

Fitting 285/60R18 tyres to a D4 or 2010+ Range Rover Sport:

The mods for the tyres is fairly simple.

Front

You may experience rubbing at the front when on full steering lock, with the rear inside of the tyre touching the chassis protrusion. Curiously, people only experience this when going backwards. You can either just live with this (which is what I do), or fit a short piece of metal tubing onto the end of the turn-stop knobs located on the rear of the control arms.

On a Sport, you may also experience the front wheels rubbing on the front of the wheel-well liner. In that case, disconnect the front edge of the wheel liner from the lower bumper lip, trim off about a cm of the lip (eg with a Dremmel) and reattach the liner using a couple of wire-ties. This will increase the gap between the front of the tyre and the liner when turning (there is nothing behind the liner in that area).

Rear

When off-road, there will be rubbing when at full articulation in the rear wheel-well, on the front part of the plastic liner. Many people simply ignore this. However, if you remove this liner, you'll see a metal seam that sticks out approx 2cm or so. Bend this back so it doesn't protrude so much and replace the liner (note if you have rear AC, you may have to re-route the AC lines, which is a harder job). The wheel will still rub on the plastic when fully compressed, but the metal seam will no longer contact the tyre.

Spare

The spare will fit if fully deflated, although you may have to remove the plastic exhaust shield (definitely for an RRS, possibly for a D4). However, to fit the tow hitch, you'll need to "persuade" the hitch to slide past the tyre edge. I place the LR jack under the hitch and jack it up until it locks into place.

Note that because of the difference in the LR-supplied tyre size for a D4 and an RRS, this tyre-size will probably be illegal on an RRS (one could perhaps argue that the RRS has the same size winter tyres as the D4, but that spec is really for Europe). On a D4, it's legal in states that have enacted the relevant sections of the National Code of Practice for Vehicle Modifications, which stipulate a max tyre diameter increase of 50mm for 4WD vehicles.