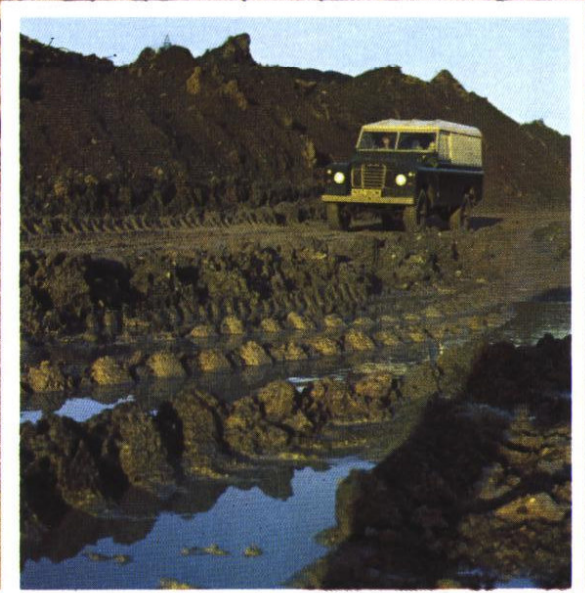


Land-Rover
109" Wheelbase
Long







THE WORLD'S MOST VERSATILE VEHICLE

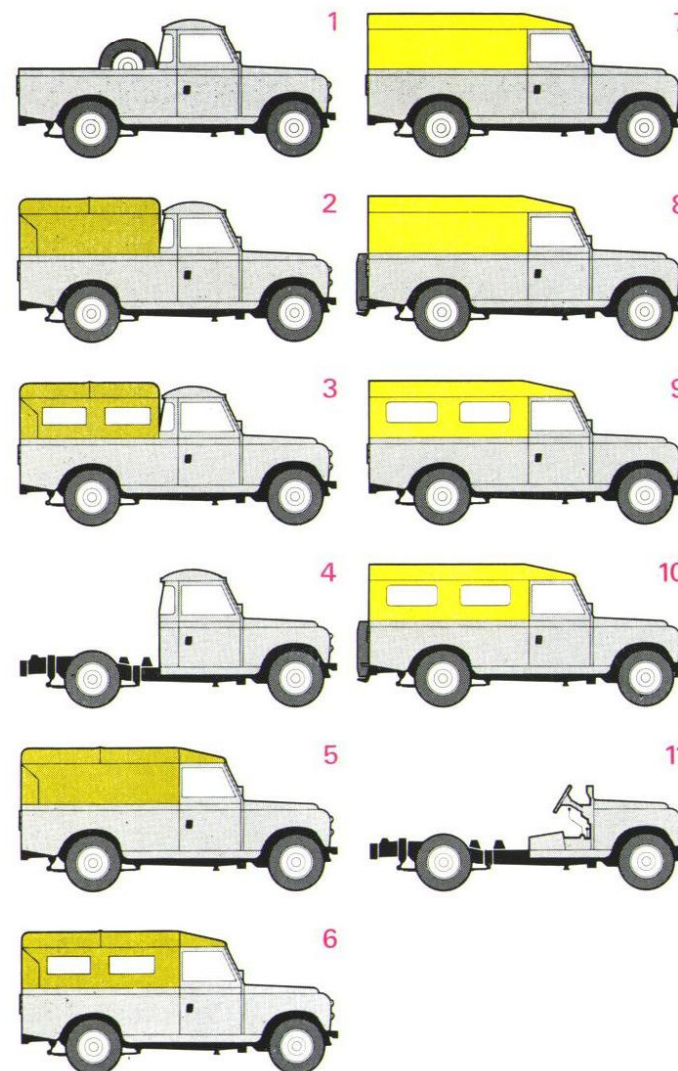
Outwardly, the Land-Rover has undergone no fundamental change over the years because its functional design and rugged construction have proved to be best suited to the enormous diversity of jobs it is called upon to do. But mechanically, and in various other respects, it has been progressively developed to improve the breed and keep pace with the special and ever-growing needs of operators throughout the world. Today's Land-Rovers are stronger, safer and more reliable than ever before.

The Land-Rover comes in some 15,000 (fifteen thousand) variants, which means that every vehicle is virtually tailor-made for its future owner and for the particular work it will have to do. There is a choice of Regular or Long chassis versions, petrol or diesel power, 27 body styles, a phenomenal range of optional equipment, including special-purpose tyres, and a comprehensive selection of special appliances and bodies by specialist manufacturers.

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.

While competitors may claim some marginal advantages, for year-in year-out operation in all types of terrain, in all weathers and climates, the four-wheel drive Land-Rover is still 'The World's Most Versatile Vehicle'. And you cannot dismiss over 25 years experience or the backing of British Leyland, Britain's greatest vehicle manufacturer.

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



The basic model of the Long Land-Rover incorporates a truck cab and open body. All other body styles, as indicated here, are optional extras.

1 Basic model with truck cab and open body

2 Three-quarter length canvas hood

3 Three-quarter length canvas hood with side windows for export

4 Chassis/cab with bonnet and wings

5 Full-length canvas hood

6 Full-length canvas hood with side windows for export

7 Hardtop with tailboard and top-hinged flap

8 Hardtop with side-opening rear door

9 Hardtop with tailboard, top-hinged flap and side windows for export

10 Hardtop with side-opening rear door and side windows for export

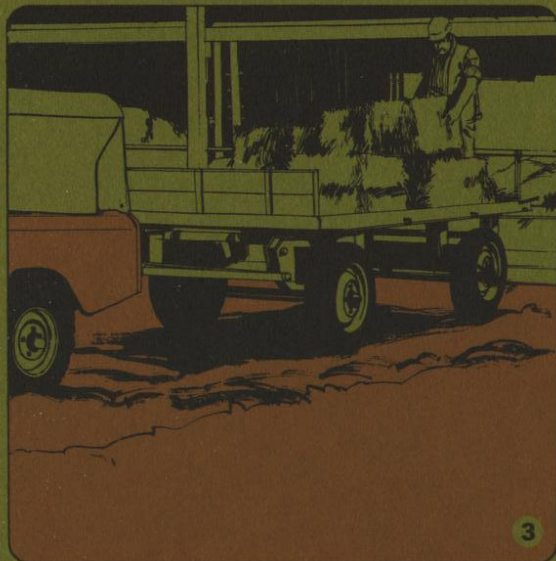
11 Chassis/scuttle with bonnet and wings



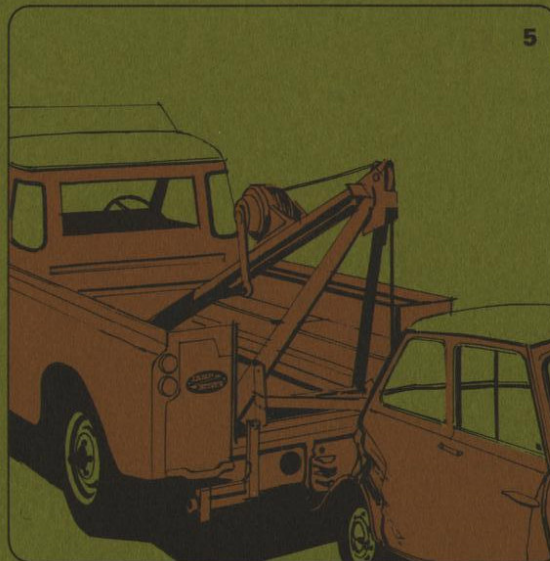
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4 The Long Land-Rover with hard top lends itself to fitting out as a mobile workshop. With its power take-off equipment it can bring every maintenance and repair facility direct to on-site machinery

5 The use of the Land-Rover for vehicle recovery by garages all over the world, demonstrates very effectively the strength and outstanding traction the vehicle possesses

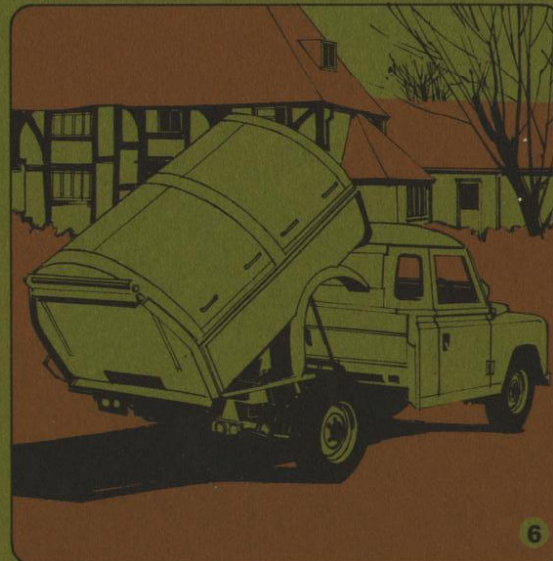
TRAILERS

In addition to its many other capabilities a Land-Rover is able to tow a wide variety of trailers. Just a few are shown here.

1 A cross-country two-wheel trailer

2 Special purpose four-wheel cargo trailer

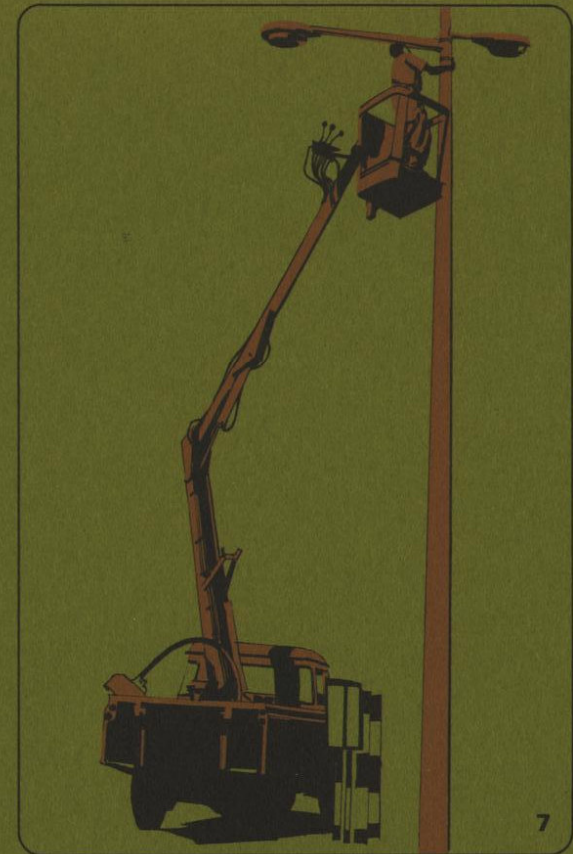
3 General purpose agricultural trailer



6

6 A Land-Rover based refuse collector is the ideal unit for small villages, camps and industrial sites

7 Hydraulically operated lift platforms, mounted on the Land-Rover, are widely used by



7



8

civic and other authorities for maintenance tasks of all kinds

8 The provision of lubrication services 'off highway', presents no difficulty with a Land-Rover

POWER TAKE-OFF UNITS

1 Various drum winches are available, being driven hydraulically or mechanically from one of the Land-Rover power take-off points, or electrically. The winches, complete with 100–300 feet of steel cable, are mounted at the front end of the chassis, and maximum line pulls of up to 5000 lb (2270 kg) are available. (Hydraulic drum winch illustrated).

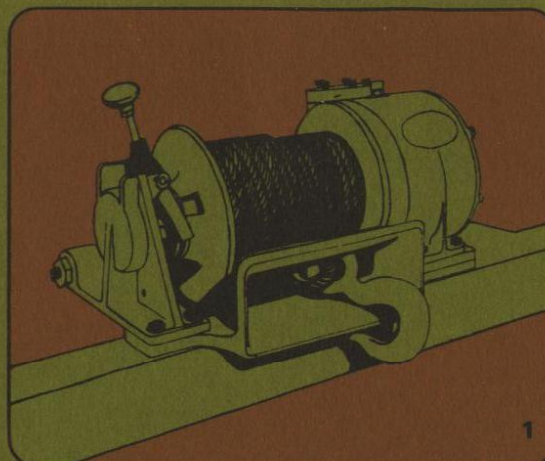
2 The bottom power take-off is in effect an auxiliary gearbox secured to the base of the transfer gearbox. Both mechanical and hydraulic outputs can be connected to this unit. (Mechanical drive illustrated).

3 The 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. Like the bottom power take-off, it is available with both hydraulic and mechanical outputs.

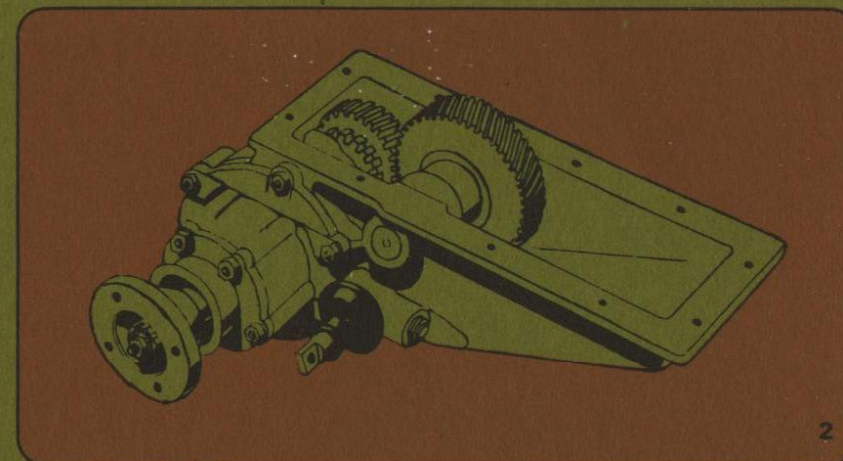
4 The rear power take-off is an auxiliary gearbox with a splined output shaft, and is mounted on the rearmost chassis crossmember. The drive for the rear power take-off is taken from the centre power take-off via a universally jointed propeller shaft.

5 A capstan winch can be mounted on the front of the vehicle, driven from the engine crankshaft. The winch will provide a maximum line pull of 3000 lb (1360 kg).

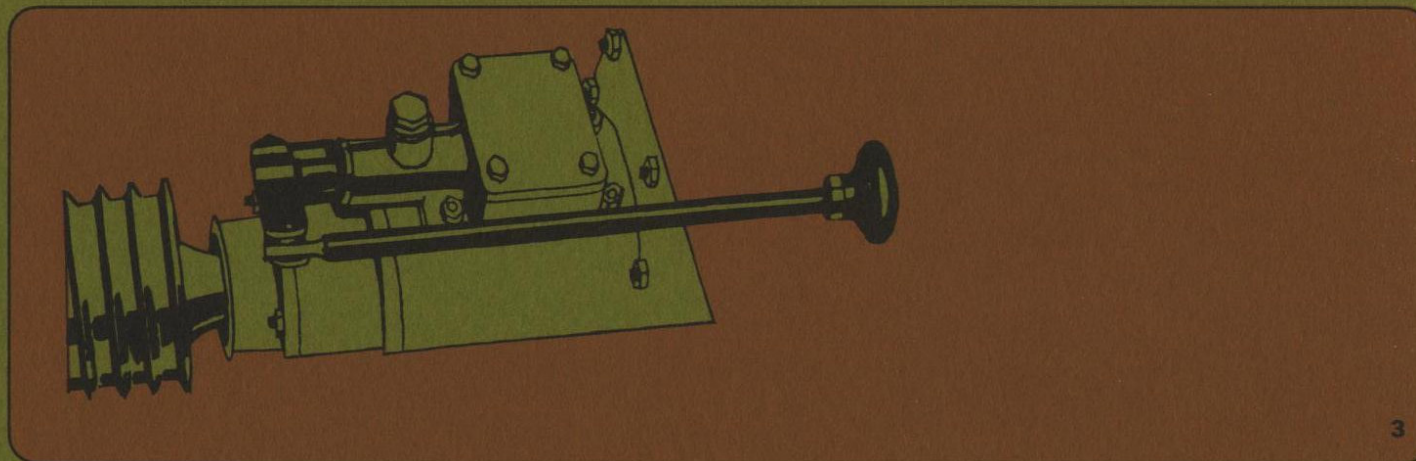
If you would like more information, please contact your local distributor or dealer, or if necessary, the Land-Rover Special Projects Department or Technical Sales Department of Rover Triumph-British Leyland UK Limited.



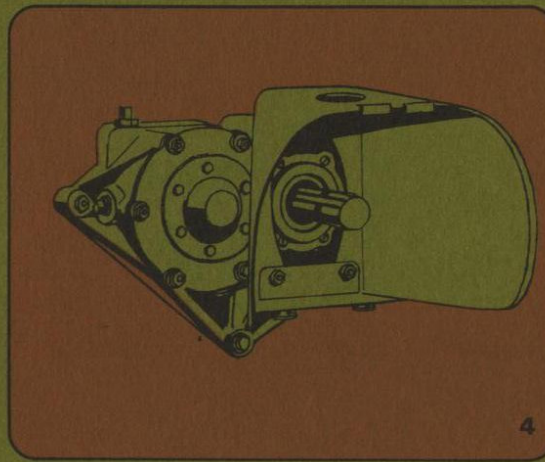
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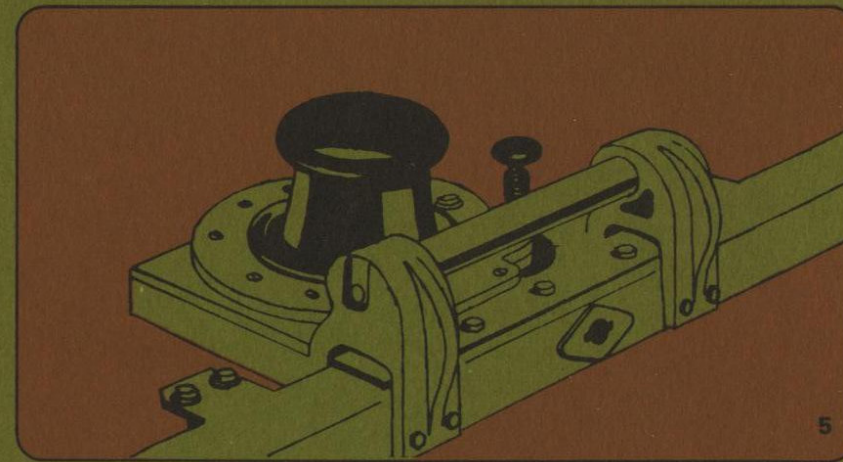
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POWER TAKE-OFF VERSATILITY

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

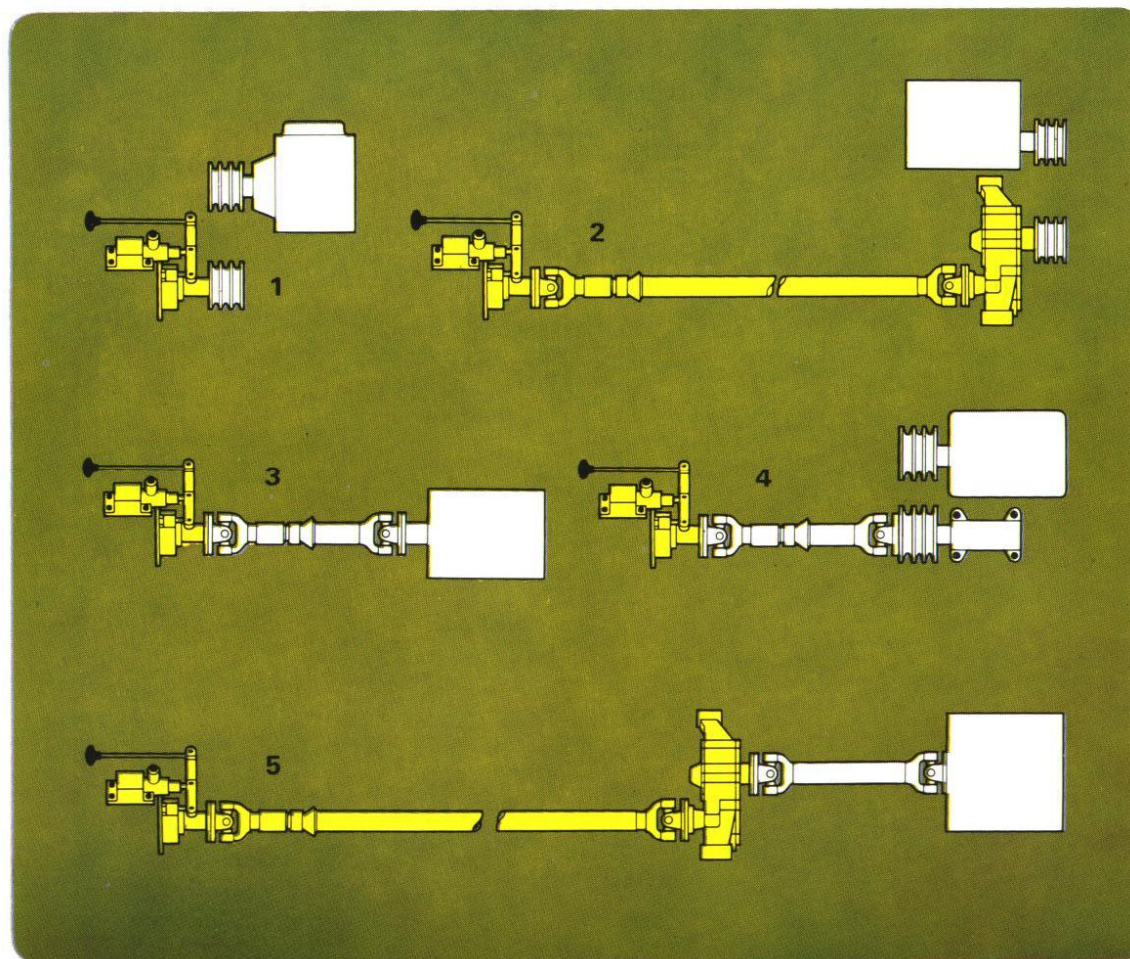
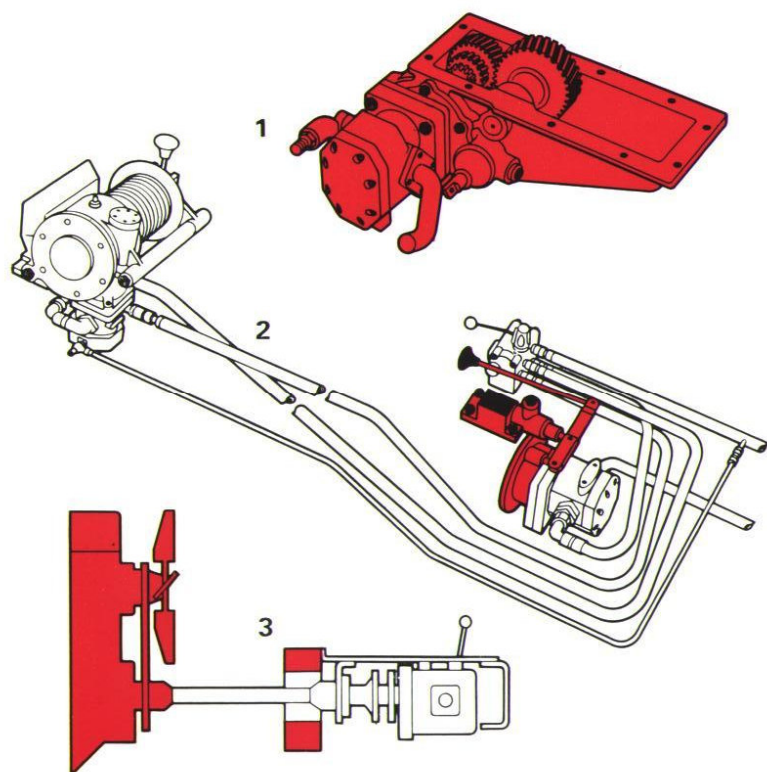
- 1** Centre power take-off equipped with a V-belt pulley will drive a machine mounted in place of the cab centre seat.
- 2** Rear power take-off equipped with a V-belt pulley will drive a machine mounted in the rear body section.

3 A drive taken from the centre power take-off to machinery mounted below the rear body floor.

4 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.

5 Rear power take-off driving a propeller shaft can be employed to operate trailer-mounted equipment, or remote stationary machinery.

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





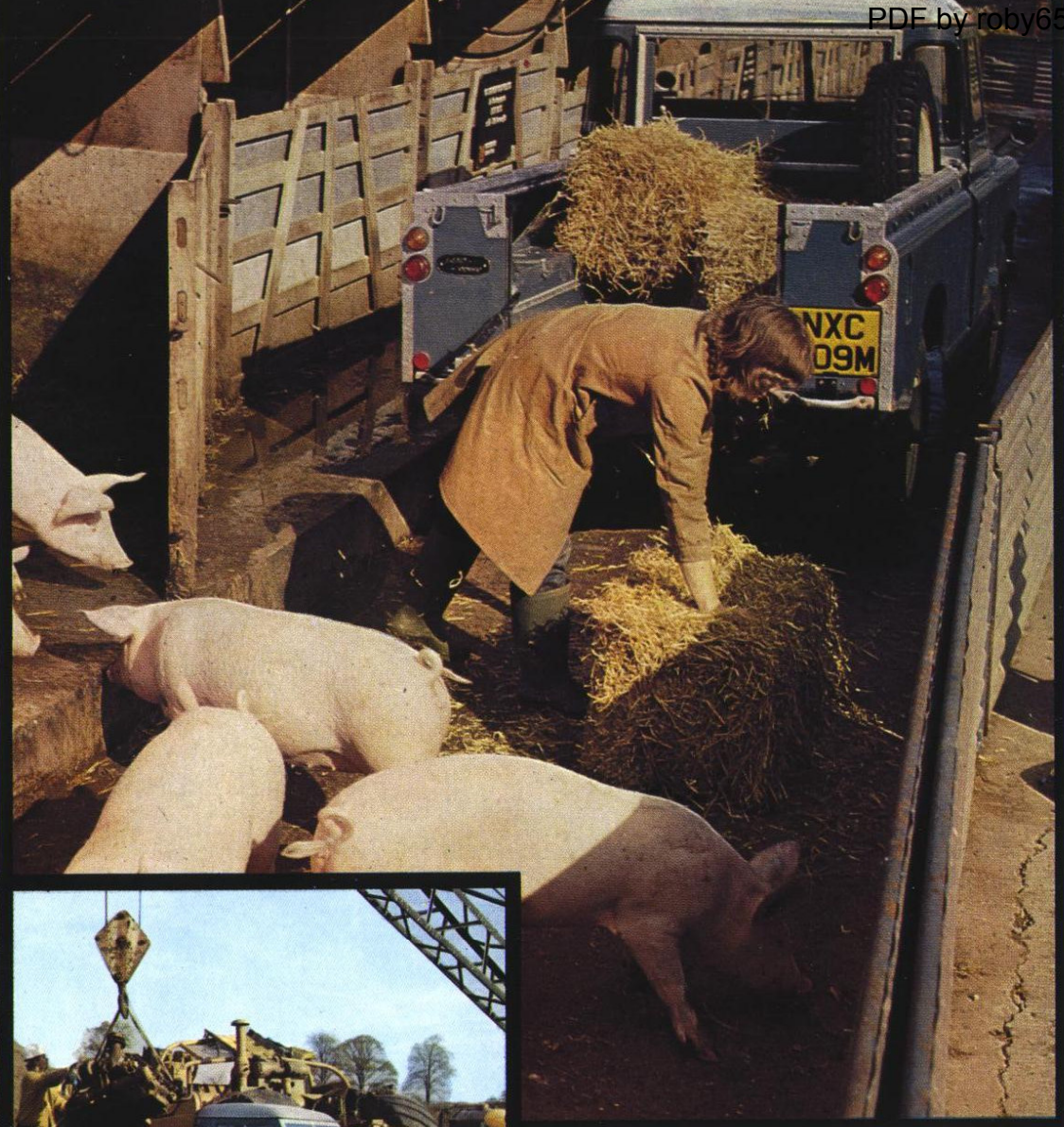
The front compartment on both four-cylinder and six-cylinder models offers all-round visibility for driver and two passengers, with the added convenience of an adjustable driving seat.

Padded crash rails run the full width of the vehicle above and below the fascia parcel shelf. The lower portion offers protection for the knees and has provision for auxiliary instruments as well as a radio and loudspeaker. Instruments and switches are grouped in a binnacle within the driver's line of vision and include a water temperature gauge and combined ignition/starter switch. Direction indicators, horn, headlamp flasher and dip switch are all operated by a single finger-tip control on the steering column. Fresh air heating, de-luxe seats, special trim and other cab refinements are optional extras.

The rear body space will take an endless variety of loads up to a limit of 2000 lb (908 kg) on roads, 1800 lb (816 kg) across rough country. Its aluminium alloy construction is non-rusting and anti-corrosive. The spare wheel is normally mounted at the side of the body, but a bonnet mounting can be fitted as an extra.



Of greater carrying capacity than the Regular, the 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 rear body.



A 2.6 litre 1-ton Land-Rover is available for operators who require a greater load-carrying capacity (three persons plus 2240 lb). Features include heavy-duty axles and suspension, servo-assisted brakes, larger tyres and wider wheels, lower-ratio steering box, and a hydraulic steering damper. Low-speed performance is maintained by the use of lower transfer box ratios.

OPTIONAL EQUIPMENT

109 in WHEELBASE LONG

● denotes applicability

Std -- fitted as standard equipment

	Petrol	Diesel	6-cyl
Air intake, raised	●	●	●
Alternator, Lucas 18 ACR	●	●	●
Ammeter	●	●	●
Ash tray	●	●	●
Auxiliary switch and instrument panels	●	●	●
Bumperettes	●	●	●
Chaff guard (radiator)	●	●	●
Controlled crankcase ventilation	●	●	●
Covers for universal joint	●	●	●
Curtain (khaki)	●	●	●
De-Luxe bonnet (dished)	●	●	●
Engine speed governor	●	Std	
Extra fuel filter (Std export)		●	
Fire extinguisher (including fixing bracket and screws)	●	●	●
Fog lamp kit	●	●	●
Fuel tank (extra)	●	●	●
Hard top, detachable (full length)	●	●	●
Hazard warning device	●	●	●
Heated windscreen conversion kit	●	●	●
Heater and demister (fresh air)	●	●	●
Heater, electric immersion, 200/250 volt, 250 watt	●	●	●
Heater, electric immersion, 100/125 volt, 250 watt	●	●	●
Heavy duty springs and front and rear shock absorbers	●	●	●
Hood, full length, khaki or blue	●	●	●
Hood, hoodsticks and tie bars, three-quarter length, khaki or blue	●	●	●
Lock, bonnet	●	●	●
Lock for spare wheel on bonnet (provision for)	●	●	●
Lock for fuel filler (provision for)	●	●	●
Mat, link, front	●	●	●
Mat, link, for floor of rear body	●	●	●
Mat, rubber, front floor	●	●	●
Gearbox cover	●	●	●

	Petrol	Diesel	6-cyl
Mirror, internal	●	●	●
Mirror, external, door mtd, boomerang	●	●	●
Mirror, external, boomerang (chrome)	●	●	●
Mirror, external, boomerang (black)	●	●	●
Mud flaps, front and rear	●	●	●
Oil cooler unit	●	●	●
Oil pressure gauge	●	●	●
Pads, rubber, for clutch and brake pedals	●	●	●
Plate extension for standard towing jaw	●	●	●
Plug (7-pin) and socket set, trailer towing	●	●	●
Power take-off, bottom, with mechanical drive	●	●	●
Power take-off, bottom, complete assembly, hydraulic pump	●	●	●
Power take-off, rear (splined shaft)	●	●	●
Power take-off, centre	●	●	●
Propeller shaft gaiter (rear)	●	●	●
Pulley for rear power take-off	●	●	●
Pump (foot)	●	●	●
Radio	●	●	●
Rear drive unit with pulley	●	●	●
Roof rack (hardtop models)	●	●	●
Roof, tropical (hardtop models)	●	●	●
Safety harnesses	●	●	●
Seats, de-luxe, front	●	●	●
Seats, rear	●	●	●
Spare wheel carrier on bonnet	●	●	●
Speedometer with trip	●	●	●
Split charge facility for use with 18 ACR alternator	●	●	●
Spot lamp kit	●	●	●
Station Wagon type rear doors (hardtop models)	●	●	●
Steering damper (hydraulic)	●	●	●
Step (folding) for side doors	●	●	●
Sun visor, interior	●	●	●
Sun visor, exterior	●	●	●
Suppressors, radio interference	●	●	●
Swivel pin housing gaiter set	●	●	●
Throttle control (hand)	●	Std	●
Towing and lifting rings (front mounted)	●	●	●
Towing hooks and pintles	●	●	●
Towing plates	●	●	●
Trim, de-luxe, for doors and floor	●	●	●
Windscreen, laminated	●	●	●
Wire mesh guards for head, side, tail, stop and flasher lamps	●	●	●
Tyres			
7.50×16 Road pattern tyres and tubes	●	●	●
7.50×16 Dunlop T29A 'Trakgrip' tyres and tubes	●	●	●
7.50×16 Michelin 'XY' tyres and tubes	●	●	●
7.50×16 Michelin 'XS' tyres and tubes	●	●	●
8.20×15 Dunlop circumferential tread — sand	●	●	●
7.50×16 Dunlop RK3, Avon TM tyres and tubes — standard alternatives			

4-CYLINDER PETROL ENGINE RIGHT

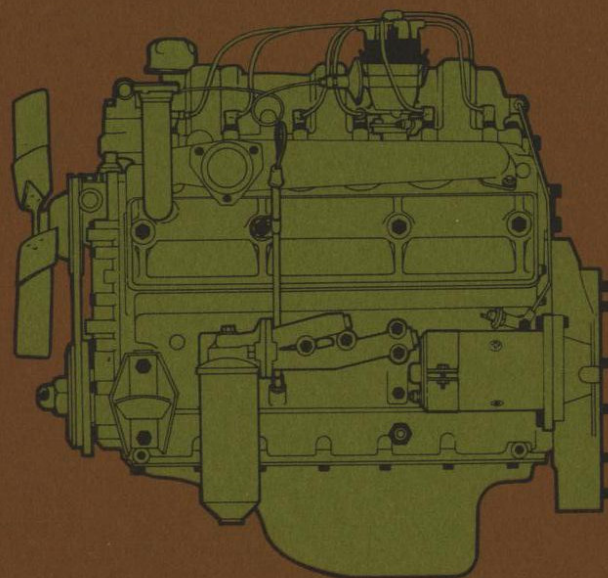
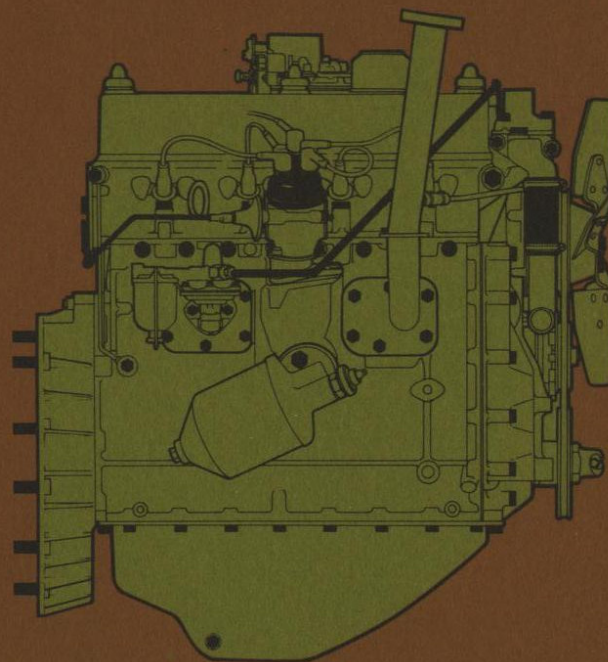
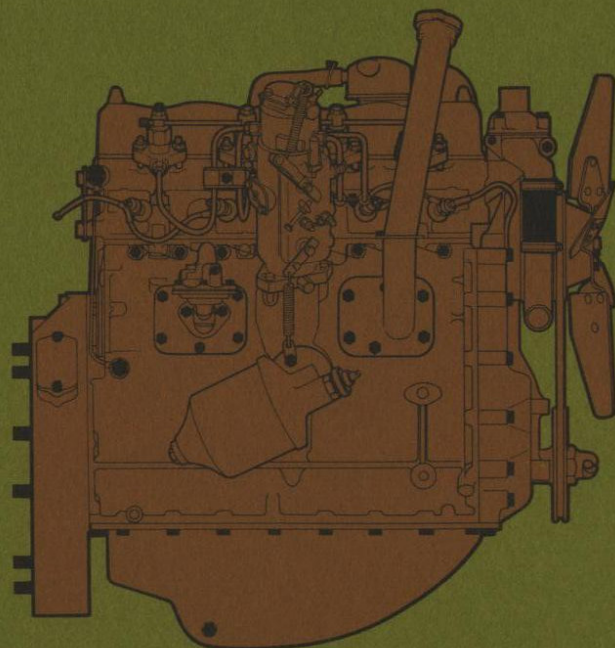
The four-cylinder, 2½ litre, petrol engine provides ample power for all normal vehicle uses, hauling trailers, and driving machinery. It is a well-proven, long-established unit of outstanding reliability and has powered many millions of Land-Rover miles.

4-CYLINDER DIESEL ENGINE BELOW

Diesel power is also offered and adds further efficiency and economy to the Land-Rover in conditions which favour the use of this type of engine.

6-CYLINDER PETROL ENGINE BELOW RIGHT

A six-cylinder, 2.6 litre petrol engine is available as an additional alternative to the four-cylinder units and provides an increased power output for those users whose operations call for above average road work.



FOUNDATIONS FOR POWER AND PERFORMANCE

The box-section chassis frame has eight sturdy crossmembers giving immense diagonal and torsional rigidity. Although longer than the Regular chassis, it offers undiminished cross-country mobility, and being painted inside as well as outside it is resistant to rust and corrosion over long periods. As with all Land-Rovers two- or four-wheel drive is provided. The main gearbox has four forward ratios and one reverse, with synchromesh on all forward gears. An additional ratio is provided by the transfer box, giving a total of eight forward and two reverse speeds. This wide choice of ratios enables all kinds of surfaces to be traversed.

AXLES

Front and rear axles are fully-floating, front axle spiral bevel, rear axle hypoid drive.

CHASSIS FRAME

Steel box-section of great strength. Eight cross-members give torsional and diagonal rigidity.

SUSPENSION

Underslung semi-elliptic springs controlled by double-acting hydraulic telescopic shock absorbers.

BRAKES

Hydraulic. Servo assistance and increased lining area on six-cylinder model. Servo assistance optional on four-cylinder model.

BODY

Steel fittings, including bulkhead and front grille surround, are either treated and painted or heavily galvanised. All body panels are of non-corrodible light alloy.

**POWER TAKE-OFF**

Provision for centre and rear power take-off drives. Hydraulic mechanical or electric winch may be fitted at the front.

TYRES

Chassis shown with special tyres, part of the range of tyres available to suit every need.

SPECIFICATIONS

ENGINES

Four-cylinder Petrol

No. of cylinders	4
Bore	3.562" (90.47 mm)
Stroke	3.5" (88.9 mm)
Capacity	2,286 c.c. (139.5 cu. in.)
Valve position	Overhead
Compression ratio	8 : 1
B.H.P. (DIN)	70.5 at 4,000 rev/min
Torque (DIN)	16.5 Mkg (120 lb. ft.) at 1,500 rev/min

Lubrication System

Type	Pressurised by submerged gear type pump
Filters	Pump intake gauze filter in sump, and external full flow filter.
Sump capacity	11 pints (6.25 litres; 13 U.S. pints)

Cooling System

Type	Pressurised with pump, fan and thermostat
Capacity (including heater)	15½ pints (8.70 litres; 18.3 U.S. pints)

Fuel System

Carburettor	Zenith down-draught type 36 I.V.
Filters	Tank, sediment bowl
Air cleaner	Oil bath with built-in centrifugal pre-cleaner
Pump	Mechanical with sediment bowl and priming lever

Electrical System

Ignition	By coil and distributor
Starter	Operated by combined ignition/starter switch key and solenoid

Six-cylinder Petrol

No. of cylinders	6
Bore	3.063" (77.8 mm)
Stroke	3.625" (92.075 mm)
Capacity	2,625 c.c. (160.3 cu. in.)
Valve position	Overhead inlet, inclined side exhaust
Compression ratio	7.8 : 1
B.H.P. (DIN)	86 at 4,500 rev/min
Torque (DIN)	18.2 Mkg (132 lb. ft.) at 1,500 rev/min

Lubrication System

Type	Pressurised by submerged gear type pump
Filters	Pump intake gauze filter in sump and external full flow filter
Sump capacity	12 pints (6.8 litres; 14.4 U.S. pints)

Cooling System

Type	Semi-sealed and pressurised, with pump, fan and thermostat
Capacity (including heater)	21 pints (12.0 litres; 25 U.S. pints)

Fuel System

Carburettor	Zenith 175-CD2S
Filters	Tank, fuel pump and paper filter
Air cleaner	Oil bath with built-in centrifugal pre-cleaner
Pump	Electric, located inside right-hand frame side member

Electrical System

Ignition	By coil and distributor
Starter	Solenoid operated by combined ignition/starter switch key

Four-cylinder Diesel

No. of cylinders	4
Bore	3.562" (90.47 mm)
Stroke	3.5" (88.9 mm)
Capacity	2,286 c.c. (139.5 cu. in.)
Valve position	Overhead
Compression ratio	23 : 1
B.H.P. (DIN)	62 at 4,000 rev/min
Torque (DIN)	14.2 Mkg (103 lb. ft.) at 1,800 rev/min

Lubrication System

Type	Pressurised by submerged gear type pump
Filters	Pump intake gauze filter in sump, and external full flow filter
Sump capacity	11 pints (6.25 litres; 13 U.S. pints)

Cooling System

Type	Pressurised, with pump, fan and thermostat
Capacity (including heater)	14½ pints (8.4 litres; 17.7 U.S. pints)

Fuel System

Injector pump	C.A.V., D.P.A. distributor type, self-governing
Injector type	C.A.V. Pintaux
Filters	Sediment bowl on mechanical fuel pump. Paper type filter. Fuel tank
Air cleaner	Oil bath with built-in centrifugal pre-cleaner
Pump	Mechanical, with hand primer (high pressure type)

Electrical System

Heater plugs operation	K.L.G. coil element Combined with starter switch key
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TRANSMISSION

Clutch

Type (all models)	Single dry plate, 9½" (241 mm) dia. Diaphragm spring type
Operation	Hydraulic

Main Gearbox

Type	Single helical constant mesh with synchromesh on all forward gears
Oil capacity	2½ pints (1.5 litres; 3 U.S. pints)

Transfer Gearbox

Type	Two-speed reduction on main gearbox output
Four-wheel drive	Two/four-wheel drive control on transfer box output
Oil capacity	4½ pints (2.5 litres; 5.4 U.S. pints)

Propeller Shafts

Type	Open, to front and rear axles
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Rear Axle

Type	Hypoid bevel; floating shafts
Ratio	4.7 : 1
Oil capacity	4 pints (2.27 litres; 4.8 U.S. pints)

Front Axle

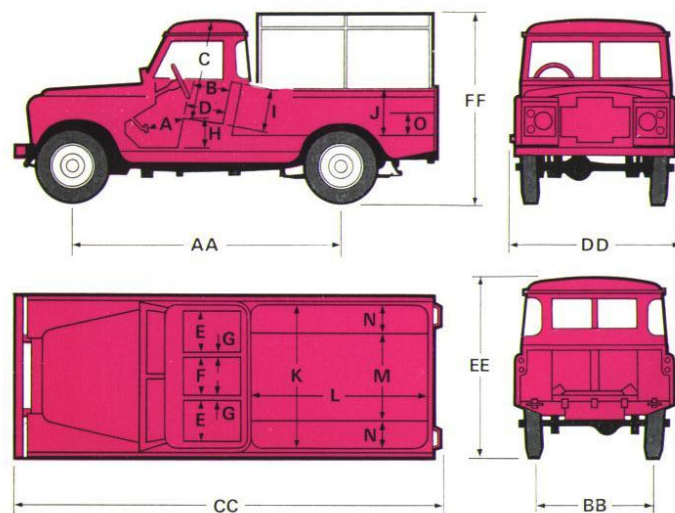
Type	Spiral bevel; floating shafts
Ratio	4.7 : 1
Oil capacity	Differential 2½ pints (1.4 litres; 3 U.S. pints). Swivel pin housing, ½ pint (0.28 litres; 0.6 U.S. pints)

Overall Ratios (Final Drive)

	High Transfer	Low Transfer
Top	5.40:1	11.10:1
Third	8.05:1	16.50:1
Second	12.00:1	24.60:1
First	19.88:1	40.70:1
Reverse	21.66:1	44.30:1

Power Take-off Points

Central, bottom and rear power take-off drives available as optional extras.



DIMENSIONS

		In.	Metres
AA	Wheelbase	109.00	2.768
BB	Track	52.50	1.334
CC	Overall length	175.00	4.441
DD	Overall width (over hinges)	66.00	1.676
EE	Overall height of cab	75.50	1.92
FF	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	0.369
C	Headroom, front seat uncompressed	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 cushions 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	56.875	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

CHASSIS DETAILS

Frame	
Type	Closed, box section, black enamel dipped
Front bumper	Channel section, galvanised
Suspension	
Road springs	Semi-elliptic, underslung
Shock absorbers	Hydraulic double acting telescopic
Steering	
Type	Recirculating ball, worm and nut
	Steering wheel diameter: 17" (43.18 cm)
	Turning circle (with 7.50" × 16" tyres): 47 ft. 6 in. (14.5 m) diameter
	No. of turns lock to lock: 3½
Brakes	
Foot brake	2½-litre, 4-cylinder models: Hydraulic drum brakes. Front: two leading shoes. Rear: leading and trailing shoes 2½" wide
	2.6-litre, 6-cylinder models: Hydraulic drum brakes, 11" dia., servo assisted. Front: two leading shoes, 3" wide. Rear: leading and trailing shoes, 2½" wide
Handbrake	Mechanical internal expanding drum brake on transfer box output
Wheels and Tyres	
Wheel type	Ventilated disc
Wheel size	5.50" F × 16"
Standard tyre and tube size	7.50" × 16"
Standard tread	Dual-purpose (road and cross-country)
Fuel System	
Fuel tank	Carried between side members behind rear axle. Fitted with protective underplate and telescopic external filler tube
Capacity	15 gallons (68 litres; 18 U.S. gallons)

Chassis Optional Equipment

Includes extra instruments, servo-assisted brakes (4-cylinder models), winches, towing equipment, special protective devices, and special purpose tyres. See separate publication for details.

ELECTRICAL EQUIPMENT AND INSTRUMENTATION

Electrical System	
Type	Negative earth
Voltage	12 volt
Electrical Equipment	
Battery	Petrol: 58 A.H. Diesel: 95 A.H.
Alternator	16 ACR, 35 amps output
Windscreen wiper	Dual arm
Horn	Windtone. Horn push on steering column stalk
Instruments and Controls	
Speedometer	Large diameter with total mileage recorder including oil pressure, headlamp main beam and cold start warning lights
Water temperature and fuel gauges	Combined in one large dial which also includes the charging warning light
Panel light	Illuminating speedometer, water temperature and fuel gauges. Switch operates when side and tail lights are 'on'
Petrol model	Ignition switch operated by key Toggle switch for head, side and tail lamps Ignition warning light: red. Choke warning light: amber. Oil pressure warning light: green. Headlamp main beam warning light: blue
Diesel model	Lighting switch: toggle switch for head, side and tail lamps Heater/starter/auxiliary switch: operated by key Engine stop control: located on steering column Charging warning light: red. Heater plug warning light: amber. Oil pressure warning light: green. Headlamp main beam warning light: blue. Fuel tank level warning light: blue
Lighting	Engine speed hand control Headlamps mounted in front wings Side-lamps: mounted in front wings Tail lamps: twin units having double filament stop/tail bulbs and incorporating number plate illumination Dip switch: operated by steering column control stalk

SPECIFICATIONS CONTINUED

BODY

Construction

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

Optional Equipment

Includes alternative hood, hardtop and rear door arrangements, seats, trim, fresh air heater, steering column lock (where legally required), and various interior equipment. See separate booklet for details.

Colours

Some variations in body colours are possible subject to a minimum order requirement. Quotations may be obtained from the factory on request.

Body Colour	Road Wheels
Bronze green	Bronze green
Sand (Export only)	Limestone
Light Green	Limestone
Marine blue	Limestone
Limestone	Limestone
Mid grey	Limestone
Matt white undercoat	Primer
Trim	Colour
Interior trim and seats	Black
Roof interior lining	White
Canvas hood	Khaki
Canvas hood	Blue
Constants with all Colour Schemes	
Tropical roof	Limestone
Hard top	Limestone
Chassis frame	Black

PERFORMANCE

Payloads

Roadwork	3 persons, plus 2,000 lb (907 kg)
Cross-country	3 persons, plus 1,800 lb (816 kg)

Maximum Drawbar Pull

4-cylinder petrol	2,960 lb (1343 kg)
4-cylinder diesel	2,600 lb (1179 kg)
6-cylinder petrol	3,380 lb (1533 kg)

Maximum Gradient

	4-cylinder Petrol	4-cylinder Diesel	6-cylinder Petrol
Unladen	Over 45°	Over 45°	Over 45°
Laden	30°	25°	34°

WEIGHTS

	Front axle	Rear axle	Total
	lb	lb	lb
	kg	kg	kg
Petrol Engine			
Unladen, plus 5 galls. fuel: 4-cylinder	1,839	1,462	3,301
	834	663	1497
6-cylinder	1,879	1,580	3,459
	852	717	1569
Max. allowable gross weight, normal road work	2,140	3,765	5,905
	970	1710	2680
Cross country, standard road springs	2,140	3,565	5,705
	970	1620	2590
Diesel Engine			
Unladen, plus 5 galls. fuel	1,946	1,525	3,471
	882	692	1574
Max. allowable gross weight, normal road work	2,320	3,765	6,085
	1050	1710	2760
Cross country, standard road springs	2,320	3,565	5,885
	1050	1620	2670



Land Rover



ROVER TRIUMPH BRITISH LEYLAND UK LIMITED
SOLIHULL WARWICKSHIRE ENGLAND

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.

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