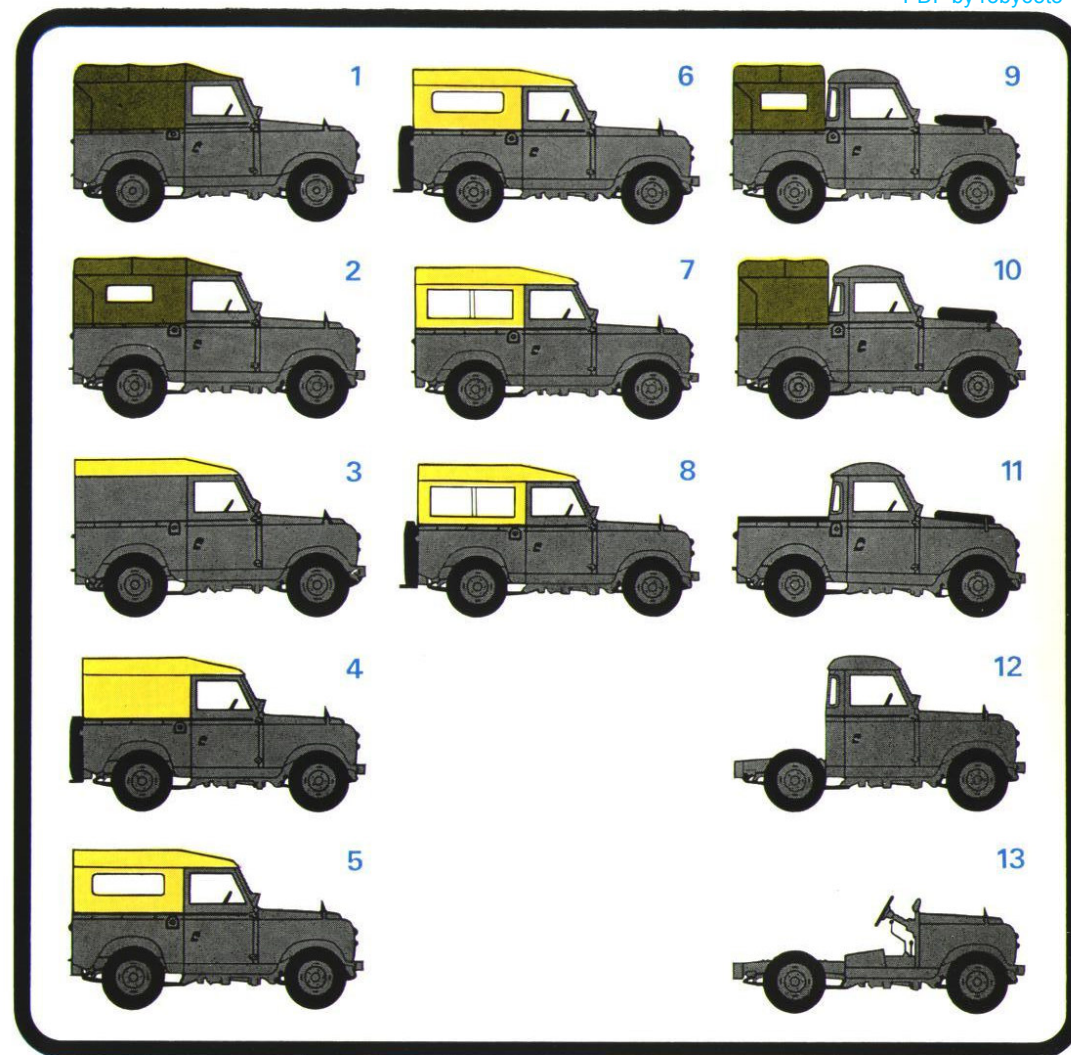


Land-Rover 88in. Wheelbase Regular





The World's Most Versatile Vehicle



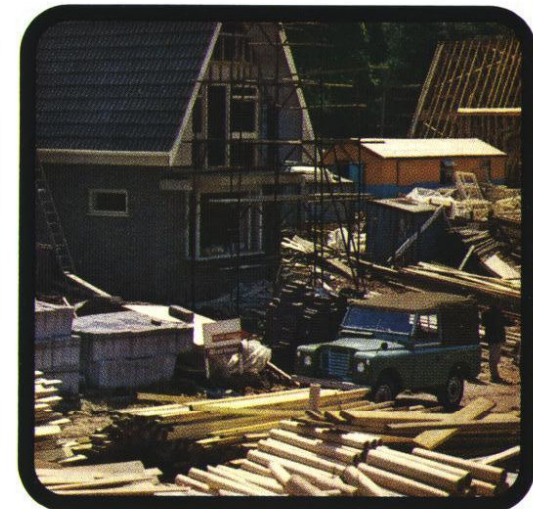
Land-Rovers have been travelling the roads and working the rough lands of the world for over twenty-three years. Today, they still lead the field in virtually every aspect of four-wheel drive operation. Outwardly, the Land-Rover has changed little over the years, simply because its practical design and rugged construction are best suited to the enormous diversity of jobs it is called upon to do. 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 throughout the world.

The modern Land-Rover in all its versions represents an important advance over its counterparts of only a few years ago. It is now stronger, safer, more reliable and more refined and more than ever justifies the title 'The World's Most Versatile Vehicle'.

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.

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





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 can be provided as optional extras.

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 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.

Versatility Plus

Versatility is the keynote of the Land-Rover and it is greatly enhanced by the provision of power take-off facilities. The equipment may be supplied at extra cost and enables a variety of installed, towed and standing machinery to be driven. Additionally, there are many items of optional equipment that can be fitted, including special-purpose tyres, and implements and appliances are available from specialist manufacturers to supplement the vehicle's already outstanding work capability.

Power Take-Off Facilities

There are three basic power take-off positions — two of them on the transfer gearbox and the third at the front of the vehicle where a coupling can be made to the engine crankshaft.

The transfer gearbox drive units consist of a centre and a bottom power take-off and both of these can be obtained as optional equipment. They form the basic drive for several variations of power take-off layout.

For these applications the four main forward gears may be used to provide a wide range of speeds, but fourth gear should be used whenever possible. The intermediate gears can be used where lower speeds are required, but their use should be restricted to light loads, and duties of an intermittent nature.

When the vehicle is moving, the centre and bottom drive units will operate at a speed which is in direct proportion to the road speed of the vehicle. For stationary operation, the transfer gearbox is placed in neutral to disconnect the drive to the wheels and then the centre and bottom drive units can operate independently over a wide speed range.

A drive from the engine crankshaft can be used for a number of purposes, but apart from the capstan winch drive, which is supplied by the Company, all other installations are provided by specialist manufacturers for specific applications. Driving equipment from this point has the advantage that the power supply is not dependent on road speed or gear selection and will be uninterrupted during combined stationary and mobile operation. Certain design limitations apply, however, and this drive position is restricted by space. It should be confined to units having a low rotary inertia, such as small fluid pumps.

The drive possibilities, utilising the Land-Rover power take-off system, are so extensive that almost any kind of application can be catered for. Some of the many examples are shown in the following pages.

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

Power Take-Off Units

1. The hydraulic winch is essentially a drum winch powered by a hydraulic pump and motor. The winch, which is complete with 100 ft. of steel cable, is mounted at the front end of the chassis and will exert a line pull of 4,000 lb. (1814 kg.).

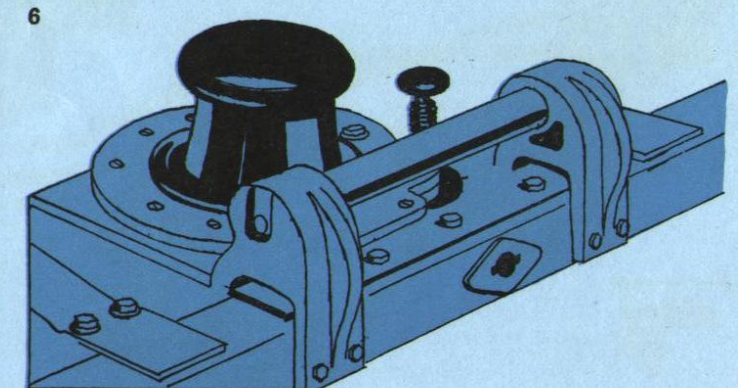
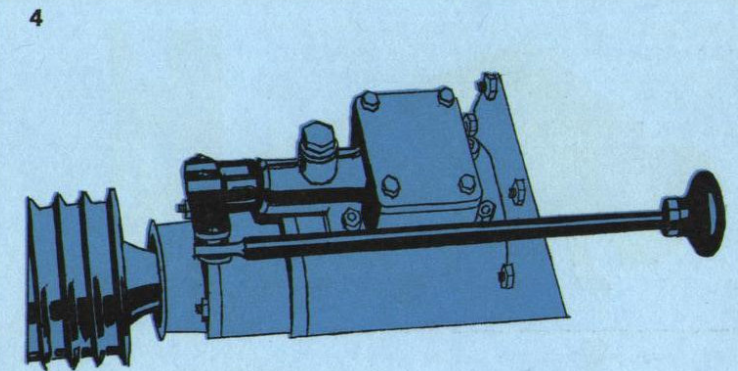
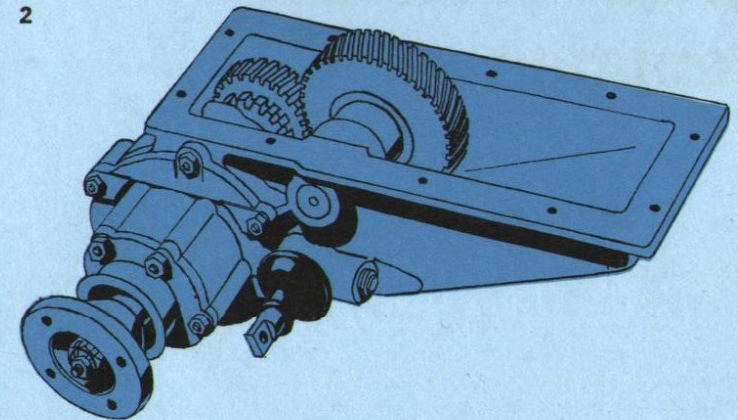
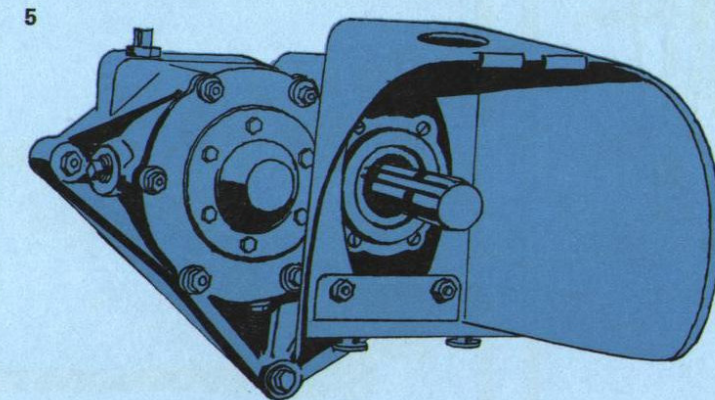
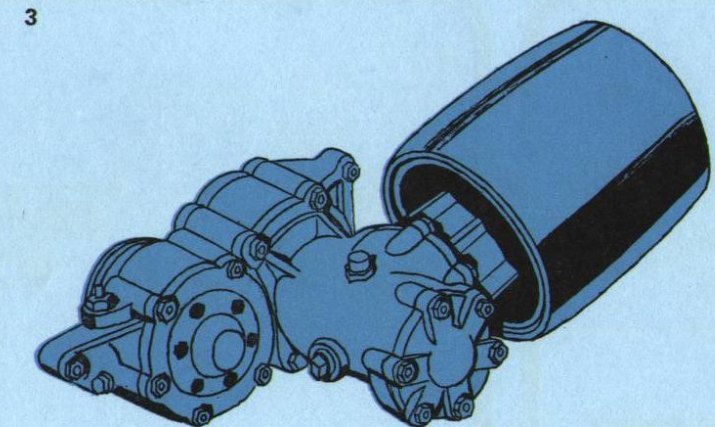
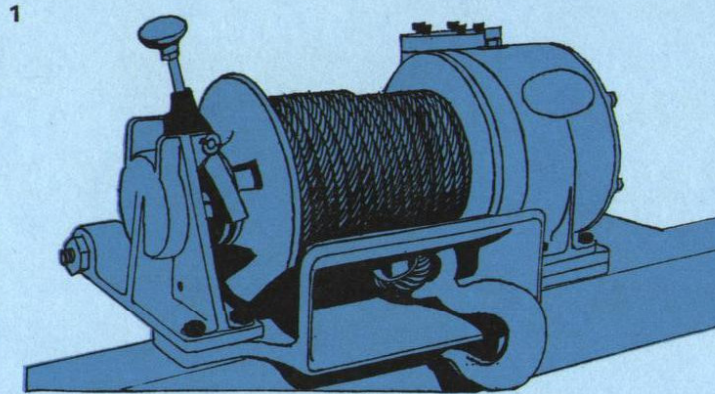
2. Bottom power take-off is in effect an auxiliary gearbox secured to the base of the normal transfer gearbox. Both hydraulic and mechanical outputs can be connected to this unit.

3. A pulley, for a flat belt drive can be fitted for use on certain rear power take-off applications.

4. 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.

5. The rear power take-off is an auxiliary gearbox with a splined output shaft 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.

6. A capstan winch can be mounted on the front of the vehicle and driven from the engine crankshaft. The winch will provide a total line pull of 2,500 lb. (1134 kg.).



Power Take-Off Versatility

3. The centre power take-off can be supplied complete with an integral hydraulic pump to provide the motive power for equipment such as winches.

MECHANICAL SERVICES

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

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

6. Centre power take-off equipped with a V belt pulley will drive a machine mounted in place of the cab centre seat.

7. Rear power take-off equipped with a V belt pulley will drive a machine mounted in the rear body section.

8. The rear power take-off can be supplied complete with a flat belt drive unit for driving remote stationary equipment.

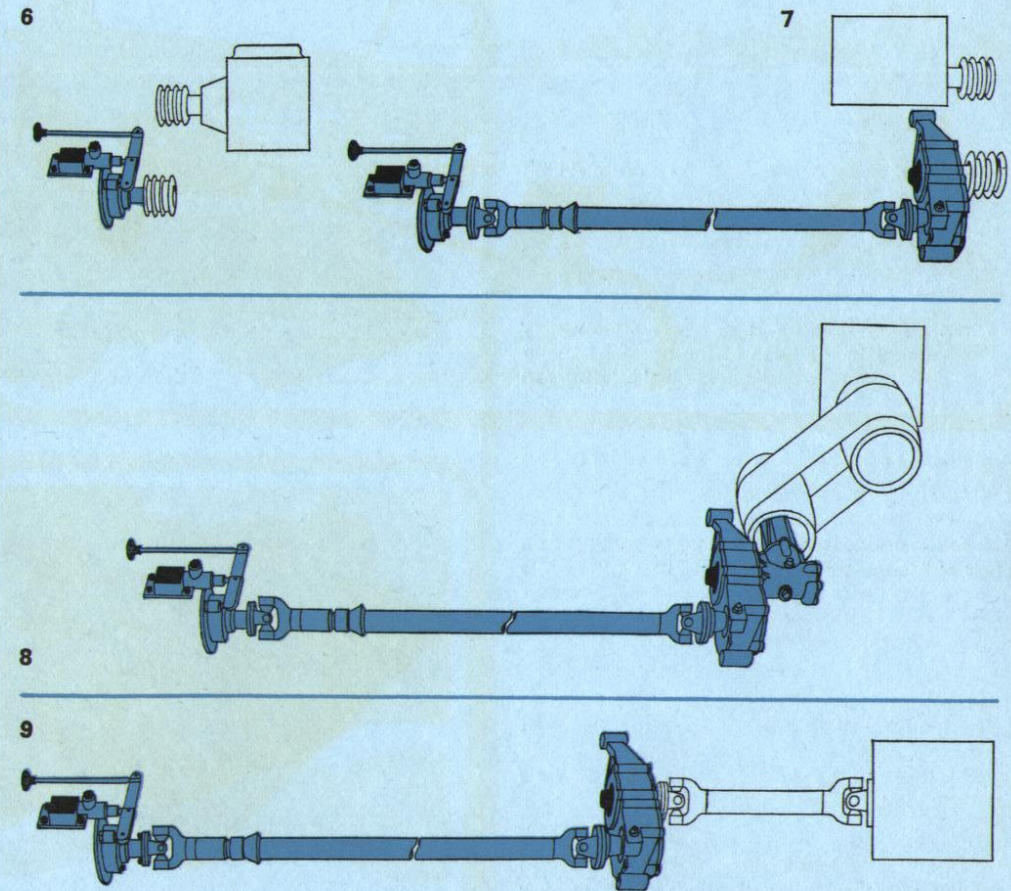
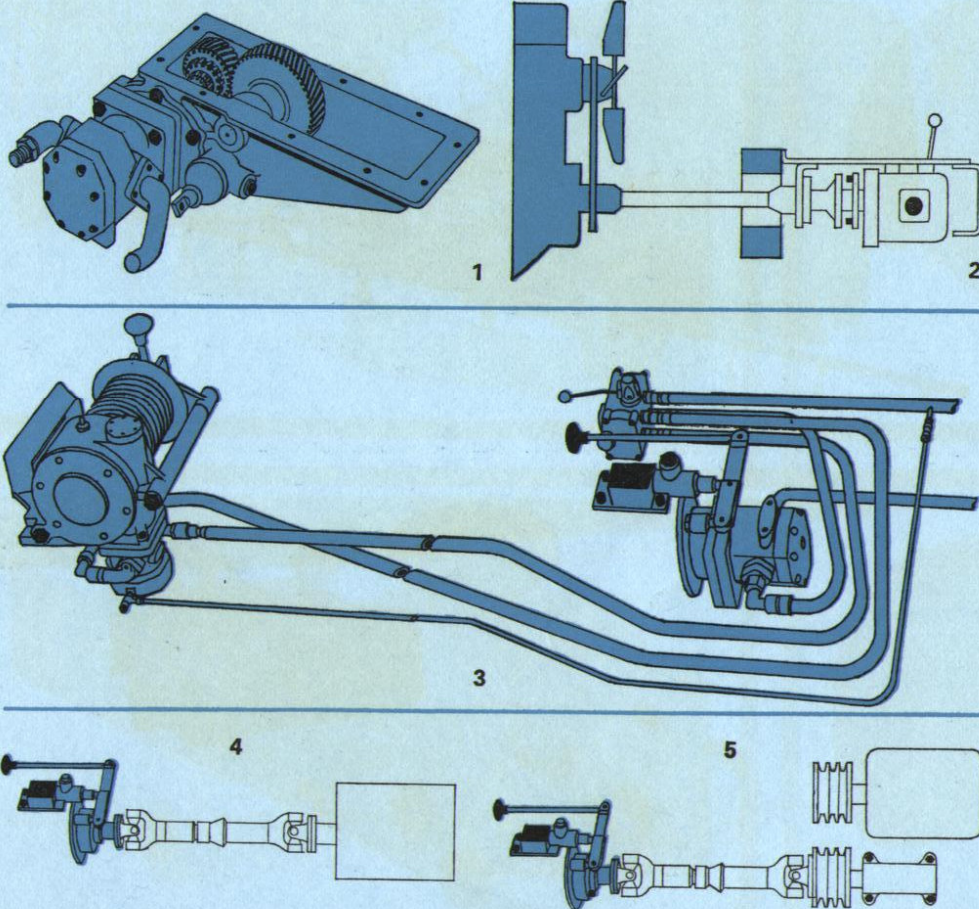
9. Rear power take-off driving a universal propeller shaft can be employed to operate trailer-mounted equipment, or remote stationary machinery.

Note: The components shown in outline, without colour, are **not** supplied by The Rover Company Limited.

HYDRAULIC SERVICES

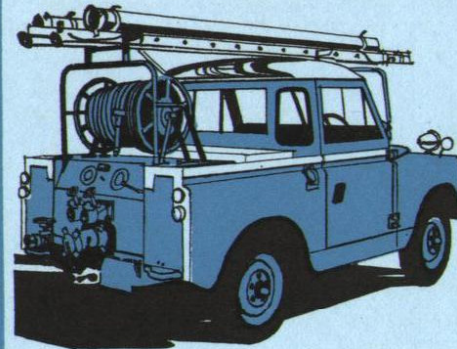
1. The bottom power take-off can be supplied complete with an integral hydraulic pump.

2. Provision can be made to drive a variety of equipment, including hydraulic pumps, from the engine crankshaft.



Left

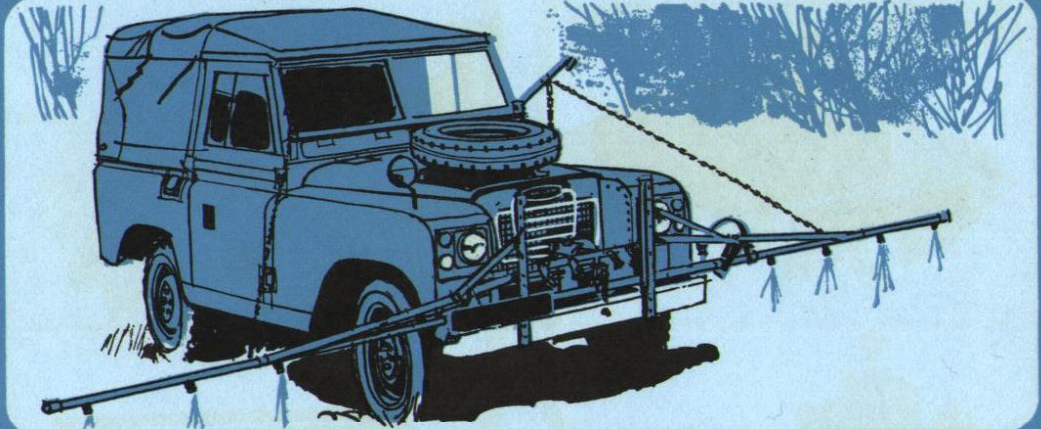
The Regular Land-Rover can be fitted out as a compact and practical fire engine. Many appliances of this kind have been built to meet the needs of municipal, industrial and agricultural fire defence services.

*Below*

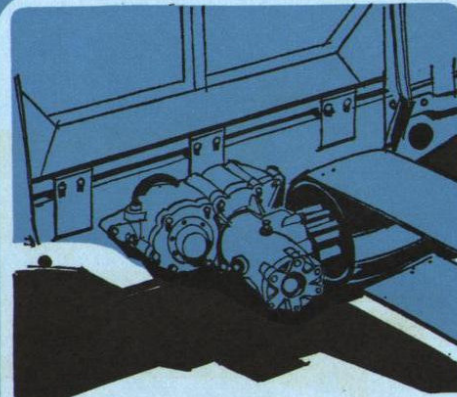
For roadside verges, parks, golf courses and other grassed areas, a Land-Rover spraying unit covers the ground quickly and economically.

*Bottom*

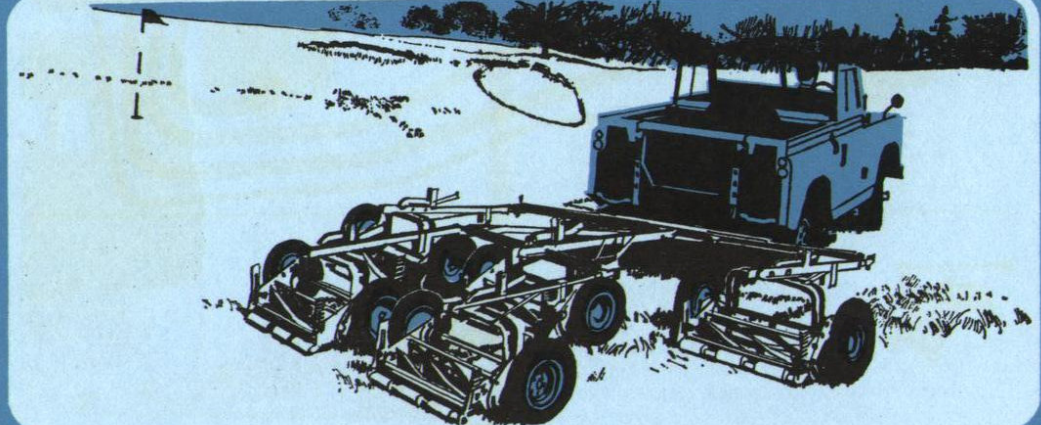
Another Land-Rover application on the land is that of a growth cutter. In this role it can operate gang mowers and other grass cutters.

*Above*

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.

*Right*

A flat belt drive unit, which is a standard optional piece of Land-Rover equipment, is an ideal method of driving remote stationary equipment. Typical applications of this kind are straw elevators and hammer mills.



Trailers

Just a small sample of the enormous range of trailers a Land-Rover can handle.

Below

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; for example, filling in trenches and levelling ash.

Below right

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

Right

A special purpose 4-wheeled cargo trailer.

Below, right

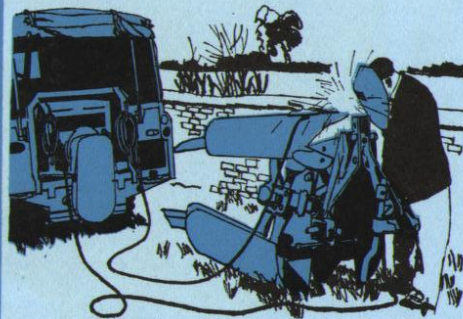
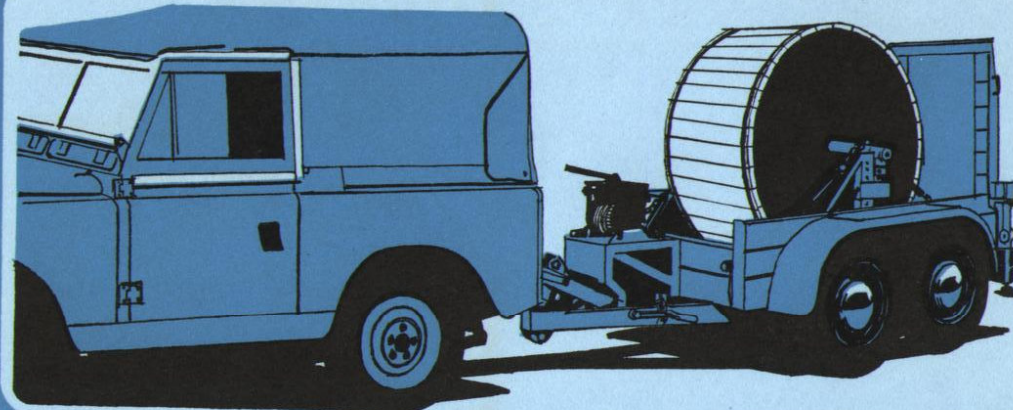
A 4-wheeled horse box.

Below, far right

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

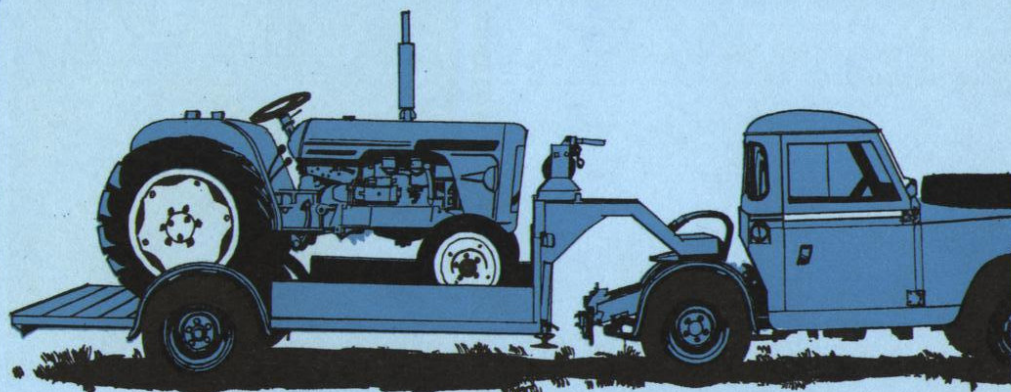
Bottom right

An articulated trailer.



Right

Utilised as a portable power source the Land-Rover can provide electric, pneumatic and hydraulic outputs. And, very often, the power source can be completely installed under the floor, so that the vehicle remains intact as a load or personnel carrier.



Optional Equipment

88" Wheelbase Regular

● *Applicability denoted thus*

Std.—fitted as standard equipment

	Petrol	Diesel
Air intake, raised	●	
Alternator, Lucas 18 ACR	●	●
Ash tray	●	●
Auxiliary switch and instrument panels	●	●
Cab — truck type	●	●
Chaff guard (radiator)	●	●
Covers for universal joint	●	●
Curtain (khaki)	●	●
Dust-proofed engine breather	●	
De-luxe bonnet	●	●
Engine speed governor	●	Std.
Fire extinguisher (including fixing bracket and screws)	●	●
Flasher equipment	●	●
Fuel tank (extra)	●	
Fog lamp kit	●	●
Front axle with reinforced casing	●	●
Hard top, 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	●	●
Hour meter	●	●
Inspection lamp	●	●
Lock and security catches	●	●
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 body	●	●
Mat, rubber, front floor	●	●
Gearbox cover	●	●
Mat, rubber, for rear body floor	●	●
Mirror, internal	●	●
Mirror, external, extending (black)	●	●
Mirror, external, boomerang (chrome)	●	●
Mirror, external, boomerang (black)	●	●
Mud flaps	●	●
Oil cooler unit	●	●
Oil pressure gauge	●	●

	Petrol	Diesel
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 grommet set	●	●
Pump (foot)	●	●
Radio	●	●
Rear drive unit with pulley	●	●
Roof rack (hardtop models)	●	●
Seats, de luxe, front	●	●
Seats, rear, two	●	●
Spare wheel carrier on bonnet	●	●
Speedometer m.p.h. with trip	●	●
Split charging facility	●	●
Spot lamp kit	●	●
Station Wagon type rear door (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	●	●
Towing pintles	●	●
Towing pintle, heavy	●	●
Towing hooks	●	●
Towing plates for equipment	●	●
Trim, de luxe, for doors, dash and floor	●	●
Winch, capstan	●	●
Winch, hydraulic	●	●
Windscreen laminated	●	●
Wire mesh guards, for head, side, tail, stop and flasher lamps	●	●
Tyres		
6.00×16 Dunlop T28 "Trakgrip" tyres and tubes	●	●
6.50×16 Dunlop RK3	●	●
7.00×16 Dunlop RK3	●	●
7.00×16 Dunlop T29A	●	●
7.00×16 Avon TM6	●	●
7.50×16 Avon TM 8-ply tyres and tubes	●	●
7.50×16 Dunlop 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	●	●
7.50×16 Dunlop RK3, Avon TM tyres and tubes	●	●
8.20×15 Dunlop circumferential tread — sand	●	●
9.00×15 Dunlop block tread — sand	●	●
6.00×16 Dunlop RK3, Avon tyres and tubes — Standard Alternatives		



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 constant 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, now 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

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

BRAKES

Hydraulic. Handbrake operates transmission brake behind transfer box.

SUSPENSION

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

ENGINES

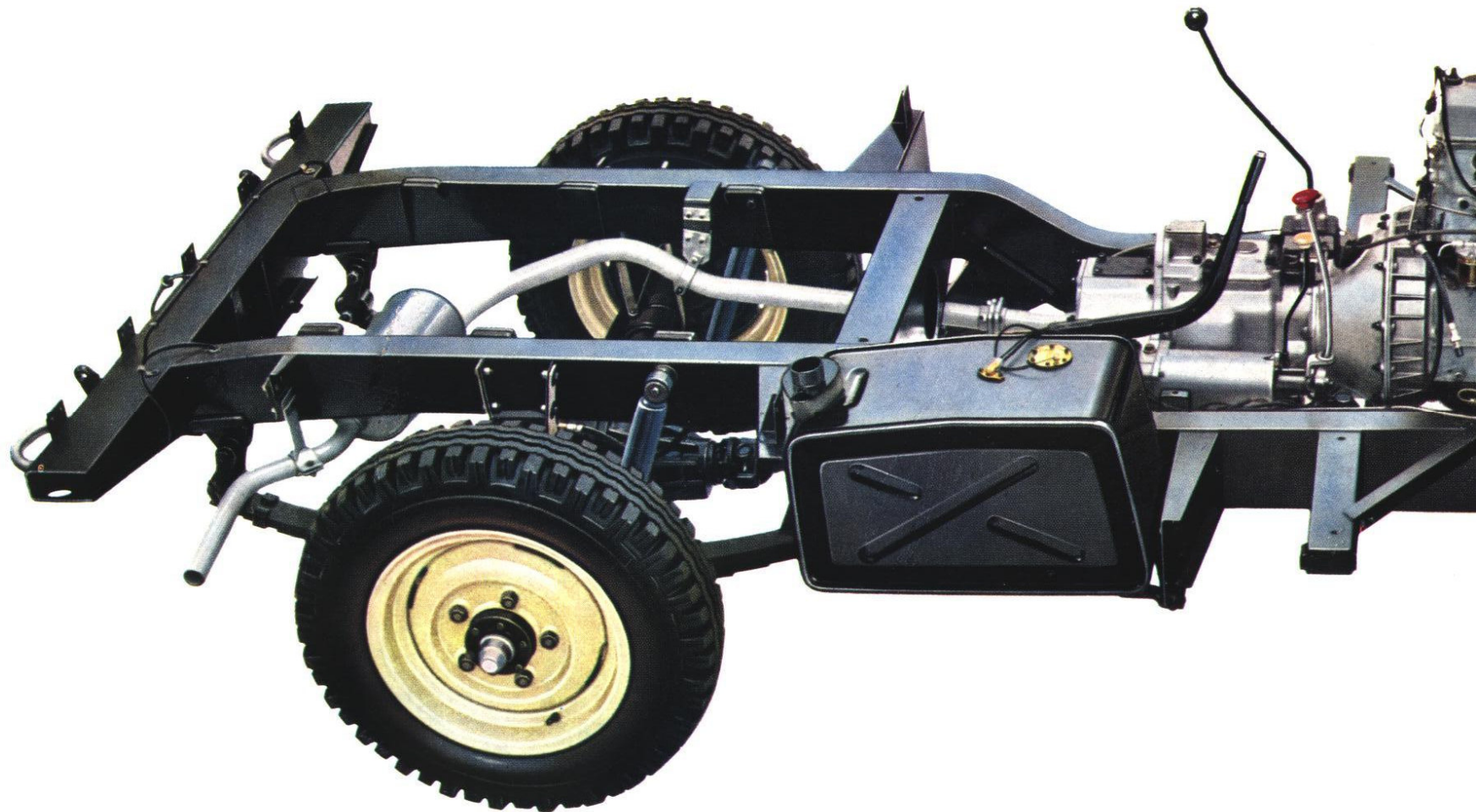
Choice of two units: four-cylinder, 2½-litre petrol or four-cylinder, 2½-litre diesel.

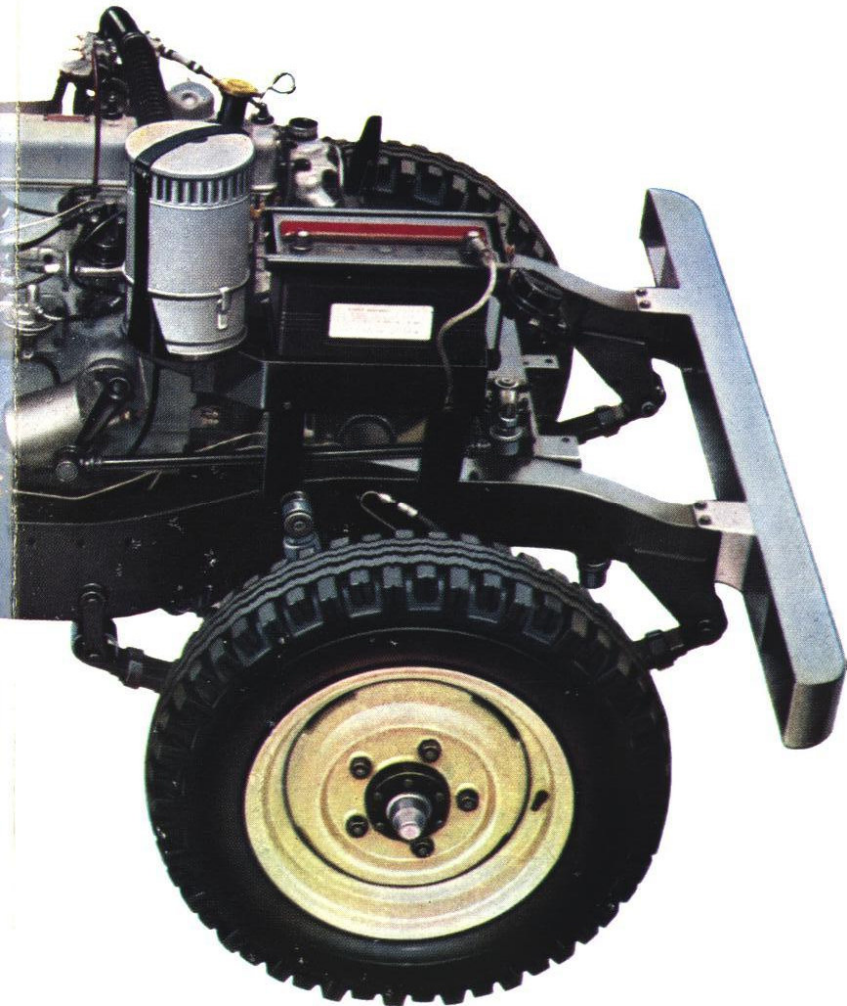
POWER TAKE-OFF

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

BODY

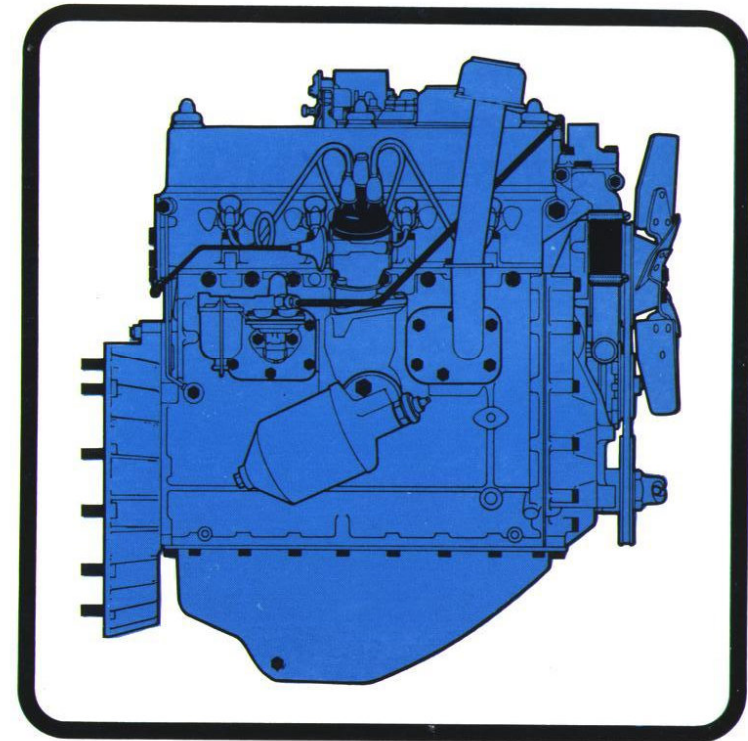
Steel fittings, including bulkhead and front grille surround, are either treated and painted or heavily galvanised. All body panels are of non-corrodible light alloy.





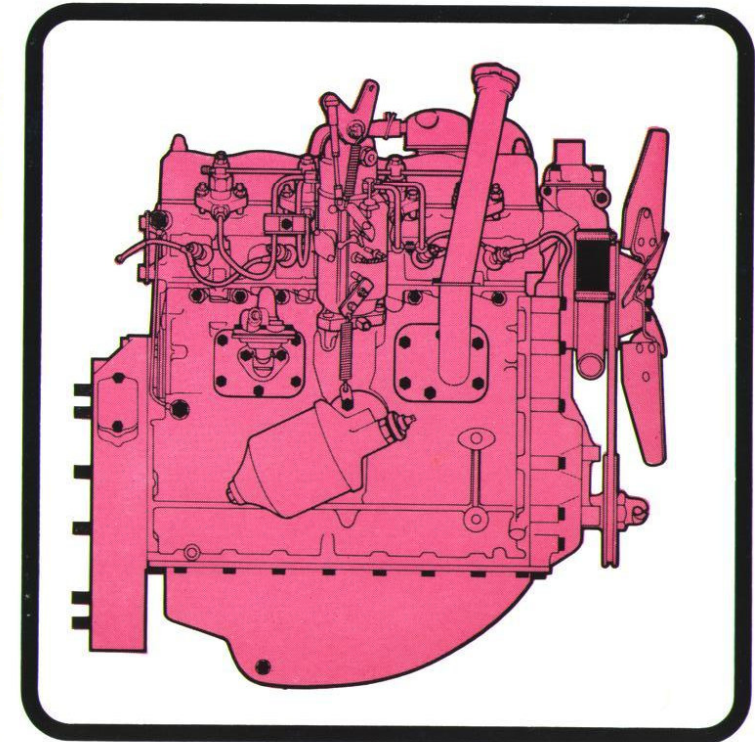
PETROL ENGINE

Of overhead valve design, the four-cylinder 2½-litre petrol engine develops 70·5 (DIN) b.h.p. at 4,000 rev./min. and has a torque of 16·5 Mkg. (120 lb. ft.) 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-proved unit of outstanding reliability that has powered millions of Land-Rover miles.



DIESEL ENGINE

A 2½-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 (DIN) b.h.p. at 4,000 rev./min., and a torque of 14·2 Mkg. (103 lb. ft.) is produced at 1,800 rev./min.



SPECIFICATION

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. ins.).
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 (13 U.S. pints; 6.25 litres).

COOLING SYSTEM

Type	..	Pressurised, with pump, fan and thermostat.
Capacity	..	14¼ pints (8.10 litres; 17.10 U.S. pints).

FUEL SYSTEM

Carburettor	..	Zenith down-draught type 361.V.
Filters	..	Tank.
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 c.c. (139.5 cu. ins.).
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	..	13¾ pints (7.8 litres; 16.5 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

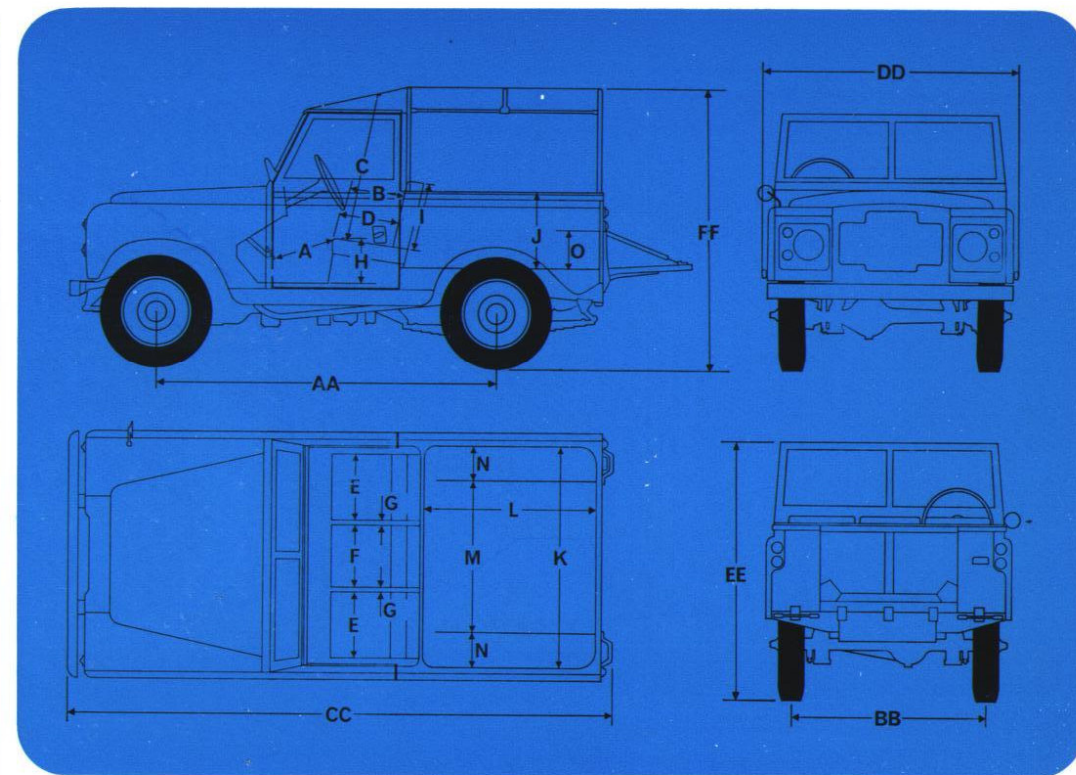
Starter	..	Operated by key switch and solenoid.
Heater plugs	..	Coil element, 1.7 volts 36/42 amps. Operation — combined with starter switch key.

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; 5½ U.S. pints).



PROPELLER SHAFTS

Type	..	Open, to front and rear axles.
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REAR AXLE

Type	..	Spiral bevel; floating shafts.
Ratio	..	4.7:1.
Oil capacity	..	3 pints (1.7 litres; 3½ U.S. pints).

FRONT AXLE

Type	..	Spiral bevel; floating shafts.
Ratio	..	4.7:1.
Oil capacity	..	Differential, 3 pints (1.7 litres; 3½ U.S. pints). Swivel pin housing, 1 pint (0.57 litres; 1¼ 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.

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.

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

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
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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.
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Water temperature and fuel gauges ..	Combined in one large dial which also includes the charging warning light.
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Panel light ..	Illuminating speedometer, water temperature and fuel gauges. Switch operates when side and tail lamps are 'on'.
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Petrol model ..	Ignition switch. Operated by key. Toggle switch for head, side and tail lamps. Ignition warning light: red. Choke warning light: amber.
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	Oil pressure warning light: green. Headlamp main beam warning light: blue.
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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.
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Lighting ..

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.

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.

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

In the colour schemes shown below the colours marked * are standard, while those marked † are optional and subject to an extra charge.

Variations in body colours are possible for particular requirements in regard to fire appliances and special fleet/customer specifications. Quotations may be obtained from the factory on request.

Body colour	Road Wheels	Home	Export
Bronze green	Bronze green	*	*
Sand	Limestone	†	*
Light green	Limestone	*	*
Marine blue	Limestone	*	*
Limestone	Limestone	*	*
Mid grey	Limestone	*	*
Red	Red	†	†
Matt white undercoat	Primer	*	*

Trim	Colour	Home	Export
Interior trim and seats	Black	*	*
Interior trim and seats	Red	Fire Engines Only	
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

Road work ..	3 persons plus 1,000 lb. (454 kg.).
Cross-country ..	3 persons plus 800 lb. (363 kg.).

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			
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

MAX. DRAWBAR PULL

Petrol	4,000 lb. (1800 kg.).
Diesel	3,300 lb. (1497 kg.).

GRADIENT

	Petrol	Diesel
Unladen	45°	45°
Laden	37°	30°



By appointment to Her Majesty Queen Elizabeth II
Manufacturers of Motor Cars and Land-Rovers
The Rover Company Limited

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