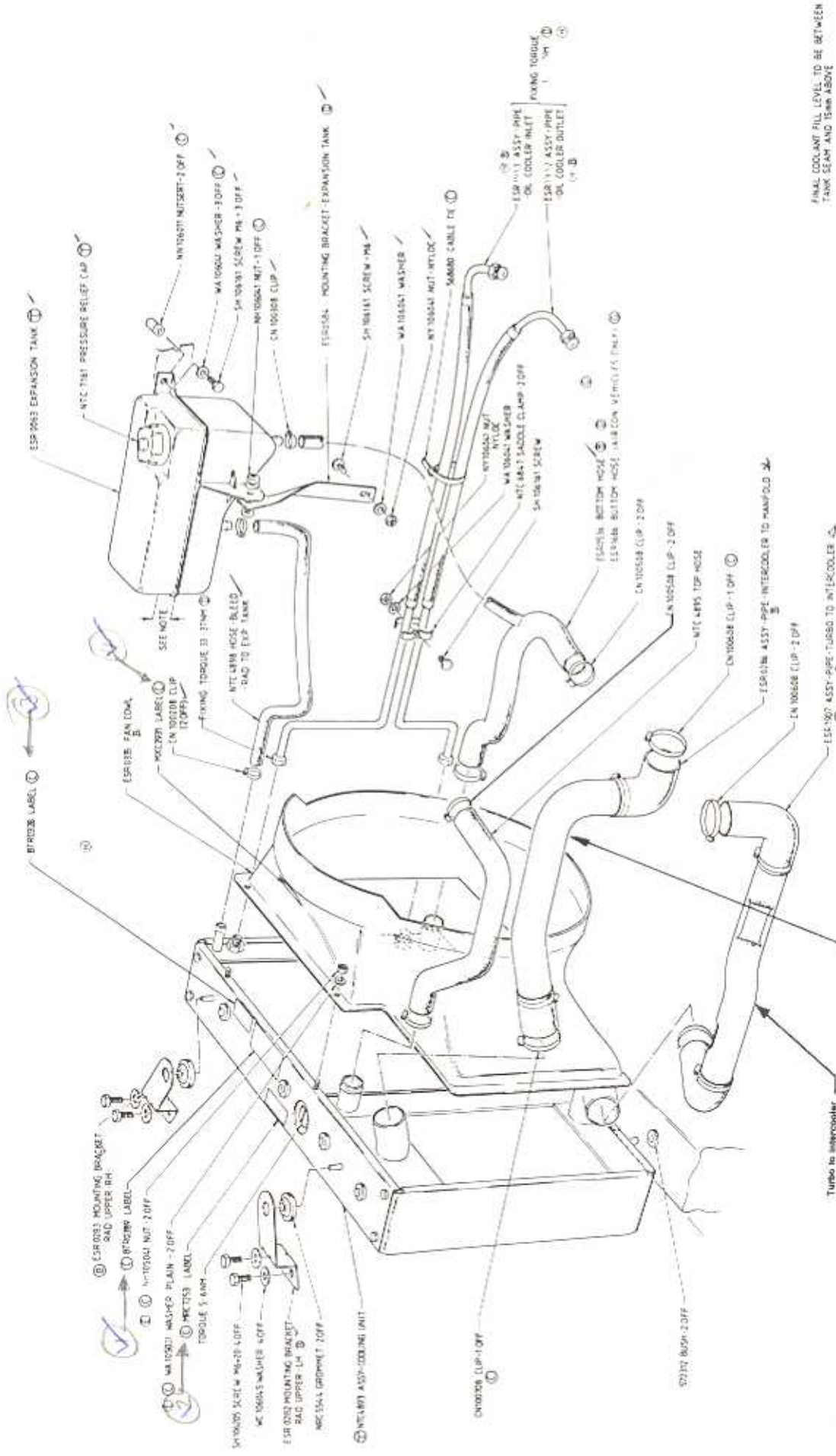


Figure 1

# Tdi COOLING SYSTEM



FINAL COOLANT FILL LEVEL TO BE BETWEEN TANK SEAM AND 15MM ABOVE

- |                                |                                                                                                                          |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <b>Turbo to intercooler</b>    | <ul style="list-style-type: none"> <li>8 NTC520</li> <li>9 ESR205</li> <li>10 ESR190</li> <li>11 CN1006281</li> </ul>    |
| <b>Intercooler to manifold</b> | <ul style="list-style-type: none"> <li>12 NTC5827</li> <li>13 ESR225</li> <li>14 ESR150</li> <li>15 CN1006281</li> </ul> |
- 
- |                                                                                                                                                            |                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Pipe intercooler</li> <li>Hose elbow</li> <li>Hose elbow</li> <li>Hose elbow</li> <li>Clip hose</li> </ul>          | <ul style="list-style-type: none"> <li>1</li> <li>2</li> <li>3</li> <li>4</li> <li>5</li> </ul>  |
| <ul style="list-style-type: none"> <li>Pipe intercooler</li> <li>Hose elbow</li> <li>Hose elbow</li> <li>Clip hose</li> <li>Bracket bottom hose</li> </ul> | <ul style="list-style-type: none"> <li>6</li> <li>7</li> <li>8</li> <li>9</li> <li>10</li> </ul> |

Figure 2



DEFENDER 110 1987 onwards

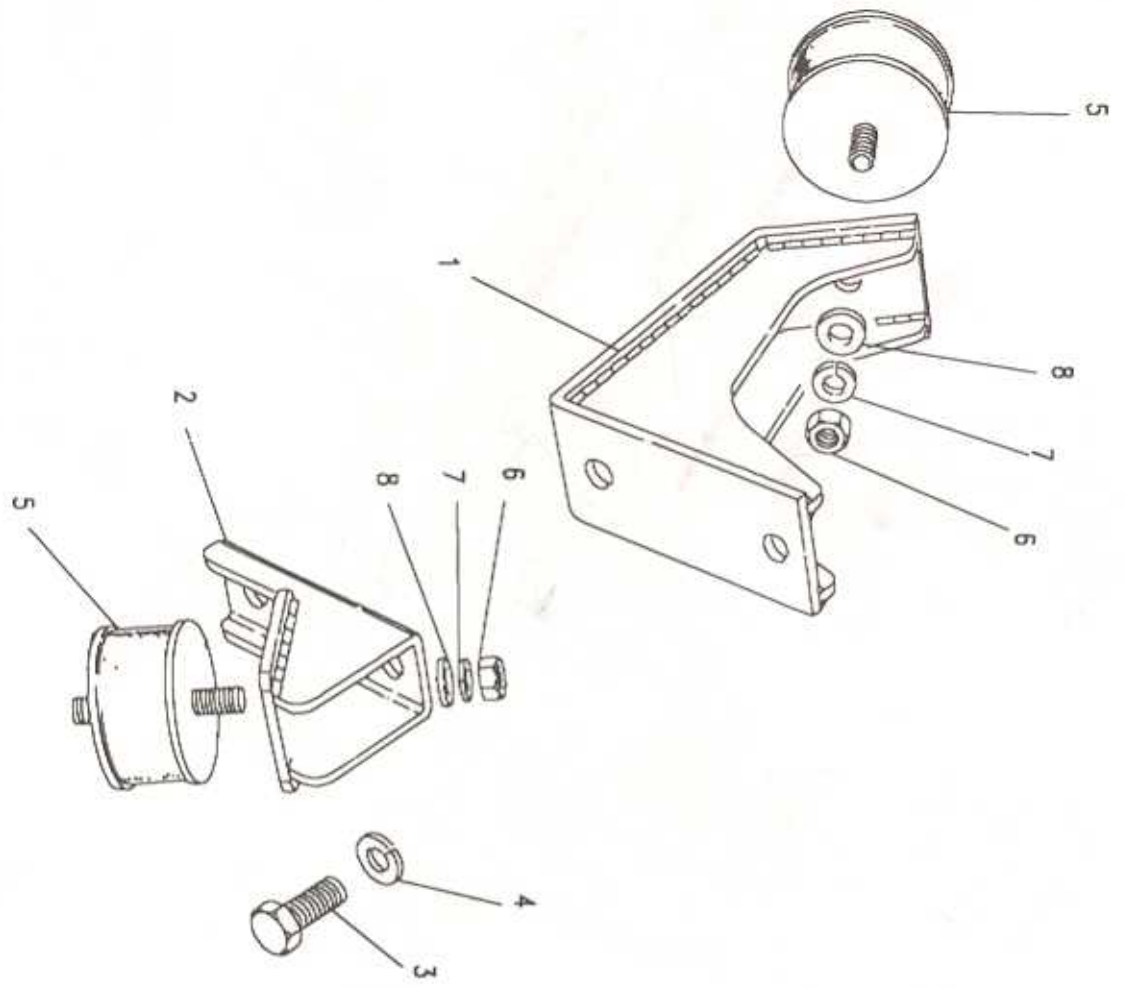
177

ENGINE

Model DEFENDER 110 1987 onwards  
Page AFBMDC1A

ENGINE - ENGINE MOUNTINGS - 200 TDI

Ill. Part No.	Description	Qty	Remarks
1	NRC5434 Mounting foot-RH	1	
2	NRC9557 Mounting foot-LH	1	
3	SH112251L Screw-foot to block	4	
4	WL112001L Washer-foot to block	4	
5	ANR1808 Mounting rubber	2	
6	NH110041L Nut-rubber to foot	4	
7	WC110061L Washer-rubber to foot	2	
8	WL110001L Washer-rubber to foot	4	







DEFENDER 110 1987 onwards

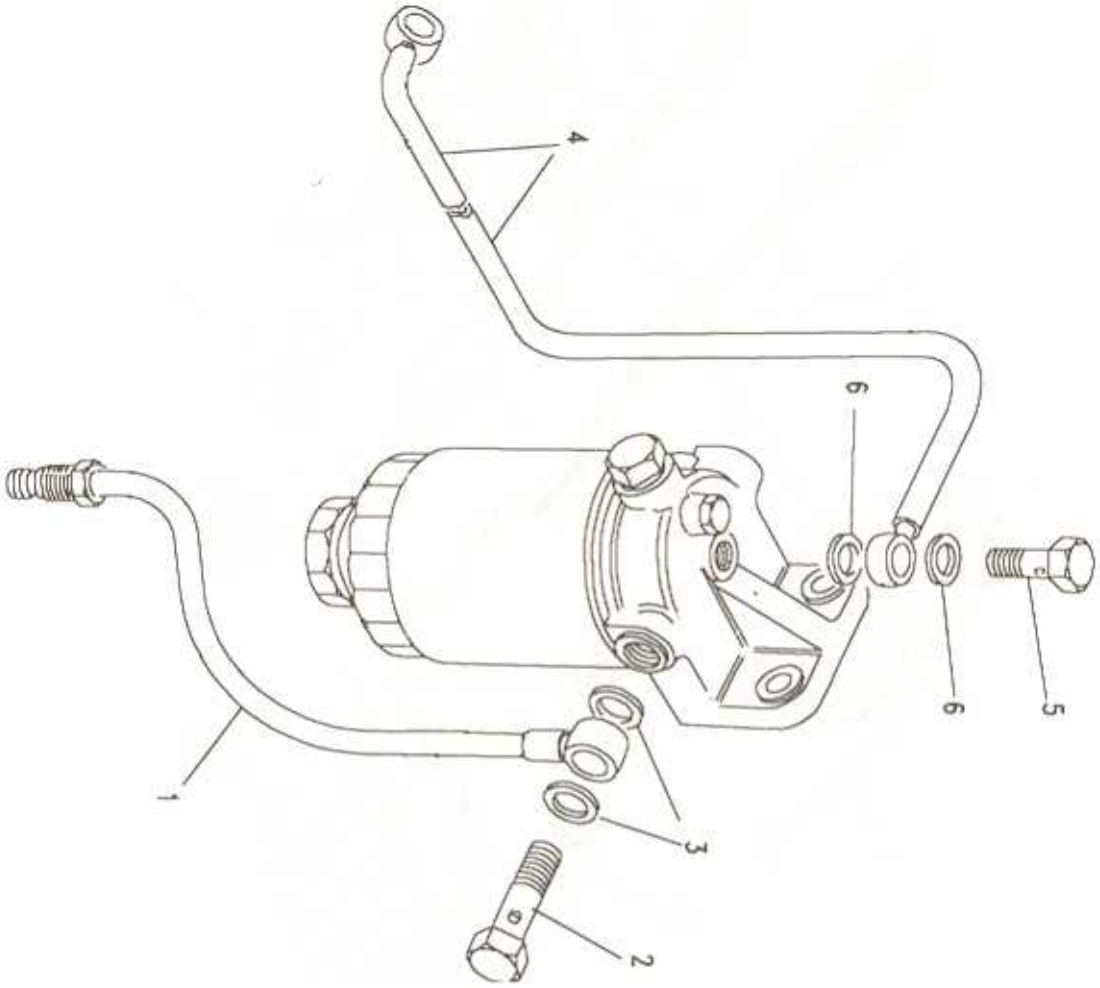
535

FUEL SYSTEM AND AIR CLEANER

Model DEFENDER 110 1987 onwards  
Page AFJXEC2A

FUEL SYSTEM - PIPES - 200TDI - FROM VIN HA455646

Ill. Part No.	Description	Qty	Remarks
<b>Lift pump to filter</b>			
1	ESR394 Pipe fuel	1	
2	NTC3346 Bolt banjo	2	
3	ESR354 Washer copper	4	
<b>Filter to fuel injection pump</b>			
4	ESR395 Pipe fuel	1	
5	NTC3346 Bolt banjo	1	
6	ESR354 Washer copper	2	





DEFENDER 110 1987 onwards

547

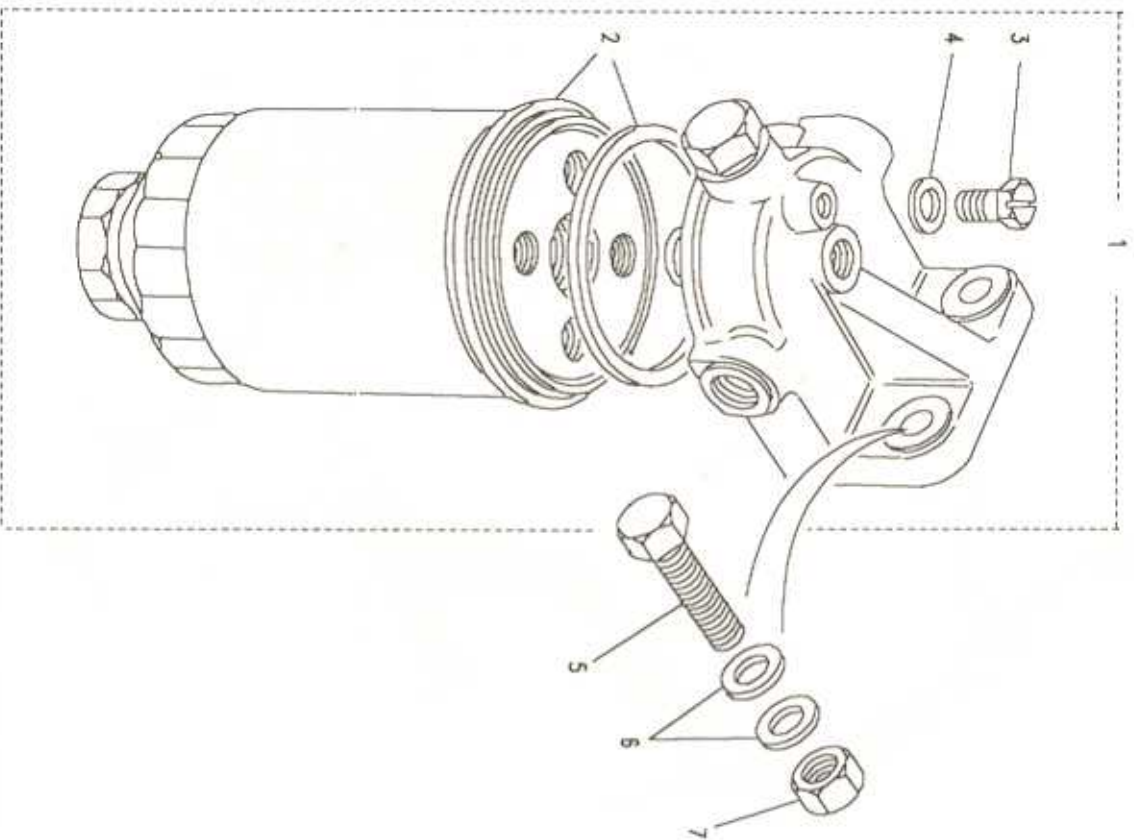
FUEL SYSTEM AND AIR CLEANER

Model DEFENDER 110 1987 onwards

Page AFJXGC2A

FUEL SYSTEM - FILTER - 200TDI

Ill. Part No.	Description	Qty	Remarks
1	NTC1518	1	Filter assembly fuel
2	AEU2147L	1	Element and seal
3	AEU2148L	1	Screw bleed
4	AEU2149L	1	Washer sealing
5	FS110301L	2	Screw
6	WA110061L	4	Washer plain
7	NY110041L	2	Nut nylon





## BUILT ON SUCCESS



### Introduction

#### The new 200 Tdi Diesel Engine

At the heart of Land Rover's award-winning Discovery is a new breed of diesel engine - the 200 Tdi.

This technically advanced, precision engineered power unit has set new standards for diesel power, economy and reliability.

Now the proven qualities of the 200 Tdi engine are being made available to inject new heart into other, older Land Rover vehicles.

The 200 Tdi has already demonstrated clear potential as a powerpack in its widely praised application for the current production Defender utility vehicle range.

Land Rover Parts has developed total Tdi engine conversion packages for other Land Rover models.

The reasons why the 200 Tdi is certain to be the first choice of owners and operators are the same as those which have made the Discovery the success it is.

Extraordinary power. Increased torque. Faster acceleration. Remarkable economy. Longer service intervals. Lower maintenance costs. Quieter performance. Cleaner emissions.

Tried and tested over two million miles through blistering desert heat and freezing Arctic wastes, the 200 Tdi has emerged as the power unit which demanding fleet users and owner operators have been waiting for.

### Performance

The 2.5 litre, 4-cylinder turbocharged, intercooled, direct injection diesel 200 Tdi produces 107 bhp (80kW) - more than enough to deliver the power needed for the toughest tasks.

A Tdi powered vehicle has better climbing ability, improved off-road performance and a greater capacity for payload than previous Land Rover diesel engines. It is more relaxing to drive and needs fewer gearchanges.

### Economy

The figures for the Tdi-engined Defender 90 speak for themselves - 32.3 mpg at a constant 56 mph; 28.3 mpg on the urban cycle, and 21.2 mpg at a constant 75 mph\*.

With fuel now accounting for around a fifth of all vehicle operation costs, the 200 Tdi can make a substantial contribution to reduced operating bills.

### Low Ownership Costs

The 200 Tdi is designed for more efficient running and longer service intervals. Which means less time off the road and lower running costs. 12,000 miles or 20,000 kilometres separate each service, with oil and filter changes needed only every 6,000 miles.

Engine design and underbonnet layout makes maintenance easier and enables routine checks to be carried out quickly. Replacement Genuine Parts support and Land Rover Service is readily available from any Land Rover Franchised Network Dealer.

### Easy Installation

Each Land Rover 200 Tdi conversion is engineered to fit exactly, without complications. Each conversion package is supplied with all the Genuine Parts components and ancillaries needed to complete the task.

All components have been approved by Land Rover engineers to meet the highest quality of design and construction they demand.

### Built-in Quality

The same uncompromising approach to production standards which has given Land Rover an unrivalled reputation for build quality, attention to detail and in-depth strength has ensured the quality of the 200 Tdi engine.

Land Rover factory technicians work to the highest levels of quality practice to ensure that every engine meets exacting standards.

Statistical process controls make doubly certain that they get it right first time, every time.

Each 200 Tdi engine undergoes demanding hot-run tests and each has a computer-stored performance pedigree held at the Solihull factory for future reference.

### Quieter Operation

Diesel noise is dramatically reduced in the 200 Tdi through a two-stage direct injection system which creates even less combustion noise than other direct injection equipped motors.

It means reduced levels of sound intrusion, both inside and outside the vehicle.

### Environmental Concern

The design and construction of the 200 Tdi engine ensures lower emissions of carbon dioxide, the 'greenhouse gas' associated with global warming.

Engine emissions of CO<sub>2</sub> and oxides of nitrogen hydrocarbons are also minimised to levels substantially below EC limits.

\*Manufacturer's data see inside flap.

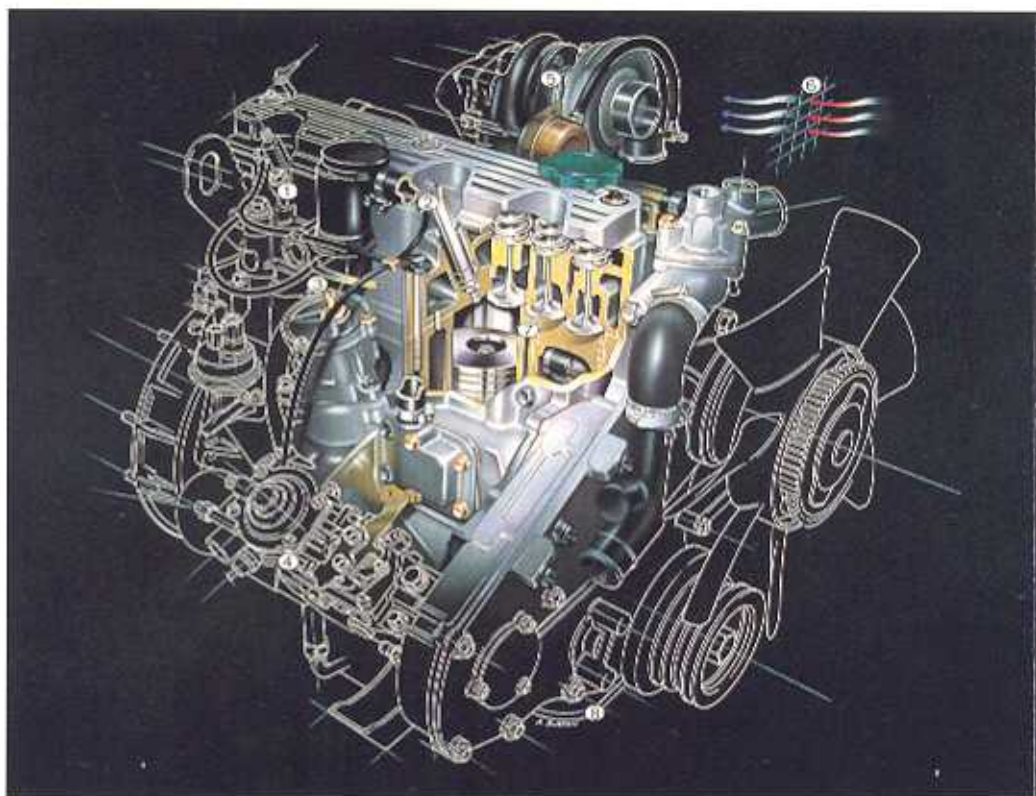






## BUILT TO ADAPT

- ① **Alloy aluminium cylinder head**  
Light weight excellent heat transfer properties
- ② **Bosch two stage lift injector**  
Improved noise characteristics
- ③ **Fast response timed heater plug**  
Improved starting
- ④ **Bosch VE fuel injection pump**  
Provides accurate fuel charge for direct injection combustion
- ⑤ **Garrett T25 turbocharger**  
Matched with integral intercooler to provide optimum combination of low speed torque whilst maintaining high speed performance
- ⑥ **Intercooled air charge**  
Maximises engine efficiency with improved output
- ⑦ **Direct injection combustion system**  
Improved economy, with reduced CO<sub>2</sub> emission representing the latest direct injection technology
- ⑧ **Aluminium ladder frame**  
Improves powertrain stiffness



## Installation Kit

### New full build Tdi engine

- clutch assembly
- starter motor
- alternator
- fuel systems
- power steering pump (option)
- turbo charger
- engine mountings

### New cooling system

- radiator/intercooler
- oil cooler
- hose matrix
- fixings

### Exhaust system \*

- front silencer
- rear silencer
- down pipe
- intermediate pipe
- fixings and brackets

### Ancillaries

- air cleaner
- glow plug timer
- bonnet stay
- Tdi decals
- wiring harness \*
- throttle cable
- fixings

### Fitting instructions

- detailed instructions
- illustrated
- in five languages

\* Available to NA models only



The Tdi installation kit is comprehensive, even including the Tdi decals.