

THE NEW SERIES II REGULAR

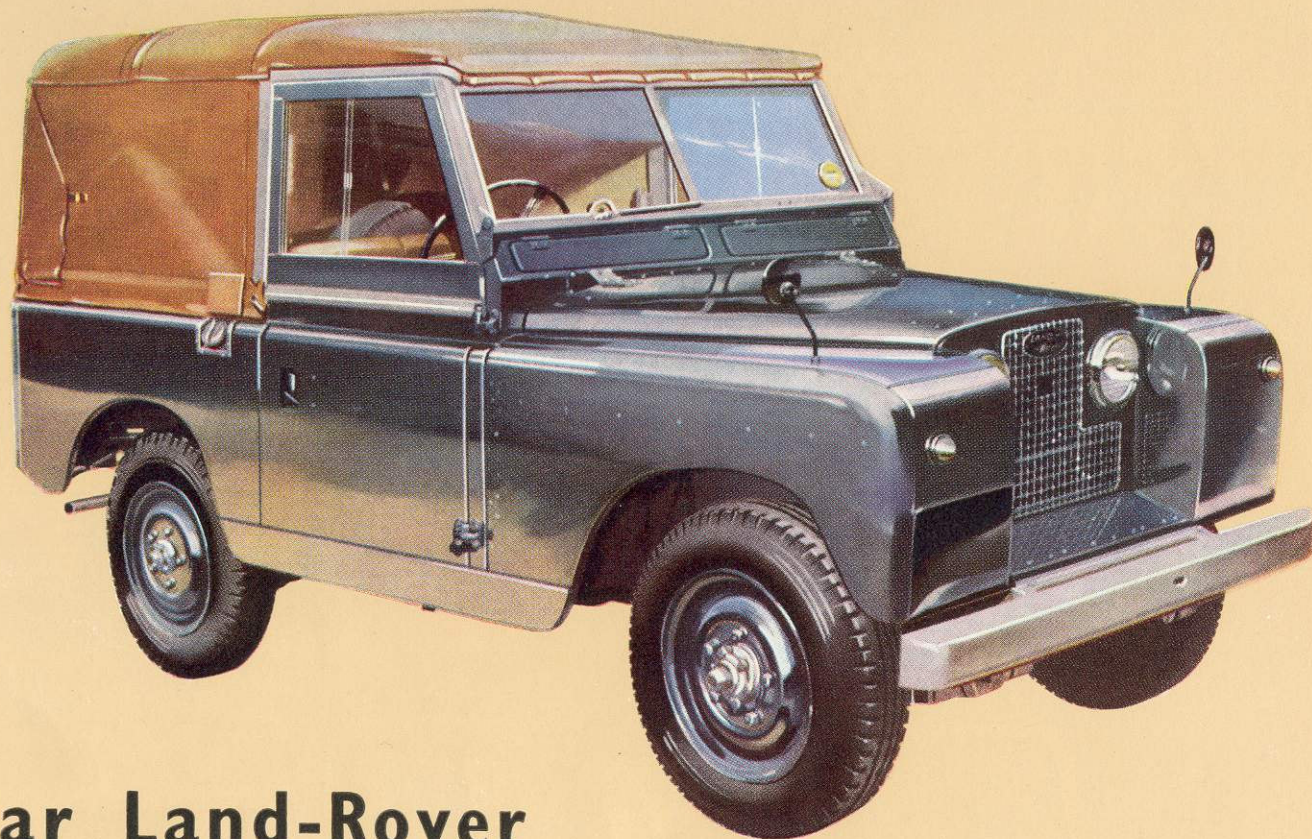
**LAND-
ROVER**



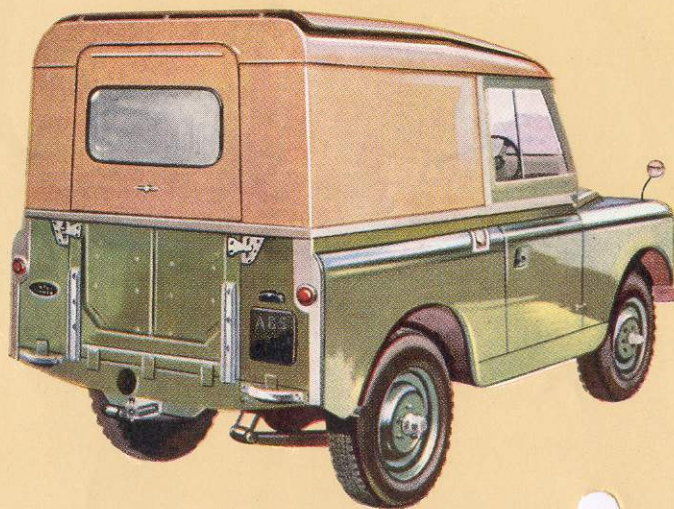
Land-Rovers have now completed ten years' uninterrupted operation on and off the roads of the world. During this time they have built up a record of unremitting service that can never be equalled. Their numberless activities in undeveloped territories have become legendary.

To-day, the new, sleeker Series II Land-Rover takes the field. Improved in riding comfort and all-round convenience in operating and servicing, it continues the tradition of versatility, unstopability and toughness for which its predecessors are justly famed.

After 10 years, Land-Rover engineers know what they are up against and have built the new model accordingly. There can be no substitute for operational experience—there *is* no substitute for the 4-wheel drive Land-Rover.



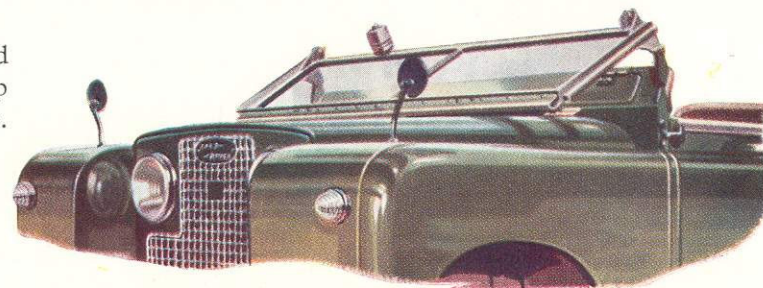
The Regular Land-Rover



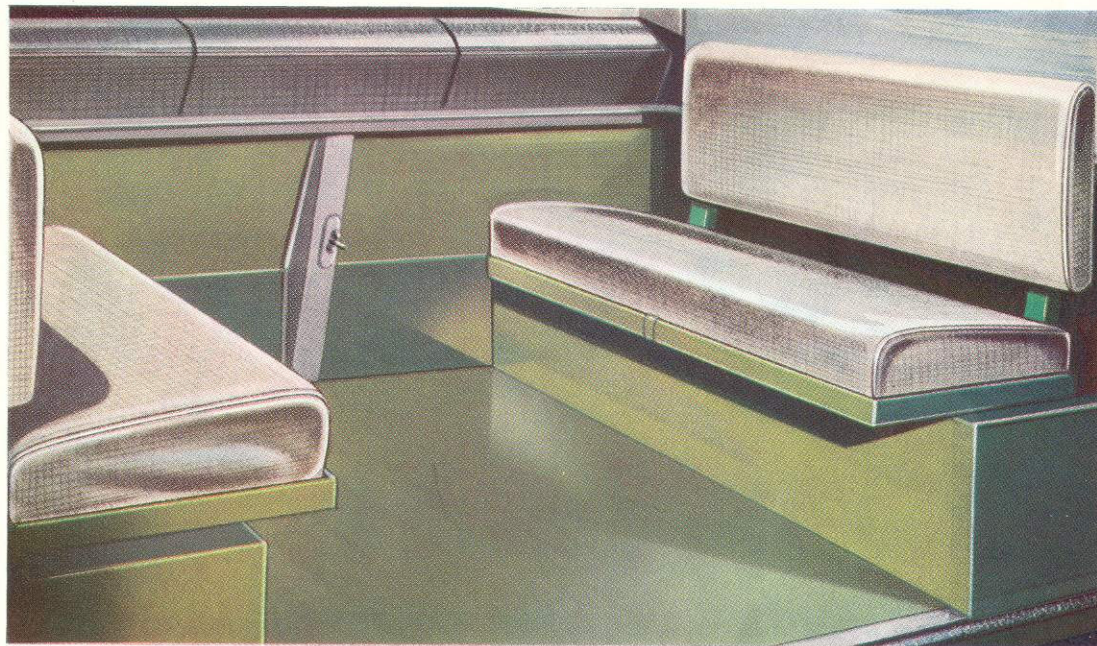
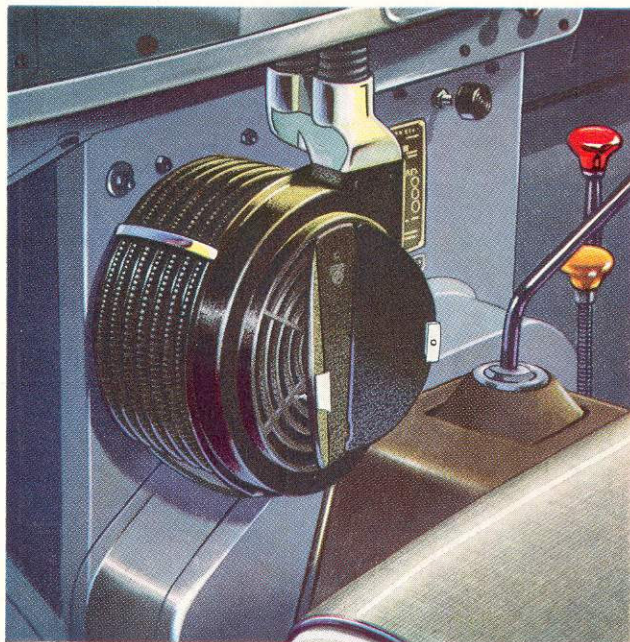
The Regular Land-Rover is provided, as standard equipment, with a completely weather-proof canvas hood. A truck-type cab, giving all-round visibility, and a detachable hard-top (left) can also be fitted at extra cost. Hard-tops with side windows are available for export models.



When required, the windscreen can be folded forward on to the bonnet. A rubber pad is fitted to the top of the windscreen frame for this purpose.

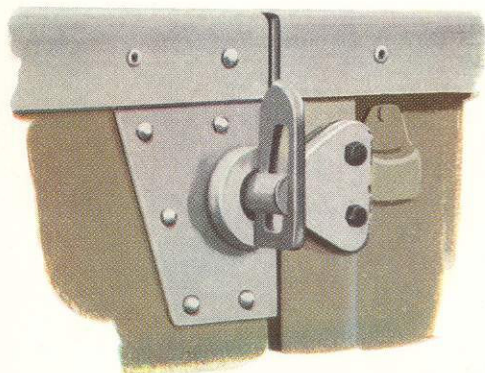


A recirculatory type of heater, with windscreen defrosting attachments, can be supplied as an optional extra. It provides ample warmth in the cab, which is also efficiently proofed against draughts and dust.



Additional seats are included in the vast selection of optional extra equipment that is available for the Regular Land-Rover.

Fitted to the wheelbox on each side of the body, they provide accommodation for four people.



Quick-action catches are used to secure the tailboard on Series II Land-Rovers. They operate easily and cannot be inadvertently detached and lost.

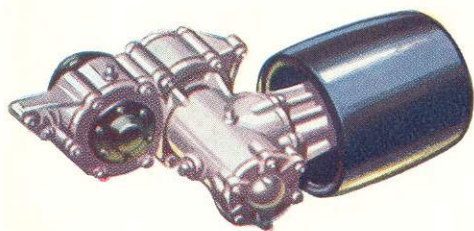
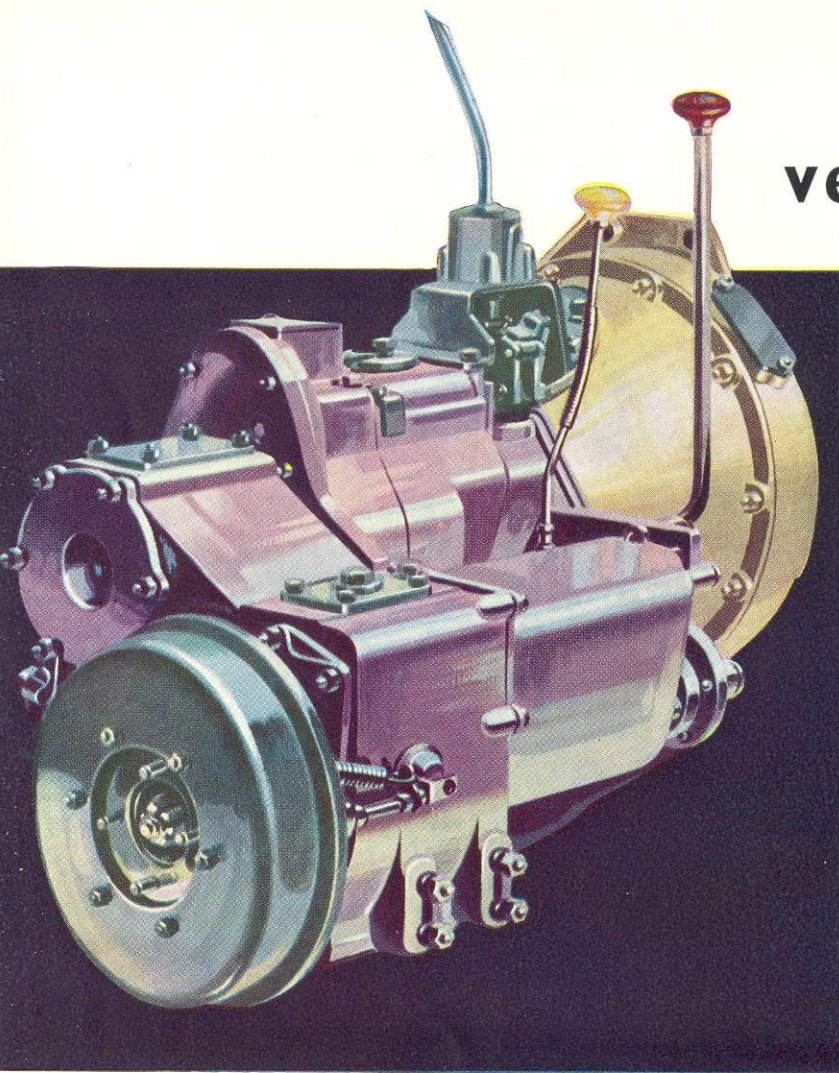
versatile transmission

The well-known, operationally-proved gearbox and transfer box unit is continued in Series II vehicles. The main gearbox has four forward speeds and one reverse, with synchromesh on third and top. Additional ratios are provided by the transfer box so that in all, eight forward and two reverse speeds are available. Used as necessary in conjunction with the two- or four-wheel drive, they give to the Land-Rover its amazing go-anywhere qualities.

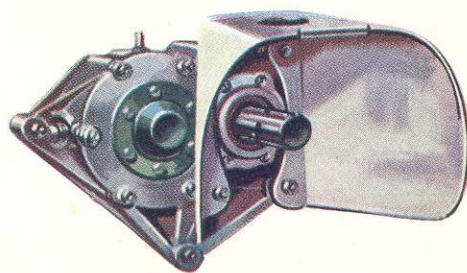
power take-off

Land-Rover versatility is greatly enhanced by the provision of centre and rear power take-off points. The equipment, supplied at extra cost, can be used to drive stationary machinery and appliances towed behind the vehicle or mounted inside the body.

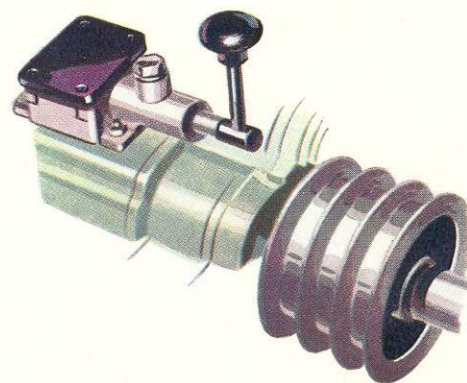
A front-mounted capstan winch can also be fitted. Thus, there is virtually nothing outside the scope of "the world's most versatile vehicle."



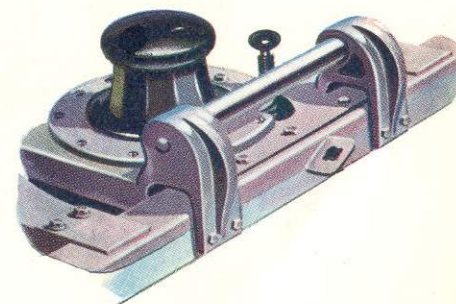
Rear power take-off pulley drive.



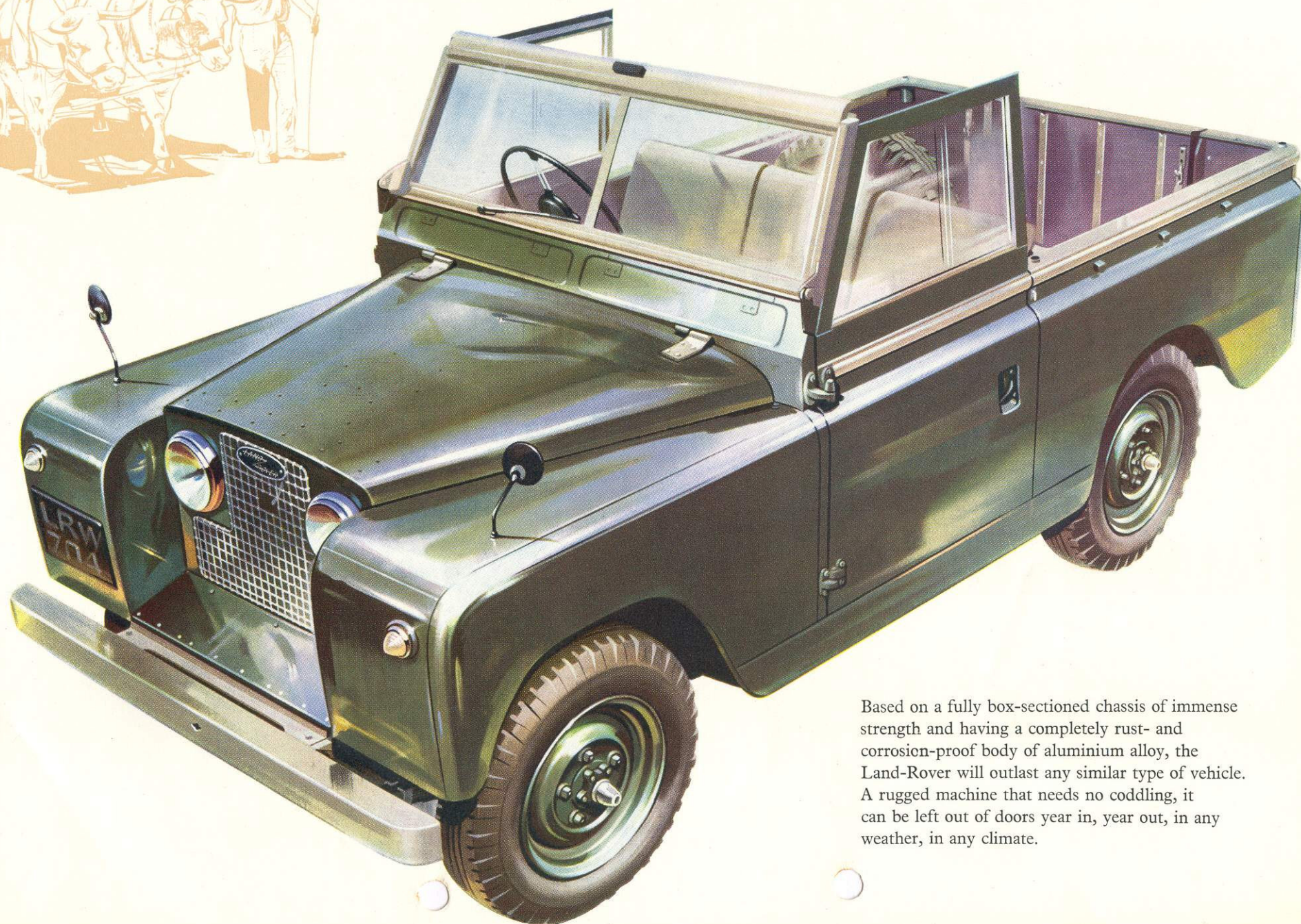
Rear power take-off drive section.
(Additional safety guards are normally fitted.)



Centre power take-off pulley drive.



The front-mounted capstan winch.



Based on a fully box-sectioned chassis of immense strength and having a completely rust- and corrosion-proof body of aluminium alloy, the Land-Rover will outlast any similar type of vehicle. A rugged machine that needs no coddling, it can be left out of doors year in, year out, in any weather, in any climate.


**LAND-
-ROVER**

SPECIFICATION

(See separate leaflets for details of other Land-Rover models)

PETROL ENGINE. Four cylinders. Overhead inlet valves, side exhaust valves. Bore 77.8 mm. (3.063 in.), stroke 105 mm. (4.134 in.), capacity 1997 c.c. (121.9 cu. in.). Maximum b.h.p. 52 at 4,000 r.p.m. Maximum torque 101 lb. ft. (14 mKg.) at 1,500 r.p.m. Compression ratio 6.9 to 1. Cylinders cast integral with crankcase. Detachable cast-iron cylinder head carrying inlet valve gear. Forged steel 3-bearing crankshaft fully balanced and counter-weighted. Copper-lead main and big-end bearings. Camshaft driven by double roller chain with special hydraulic tensioner. Pistons of low-expansion aluminium alloy with inverted V-shaped crown to conform to patented design of combustion chamber. Two compression rings and two scraper rings fitted.

Fuel System. 10-gallon (45 litres) tank with external filler at side of body. Solex downdraught carburettor with oil bath-type air cleaner and silencer, and integral centrifugal pre-cleaner. Electric pump and separate sediment bowl with gauze filter.

DIESEL ENGINE. 4 cylinders, bore 85.7 mm. (3.375 in.), stroke 88.9 mm. (3.5 in.), capacity 2052 c.c. (125.2 cu. in.). Maximum b.h.p. 52 at 3,500 r.p.m. Maximum torque 87 lb. ft. (12 mKg.) at 2,000 r.p.m. Compression ratio 22.5 to 1. Wet cast-iron cylinder liners. Detachable cast-iron cylinder head carrying all valve gear and incorporating Ricardo Comet V combustion chambers. Overhead valves operated by push rods. Copper-lead main and big-end bearings. Hydraulic timing chain tensioner. Roller-type tappets. Tin-plated aluminium alloy pistons.

Fuel System. Mechanical fuel lift pump with sediment bowl and gauze filter. C.A.V. fuel filter (paper type). C.A.V. distributor type injection pump with mechanical governor. Pintaux type injection nozzles. Glow plugs for cold starting. Oil bath-type air cleaner and silencer, and integral centrifugal pre-cleaner.

Cooling System. (Petrol and Diesel.) By pump and fan, thermostatically controlled. Capacity 17 pints (9.75 litres). Pressurised.

Lubrication. (Petrol and Diesel.) By pressure from gear-type pump forcing oil to all bearings, timing chain and valve rocker gear.

CLUTCH. Single dry plate, 9 in. (230 mm.) diameter, hydraulically operated by pendant pedal.

TRANSMISSION. Transmission to rear and front axle by open propeller shaft via two-speed transfer box.

GEARS. Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse.

Ratios :	Main Gearbox	Transfer Box	
		High ratio	Low ratio
First gear	...	16-171	40-688
Second gear	...	11-026	27-742
Third gear	...	7-435	18-707
Top gear	...	5-396	13-578
Reverse gear	...	13-745	34-585

REAR AXLE. Fully floating spiral bevel type with ratio of 4.7 to 1.

FRONT AXLE. Fully floating spiral bevel type with ratio of 4.7 to 1. Drive to front wheels through totally enclosed universal joints.

BRAKES. Hydraulically operated foot brakes requiring light pressure on the pendant pedal. Mechanically-actuated handbrake operates on transmission shaft to rear axle.

STEERING. Worm and nut with recirculating ball. Ratios 15.6 to 1 straight ahead, 23.8 to 1 on full lock. Right- or left-hand steering available as required.

SUSPENSION. Semi-elliptic springs front and rear controlled by telescopic hydraulic shock absorbers.

CHASSIS. Welded fabricated box-section side- and cross-members giving great torsional and diagonal rigidity.

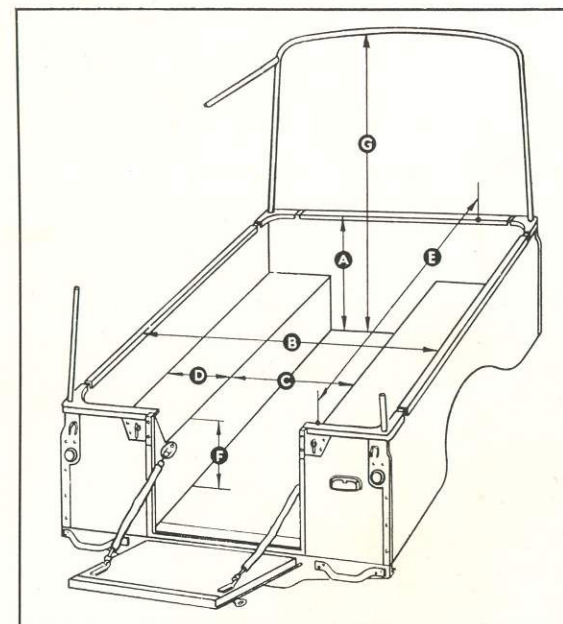
WHEELS. Detachable disc wheels with 6.00 x 16 tyres. Optional sizes available.

DRAW BAR PULL. 1,200 lb. to 2,000 lb. (550 to 900 kg.).

REAR POWER TAKE-OFF. (At extra cost.) Power transmitted through back of main gearbox to rear of chassis giving pulley or splined shaft drive for standing or towed machinery.

CENTRE POWER TAKE-OFF. (At extra cost.) Arranged to drive by V-belts portable equipment mounted in the body.

BODY. Of aluminium alloy, which indefinitely resists rusting and corrosion. Exposed steel portions heavily galvanised. The vehicle is unaffected by the weather and can be left out of doors for long periods without damage to the panels.



OVERALL DIMENSIONS	English	Metric
Wheelbase	88 in.	2.23 m.
Track	51½ in.	1.31 m.
Ground Clearance (6.00 x 16 tyres)	8 in.	203 mm.
Turning Circle	38 ft.	11.58 m.
Overall Length	142½ in.	3.62 m.
Overall Width	64 in.	1.63 m.
Overall Height (max.)	77½ in.	1.97 m.
INTERNAL DIMENSIONS		
Height of body sides	19½ in.	495 mm.
Body interior width between cappings	56½ in.	1.44 m.
Floor width between wheel boxes	36½ in.	921 mm.
Width of wheel boxes	13½ in.	349 mm.
Body interior length between cappings	43 in.	1.09 m.
Height of wheel boxes	8½ in.	216 mm.
Height, floor to roof (max.)	48½ in.	1.23 m.
PAYLOADS		
On the road	3 persons + 1,000 lb. (450 kg.)	
In the rough	3 persons + 800 lb. (363 kg.)	
WEIGHT		
In running trim with 5 gall. (22.5 litres) of petrol	lb.	kg.
	2856	1295

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