



Land-Rover 88" Wheelbase Regular







THE WORLD'S MOST VERSATILE VEHICLE

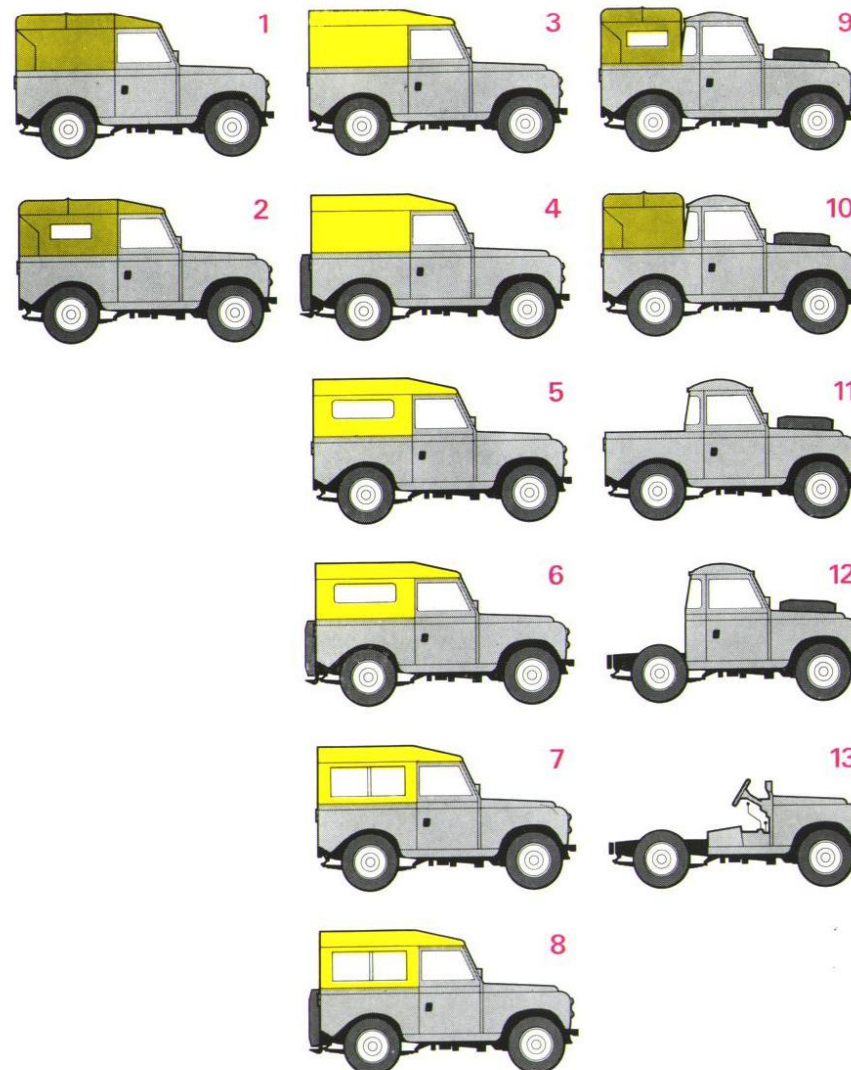
Outwardly, the Land-Rover has undergone no fundamental change over the years because its functional design and rugged construction have proved to be best suited to the enormous diversity of jobs it is called upon to do. But mechanically, and in various other respects, it has been progressively developed 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 4-wheel drive Land-Rover is still 'The World's Most Versatile Vehicle'. And you cannot dismiss over twenty-five years experience or the backing of British Leyland, Britain's greatest vehicle manufacturer.

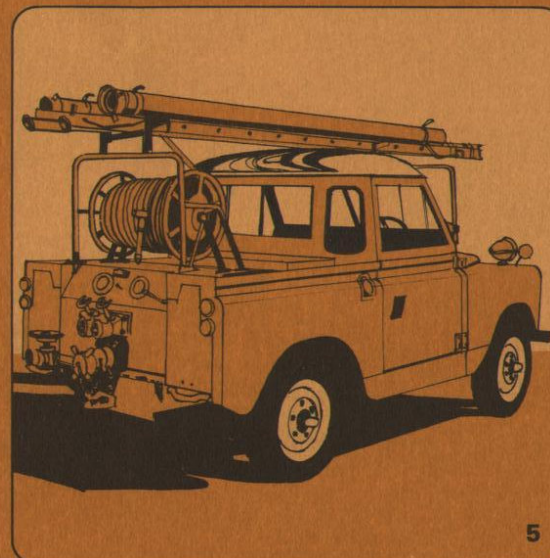
Some of the illustrations in this catalogue show vehicles fitted with optional extras. For full details of extras available see separate publications.



- 1** Basic model with full-length canvas hood.
- 2** Full-length hood with side windows for export.
- 3** Hardtop with tailboard and top hinged flap.
- 4** Hardtop with side-opening rear door.
- 5** Hardtop with tailboard, top hinged flap and fixed side windows for export.
- 6** Hardtop with rear door and fixed side windows for export.
- 7** Hardtop with tailboard, top hinged flap and sliding side windows for export.
- 8** Hardtop with rear door and sliding side windows for export.
- 9** Cab and three-quarter length hood with side windows for export.
- 10** Cab and three-quarter length hood.
- 11** Cab and open body.
- 12** Chassis/cab with bonnet and wings.
- 13** Chassis/scuttle with bonnet and wings.



4 The Land-Rover capstan winch not only provides an ideal method of self-recovery in difficult terrain, but it can also be employed for hauling other vehicles, timber and equipment.



5 The Land-Rover can be fitted out as a compact and practical fire engine, to meet the needs of municipal, industrial and agricultural fire defence services.

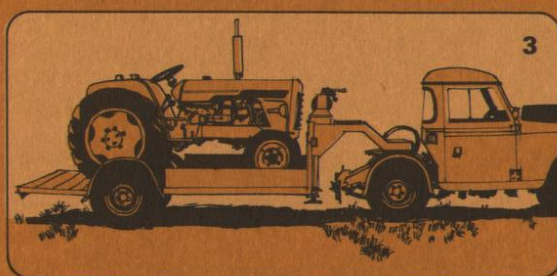
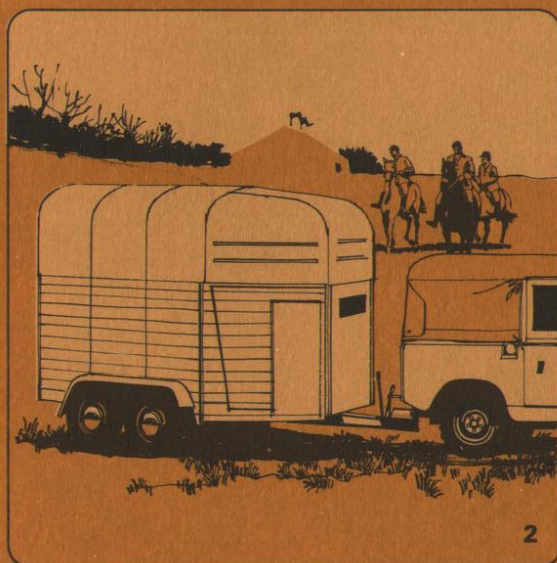
6 Special snow blades either of the angle type or a 'vee' shape are available for use with the Land-Rover. This type of equipment can also be employed for light earth-moving duties.



TRAILERS

A small sample of the enormous range of trailers a Land-Rover can handle:

- 1** A powered axle trailer with a Land-Rover drive conversion.
- 2** A 4-wheeled horse box.
- 3** An articulated trailer.

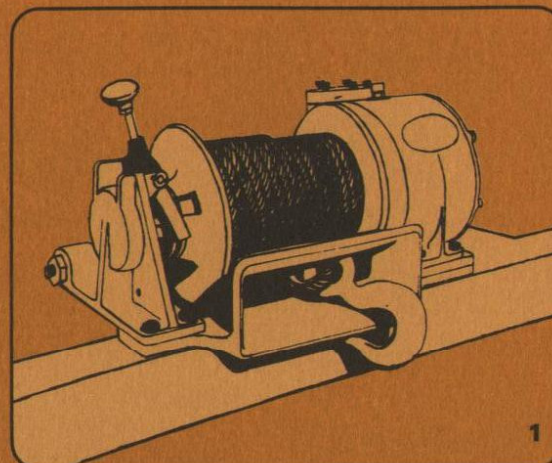


7 For roadside verges, parks, golf courses and other grassed areas, a Land-Rover spraying unit covers the ground quickly and economically.

8 The availability of several power take-off points makes the Land-Rover an excellent basis for portable welding sets. In this guise the Land-Rover is virtually unbeatable for fast on-site welding.

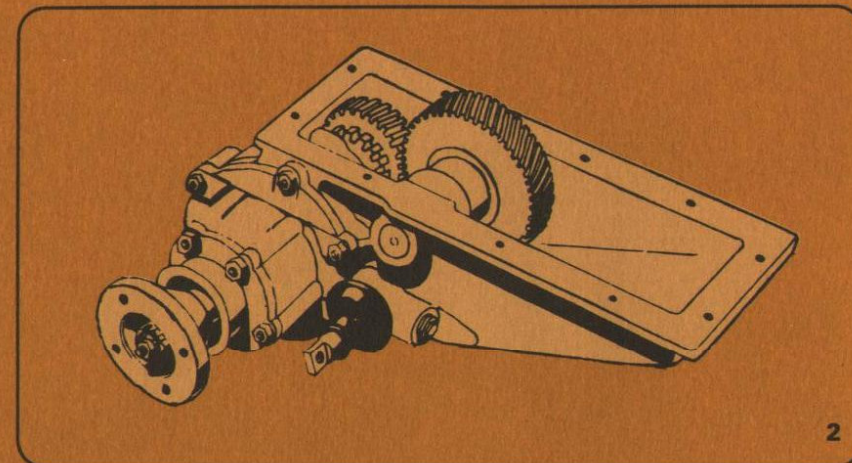
POWER TAKE-OFF UNITS

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 5,000 lb (2,270 kg) are available. (Hydraulic drum winch illustrated).



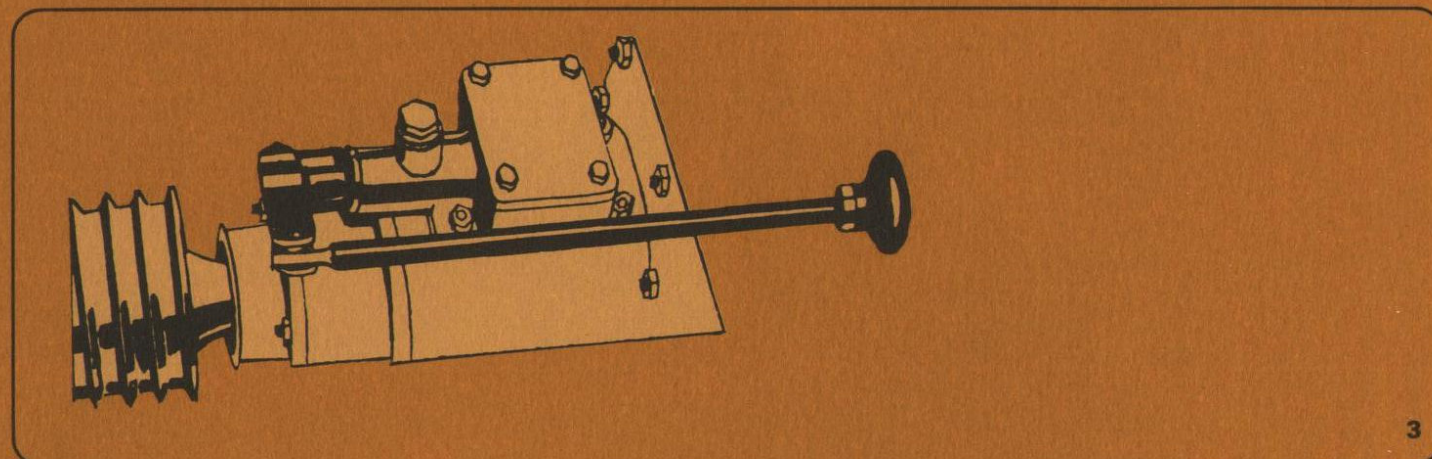
1

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).



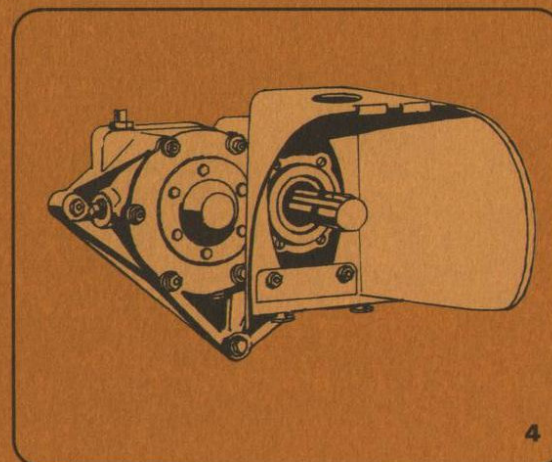
2

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.



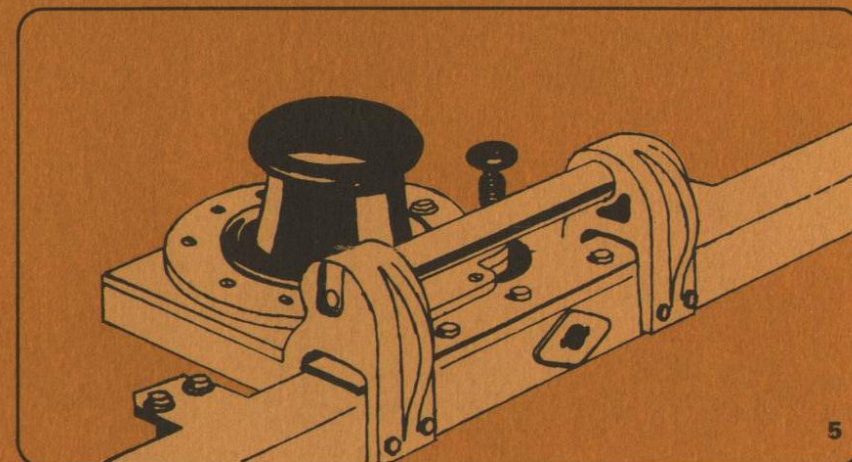
3

4 The 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.



4

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 3,000 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.



5

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

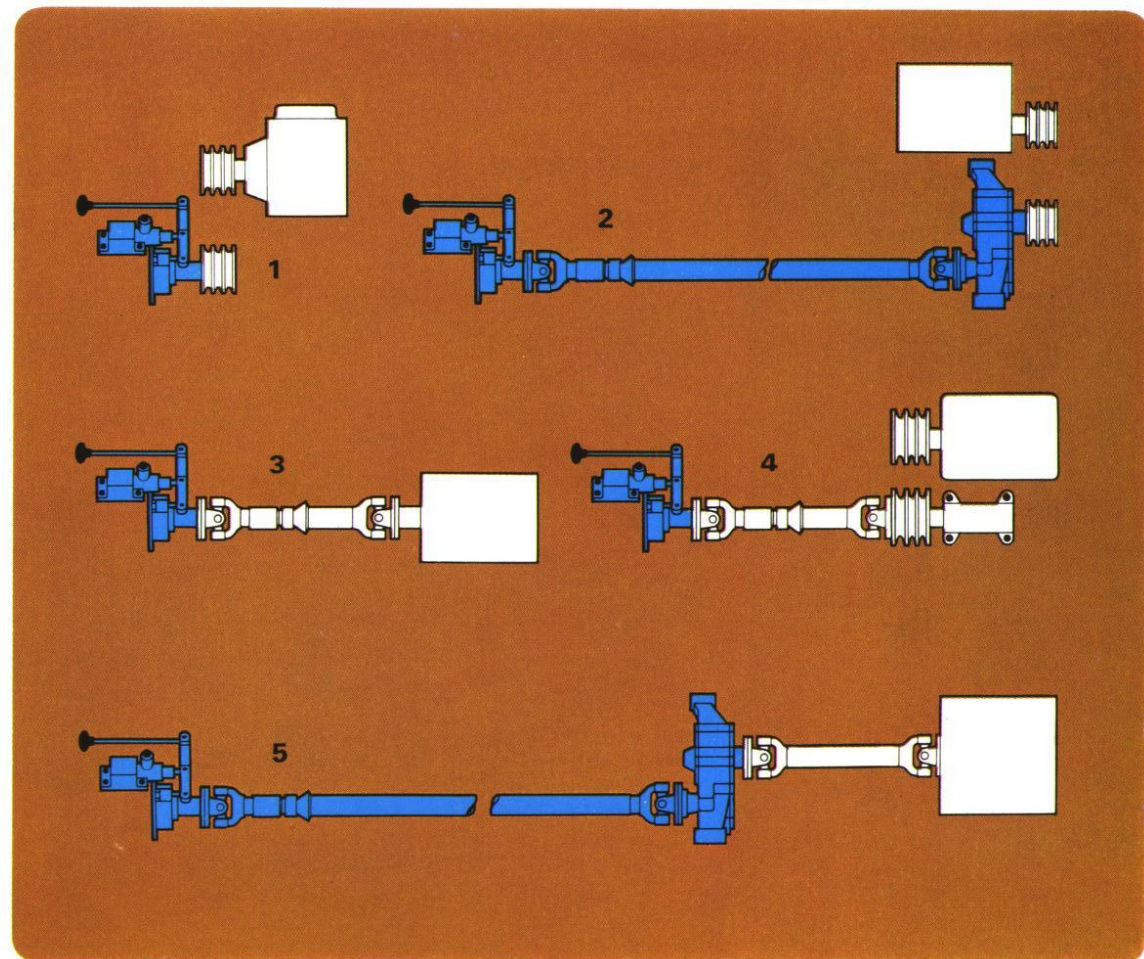
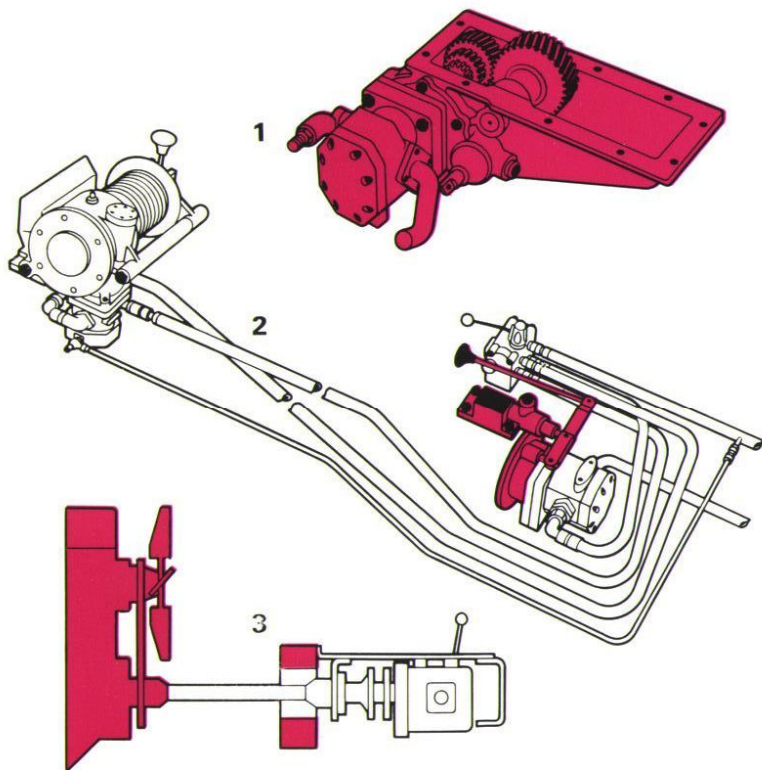
- 1** Centre power take-off equipped with a V-belt pulley will drive a machine mounted in place of the cab centre seat.
- 2** Rear power take-off equipped with a V-belt pulley will drive a machine mounted in the rear body section.

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.

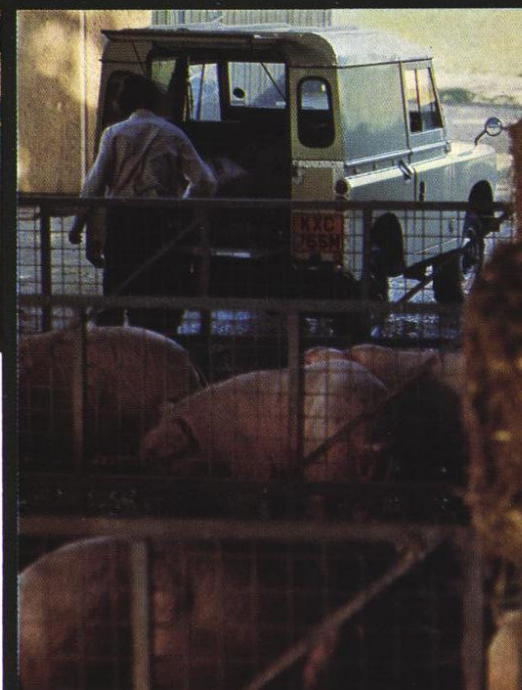
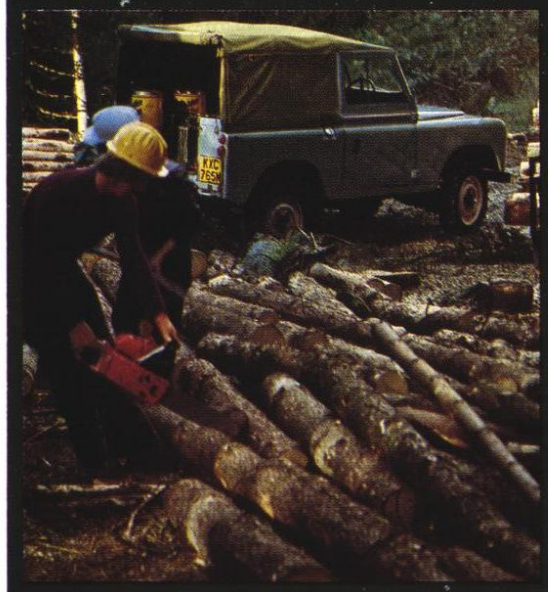




The front compartment has high-visibility seating accommodation for driver and two passengers. Padded crash rails run the full width of the vehicle above and below the fascia parcel shelf. The lower portion offers protection for the knees and has provision for auxiliary instruments as well as a radio 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 fingertip control on the steering column. Fresh air heating, de-luxe seats and other cab refinements, as illustrated, are not fitted as standard to basic vehicles.

The rear body space will take almost any kind of load up to a limit of 1,000 lb (454 kg) on the road, or 800 lb (363 kg) across rough country. Its aluminium alloy construction is non-rusting and anti-corrosive, permitting the carriage of manures, fertilizers and other similar substances. Folding rear seats can be supplied as optional extras.





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 many countries, by game wardens, expeditionists, relief organisations, national and local authorities, and more. 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.

OPTIONAL EQUIPMENT

88" WHEELBASE REGULAR

● Applicability denoted thus
Std. — fitted as standard equipment.

	Petrol	Diesel
Air intake, raised	●	●
Alternator, Lucas 18 ACR	●	●
Ammeter	●	●
Ash tray	●	●
Auxiliary switch and instrument panels	●	●
Bumperettes	●	●
Cab — truck type	●	●
Chaff guard (radiator)	●	●
Covers for universal joint	●	●
Curtain (khaki)	●	●
Dust-proofed engine breather	●	●
De-luxe bonnet	●	●
Engine speed governor	●	Std.
Extra fuel filter (std. export)		●
Fire extinguisher (including fixing brackets and screws)	●	●
Fuel tank (extra)	●	●
Fog lamp kit	●	●
Hardtop, detachable	●	●
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 rear springs and front and rear shock absorbers	●	●
Hood, hoodsticks and tie bars, $\frac{3}{4}$ -length khaki or blue	●	●
Lock and security catches for doors and windows	●	●
Lock, bonnet (de luxe)	●	●
Lock, bonnet (plain)	●	●
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	●	●
Mat, rubber, for rear body floor	●	●
Mirror, internal	●	●
Mirror, door mtd., boomerang	●	●
Mirror, external, boomerang (chrome)	●	●
Mirror, external, boomerang (black)	●	●
Mud flaps	●	●

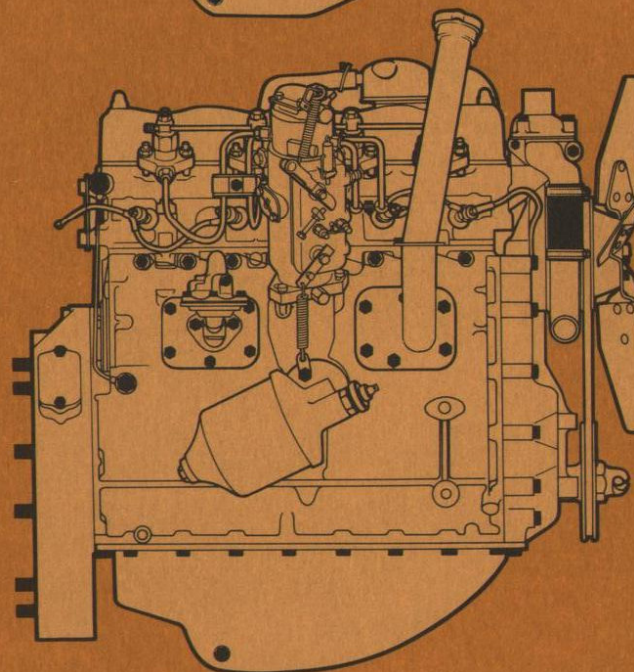
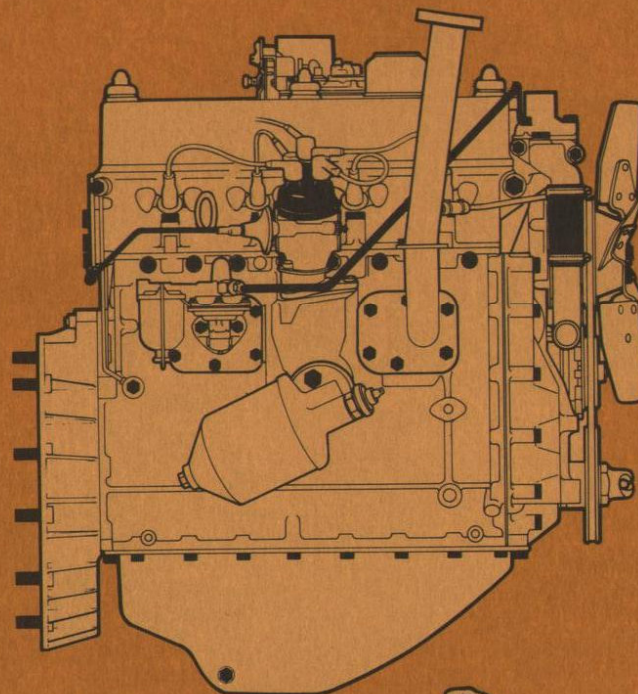
	Petrol	Diesel
Oil cooler unit	●	●
Oil pressure gauge	●	●
Pads, rubber, for clutch and brake pedals	●	●
Plate extension for standard towing jaw	●	●
Plug (7-pin) and socket set, trailer towing	●	●
Power take-off, bottom, with mechanical drive	●	●
Power take-off, bottom, complete assembly, hydraulic pump	●	●
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, two	●	●
Spare wheel carrier on bonnet	●	●
Speedometer with trip	●	●
Split-charging facility for use with 18 ACR alternator	●	●
Spot lamp kit	●	●
Station Wagon type rear door (hardtop models)	●	●
Steering damper (hydraulic)	●	●
Steps (folding) for side doors	●	●
Sun visors, interior	●	●
Sun visors, exterior	●	●
Suppressors, radio interference	●	●
Swivel pin housing gaiter set	●	●
Throttle control (hand)	●	Std.
Towing and lifting rings (front mounted)	●	●
Towing pintles	●	●
Towing pintle, heavy duty	●	●
Towing hooks	●	●
Towing plates for equipment	●	●
Trim, de luxe, for doors and floor	●	●
Windscreen laminated	●	●
Wire mesh guards, for head, side, tail, stop and flasher lamps	●	●
TYRES		
6.00 x 16 Dunlop T28 'Trakgrip' tyres and tubes	●	●
7.50 x 16 road pattern tyres and tubes	●	●
7.50 x 16 Dunlop T29A 'Trakgrip' tyres and tubes	●	●
7.50 x 16 Michelin 'XY' tyres and tubes	●	●
7.50 x 16 Michelin 'XS' tyres and tubes	●	●
7.50 x 16 Dunlop RK3, Avon TM tyres and tubes	●	●
8.20 x 15 Dunlop circumferential tread — sand	●	●
6.00 x 16 Dunlop RK3, Avon tyres and tubes — Standard alternatives		

PETROL ENGINE

The overhead valve, four-cylinder, $2\frac{1}{4}$ litre petrol engine develops 70.5 bhp (DIN) at 4,000 rev/min, and produces 120 lb.ft (16.5 Mkg) torque at 1,500 rev/min. Thus, there is ample power available for vehicle operation under all conditions, hauling trailers or driving machinery. It is a well-proven unit of outstanding reliability that has powered millions of Land-Rover miles.

DIESEL ENGINE

The $2\frac{1}{4}$ litre diesel engine is available as an alternative to the petrol engine and adds further to the versatility of the Land-Rover by increasing its efficiency and economy in conditions favouring diesel operation. A rugged, four-cylinder unit, the Rover diesel engine develops 62 bhp (DIN) at 4,000 rev/min, and a torque of 103 lb.ft (14.2 Mkg) is produced at 1,800 rev./min.



FOUNDATIONS FOR POWER AND PERFORMANCE

The box-section chassis frame with its sturdy cross-members provides an immensely strong foundation for the Regular Land-Rover. It is built to withstand the shocks of cross-country operation, and being painted both inside and out is resistant to rust and corrosion over long periods of use. Individual components are equally robust, and the whole unit combines good ground clearance with a low centre of gravity to minimise grounding and give stability on steep slopes. Right- or left-hand steering is offered.

As with all Land-Rovers, two- or four-wheel drive is provided. The main gearbox has four forward speeds 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 and have spiral bevel drive.

CHASSIS FRAME

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

SUSPENSION

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

BRAKES

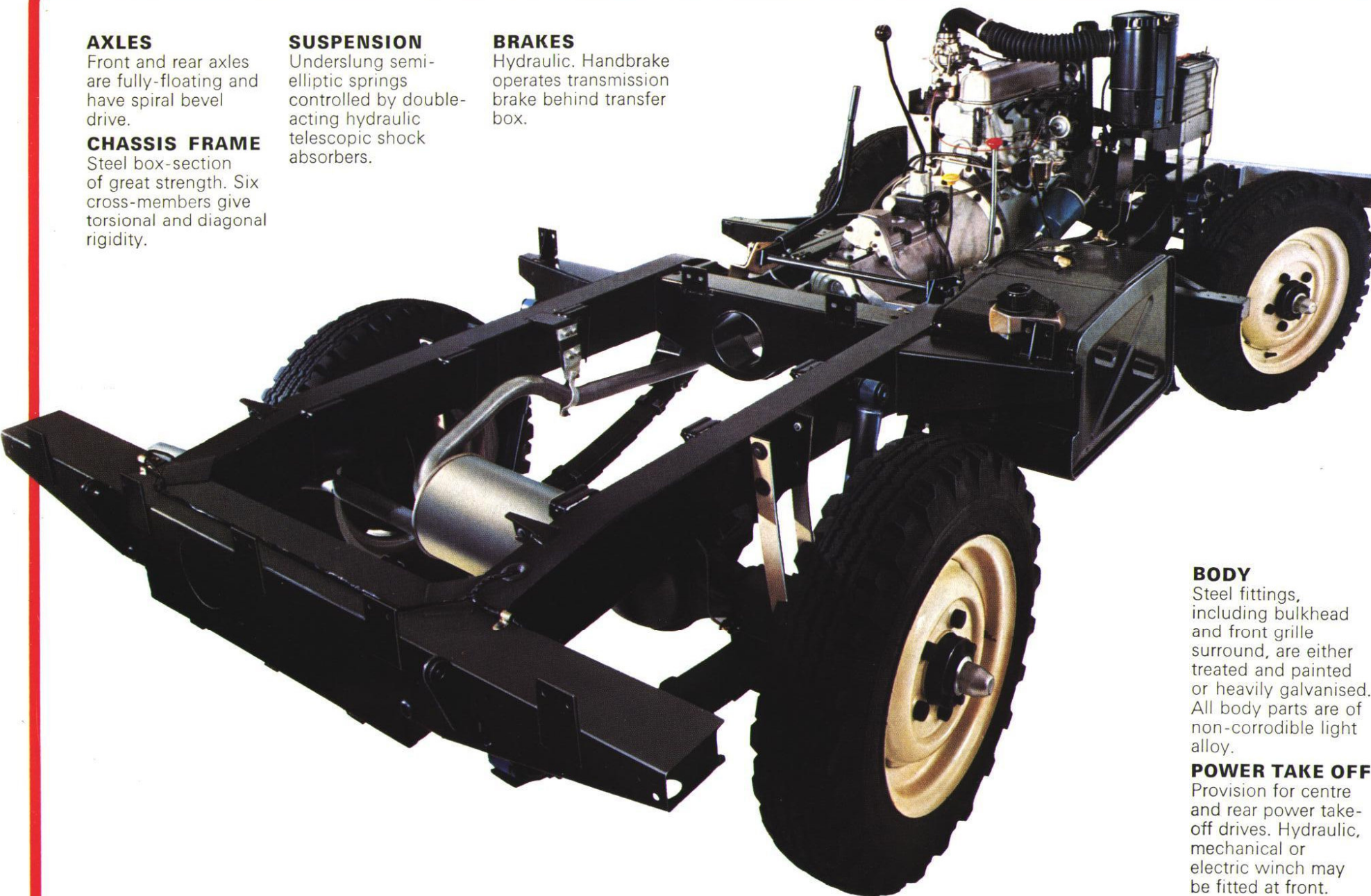
Hydraulic. Handbrake operates transmission brake behind transfer box.

BODY

Steel fittings, including bulkhead and front grille surround, are either treated and painted or heavily galvanised. All body parts 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 front.



SPECIFICATIONS

ENGINES

Four-cylinder Petrol

No. of cylinders 4.
 Bore 3.562" (90.47 mm).
 Stroke 3.5" (88.9 mm).
 Capacity 2,286 cc (139.5 cu ins).
 Valve position Overhead.
 Compression ratio . . 8:1.
 BHP (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 (13 U.S. pints; 6.25 litres).

Cooling System

Type Pressurised, with pump, fan and thermostat.
 Capacity (including heater) 15½ pints (8.7 litres; 18.3 U.S. pints).

Fuel System

Carburettor Zenith down-draught type 361.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.

Four-cylinder Diesel

No. of cylinders 4.
 Bore 3.562" (90.47 mm).
 Stroke 3.5" (88.9 mm).
 Capacity 2,286 cc (139.5 cu ins).
 Valve position Overhead.
 Compression ratio . . 23:1.
 BHP (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

Injection 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.
 Fuel pump Mechanical, with hand primer (high pressure type).

Electrical System

Starter Operated by key switch and solenoid.
 Heater plugs Coil element, 1.7 volts 36/42 amps.
 Operation — combined with starter switch key.

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.

TRANSMISSION

Clutch

Type All models — Single dry plate, 9½" (241 mm) diameter. 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.

Rear Axle

Type Spiral bevel; floating shafts.
 Ratio 4.7:1.
 Oil capacity 2½ pints (1.4 litres; 3 U.S. pints).

Front Axle

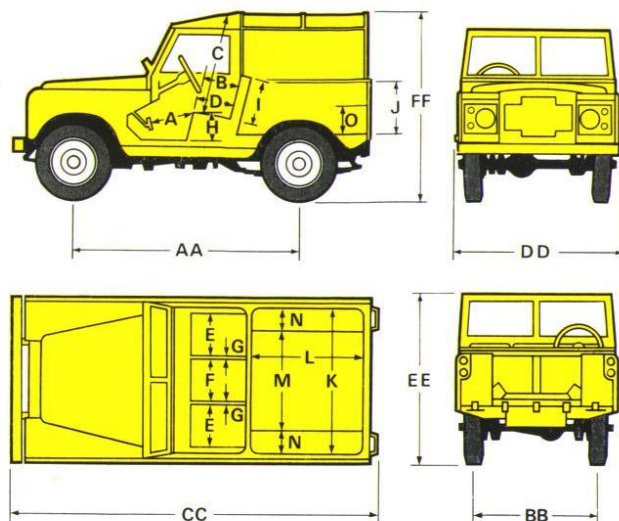
Type Spiral bevel; floating shafts.
 Ratio 4.7:1.
 Oil capacity Differential, 2½ pints (1.4 litres; 3 U.S. pints). Swivel pin housing, ½ pint (0.28 litres; 0.6 U.S. pints).

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

		Ins.	Metres
AA	Wheelbase	88.00	2.23
BB	Track	51.50	1.308
CC	Overall length	142.563	3.62
DD	Overall width (over hinges)	66.00	1.68
EE	Overall height of windscreen	67.50	1.714
FF	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 (un-compressed)	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

CHASSIS DETAILS

Frame

Type.....Welded fabricated box-section side- and cross-members, 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 6.00" x 16" tyres) — 38 ft (11.6 m) diameter.
Number of turns, lock to lock — 3½.

Brakes

Foot brake.....Hydraulic drum brakes (10 in. dia.) with leading and trailing shoes. 1½" wide.

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

Wheels and Tyres

Wheel type.....Ventilated disc.

Wheel size.....5.00" F x 16".

Standard tyre and tube size.....6.00" x 16".

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

Fuel System

Fuel tank.....Carried outside side member under right-hand seat. Fitted with protective under plate, and telescopic external filler tube.

Capacity.....10 gallons (45 litres; 12 U.S. gallons).

Chassis Optional Equipment

Includes.....Extra instruments, 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 lamps 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. Engine speed hand control.

Lighting.....Headlamps — mounted in front wings. Side lamps — mounted in front wings. Tail lamps — Twin units having double filament stop/tail bulbs and incorporating numberplate illumination. Dip switch — operated by steering column control stalk.

SPECIFICATION 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), hazard warning system, and various interior equipment. See separate booklet for details.

Colours

Some variations in body colours are possible for particular requirements subject to a minimum order requirement.

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	Home	Export
Interior trim and seats	Black	●	●
Roof interior lining	White	●	●
Canvas hood	Khaki	●	●
Canvas hood	Blue	●	●

Constants with all colour schemes

Tropical roof	Limestone
Hardtop	Limestone
Chassis frame	Black

PERFORMANCE

Payloads

Road work 3 persons plus 1,000 lb (454 kg).

Cross-country 3 persons plus 800 lb (363 kg).

Maximum Drawbar Pull

Petrol 3,360 lb (1530 kg).

Diesel 2,980 lb (1355 kg).

Gradient

	Petrol	Diesel
Unladen	45°	45°
Laden	30°	25°

Weights

Petrol Engine	Front Axle lb kg	Rear Axle lb kg	Total lb kg
Unladen, plus 5 galls. fuel	1,640 744	1,313 595	2,953 1339
Max. allowable gross weight, normal road work	1,828 830	2,625 1190	4,453 2020
Cross-country, standard road springs	1,828 830	2,425 1100	4,253 1930
Diesel Engine	Front Axle lb kg	Rear Axle lb kg	Total lb kg
Unladen, plus 5 galls. fuel	1,730 785	1,367 620	3,097 1405
Max. allowable gross weight, normal road work	2,140 970	2,625 1190	4,765 2160
Cross-country, standard road springs	2,140 970	2,425 1100	4,565 2070



ROVER TRIUMPH BRITISH LEYLAND UK LIMITED

SOLIHULL WARWICKSHIRE B92 8NP

British Leyland UK Limited is constantly seeking ways to improve the design, specification, servicing and production of its vehicles. While every effort is made in Rover literature to give information that is as up-to-date as possible, this brochure cannot necessarily be taken as applying to any particular vehicle which may have been subject to alterations after date of going to press. This brochure is only a general description of the vehicle and is not in any way a detailed technical specification. Persons dealing in the Company's goods are not the agents of the Company and have no authority whatsoever to bind the Company by any express or implied undertaking.

