

1972 Land Rover Range Rover - Suffix A - TURBO

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- **Preis**
USD 165 720
EUR 169 900 (listed)
- **Baujahr** 1972
- **Getriebe** Schaltgetriebe
- **Anzahl der Türen** 2
- **Antrieb** Vierrad
- **Lenkung** Links
- **Innenfarbe** Beige
- **Zustand** Restauriert
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- **Automobiltyp** SUV
- **Markenfarbe außen** Sahara Dust
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Beschreibung

Another great example of a Suffix A. This time it is the rare Type V.210. This specific Range Rover Classic has been through many hours of restoration that brought it back to its original specs. This is truly an amazing original classic. Finished in its original Sahara Dust color, makes it a piece of art you don't want to take your eyes off. The amazing Sahara Dust color extends to the beautiful rostyle wheels. Fully equipped with a full power Turbo charger designed by Franz Albert. The power it delivers, forced Albert to add an over-drive to help the engine handle the power. This is truly a unique and one of a kind classic. In fact from our extensive research we have never seen another one with those specs. Our cars, are kept and maintained with time and investment spent for perfection. The engine and the gears are smooth and original spec suspensions are placed. The body and chassis are totally straight. Our Range Rovers are free of rust! The exterior of every vehicle we have is kept original as much as possible. Any part that needed to be changed, was changed with original parts in order to look as it did when it rolled out of production line. The interior has been preserved to the best possible state. All our vehicles that are unrestored are kept 100% original. Vehicles that have been restored, they were restored with only original Range Rover parts. We are proud of what we have done in preserving our cars as much as possible. The love and passion we have for those cars, keep us maintaining them to the smallest detail.

The car features a 3.5-litre V8 petrol turbo engine, which produces 210bhp at 5000rpm and 385Nm of torque at 2500rpm. Drive is sent to all four wheels through a four-speed manual transmission with a lockable central differential. The car's technical specifications are exactly as they were when it left the factory.

Solihull's

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