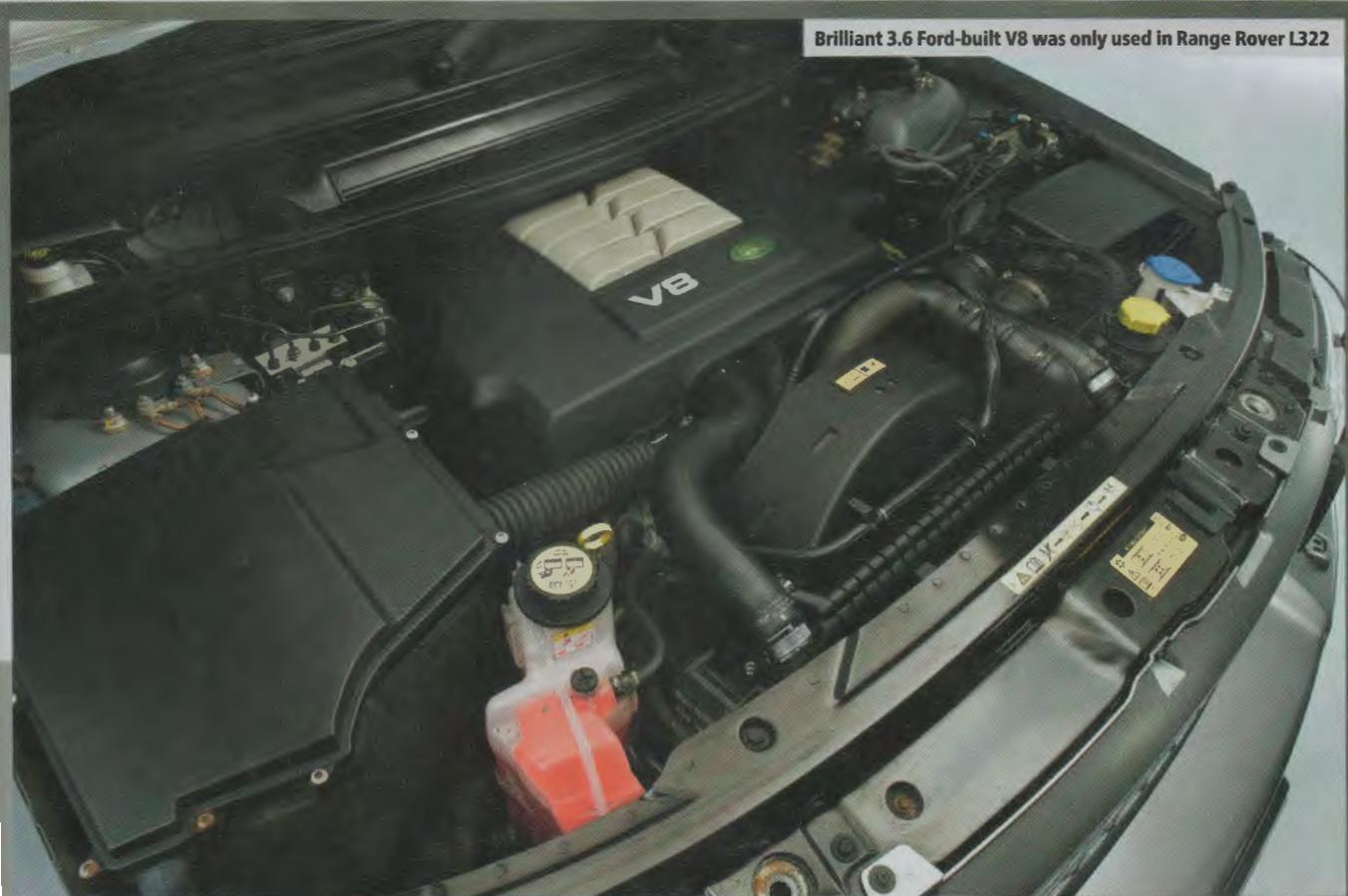


BUYING A LAND ROVER?

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Brilliant 3.6 Ford-built V8 was only used in Range Rover L322



ENGINE

There have been seven engines under the L322's clamshell bonnet. The 174bhp, 2.9-litre Td6 diesel engine used from launch until 2006 is a derivative of the BMW M57 in-line six-cylinder unit. This is the slowest L322 variant, ambling to 62mph in 12.7 seconds and topping out at 111mph.

Produced in parallel was the 282bhp, 4.4-litre V8 petrol engine, also derived from a BMW unit, albeit more modified for the L322. All-aluminium, it was re-engineered to suit operation at the extreme angles encountered off-road and produced torque across a wide rev range for the same reason (325lb ft at 3600rpm). The engine block was strengthened to accommodate the mount for the front diff.

It was superseded in 2006 by Ford-based V8 engines, the 300bhp 4.4-litre Jaguar AJ-V8 and 400bhp 4.2-litre supercharged version: both were available until 2009. In 2009 the supercharged L322 gained a 5.0-litre AJ-V8.

The 3.6-litre Ford-built TDV8 diesel was introduced in 2006. It has twin variable geometry turbochargers, produces 272bhp and 472lb ft, and was acclaimed as one of the world's quietest and smoothest diesel engines. In this form it propelled the L322 to 60mph in 8.6sec and achieved 25.4mpg. It has remained a 2006-2010 Range Rover-only engine, was not offered in the US, and was superseded by the 4.4-litre Ford TDV8 in 2010.

All L322 engines are chain driven, so there are no timing belt worries with these vehicles. The engines across the range have a reputation for reliability and there are few reports of failures

to learn from. That said, the turbocharger on some Td6s produces a whining noise when it needs replacing, and the oil filter O-ring seal has been known to fail, causing oil leaks.

+ Engines are largely reliable, making a used L322 a practical choice as a daily driver.

TRANSMISSION

In all models bar the 2011-model-year-on TDV8 the engine is mated to an adaptive, six-speed, ZF automatic transmission with CommandShift, which reacts and adapts to varying driving styles. The TDV8 has an eight-speeder.

CommandShift, like BMW's Tiptronic system, allows you to sequentially change gear manually, in both high and low range, by moving the auto lever forwards and backwards. An electronically activated, two-speed transfer box allows you to switch ratios on the move, an improvement on earlier models, while a torque-sensing, Torsen centre differential adjusts the torque bias between front and rear axles continuously as traction varies.

The ZF automatic gearbox can fail: a reluctance to shift gear or the illumination of dashboard warning lights are obvious clues. Not all garages will rebuild the auto gearbox – but K Motors in Lancashire (01772 299811) does, for about £2000. This is worthwhile as L322s get older and are less likely to be serviced or repaired at franchised dealers. Another crucial check is to ensure that low ratio engages properly. The motor that moves the linkage can pack up if it doesn't get used enough – about £1000 to fix.

! Transmissions can sometimes fail; low range selector a worry on cars not used off-road.

TECH SPEC

PERFORMANCE

FASTEST 0-60mph: 5.9sec (5.0 AJ-V8 supercharged petrol)

SLOWEST 0-60mph: 12.7sec (Td6)

FASTEST TOP SPEED: 140mph (5.0 AJ-V8 supercharged petrol)

SLOWEST TOP SPEED: 111mph (Td6)

HIGHEST POWER: 510bhp at 6000rpm (5.0 AJ-V8 supercharged petrol)

LOWEST POWER: 174bhp at 4000rpm (Td6)

HIGHEST TORQUE: 516lb ft at 1500-3000rpm (4.4 TDV8)

LOWEST TORQUE: 287lb ft at 2000rpm (Td6)

BEST FUEL ECONOMY 30.1mpg (4.4 TDV8; LRO Real World Test, 22mpg)

WORST FUEL ECONOMY 17.4mpg (4.4 V8 petrol)

DIMENSIONS

LENGTH: 4972mm **WIDTH:** 2216mm

HEIGHT: 1865mm **WHEELBASE:**

2880mm/113.3in **WEIGHT:** 2570-

2774kg **LOAD SPACE:** 1000 litres **FUEL**

TANK CAPACITY: 97 litres/21.3 gal

(TDV8); 101 litres/22.2 gal (V8 petrol)

CAPABILITY (AT OFF-ROAD HEIGHT)

APPROACH ANGLE: 34°

DEPARTURE ANGLE: 27°

RAMP BREAKOVER ANGLE: 150°

WADING DEPTH: 700mm

TOWING CAPACITY: 3500kg

COST OF OWNERSHIP

LONDON LEZ COMPLIANT? Yes

VED: £475