Wheel Changing

TOOL KIT

The tool kit is contained in a toolbox located in the rear loadspace stowage box (see ‘STOWAGE BOX’, page 146). To remove the toolbox from the stowage box, unscrew the restraining clamp.

To open the toolbox, lift the two catches.

NOTE: When not in use, the tools should always be returned to the toolbox, and the toolbox should be securely clamped in the stowage box.

Only tighten the restraining clamp to ‘finger’ tightness, when making the toolbox secure.

WARNING

DO NOT drive with the tools or toolbox loose in the vehicle. In the event of a collision they could become dangerous projectiles and cause serious personal injury.

Tools

The tool kit contains the jack, wheel chock, wheel nut spanner and locking wheel nut socket and extractor tool.

The wheel chock is designed to fold flat and must be assembled, as shown in the illustration, before use.

Care of the jack

Examine the jack occasionally and clean and grease the moving parts.

Always close the jack and return the jack to the toolbox when not in use.
Wheel Changing

**SPARE WHEEL**

**Removing the spare wheel**

Vehicles fitted with a steel spare wheel are supplied with a cover, which fits against the wheel and is secured by the wheel nuts.

Use the wheel nut wrench supplied in the tool kit to remove the nuts securing the spare wheel to the carrier and then lift off the wheel.

**NOTE:** In some markets, vehicles fitted with alloy wheels have a locking wheel nut fitted to each wheel, including the spare (see 'LOCKING WHEEL NUTS', page 203).

For steel wheels, locking wheel nuts are only specified for the spare wheel carrier.

**NOTE:** Some spare wheels have three stud spacers between the wheel and carrier. Do not remove these if fitted.

**WARNING**

DO NOT use the spare wheel securing nuts in place of the road wheel nuts, or use the road wheel nuts to secure the spare wheel - the nuts are not inter-changeable.

The wheels are extremely heavy. Take care when lifting and particularly when removing the spare wheel from its mounting position on the tail door.

**Temporary use spare wheel**

**NOTE:** In some territories a 195/80 R15 tyre on a steel rim may be supplied for use as a temporary spare wheel. Details are as for a standard wheel and tyre of this size/type, but the rim is both different in colour and carries a warning label.

**WARNING**

THE FOLLOWING PRECAUTIONS MUST BE OBSERVED WHEN THE TEMPORARY USE SPARE WHEEL (where specified) IS IN USE:

- **DRIVE CAUTIOUSLY.** The temporary use spare wheel is for TEMPORARY USE only. It must be replaced by a standard sized wheel and tyre as soon as possible.
- **DO NOT drive at a speed exceeding 80 km/h (50 mph).**
- The tyre pressure in the temporary use spare wheel/tyre should be the same as in the table 'TYRE PRESSURES', page 241.
- It is not permitted to use the vehicle with more than one temporary use spare wheel fitted at the same time.
- Should the temporary use spare tyre require replacement, use one of the same type and specification.
Wheel Changing

Refitting the spare wheel

Position the spare wheel on the carrier.

On vehicles fitted with steel wheels, fit the spare wheel cover. The cover has an aperture at the bottom to allow the tyre pressure of the spare wheel to be checked without removing the cover.

**NOTE:** For this to be possible, the spare wheel must be placed on its mounting with the valve at the bottom.

Fit and tighten the nuts securing the spare wheel to the carrier.

LOCKING WHEEL NUTS

Vehicles fitted with alloy wheels may be equipped with a locking wheel nut on each wheel (including the spare). The locking wheel nut covers are visually very similar to standard wheel nuts, but can be identified by a concave indent on the surface. The locking wheel nut and cover can only be removed using the special tools provided, as follows:

Fit the metal socket (3) over the locking wheel nut (4) then, using the wheel nut wrench, unscrew the nut in the normal way.

**NOTE:** If the extractor tool has been inadvertently pushed onto a standard wheel nut, it can be removed ONLY by first undoing and removing the nut (slide the wheel nut wrench down the centre of the extractor and onto the wheel nut).

**NOTE:** A code letter is stamped on the face of the key socket. Ensure the code letter is entered in the space provided on your Security Information card - you will need to quote this number if replacement components are required. Keep the card in a safe place away from the vehicle.

Push the extractor tool (1) firmly over the stainless steel nut cover (2).

Pull the extractor tool **squarely** away from the wheel to remove the nut cover and reveal the locking wheel nut.
Wheel Changing

JACKING
If possible, choose a safe place to stop away from the main thoroughfare. Always ask your passengers to get out of the vehicle and wait in a safe area away from other traffic.

NOTE: Switch on the hazard warning lights to alert other road users.

Before changing a wheel, ensure the front wheels are in the straight ahead position, apply the handbrake and select 1st gear ('P' for automatic transmission).

Turn off the starter switch and remove the key. Observe the following precautions:

- Ensure the jack is positioned on firm, level ground; NEVER on soft ground, or over metal gratings or manhole covers. DO NOT place additional material between the jack and the ground, this may jeopardise the safety of the jacking operation.
- Jacking on a slope is NOT recommended, but if it is unavoidable, chock the wheel diagonally opposite the one to be removed on the downhill side, using the chock provided in the tool kit.
- NEVER jack the vehicle with passengers inside or with a caravan or trailer connected!

WARNING
NEVER work beneath the vehicle with the jack as the only means of support. The jack is designed for wheel changing only!

WARNING
Before raising the vehicle, it is ESSENTIAL to chock the road wheel diagonally opposite the wheel being removed, apply the handbrake and select 1st gear ('P' for automatic transmission).
Wheel Changing

Positioning the jack

Use the flat, wedge-shaped end of the wheel nut wrench to lever off the appropriate jacking point cover (1).

Position the jack with the base directly under the jacking point (2) nearest the wheel to be removed and with the handle dropping vertically towards the ground (3). Ensure the jack is positioned on firm, level ground.

Turn the jack screw clockwise to raise the jack until the jack head fits snugly around the centre of the jacking point.

WARNING

ONLY jack the vehicle using the jack location points described, or damage to the vehicle could occur. Under no circumstances should any part of the undertray assembly be used as a jacking point.
Wheel Changing

CHANGING A WHEEL

**WARNING**
Avoid accidental contact with any underbody parts, especially hot exhaust components.

Removing

1. Remove the wheel nut cover * (vehicles with steel wheels) using the flat, wedge-shaped end of the wheel nut wrench.
2. Use the wheel nut wrench to slacken the wheel nuts half a turn anti-clockwise.
3. Turn the jack handle clockwise to raise the vehicle until the tyre is clear of the ground.
4. Remove the wheel nuts and place to one side to prevent them from being lost.
5. Remove the road wheel.

*NOTE:* Avoid placing wheels face down on the ground. This may scratch the alloy or steel surface.

Refitting

1. On alloy wheels, use an approved anti-seize compound to treat the wheel mounting spigot. This will minimise the tendency for adhesion between wheel and spigot. If this is not practicable to do at the time of wheel change, refit the spare wheel for the time being, but remove and treat the wheel at the earliest opportunity.

**WARNING**
Ensure that no compound comes into contact with brake components or the flat mounting surfaces of the wheel.

2. Fit the spare wheel and lightly tighten the wheel nuts (domed side towards the wheel) until the wheel is firmly seated against the hub.
3. Ensure that the space under and around the vehicle is free from obstructions, then lower the vehicle and remove the jack.
4. Fully tighten the wheel nuts in an alternating pattern until all are tightened. DO NOT OVERTIGHTEN by using foot pressure or extension bars on the wheel nut wrench, as this could overstress the wheel studs.
5. Refit the jacking point cover.
6. On vehicles with steel wheels, fit the wheel nut cover *.
7. Fit the replaced wheel to the spare wheel carrier (see 'Refitting the spare wheel', page 203).
8. Return the tools to the toolbox and secure the toolbox to its bracket in the lockable stowage box in the rear loadspace.

**WARNING**
Always check the tyre pressure after changing a wheel, and have the tightness of the wheel nuts checked by a dealer as soon as possible.
Emergency Starting

STARTING WITH A DISCHARGED BATTERY
Using booster cables (jump leads) from a donor battery, or a battery fitted to a donor vehicle, is the only approved method of starting a vehicle with a discharged battery. Push or tow starting is NOT recommended!

However, if the battery is completely discharged (battery condition indicator showing CLEAR), it may not be possible to start the engine using booster cables. In this case a new battery must be fitted.

A. Disabled vehicle
B. Donor vehicle
C. 2.0 Diesel engine earth point
D. 1.8 Petrol engine earth point
E. 2.5 Petrol engine earth point
Emergency Starting

WARNING

For safety reasons:

• During normal use, batteries emit explosive hydrogen gas sufficient to cause severe explosions capable of causing serious injury - keep sparks and naked lights away from the engine compartment.

• DO NOT attempt to start the vehicle if the electrolyte in the battery is suspected of being frozen.

• Make sure BOTH batteries are of the same voltage (12 volts), and that the booster cables have insulated clamps and are approved for use with 12 volt batteries.

• DO NOT disconnect the discharged battery.

• DO NOT connect positive (+) terminals to negative (-) terminals, and ensure booster cables are kept away from any moving parts in the engine compartment.

• Take care when working near rotating parts of the engine.

• ENSURE that each connection is securely made and that there is no risk of the clips accidentally slipping or being pulled from the battery terminals - this could cause sparking, which could lead to fire or explosion.

Always adopt the following procedure:

If a donor vehicle is to be used, both vehicles should be parked with their battery locations adjacent to each other. Ensure that the two vehicles do not touch.

Apply the handbrakes and ensure that the transmission of both vehicles is set in neutral (‘P’ or Park for vehicles with automatic transmission).

Turn off the starter switch and ALL electrical equipment of BOTH vehicles.

Connect the RED booster cable between the positive (+) terminal of the donor battery and the positive (+) terminal of the discharged battery.

Connect the BLACK booster cable from the negative (-) terminal of the donor battery to a good earth point (eg. an engine mounting or other unpainted surface) at least 0.5m from the battery and well away from fuel and brake lines on the disabled vehicle (refer to insets ‘C’, ‘D’ and ‘E’ on the previous page).

WARNING

DO NOT connect a booster cable to the negative (-) terminal of the discharged battery! If in doubt, seek qualified assistance.

Check that the cables are clear of any moving parts of both engines, then start the engine of the donor vehicle and allow it to idle for a few minutes.

Now start the vehicle with the discharged battery (DO NOT crank the engine for more than 15 seconds).

Once both engines are running normally, allow them to idle for two minutes before switching off the engine of the donor vehicle. DO NOT switch on any electrical circuits on the previously disabled vehicle until AFTER the booster cables have been removed.

Disconnecting the booster cables must be an EXACT reversal of the procedure used to connect them, ie: disconnect the BLACK cable from the earth point on the disabled vehicle FIRST.
Towing The Vehicle

TOWING EYES

WARNING
The towing eyes at the front and rear of the vehicle are designed for vehicle recovery purposes only and must NOT be used to tow a trailer or caravan. Excessive force should not be used when being recovered, or when recovering other vehicles using the towing eyes.

Front

A single towing eye, set in the front spoiler is provided for use ONLY when the vehicle is to be towed with all four wheels on the ground.

DO NOT use the front lashing ring for towing purposes.

Rear

A single towing eye is provided at the rear of the vehicle for use ONLY when towing another vehicle.
Towing The Vehicle

TOWING ON 4 WHEELS
Most vehicle recovery specialists will load your vehicle onto a trailer. However, if it is necessary to recover the vehicle by towing with all four wheels on the ground, observe the following procedure:

1. Secure the towing attachment from the recovery vehicle to the front towing eye of the vehicle to be recovered.
2. With the handbrake applied, place the gear lever in neutral (‘N’ Neutral for automatic transmission).
3. Turn the starter switch to position ‘I’ to unlock the steering, and then to position ‘II’ to enable the brake lights, wipers and direction indicators to be operated, if necessary.
4. Release the handbrake.

NOTE: If, due to an accident or electrical fault, it is not considered safe to turn the starter switch, the battery should first be disconnected. Brake lights and indicators will not operate.

WARNING
DO NOT turn the starter switch to position ‘0’, or remove the key, while the vehicle is in motion; the starter switch must be at position ‘I’ to unlock the steering.

Without the engine running, the brake servo and power steering pump cannot provide assistance; greater effort will therefore be required to operate the brake pedal and turn the steering wheel. Longer stopping distances will also be experienced.

DO NOT allow the vehicle to be towed further than 80 km and restrict towing speed to 50 km/h.

Suspended tow
If it is necessary to tow your vehicle on two wheels (ie: suspended from a recovery vehicle), it is essential that the propeller shaft connected to the axle that is to remain on the ground is disconnected by qualified personnel, prior to being towed.

TRANSPORTER OR TRAILER LASHING

Lashing rings are fixed to the underside of the vehicle, where shown in the illustration.

Under no circumstances should the vehicle be towed or recovered by lashing to the rear subframes. Serious damage to the subframe and body may occur.

WARNING
The lashing rings are for lashing only and must NOT be used for towing.
Fuses

**FUSES**
Fuses are simple circuit devices which protect electrical equipment against the effects of excess current.

A ‘blown’ fuse is indicated when the electrical equipment it protects becomes inoperative.

**Fuse colours**
Fuses are colour coded to help identify their amperage, as follows:

<table>
<thead>
<tr>
<th>Colour</th>
<th>Amperage</th>
</tr>
</thead>
<tbody>
<tr>
<td>VIOLET</td>
<td>3 amp</td>
</tr>
<tr>
<td>TAN</td>
<td>5 amp</td>
</tr>
<tr>
<td>BROWN</td>
<td>7.5 amp</td>
</tr>
<tr>
<td>RED</td>
<td>10 amp</td>
</tr>
<tr>
<td>BLUE</td>
<td>15 amp</td>
</tr>
<tr>
<td>YELLOW</td>
<td>20 amp</td>
</tr>
<tr>
<td>WHITE</td>
<td>25 amp</td>
</tr>
<tr>
<td>GREEN</td>
<td>30 amp</td>
</tr>
<tr>
<td>ORANGE</td>
<td>40 amp</td>
</tr>
</tbody>
</table>

**MAIN FUSE BOX**
The main fusebox is located behind the driver’s storage area. To access the fuses, open the storage area, depress the two catches arrowed in the illustration and remove the fuse box cover.

**NOTE:** A label in the fuse box cover shows the electrical circuits protected, the fuse values and their locations. They are also listed later in this section.

**Checking or renewing a fuse**
Always turn the starter switch to position ‘O’ and switch off the affected electrical circuit before removing a fuse.

**WARNING**
To prevent a possible fire or damage to the electrical system, only fit replacement fuses of the same rating and type. Do not replace a blown fuse with a fuse of a higher amperage rating. Always rectify the cause of the failure before replacing a fuse. Seek qualified assistance if necessary.
Press the fuse removal tweezers onto the head of the suspect fuse (as shown) and pull to remove. A break in the wire inside the fuse indicates that the fuse has ‘blown’ and must be replaced.

Always replace a fuse with another of the same value. However, if the replacement fuse blows immediately, the circuit MUST be checked by a qualified dealer.

**NOTE:** A number of spare fuses are included inside the fuse box (see fuse box label).
## Fuses

<table>
<thead>
<tr>
<th>Fuse number</th>
<th>Rating (amps)</th>
<th>Circuits protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20</td>
<td>Front screen wash/wipe</td>
</tr>
<tr>
<td>2</td>
<td>15</td>
<td>Stop lights, reversing lights</td>
</tr>
<tr>
<td>3</td>
<td>15</td>
<td>Heated mirrors/Rear screen wash</td>
</tr>
<tr>
<td>4</td>
<td>25</td>
<td>Heater blower</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
<td>Starter motor</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
<td>Cruise control */HDC/Automatic Gearbox start inhibit.</td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>Side lamps - LH</td>
</tr>
<tr>
<td>8</td>
<td>25</td>
<td>Driver’s front window lift</td>
</tr>
<tr>
<td>9</td>
<td>15</td>
<td>Cigar lighter</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
<td>Electric accessories socket</td>
</tr>
<tr>
<td>11</td>
<td>20</td>
<td>Heated seats</td>
</tr>
<tr>
<td>12</td>
<td>15</td>
<td>Audio system - Vehicle battery power feed</td>
</tr>
<tr>
<td>13</td>
<td>5</td>
<td>Engine immobilisation</td>
</tr>
<tr>
<td>14</td>
<td>15</td>
<td>Headlight main beam - RH</td>
</tr>
<tr>
<td>15</td>
<td>10</td>
<td>Door mirrors</td>
</tr>
<tr>
<td>16</td>
<td>10</td>
<td>Interior lights/Clock</td>
</tr>
<tr>
<td>17</td>
<td>10</td>
<td>Side lamps - RH</td>
</tr>
<tr>
<td>18</td>
<td>15</td>
<td>Instruments/Indicators</td>
</tr>
<tr>
<td>19</td>
<td>10</td>
<td>Headlight dipped beam - RH</td>
</tr>
<tr>
<td>20</td>
<td>10</td>
<td>Headlight dipped beam - LH</td>
</tr>
<tr>
<td>21</td>
<td>15</td>
<td>Sunroof *</td>
</tr>
<tr>
<td>22</td>
<td>10</td>
<td>Engine management</td>
</tr>
<tr>
<td>23</td>
<td>10</td>
<td>Airbag</td>
</tr>
<tr>
<td>24</td>
<td>5</td>
<td>Parking aid</td>
</tr>
<tr>
<td>25</td>
<td>5</td>
<td>Anti-lock brakes</td>
</tr>
<tr>
<td>26</td>
<td>20</td>
<td>Heated rear window</td>
</tr>
<tr>
<td>27</td>
<td>10</td>
<td>Audio system</td>
</tr>
<tr>
<td>28</td>
<td></td>
<td>Not used</td>
</tr>
<tr>
<td>29</td>
<td>5</td>
<td>Electric windows</td>
</tr>
<tr>
<td>30</td>
<td>15</td>
<td>Front fog lights</td>
</tr>
<tr>
<td>31</td>
<td>20</td>
<td>Taildoor glass lift/drop</td>
</tr>
<tr>
<td>32</td>
<td>25</td>
<td>Rear window lift - LH</td>
</tr>
<tr>
<td>33</td>
<td>25</td>
<td>Rear window lift - RH</td>
</tr>
<tr>
<td>34</td>
<td>15</td>
<td>Headlight main beam - LH</td>
</tr>
<tr>
<td>35</td>
<td>25</td>
<td>Passenger front window lift</td>
</tr>
<tr>
<td>36</td>
<td>10</td>
<td>Rear fog lights</td>
</tr>
<tr>
<td>37</td>
<td>20</td>
<td>Central door locking</td>
</tr>
</tbody>
</table>
## Fuses

<table>
<thead>
<tr>
<th>Fuse number</th>
<th>Rating (amps)</th>
<th>Circuits protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>10</td>
<td>Rear wiper</td>
</tr>
<tr>
<td>39</td>
<td>10</td>
<td>Front fog lamp switch</td>
</tr>
<tr>
<td>40</td>
<td>Not used</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>10</td>
<td>Alternator</td>
</tr>
<tr>
<td>42</td>
<td>Not used</td>
<td></td>
</tr>
</tbody>
</table>
Fuses

ENGINE COMPARTMENT FUSE BOX

WARNING

Batteries emit explosive hydrogen gas; ensure that sparks, flames and other ignition sources are kept away from the engine compartment.

Press the catch (arrowed in illustration) to release the cover.

Information on the underside of the cover identifies the fuses and their ratings. This information is also listed below.

NOTE: Owners are advised against removing or replacing the fusible links and relays, identified on the underside of the fuse box lid as: FL (numbers 1 - 12) and R (numbers 1 - 7). Failure of any of these items should be investigated by a qualified technician.

The engine compartment fuse box is located on the left side of the engine compartment.

Fuse specification

<table>
<thead>
<tr>
<th>Fuse number</th>
<th>Rating (amps)</th>
<th>Circuit protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15</td>
<td>Engine management</td>
</tr>
<tr>
<td>2</td>
<td>20</td>
<td>Engine management</td>
</tr>
<tr>
<td>3</td>
<td>15</td>
<td>Engine management</td>
</tr>
<tr>
<td>4</td>
<td>15</td>
<td>Air conditioning*, cooling fan, automatic gearbox</td>
</tr>
<tr>
<td>5</td>
<td>20</td>
<td>Engine management, transmission cooling fan*, fuel burning heater*</td>
</tr>
<tr>
<td>6</td>
<td>15</td>
<td>Horn</td>
</tr>
<tr>
<td>7</td>
<td>15</td>
<td>Hazard warning lights</td>
</tr>
<tr>
<td>8</td>
<td>30</td>
<td>Heater blower speed 4</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>Air conditioning*</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
<td>Fuel system</td>
</tr>
</tbody>
</table>
SUPPLEMENTARY FUSE BOX*

WARNING

Batteries emit explosive hydrogen gas; ensure that sparks, flames and other ignition sources are kept away from the engine compartment.

An additional, supplementary fuse box is fitted to some vehicles, containing fuses for either the heated front screen, or the PTC system heater.

Fuse specification for vehicles with a heated front screen

<table>
<thead>
<tr>
<th>Fuse number</th>
<th>Rating (amps)</th>
<th>Circuit protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30</td>
<td>LH heated front screen</td>
</tr>
<tr>
<td>2</td>
<td>30</td>
<td>RH heated front screen</td>
</tr>
<tr>
<td>3</td>
<td>7.5</td>
<td>Switch illumination</td>
</tr>
<tr>
<td>4</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Fuse specification for vehicles with a PTC system heater

<table>
<thead>
<tr>
<th>Fuse number</th>
<th>Rating (amps)</th>
<th>Circuit protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30</td>
<td>PTC heater</td>
</tr>
<tr>
<td>2</td>
<td>30</td>
<td>PTC heater</td>
</tr>
<tr>
<td>3</td>
<td>30</td>
<td>PTC heater</td>
</tr>
<tr>
<td>4</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

H5256

H5228
REPLACING BULBS
Check the operation of all exterior lights before you use the vehicle.

IMPORTANT
Before replacing a bulb, always switch off the starter switch and appropriate lighting switch to prevent any possibility of a short circuit. Only replace bulbs with the same type and specification.

NOTE: All bulbs must be rated at 12 volts

<table>
<thead>
<tr>
<th>Bulb</th>
<th>Watts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlights dipped beam</td>
<td>55 H7</td>
</tr>
<tr>
<td>Headlights main beam</td>
<td>55 H7</td>
</tr>
<tr>
<td>Side lights</td>
<td>5</td>
</tr>
<tr>
<td>Direction indicators</td>
<td>21</td>
</tr>
<tr>
<td>Front fog lights</td>
<td>55 H11</td>
</tr>
<tr>
<td>Side repeater lights</td>
<td>5</td>
</tr>
<tr>
<td>Reverse lights</td>
<td>21</td>
</tr>
<tr>
<td>Rear fog guard lights</td>
<td>21</td>
</tr>
<tr>
<td>Tail/Stop lights</td>
<td>5/21</td>
</tr>
<tr>
<td>High mounted stop light</td>
<td>21</td>
</tr>
<tr>
<td>Number plate light</td>
<td>5</td>
</tr>
<tr>
<td>Interior courtesy lights</td>
<td>10</td>
</tr>
<tr>
<td>Map reading lights</td>
<td>5</td>
</tr>
<tr>
<td>Glovebox light</td>
<td>5</td>
</tr>
<tr>
<td>Loadspace light</td>
<td>10</td>
</tr>
<tr>
<td>Vanity mirror light</td>
<td>3</td>
</tr>
</tbody>
</table>

NOTE: In certain territories it is a legal requirement to carry spare bulbs, in case of bulb failure. A replacement bulb kit is available as an approved accessory from your Land Rover Dealer/Authorised Repairer.

Halogen bulbs
Halogen bulbs are used for headlight dipped and main beams. This type of bulb may shatter in use if the glass has been scratched, or contaminated with oil or perspiration. Take care NOT to touch the glass with your fingers; always use a cloth to handle the bulb. If necessary, clean the glass with methylated spirits to remove fingerprints.
The headlight dipped beam bulb can be accessed from within the engine compartment.

1. Turn the circular plastic cover a quarter turn anti-clockwise (open) and pull rearwards to remove.
2. Detach the electrical connector from the rear of the bulb.
3. Unhook the wire securing clip (arrowed in small inset) and pivot it away from the rear of the bulb.
4. Remove the bulb.

**NOTE:** When fitting the new bulb, ensure that the metal tab is located in the upper recess.

**WARNING**

*During use, headlight bulbs may shatter if the glass has been scratched, or contaminated with oil or perspiration. DO NOT touch the glass. If handled, clean with methylated spirits and a clean cloth.*
Bulb Replacement

HEADLIGHT - MAIN BEAM

The headlight main beam bulb can be accessed from within the engine compartment.

1. Turn the circular plastic cover a quarter turn anti-clockwise (open) and pull rearwards to remove.
2. Detach the electrical connector from the rear of the bulb.
3. Unhook the wire securing clip (arrowed in small inset) and pivot it away from the rear of the bulb.
4. Remove the bulb.

**NOTE:** When fitting the new bulb, ensure that the metal tab is located in the upper recess.

**WARNING**

*During use, headlight bulbs may shatter if the glass has been scratched, or contaminated with oil or perspiration. DO NOT touch the glass. If handled, clean with methylated spirits and a clean cloth.*
SIDELIGHTS

The sidelight bulb can be accessed from within the engine compartment.

1. Turn the circular plastic cover (Dipped beam) a quarter turn anti-clockwise (open) and pull rearwards to remove.
2. Pull sidelight bulb holder from the headlight unit.
3. Pull bulb out of bulb holder.
Bulb Replacement

The front direction indicator lights are reached through an access panel in the wheel arch liner. To release the panel, first remove the fixing shown in the upper inset.

1. Push the centre pin of the fastener ‘A’ in upper inset, firmly into its body (as condition ‘B’).
2. Prise the fastener from the access panel.
3. Holding the curved tab, push the access panel upwards (as arrowed in main illustration). This will enable the panel to be removed.
4. Reach into the recess and twist the bulb holder anti-clockwise to remove.
5. Twist the bulb anti-clockwise to release it from the bulb holder.

When replacing the access panel, insert the top first, then lower the panel slightly so that the bottom edge slots securely onto the wheel arch liner.

To replace the fastener, push the centre pin out of the fixing (as condition ‘C’), then locate the fastener through the access panel and into the wheelarch liner. Finally, push the centre pin into the fastener until it lies flush with its body as condition ‘A’.
Bulb Replacement

SIDE REPEATER LIGHT

Push the lens firmly towards the rear of the vehicle and withdraw the light unit from the wing.

Twist to release the bulb holder from the light unit, then pull the bulb from its socket.

When refitting the light unit, ensure that the little tabs (arrowed in illustration) are pointing towards the front of the vehicle.

REAR LIGHT CLUSTER
(Reverse & rear fog guard lights)

1. Remove the three Torx (size 20) screws securing the light unit to the body and withdraw the light unit.
   Disconnect the electrical connectors from the light unit if necessary.
2. Twist the bulb holder anti-clockwise and pull to release from the light unit.
3. Twist the bulb anti-clockwise and pull to remove from the holder.

*NOTE:* When refitting the light unit, ensure that the foam seal is correctly positioned between the light unit and body.
To access the bulb; using a suitable tool, lever the fog light surround panel out of the front bumper. Remove the three securing screws to release the light unit. Ease the unit out of the front bumper. To remove the bulb from the light unit, twist and pull, press in the two lock tabs on the electrical connector to release the bulb. Fit a new bulb to the connector and re-fit into the fog light unit.

NOTE: Do not touch the bulb glass with your fingers. If necessary, clean the bulb with methylated spirits.
Bulb Replacement

BUMPER MOUNTED LIGHTS
(Rear direction indicator & tail/stop lights)

1. Remove the two Torx (size 20) screws securing the light unit to the bumper. Withdraw the light unit from the bumper. Disconnect the electrical connectors from the light unit if necessary.

2. Twist the appropriate bulb holder anti-clockwise and pull to release from the light unit. (The indicator is located above the tail/stop light).

   **NOTE:** The bulb holders are colour coded to facilitate correct reconnection, white for tail/stop lights and orange for the rear direction indicator lights.

3. Twist the bulb anti-clockwise and pull to remove from the holder.
**Bulb Replacement**

**HIGH MOUNTED STOP LIGHT**

To gain access to the light unit, the taildoor glass needs to be lowered (see *ELECTRIC TAILDOOR GLASS*, page 71).

Remove the 3 screws securing the front of the light unit to the surround and withdraw the light unit.

Twist the bulb holder anti-clockwise, then pull the bulb to remove.

**NUMBER PLATE LIGHTS**

Remove both screws to release the light unit. Withdraw the light unit from its surround.

Twist the appropriate bulb holder anti-clockwise to release, then pull the bulb from the holder to remove.

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H2358A

H2362A
Bulb Replacement

FRONT COURTESY & MAP READING LIGHTS (5 door models)
Front courtesy light

Insert a small, flat-bladed screwdriver into the indent on one side of the centre lens (arrowed in illustration). Prise the centre lens from the light unit, then pull the bulb from the clips.

Map reading lights

Remove the centre lens (as described on previous page) to reveal two Torx screws.

Remove both screws.

Use a larger flat-bladed screwdriver to prise the courtesy light unit from the headlining, then pull the bulbs to remove.
Bulb Replacement

REAR COURTESY LIGHT (5 door models)

Insert a small flat-bladed screwdriver into the indent on the side of the lens and prise the lens from the light unit, then pull the bulb from the clips.

COURTESY LIGHT (3 door models)

Insert a small flat-bladed screwdriver where arrowed and carefully prise the lens from the light unit, then pull the bulb to remove.
Bulb Replacement

GLOVEBOX LIGHT

Insert a small flat-bladed screwdriver (preferably with a short handle, due to limited access) into the indent (arrowed in illustration) on the narrow side of the light unit, and carefully prise the unit from the glovebox panel. Remove the bulb from the clips.

LOADSPACE LIGHT

Insert a small flat-bladed screwdriver into the indent on one of the narrow sides of the lens (see arrow on illustration) and carefully prise the unit from the loadspace trim panel. Push and twist the bulb to remove.
Bulb Replacement

VANITY MIRROR LIGHT

Using a small, flat-bladed screwdriver as a lever (see inset), prise the lens and mirror from the light unit. ‘Spring’ the bulbs free from the connectors to remove.
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