

**THE WORLD'S MOST
VERSATILE VEHICLE**

**Land
Rover**

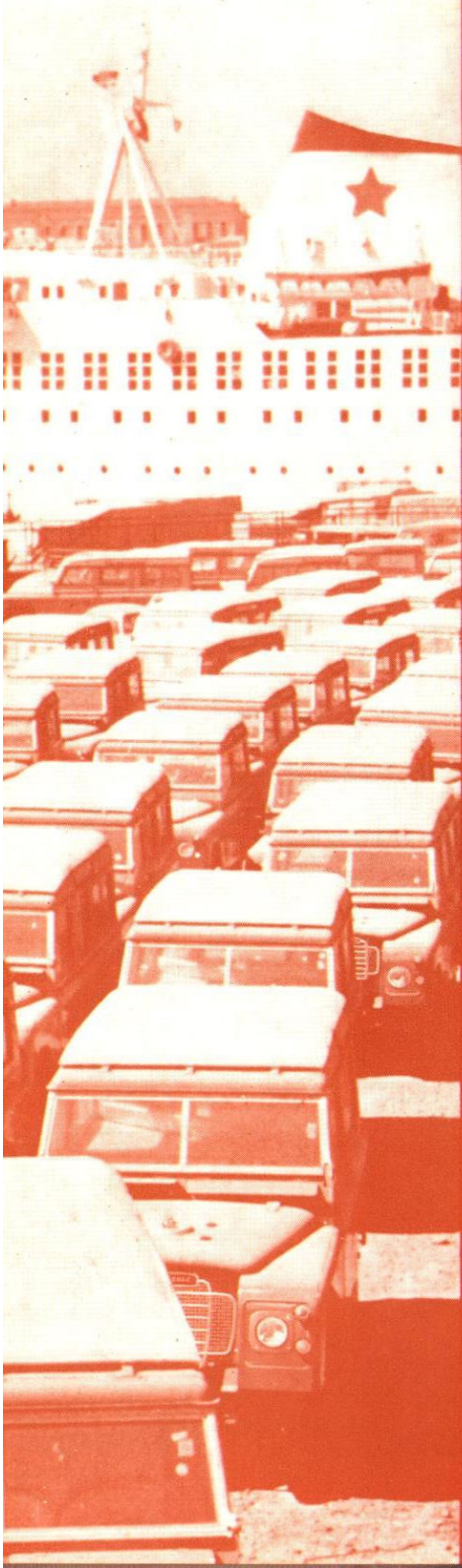


BASIC FACTS

Land-Rovers have been travelling the roads and working the rough lands of the world for over twenty years. Today they still lead the field in virtually every aspect of 4-wheel drive operation.

Outwardly, the Land-Rover has changed little in twelve years simply because its practical design and rugged construction are best suited to the enormous diversity of jobs it is called upon to do. The Land-Rover still retains its aluminium alloy, non-corroding body construction and the sturdy box-section chassis that is painted inside and out to prevent rust. Mechanically, however, a great many developments have progressively taken place to improve the breed and keep pace with the special and ever-growing needs of operators all over the world. The modern Land-Rover represents an important advance in strength, reliability, safety and refinement over its counterparts of only a few years ago. There is a choice of either Short or Long chassis, with the addition of the 1-ton Long which has a greater load carrying capacity than the basic model; $2\frac{1}{4}$ litre petrol and diesel engines and, for Long models, the more powerful 2.6, six cylinder petrol engine; 27 body styles; an extensive range of optional equipment, including special-purpose tyres. Add to these a large selection of appliances and bodies by specialist manufacturers, and the Land-Rover is now, more than ever . . .

**The World's Most Versatile
Vehicle.**



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
9. Cab, $\frac{3}{4}$ canvas hood with side windows for export
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 & 1-ton Land-Rovers

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. Hardtop with tailboard and top hinged flap
18. Hardtop with side hinged door
19. Hardtop with tailboard and top hinged flap and fixed side windows for export
20. Hardtop with side hinged rear door and fixed side windows for export
21. Full length canvas hood with side windows for export
22. Full length canvas hood
23. Chassis with cab and cab base
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

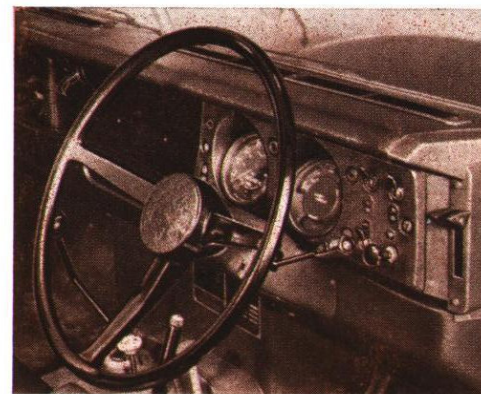
Some of the illustrations in this catalogue show vehicles fitted with optional extras. For full details of the extras available, see separate publication.



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.



109 in. 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-anywhere, 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.

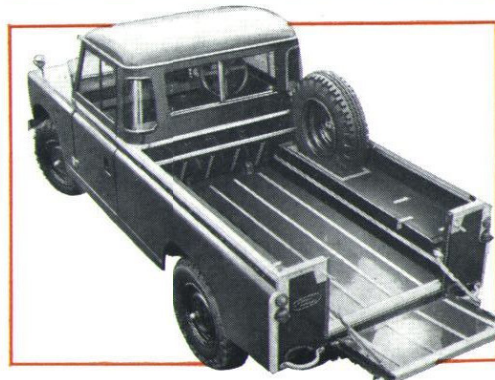
The driving compartment is similar to that of the Regular but is fitted with an adjustable driving seat. The cab of the six-cylinder Land-Rover (adjacent illustration), is identical to that of the four-cylinder model in its basic form except for the increased transmission tunnel necessary to accommodate 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. (908 kg.) on roads or 1,800 lb. (816 kg.) across country.

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. 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.



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.

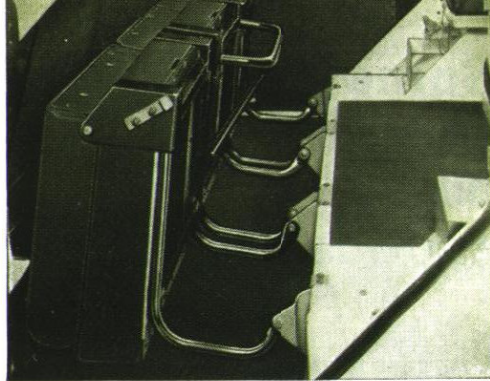




Land-Rover Station Wagons

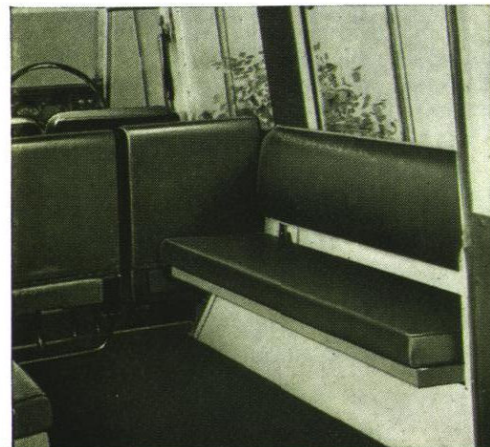
Land-Rover 4-wheel drive, 7-seat, 10-seat and 12-seat Station Wagons are a familiar sight all over the world. They are performing with distinction on major construction sites, on expeditions and safaris, at airports, in national and international organisations—anywhere, in fact, where unrestricted transport 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 extreme ease of entry and exit.





Above. 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. 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.

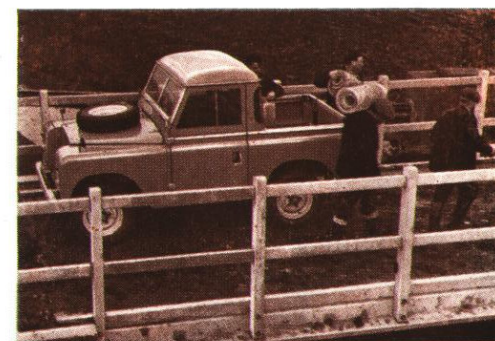
Top Left. Three forward-facing centre seats are provided on the 12-seater. They can be folded forward individually to permit side entry into the rear compartment. On the 10-seater one full-width bench seat replaces the three individual ones. *Above.* The Regular Station Wagon has four inward-facing seats 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.



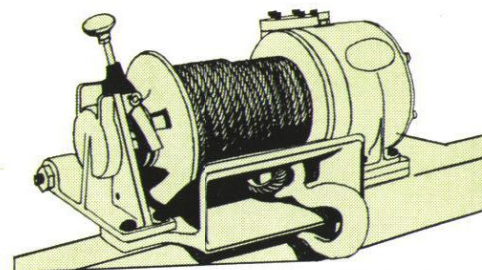
88 in. Regular Land-Rover

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 completely 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 hard-top. Side windows in hoods and hard-tops can be supplied for export.

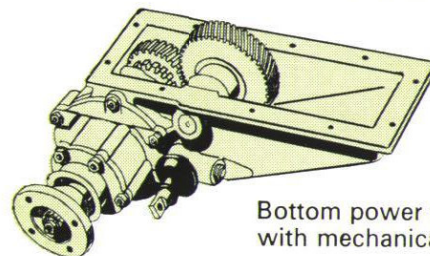
The rear body space will take almost any kind of load up to a limit of 1,000 lb. (454 kg.) on roads or 800 lb. (363 kg.) across country. Its non-rusting, non-corroding aluminium alloy construction permits the carriage of manures, fertilisers and similar substances.



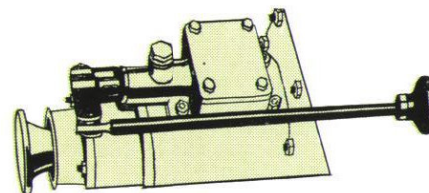
Land-Rover Power Take-off Equipment



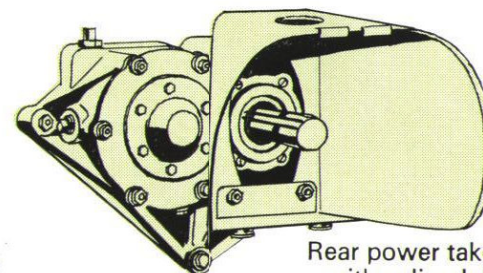
Hydraulic winch.



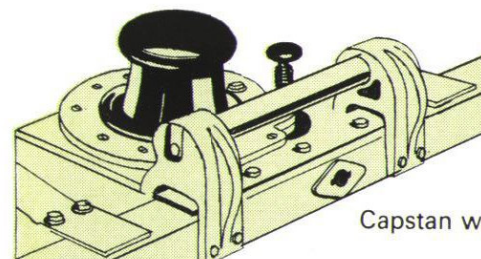
Bottom power take-off
with mechanical drive.



Centre power take-off.



Rear power take-off
with splined drive.



Capstan winch.

The Land-Rover's inherent versatility is greatly enhanced by the provision of power take-off facilities. The equipment may be supplied at extra cost and enables a wide range of installed, towed and standing machinery to be driven. Additionally, there are numerous items of optional equipment that can be fitted, and special implements, appliances and bodies are available, through specialist manufacturers, to supplement the vehicle's already prodigious operational possibilities.

A few general examples are given on these pages. Apply to your nearest Land-Rover Distributor or Dealer for full details.

Some special purpose applications

1. As a fire tender the Land-Rover has a great many uses. Its mobility and compact size enable it to reach outbreaks in otherwise inaccessible places.
2. With a compressor fitted below the floor, driven from the centre power take-off, and sufficient to operate two medium duty concrete breakers for instance, this Land-Rover conversion is ideal for use on sites inaccessible to the conventional two-wheel drive vehicle.
3. For installation of electrical power cables or hauling timbers, a capstan winch operated hydraulically from the Land-Rover centre power take-off driven pump. It is mounted in a carrying frame complete with hydraulic motor and control valve so that it can be moved from the vehicle and anchored in the best position.
4. A 1 ton capacity cargo or tanker trailer, powered by propeller shaft from the Land-Rover, which uses an extra transfer gearbox driven from the transmission. Thus six wheel drive is obtained, giving exceptional cross-country performance.
5. Long Station Wagon equipped as a mobile cinema. It is used mainly in underdeveloped territories for disseminating education in remote areas. The electrical equipment is operated by a power take-off driven generator.
6. One of the hydraulic platforms available for fitting to the Land-Rover, this Simon tower is in use by many authorities for overhead fitting and maintenance work.
7. A welding set mounted in the vehicle and driven from the rear power take-off, suitable for Regular or Long models on all on-site applications.
8. Front mounted hydraulic winch suitable for all models. This equipment is ideal for most kinds of hauling jobs, vehicle recovery and self-recovery under extreme conditions. Powered by centre power take-off driven pump.
9. Dozerblades for snow clearance or earth shifting can be mounted on the front of the Land-Rover. A power take-off driven pump can provide hydraulic operation to raise or lower the blade, as an alternative to mechanical operation.
10. A method of sewer and drain cleaning whereby water is pumped through a special nozzle with backward facing jets. The thrust from this nozzle carries the hose forward and cleaning takes place when the hose is winched back.
11. A self contained lubrication set for fast and economical on-site plant servicing. Includes grease and oil pumps, hose reels, tyre inflator, and penetrating oil sprayer.
12. A camping conversion based on the 88 in. Land-Rover, with hard-top and Station Wagon rear door. Provides seating for seven, individual beds for two, or seating for three with uninterrupted cargo-space. When the centre folding table is used, there is room for four around it.

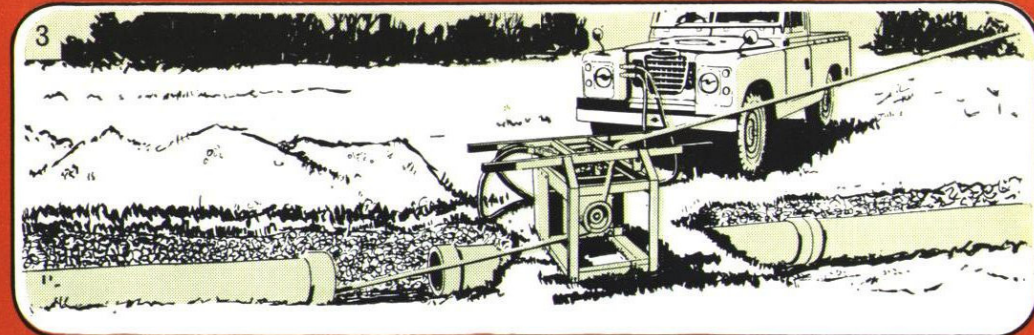
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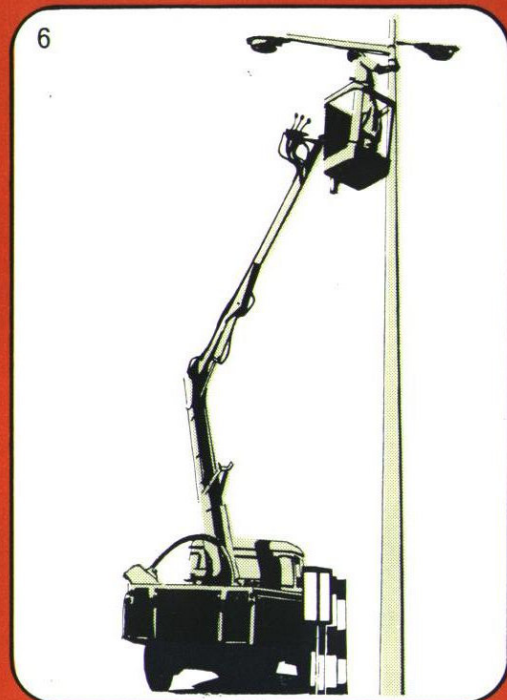
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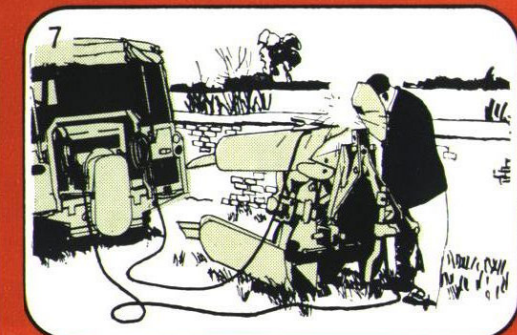
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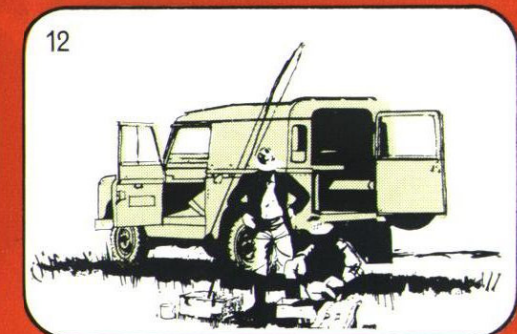
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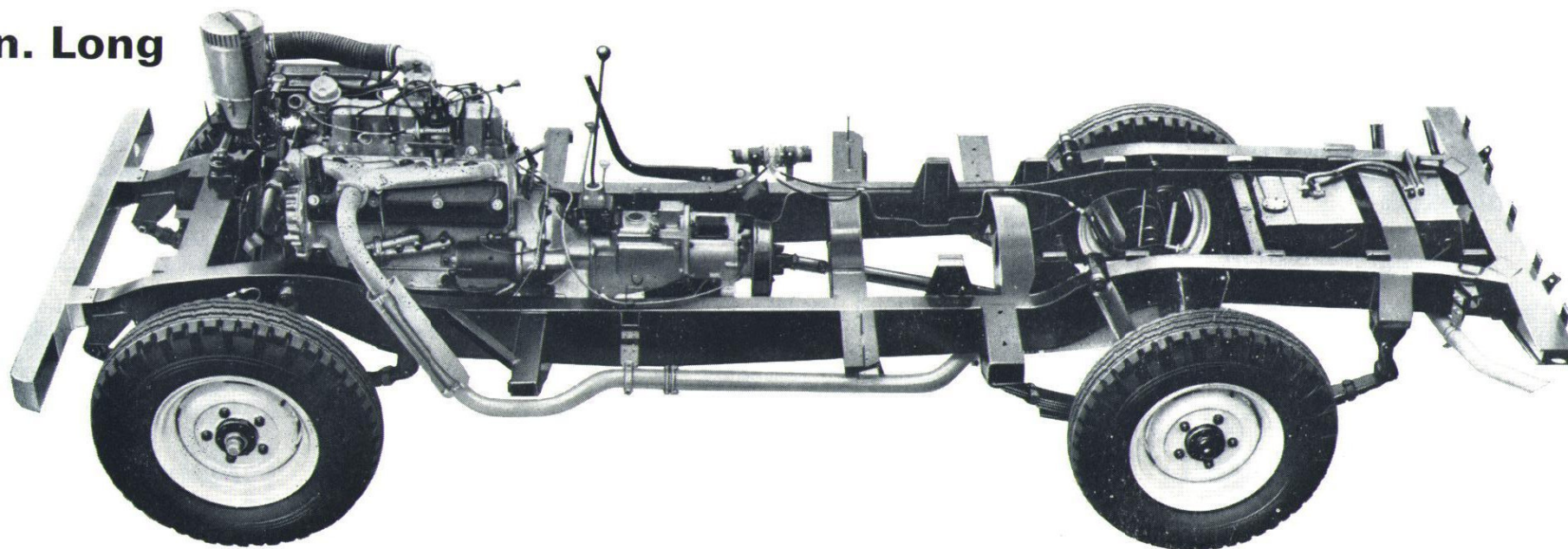
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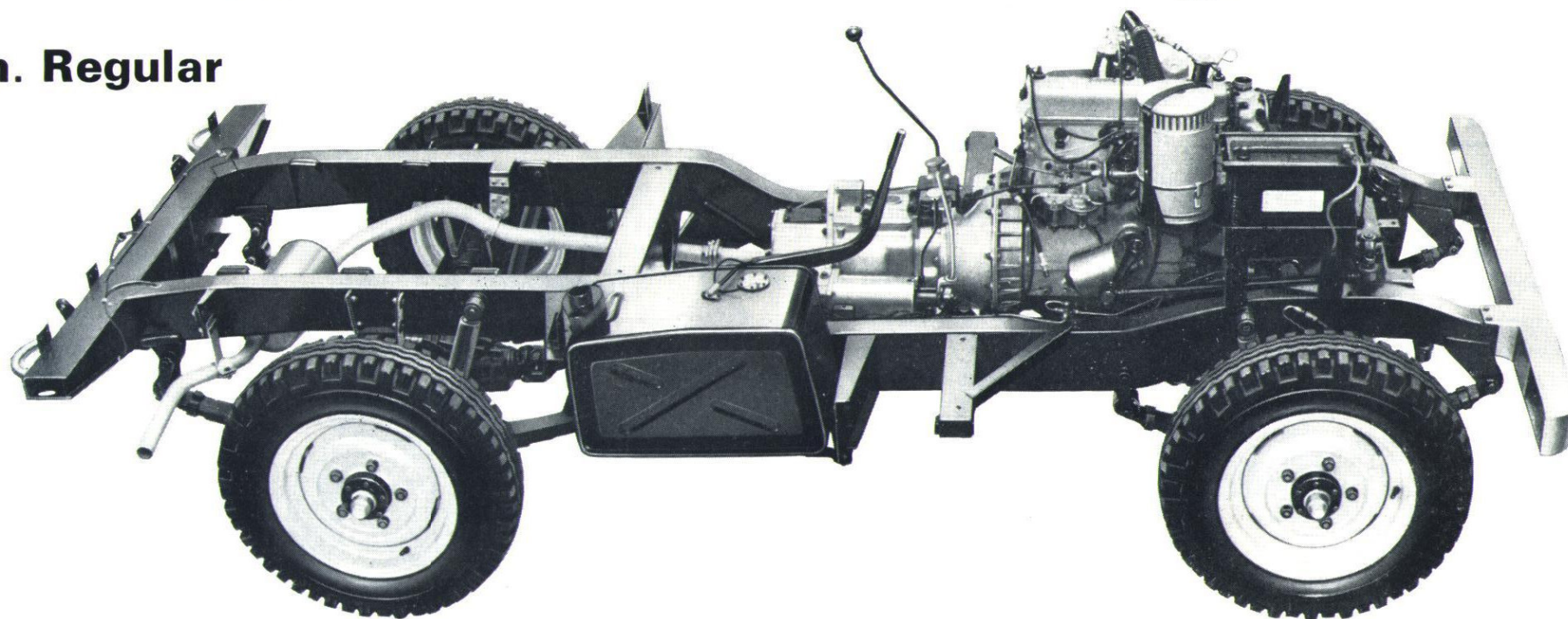
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109 in. Long



88 in. Regular



Chassis

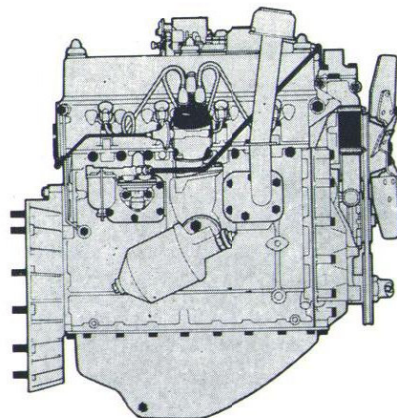
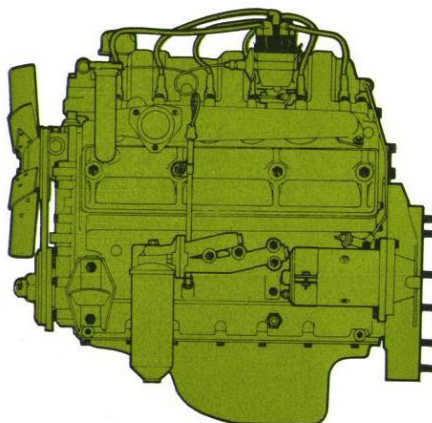
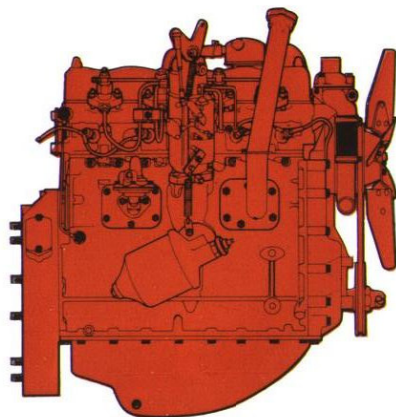
All Land-Rover models are based on box-section chassis frames of immense strength, built to withstand the constant shocks of day-in, day-out, cross-country operation. They are painted inside as well as outside and are therefore resistant to rust and corrosion over very long periods of use.

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.



4-cylinder diesel engine

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 (102.7 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.

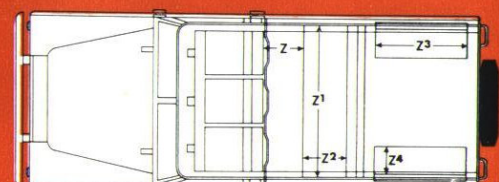
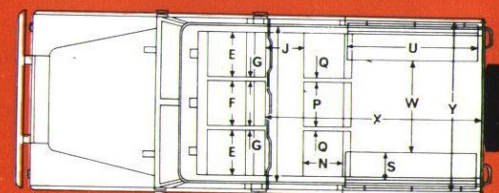
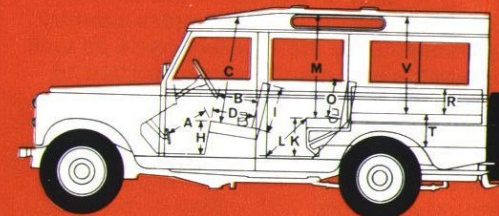
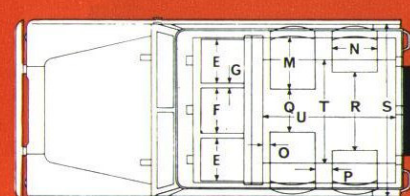
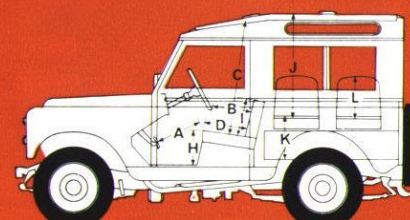
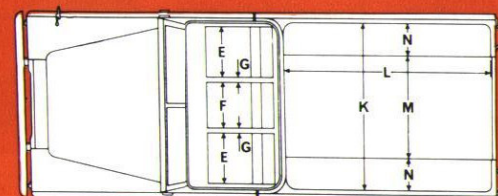
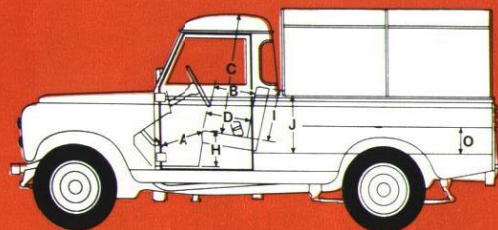
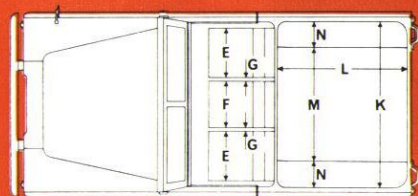
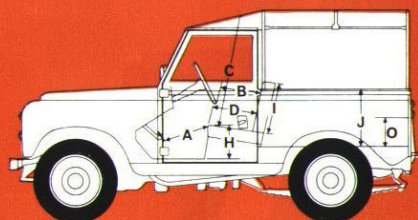
6-cylinder petrol engine

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. Compression ratios of 7.8 to 1 and 7 to 1 are available, the latter for use in territories where petrol with octane ratings of under 85 only are obtainable. With the former, 86 b.h.p. (DIN) is developed at 4,500 rev/min, with 18.2 Mkg (131.6 lb.ft.) torque at 1,750 rev/min.

4-cylinder petrol engine

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 (119.3 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.

Dimensions



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 and 12 seater Station Wagons

	Ins.	Metres
Wheelbase	109-00	2-768
Track	52-50	1-33
Overall length	175-00	4-441
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

Specifications

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 (119.3 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 (102.7 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 (7.0:1 optional)
Max. B.H.P. (DIN)—86 at 4,500 rev/min.
Max. Torque (DIN)—18.2 Mkg (131.6 lb. ft.) at 1,750 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: S.U. electric, dual inlet type.

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.

Operation—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 output.

PROPELLER SHAFTS

Open to front and rear axles.

AXLES

Spiral bevel: floating shafts. Ratio: 4.7:1.

OVERALL RATIOS (Final Drive)

	88 in. & 109 in.		109 in. 1-ton	
	High	Low	High	Low
	Transfer	Transfer	Transfer	Transfer
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	25.9:1	55.3:1
Reverse	21.66:1	44.30:1	21.7:1	46.4:1

POWER TAKE-OFF POINTS

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

CHASSIS

FRAME

Welded fabricated 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. Diesel models use two 6 volt batteries in series.

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, and incorporating numberplate illumination.

BODY

CONSTRUCTION

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

COLOURS

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

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	1.283
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



THE QUEEN'S AWARD
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TO BRITISH LEYLAND
MOTOR CORPORATION LTD

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