

Reasons for converting Land Rover Defender to VB-FullAir 4C



Positives

- More predictable behaviour
- More comfort (30% improvement)
- However, it retains the DNA of the Defender (not a limo)
- 90 and 110 can go under 2m roof height in **car park** mode
- Every kit ordered from 6/05/15 will have AATS and VB-shockabsorbers as standard
- SLDR is available as an option: from **standard** (ride height) to **sport** mode (2 step process)
- 145 km/h = no problem from a stability point of view
- Steady state turning circle (left + right turn) = 87 km/h
...but on coilsprings: left = 92 km/h right = 78 km/h (less predictable and less safe)
- Less shaking (vibration)
- Less roll when cornering
- On 90; less pitching (front to back)
- More effective suspension stroke
- More traction available on diff lock, by disabling/locking **service** mode
- Compressor located under RHS seat on TD5 and V8
- On other models; located left of gearbox, just behind anti-roll bar
...higher than chassis low point (therefore safe)
- Air intake under bonnet at top of engine
- IP68 rating for electronics/electrics
...therefore can go underwater (upto 1.5m depth)

Negatives

- Weight of compressor box = 8.9kg
- 10kg weight increase overall