

Making the 2.25L engine perform

Being stoutly constructed, the 2.25L Land Rover engine will often still be going long after other engines would have ceased running from extreme wear. Many complaints about poor power we have heard have come from people driving worn out low compression engines.

First and foremost performance parts need a good healthy engine in a proper state of tune if they are to work properly. A new style distributor with a performance advance curve just will not work to its potential in an engine with a stretched timing chain.

Performance components are best added as part of a complete engine rebuild so that all the components are fresh and known to be in spec. But they should work just fine when added to a healthy reasonably sound motor as well.

Just rebuilding a worn out engine and upgrading to an 8:1 head can cause a significant increase in power over what you are used to.

Increasing compression improves torque and power clear across an engine's RPM range. British Pacific can supply new heads with up to 9.25:1 compression.

Hotter cams need increased compression to work to their potential. The 2.5L cam will not work as well with a 7:1 head as it will with an 8:1 or higher compression head. The 2.5L cam was carefully designed to provide the best power at highway speeds without sacrificing low end power and smoothness.

While hotter cams allow the engine to breath better, the Solex, Zenith and aftermarket Weber single venturi carburetors do not flow well enough at highway speeds to take full advantage of the 2.5L cam. The BV Rochester that British Pacific offers takes full advantage of the 2.5L cam. The BV Rochester that British Pacific offers takes full advantage of the 2.5L cam throughout the engine's power range. We highly recommend using the BV Rochester with the 2.5L cam.

There is plenty of power to be unlocked from your 2.25L engine and British Pacific can help you do it!

BP High Performance Engine Parts

The 2.25L engine is designed for reliability and low end torque. British Pacific offers several parts that will help your engine provide additional power, provided it is in excellent operating condition.

Here are some of our performance recommendations:

8:1 or higher compression cylinder head

An increase in compression increases power clear across the power band. BP offers new heads with compression ratios to your specifications as well as the standard 8:1 compression head.

Performance cams

You can't beat the stock 2.5L cam for increasing power while maintaining strong, smooth low end torque. More radical grinds sold elsewhere offer increased highway power at the cost of low end power.

New style Lucas Distributor (New, not rebuilt)

Has a higher performance advance curve than the original style distributor. It drops right in and works great.

Rochester BV carburetor

A simple rugged carburetor with very good flow characteristics. Works best with 2.5L cam and 8:1 or higher compression head and new style distributor. We've sold hundreds!

K&N air filter

While the stock air filter works better than just about any other filter and does not clog easily it does cause restrictions at highway speeds. The K&N filter is an excellent free flow filter for highway use that will let your carburetor work to its potential at highway speeds.

Electronic ignition system

While a hotter spark doesn't 'add' horsepower, a weak spark will definitely reduce performance.

Remember, all the add on performance parts in the world can not improve a worn out motor or a partial rebuild of a tired old engine. Your motor needs to be in good shape to let these components work to their best. If you are unsure how to do this British Pacific can remanufacture an engine for you, right to your specifications.