

# PRODUCTS



## DEFENDER WINDSCREEN SEAL

£71.94 Contact: yrmit.co.uk

Fortunately, the classic Defender (and earlier Ninety and One Ten) didn't generally suffer the problem that has afflicted other models over the years – that of a leaking windscreen seal. Keep up that tradition with this OEM-spec glazing seal. It's been found actually to be better than the standard item – just the job for keeping your cab dry (well, less wet).



## FRONT SUSPENSION ARM BUSH KIT

£82.41 Contact: maltings4x4store.co.uk

Help restore the sharp handling of your Range Rover L322 with this Powerflex bush kit (part no. LR018345PF). They replace the inner rear bushes on the front wishbone arm and are claimed to last up to ten times longer than rubber equivalents.



## TREDZ WINDSCREEN BLOCKS

From £250 Contact: empiretuning.co.uk

These cool new Tredz bolt to your Defender where the original windscreen blocks would go, and give a handy non-slip step up to the roof area – perfect for loading and unloading roof racks, or bolting on your roof tent. Made from tough, lightweight and corrosion-resistant fibre-reinforced polymer, they come in either a raw finish (pictured) or in various colours, and new gaskets are included.

## PRODUCT REVIEW

### CATACLEAN FUEL AND EXHAUST SYSTEM CLEANER

£15.95 Contact: cataclean.com  
Tested by: Editor Martin Domoney and Associate Publisher Steve Miller

**MARTIN'S VIEW:** There's a lot of additives and fuel treatments on the market, and I tend to treat them with suspicion. How much can adding a little bottle of fluid to your fuel tank really make to the emissions, fuel consumption and overall running of your vehicle? From what I've found while trying Cataclean, it depends on a couple of things. I've been aware of Cataclean for years and have used it a few times – the garage I get most of my MoTs done at has suggested it to me in the past when vehicles I've taken for a test have either scraped through or failed on emissions. Sure enough, a bottle of Cataclean and a good blast up the road for 20 minutes or so sees the numbers on the emissions machine tumble to passable levels. They don't sell it, either, so they're no better off for recommending it, but it clearly works.

I've run Cataclean through my Freelander 2 over the last nine months, giving it a dose every three tanks as instructed, and to be honest I haven't seen a noticeable improvement in economy. I put this down to the F2 being used almost every day, run on premium diesel and driven fairly hard. That said, the near 200,000-mile engine does sound sweet and runs smoothly, so the additive could well be preventing issues that might have otherwise reared their ugly heads, but there's no way to prove this.

To try a different application, I grabbed a bottle on the way to one of the REVs Restore days at Bicester Heritage. The 2.25 diesel Series III had been sitting around for some time before the guys got hold of it, is a bit tricky to start and is a heavy smoker when cold. I glugged the Cataclean into the almost-empty diesel tank, and after a few laps of the compound the diesel engine had quietened and smoothed out considerably, with a lot less smoke from the exhaust. There was a noticeable improvement on starting and running from cold, too.

I decided to try Cataclean again – this time the petrol version – on an old BMW 5-Series. It had been languishing on a driveway for months, and the 2.5-litre petrol engine was very sluggish and unwilling to rev. I got the fuel gauge down to a quarter from a full tank, added the Cataclean and drove until the fuel light came on, then filled up again with regular unleaded. Over the next few hundred miles the performance got better and better, and consumption improved from an indicated 28mpg to 33mpg over identical



journeys, with driving style matched as closely as possible. The engine also got quieter, and response improved hugely.

So, if you have a vehicle that has been recommissioned, isn't used that regularly or only does short journeys, Cataclean is absolutely worth using every few tankfuls, whether diesel or petrol. Don't expect a night-and-day difference in how your Land Rover performs if you stretch its legs regularly and keep it well-exercised, but keeping the fuel and exhaust system clean can only be a good thing; think of it more as preventative maintenance.

**STEVE'S VIEW:** When I see arrays of lotions and potions in motoring shops, I'm usually sceptical whether they actually do what they say on the tin. But my preconceived notion changed the day I added a bottle of Cataclean to the fuel tank of my Td5 Defender 90. Previously, my 90 always seemed to have a reluctance when accelerating, like something was holding it back – it felt restricted. When MD of Britpart, Paul Myers, suggested I try a bottle of Cataclean, I did. Following the instructions on the bottle, I poured it into a quarter-full tank and drove as normal. After around 100 miles, the dark smoke that had been evident under acceleration cleared, and the hesitation and lethargy was gone, with the Td5 pulling hard through the revs. No doubt the 90's system was in dire need of a good clean, not helped by the vehicle's previous life of pottering about locally. I'm sold.

