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Defender 90 2021 review

For the Land Rover Defender child, it's a case of the same story, different ending. Performance, design, powerful off-road Pricey, P400 is thirsty, much tighter inside than the 110 Eastnor and Fiorano do not have much in common, but they should be twin cities. Eastnor is a small village in the English county of Herefordshire, home of a picturesque Victorian castle, which was originally commissioned by a guy with the unimproved name of John Cocks.The extensive reasons for this heap of the country are where Land Rover has been testing the off-road credentials of its products, almost since the company's inception. The ability to tackle the toughest routes is considered to be equally important for the British brand a new Ferrari Fiorano time tour is in Modena.It's a point made when CarAdvice was invited there to drive the new Land Rover Defender 90. Most release events involve full-specced gamma-toppers with each box of option ticked, but at Eastnor Land Rover put me in a 90 with input level P300 2.0-liter petrol engine, basic coil springs instead of expensive air suspension, and even the novelty of what was close to a hose-out rubber interior. MORE: Defender price and specificationsYou won't be surprised to hear that Defender 90 was powerful in its development play place. Wearing the Goodyear Wrangler ATs factory option, it squelched and slithered its way along some of Eastnor's tougher tracks while barely breaking sweat. The revelation wasn't that it could do everything, rather how easy progress it was. Many years ago I got to drive an original Defender 90 TD5 around Eastnor under the supervision of the legendary Land Rover off-road expert, Roger Crathorne. It was a day of mud, sweat and tools - Crathorne stressing the need to select an appropriate combination of transmission ratio and differential locks before each new obstacle. Instead, Defender 2021 did everything with its dynamic Mud and Ruts program, managing everything without more drama than the occasional noises, as the brakes adjusted the speed and traction. Petrol versions have a simpler all-wheel drive system, missing diesel torque-juggling clutch package, but this makes no difference in terms of finding grip in the wilderness. Of course, mud-connecting in rural England a very different challenge from life in the tougher parts of Australia, but Land Rover is keen to point out that defender was designed for adventure in almost every environment. And as the shorter 90 wheelbase gives it a ramp greater than the 110 should be the most adventurous in the lot. It is certainly a useful reminder that even under the elegant design and life-stylish option packs, the new Defender remains an off-roader. The P300 plant has impressed, too. This does not have six-cylinder auditory muscle nor the ability to produce the same unlikely amounts of longitudinal G-forces, but with 220kW and 400Nm still provides more than adequate performance, especially given Standard eight-speed autobox, and its doughy character fits the car well. I got to experience the other end of the 90 range, too - with a 90 P400 in loaded X-shape, though only on the way. Full-power Ingenium straight-six engine makes 294kW and 550Nm featuring both a lightweight hybrid starter-generator and a 48-volt electric compressor that works in combination with turbocharger to improve low-end responses. The performance was impressively snappy, Land Rover claiming a time of 6.0-sec 0-100km/h, but the sense of speed is heightened by the attitude the nose-up car takes under higher accelerator inputs. It's definitely point-and-squirt fast rather than a sports SUV: Sonic I learn to look at a straight before unleashing the engine. Even pushing moderately hard brings the lean body and substeer. On the track, stability control intervenes hard and early to avoid any loss or grip slip. Which is sensitive given the combination of a short wheelbase and a high center of gravity. It's much better on the cruise. Even riding on the air springs testing the P400 chassis felt firm at urban speeds, but gaining some calm authority at a pace of highway and cabin felt impressively well insulated, even pushing beyond the UK 70mph (113km/h) highway speed limit. Such speeds in the original Defender were barely possible, and would have required any conversation in the cab to be called out. Given its relatively compact dimensions, being a full 435mm shorter than 110, the 90 also feels respectfully spacious inside. The front of the cab is spacious, with plenty of free space, even with a natural driving position that allows you to look down on the driver of pretty much any other SUV. An optional reclining seat also offers the option to sit three in front - the backrest of housing cups when not in use - although anyone playing piglet must bend the knees around the center console. The rear seats are positioned higher than the front ones, giving occupants an excellent front view, and there is plenty of adult space out there, although non-children will find reaching them through the side door an uncomfortable scramble. In terms of packaging, the obvious compromise is the capacity of the luggage, with no more than 397 litres behind the rear seats, with this space both short in length and high. The open side tailgate is surprisingly hard to operate. Defender's newly upgraded Pivi Pro infotainment system also deserves some credit, especially given the criticism that has been piled up on the previous generation InControl Touch system found in other Land Rover models. The new setup is better looking, acting faster and more intuitive lysing to use, a reinforced point when we get to drive versions equipped by Range Rover and Range Rover Sport on the same event. Defender buyers get a much better set-up. Although sales have only just begun in Australia, Defender is receiving some substantial reviews for 2021, beyond the arrival of the short stop 90. Also, Diesel engines was launched with have now been replaced with six-cylinder sheep, providing almost identical power but extra torque. Given the limited refinement of the smaller Ingenium four-pot, that is probably a blessing. The standard kit has also gone up - but so has pricing, with entry-level 110 nearly \$5,000 more than it was last year. 90 doesn't quite offset this supplement, being \$3,000 less than the equivalent of 110 across the entire range. That means prices will go from \$71,500 for the P300 base through to \$132,590 for the D300 X, before options and on-the-road costs. But for anyone who doesn't need 110 space, and wants to experience Defender in its purest form, 90 makes a strong case for itself. Base engine: 2996 cc, straight-six petrol, turbo and e-boosted transmission: eight car speeds, All-wheel drive Power: 294kW at 5500rpm Torque: 550Nm at 2000rpm 0-100km/h: 6.0-sec Maximum speed: 209km/h Weight: 2268kg (EU) economy: 11.0 L/100 km [WLTP Combined TEL] CO2: 252 g/km [WLTP]MAI MORE: Defender price and specsMORE: Defender v Wrangler v LandCruiser 76MORE: Defender news and reviewsMORE: Everything Land Rover Interior Comfort & Packaging Infotainment & Connectivity Reincarnated British off-roader returns to its shorty two-door roots - or does it? When you finally get Down Under in February of next year, the 2021 Land Rover Defender 90 will continue the iconic original tradition of offering go-anywhere off-road capability in a two-door stout body, for \$3,000 less than the four-door Defender 110 equivalent. At the same time, thanks to a new monocoque aluminium platform and advanced turbo petrol and diesel engines, it will provide much better performance, refinement, technology and safety. But with a north-of-the-north starting price of \$70,000, and a \$135K price tag for the top-shelf P400 X tested here at the international launch, has the new Defender 90 wandered too far from its humble predecessor? You wait 20 years for a new Land Rover Defender, then two come in a few months. Land Rover Defender 2020 110 landed in the U.S. only in June, but buyers can already opt for 90 three-door introduced for 2021. This is the model I recently took to the challenge in the UK, where I spent a few intensive days in the English countryside, putting 90 to the test at Land Rover Gaydon and Eastnor proving reasons. Just a few weeks after giving 110 a smooth going over in the California desert, I was eager to see if the shorter, trendier Defender 90 could fit his older brother. Our first taste was the range-topping X P400, finished in Gondwana Stone with a black roof, 20-inch wheels, and a about 400-horsepower 3.0-liter six-cylinder powerplant. From the show alone, this is defender to get, but having Cruising time along the highway, threading through villages and subjecting the car to some serious off-roading, under the beautiful facade is a complex, very competent car. Ask the boys and girls stunt. Girls, on the new James Bond movie, no time to Die.To hammer that point home, a morning approaching grueling off-road terrain in an Indus Silver 90 SE P300 on coil springs powered by a 2.0-liter four-pot showed that if you're after an SUV that will show your neighbor's wrangler or a real off-roader for serious work, Land Rover offers a Defender in a variety of flavors to suit your needs. 2021 officially marks the second model year for the latest Land Rover Defender. After a limited launch in 2020, the range has now expanded with the addition of several three-door Defender 90 variants to the Basic, S, X-Dynamic S and X ornaments. The X-Dynamic models are a new addition to the range and are offered on the larger Defender 110 as well. This asian comes with unique interior accessories to differentiate it from other versions in alignment. Hopefully, the wider range will support Defender sales. Expanded Defender 90 lineup Class-leading off-road capability For a capable 4x4, refined on the highway, 20 seats for up to seven attractive occupants robust cabin design Plenty of options to customize the average cargo space in the Defender 90 Six-pot visible turbo lag Pricey extract Without losing its Land Rover identity, the latest Defender is a much more polished and modern offer than the last Defender vehicle to be sold here. Chunky, retro design looks as if you age well, with blocky headlight clusters and thick tile around wheel arches. The smaller Defender 90 is likely to appeal to a younger clientele and, in the basic specification, comes with LED headlights/headlights, utility-looking 18-inch steel wheels, and a body-colored roof. Other versions come with a white contrast roof, a folding fabric roof, front fog lights, and alloy wheels measuring up to 20-inch. On Defender X are equipped orange brake calipers, a glossy black hood and a panoramic sliding roof. Land Rover Land Rover Land Rover See all 2021 Land Rover Defender Outdoor Photos With a length of 170.2 inches except the rear-mounted spare wheel, the three-door Defender 90 is 3.4 inches more than three Jeep Wrangler doors. It has a 101.9-inch wheelbase and a width of 79.1 inches except mirrors (82.9 inches, including mirrors). Height is either 77.5 inch with pneumatic suspension (standard on upper ornaments) or 77.7 inch with coil suspension. Key dimensions for defender 110 larger include a 118.9-inch wheelbase, 187.4 inches long, excluding the spare wheel (197.6 inches, including the spare wheel), and the same width as defender 90. Defender 110 is 77.4 inches high. Off-road numbers matter when it comes to any Land Rover, and Defender 110 impresses with an off-road ride of 11.5 inches and maximum approach/departure/ramp angles of 38/40/28 degrees, respectively, for 110. The more compact the compact it is 90 has a 31-degree upper ramp angle. The SUV's high suspension can afford a maximum depth of 35.4 inches. In terms of kerb weight, the lightest model is the entry-level Defender 90 with the 2.0-litre engine at 4550 pounds, with the heaviest being the Defender 110 X in seven-seater mask, which weighs a bulky 5385 lbs. Based on Defender 90, the only cost-free color is Fuji White. Following this are seven metallic shades at a cost of \$710 each. These are Pangea Green, Gondwana Stone, Eiger Grey, Tasman Blue, Santorini Black, Yulong White and Hakuba Silver. Some of these shades, such as Eiger Grey, can be enhanced with a protective satin film for an extra \$4,900, but this option also adds a black contrast roof for a total paint cost of \$5,900. Two premium metal paints - Carpathian Grey and Silicon Silver - go for \$1,750 each. Defender 90 First Edition only comes in Pangea Green, Gondwana Stone, or Hakuba Silver, but none of these will add anything to the base price. Defender X also has fewer available colors than the base model, but is identifiable by its black roof and black hood. The larger Defender 110 largely reflects the color choices of the 90. Eiger Grey Metallic Pangea Green Metallic Gondwana Stone Metallic Yulong White Metallic Tasman Blue Metallic Santorini Black Metallic Hakuba Silver Metallic Carpathian Grey Premium Metallic Silicon Silver Premium Metallic Fuji White There are no Bravny V8 engines on offer here. For that, you'll need a much more expensive Land Rover Range Rover. The 2021 Land Rover Defender range is served by either a 2.0-litre turbo charge di or a 3.0-liter six-cylinder turbo with mild-hybrid technology. This larger unit manages powerful outputs of 395 horsepower and 406 lb-ft of torque. Whatever model you're looking for, Defender comes with a standard eight-speed automatic transmission and all-wheel drive. No version of Defender can be described as slow, with even heavier Defender 110 with the smaller engine managing a sprint 0 to 60 mph of 7.7 seconds and a top speed of 119 mph. However, after I found in the recent 2020 model review, six-pot is much faster. When this engine is equipped to defender 90 I drive, the sprint 0-takes only 5.7 seconds, although the top speed remains limited to just 119 mph. The Defender's maximum towing capacity operates at a competitive \$201 lbs, achievable on 90 First Edition and 110 with six-pot. German rivals would be the Audi Q5 are faster than the Defender, but it can't tow nearly as much as Land Rover and certainly can't go off-road in the same way it can. Land Rover Land Rover Land Rover Both Defender 90 and Defender 110 are available with a range of two trusters. The 2.0-liter turbo turbo four-cylinder turbo produces 296 hp and 295 lb-ft of torque, while the more powerful 3.0-liter turbo six-cylinder engine with a light-hybrid system manages 395 hp and 406 lb-ft. Both engines are connected to a automatic eight-speed gearbox. The base engine is sufficiently refined and provides reasonable passing power at higher speeds, although it must face the considerable weight of the Land Rover, so that it feels a little tense when towing or when the vehicle is fully charged. The larger hybrid system can harvest, store and redistribute energy, while the 48-volt electric supercharger provides an additional power surge. It feels easily faster from the wheel once you've switched from turbo lag to lower speeds, but the smooth opt-speeder does a good job of getting the most out of both power plants. The Defender 2021 SUV can't embarrass the powertrain department's competition, but both engine options will meet the needs of most customers. Land Rover has delivered on to make the new model a more accomplished off-roader and a better companion on the road than it has ever been before. As a result, the Defender has two very distinct parts. From the high seating position, drivers will feel that they dominate the front road, cruising in comfort and tranquility on the highway thanks to torque delegations, an eight-speed silky transmission, and adjustable air suspension. The quality of the race is matched by the incredible maneuverability. You can't throw the \$5,000 SUV like a sports car, but it behaves brilliantly when asked, with excellent feedback through the steering, although the sensitive brake pedal has taken some of the basics used to. The traction is also superb thanks to its full-time 4x4 system and torque vectoring. On the twisty 60-mph B-roads and later at Gaydon's proving motifs consisting of 34 miles of roads and tracks, where we got 90 X at its top 120-mph speed on the high-speed loop, entering and exiting corners at speed was surprisingly easy. There's even a Sport mode that sharpens the transmission and optimizes the power plant if you really want to have fun. Taking 90 X off-road revealed a completely different skill set. Crossing broken gaydon, opposing cambers and rallycross was a doddle for Defender, which is why Land Rover invited us to Eastnor to tackle the toughest terrain in a 90 SE 300P. Over 66 miles of managed trails in the grounds of Eastnor Castle is where the off-road credentials of each Defender have been tested for decades. I spent two hours clambering over rocks and mud, wading through deep water, and addressing steep slippery slopes. The configurable Terrain Response 2 boasts a selection of off-road programs accessible via the Pivi Pro touchscreens, including Mud & Grass, Gravel, Snow, setting the perfect Defender for the conditions they face. Self-locking center and rear differentials, over 11 cm of ground clearance, and all-land goodyear rubber made the easy work of who would beat most cars. Defender is so easy to handle too. Visibility is superb, and when challenged, external cameras can be set to off-road, which displays the foreground of the front wheels while through tight spots. Easily the most capable off-road car we've ever tested, we can only imagine the turbocharged and supercharged inline-six would have made it from the beaten track. At the time of writing, the EPA had provided only gas mileage figures for the 2021 models with the 3.0-litre powertrain. These versions return 17/22/19 mpg city/highway/combined for both 90 and 110 derivatives. While you would expect less powerful 2.0L to be the best Defender in terms of efficiency, according to the 2020 figures, it is more frugal in the city, but less efficient on the highway, ultimately returning the same mixed driving figure. In Defender 90, this engine returns 18/21/19 mpg, dropping to 17/20/18 mpg for Defender 110. The more compact Defender 90 comes with a 23.3-gallon gas tank for 2.0L models, allowing a range of about 443 miles, with 3.0L of 23.4-gallon tank increasing mileage by a mile or so. All Defender 110s come with a 23.8 gallon gas tank, which increases the range from about 452 miles. Exposed door panel rivets, strong horizontal lines and hard materials are details that make sense when considering the Positioning of the Defender. Both our Land Rover Defender reviews since the latest-gen has arrived proving that this is not a super-luxury on-road SUV that won't get dirty boots. It has been designed to easily tackle rough terrain and the hardy cabin suits this mission. All versions impressed us with their spaciousness, although 90 clearly is not as cavernous as 110 more, this is not a surprise because the former is over 17 cm shorter. The basic version comes with features such as dual-climate control areas, a leather-wrapped steering wheel, semi-powered front seats, and 360 degrees of parking help, so at least it doesn't feel too basic. Higher up in the range, Defender is equipped with a front screen, wireless device charging and heated/cooled front seats. In general, the logical interior is a success and feels like it can withstand the rigors of off-roading. Land Rover Land Rover Land Rover See All 2021 Land Rover Defender Interior Photos While 110 offers more practical due to its size, you couldn't call 90 impossible. The rear seats are comfortable, providing plenty of space for head and legs, although without rear doors, the entrance and exit are not exactly simple. On an \$80,000 car (in X trim), you'd also expect the front seats to automatically drag back and forth into position without having to hold the button. Using the rear seats regularly might prove tiring. But for a couple, and those with a young child who will love sitting in the middle jump chair, this will not be a problem. Electronic seats in are well lined and supportive, there is a lot of space and cubby holes for the phone and other bits and bobs and there is a no doubt premium feeling at what remains a commercial vehicle. The Defender 90 base comes with ebony seats and a massive piece of black on the and, to be honest, the environment doesn't look a little modest at this level. A Light Oyster Morzine headliner and a cross-car beam with a light grey powder brush finish lift the environment slightly, while a leather-wrapped steering wheel is included. Moving up to Defender S adds granulated and sturdy woven skin facing the textile chair in ebony, acorn, or kaki. The seats here can also be covered in a combination of Dynamic Suede and Steelcut Premium Textile in Ebony. X-Dynamic has duotone/Robustec leather chairs in Ebony/Ebony, Kaki/Ebony or Acorn/Lunar. Similar materials and colors are available elsewhere in the range, although Defender X is a cut above, with Leather Windsor and Steelcut Premium Textile Chairs in either Ebony or Vintage Tan/Ebony. Inlasts trim include natural smoked dark oak veneer and hard cut walnut veneer. The length difference between the New Land Rover Defender 90 and Defender 110 is evident when each model opens the loading area. Behind the second row of seats, the 90 offers only 15.6 cubic meters of volume, which is quite weak for an SUV, although there is more space than the rear of the two-door Jeep Wrangler. With the second 40/20/40-split flat rear folding seats, utility space increases to a more useful 58.3 cubes. The Defender 110 is much more versatile, with 10.7 cubes behind the third row, up to 34.6 cubes behind the second row and a massive 78.8 cubes behind the first row in five-seater versions. In the seven-seater version of the 110, the maximum load capacity drops to 69 cubes behind the front seats. A cargo cover and hooks for fixing items are standard. In our Defender review, we found that there are quite a few places to hide the odds and ends in the cabin, with storage provided by a box of gloves of reasonable size, two cups in front, various open storage areas, and a large front center console where the middle jump seat is not mounted. If this is specified, the storage center is not as generous, but this chair has cups to make use of when folded. Finally, an overhead storage compartment is mounted for a pair of sunglasses. Land Rover Land Rover Land Rover Defender Infotainment and features being a Land Rover Defender, it is no surprise that each version comes with off-road tools would be hill downcontrol, Land response, hill launch assist, and low-traction launch. A configurable land response system is available above in the area. Basic versions receive comfort, convenience and safety features, would be automatic climate control with two zones, an assisted tailgate, semi-powered front seats with eight paths, a 3D surround view camera system, support for maintaining recognition of traffic signs and a driver status monitor. Higher up in the range, defender has an interactive driver display, illuminated metal plates, 14-way adjustable front seats with heating and cooling, heated rear seats and front display. A panoramic roof and a folding roof are available. The Land Rover Defender had a positive start to life, with no recalls for the 2020 or 2021 model years at the time of writing. The off-roader comes with a four-year/50,000-mile limited warranty if something goes wrong, with the powertrain covered for the same period/mileage. A six-year corrosion perforation guarantee applies, regardless of the miles travelled, but no free scheduled maintenance is provided. Basic: Drivetrain: Corrosion: 6 years \ Unlimited Miles Roadside Assistance: Both local safety authorities, IHS and NHTSA, have not yet rated Land Rover Defender for crashworthiness. For now, there is no official safety rating. Even if it has not yet received a safety rating, Defender should do well with its range of active and passive safety systems. All versions are 60 electronic controls, dynamic stability control, LED headlights, ABS/EBD brakes and tyre pressure monitoring. In order to make off-roading as safe and convenient as possible, Defender has low traction launch, land response, hill descent control, and hill launch assist. The airbag suite comprises six airbags, including side airbags and thorax airbags. Even on basic derivatives, Land Rover has equipped defender with many driver support technologies, such as blind spot monitoring, a 3D surround view camera system, a 360-degree parking device, wade sensor, lane maintenance assistance, emergency braking, driver status monitor, traffic sign recognition and adaptive speed limiter. The higher-specification versions have adaptive cruise control and a front display. Few cars offer such a capacity width as the Land Rover Defender. Combining unparalleled off-road capabilities with an immersive drive on the sidewalk, this is a go-anywhere vehicle in the truest sense of the word. As Wrangler approaches, Defender takes off-roading to another level all wrapped up in a much more premium package. It also looks better than discovery at similar prices. If you are concerned about buying the first year of a new generation, we imagine that the 2021 models would have eliminated any problems found in 2020. Remember this is a car that Land Rover has spent billions of dollars and years of work to carry out. From the completely new chassis and sleek design to the new electric architecture and the new ground response system, the individual elements of the Defender support criticism on their own. The fact that they can all be found in one car is even more impressive. In the U.S., Land Rover Defender 2021 has a starting price of \$46,100 for the Defender 90 base. Following this is S at \$49,400, after which the 2021 Defender Pricing takes a big jump to \$57,800 with the X-Dynamic S, 64,100 for 90 First Edition, and a price tag of \$50,500 for X.The larger Defender 100 follows a similar structure, with prices starting at \$50,500 for base, \$53,800 for 110S, and \$62,700 for six-cylinder 110 SE. you will set back \$65,500 while HSE asks for \$71,600. Last up, 110 X carries an MSRP base of \$83,000. All prices exclude a delivery fee of \$1,350. Land Rover Defender can cost over \$100,000 for 110 X with most of the option boxes checked. Land Rover Defender has an extensive range for the 2021 model year and comes in a range of eight ornaments: base, S, X-Dynamic S, SE, X-Dynamic SE, First Edition, X-Dynamic HSE and X. The newest Defender versions are X-Dynamic ornaments. Two body styles - Defender 90 2-door and Defender 4 doors 110 - are offered, with some specific ornaments for either 90 or 110. All models have all-wheel drive and an eight-speed automatic gearbox with a 296 hp 2.0-litre turbo-four standard on the lower trims. The more expensive models use a 3.0-liter turbo-six-cylinder system with a light-hybrid system that makes 395 hp and 406 lb-ft of torque. Entry-level Defender wears 18-inch steel wheels and comes with LED headlights, foldable power mirrors and a body-colored roof. Inside, there are features such as a 3D surround-view camera system, wade sensing, opt-way semi-power front seats, dual-climate control areas, and a 10-inch touchscreen for the infotainment system. Defender S adds 19-inch alloy wheels, an interactive driver display, sturdy woven fabric grain leather/tapiterie, and 12-way semi-powered front seats. One of the newest additions is X-Dynamic S. It has additional features, such as a duo-tone interior color scheme, illuminated metal treads, and an Ebony Morzine header. Se is reserved for 110 larger and has premium LED headlights with signature DRLs, 20-inch alloy wheels, front fog lights, a 10-speaker Meridian sound system, and 12-way powered front seats with memory. On the X-Dynamic SE, the 20-inch wheels have a Satin Dark Grey finish, while the exterior gets Silicon Silver accents. The seats are upholstered in grained leather with robust ribbed accents. The first edition is only compatible with Defender 90. The specifications of this model include a white contrast roof with a fabric folding section, First Edition badging, and 20-inch wheels. It is also equipped with electronic air suspension and has a heated steering wheel. Once again the return to body style 110 alone is the X-Dynamic HSE. It ships with a panoramic solar roof opening, extended leather upholstery, Windsor leather seats with heating/cooling at the front, and adaptive cruise control. Finally, Defender X is offered on both 90 and 110 body styles. This version has a black contrast hood and roof, orange brake calipers, 20-inch wheels with a transformed diamond finish, a head-up display, and a Meridian 14-speaker sound system. See All 2021 Land Rover Trims and Customization Specifications is a difficult part of the Land Rover Defender Travel purchase, just because there are so many options. As usual, a certain degree of restraint will be necessary to prevent the price from spiraling, especially when four customization packages and 170 170 available to customize the purchase. Even the Defender 90 base can be updated extensively, starting with a variety of outdoor accessory packages. For example, the \$4,700 Explorer Pack adds mudflaps, a matte black decal hood, a high air intake, an expedition roof rack, and more. Adventure Pack is ready for the great unknown with mudflaps, an integrated air compressor, portable rinsing system, a seat pack, and an exterior side-mounted tool holder, for the \$3,200 charge. The last of the four packages available is the Country Pack, with the front and back Classic Mudflaps, a full-height cargo partition, a portable rinsing system, and additional wheel arch protection for \$2,100. For improved off-road capacity, the \$1,550 Off-Road Pack includes an internal plug outlet, off-road tires, and an active electronic differential. The Towing Pack (with a hitch, towing receiver, advanced towing assist, and more) costs \$1,850 on its own, but requires a number of other upgrades would be premium LED headlights and pneumatic suspension package for a total price of \$4,300. For cooler regions, the Cold Climate Pack is worth \$700 as it adds a heated steering wheel, a heated windshield, and heated washing jets. Adaptive cruise control is a \$1,200 standalone option on this model. There is an equally desitive range of options above the range, with Defender 110 X-Dynamic SE available with upgrades would be Family Pack for a total of \$2,200, an upgrade that adds a third row of seats and three climate control areas. Other optional add-ons include a head-up display at \$970 and a Wi-Fi hotspot with a \$360 data plan. It may sound cliche, but the large number of configurations and customizations in the Defender order guide means that there is indeed a Defender for everyone. However, we recommend that you keep things simple when ordering. Most buyers will be satisfied with a Defender 110 SE, which pairs 5+2 seats virtually with P400-spec. Six-cylinder engine for just \$64,050 including destination. However, for hardcore adventurers, childless couples, or lone ranger who wants to go on a real adventure, 90 X is an expensive but incredibly cool way to load headfirst into the unknown. To embrace the original Defender experience, especially for those without additions to worry, a 90 base with steel wheels and \$4,700 Explorer Pack is the ideal way to enjoy the basic essence of the Defender identification plate. 2021 Land Rover Defender Comparisons Jeep Land Rover With a starting price of under \$30,000, Jeep Wrangler is a much more affordable alternative for adventurers on a tighter budget. Like Defender, the Jeep is offered in three- or five-door configurations, but Defender can accommodate more than five occupants. Wrangler is one of the best off-roaders in any form, and the ability to remove its doors and roof is a new feature that makes it appealing to outdoor enthusiasts. However, Defender is similarly capable throughout the harsh still is smoother and more refined for everyday use. Although the five-door Wrangler comes with the option of a turbo-diesel torque with 442 lb-ft of torque, Jeep does not offer the same powerful acceleration of the Defender with its 395 hp six-cylinder engine. There is also much more cargo space in the Defender, plus a more advanced suite of driver's aids, would be the adaptive cruise control is offered in the Defender range. Much cheaper Wrangler still offers plenty of appeal, but we'd rather have Defender, which combines off-road capability with a more premium feel. See the larger Jeep Wrangler Review in the Land Rover hierarchy is more luxurious discovery. While Discovery trades some of the boxy defender lines for a stylish design, make no mistake, it's still a formidable off-roader. Although a 2021 facelift is on its way, we don't expect it to be dramatically different from the 2020 version, which starts with a 254 hp turbodiesel engine that delivers performance similar to that of the core defender. However, top-spec. Discovery is not as powerful on the mark as the six-cylinder defender. Both models have the same maximum towing capacity, but defender has a superior/departure/ramp angles and better ground clearance, so it's more capable off-roader between these two. In terms of cago capacity, Defender has a little less space behind the second and third rows. Newer Defender is more robust and a better off-roader, while Discovery will likely please those who spend more time on the asphalt. See Land Rover Discovery Review Land Rover Defender Popular Comparisons