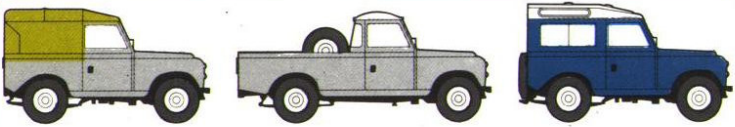
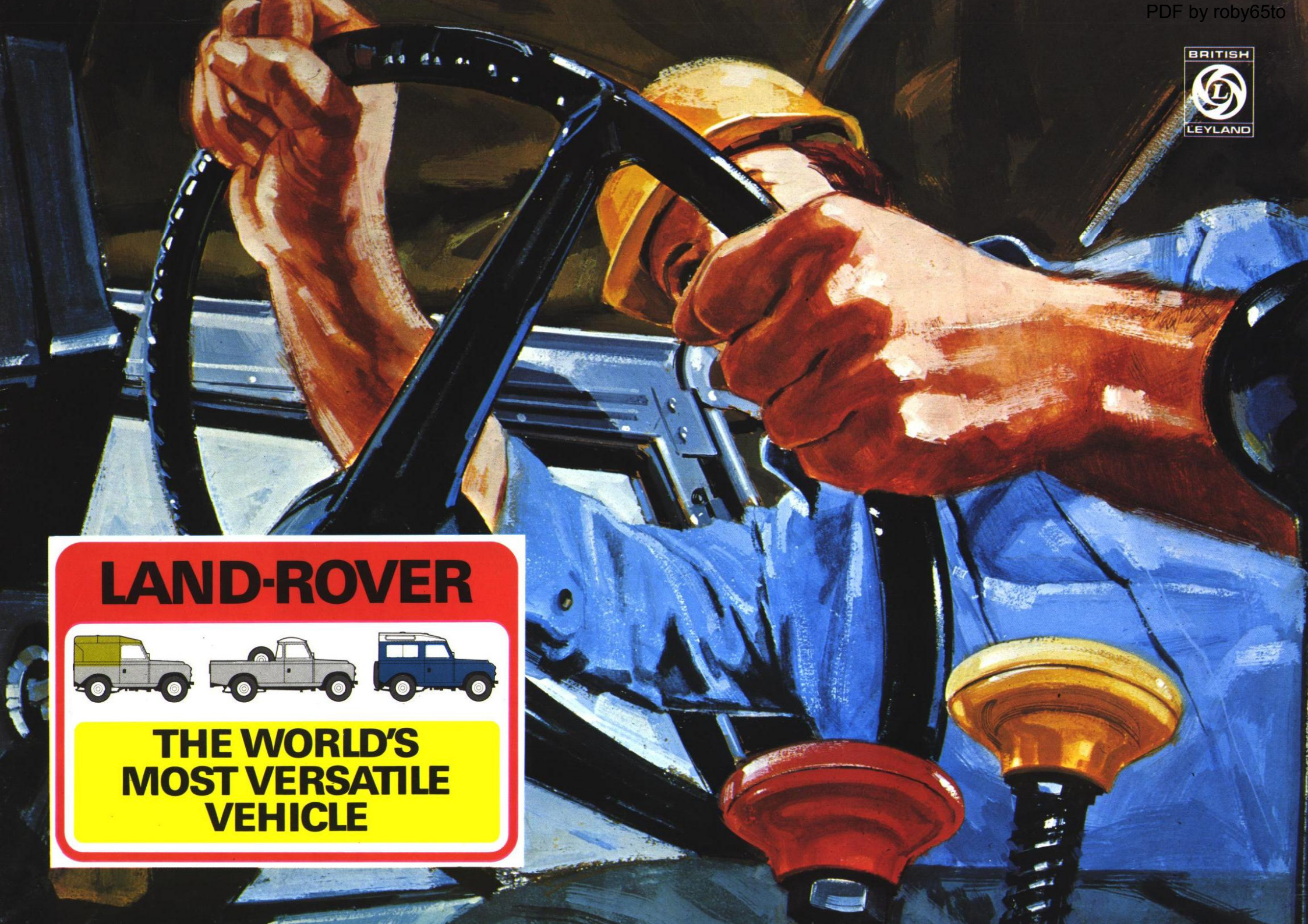




LAND-ROVER

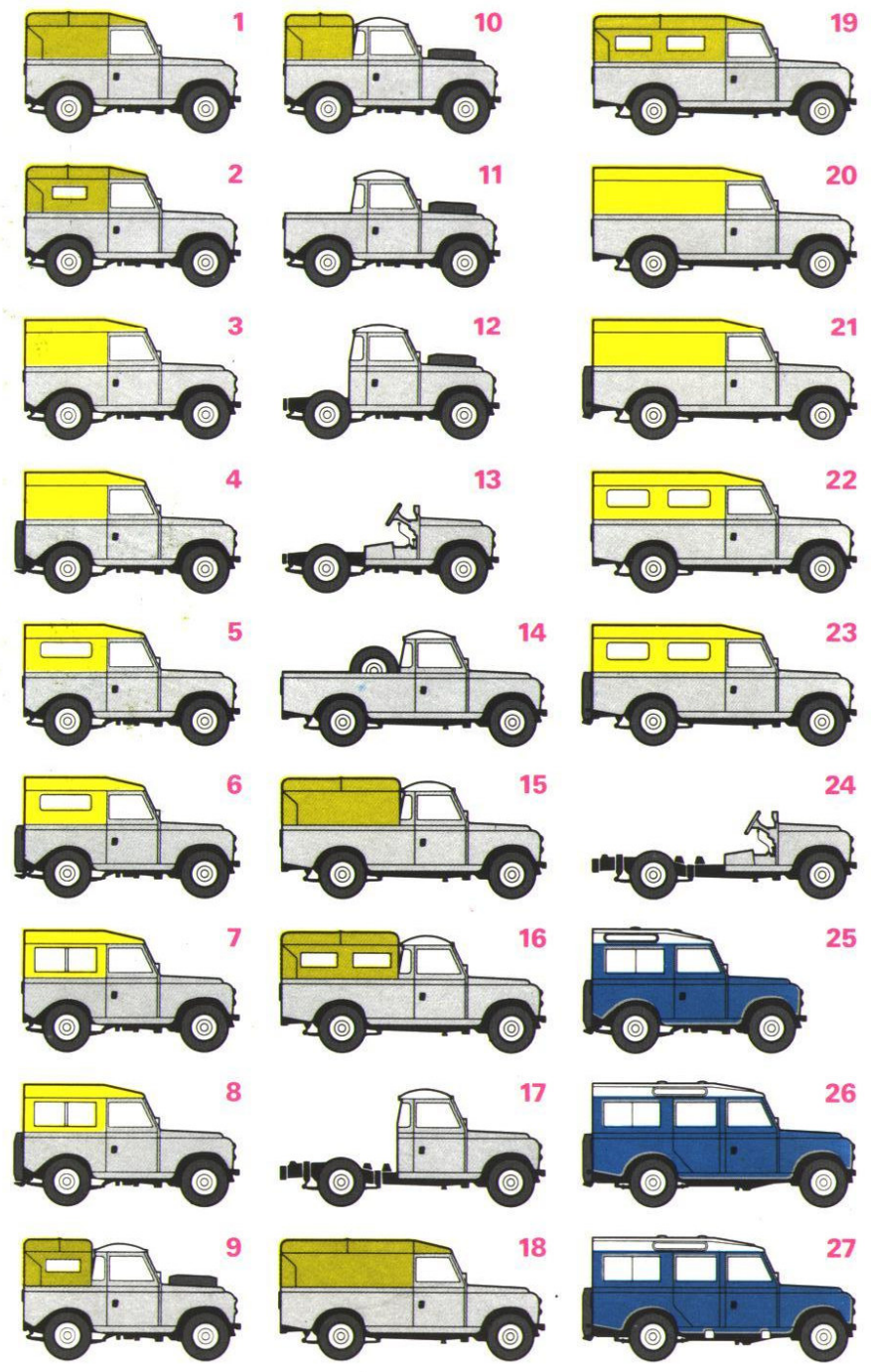


**THE WORLD'S
MOST VERSATILE
VEHICLE**



THE WORLD'S MOST VERSATILE VEHICLE

A choice of
 Regular or Long chassis versions
 petrol or diesel power
 27 body styles
 a phenomenal range of optional equipment
 a comprehensive selection of appliances and
 bodies by specialist manufacturers
LAND-ROVER



88 in. REGULAR LAND-ROVER

- 1. Full length canvas hood
- 2. Full length canvas hood with side windows for export
- 3. Hardtop with tailboard and top hinged flap
- 4. Hardtop with side hinged rear door
- 5. Hardtop with fixed side windows (export only) tailboard and top hinged flap
- 6. Hardtop with fixed side windows (export only) and side hinged rear door
- 7. Hardtop with sliding side windows (export only) tailboard and top hinged flap
- 8. Hardtop with sliding side windows (export only) and side hinged rear door

- 10. Cab, $\frac{3}{4}$ canvas hood
- 11. Cab, open rear body
- 12. Chassis with cab and cab base
- 13. Chassis with wings, dash and seat-base

109 in. LONG LAND-ROVER

- 14. Cab and open rear body
- 15. Cab and $\frac{3}{4}$ canvas hood
- 16. Cab and $\frac{3}{4}$ canvas hood with side windows for export
- 17. Chassis with cab and cab base
- 18. Full length canvas hood
- 19. Full length canvas hood with side windows for export
- 20. Hardtop with tailboard and top hinged flap

- 21. Hardtop with side hinged rear door
- 22. Hardtop with tailboard and top hinged flap and fixed side windows for export
- 23. Hardtop with side hinged rear door and fixed side windows for export
- 24. Chassis with wings dash and seat-base

STATION WAGONS

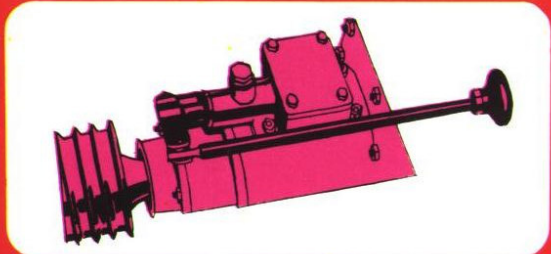
- 25. Station wagon 7 seater
- 26. Station wagon 10 seater
- 27. Station wagon 12 seater

Some of the illustrations in this catalogue show vehicles fitted with optional extras. For full details of the extras available, see separate publication.

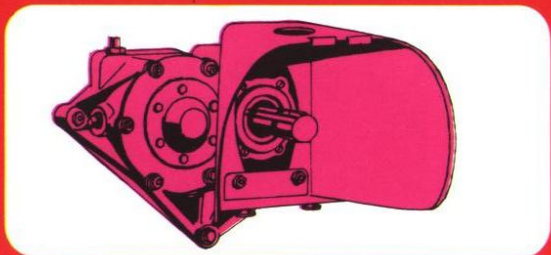
POWER TAKE-OFF

Power take-off facilities are provided from three basic positions – centre and bottom power take-off facilities via the transfer gearbox, and provision for a drive from the front of the engine crankshaft. Centre and bottom power take-off units are available as optional extras, and other units for all three positions can be obtained from proprietary suppliers.

CENTRE POWER TAKE-OFF drive unit is mounted on the rear of the transfer gearbox and forms the basis for most of the Land-Rover power take-off arrangements. It is available with both hydraulic and mechanical outputs.



REAR POWER TAKE-OFF is an auxiliary gearbox with a splined output shaft, and is mounted on the rearmost chassis cross-member. The drive for the rear power take-off is taken from the centre power take-off via a universally jointed propeller shaft. Not available for use on 109 in. Station Wagons.



1. A compressor fitted below the rear floor, with an output sufficient to operate two medium concrete breakers, and leaving the load carrying area unimpeded.

2. The Land-Rover, fitted out as a mobile workshop, can bring every maintenance and repair facility direct to on-site machinery.



3. For roadside verges, parks, golf courses and other grassed areas, a Land-Rover spraying unit covers the ground quickly and economically.



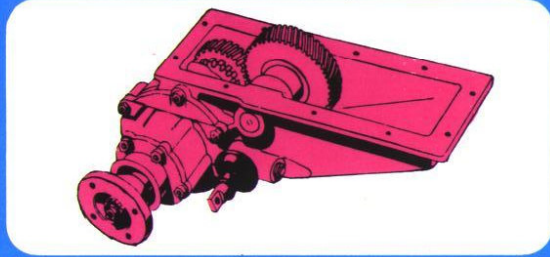
1. The Land-Rover makes an excellent basis for portable welding sets, and several types are available, making it virtually unbeatable for fast on-site welding.

2. A powered axle trailer with a Land-Rover drive conversion.

3. The Land-Rover fitted out as a compact and practical, go anywhere fire engine.



BOTTOM POWER TAKE-OFF is in effect an auxiliary gearbox secured to the base of the transfer gearbox. Like the centre power take-off both mechanical and hydraulic outputs can be connected to this unit. (Mechanical drive illustrated).



1. Hydraulically operated lift platforms, mounted on the Land-Rover, are widely used by civic and other authorities for maintenance tasks of all kinds.

2. A hydraulic winch is a useful aid in self recovery when surface conditions overcome even the the traction of four wheel drive.



ENGINE CRANKSHAFT DRIVE can be used for a number of purposes, and driving equipment from this point has the advantage that the power supply is not dependent on road speed and gear selection, and will be uninterrupted during combined stationary and mobile operation.

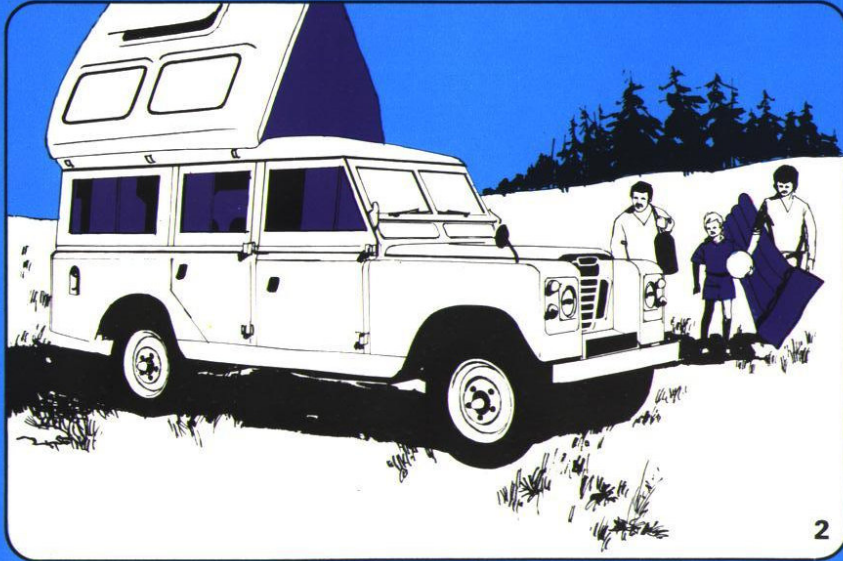


1. The capstan winch can be used for hauling vehicles, timber, equipment, and for self-recovery.

2. Power take-off driven pneumatic, hydraulic and mechanical hand tools are available.



VERSATILITY PLUS. Numerous special implements, appliances and bodies are available, through specialist manufacturers, to supplement the Land-Rover's already prodigious operational possibilities.



1. An articulated trailer conversion, with a wide variety of trailer designs available.

2. For those who want to explore out of the way places, the Land-Rover Station

Wagon, with one of the camping conversions is probably unbeatable.

3. An ambulance conversion on the go-anywhere Land-Rover chassis.

POWER TAKE-OFF VERSATILITY

HYDRAULIC SERVICES

- 1 The bottom power take-off can be supplied complete with an integral hydraulic pump.
- 2 The centre power take-off can be fitted with a hydraulic pump to provide the motive power for equipment such as winches.
- 3 Provision can be made to drive a variety of equipment, including hydraulic pumps, from the engine crankshaft.

MECHANICAL SERVICES

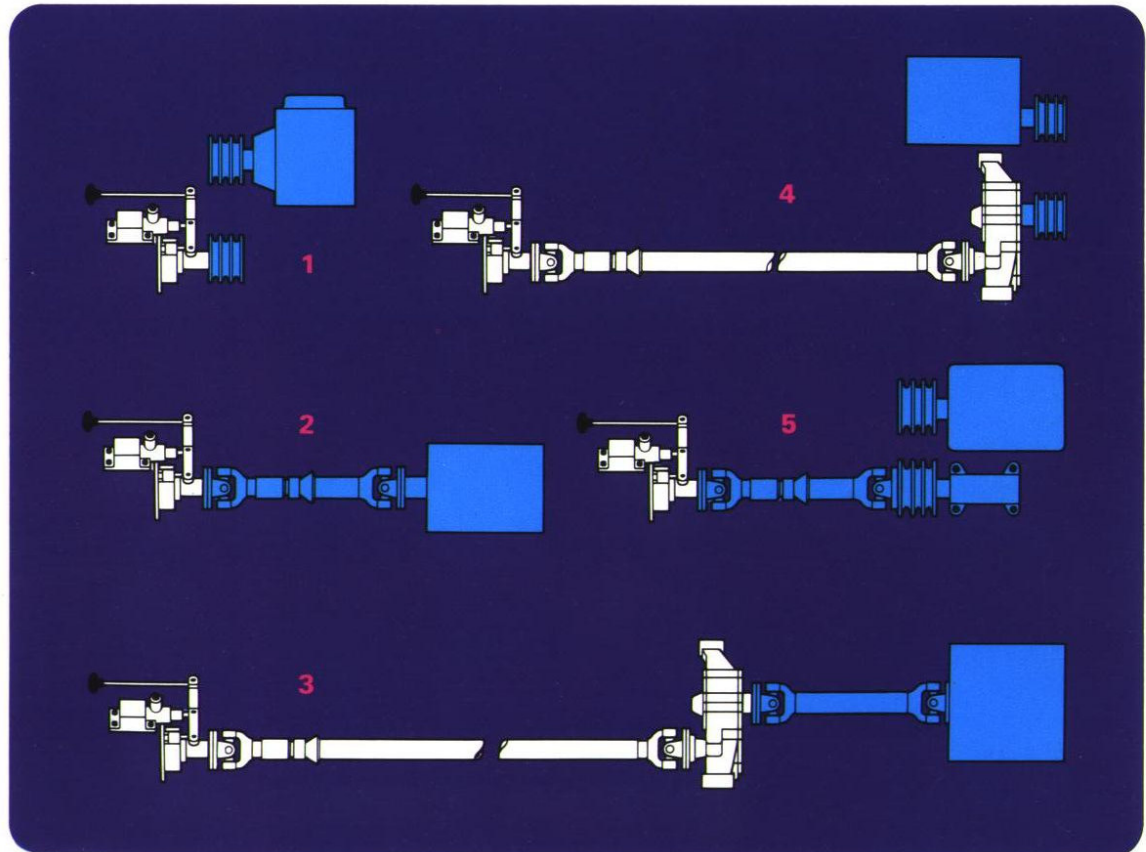
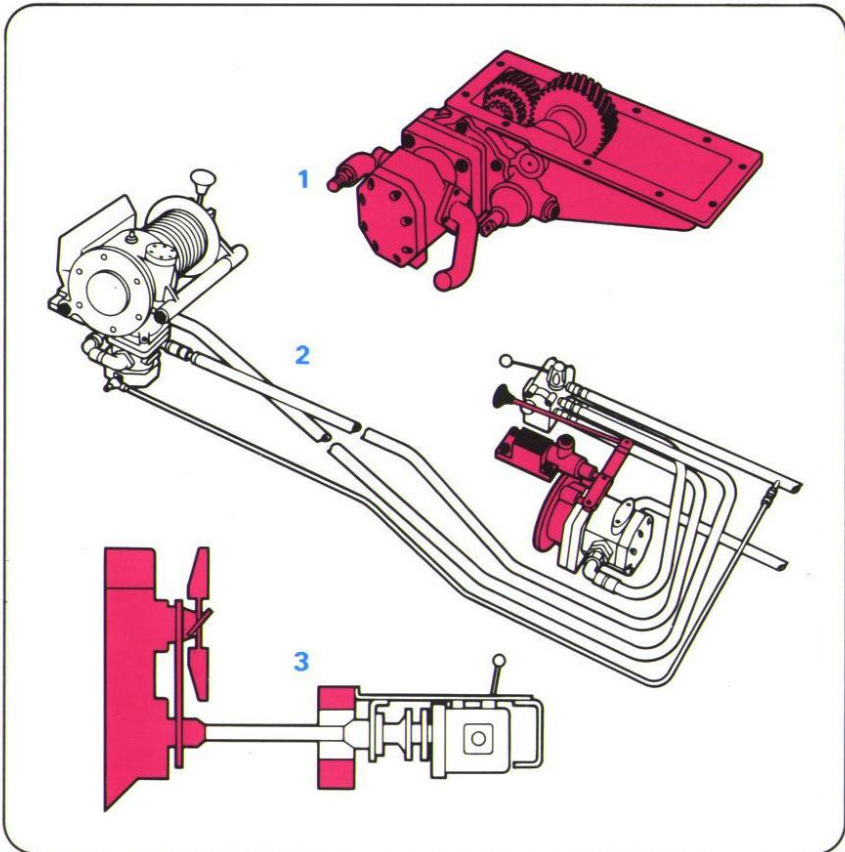
- 1 Centre power take-off equipped with a V-belt pulley will drive a machine mounted in place of the cab centre seat.
- 2 A drive taken from the centre power take-off to machinery mounted below the rear body floor.
- 3 Rear power take-off driving a propeller shaft can be employed to operate trailer-

mounted equipment, or remote stationary machinery.

4 Rear power take-off equipped with a V-belt pulley will drive a machine mounted in the rear body section. (Not suitable for 109 in. Station Wagons)

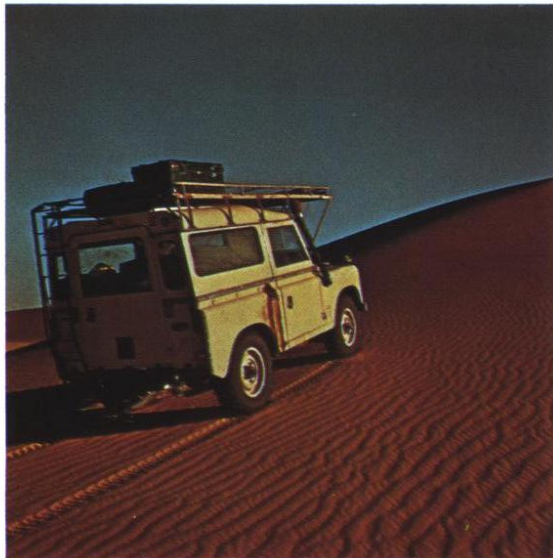
5 A drive can also be taken from the centre power take-off to an outrigger bearing mounted in the chassis frame, and then by belt to machinery mounted in the rear body section.

Note: The components shown in outline on this page, without colour, are not supplied by Rover Triumph British Leyland UK Limited.





88in. REGULAR LAND-ROVER



The 88 in. wheelbase, 4-wheel drive Regular Land-Rover is the go-anywhere, do-anything workhorse of the range and is a high-mobility vehicle under any circumstances. In basic trim it is provided with a weatherproof canvas hood and glass door windows, whilst among many body options are included a truck cab giving excellent all-round visibility, and a detachable full length hard-top. Side windows in hoods and hard-tops can be supplied for export.

The rear body space will take almost any kind of load up to a limit of 1,000 lb. (454 kg.) on roads or 800 lb. (363 kg.) across country. Its non-rusting, non-corroding aluminium alloy construction permits the carriage of manures, fertilisers and similar corrosive substances.

In addition to the normal 4-wheel drive applications indicated in the illustrations, the Regular Land-Rover, in common with other models in the range, is a vehicle of almost limitless capacity for work. It is used by the military and police forces of sixty-five countries, by game wardens, expeditionists, relief organisations, national and local authorities, etc., etc. It will operate in sand, mud, ice and snow as well as producing a good turn of speed on the road. It will tow trailers, ford rivers, climb a gradient of 1 in 2 and maintain stability on a 45° sideways slope. Its exceptionally wide range of optional equipment enables each vehicle to be virtually custom-built to meet the particular requirements of individual operators.

The Regular Land-Rover is solidly built on a box-section chassis frame with six sturdy cross-members. It is outstandingly reliable and, in its latest form, incorporates refinements developed through many years of experience. Visit your local Distributor or Dealer. He will be pleased to give you a demonstration and advise you on the items of equipment most suited to your needs.

High-visibility seating accommodation for driver and two passengers is provided in the front compartment. Instruments are grouped in a binnacle within the driver's line of vision together with ancillary controls and warning lights for oil pressure, headlamp main beam and cold start. Direction indicators, horn, headlamp flasher and dip switch are all operated by a single finger-tip control on the steering column. Dual windscreen wipers and washers are fitted as standard equipment. Powerful fresh air heater, de-luxe seats and other cab refinements, offered as optional extras, add to the comfort and convenience of occupants under varying conditions of operation. Ventilation is taken care of by adjustable vents in the upper fascia rail and by sliding door glasses. When required the canvas cover can be rolled up, or removed altogether to provide a completely open and compact vehicle. The rear tailgate, which is normally checked by chains, can be dropped completely for easy loading.

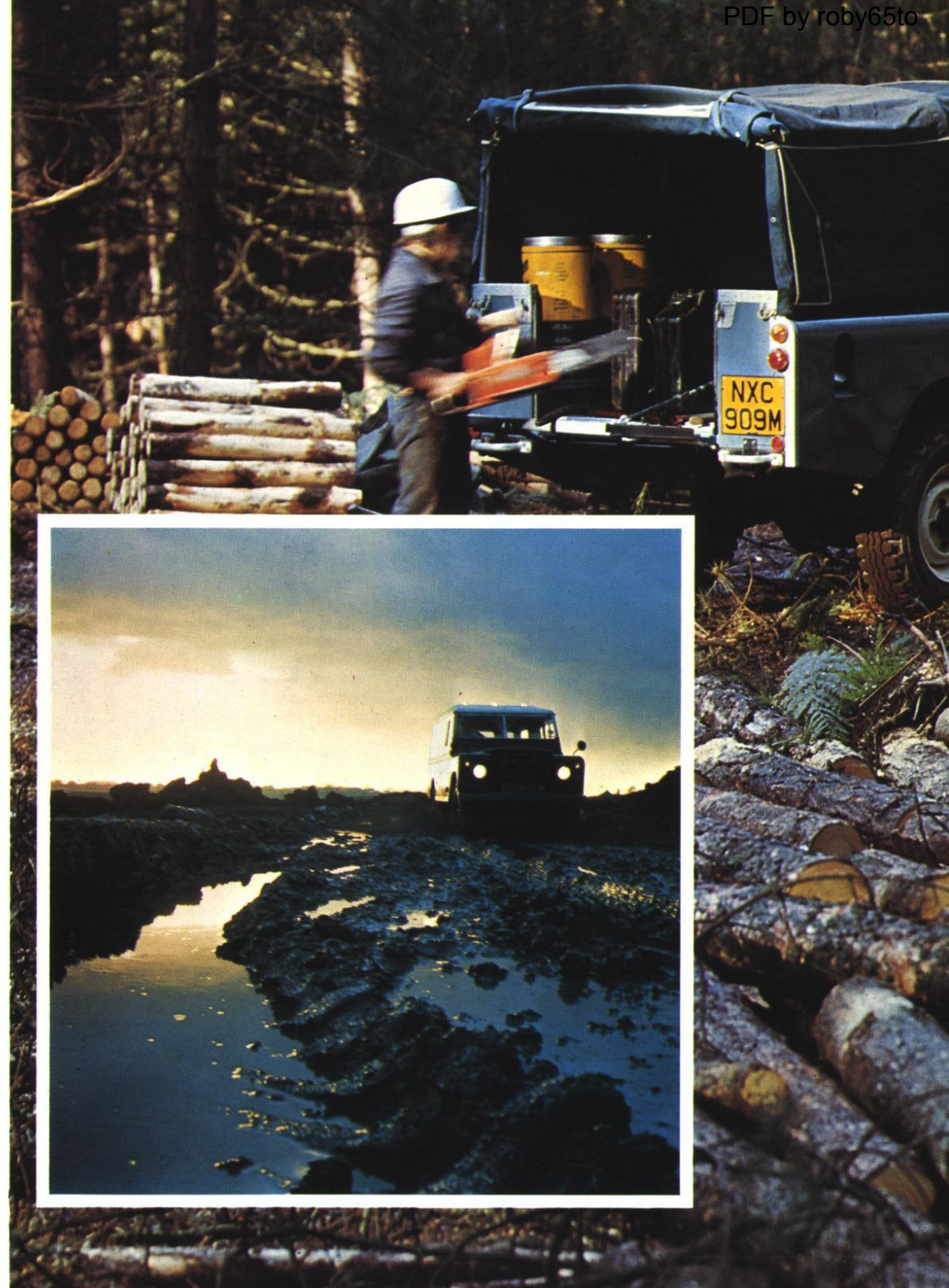
109in. LONG LAND-ROVER

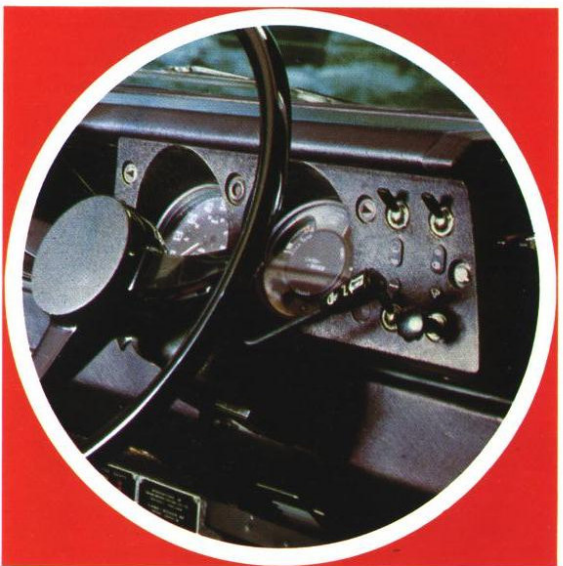
Of greater carrying capacity than the Regular, the 4-wheel drive Long Land-Rover still retains the same exceptional mobility and do-anything, go-anywhere, characteristics. In standard form the vehicle has a truck cab giving outstanding all-round vision, and an open body. Various types of body coverings are optionally available. A 2.6-litre, six-cylinder petrol engine is offered to provide an extra power option.

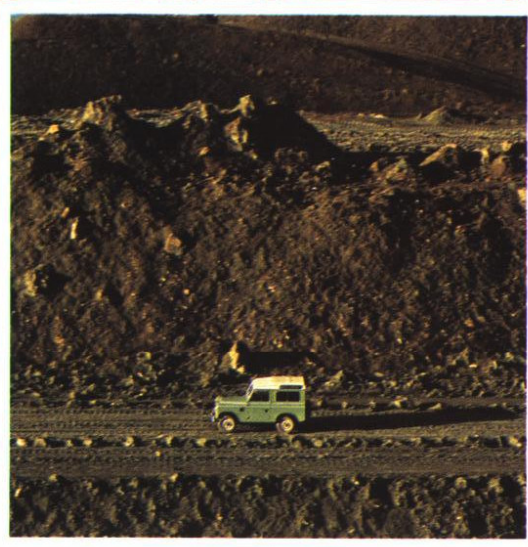
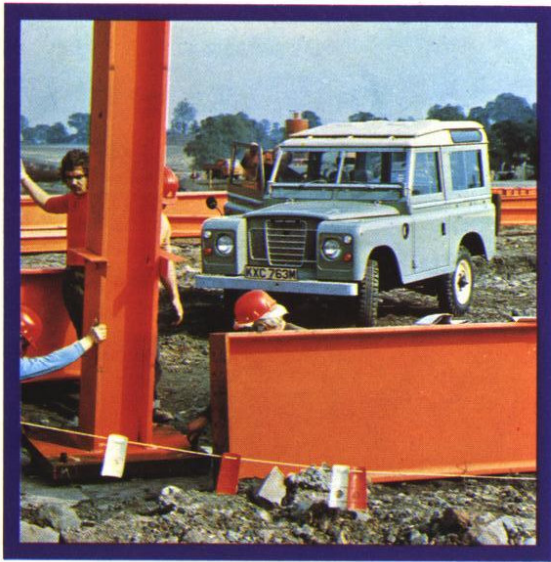
The driving compartment is similar to that of the Regular but is fitted with an adjustable driving seat. The cab of the six-cylinder Land-Rover is identical to that of the four-cylinder model in its basic form except for the increased transmission tunnel necessary to accommodate the larger engine. De-luxe seats and door trim are optional extras. Rear body space is generous and suitable for an endless variety of loads up to a limit of 2,000 lb. (907 kg.) on roads or 1,800 lb. (817 kg.) across country.

Padded crash rails run the full width of the vehicle above and below the fascia parcel shelf. Incorporated in the upper rail are face-level fresh air vents with built-in fly screens, and heater outlets for windscreen demisting. The lower portion offers protection for the knees and has provision for three auxiliary instruments as well as a radio and loudspeaker installation. Heater outlet vents are also included.

A 2.6 litre **1-Ton Land-Rover**, similar in appearance to the basic 109 in. Long model, is available for operators who require a greater load carrying capacity than is offered by the normal model. 2,240 lb. (1016 kg.) road and across country. Features include heavy-duty axles and suspension, servo-assisted brakes, larger tyres, lower-ratio steering box and a hydraulic steering damper. A six-cylinder, 2.6 litre petrol engine is fitted as standard. Low-speed performance is maintained by the use of lower transfer box ratios.



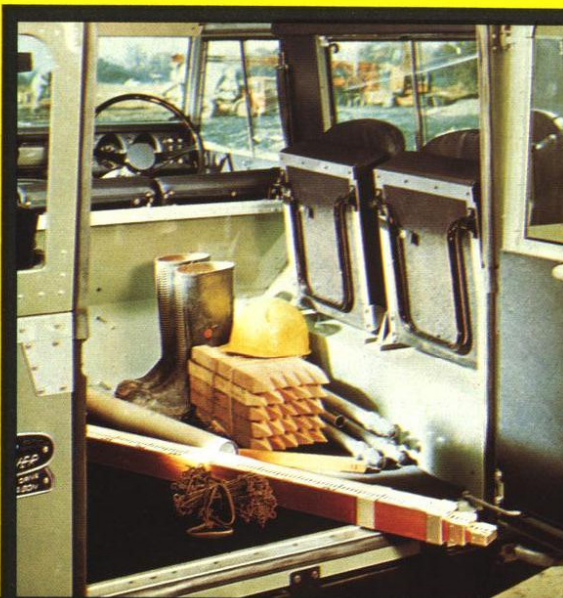




Right. The Regular Station Wagon has four inward-facing seats at the rear. They can be folded up when not required to allow greater goods area. Access is gained through the rear door. A folding mounting step is provided.

Below Right. Inward-facing seats are fitted at the rear of Long Station Wagons. In the 10-seater each seat will accommodate two people, while longer seats in the 12-seater have room for three passengers on each. On the 10-seater model, these seats may be folded up to provide more carrying space for equipment.

Below. Front seats of the Long Station Wagon are shown. The front compartment of all Station Wagons has seating



for driver and two passengers. Door casings are trimmed and padded and there is a trimmed lining for the roof panel.

Right. Three forward-facing centre seats are provided on the 12-seater. They can be folded forward individually to permit side entry into the rear compartment. On the 10-seater one full-width bench seat replaces the three individual ones.



LAND-ROVER STATION WAGONS

Land-Rover 4-wheel drive, 7-seat, 10-seat and 12-seat Station Wagons are a familiar sight all over the world. They are performing with distinction on major construction sites, on expeditions and safaris, at airports, in national and international organisations—anywhere, in fact, where unrestricted transport of personnel and equipment is needed all the year round, in all climates, under all conditions. Their greatest advantage over other forms of transport is their ability to overcome adverse terrain and reach normally inaccessible places. Long Station Wagons have a higher road performance by the provision of a 2.6-litre six-cylinder petrol engine as an optional alternative to the long-established four-cylinder petrol and diesel power units.

The 7-seat Regular Station Wagon is based on the 88 in. wheelbase Land-Rover and possesses all the ruggedness and mobility of that all-purpose vehicle.

Both 10-seat and 12-seat Long Station Wagons employ the equally tough and mobile 109 in. wheelbase chassis and have servo-assisted brakes for added safety. Ventilation of the interior is supplied by sliding glasses in all side windows and by ventilators in the roof. Improved door sealing prevents the entry of draughts and dust. Five doors on Long models and three on the Regular make for ease of entry and exit.

ENGINES

4-CYLINDER DIESEL

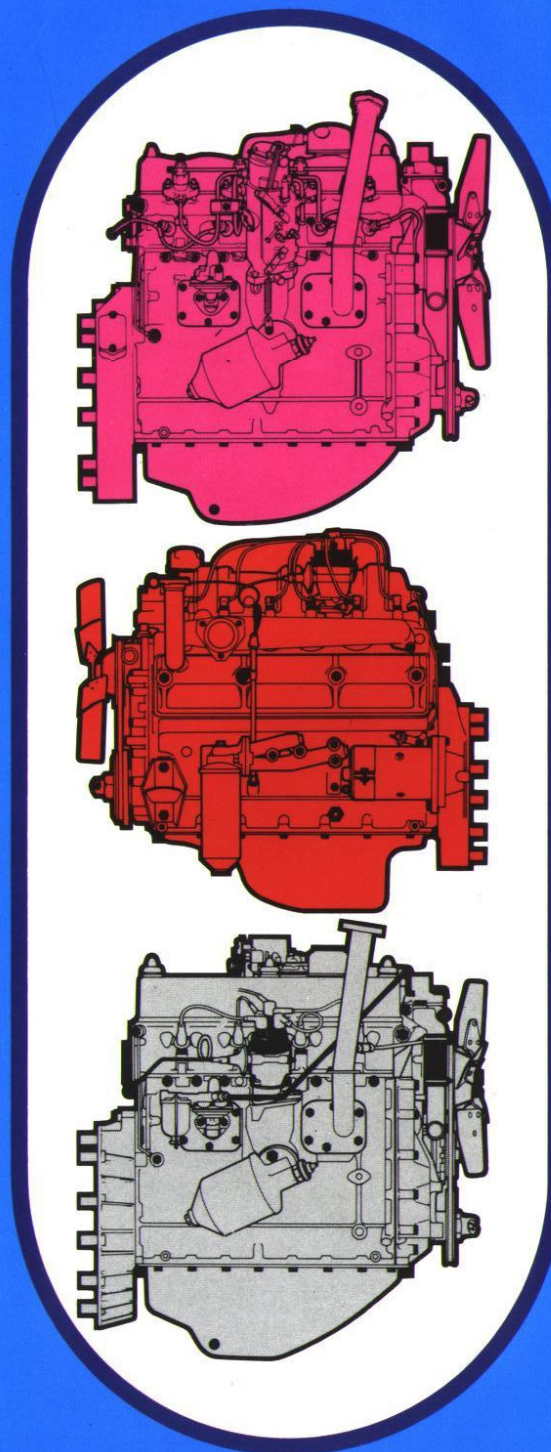
Diesel power is available and adds further to the efficiency and economy of the Land-Rover in working conditions which favour the use of this type of engine. A rugged 2½-litre, four cylinder unit, the Rover diesel engine develops a maximum of 62 b.h.p. (DIN) at 4,000 rev/min, and maximum torque of 14.2 Mkg (103 lb. ft.) at 1,800 rev/min. This unit is particularly suitable for stationary P.T.O. applications having an inbuilt governor and a hand throttle as standard equipment. The standard four-bladed fan on the diesel engine is sufficient for the usual power take-off applications.

6 CYLINDER PETROL

The 2.6-litre six-cylinder petrol engine is standard in 1-Ton models, and is offered as an alternative in the Long Land-Rover. Its greater capacity provides an increased power output for those users whose operations call for above average road work. 86 b.h.p. (DIN) is developed at 4,500 rev/min, with 18.2 Mkg (132 lb.ft.) torque at 1,500 rev/min.

4 CYLINDER PETROL

The four-cylinder, 2½-litre petrol engine is a well-proved unit of outstanding reliability that has powered many millions of Land-Rover miles. Introduced with the Series II Land-Rover in 1958 this engine has been steadily developed so that with its present compression ratio of 8.0:1 it develops a maximum of 70.5 b.h.p. (DIN) at 4,000 rev/min. with maximum torque of 16.5 Mkg (120 lb. ft.) at 1,500 rev/min. It has overhead valves operated by rockers and push rods, with roller type cam-followers, and has an over-square bore/stroke ratio with dimensions of 90.47 mm and 88.9 mm.



CHASSIS

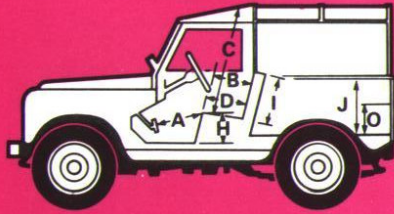
All Land-Rover models are based on box-section chassis frames of immense strength, built to withstand the constant shocks of day-in, day-out, cross-country operation. They are painted inside as well as outside and are therefore resistant to rust and corrosion over very long periods of use. Individual components are equally robust and the whole assembly combines good ground clearance with a low centre of gravity.

TRANSMISSION

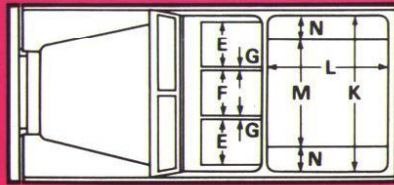
The main gearbox has four forward speeds and one reverse. Synchromesh engagement is provided on all forward gears and thus eliminates the need for special gear-changing technique in respect of first and second gear. An additional ratio is provided by the transfer box so that in all, eight forward and two reverse speeds are available.



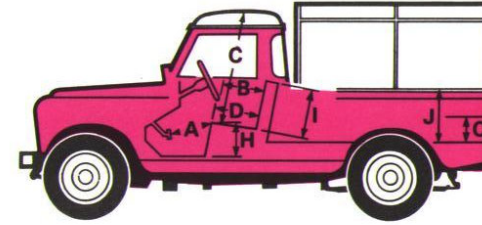
88 in. WHEELBASE REGULAR



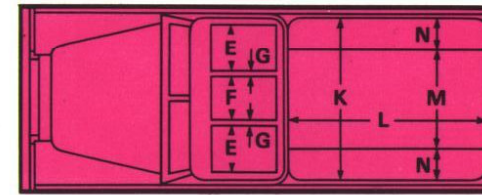
	Ins.	Metres
Wheelbase	88-00	2-23
Track	51-50	1-308
Overall length	142-56	3-62
Overall width (over hinges)	66-00	1-676
Overall height of windscreen	67-50	1-714
Overall height with hood	77-50	1-97
Ground clearance	7-00	0-178
A Front cushion to accelerator pedal	19-25	0-489
B Front squab to steering wheel	14-50	0-368
C Headroom front seat (uncomp.)	38-00	0-965
D Front to rear of front cushion	15-75	0-400
E Width of front cushion	18-00	0-457
F Width of front centre cushion	15-00	0-381
G Width between front seats	1-00	0-025
H Top of front cushion to floor	14-25	0-362
I Front squab height	17-75	0-451
J Height of body sides	20-00	0-508
K Width of body interior	57-00	1-448
L Length of body interior	47-50	1-206
M Interior body width between wheel boxes	36-25	0-921
N Width of wheel boxes	11-50	0-292
O Height of wheel boxes	8-50	0-216



109 in. WHEELBASE LONG



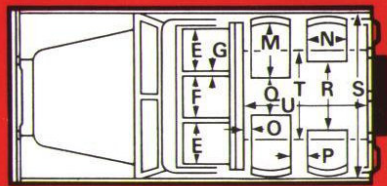
	Ins.	Metres
Wheelbase	109-00	2-768
Track	52-50	1-33
Overall length	175-00	4-445
Overall width (over hinges)	66-00	1-676
Overall height of cab	75-50	1-92
Overall height with hood	78-00	1-98
Ground clearance	8-25	0-209
A Front cushion to accelerator pedal	17-25	0-438
B Front squab to steering wheel	14-50	0-368
C Headroom front seat (uncomp.)	39-00	0-991
D Front to rear of front cushion	16-00	0-406
E Width of front cushion	18-00	0-457
F Width of front centre cushion	15-00	0-381
G Width between front seats	1-00	0-025
H Top of front cushion to floor	14-50	0-368
I Front squab height	17-00	0-431
J Height of body sides	19-50	0-495
K Width of body interior	56-87	1-444
L Length of body interior	72-75	1-85
M Interior body width between wheel boxes	36-25	0-921
N Width of wheel boxes	10-00	0-254
O Height of wheel boxes	9-00	0-229



7 SEATER STATION WAGON



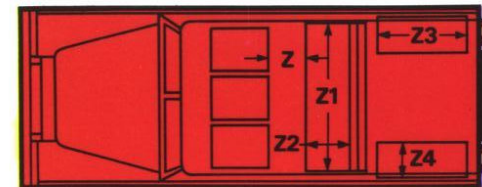
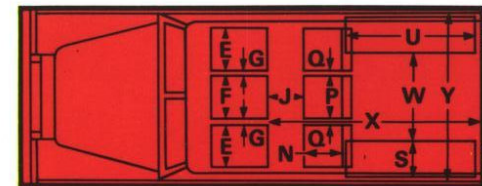
	Ins.	Metres
Wheelbase	88-00	2-23
Track	51-50	1-308
Overall length	142-56	3-62
Overall width (over hinges)	66-00	1-68
Overall height	76-50	1-94
Ground clearance	7-00	0-178
A Front cushion to accelerator pedal	17-25	0-438
B Front squab to steering wheel	14-50	0-368
C Headroom front seat	39-00	0-99
D Front to rear of front cushion	16-50	0-42
E Width of front cushion	18-00	0-457
F Width of front centre cushion	15-00	0-381
G Width between front seats	1-00	0-025
H Top of front cushion to floor	14-50	0-368
I Front squab height	18-00	0-457
J Headroom rear seat	35-00	0-889
K Top of rear cushion to floor	14-50	0-368
L Rear squab height	18-00	0-457
M Front to rear of rear cushion	18-00	0-457
N Width of rear cushion	16-00	0-406
O Width between front squab and rear cushion	5-00	0-127
P Width between rear cushions	3-00	0-076
Q Width across body between rear cushions (seats down)	14-00	0-357
R Width across body between rear cushions (seats up)	38-00	0-965
S Interior width of body at rear seats	56-25	1-429
T Interior width of body between rear seat boxes	36-30	0-922
U Interior length of body between front squabs and rear door	43-00	1-09



10 & 12 SEATER STATION WAGONS



	Ins.	Metres
Wheelbase	109-00	2-768
Track	52-50	1-33
Overall length	175-00	4-445
Overall width (over hinges)	66-00	1-676
Overall height	79-00	2-01
Ground clearance	8-25	0-209
A Front cushion to accelerator pedal	17-25	0-438
B Front squab to steering wheel	14-50	0-368
C Headroom front seat	39-00	0-991
D Front to rear of front cushion	16-00	0-406
E Width of front cushion	18-00	0-457
F Width of front centre cushion	15-00	0-381
G Width between front seats	1-00	0-025
H Top of front cushion to floor	14-50	0-368
I Front squab height	17-00	0-431
J Front squab to centre cushion	12-50	0-318
K Top of centre cushion to floor	14-50	0-368
L Centre cushion to front seat box	18-75	0-476
M Headroom centre seat	37-50	0-952
N Front to rear of centre cushion	14-50	0-368
O Centre squab height	15-00	0-381
P Centre cushion width	15-50	0-393
Q Width between centre cushions	1-00	0-025
R Rear squab height	12-50	0-317
S Front to rear of rear cushion	13-00	0-330
T Top of rear cushion to floor	12-25	0-311
U Length of rear cushion (minimum)	48-00	1-219
V Headroom rear seat	34-50	0-876
W Width between rear seats	28-75	0-730
X Length of body between front squabs and rear door	80-00	2-032
Y Interior width of body	56-875	1-44
Z Front squab to centre cushion (10 str.)	16-00	0-406
Z1 Centre cushion width (10 str.)	50-50	12-83
Z2 Front to rear centre cushion (10 str.)	14-50	0-368
Z3 Length of rear cushion (10 str.)	32-25	0-819
Z4 Front to rear of rear cushion (10 str.)	13-00	0-330



DIMENSIONS & SPECIFICATIONS

IMPORTANT NOTE

The specification of this model is correct for the UK market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.

ENGINES

2½ PETROL
No. of cylinders 4
Bore 3.562 in. (90.47 mm.)
Stroke 3.5 in. (88.9 mm.)
Capacity 2,286 c.c. (139.5 in.³)
Compression Ratio 8:1
Max. B.H.P. (DIN)—70.5 at 4,000 rev/min.
Max. Torque (DIN)—16.5 Mkg (120 lb. ft.) at 1,500 rev/min.

2½ DIESEL
No. of cylinders 4
Bore 3.562 in. (90.47 mm.)
Stroke 3.5 in. (88.9 mm.)
Capacity 2,286 c.c. (139.5 in.³)
Compression Ratio 23:1
Max. B.H.P. (DIN)—62.0 at 4,000 rev/min.
Max. Torque (DIN)—14.2 Mkg (103 lb. ft.) at 1,800 rev/min.

2.6 PETROL
No. of cylinders 6
Bore 3.063 in. (77.8 mm.)
Stroke 3.625 in. (92.075 mm.)
Capacity 2,625 c.c. (160.3 in.³)
Compression Ratio 7.8:1
Max. B.H.P. (DIN)—86 at 4,500 rev/min.
Max. Torque (DIN)—18.2 Mkg (132 lb. ft.) at 1,500 rev/min.

LUBRICATION SYSTEM

Pressurised by submerged gear type pump.

COOLING SYSTEM

Pressurised with pump, fan and thermostat.

FUEL SYSTEM

2½ Petrol—Carburettor: Zenith downdraught type 36 IV.
Pump: A.C.-Delco mechanical with sediment bowl and priming lever.
2½ Diesel—Injector pump: C.A.V., D.P.A. distributor type, self governing.
Injector type: C.A.V. Pintaux.
Pump: A.C.-Delco mechanical with hand primer (high pressure type).
2.6 Petrol—Carburettor: Zenith 175 CD 2S.
Pump: Bendix electric.

ELECTRICAL SYSTEM

2½ and 2.6 Petrol—Ignition: by coil and distributor. Starter: operated by key switch and solenoid.
2½ Diesel—Starter: operated by key switch and solenoid.
Heater plugs: operated by starter key switch.

TRANSMISSION

CLUTCH
Single Dry plate 9½ in. (241 mm.) diameter.
Diaphragm spring type. Hydraulic.

MAIN GEARBOX

Single helical constant mesh with synchromesh on all forward gears.

TRANSFER GEARBOX

Two speed reduction on main gearbox output.
Two/four wheel drive control on transfer box.

PROPELLER SHAFTS

Open to front and rear axles.

AXLES

Ratio: 4.7:1.

OVERALL RATIOS (Final Drive)

	88 in. & 109 in.		109 in. 1-ton	
	High	Low	High	Low
Top	5.40:1	11.10:1	7.19:1	15.4:1
Third	8.05:1	16.50:1	10.8:1	23.1:1
Second	12.00:1	24.60:1	15.96:1	34.1:1
First	19.88:1	40.70:1	26.46:1	56.56:1
Reverse	21.66:1	44.30:1	28.98:1	61.78:1

POWER TAKE-OFF POINTS

Central and rear power take-off drives available as optional extras. (Rear P.T.O. not suitable for 109 in. Station Wagons.)

CHASSIS

FRAME

Box section side and cross members, black enamel dipped, with channel section galvanised front bumper.

SUSPENSION

Semi-elliptic, underslung road springs. Hydraulic double acting telescopic shock absorbers.

STEERING

Recirculating ball worm and nut. 17 in. diameter steering wheel. No. of turns lock to lock 3½, 109 in. 1-TON 3¾.

BRAKES

Foot brake—Hydraulic drum brakes, servo assisted on Long Station Wagons. Optional on other Long wheelbase, models.

Hand brake—Mechanical, internal expanding drum brake on transfer box output.

WHEELS AND TYRES

Ventilated disc wheels.

Wheel size—

88 in. models: 5.00F × 16 in.
109 in. models: 5.50F × 16 in.
109 in. 1-TON: 6.50L × 16 in.

Standard tyre and tube size—

88 in. models: 6.00 × 16 in.
109 in. models: 7.50 × 16 in.
109 in. 1-TON: 9.00 × 16 in.

Standard tread: Dual purpose (road and cross country).

Special purpose tyres covering a wide range of usage are available as optional extras.

ELECTRICAL SYSTEM

Negative earth, 12 volt.

ELECTRICAL EQUIPMENT

Battery—Petrol models: 58 A.H.
Diesel models: 95 A.H.

Alternator—16 A.C.R. 34 amps output.

Windscreen wiper—Dual arms.

Horn—Windtone. Horn push on steering column stalk.

INSTRUMENTS AND CONTROLS

Large diameter speedometer with total mileage recorder, incorporating oil pressure, headlamp main beam and cold start warning lights. Fuel and water temperature gauges combined with charging warning light. Panel lights illuminate speedometer, water temperature and fuel gauges.

Petrol models—Combined ignition/starter switch operated by key. Toggle switch for head, side and tail lights. Dip switch operated by steering column control stalk.

Diesel models—Heater/starter/auxiliary switch operated by key. Toggle switch for head, side and tail lights. Engine stop control. Fuel level warning light. Engine speed hand control. Dip switch operated by steering column control stalk.

LIGHTING

Headlamps. Side lamps. Tail lamps—twin units having double filament stop/tail bulbs, with separate numberplate illumination.

BODY

CONSTRUCTION

All body panels are of non-corrosive light alloy, and all external steel fittings are galvanised.

COLOURS

<i>Body Colour</i>	<i>Road Wheels</i>
Bronze Green	Bronze Green
Sand Export only	Limestone
Light Green	Limestone
Marine Blue	Limestone
Limestone	Limestone
Mid Grey	Limestone
Matt White Undercoat	Primer



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