

## Complete Restoration

### **Disassembly:**

Down to the last nut and bolt. Every component was completely removed, beginning with the engine.

The engine is soft disassembled; lines, bracketry, hoses, clamps, alternator, reservoirs, etc. Once soft components are removed from the engine bay, the engine is then unbolted from the transmission, chained to a jack, unbolted from chassis, and then hoisted from the engine bay.

The wings (fenders) become the first body panels to be removed, followed by the grill/radiator panel, bumper, and anything affixed to the wings-- such as mud close out panels and the bonnet. Next, the doors and windscreen frame are removed from the bulkhead. At this juncture, the tub and seat box are still in place. The seats are removed and the dash assembly becomes the dash disassembly. Steering, brake booster, washers, and other small components are removed from the bulkhead. At this point, the floor panels are unbolted and allow access to linkages for the shifter and transfer case. These are removed and the gearbox (transmission) and transfer box are dropped from the chassis.

The body disassembly continues with the unbolting of the bulkhead from the rocker rails attached to the seat box. Following, the seat box is removed from the tub. At this point, the Land Rover is wheels, axles, suspension, chassis, rear wiring, brake lines, and tub. The tub is then removed and has taillight and fuel close-outs disassembled.

At this point all body pieces are ready to be worked. Meanwhile, the engine is ready to be completely overhauled, and the remaining components are unfastened from the chassis.

The engine is stripped down to the block. The block is magnafluxed to inspect for any wear discrepancies and or cracks. Some blocks require machining, this one did not. After the block is given a clean bill-of-health, it is painted to its factory Land Rover specifications. As the block is reassembled, all bearings, seals, and gaskets are replaced with new factory parts. All assembly is torqued and assembled as per factory specifications from Land Rover. The engine receives new injectors as well. All hoses, and non-cast parts are new factory replacements. The PTG pump is reconditioned and fully serviced. The engine is reassembled and ready to install on the new chassis.

The chassis is a new factory replacement Richards Chassis. We received the chassis ready for installation.

### **Assembly:**

The body work begins with paint and rust/ corrosion removal. All paint is hand-sanded to ensure no aluminum material is removed, which could weaken the body's integrity. At this juncture, individual body components are shaped to repair any dings or dents. In place of typical bondo jobs, Lucra prefers to use new aluminum skins where necessary. The body work is a time-consuming endeavor, nearing three weeks of labor before the parts are ready for paint. The end result is indistinguishable from when the Land Rover first rolled off the factory line-- with a few improvements. One may notice that small details, such as steel tub cap rails, are assembled at the factory before the truck is painted. We go the extra mile by painting each piece individually before assembly. This ensures that there is no bare steel-to-aluminum contact, which leads to electrolysis and rust. When you restore your Land Rover with

Lucra, it is more prepared for the environment than when it left the factory. After the body components are fully restored, they are painted and ready for assembly.

Any existing driveline parts that will be reutilized are sand blasted and powder-coated. Again, this ensures that your restoration is better than factory assembly. After the axle housings are returned from powder coat, they are reassembled with new factory replacement parts. The axles, hubs, brake drums/shoes, leaf springs, bushings, shocks, and corresponding hardware are all factory replacements. They are the initial parts to be installed onto the chassis. From here, the new fuel tank is installed and new soft and hard brake lines are run from the hubs to chassis and over the axles. The rims are powder-coated, receive new tires, and are installed to make a rolling chassis.

Next, the engine is bolted to its mounts and installed simultaneously with the gearbox and transfer box.

Tie rods, pitman arm, steering dampener, ends, etc are bolted up and adjusted for toe.

The tub is now installed as the body assembly begins from the rear. After the tub, we install the seat box and rocker rails, followed by the bulkhead. The doors are then hung to the bulkhead to adjust for proper fitment. The windscreen is installed and the restoration begins to look like a Land Rover again. The windows have their tracks installed into the doors and are tested for fitment.

The assembly continues with soft components in the engine bay, such as the battery, suction pump, brake booster, belts, air filter, etc. The fuel filter is attached to the bulkhead and the lines are run to the tank and purged.

At this point, the Series III has the radiator grill fit to the chassis. The radiator is then installed, followed by the wings (fenders) being fit to the bulkhead and grill. Cap rails are newly riveted to the tub and the boot door is hung.

The electrical work begins as the new wiring harness is installed. Rear taillights/blinkers and front headlights/blinkers are installed and tested. The dash begins to assemble as the wiring is run throughout the truck. The bonnet is then bolted to the chassis and the windscreen wipers and sprayers are attached to the bulkhead.

From here, the Series III was ready for its initial soft top. The hard top was requested, sourced, and began its rehab in the same manner as the initial body work. Luckily, the bulkhead and doors had been set in the perfect alignment that minimal adjustment was necessary to receive a hard top. The factory, dangerous glass was replaced with safety glass hand cut and sanded locally. Side panel stopper knobs were epoxied to the sliding glass and the new glass was installed.

Moving forward, the tub will receive Line-X. The interior door close-out panels will receive Line-X to match.

We will be adjusting the rear leaf-springs for ride comfort and height to meet garage requirements. The exhaust will be fabricated for fitment and installed, hardware will receive torque-check and assembly will complete.