



**LAND -
- ROVER**

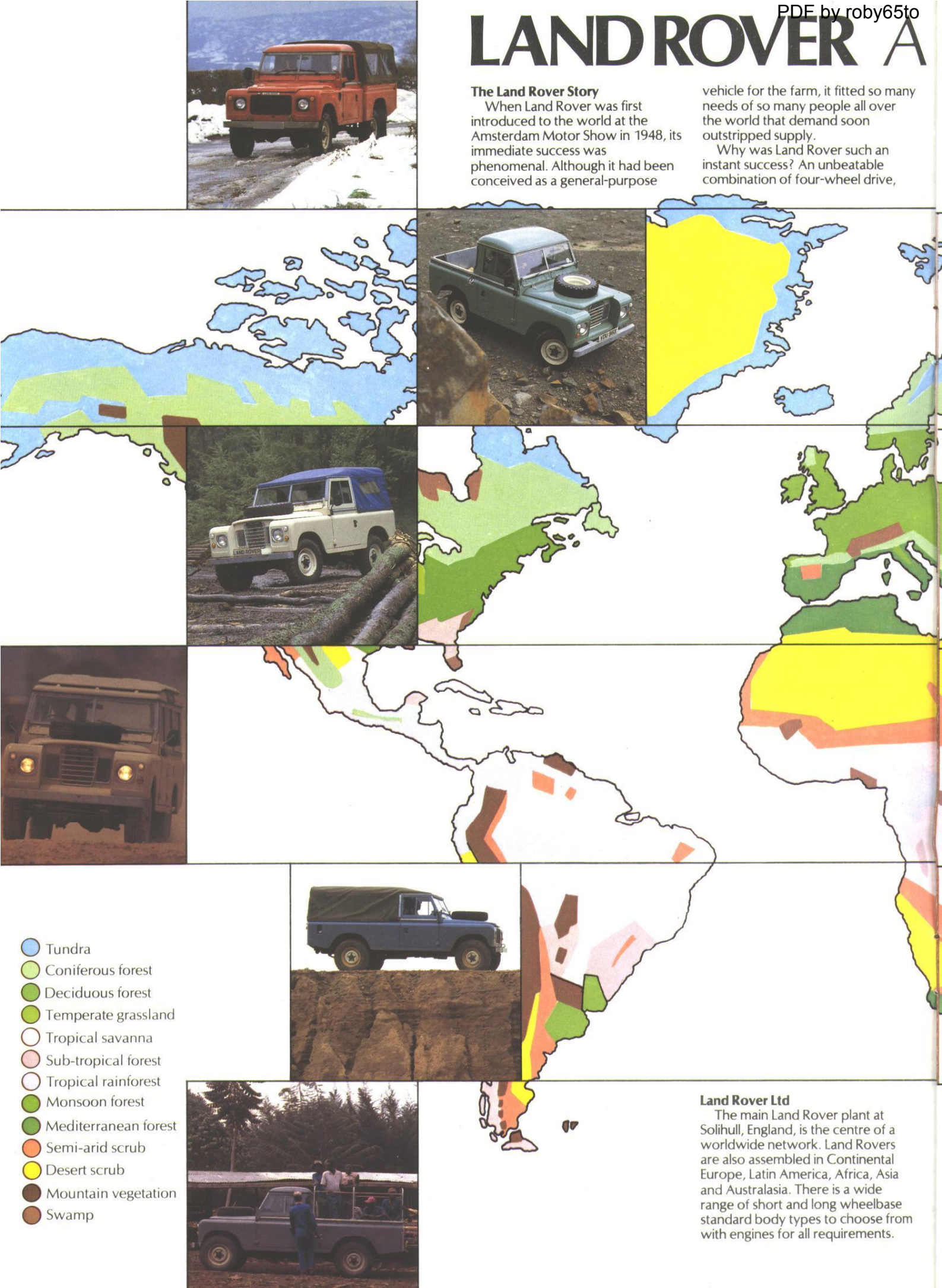
LAND ROVER A

The Land Rover Story

When Land Rover was first introduced to the world at the Amsterdam Motor Show in 1948, its immediate success was phenomenal. Although it had been conceived as a general-purpose

vehicle for the farm, it fitted so many needs of so many people all over the world that demand soon outstripped supply.

Why was Land Rover such an instant success? An unbeatable combination of four-wheel drive,



- Tundra
- Coniferous forest
- Deciduous forest
- Temperate grassland
- Tropical savanna
- Sub-tropical forest
- Tropical rainforest
- Monsoon forest
- Mediterranean forest
- Semi-arid scrub
- Desert scrub
- Mountain vegetation
- Swamp

Land Rover Ltd

The main Land Rover plant at Solihull, England, is the centre of a worldwide network. Land Rovers are also assembled in Continental Europe, Latin America, Africa, Asia and Australasia. There is a wide range of short and long wheelbase standard body types to choose from with engines for all requirements.

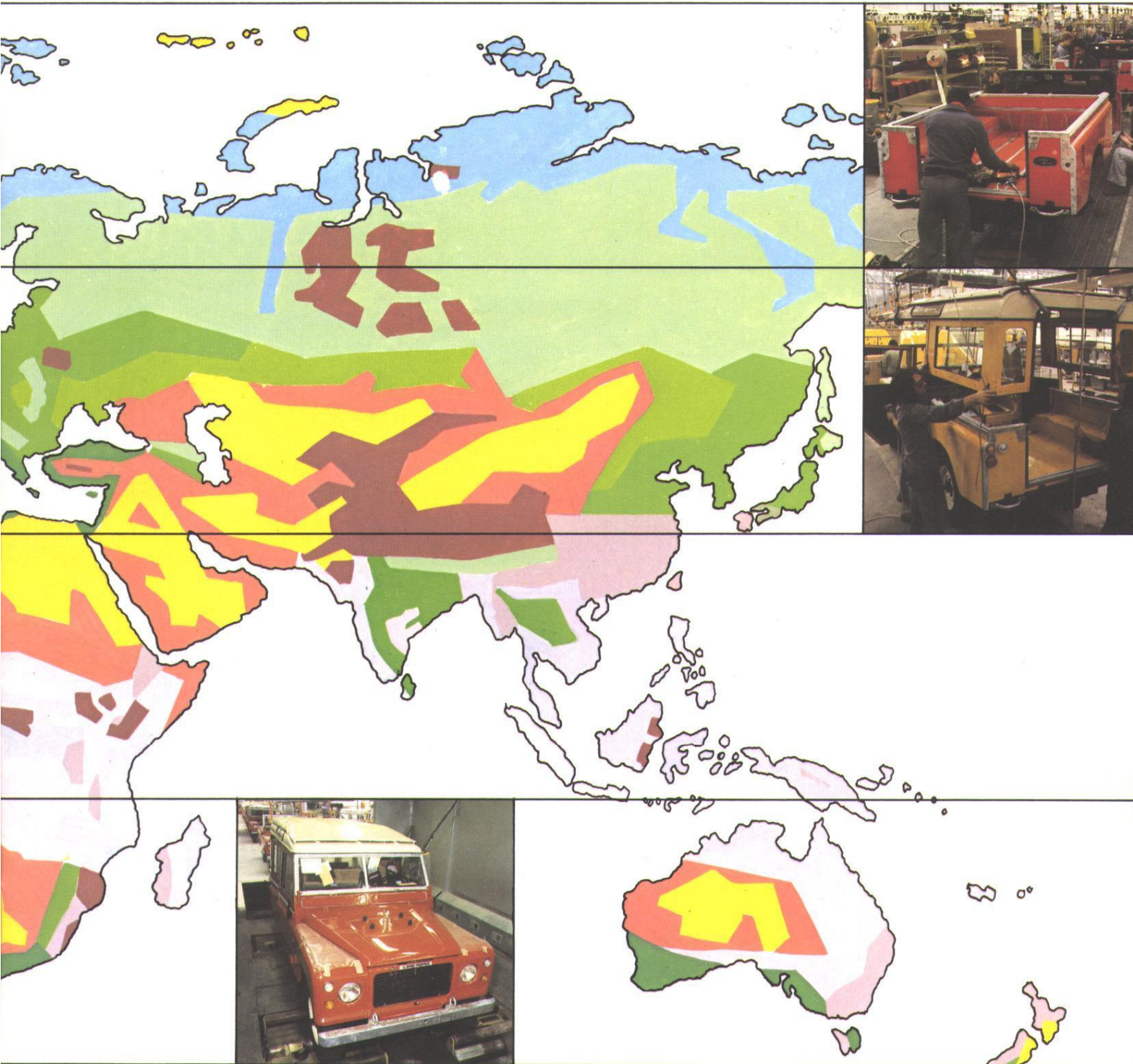
WORLD OF DIFFERENCE

immensely strong chassis, a reliable power unit, plus non-rusting aluminium alloy bodywork. Its versatility seemed unlimited.

Soon, Land Rovers were working in all parts of the world and as an International vehicle it proved its

supreme ability to work in many different conditions of climate and terrain. The millionth vehicle was produced in June 1976, and the second million is on its way to completion. Land Rover has now well over thirty years' experience in

manufacturing this remarkable vehicle, constantly updating the technology and design. The Land Rover you buy today remains the world's leading four-wheel drive vehicle.



A massive investment programme in progress will increase the availability of Land Rovers and ensure that the most modern production techniques are used to further our high level of reliability and quality — which our customers have come to expect. And more, to keep Land Rover where it's always been — in front.

Universal

Land Rover is at home anywhere in the world — as a hardworking tool with an immense variety of applications. From the trackless wastes of the Sahara to the near-impenetrable rain forests of Latin America, from the Andes to the Australian outback, Land Rover has conquered any challenge it has been presented with.

Reliable

Land Rover's performance on such gruelling exercises as the 1979-82 Trans-Globe Expedition has proved, time and time again, its total reliability. Many people trust their lives to Land Rover, day after day, in some of the most punishing conditions the world has to offer.

- Aluminium rust-free body
- Immensely strong chassis
- Wide choice of engines
- 4-wheel drive
- 8 forward and 2 reverse gears
- Body styles for every need
- Choice of wheelbases
- Extensive options and accessories
- Power take-off facilities (PTO)



Fleet Versatility

For every requirement in your fleet, there's a Land Rover to do the job. Land Rover offers from 2 to 12 seat alternatives, and secure Hard Top and Pick-Up versions for the transport of goods and materials with excellent towing capabilities. They are built to go anywhere, and designed for profitable operation. They need the minimum of maintenance; the famous rust-free Land Rover bodywork, with

reliable, long-life engines, means a high re-sale value. Commonality of components reduces spares stocking and replacement costs, resulting in major cost savings for you and minimal downtime.

The Land Rover has also been closely associated with the increasing growth of leisure activities. Where towing or personnel carrying is important no other vehicle can match its suitability and versatility.

Forestry

Land Rover's tenacious four-wheel drive surmounts practically all obstacles, carrying or towing heavy loads where only beasts of burden were previously considered suitable. And Land Rover is designed to be just as economical, with the toughness and reliability essential for continual, heavy multi-purpose work — whatever the conditions.

Building & Civil Engineering

The transport of men, materials and equipment, often across the roughest of terrains is essential for the efficiency of many building projects. Land Rover, with its four-wheel drive power, can do it, with a bonus — the versatility of powering a range of equipment through its multi-purpose power take-off facilities. This is the adaptability and reliability, with low

maintenance requirements, that has made Land Rover the workhorse of the world.

Emergency Services

Motorway patrol vehicle, ambulance, fire tender: Land Rover has been chosen for all of these roles. Because Land Rover has the load-carrying capacity, combined with the ability to get to the scene of an emergency whatever the obstacles — essential qualities in isolated areas, and in all off-road situations. It is sure-footed enough to climb a motorway bank,

powerful enough for the recovery of vehicles many times its size, and with its PTO systems, versatile enough to power items such as winches, pumps, lighting, welding and cutting equipment.

Military

There is a long and varied history of Land Rover in Army, Air Force, Navy and security applications throughout the world. Land Rover is a vehicle that can take the roughest treatment, and still be depended upon in a tough situation. And it has the versatility of no other vehicle. Land Rovers have been used in almost every conceivable role — personnel

carrier, armoured car, communications, mobile forward command post — even as a half-track. It's probably the single most useful vehicle at the disposal of any force.

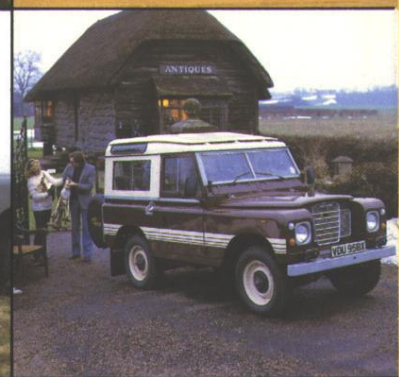
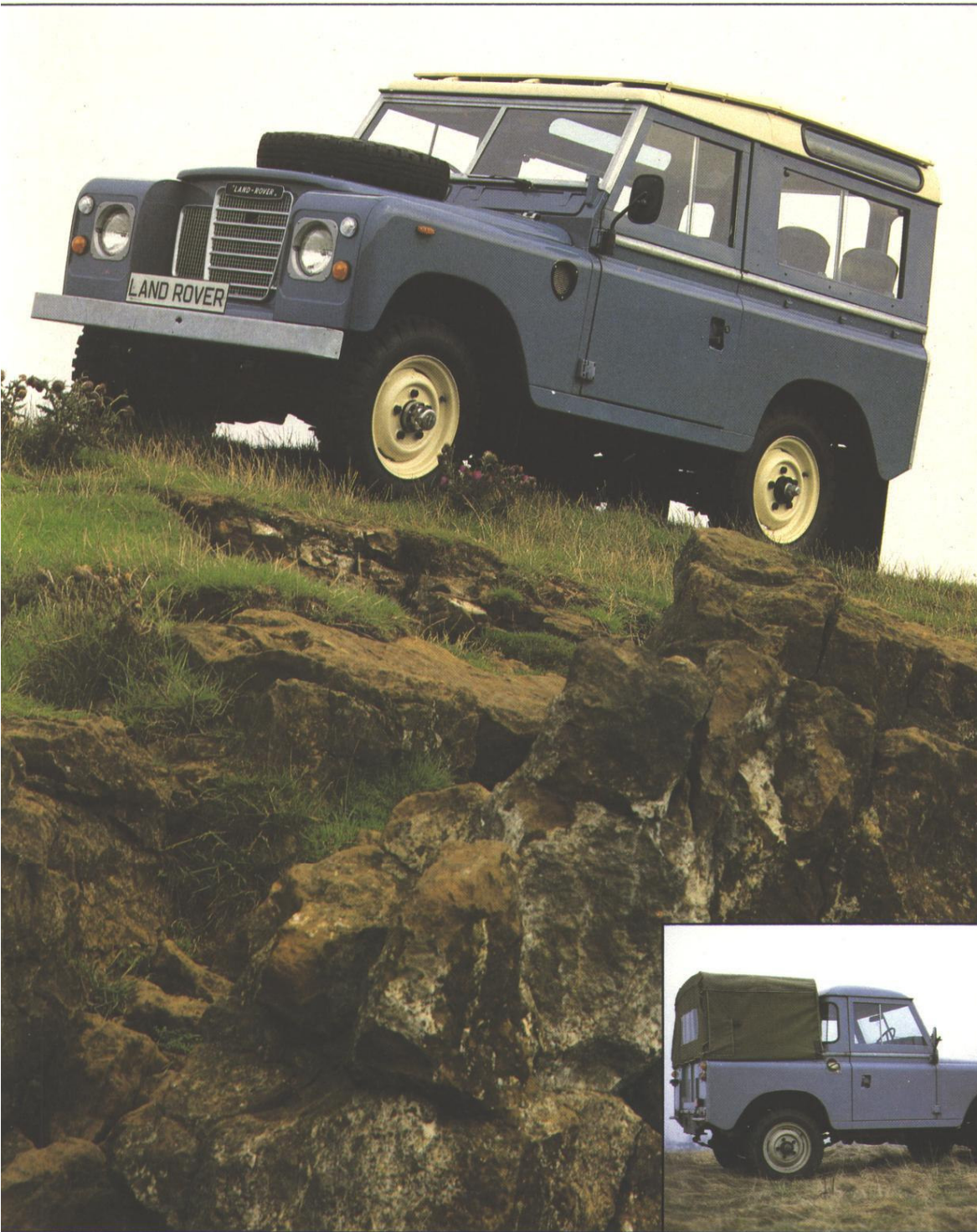
Agriculture

Land Rover four-wheel drive can get you to any part of your farm, plantation or estate whatever the conditions. And the Land Rover PTO facility means that you can do a multitude of jobs without assistance. Land Rover is more than just a vehicle; it's an extremely versatile, mobile power unit. Low maintenance costs, non-rusting alloy body, rugged construction

and long-life engine — all these combine to give you reliable, economic service day after day, year after year.

LAND ROVER 88

Short Wheelbase 88". Agile and strong. This is the tough, smaller version Land Rover so often seen working hard on the farm, at vehicle recovery on the road or in various leisure activities. It is the go anywhere, do anything vehicle under any circumstances.



The short wheelbase Land Rover is available as a Soft Top, Pick-Up, Pick-Up + $\frac{3}{4}$ Hood, Hard Top, 6 or 7 Seater Station Wagon and Chassis Cab. Rear Seats in the Station Wagon, Hard Top and Pick-Up may be folded up when not in use to increase load-space. A model for all your requirements.

The 88" is powered by a petrol or diesel $2\frac{1}{4}$ litre 4-cylinder

engine. Both versions are of totally proven design and give you the opportunity to select the most cost-effective power unit to meet your needs.

County Station Wagon (88" and 109"). The 'County' is a high specification Station Wagon incorporating cloth seats, optional cubby box, 'County' Trim

(acoustically damped) and head restraints together with special paint and body stripes.

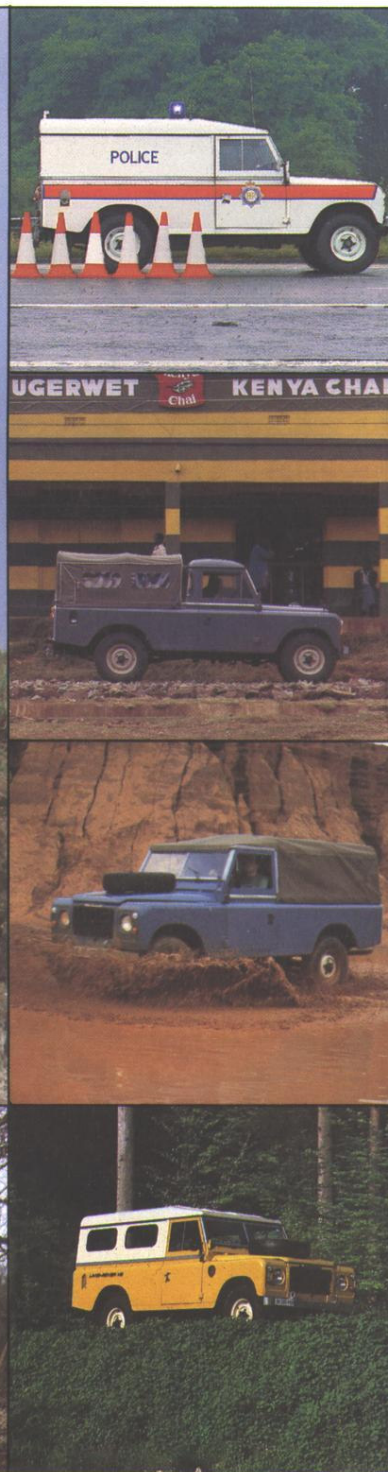
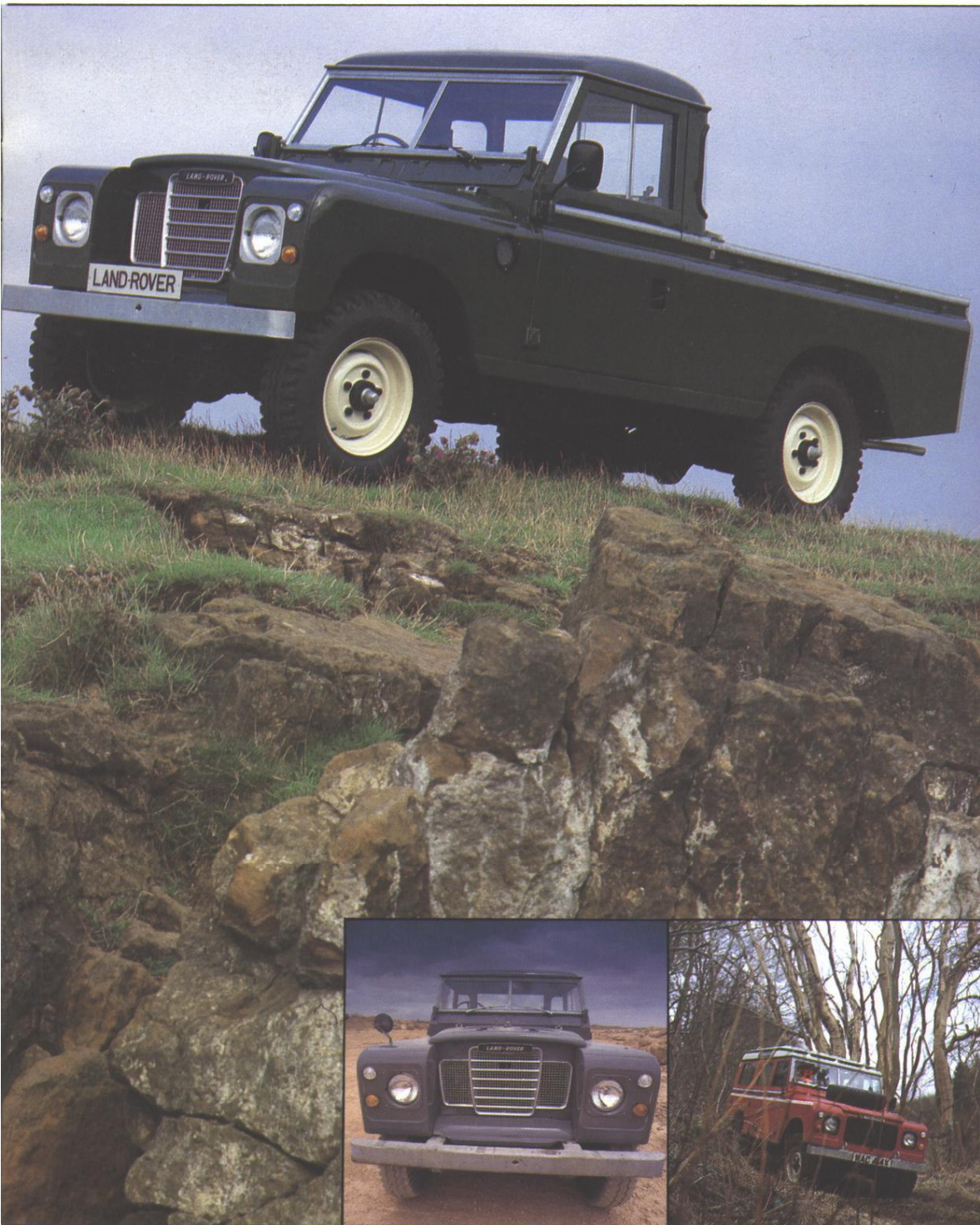
This is the latest addition to the Station Wagon range and is ideally suited to the private user wanting a versatile and reliable four-wheel drive vehicle for leisure or transporting his family. Equally the 'County' is attractive to the commercial user where a higher

specification is required.

Main 'County' features: ● Special colours ● Body tapes ● Tinted glass ● Auxiliary main beam lamps ● 'County' Cloth Seats ● 'County' Trim ● Head restraints ● Lifting and towing rings ● Free wheeling hubs (optional) ● Radial tyres ● 550 X 16 wheel rims. Centre cubby box optional in lieu of centre seat.

LAND ROVER 109

Long Wheelbase 109". The Land Rover chosen for those jobs where extra load or passenger carrying capacity, as well as off-road capabilities are equally important. And that includes everything from a family motor-caravan to a motorway patrol vehicle. All the body styles on the Land Rover 88" and more, are available in the longer wheelbase form.



The Bigger Alternative. The Land Rover 109" plays a large part in the versatility of the Land Rover range. It offers increased load area and superior payload. 109" Station Wagons are available in 10 or 12 seater form unless a centre cubby box is taken with the 'County' Seat option resulting in a 9 or 11 seater. Land Rovers perform with distinction anywhere where transport of

personnel and equipment is required all year round in all climates, under all conditions.

The Land Rover 109" offers a bigger alternative in every way. It will carry more equipment and more people, and there is a high-performance 3½ litre petrol engine in addition to the 2¼ litre choice of power units. The 3½ litre Land Rover has a distinctively styled front end. It has permanent

four-wheel drive transmission, giving you unbeatable traction, safety and reliability on potentially dangerous road or track surfaces. The centre differential can be locked to pull you out of the most difficult conditions. You also have excellent off road performance and towing and yet the necessary power for comfortable high-speed travel on road. An ideal vehicle when extra power is required

such as for emergency services, motorway patrol and towing heavy loads.

LAND ROVER

High Capacity Pick-Up



High Capacity Pick-Up

This is the latest long wheelbase vehicle to be added to the comprehensive range.

The High Capacity Pick-Up has specific competitive advantages:

- Superior payload, larger body cube, wider cargo bed, lower floor height for easy loading (0.76 m), rust-proof aluminium body.

It has a full width tailgate, localised

wheel arches which minimise intrusion into the payload area, a bed length of 2.01 m (79") and a bed width of 1.63 m (64"). It is available with the 4 cylinder petrol and diesel engine and the 3½ litre V8 engine.

A range of optional equipment is available such as 'County' Cloth Seats, 'County' Trim and centre cubby box in lieu of centre seat. Standard equipment includes rear

lamp protection bars, ladder rack and pole carrier.

Two different suspension options are available depending upon your requirements and the type of use for which the vehicle is intended.

2710 kg GVW — The suspension on this derivative is identical to the current 109 Pick-Up and is designed for the user wanting increased payload area.

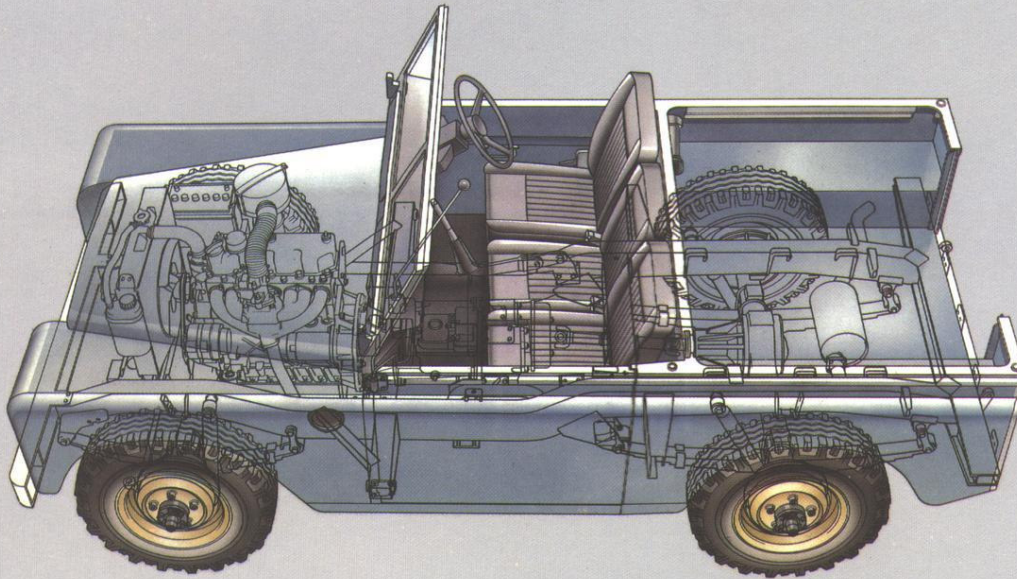
3020 kg GVW — The suspension on this derivative is the High-Load specification which in addition to the improved load area increases payload by 25% to 1.3 tonnes.

LAND ROVER

chassis

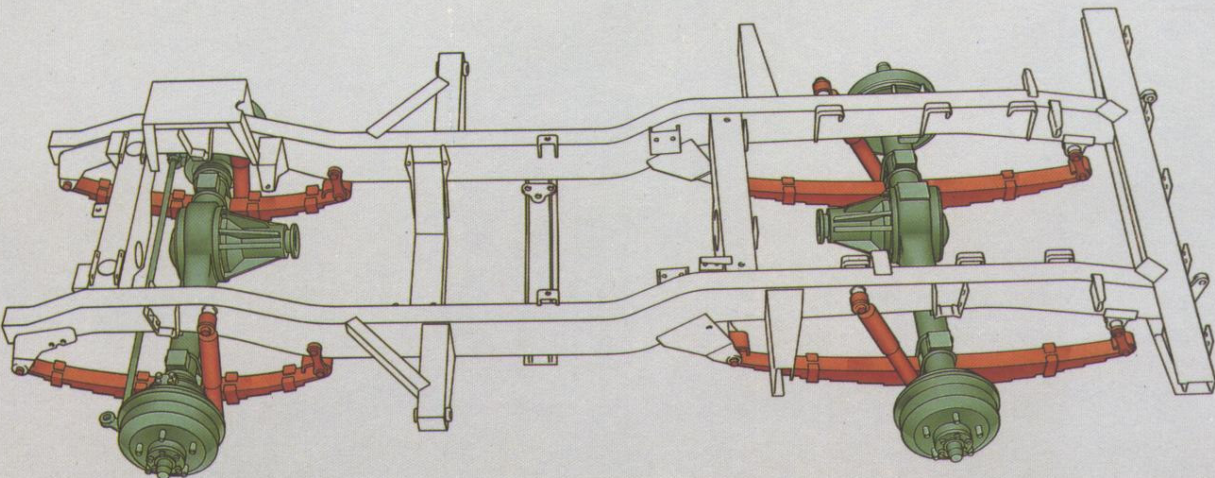
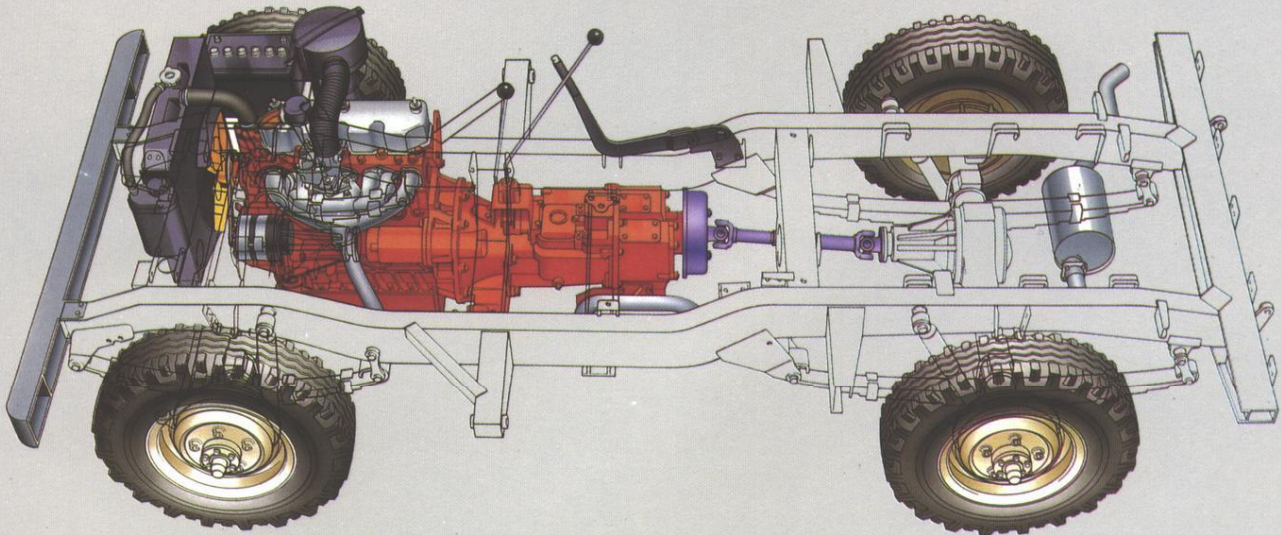
Steel welded box section members give the Land Rover 88" and 109" chassis the strength and rigidity needed for towing, load

carrying, cross-country work and the host of other jobs any Land Rover is expected to do. There is also excellent protection from impact damage. Over our years of experience the design has been constantly improved and the action of rust and corrosion minimised. You can be sure of a vehicle with a long working life and high re-sale value.

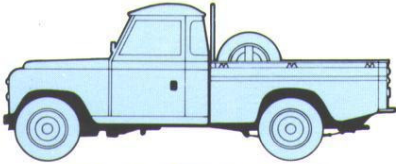


FEATURES

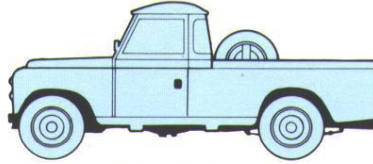
- **Separate Chassis:**
 - Strength
 - Easily replaced body sections
- **Welded Box-section Members:**
 - Rigidity
 - Stable base for power take-off equipment
- **Low Centre of Gravity:**
 - Improved stability and handling
- **Corrosion Protection:**
 - Extended working life
 - Improved residual value
- **Good Ground Clearance:**
 - Improved cross-country potential
 - Improved manoeuvrability
 - Assists wading
 - Easier access for repairs and servicing
- **Choice of Wheelbase:**
 - Flexibility of choice to suit your needs



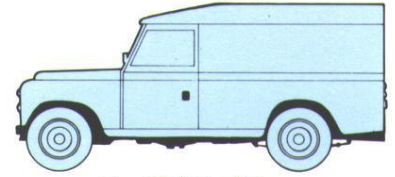
A BIG RANGE aluminium bodies that go on



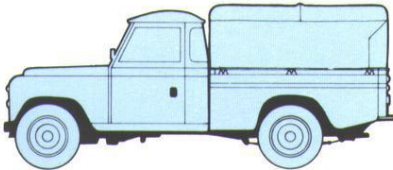
1) 109" High Capacity Pick-Up



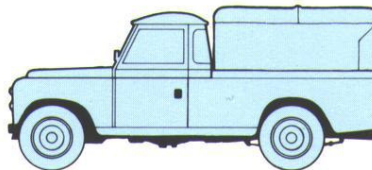
6) 109" Pick-Up



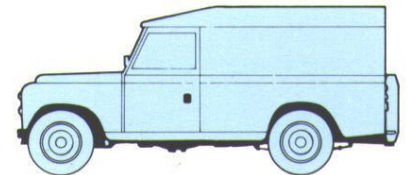
11) 109" Hard Top



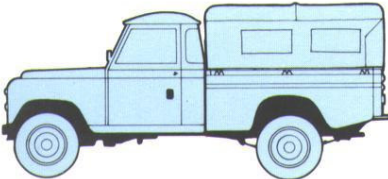
2) 109" High Capacity Pick-Up & 3/4 Hood



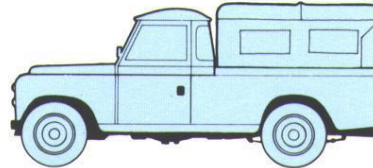
7) 109" Pick-Up & 3/4 Hood



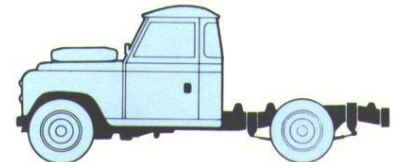
12) 109" Hard Top with side-hinged rear door



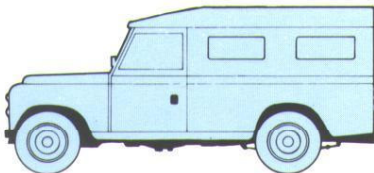
3) 109" High Capacity Pick-Up & 3/4 Hood with side windows



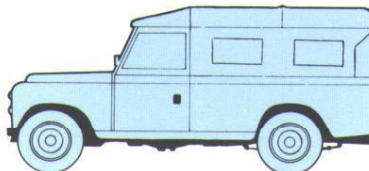
8) 109" Pick-Up & 3/4 Hood with side windows



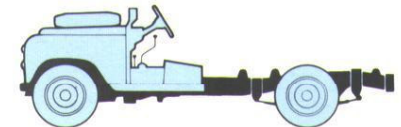
13) 109" Chassis Cab



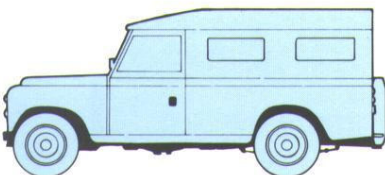
4) 109" Hard Top with fixed side windows



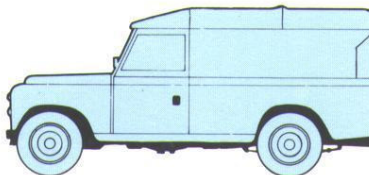
9) 109" Soft Top with side windows



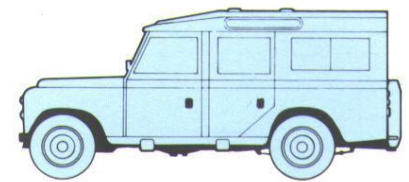
14) 109" Chassis



5) 109" Hard Top with fixed side windows and side-hinged rear door



10) 109" Soft Top



15) 109" Station Wagon (9/10 seater)

Since Land Rovers were introduced, we have constantly enlarged the range of variations available direct from the factory. Today, whatever job you need your Land Rover to do, and wherever in the world it will have to do it, there is a Land Rover available to suit your needs. So wide is the range of variations within our specifications that there are hardly two Land Rovers produced precisely

the same in every detail.

The addition of the Land Rover County Station Wagon and the High Capacity Pick-Up extends even further the very comprehensive range of vehicles available. There is virtually no 4 X 4 application in the private and business sectors that cannot be met by a Land Rover.

Check off the alternatives available to arrive at the Land Rover

taylor-made to fit your particular requirement:

Chassis — short, or long depending upon your requirements.

Engines—the performances of petrol, the long life and economy of diesel, or the special high performance of the 3½ litre petrol.

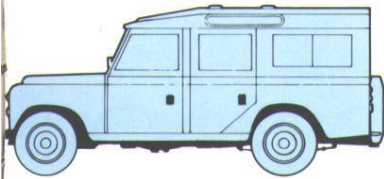
Body Types. An enormous range of possibilities. All of them rustproof.

For instance, closed or open cabs;

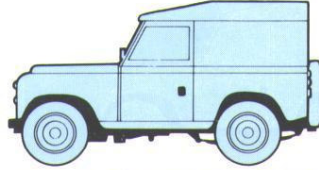
canvas hood that can be rolled up as required; or enclosed rear section for extra security; drop-down or door-hinged rear access; selection of different Pick-Up bodies; Station Wagon style with a choice of seating capacities from 6 to 12; or you may require one of the many special Land Rover conversions, available from our approved coachwork specialists.

Add to this a long list of accessories

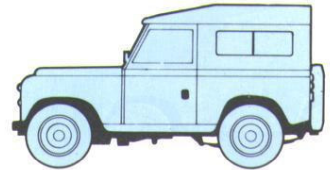
and on



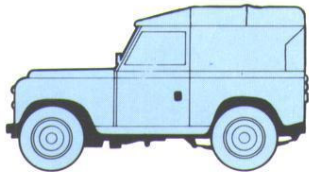
16) 109" Station Wagon
(11/12 seater)



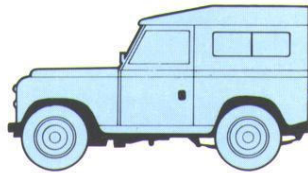
21) 88" Hard Top with side-hinged
rear door



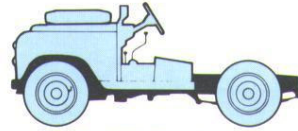
28) 88" Hard Top with sliding side
windows and side-hinged rear
door



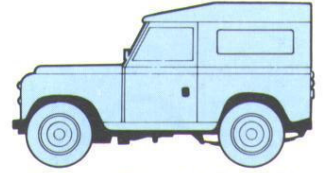
17) 88" Soft Top



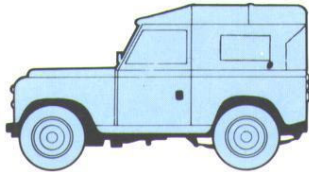
22) 88" Hard Top with sliding side
windows



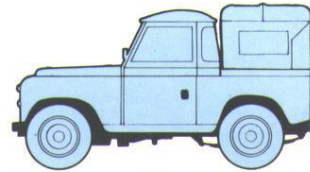
26) 88" Chassis



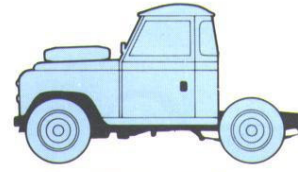
29) 88" Hard Top with fixed side
windows



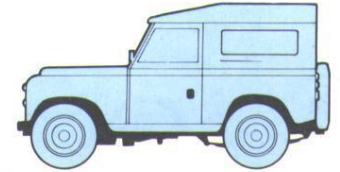
18) 88" Soft Top with side
windows



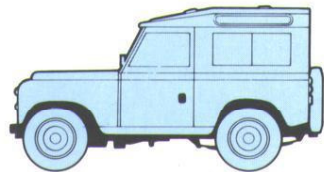
23) 88" Pick-Up & 3/4 Hood and
side windows



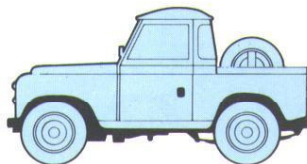
27) 88" Chassis Cab



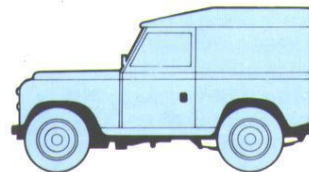
30) 88" Hard Top with fixed side
windows and side-hinged rear door



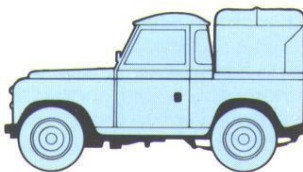
19) 88" Station Wagon



24) 88" Pick-Up



20) 88" Hard Top



25) 88" Pick-Up & 3/4 Hood



and optional equipment — including everything from 'County' Seats and Trim to PTO units — and you have total flexibility of choice.

Aluminium Alloy. The material used for Land Rover bodywork is a high-strength aluminium alloy; this alloy does not rust, which ensures a long life and high re-sale value.

The body is light, giving you a vehicle with a high potential payload,

improved fuel economy and a low centre of gravity for additional cross-country stability.

In assembly, each panel or body sub-assembly is separately bolted onto the independent steel chassis. This is why we can offer so wide a range of vehicle types.

Reliability Assured. Today's Land Rovers are the product of over thirty years' unbroken experience in every

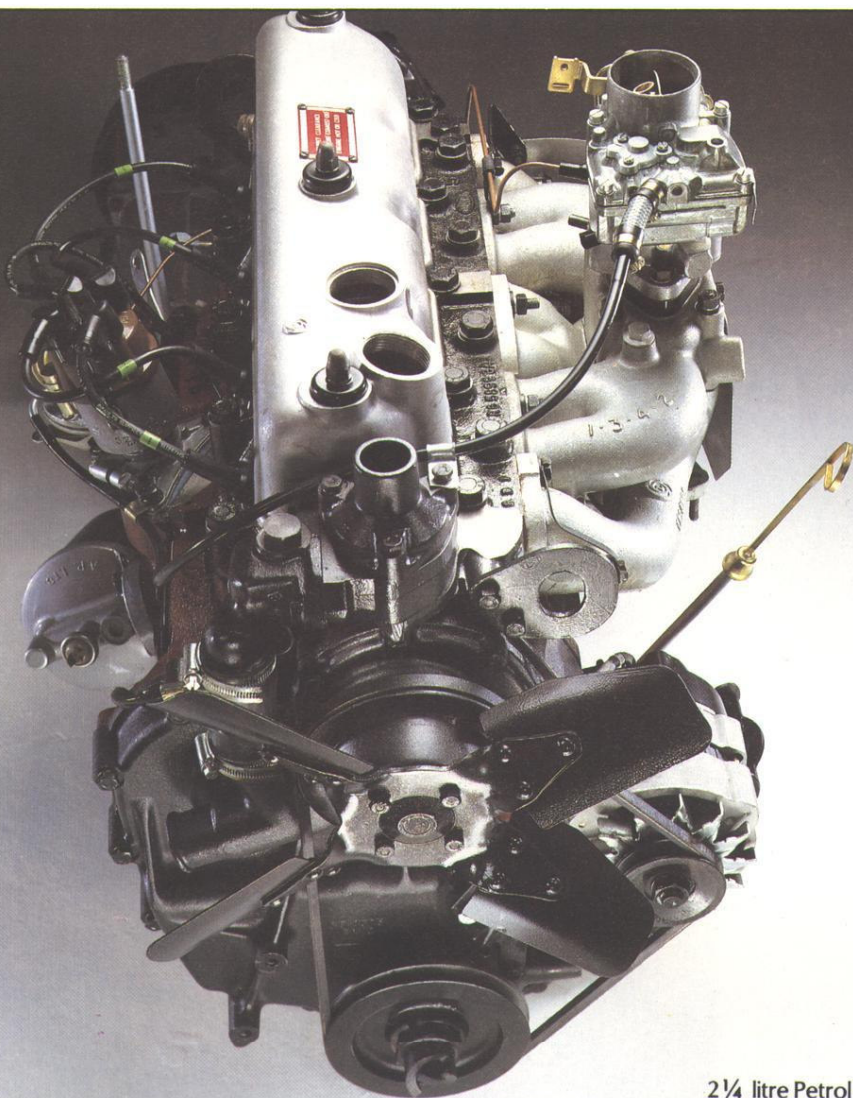
aspect of the vehicle's design, manufacture and performance. A rigid quality control system operates throughout the manufacturing process, ensuring that only the very highest standards of materials, components and workmanship are accepted. This is how we can assure you of the utmost in reliability and performance from your Land Rover, the world's most versatile four-wheel

drive vehicle.

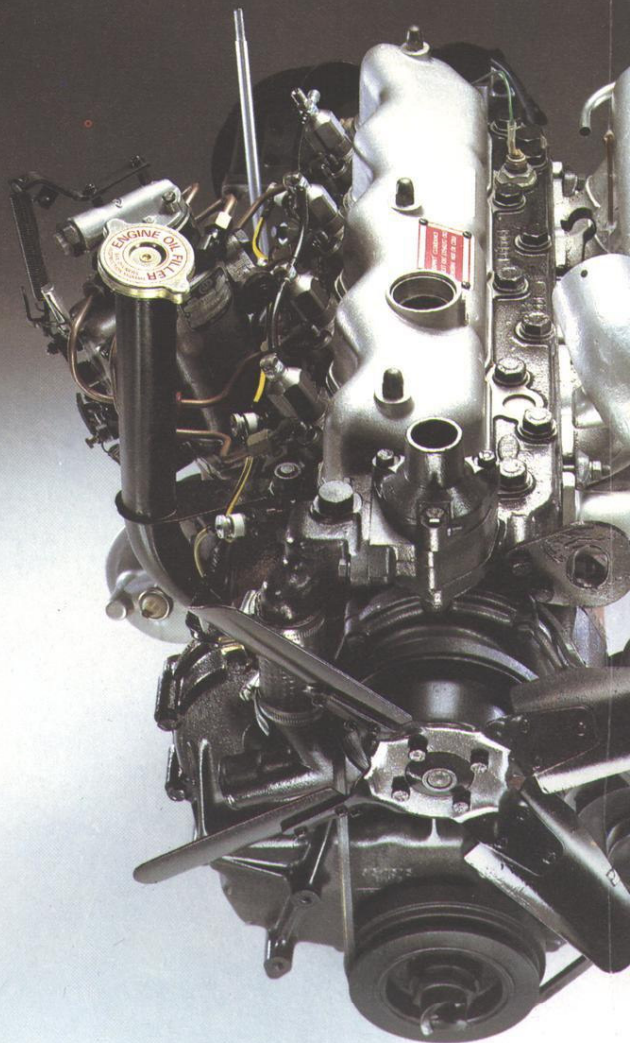
The vehicles displayed are just a selection of the numerous basic body types available.

LAND ROVER

engines & transmissions



2 1/4 litre Petrol



2 1/4 Litre Petrol Engine. The reliable four cylinder that has successfully powered Land Rovers all over the world. Two versions are available with compression ratios of 8 : 1 and 7 : 1. The higher compression engine develops its maximum torque of 159Nm (117 lbf ft) at the low engine speed of 2000 rev/min. and produces maximum power of 52 kW (70 bhp) at 4000 rev/min. It uses 90 octane fuel and gives excellent all round performance with short and long wheelbase vehicles. The lower compression engine can run on fuel down to 75 octane.

2 1/4 Litre Diesel Engine. Land Rover has been using diesel engines for many years and has evolved a well proven and hard working unit.

The engine develops its maximum torque of 140 Nm (103 lbf ft) at the very low engine speed of 1800 rev/min. This together with its reliability makes it ideal for special applications, particularly PTO.

With a compression ratio of 23 : 1 the engine is extremely efficient and so is very economical to operate. Maximum power of 45 kW (60 bhp) is reached at 4000 rev/min.

Diesel engined Land Rovers offer particular advantages to fleet users. Although initially more expensive to purchase, a diesel engine has longer life and is less susceptible to driver abuse because of the low rev range and engine speed governor. This results in lower operating costs.

The absence of an ignition system means the vehicle can ford deep water and can be operated in high fire risk areas.

Land Rover 3 1/2 Litre Petrol Engine. The compact alloy engine powers the high performance Land Rover and is available in the long wheelbase Land Rover. It has the same reliability, is just as thoroughly tested, and has the same go-anywhere qualities as the 2 1/4 litre engines — plus extra power.

The engine is built in aluminium alloy, is light, powerful, efficient and reliable.

Being aluminium the operating temperature is reached rapidly with resultant savings in fuel consumption and engine wear.

Maximum torque of 225 Nm (166 lbf ft) is reached at only 2000 rev/min. This allows you to tow heavy loads with ease and cover long distances over arduous terrain without engine strain or driver fatigue. The maximum power generated is 68 kW (91 bhp) at 3500 rev/min.

Whatever your choice of engine you can be assured of a fully tested, proven and reliable unit.

Transmission. The Land Rover transmission system is extremely versatile being able to provide the appropriate power for a great variety of applications.

All Land Rovers have two gearboxes. A main gearbox, providing four forward gears with synchromesh and one reverse, plus a transfer gearbox which enables you to select high or low ratio. In effect, this gives you the choice of eight forward gears and two reverse.

A wide range of ratios enables Land Rover to tackle any task with ease — cross-country, towing, load carrying and inclines up to 45°. Having precisely the right gear for the job makes everything that much easier for the driver, and ensures a longer working life for both engine and gearbox.

Axle shafts are fully floating which means the weight of the vehicle is taken directly on the wheel hubs not by the axle shafts. Thus the suspension

All engines are designed to produce the flexibility required to satisfy the many different conditions under which Land Rovers operate.

The engines develop high torque at low engine speeds — just what is needed for all off-road duties and yet still have good road performance. It also helps to prolong the engine's working life.

All rotating and reciprocating parts

are carefully balanced to give smooth running and long life. Each completed engine is fully tested before being installed.

The lubrication and carburation systems are sealed to protect the engine against adverse conditions such as sand, dust or water — this allows the vehicle to work on inclines of up to 45° or ford streams up to 1 metre deep.

Efficient filters protect the engine from damage when operating in dusty or sandy conditions.

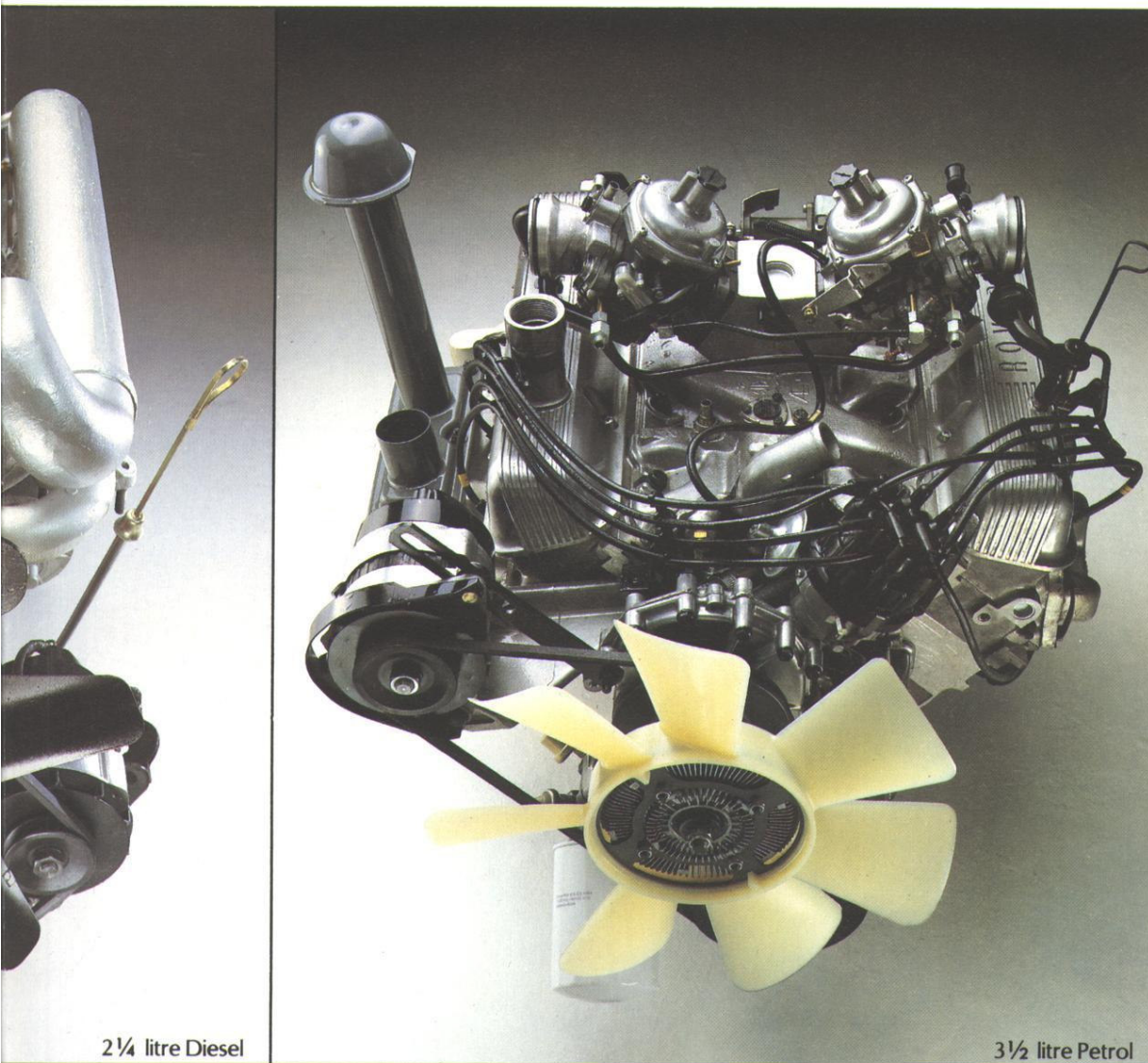
All this is done to assure you of a reliable, trouble-free power unit with a long working life, and a good re-sale value.

2¼ litre petrol engines are also available in high and low-compression form to meet all octane levels.

An important function of Land

Rover engines is the supply of power to run a wide range of auxiliary equipment. The engines are designed to overcome problems normally associated with stationary running and efficiently drive PTO equipment.

5 Bearing Engines. Recent developments of the 2¼ litre engines have resulted in both improved smooth running and reduced noise levels.



2¼ litre Diesel

3½ litre Petrol

can carry more weight, the life of final drive components are improved and servicing is simple.

Four-Wheel Drive. All Land Rovers are four-wheel drive vehicles. Drive at all four wheels provides greater traction, more pulling power and greater safety on all dangerous surfaces. Land Rovers perform with distinction all over the world in the most severe conditions with the proven and reliable four-wheel drive system out-performing all other vehicles.

On 2¼ litre petrol and diesel powered models, four-wheel drive is selectable. This means that the forward axle is disengaged for normal driving, and engaged for off-road or tough conditions.

The 3½ litre Land Rover has a permanently engaged four-wheel drive system but via a third, central lockable differential which ensures balanced power spread to all wheels, giving excellent traction and ensuring

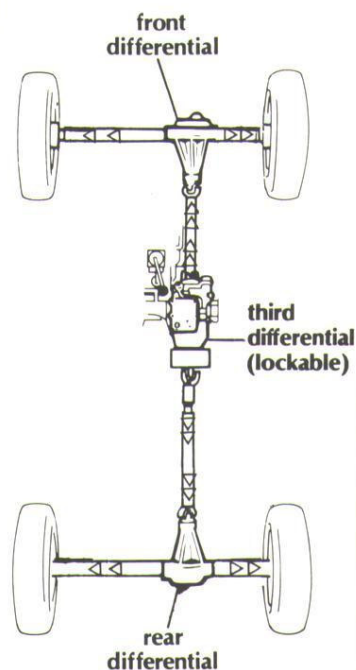
optimum efficiency and economy.

Whatever Land Rover you choose you will have total confidence of reaching your destination whatever the conditions off-road or on-road.

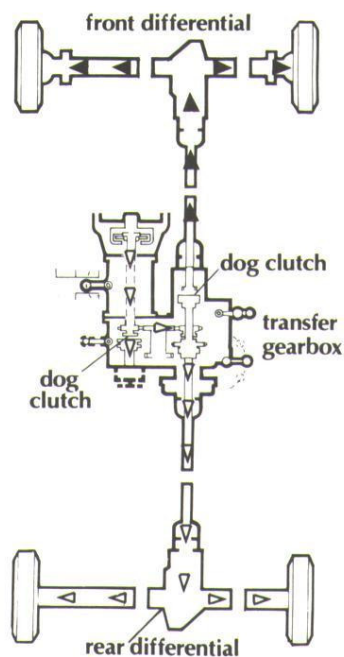
FEATURES

- **Choice of Engines**
 - A unit to meet your needs
 - Fleet flexibility
- **High Torque at Low Revs**
 - Extended engine life
 - Excellent off-road performance
- **Sealed Carburation and Lubrication System**
 - Operates in adverse climatic conditions and terrains
- **5 Bearing Crankshaft**
 - Reduced noise level
 - Smooth running
 - Longer engine life
- **Transmission**
 - 4-wheel drive
 - 8 forward and 2 reverse gears

Permanent 4 wheel drive for 3½ litre models

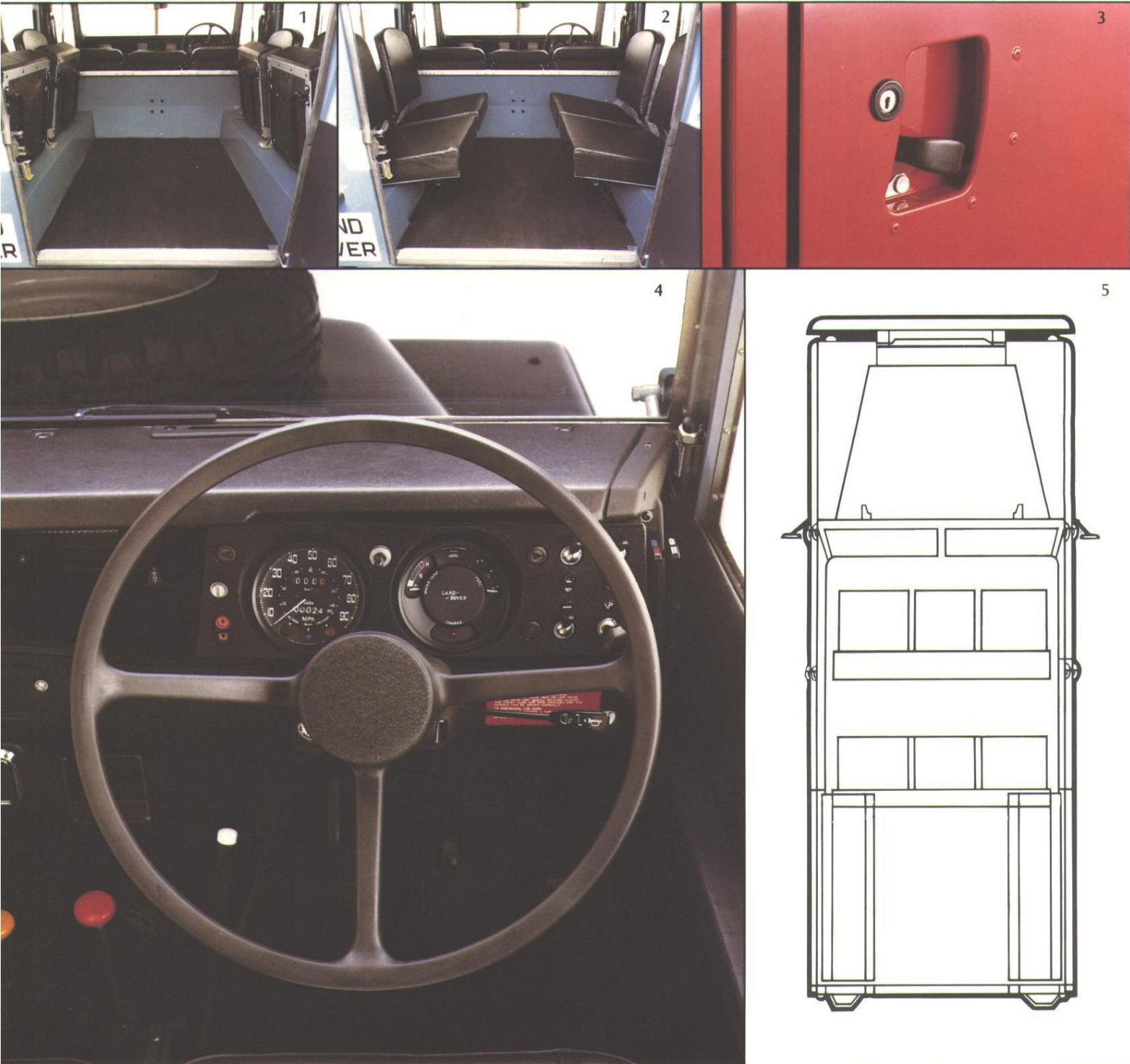


Selectable 4 wheel drive for 2¼ litre models



- ◀ selectively engaged transmission
- ▶ permanently engaged transmission

TOUGH GOING needs comfort plus



Comfort. Rugged reliability does not have to mean Spartan style. The standards of comfort to which today's Land Rovers are built are very far from that.

As the Land Rover is primarily a working vehicle, optimum driver comfort is a prime consideration. There is a seating capacity ranging from 2 to 12 seats. A selection of seats

is available from the standard easy to clean vinyl seats to the de-luxe vinyl seats and at the top of the range the 'County' Seats. These are a new range of optional cloth seats (standard in County Station Wagon) which further enhance interior comfort levels of all Land Rover models. They have rake adjustable backrests, height adjustment and optional head rests

(not available in Pick-Up form). The cushions are removable for easy cleaning. Also available as an option is 'County' Trim (standard in County Station Wagon) which acoustically dampens noise levels and improves refinements.

All controls are positioned for easy accessibility, with finger-tip control of indicators, horn, headlamp flasher and

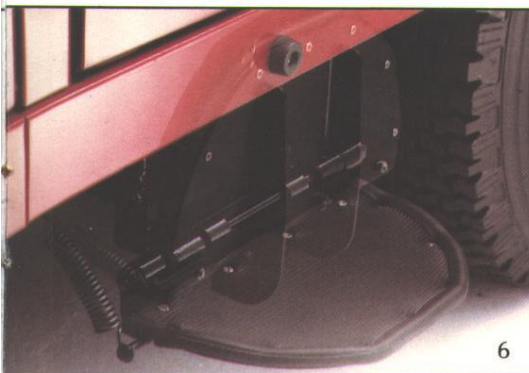
dip. All primary instruments are mounted within the driver's direct line-of-sight. Fresh air ventilation is provided by adjustable flaps below the windscreen.

1. 88" S.W. Rear seats folded for extra load space.
2. 88" S.W. Rear seats.
3. Flush door handles.
4. Ergonomically designed instrumentation.
5. 109" S.W. 12 seater layout.
6. Easy access folding step.

7. 109" S.W. Rear seats (12 seater).
8. 109" S.W. Seat folded for extra load carrying.
9. 109" S.W. 10 seater layout.
10. De-luxe vinyl seats.
- 11./12./13. High Capacity Pick-up (HCPU)-low loading, full width tailgate, ladder rack and pole carrier.

14. 'County' Seats in HCPU.
15. 'County' Roof Trim.
16. HCPU. Easy release tailgate mechanism.
17. 'County' Seats and centre cubby box. 88" S.W.
18. 'County' Seats rake adjustment.

- 19./20./21. 88" 'County' Stationwagon-dedicated livery, auxiliary driving lamps and special colours.



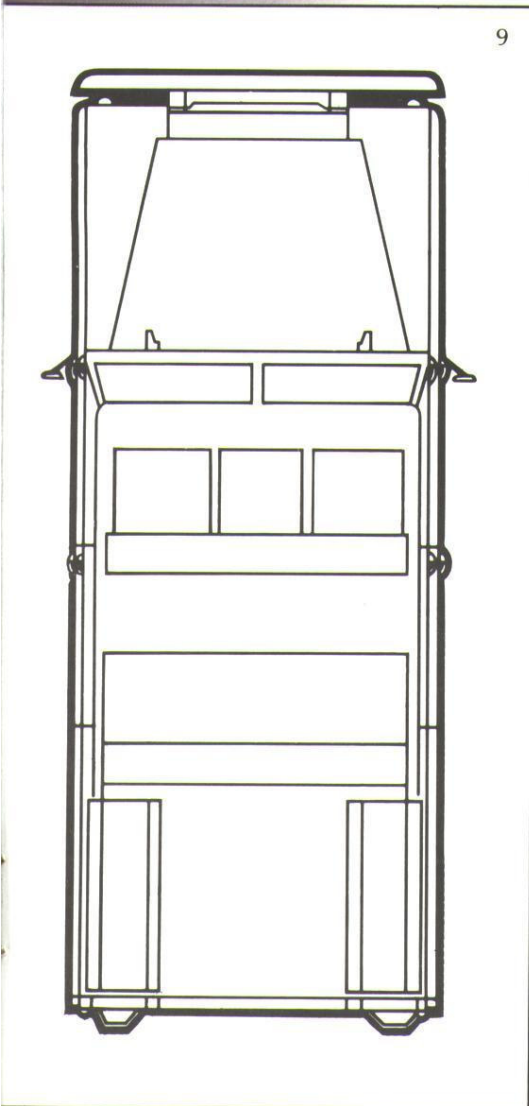
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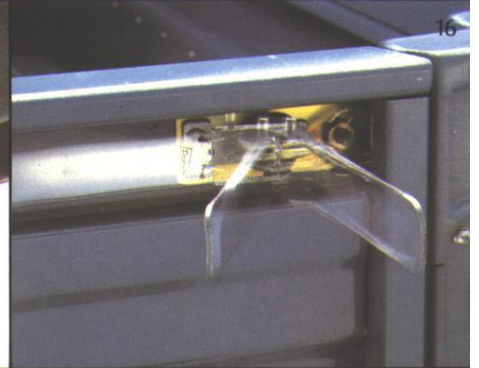
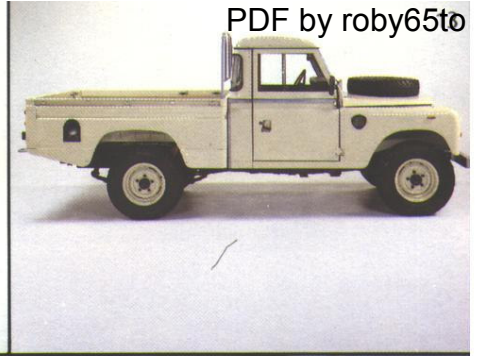
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Safety. The Land Rover is supreme for driver safety. The relatively high driving position gives good all-round ground visibility, and the specially padded crash rails incorporated into the fascia protect driver and front-seat passengers.

Suspension. In a multi-duty vehicle like the Land Rover, suspension is specially important when considering occupant comfort. That is why we include such features as hydraulic double-action telescopic shock absorbers and semi-elliptical underslung road springs to deal with

most loads and surfaces, plus an optional heavy-duty suspension system for regular off-road working under heavy loads.

For the HCPU there is the option of a High-Load suspension to raise the GVW from 2710 kg to 3020 kg thus giving a 25% increase in payload.





LAND ROVER

The World's most versatile vehicle



Versatility Land Rover is the world's most versatile four-wheel drive vehicle. Just take a look at some of the many special conversions which are possible in addition to the large basic vehicle range.

Land Rover's 4 X 4 traction and cross-country abilities, with the strength and adaptability of the independent steel chassis and alloy bodywork make this vehicle the ideal

basis on which to build special purpose adaptations.

For over thirty years of their existence, Land Rovers have been used for innumerable purposes. It is with this wealth of experience behind us that we offer you expert help and advice on how to meet your particular needs. However, only those conversions that meet our strict

requirements will be given the Land Rover seal of approval.

There is already a tremendous variety of special equipment available and if there is any particular job you want your 4 X 4 vehicle to do — ask. There is almost certainly an existing Land Rover body style available that will suit your needs exactly.

Towing. The Land Rover can tow loads over all types of terrain. A wide

range of towing equipment, including powered trailers, is available such as a towing ball, towing hooks, towing jaws, towing pintle and towing bracket. Fittings are attached directly to the chassis for strength and safety.

The torque range of the engines allows maximum weight loads to be driven smoothly from rest, and reduces gear changing on hills, or rough terrain.

hicle

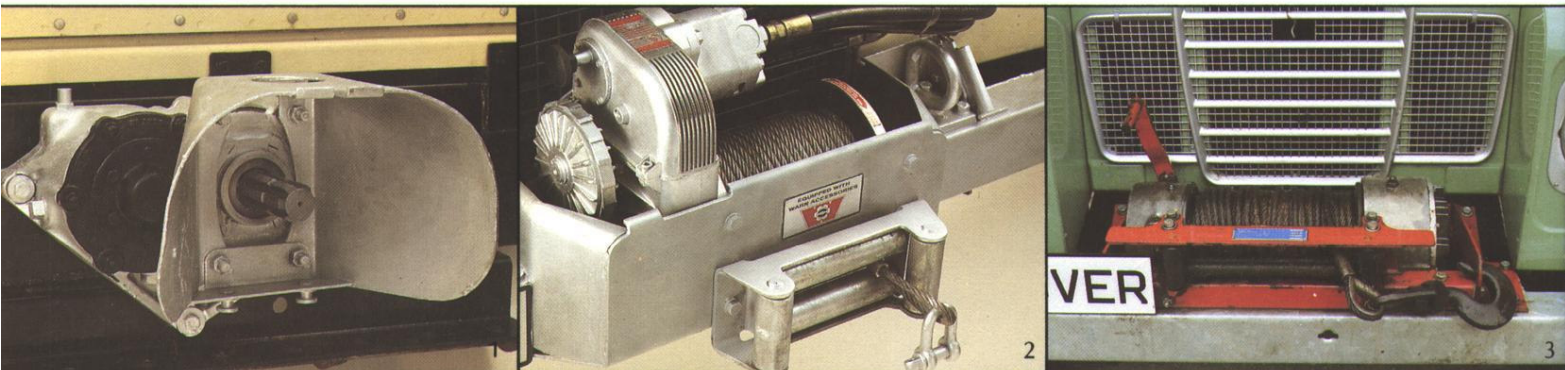


Suspension is designed to cope with a heavy trailer load without upsetting the balance or feel of the vehicle.

Conversions and Options

- Recovery equipment
- Leisure vehicles
- Snow clearance
- Emergency rescue units
- Powered trailers
- Mobile cinemas
- X-ray units
- Veterinary units
- Sand clearance
- Lubricating equipment
- Armoured patrol cars
- Mobile video units
- Security vehicles
- Mobile coastal surveillance vehicles
- Armoured personnel carriers
- Wide range of PTO equipment
- Extensive winch/accessory range
- Ground anchors
- Hydraulic power systems
- Emergency lighting systems
- Crop sprayers
- Air compressors
- Generators
- Mobile workshops
- Welders
- Ambulances
- Hydraulic platforms

POWER TAKE-OFF for a work horse



Power Take-Off

An important part of Land Rover's versatility is the flexibility of its PTO facility which provides a static or mobile power source. The power is available at three basic positions on the vehicle where a coupling can be made to the engine power.

The transfer gear drive unit consists of a centre and bottom PTO which can be obtained as optional

equipment. They form the basic drive for three variations of PTO. **Centre PTO** — where power can be transmitted to machinery mounted in place of the passenger seats, below the rear body floor or within the rear body section.

Rear PTO — from where machinery mounted on the rear of the vehicle or on a trailer (or on any remote mounting) can be powered. A trailer

powered in this way will cross the most arduous terrain. **Bottom PTO** — this is an auxiliary gearbox attached at the base of the transfer gearbox to which you can add the same drive units used at the centre PTO.

When the centre PTO is used for other purposes a hydraulic winch can be powered from the bottom PTO.

A selected range of equipment can also be driven directly from the

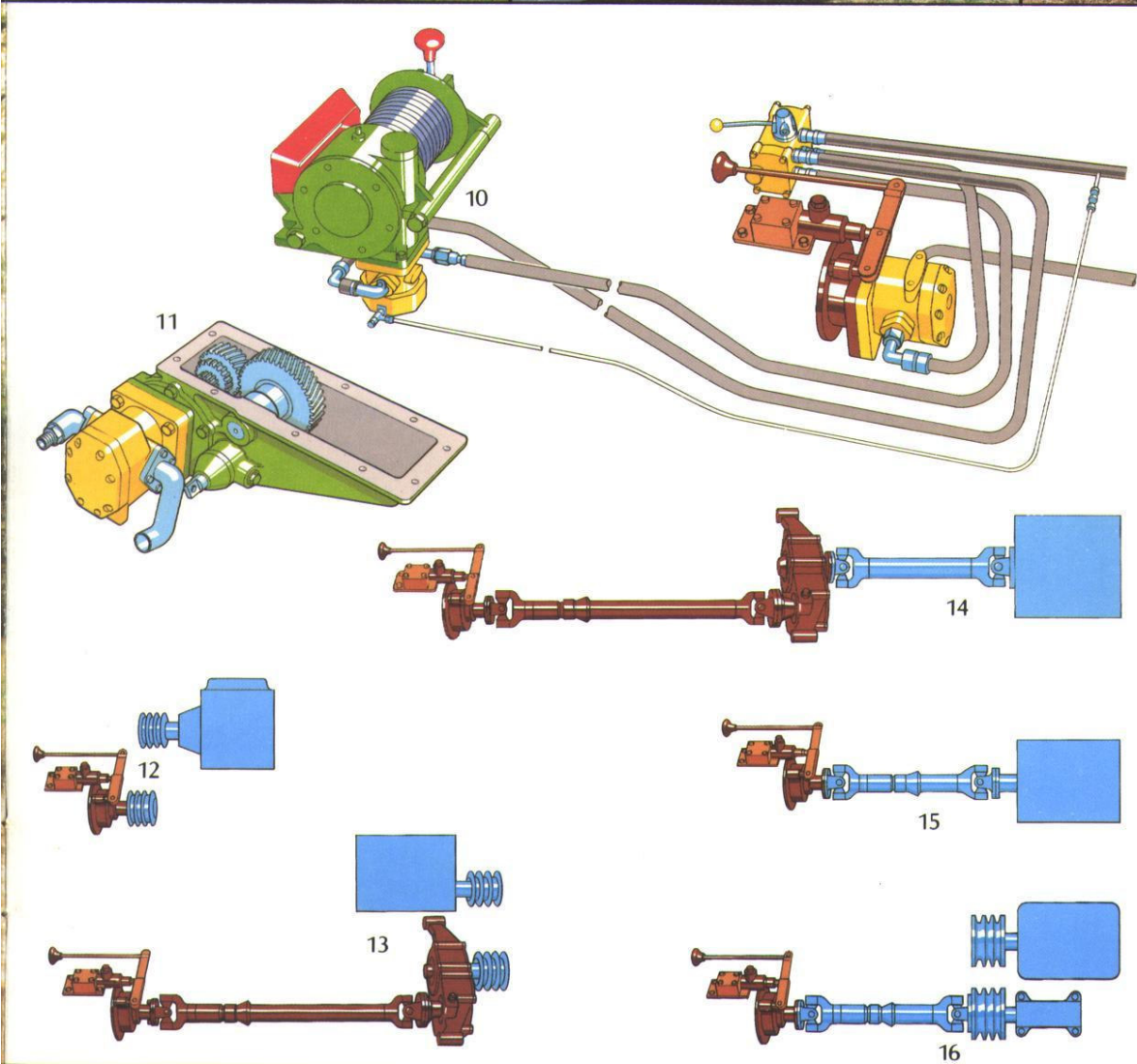
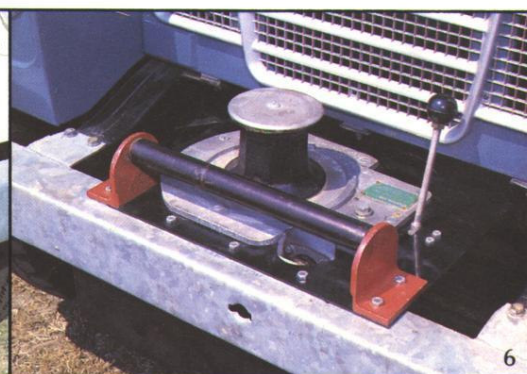
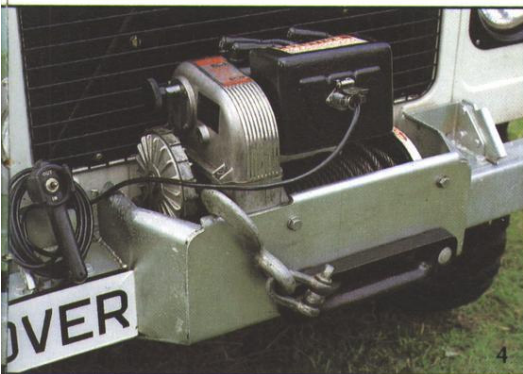
Engine Crankshaft.

The PTO units are easy to fit and can be supplied with the vehicle in mechanical, belt or hydraulic drive versions. Other optional equipment you may find useful to use with PTO equipment is a hand throttle, engine governor, oil cooler, engine speed counters and hour meters.

The PTO capability was part of Land Rover design from its

1. Rear PTO
2. Hydraulic drum winch
3. Mechanical drum winch (not 3½ litre models)
4. Electric drum winch
5. Hydraulic drum winch (not 3½ litre models)
6. Capstan winch
7. Rear PTO
8. Mobile workshop (centre PTO)
9. Detachable hydraulic winch.
10. Hydraulic drum winch driven from the centre PTO
11. Bottom PTO with hydraulic pump
12. Centre PTO with direct 'V' belt drive
13. Rear PTO with 'V' belt drive
14. Rear PTO with drive shaft
15. Centre PTO with drive shaft to ancillary equipment
16. Centre PTO with drive shaft to outrigger bearing.

(12-16. Shaft, outrigger bearing and pulleys supplied by approved converters and suppliers.)



inception, so we have literally decades of experience in PTO applications and technology. There are air compressors to power pneumatic drills and other tools, pumps, saws and other equipment. Ask your Land Rover Dealer for information on the large range of units available, provided by independent approved suppliers for

the vast number of Land Rover special conversions.

Winches. Winches are very important for a large number of jobs such as construction, or cable laying and all types of vehicle and equipment recovery.

Land Rover have a wide range of winches in mechanical, electrical and hydraulic form to cater for all your requirements. Your Land Rover

Dealer will recommend the most suitable winch for your vehicle and your specific needs. The basic types are:

Capstan — mechanical, driven from the engine crankshaft.

Detachable — hydraulic, driven from the centre or bottom PTO.

Drum — electric, driven from the vehicle's battery.

— hydraulic, operated from

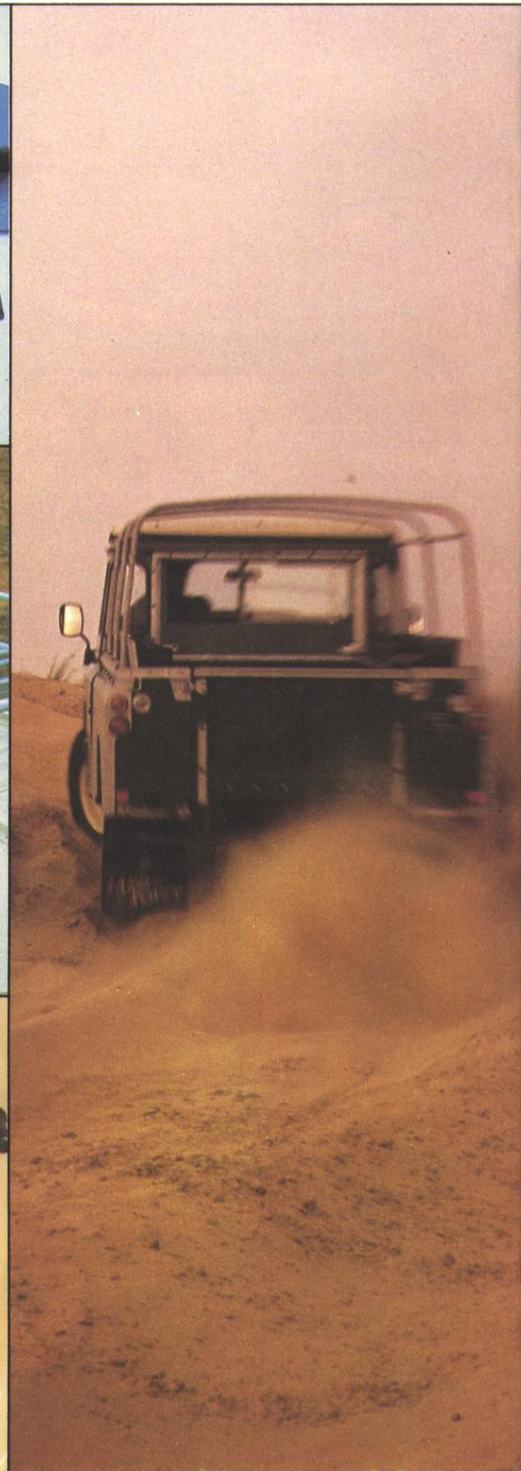
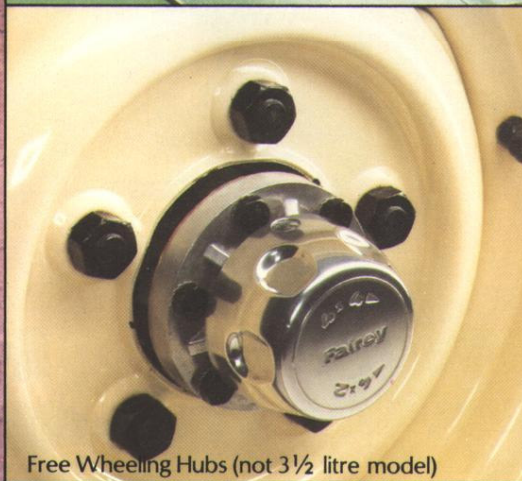
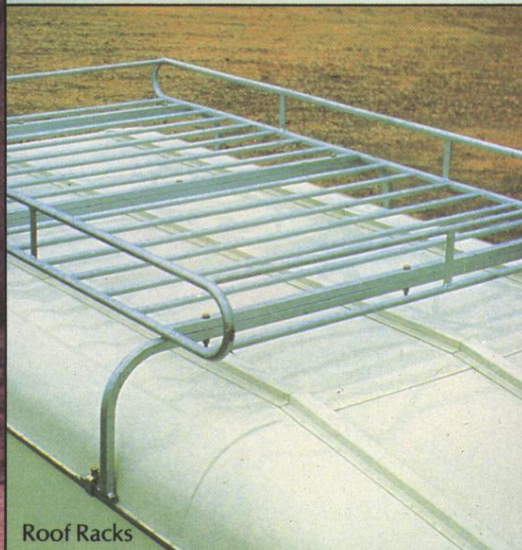
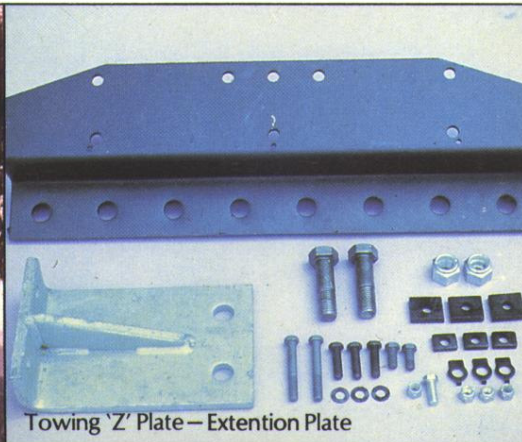
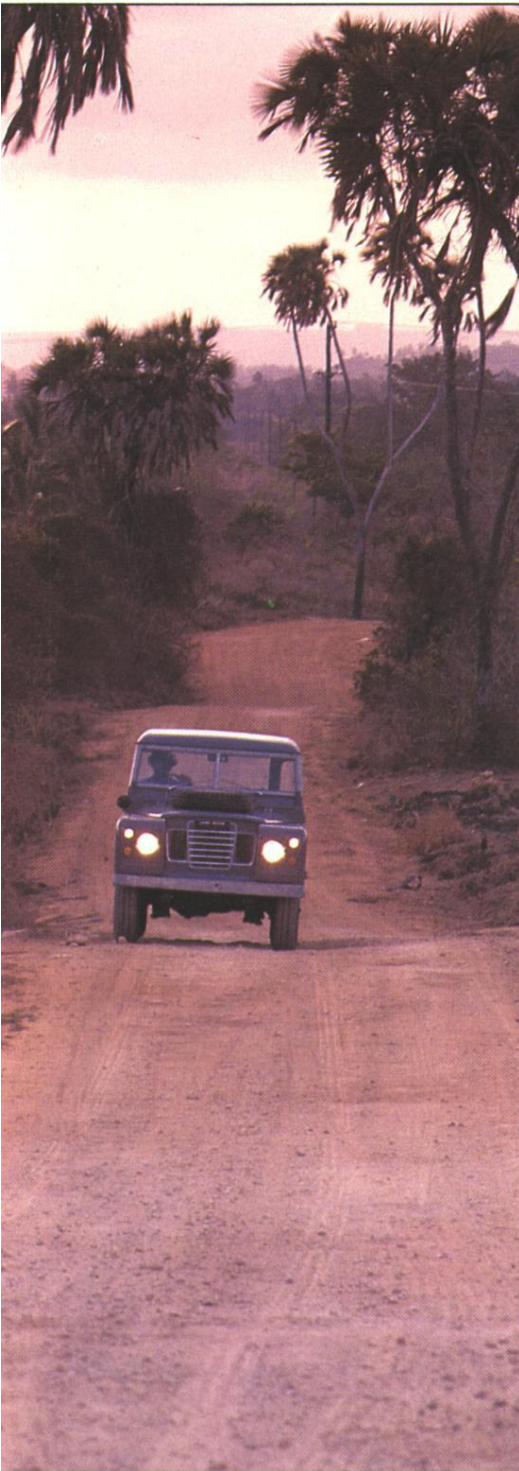
the centre or bottom PTO points.

— mechanical, driven from the centre PTO.

Land Rover is more than a supremely practical means of transport, it is an extremely hardworking and highly mobile power source for all applications.

EXTRAS

where and when you need



Comfort

- Heater and demister
- De-luxe front seats
- 'County' Seats
- Rear seats (standard in Station Wagons)
- Air conditioning
- Trim packages
- 'County' Trim
- Centre cubby box

External Equipment

- Security catches
- Spare wheel carrier on the bonnet or rear door
- Roof racks
- Towing equipment
- Tropical roof (standard on Station Wagon)
- Lamp guards
- Bumperettes

● Front lifting and towing rings

- Winches and ropes
- Pulley block

Engine, Electrics and Fuel System

- 45 Amp alternator
- Heavy duty and dry charged battery
- Hot climate cooling system
- Engine speed governor

● Additional fuel filter

- Extra fuel tanks
- Hand throttle for petrol engines
- Oil cooler
- Radio interference suppression
- Overdrive unit
- Split charge facility
- Ammeter

them

You can choose your Land Rover's engine size, wheelbase length and bodywork. You can take your pick of the many special conversions and PTO units available.

But Land Rover's versatility does not end there.

It is our intention that every Land Rover which leaves our factory is as precisely suited to its owner's special requirements as is possible. That is

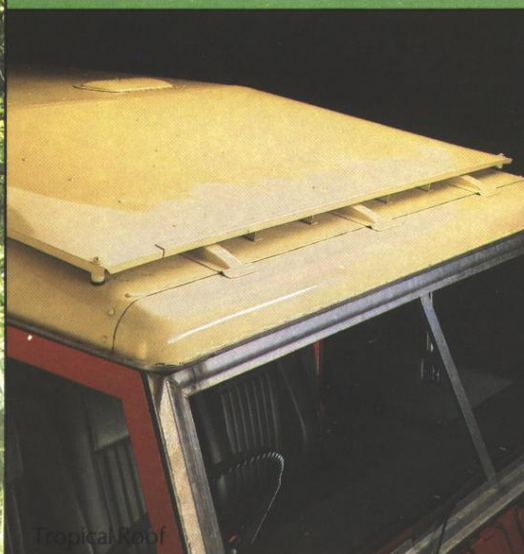
why, when you order your new Land Rover, you will be presented with a long list of optional 'extras' to choose from, many of these can be fitted during manufacture or by your local Dealer. A large range of extras are also available in kit form.

Each fitment is thoroughly tried and tested, and specially manufactured for use on Land Rovers.

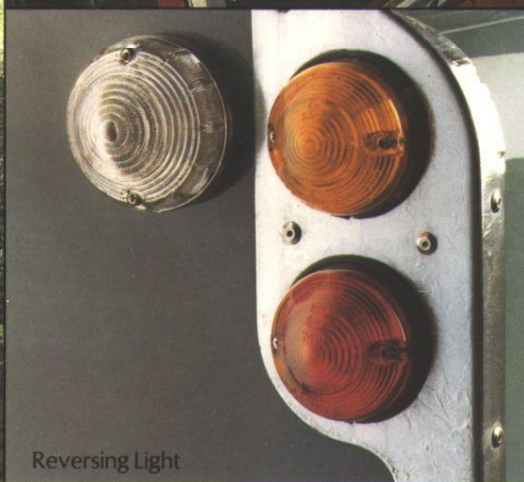
The complete list of options and accessories is much too long to include here. The more popular items are shown — some of these are standard in some markets and on some models or may not be suitable for your vehicle so check with your local Dealer for your specific requirements.



Accessories



Tropical Roof



Reversing Light



Steering, Suspension and Wheels

- Steering damper
- Heavy duty suspension
- High Load suspension
- Free wheeling hubs
- Servo assisted brakes
- Rubber helper springs

Protection

- Radiator chaff guard
- Raised air intake
- Universal joint covers
- Ground anchors
- Laminated windscreen
- Front and rear fog lights
- Reversing lights
- Mud flaps
- Lockable filler cap provision

- Seat belts (static/inertia)

Tyres (availability subject to vehicle type. Check with your Dealer).

A wide range of radial and cross-ply tyres to suit all terrains and conditions are available.

The range includes:

- Avon TM (88" only)
- Avon Range Master Radial
- Dunlop T29A Trak Grip

- Dunlop RTM Radial
- Michelin XZY Radial
- Michelin XS Radial
- Michelin XC4 Radial
- Michelin XCL
- Goodyear Hi-Miler

TECHNICAL SPECIFICATIONS

ENGINE		GEARBOX RATIOS		2¼ litre	3½ litre
2¼ litre Petrol		Main Gearbox:		1:1	1:1
Type:	4 cylinder petrol	fourth		1.50:1	1.505:1
Bore:	90.47 mm (3.56 in)	third		2.22:1	2.448:1
Stroke:	88.9 mm (3.5 in)	second		3.73:1	4.069:1
Capacity:	2286 cc	first		3.89:1	3.664:1
Compression Ratio:	7:1	reverse		1.15:1	1.336:1
Maximum Power:	48.0 kW (65 bhp)	Transfer Gearbox:		2.35:1	3.320:1
	52.0 kW (70 bhp)	high			
	at 2000 r/min.	low			
Maximum Torque:	154.0 Nm (114 lbf ft)	Overall Ratios			
	159.0 Nm (117 lbf ft)	High Ratio:			
	at 2000 r/min.	fourth		5.39:1	4.73:1
Firing Order:	1,3,4,2	third		8.08:1	7.12:1
FUEL SYSTEM		second		11.98:1	11.58:1
Carburettor:	Single Zenith 361V.	first		20.12:1	19.24:1
Petrol Pump:	Mechanical with priming lever and sediment bowl.	reverse		20.97:1	17.33:1
2¼ litre Diesel		Low Ratio:			
Type:	4-cylinder diesel.	fourth		11.03:1	11.75:1
Bore:	90.47 mm (3.56 in)	third		16.51:1	17.68:1
Stroke:	88.9 mm (3.5 in)	second		24.49:1	28.76:1
Capacity:	2286 cc	first		41.13:1	47.81:1
Compression Ratio:	23:1	reverse		42.87:1	43.05:1
Maximum Power:	45.0 kW (60.0 bhp) at 4000 r/min	Differential Ratios:			
Maximum Torque:	140.0 Nm (103.0 lbf ft) at 1800 r/min	Both Axles		4.7:1	3.54:1
FUEL SYSTEM		Front Axle:			
Injectors:	CAV Pintaux	2¼ litre: Spiral-bevel, with fully floating shafts and enclosed universal joints.			
Fuel Pump:	Mechanical with priming lever.	3½ litre: Spiral-bevel with enclosed constant velocity joints.			
Injector Pump:	Self-governing D.P.A. distributor type.	Rear Axle:			
LUBRICATION		Propeller Shafts:			
Nominal Pressure:	Engine warm at 2000 r/min	STEERING			
	2.46-4.57 kgf/cm ² (35-65 lbf/in ²)	Type:			
Oil Filters Internal:	Gauze pump-intake filter.	Lock-to-lock:			
External:	Full flow oil filter.	Steering Damper:			
COOLING SYSTEM		Turning Circle:			
Type:	Pressurised with pump, fan thermostat and expansion tank.	WHEELS			
Working Pressure:	0.63 kgf/cm ² (9 lbf/in ²)	Type:			
Thermostat:	82°C	Fixing:			
3½ litre Petrol		Size:			
Type:	o.h.v. all aluminium V8	Tyre Size:			
Bore:	88.9 mm (3.5 in)	88" 5.00F × 16 in			
Stroke:	71.1 mm (2.8 in)	109" & 88" County 5.50F × 16			
Capacity:	3528 cc	88" 6.00 × 16 in			
Compression Ratio:	8.13:1	109" 7.50 × 16 in			
Maximum Power:	68.0 kW (91 bhp) at 3500 r/min	88" County 205 × 16 in			
Maximum Torque:	225.0 Nm (166 lbf/ft) at 2000 r/min	BRAKES			
Firing Order:	1,8,4,3,6,5,7,2	Type:			
LUBRICATION		Drum Diameter:			
Nominal Pressure:	Engine warm at 2400 r/min. 2.1-2.8 kgf/cm ² (30-40 lbf/in ²)	Rear 88" 254 mm (10 in)			
Oil Filters Internal:	Gauze pump-intake filter.	Brake Shoe Width:			
External:	Full flow oil filter.	109" 2¼ litre			
FUEL SYSTEM		and HCPU 2710 GVW			
Carburettors:	Twin Zenith Stromberg CD type.	109" 3½ litre and			
Petrol Pump:	Facet electrical.	HCPU 3020 GVW			
Air Filter:	European - AC Delco paper element.	88" 2¼ litre			
	Non-European - AC Delco.	Front 57.15 mm (2.25 in)			
	Cyclone Type PC26 replaceable element.	Rear 57.15 mm (2.25 in)			
COOLING SYSTEM		Handbrake:			
Type:	Pressurised with pump, fan, thermostat and pressurised expansion tank.	Mechanical duo - servo drum brake on transfer box rear output shaft.			
Working Pressure:	1.05 kgf/cm ² (15 lbf/in ²)	Drum diameter:			
Thermostat:	Detox engine 88°C	2¼ litre 228.6 mm (9.00 in)			
	Non-detox engines 82°C	3½ litre 184 mm (7.25 in)			
TRANSMISSION		Brake Shoe Width:			
Clutch:	Diaphragm spring, single dry plate.	2¼ litre 44.5 mm (1.75 in)			
Diameter:	2¼ litre - 241 mm (9.5 in)	3½ litre 76 mm (3.00 in)			
	3½ litre - 267 mm (10.5 in)	SUSPENSION			
Main Gearbox:	4 speed and reverse - synchromesh on forward gears.	Semi-elliptic, underslung road springs with hydraulic double acting, telescopic shock absorbers.			
Transfer Gearbox:	2 speed reduction on main gearbox output.	ELECTRICAL			
	2¼ litre : Two/four-wheel-drive control on transfer box output.	Petrol:			
	3½ litre: Front and rear drive permanently engaged via a third differential - locked by a vacuum control switch.	Type: 12-volt negative earth			
		Battery: 58 amp/hour			
		Ignition: Coil			
		Alternator:			
		2¼ litre: 115/34-34 amp output			
		3½ litre: 115/45-45 amp output			
		Starter Motor:			
		2¼ litre: Inertia Type			
		3½ litre: Pre-engaged type			
		Diesel:			
		Type: 12-volt negative earth			
		Battery: 95 amp/hour			
		Ignition: Compression Ignition			
		Alternator:			
		115/34-34 amp output			
		Starter Motor: Pre-engaged type			

TECHNICAL SPECIFICATIONS

CAPACITIES

Cooling System:	2¼ Petrol 8.1 litres (14.25 pt)	3½ Petrol 9.66 litres (17 pt)	2¼ Diesel 7.8 litres (13.75 pt)
Engine Oil: (including filter)	6.85 litres (11.5 pt)	5.96 litres (10.5 pt)	6.85 litres (13.75 pt)
Main Gearbox:	1.5 litres (2.5 pt)	2.6 litres (4.5 pt)	1.5 litres (2.5 pt)
Transfer Gearbox:	2.5 litres (4.5 pt)	3.1 litres (5.5 pt)	2.5 litres (4.5 pt)
Rear Differential:	109'' 2.6 litres (4.5 pt) 88'' 1.75 litres (3 pt)	2.6 litres (4.5 pt)	109'' 2.6 litres (4.5 pt) 88'' 1.75 litres (3 pt)
Front Differential:	1.75 litres (3 pt)	1.53 litres (2.7 pt)	1.75 litres (3 pt)
Fuel Tank:	109'' 68 litres (15 gal) 88'' 45 litres (10 gal)	68 litres (15 gal)	109'' 68 litres (15 gal) 88'' 45 litres (10 gal)

BODY:

All major exterior body panels are made of rust free aluminium alloy which is painted for extra protection. All steel fittings are protected by paint or by galvanising.

88'' SHORT-WHEELBASE WEIGHTS AND DIMENSIONS

	Soft Top				Pick-Up				Hard Top				Station Wagon			
	Petrol		Diesel		Petrol		Diesel		Petrol		Diesel		Petrol		Diesel	
	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Unladen Weight:																
Front Axle	718	1583	747	1647	725	1599	754	1663	713	1572	742	1636	705	1555	734	1619
Rear Axle	580	1279	589	1299	582	1283	591	1303	625	1378	634	1398	713	1572	722	1592
Total	1298	2862	1336	2946	1307	2882	1345	2966	1338	2950	1376	3034	1418	3127	1456	3211
EEC Kerb Weight:																
Front Axle	756	1667	786	1733	763	1682	793	1749	751	1656	781	1722	743	1638	773	1705
Rear Axle	650	1433	661	1457	652	1438	663	1462	695	1532	706	1557	783	1727	794	1751
Total	1406	3100	1447	3190	1415	3120	1456	3211	1446	3188	1487	3279	1526	3365	1567	3456
Gross Vehicle Weight:	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Front Axle	930	2051	930	2051	930	2051	930	2051	930	2051	930	2051	930	2051	930	2051
Rear Axle	1190	2624	1190	2624	1190	2624	1190	2624	1190	2624	1190	2624	1190	2624	1190	2624
Total	2120	4675	2120	4675	2120	4675	2120	4675	2120	4674	2120	4674	2120	4674	2120	4674
Overall length	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in	3.62m	142.56 in
																(excluding spare wheel)
Overall width	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in	1.69 m	66.54 in
Overall height	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in	1.97 m	77.50 in
Wheelbase	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in	2.23 m	88.00 in
Ground clearance	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in	178 mm	7.00 in
Turning circle	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft	11.60 m	38.00 ft

109'' LONG-WHEELBASE WEIGHTS AND DIMENSIONS

	Soft Top				Pick-Up				Hard Top				12 Seater Station Wagon				3020 GVW High Capacity Pick-Up			
	Petrol		Diesel		Petrol		Diesel		Petrol		Diesel		Petrol		Diesel		Petrol		Diesel	
	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
UNLADEN WEIGHT																				
Front axle	785	1733	814	1795	794	1751	823	1815	786	1733	815	1797	788	1737	819	1806	818	1803	831	1832
Rear axle	700	1544	712	1570	694	1530	706	1557	744	1641	756	1667	891	1965	890	1962	744	1640	756	1666
Total	1485	3277	1526	3365	1488	3281	1529	3372	1530	3374	1571	3464	1679	3702	1709	3768	1562	3443	1587	3498
EEC KERB WEIGHT																				
Front axle	811	1788	839	1850	820	1808	848	1870	812	1790	840	1852	814	1795	844	1861	844	1857	856	1883
Rear axle	798	1760	819	1806	792	1746	813	1793	842	1857	863	1903	989	2181	997	2198	842	1852	863	1899
Total	1609	3548	1658	3656	1612	3554	1661	3663	1654	3647	1703	3755	1803	3976	1841	4059	1686	3709	1719	3782
UNLADEN WEIGHT																				
Front Axle	829	1823	—	—	838	1848	—	—	830	1830	—	—	821	1810	—	—	846	1865	—	—
Rear Axle	703	1550	—	—	697	1537	—	—	747	1647	—	—	905	1996	—	—	747	1646	—	—
Total	1532	3378	—	—	1535	3385	—	—	1577	3477	—	—	1726	3806	—	—	1593	3511	—	—
EEC KERB WEIGHT																				
Front Axle	855	1885	—	—	864	1905	—	—	856	1888	—	—	847	1868	—	—	872	1918	—	—
Rear Axle	801	1766	—	—	795	1753	—	—	845	1863	—	—	1003	2212	—	—	845	1859	—	—
Total	1656	3651	—	—	1659	3658	—	—	1701	3751	—	—	1850	4080	—	—	1717	3777	—	—
GROSS VEHICLE WEIGHT	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Front Axle	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205	1000	2205
Rear Axle	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771	1710	3771
Total	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976	2710	5976
Overall length	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in	4.445 m	175.00 in
																				(excluding spare wheel)
Overall width	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in	1.690 m	66.54 in
Overall height	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in	1.980 m	78.00 in
Ground clearance	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in	209 mm	8.25 in
Wheelbase	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in	2.768 m	109.00 in
Turning circle	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft	14.3 m	47 ft

Note: Unladen weight is the minimum vehicle specification – excluding fuel and driver.

EEC kerb weight is the minimum vehicle specification – plus full fuel tank and 75 kg (165 lb) driver.

Gross vehicle weight is the maximum all-up weight including driver, passengers, payload and equipment.

Note: For sustained cross country use the Gross Vehicle Weight must be reduced by 90 kg (off the rear axle).

Maximum Permissible Towed Weights

Trailers without brakes

Trailers with overrun brakes

4-wheel trailers with continuous or

semi continuous brakes, i.e.

coupled brakes

On-road

kg lb

500 1100

2000 4400

4000 8800

3000 6600

1000 2200

1000 2200

1000 2200

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