



1] 200Tdi from a Discovery replaced the V8 with which the hybrid started life. Alternator visible here is one of two 90A units the vehicle was designed to run

2] Turbo hoses for the 200Tdi were totally reworked to fit in the hybrid's engine bay. Seen here, behind the nearside front shock tower, are the 70mm turbo air intake and the 50mm intercooler inlet

3] With the engine part-installed and the surrounding panels removed during the build, the work in progress on the turbo hoses is apparent

4] Breathers are raised wherever they exist, to keep them out of harm's way in deep water. The yellow hose here is the breather for the crankcase cover

5] Fresh air is routed towards the turbo via a 70mm stainless intake. The K&N on top is slated for replacement by a paper unit from Green Filter

6] This is the way the air intake is routed through the cabin. If you think this looks complex, try asking Les about the amount of time he spent on the section that runs under the bonnet...

7] Ahead of the cherry bomb silencer seen in the foreground here, the gearbox crossmember has been modified slightly using 8mm plate to allow clearance for the exhaust

8] Side-exit tail pipe is routed out between the nearside body mount and rear cage crossmember

9] Seen from above the reservoir, the location of the power steering is the final barrier to moving the radiator, and thus the front of the vehicle, any further backward

10] Instant maintenance! An M10 threaded rod allows the belt to be tightened using a 17mm spanner and locking nut

