



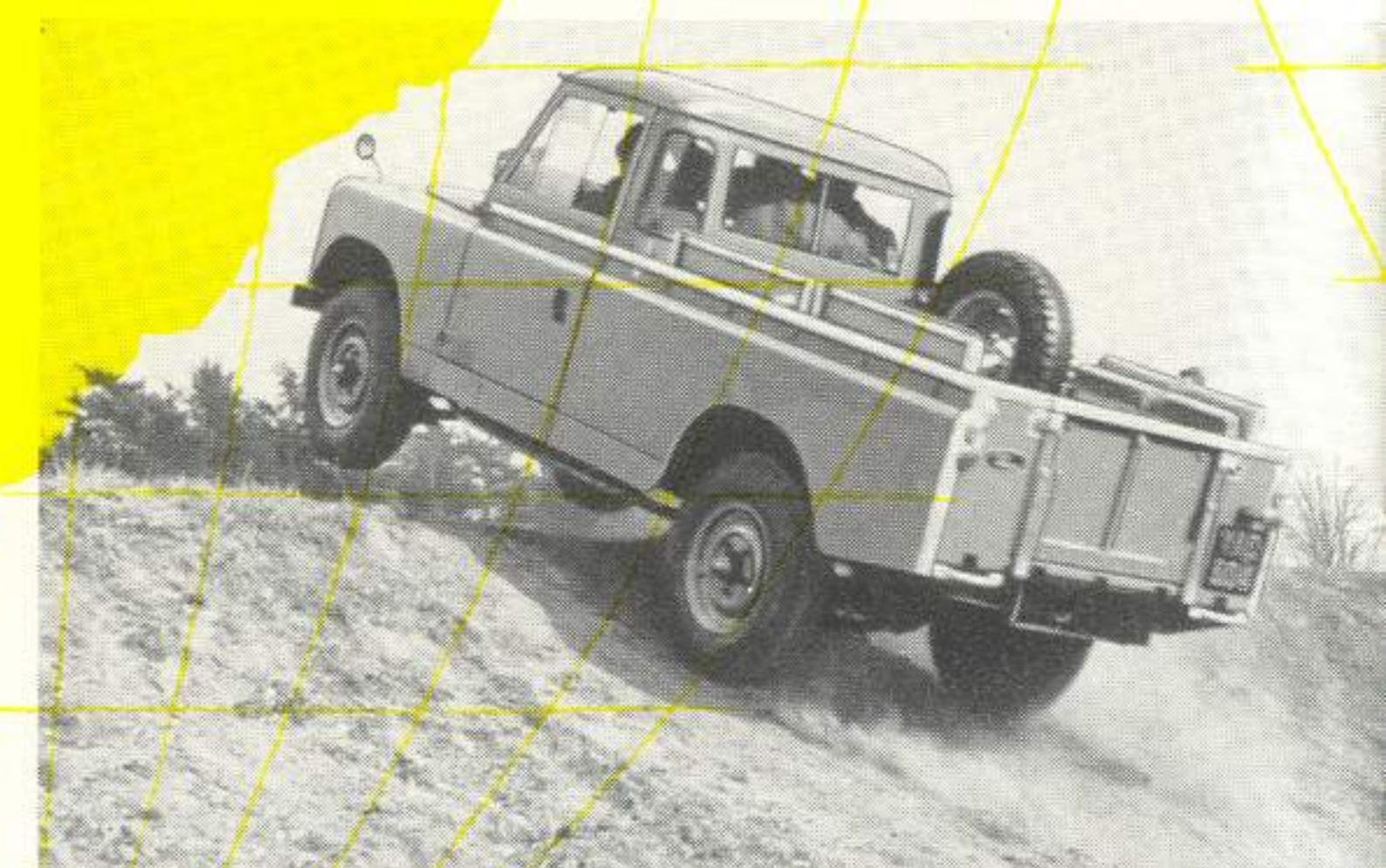
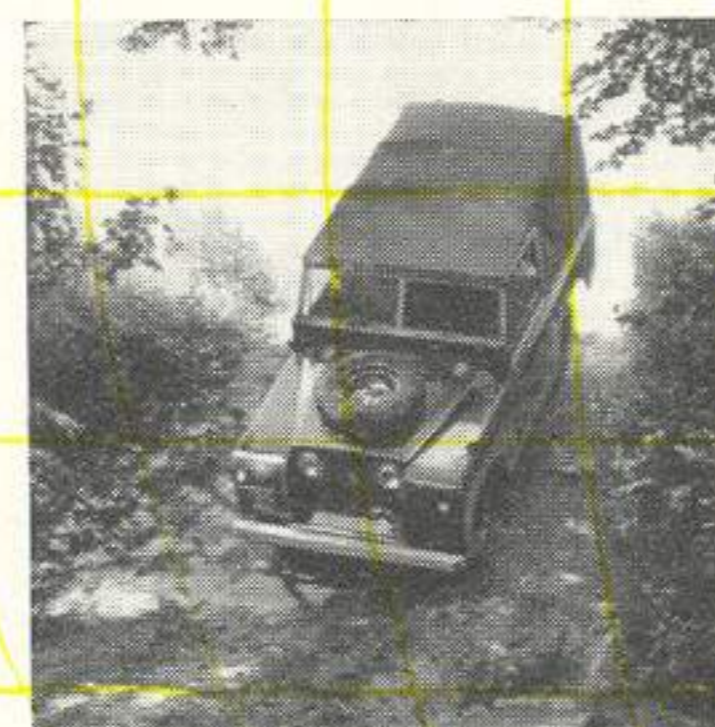
**LAND-
ROVER**

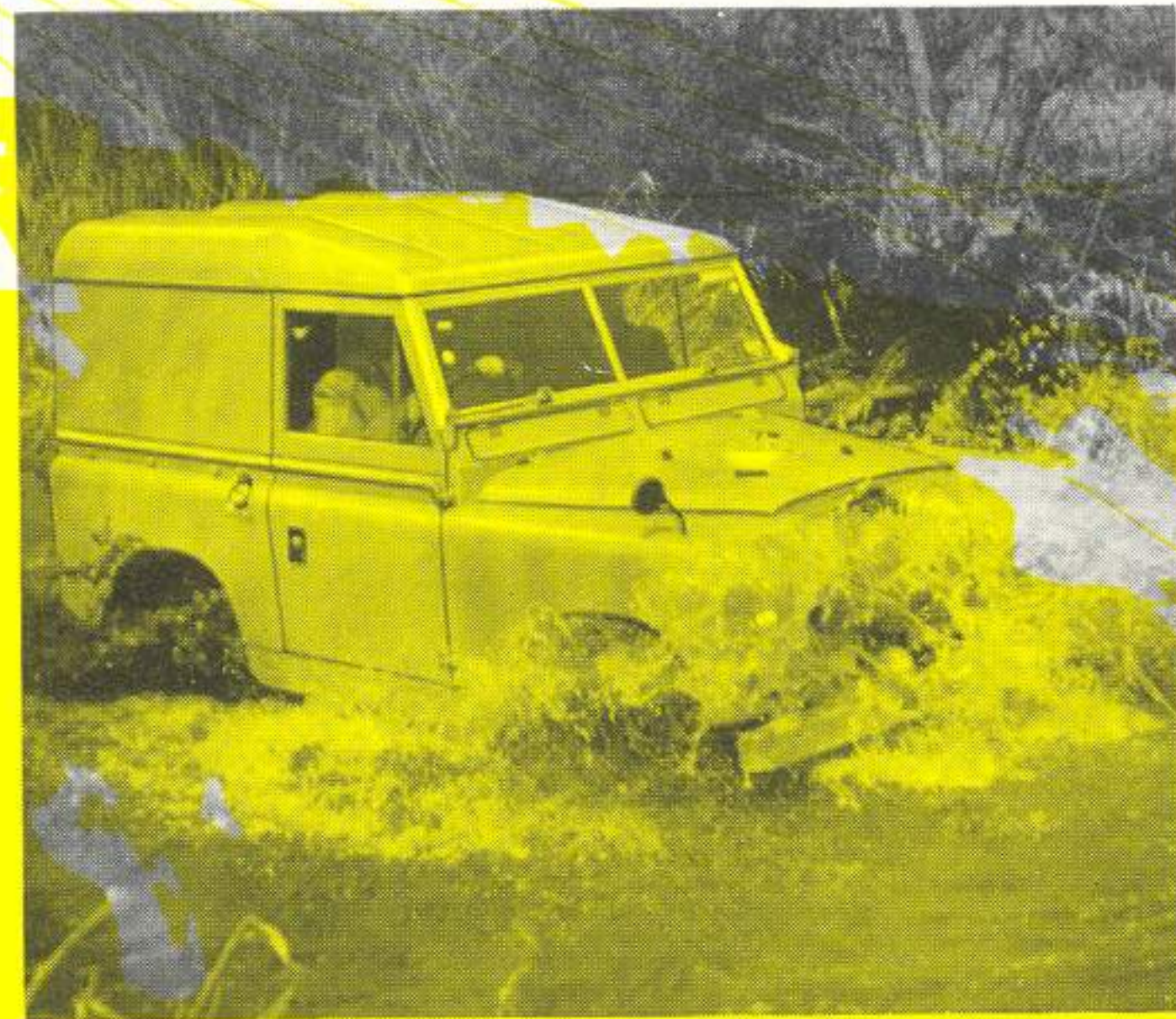
**the
world's
most
versatile
vehicle**

LAND-ROVERS have now completed over twelve years' uninterrupted operation on and off the roads of the world. During this time they have built up a record of unremitting service that can never be equalled, while their numberless activities in undeveloped territories have become legendary. Ruggedly built and powerful, Land-Rovers will outlast any similar type of vehicle, their strong box-section chassis and alloy bodywork being proof against the ravages of rough and tumble operation in all weathers and climates. There is no substitute for the four-wheel drive Land-Rover, the world's most versatile vehicle.

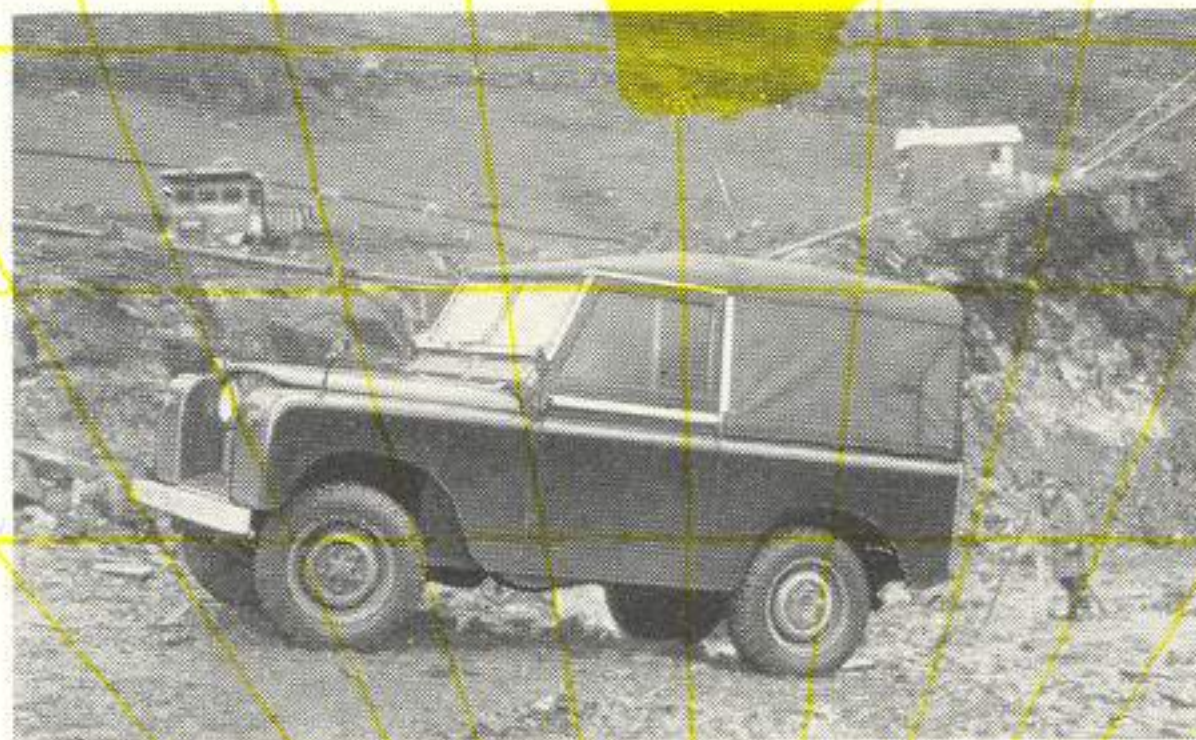


LAND-ROVER — the greatest

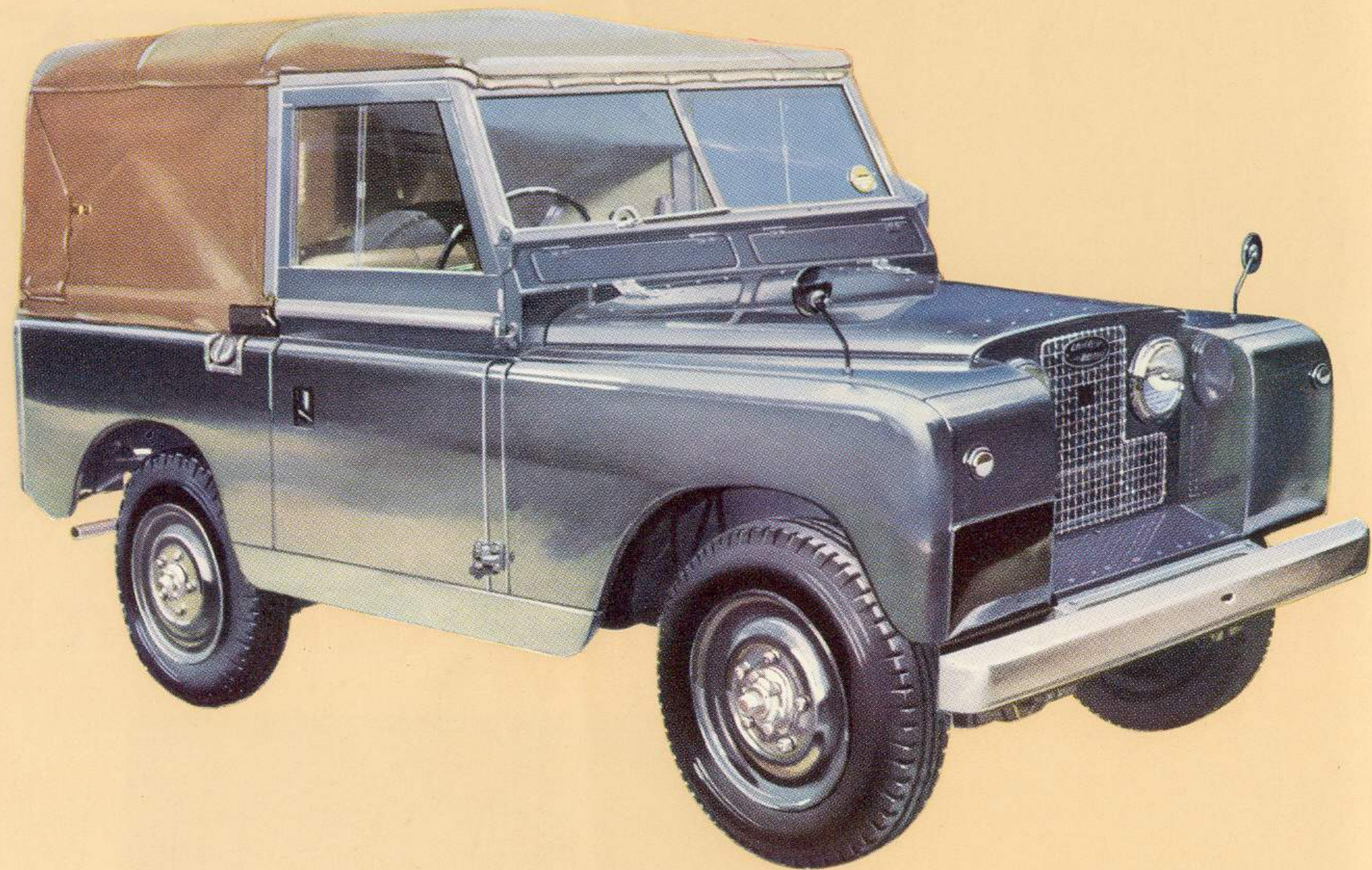




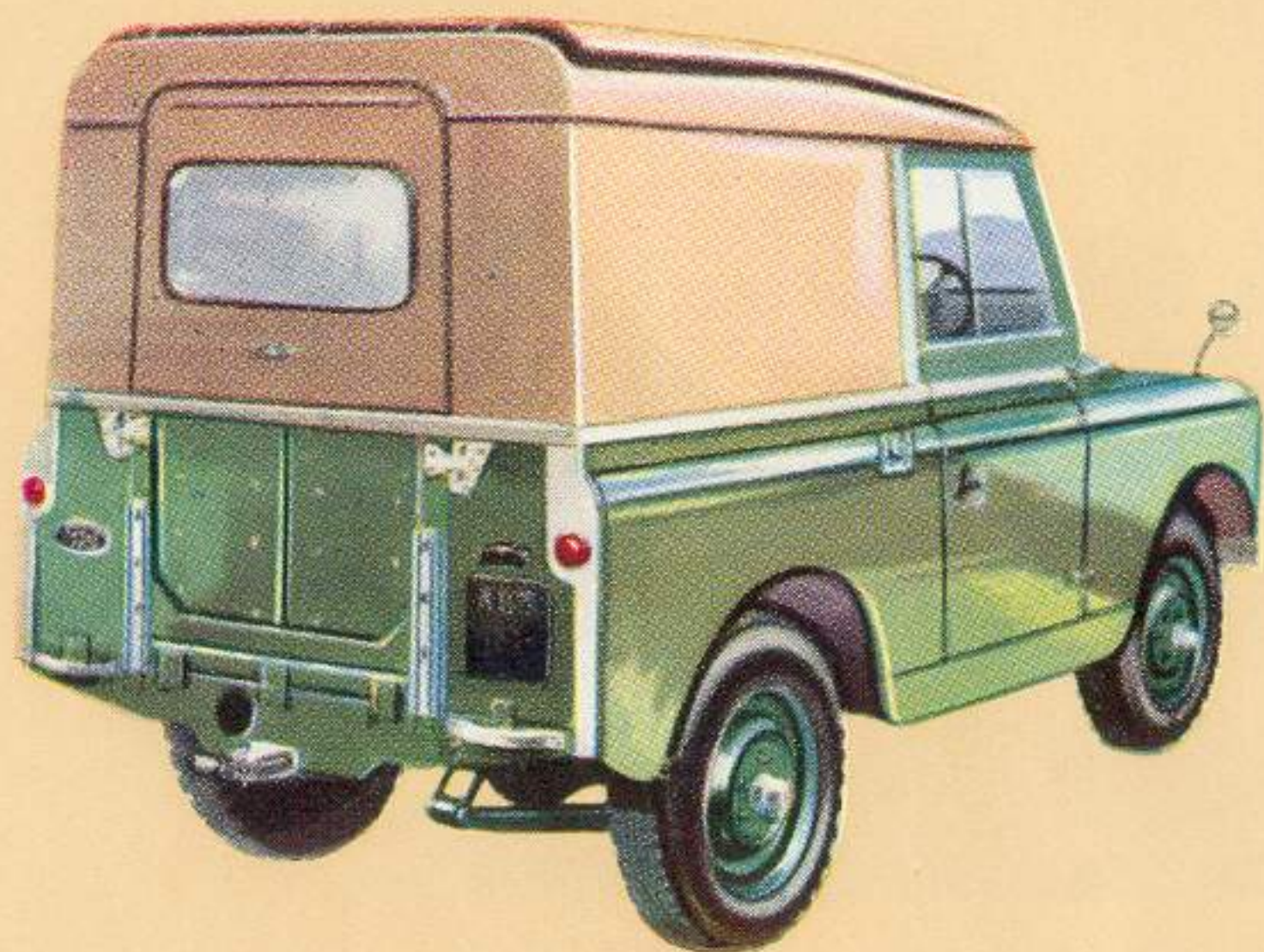
name in four-wheel drive vehicles



The Regular Land-Rover is the go-anywhere "maid of all work" of the range. In standard trim it is provided with a completely weather-proof canvas hood and glass door windows, while among a variety of optional body extras are included a truck cab giving excellent all-round visibility, and a detachable hard-top. Hard-tops with side windows may be supplied for Export.



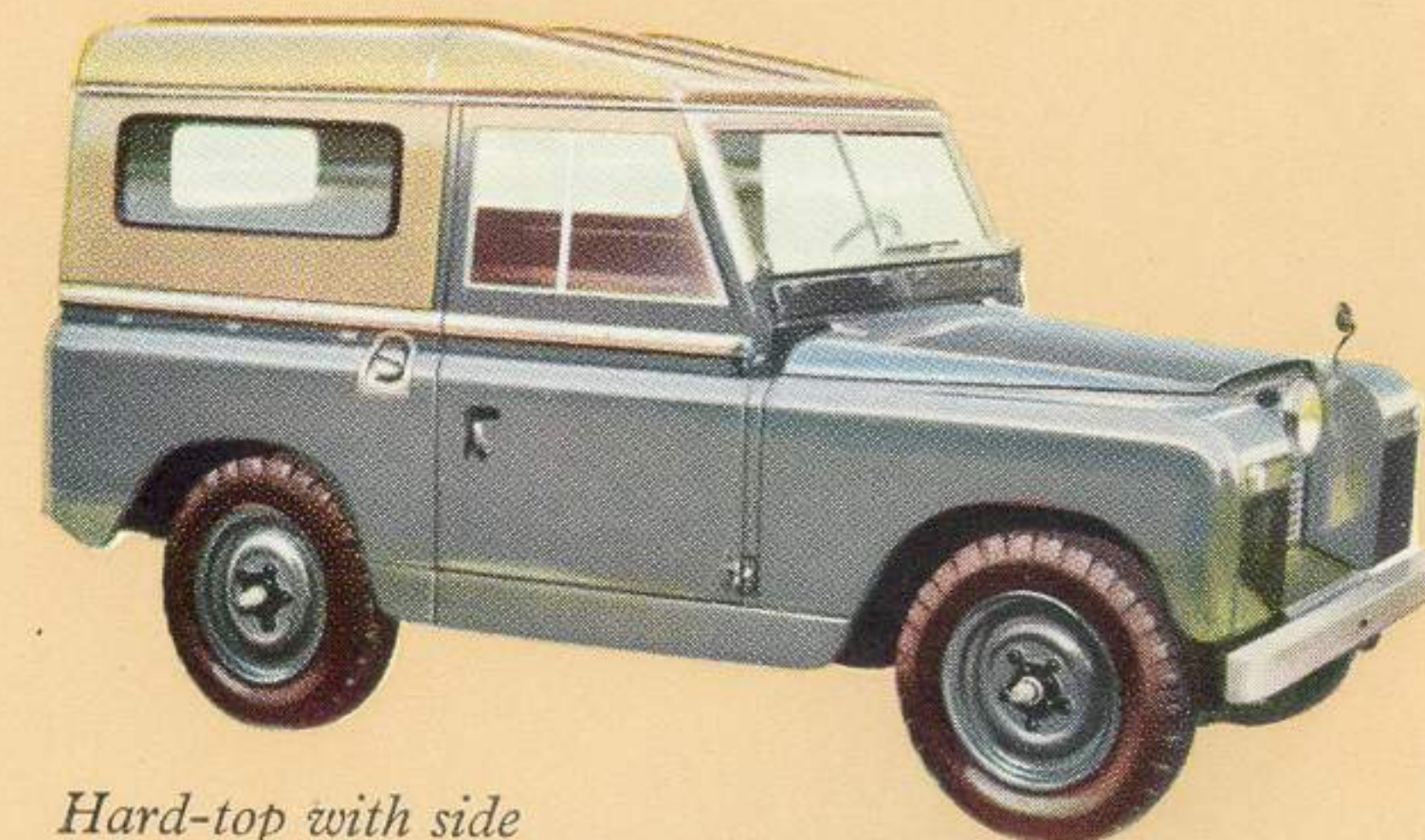
The Regular Land-Rover



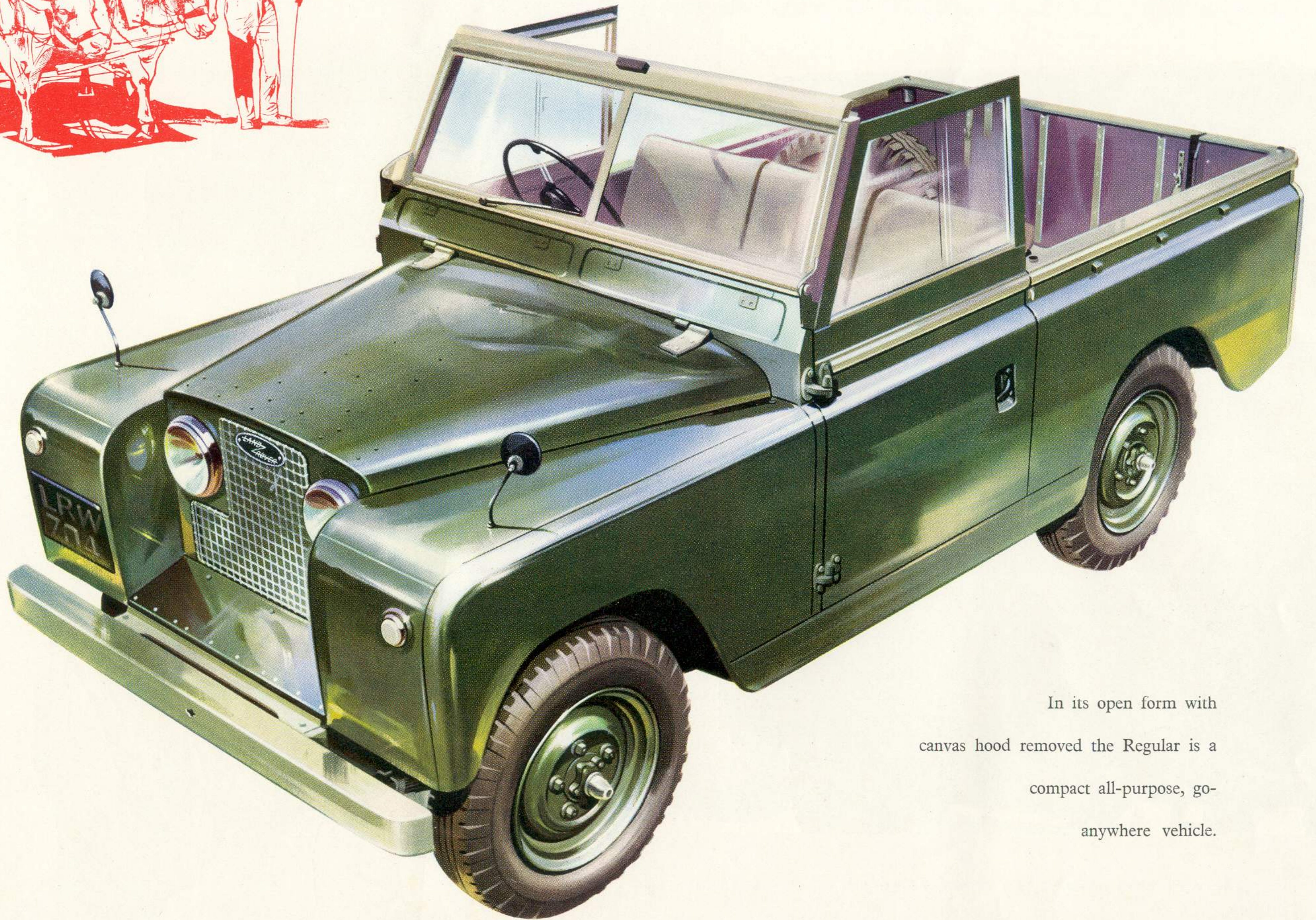
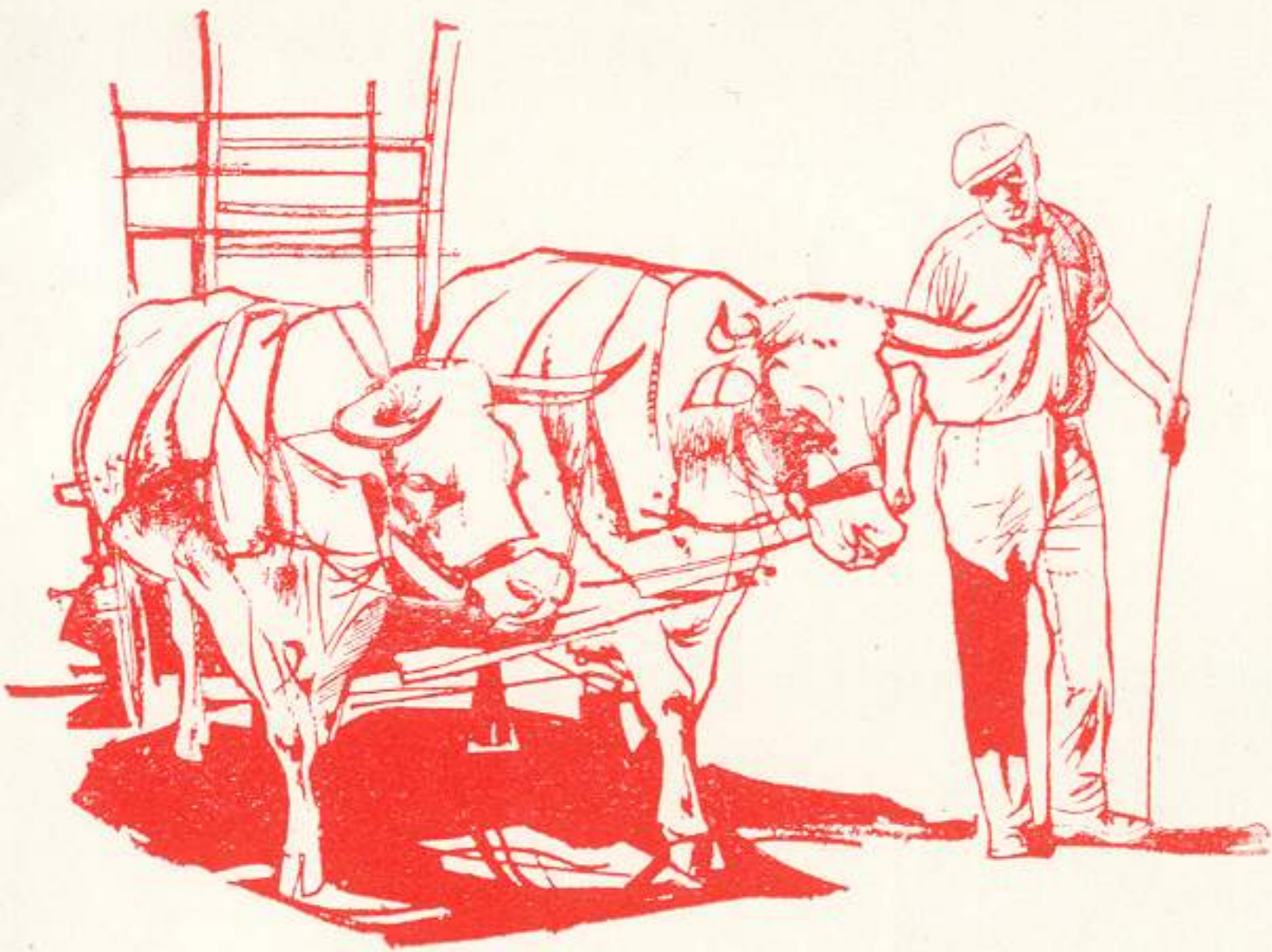
The detachable hard-top



Regular with truck cab

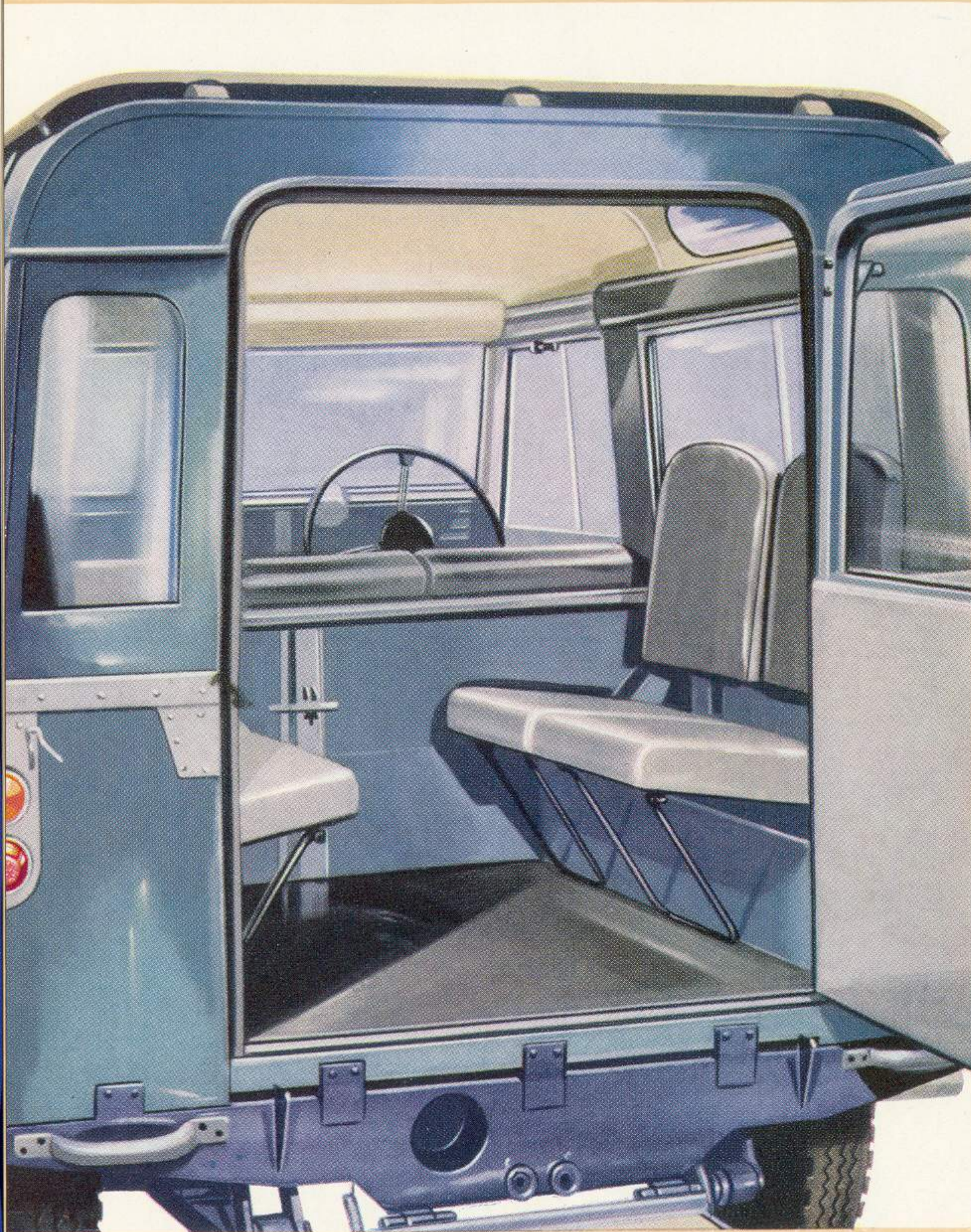


Hard-top with side windows for Export



In its open form with
canvas hood removed the Regular is a
compact all-purpose, go-
anywhere vehicle.

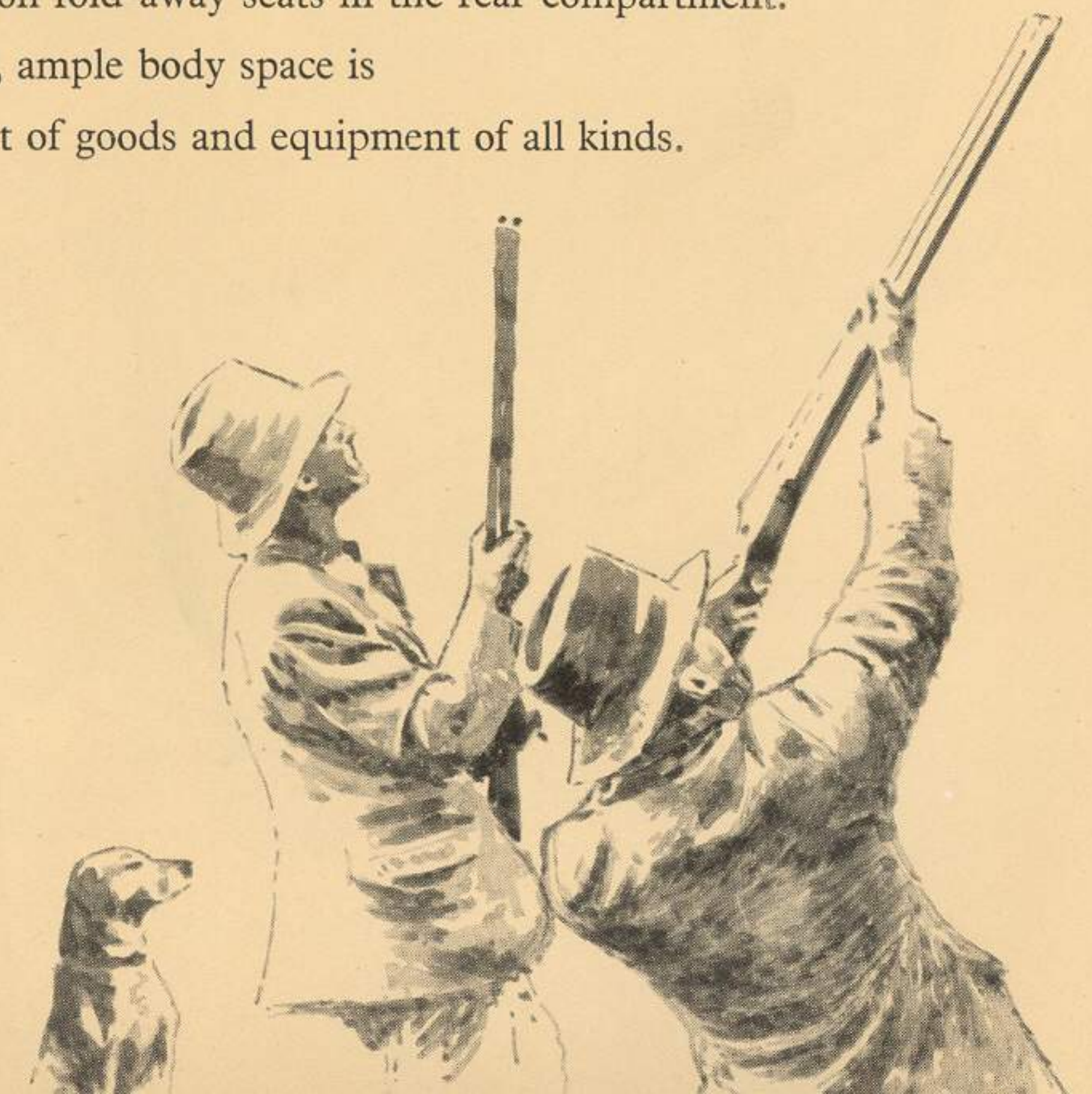
The Land-Rover Regular Station Wagon

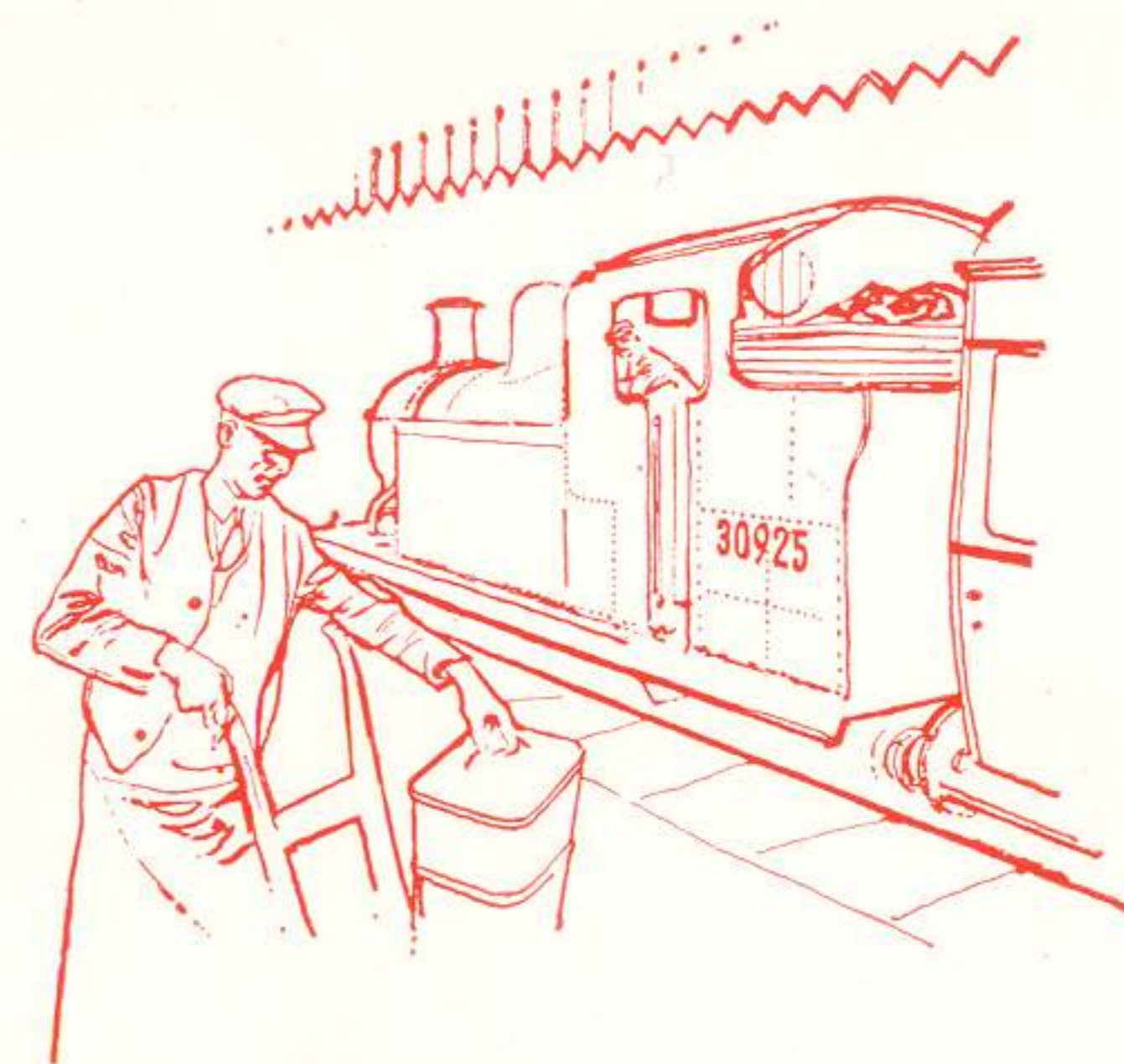


The body is easily accessible from the rear of the vehicle

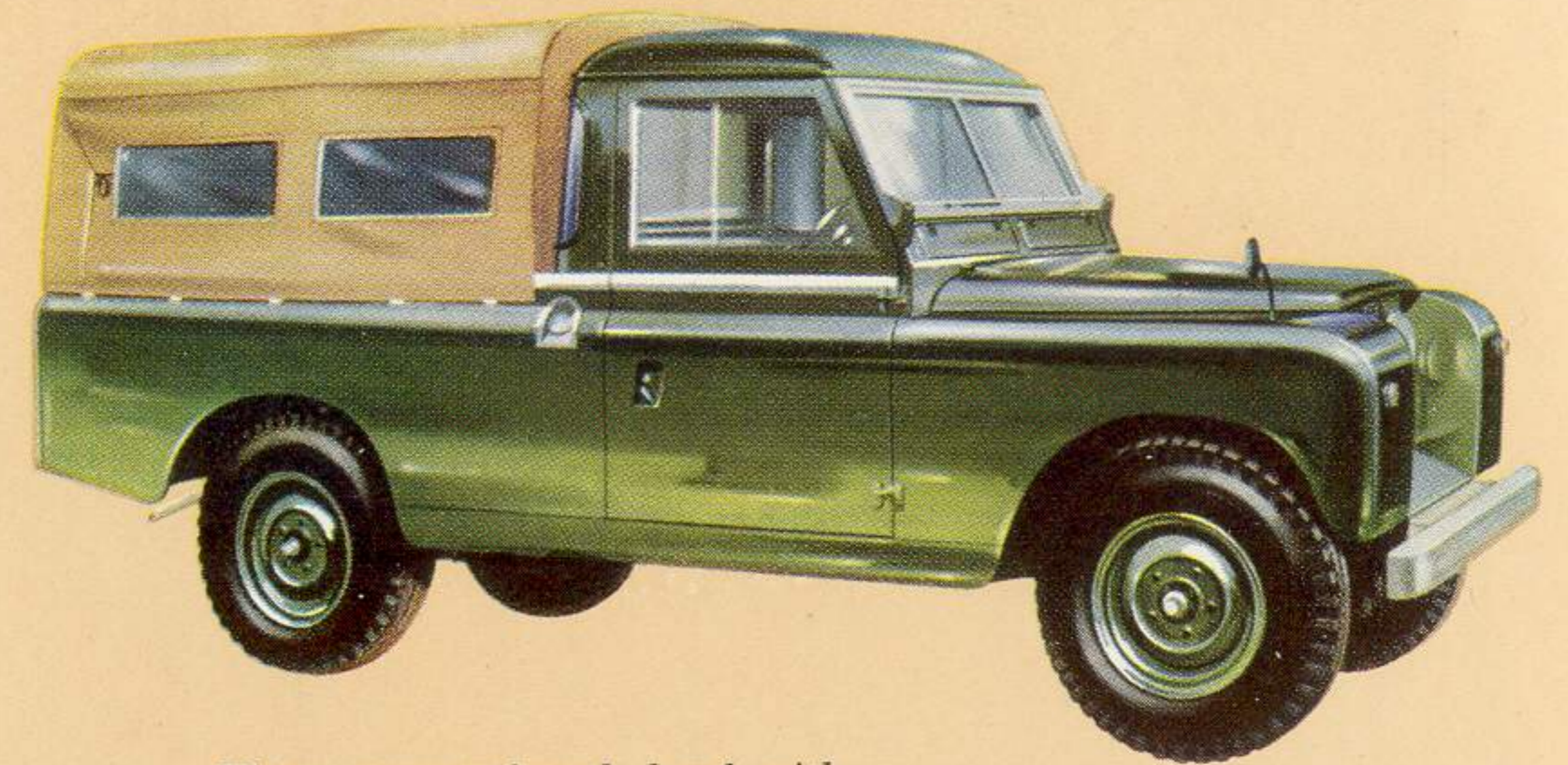


As an alternative passenger or goods-carrying vehicle the seven-seater Land-Rover Regular Station Wagon has tremendous appeal in territories where tough and exacting conditions are likely to be met. As a personnel carrier it will accommodate three people in front and four on fold-away seats in the rear compartment. With the seats folded up, ample body space is available for the transport of goods and equipment of all kinds.





Of greater carrying capacity than the Regular but having the same cross-country mobility and versatility is the Long Land-Rover. For off-the-road work a load of 1,800 lb. can be carried in the capacious body in addition to the driver and two passengers, while on journeys using more reasonable surfaces a payload of 2,000 lb. can be dealt with. The full-view truck cab is fitted as standard, and a selection of body covers is available at extra cost.



*Three-quarter length hood with
side windows for Export*

The Long Land-Rover



Full length canvas hood



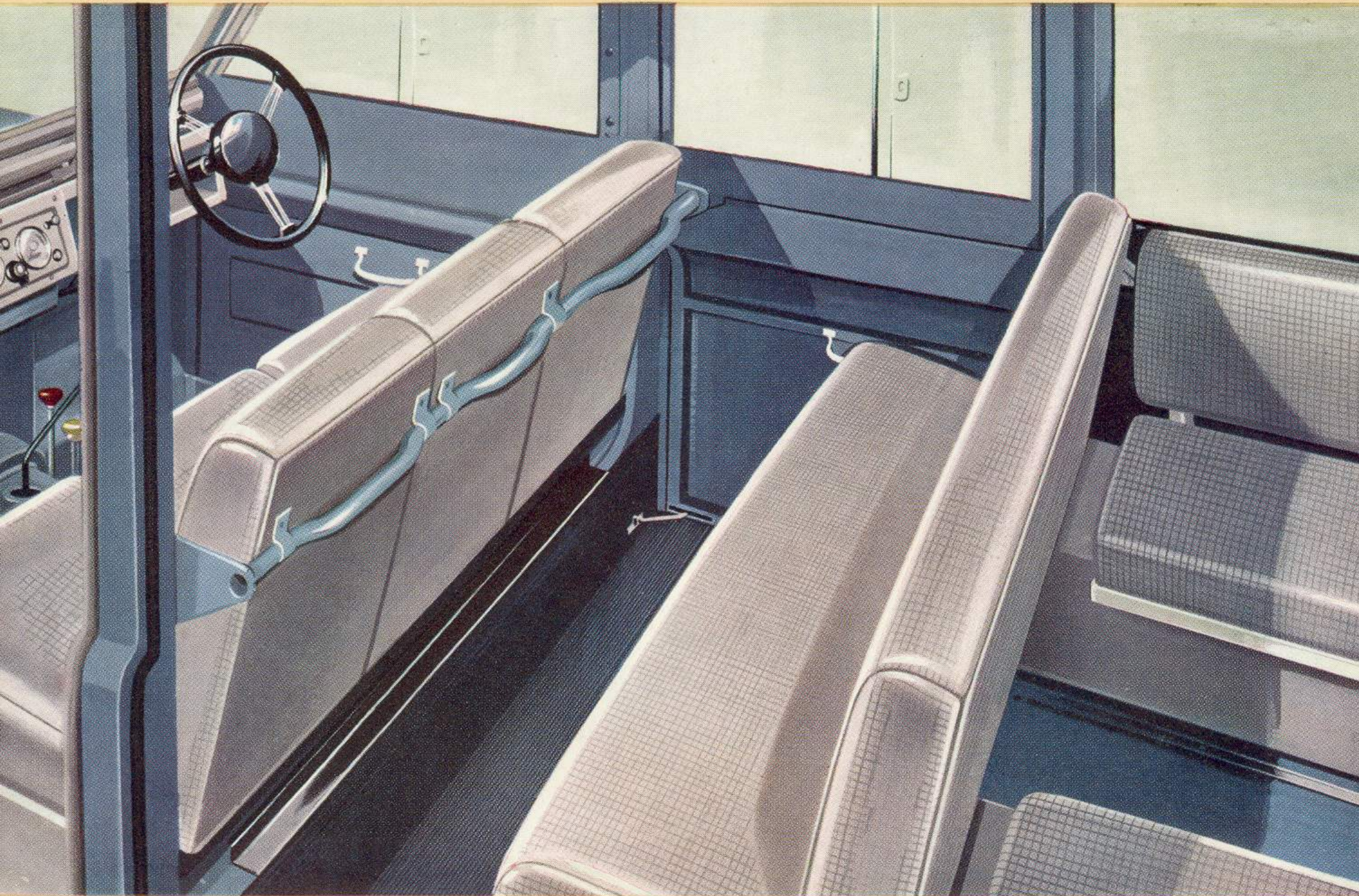
Three-quarter length hood



The Long Land-Rover in standard open form is shown here. Various body covers, including a hard-top, are available as optional extras.



The Land-Rover Long Station Wagon



Based on the 109-inch wheelbase chassis the Long Station Wagon is a ten-seater, go-anywhere personnel carrier.

The seating arrangement provides accommodation for three people in front, three on the back seat and four, facing inward, on additional seats fitted to the rear wheel boxes. If the wheel box seats are folded up and the back seat is lowered right forward the whole body is available for load carrying.



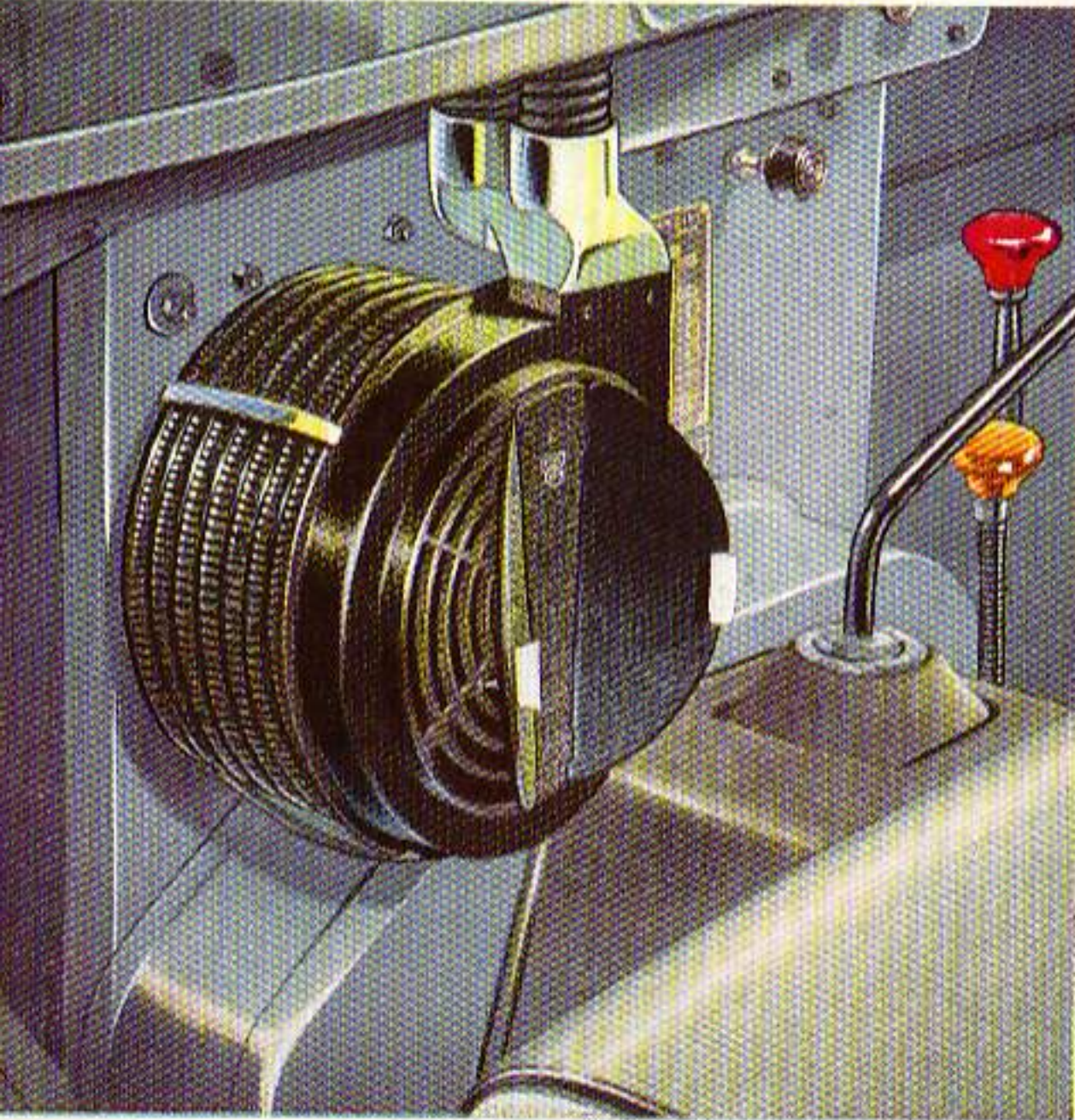


Like all Land-Rovers the Long Station Wagon has four-wheel drive, and affords an ideal means of carrying personnel or equipment over difficult country. Its possibilities are numerous ; airport, oilfield, survey and safari duties providing exceptional scope for its versatility and powers of progress.

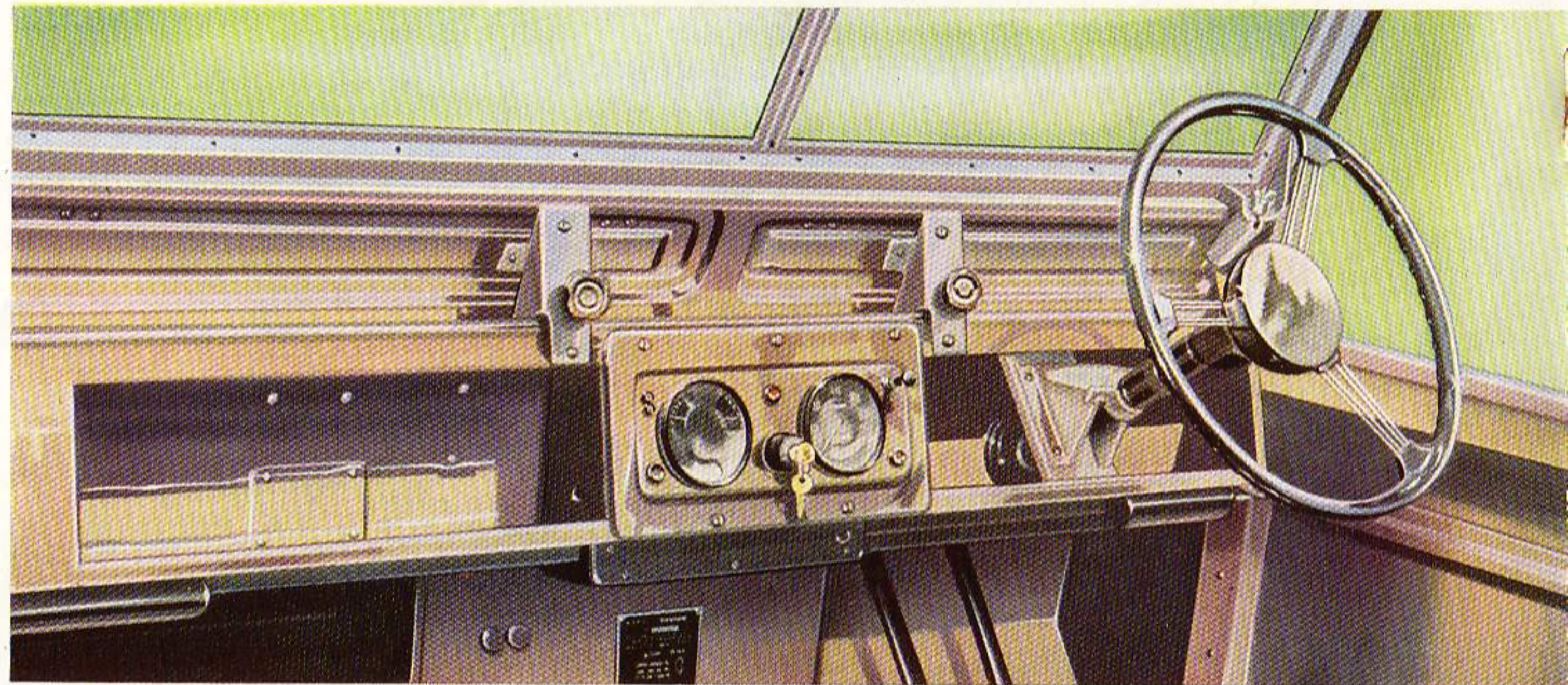
A heater of the recirculatory type can be supplied as an optional extra.

Fitting neatly under the dash it will operate efficiently and give ample warmth in even the coldest weather.

Attachments provide for windscreen defrosting.

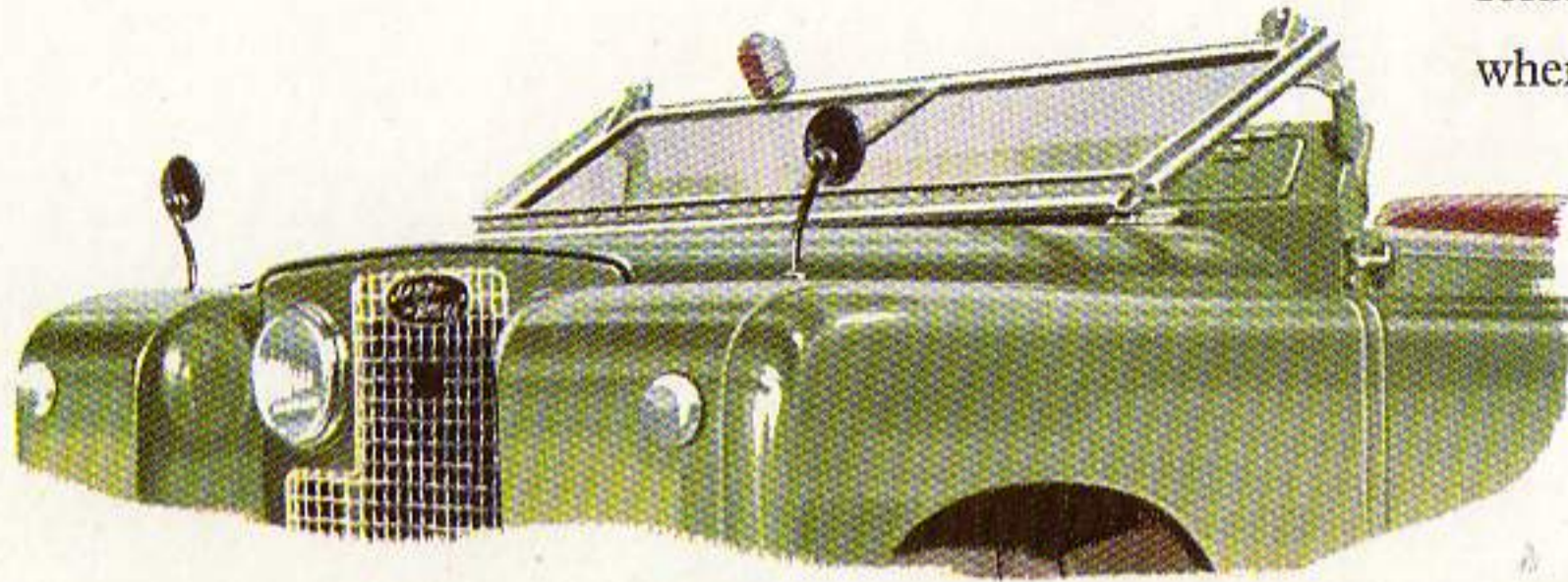


The centrally mounted instruments may be read at a glance, while open compartments on either side of the panel offer very useful storage space for small items. Under the windscreen, two panels which can be opened or closed at will, provide for controlled fresh-air ventilation.



sensibly designed body features

The windscreen may be folded forward out of the way when required.



Seating for four people can be fitted on the wheel boxes as an optional extra. The spare wheel is normally secured in the body but a special bonnet with spare wheel mounting can be supplied at extra cost if additional body space is required.



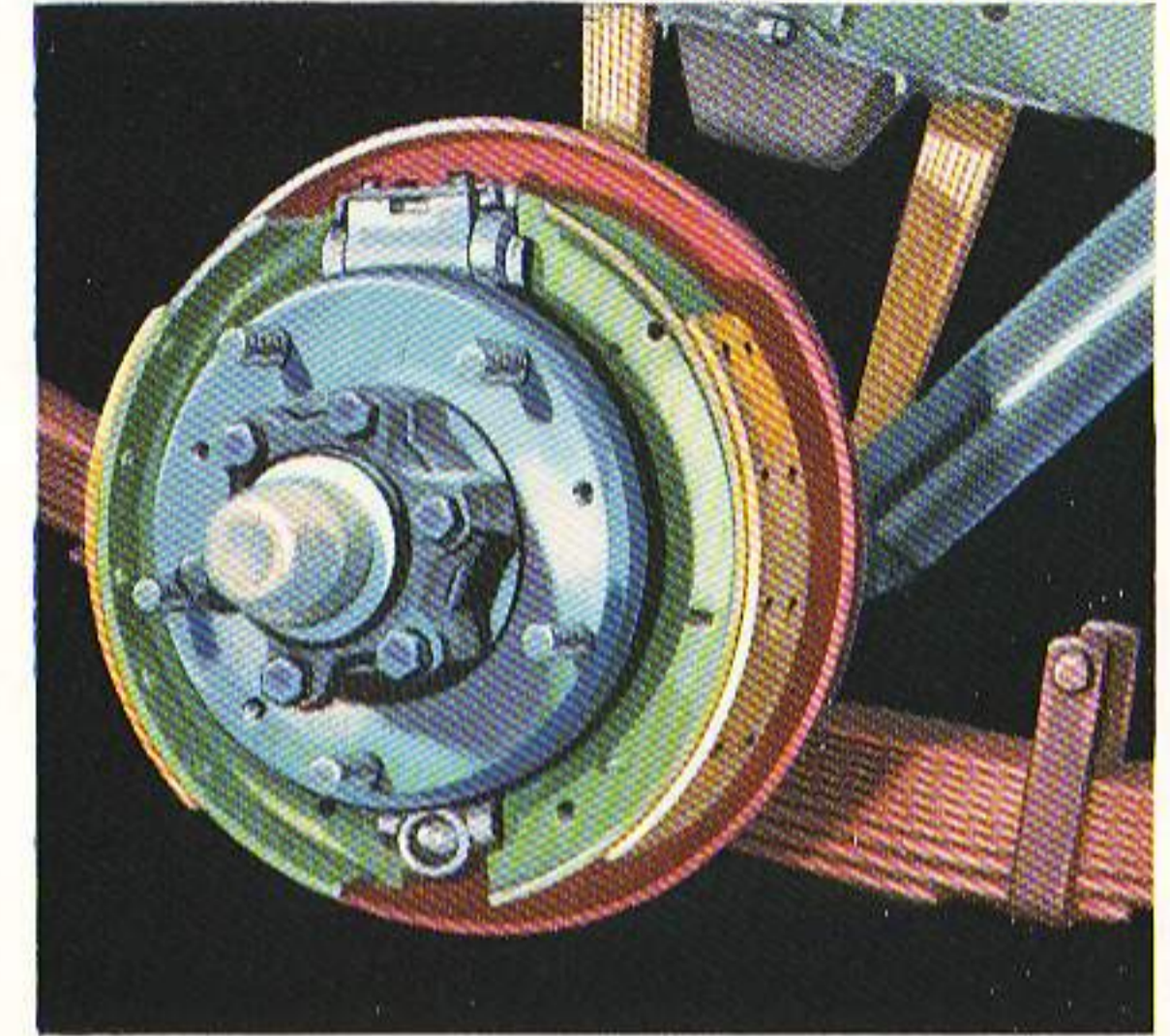
Excellent accommodation for three people is provided in the driving compartment of all Land-Rovers. It is completely weather-proof, dust- and draught-free.

Deep cushions give an exceptional degree of riding comfort, the driver's seat being adjustable fore and aft on Long models. A de-luxe cab, which is optionally available in Long Land-Rovers, has trimmed door casings and carpets as additional refinements.

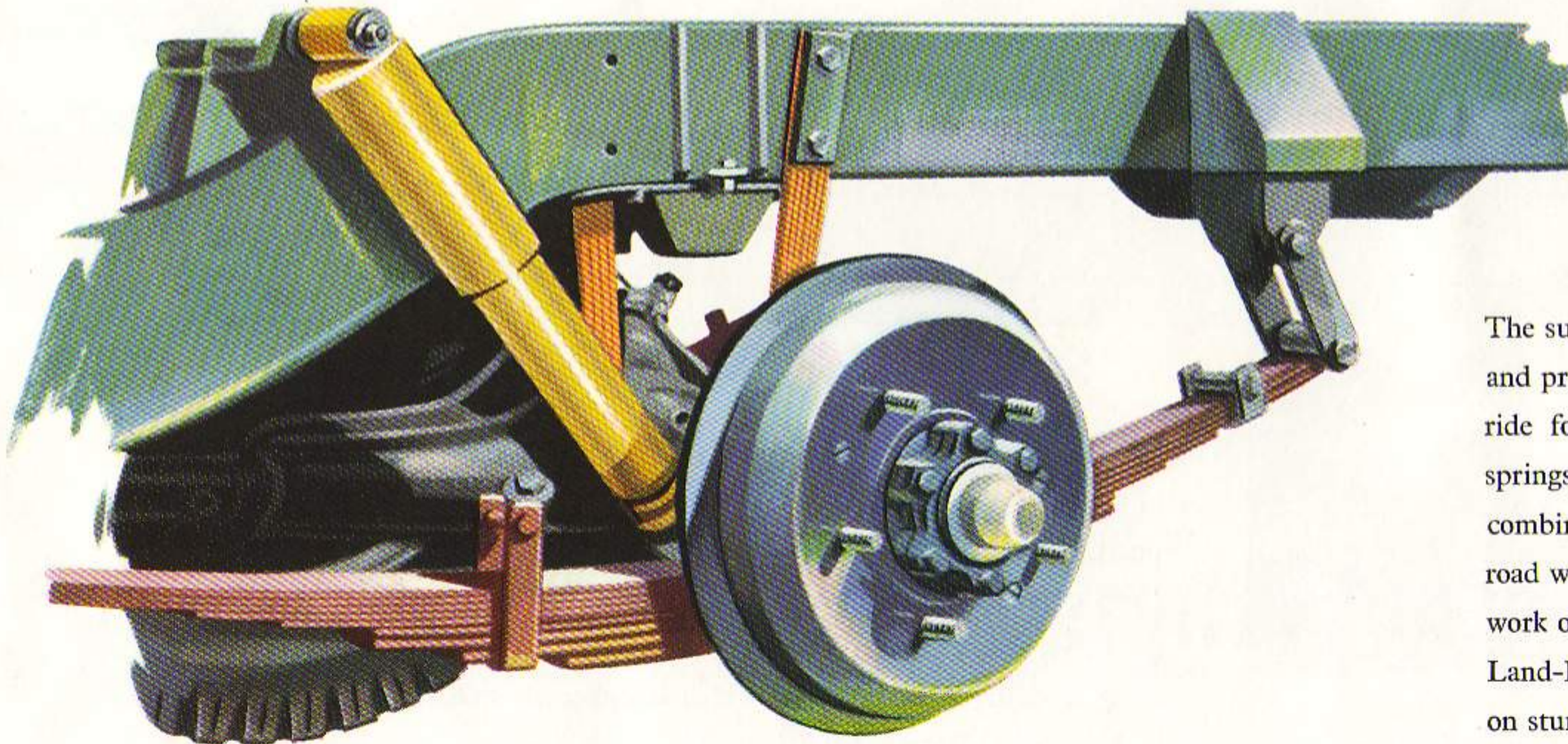


safe stopping power

Land-Rovers are fitted with powerful hydraulic brakes, two leading shoes being used on Long models. The pendant pedal requires only light pressure, and a mechanically actuated handbrake operates on the transmission shaft to the rear axle.



strength and stability



The suspension system gives immense stability and provides an extremely well-balanced ride for driver, passenger and load. Land-Rover springs are specially graded to combine the riding qualities required for normal road work with ample toughness for hard work over the roughest ground. On the Long Land-Rover rear springs are mounted on sturdy outrigger brackets.

LAND-
ROVER

rugged chassis construction

W. HOLLOWAY & SONS LTD.

MOTOR ENGINEERS

26-30 SIDBURY

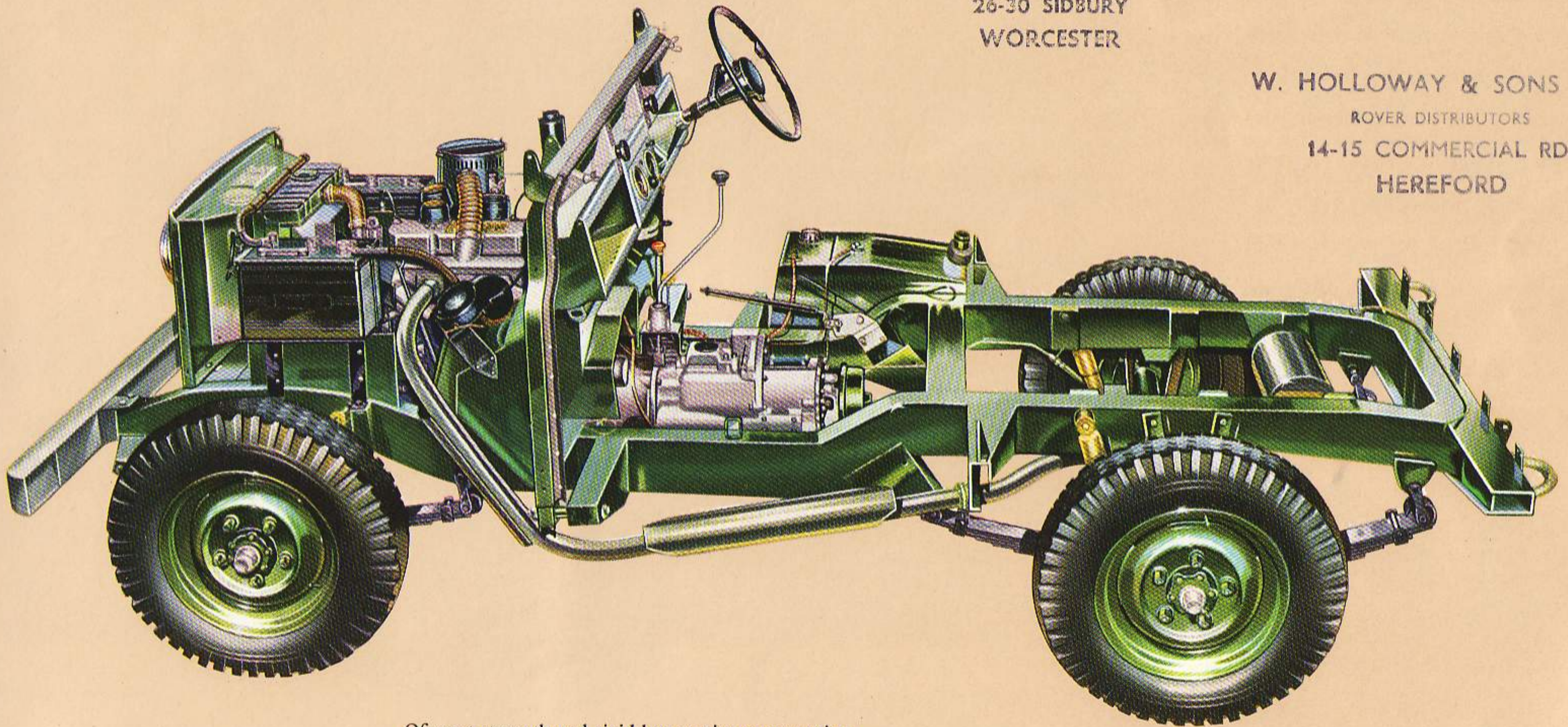
WORCESTER

W. HOLLOWAY & SONS LTD.

ROVER DISTRIBUTORS

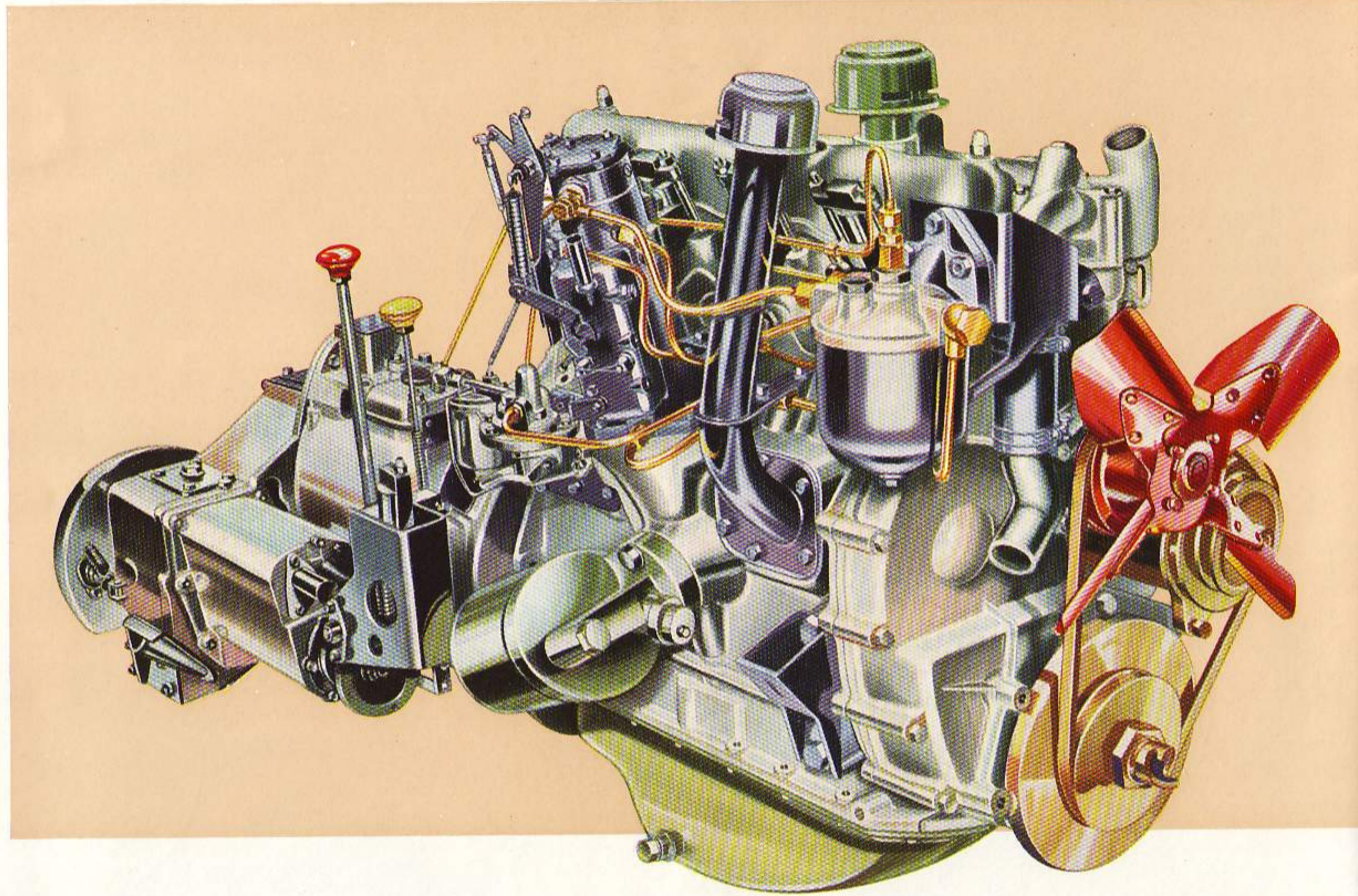
14-15 COMMERCIAL RD.

HEREFORD

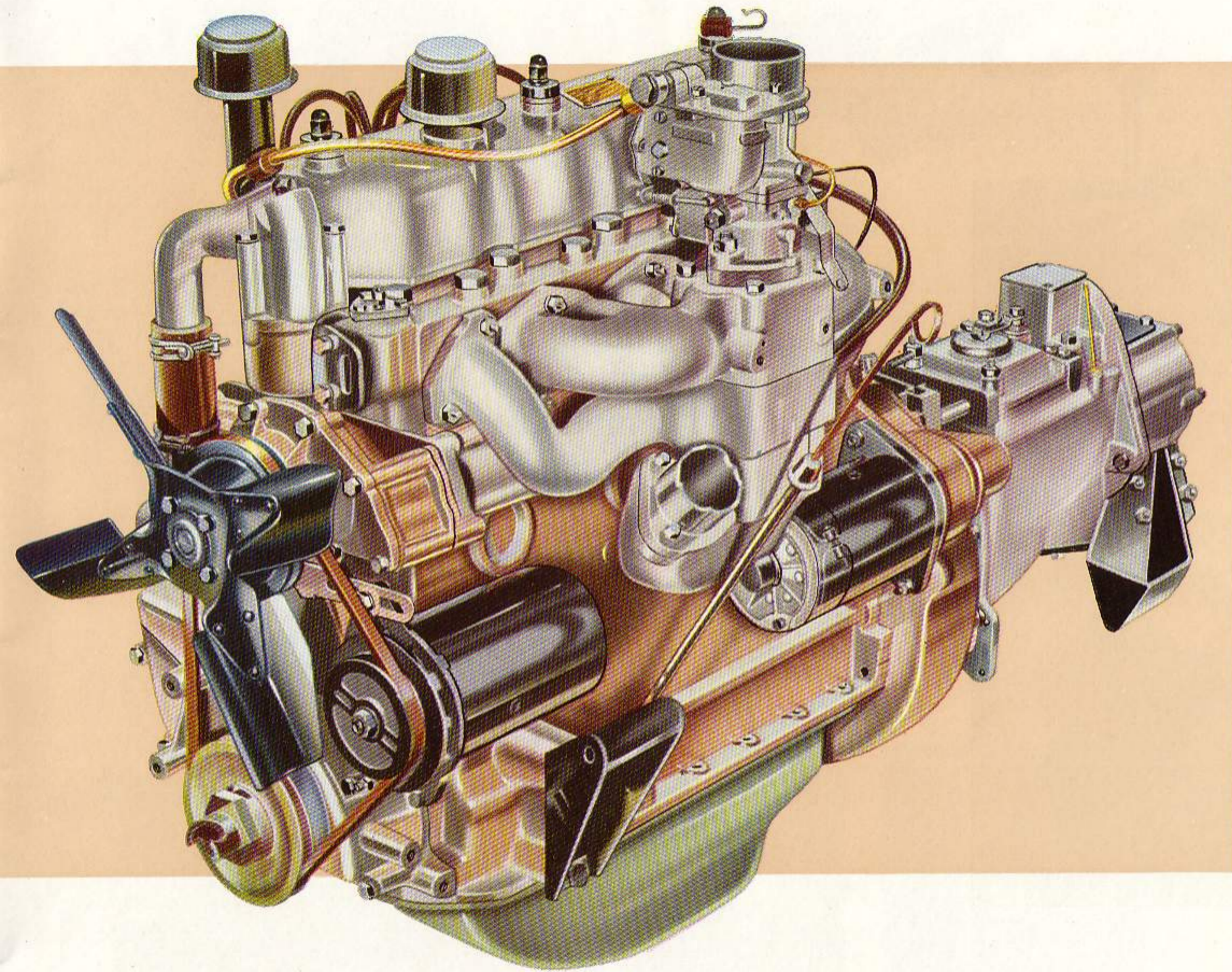


Of great strength and rigid box-section construction, the Land-Rover chassis will stand up to any strain or stress occasioned by the vehicle's go-anywhere, do-anything duties. During the dipping process, paint flows throughout the inside of the frame as well as over its outside surface to give maximum resistance to corrosion. The whole unit is of straightforward design affording exceptional ease of maintenance. The diesel-engined Regular chassis is illustrated.

The 2-litre diesel engine of Rover design and construction gives further versatility to the Land-Rover by increasing its efficiency and economy in conditions favouring diesel operation. A truly rugged, four-cylinder unit, the Rover diesel engine develops 51 b.h.p. at 3,500 r.p.m. Its speed range is sufficiently close to that of the Land-Rover petrol engine to enable the same transmission units to be used.



DIESEL *Power* for long range economy



The 2 $\frac{1}{4}$ -litre overhead valve petrol engine develops 77 b.h.p. at 4,250 r.p.m. and has a torque of 124 lb. ft. at 2,500 r.p.m. Thus, there is abundant power available for vehicle operation, hauling trailers or driving machinery. Power that is smooth and willing for normal work ; slogging, determined power for tough assignments. This is an outstandingly reliable engine, its robust construction giving it a long and trouble-free life.

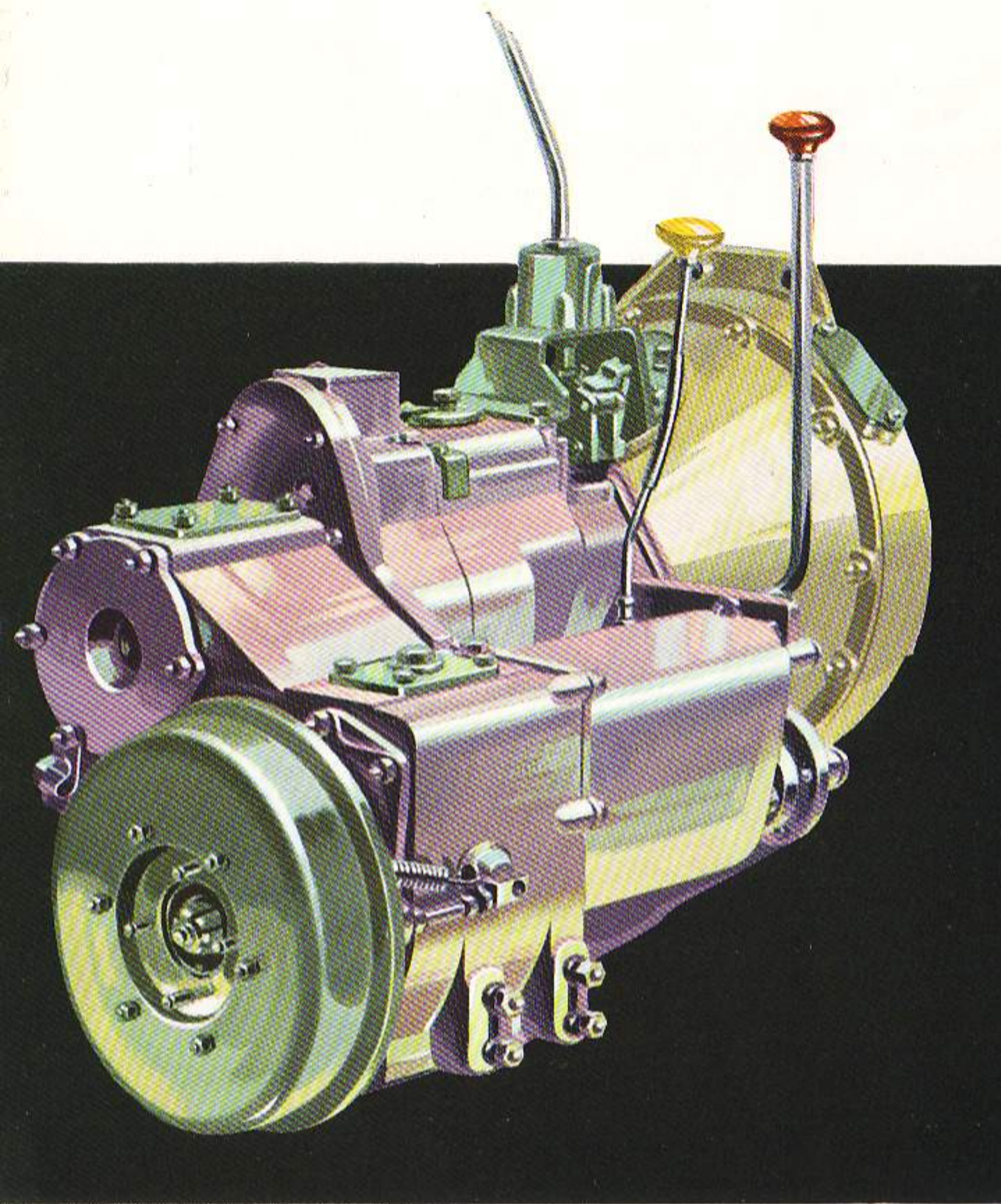
PETROL

Power

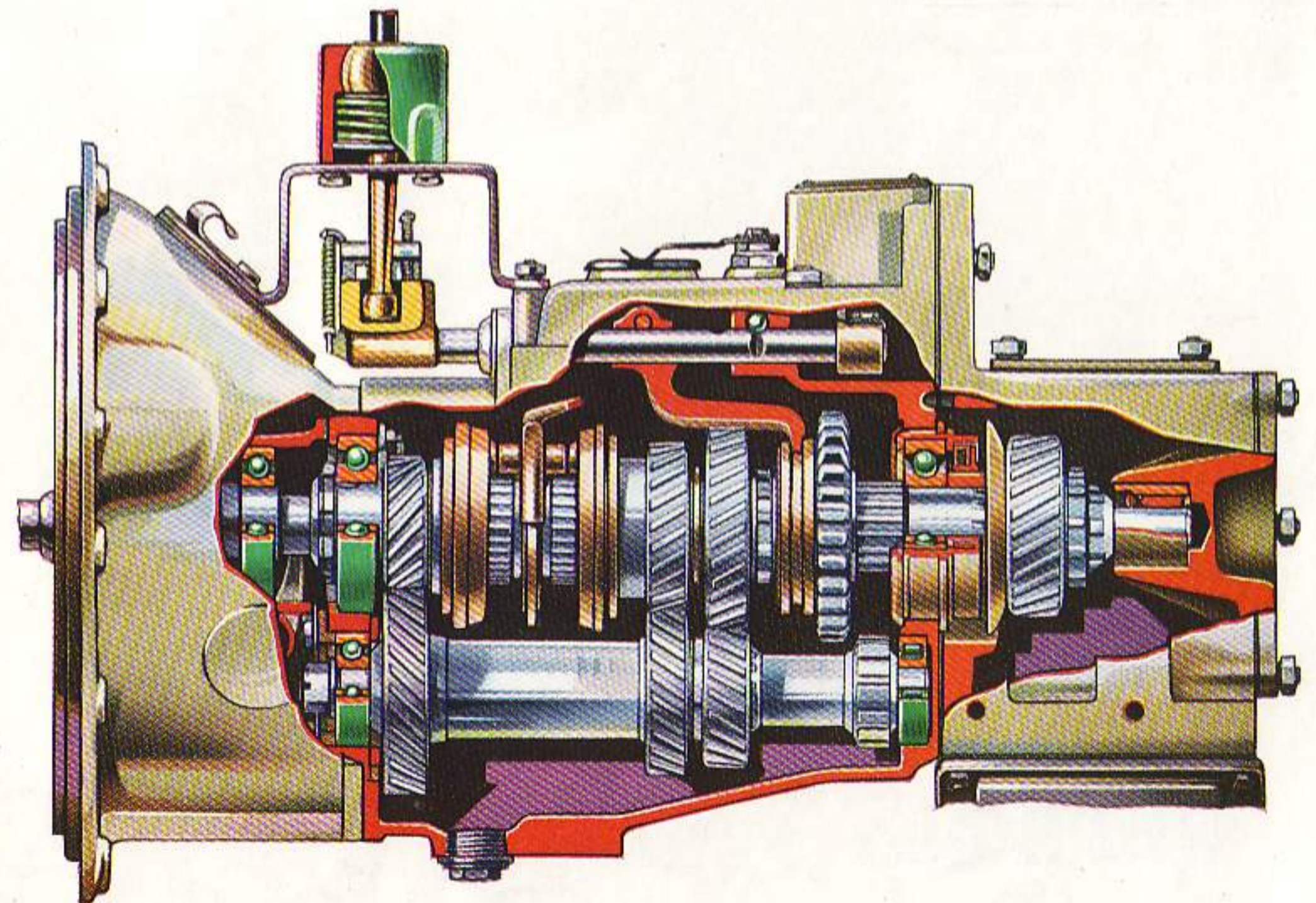
to go anywhere

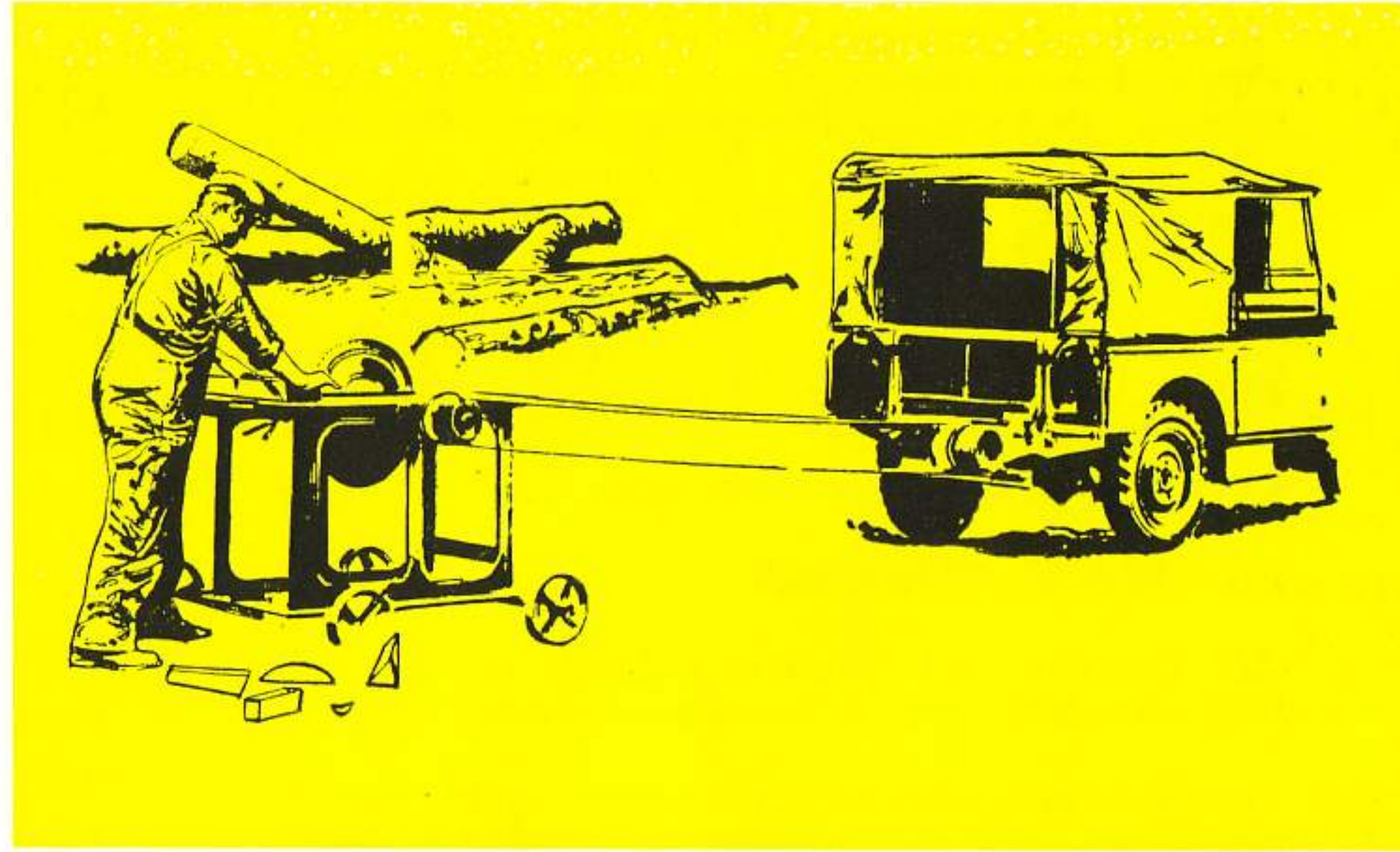
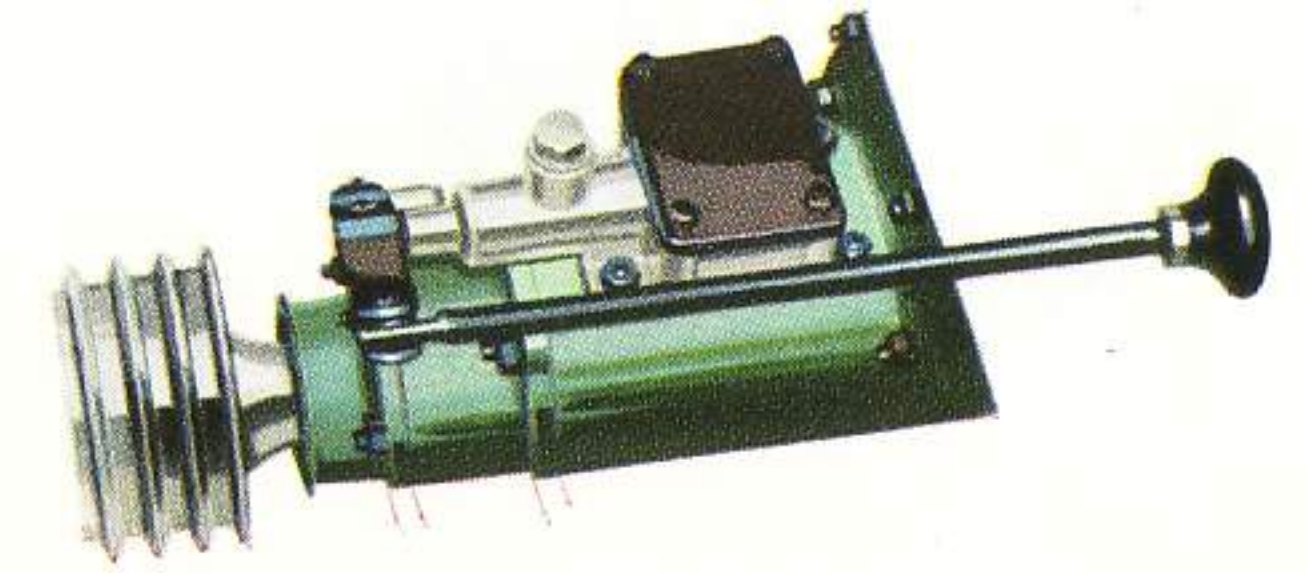
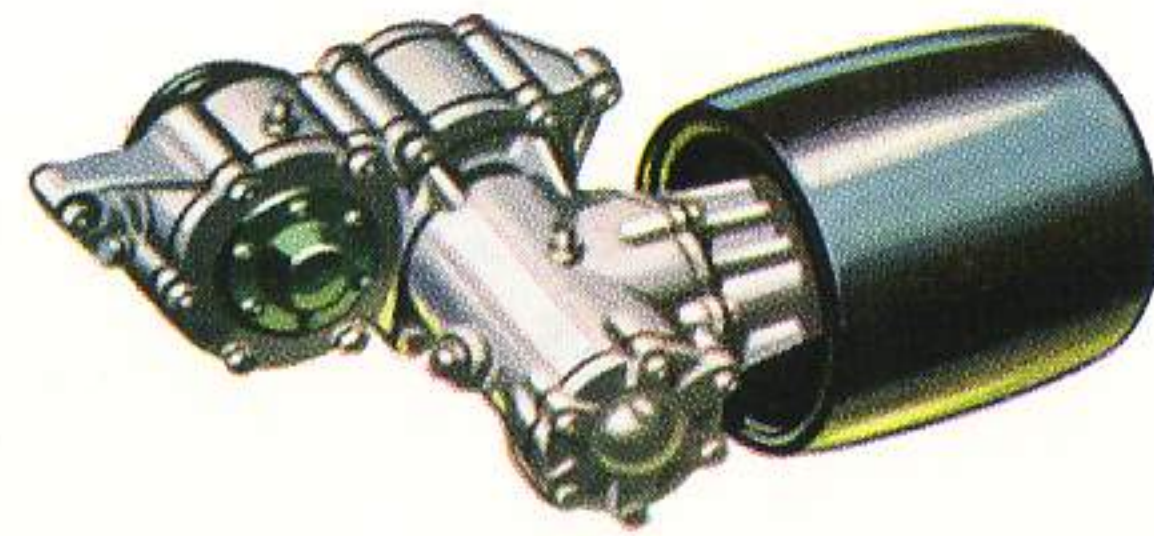
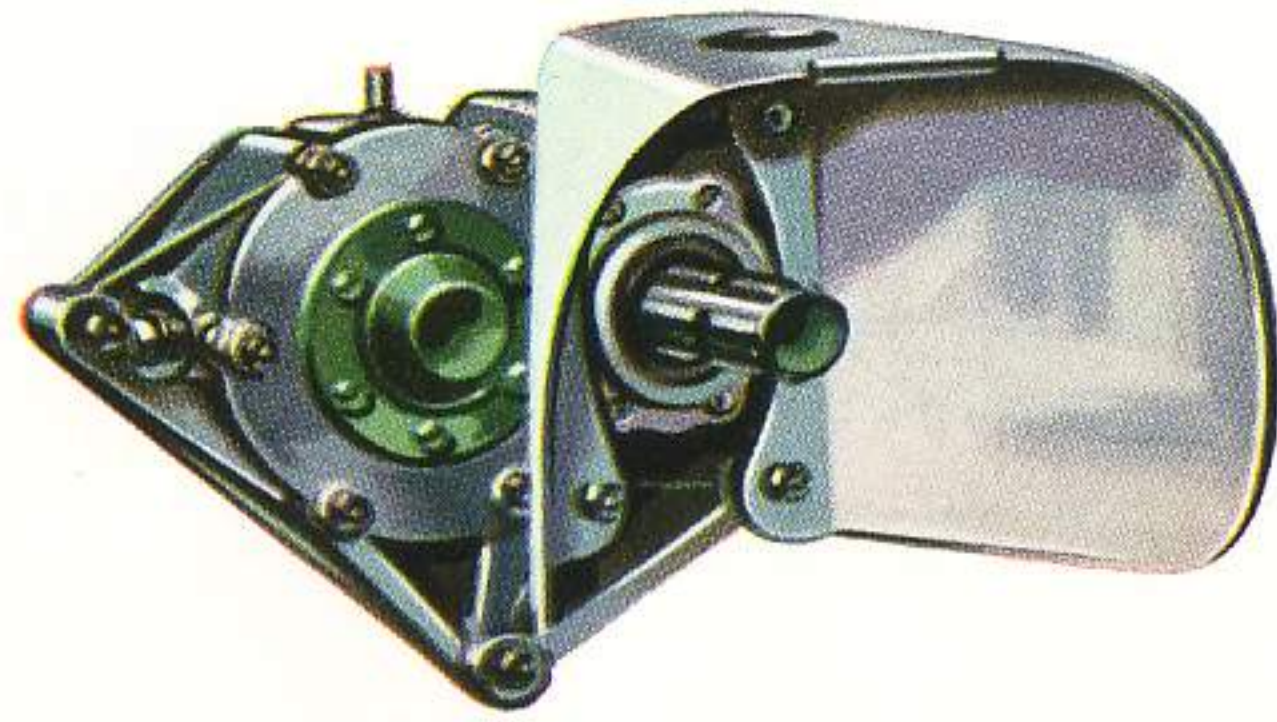
versatile transmission

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



In addition to the normal gear control, a yellow-knobbed, push-down lever selects two- or four-wheel drive in the high ratio range. The lever with red top engages low ratio with four-wheel drive.

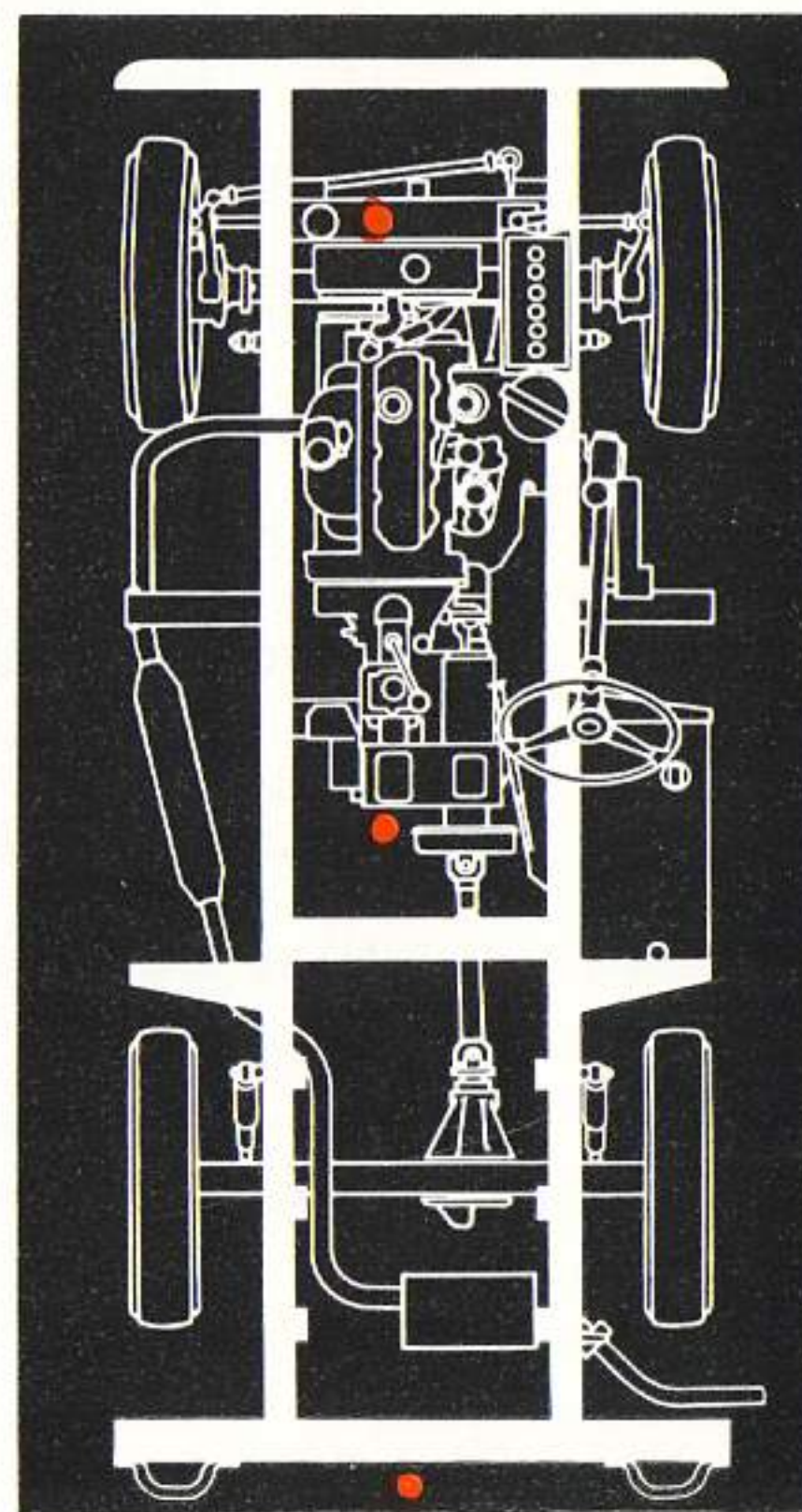
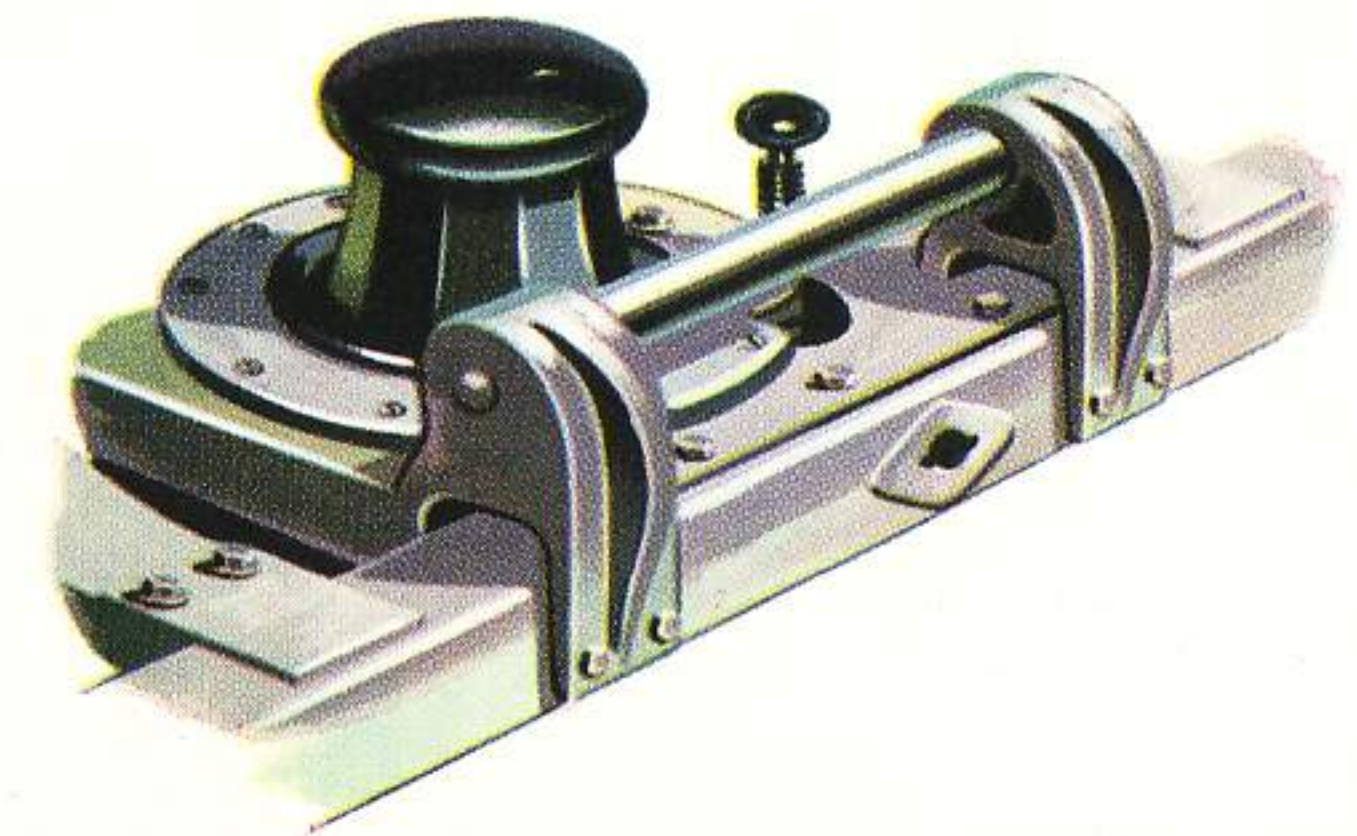




practical power take-off

Land-Rover versatility is greatly enhanced by the provision of power take-off facilities. The equipment can be supplied at extra cost and enables various kinds of towed and standing machinery to be driven.

There are four main types of power take-off unit : Rear, with splined shaft or pulley drive ; centre, with pulley drive ; front-mounted winch.





Specification

Petrol Engine

GENERAL. Four cylinders. Overhead inlet and exhaust valves. Bore 90.49 mm. (3.562 in.), stroke 88.9 mm. (3.5 in.), capacity 2286 c.c. (139.5 cu. in.). Maximum b.h.p. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. (17 mKg.) at 2,500 r.p.m. Compression ratio 7 : 1.

Cylinders : Monobloc, cast integral with crankcase.

Cylinder Head : Detachable, cast iron and carrying all valve gear.

Crankshaft : Forged steel three bearing. Fully balanced and with counterweights.

Main Bearings : Three, thin shell, steel-backed copper-lead. Thrust taken at centre bearing.

Camshaft : Forged steel. Four bearings, steel-backed white metal lined. Drive by Duplex roller chain. Chain tension maintained by self-adjusting jockey sprocket, controlled by coil compression spring and oil pressure.

Pistons : Low expansion aluminium alloy, tin plated. Two compression rings and one scraper ring. Fully floating gudgeon pins.

Valves : Exhaust: Stellite tipped and faced.
Inlet: Silchrome No. 1 Steel.

Connecting Rods : Forged steel with thin shell steel-backed copper-lead big-end bearings.

LUBRICATION SYSTEM. By submerged gear type pump driven from camshaft. Oil delivered to main, big-end and camshaft bearings under a running pressure of 55-65 lb./sq. in. Oil is pressure fed to the camshaft bearings, exhaust and inlet valve gear in the head. Gauze pump intake filter in the sump: removable full-flow external oil filter.

Oil Filler : Incorporating oil-wetted gauze crankcase breather. Similar breather fitted to valve rocker cover.

Sump Capacity : 11 pints (6 litres). Level determined by dipstick.

COOLING SYSTEM. Pump operated and thermostat controlled. Water gallery cast in block directs flow to the points of highest temperature. Pressurised.

Pump : Centrifugal type, belt driven, mounted on front end of cylinder block.

Radiator : Fin and tube type.

Fan : Four bladed, mounted on water pump spindle. Belt tensioned by pivot mounted dynamo.

Thermostat : Bellows type.

Capacity of System : 17½ pints (9.95 litres).

FUEL SYSTEM : Separate induction manifold.

Carburettor : Solex downdraught.

Fuel Pump : Mechanical.

Air Cleaner and Silencer : Large capacity oil bath type, with built-in centrifugal pre-cleaner.

Petrol Tank : Carried outside side-member under right-hand seat and fitted with protective underplate. On Long Station Wagons the petrol tank is located between the side-members behind the rear axle. Electric petrol gauge fitted.

Filler : Telescopic filler tube and filter to facilitate filling from can.

Tank Capacity : 10 gallons (45 litres). 16 gallons (73 litres) on Long Station Wagon.

EXHAUST SYSTEM

Silencer : Flexibly mounted transversely behind rear axle. Mounted forward of rear axle on Long Station Wagon.

Tail Pipe : Integral with silencer.

IGNITION SYSTEM. Coil ignition. Lucas 12 volt.

Distributor : Driven from camshaft. Automatic advance and vacuum control.

Sparking Plugs : Lodge long reach 14 mm.

ENGINE UNIT MOUNTING. Flexibly mounted on bonded rubber at four points, two at front of crankcase and two on transfer box.

Diesel Engine

GENERAL. Four cylinders. Overhead inlet and exhaust valves. Bore and stroke: 3½ in. × 3½ in. (85.7 mm. × 88.9 mm.). Cubic capacity: 2052 c.c. (125.2 cu. in.). B.H.P. (max.): 51 at 3,500 r.p.m. Torque (max.): 86 lb. ft. at 2,000 r.p.m. Compression ratio: 22.5 : 1.

Cylinders : Wet cast-iron liners.

Cylinder Head : Detachable, cast iron, carrying all valve gear.

Valve Operation : By rockers, solid push rods and roller cam followers.

Crankshaft : Forged steel. Fully balanced and with counter-weights.

Main Bearings : Three, thin shell, steel-backed, copper-lead. Thrust taken at centre bearing.

Camshaft : Forged steel. Four bearings of wrap round white metal on steel backing. Drive by Duplex roller chain. Chain tension maintained by self-adjusting jockey sprocket controlled by coil compression spring and oil pressure.

Tappets : Chilled cast iron rollers running in lead tin-plated bronze shoes.

Pistons : Low expansion aluminium alloy, tin plated. One parallel faced chrome compression ring. Two taper faced iron compression rings. One slotted scraper ring. Fully floating gudgeon pins.

Valves: Exhaust: Stellite tipped. Inlet: Silchrome No. 1 Steel.

Connecting Rods : Forged steel with thin shell steel-backed copper-lead big-end bearings.

LUBRICATION : By submerged gear type pump driven from camshaft. Oil delivered to main, big-end and camshaft bearings and to tappet gallery under a running pressure of 50-60 lb./sq. in. Rocker shaft and rockers lubricated by pressure feed from the camshaft bearing oil gallery. Gauze pump intake filter in the sump: removable full flow external oil filter.



Specification

Oil Filler : Tube from front camshaft housing side cover plate incorporating oil wetted breather. Similar breather fitted to valve rocker cover.

Sump Capacity : 11 pints. Level determined by dipstick.

COOLING SYSTEM. Pump operated and by-pass thermostat controlled. Water gallery cast on the side of the cylinder block directs water between the liners, it is then routed up to the head, where it passes round injector and combustion chamber bosses. From here the water flows through tube inserts which direct it between the valve portings. Pressurised.

Pump : Centrifugal type, belt driven, mounted on front end of cylinder block.

Radiator : Fin and tube type.

Fan : Four bladed (fabricated). Mounted on water pump spindle. Belt tensioned by pivot mounted dynamo.

Thermostat : Bellows type by-pass.

Capacity of System : 17 pints (9.75 litres).

INDUCTION SYSTEM. Separate induction manifold.

AIR CLEANER and SILENCER. Large capacity oil bath type and integral centrifugal pre-cleaner.

EXHAUST SYSTEM

Silencer : Flexibly mounted transversely behind rear axle. Mounted forward of rear axle on Long Station Wagon.

Tail Pipe : Integral with silencer.

FUEL SYSTEM

Fuel Lift Pump : Mechanical, driven off eccentric on camshaft.

Fuel Filter : C.A.V. Mounted on dash; bowless paper element type.

Injection Pump : CAV DPA type with mechanical governor.

Injector Nozzles : Pintaux type.

Glow Plugs for Cold Starting: Operated by starter key.

ENGINE UNIT MOUNTING. Flexibly mounted on bonded rubber at four points, two at front of crankcase and two on transfer box.

Transmission

CLUTCH. Single dry plate type. 9 in. (0.23 m.) diameter. Spring cushion drive. Fitted in enclosed bell housing in which is mounted clutch operating shaft and levers. Light operating pressure.

Clutch Operation : Pendant clutch pedal mounted on dash and operating hydraulically.

Clutch Withdrawal Thrust : Ball thrust race enclosed in special housing and fully lubricated.

MAIN GEARBOX. Four forward speeds, one reverse.

Synchromesh : Top and third gears.

Gear Change : By direct central ball change lever on top of gearbox.

Oil Capacity : 2½ pints (1.5 litres).

TRANSFER GEARBOX. Giving a two-speed reduction on the output from the main gearbox and providing overall ratios as follows :

	<i>Main Gearbox</i>			<i>Transfer box</i>	
				<i>High ratio</i>	<i>Low ratio</i>
First gear	16.171	40.688
Second gear	11.026	27.742
Third gear	7.435	18.707
Top gear	5.396	13.578
Reverse gear	13.745	34.585

Transfer Gear Change : By independent lever, also giving intermediate neutral position.

Speedometer Drive Gear : Incorporated with output shaft of transfer gearbox.

Oil Capacity : 4½ pints (2.5 litres).

FOUR WHEEL DRIVE. Automatically selected when transfer box low ratio is engaged. Drive to front axle optional with high ratio engaged. Selected by an independent control.

POWER TAKE-OFF. Centre and rear power take-off drives available as optional extras except on Station Wagons.

MAXIMUM DRAW-BAR PULL. 4,000 lb. (1800 kg.).

PROPELLER SHAFTS. Hardy Spicer open propeller shafts to front and rear axles.

Lubrication : By oil gun through nipples.

REAR AXLE. Fully-floating type. Spiral bevel drive in banjo type axle case.

Ratio : 4.7 : 1.

Bevel Pinion Bearings : Taper roller journal, pre-loaded.

Hub Bearings : Taper roller journal.

Oil Capacity : 3 pints (1.7 litres).

FRONT AXLE. Fully-floating type. Spiral bevel drive in banjo type axle case.

Ratio : 4.7 : 1.

Bevel Pinion Bearings : Taper roller journal, pre-loaded.

Hub Bearings : Taper roller journal.

Angularity of Universal Joints at Full Lock : 26°.

Oil Capacity, Differential : 3 pints (1.7 litres).

Oil Capacity, Universal Joint Housing : 1 pint (0.57 litres).

Suspension

Springs : Semi-elliptic type, underslung. Rubber bushes all round. Second leaves wound round shackle pin eye to give extra strength.

Shock Absorbers : Monromatic double-acting telescopic type.



Specification

Steering

Burman worm and nut type with recirculating ball.

Ratio : 15.6 : 1 straight ahead, 23.8 : 1 on full lock.

Steering Wheel : 17 in. (0.43 m.) diameter. Spring spokes.

Relay Unit : Consists of spring loaded Tufnol damping cones.

Drag Link, Track Rod, and Longitudinal Tube : Tubular, with non-adjustable ball joints requiring no lubrication.

Turning Circle : 88 in. wheelbase 'Regular' with 6.00 x 16 tyres—38 ft. (11.6 m.) diameter. 109 in. wheelbase 'Long' with 7.50 x 16 tyres—45 ft. (13.7 m.) diameter.

Brakes

Foot Brake : Girling hydraulic.

'Regular'—leading and trailing shoes all round. Size of brakes 10 in. x 1½ in. (25.4 cm. x 3.8 cm.). Lining area 104.7 sq. in. (675.5 sq. cm.). 'Long'—two leading shoe on front brakes, leading and trailing shoes on rear brakes. Size of brakes 11 in. x 2¼ in. (27.9 cm. x 5.7 cm.). Lining area 171.6 sq. in. (1111 sq. cm.).

Hand Brake : Internal expanding transmission type on rear output shaft of transfer box. Girling mechanical actuation.

Hand Brake Lever : Extending forward from seat box and accessible to driver's hand.

Stop Light Switch : Operated hydraulically.

Frame

Welded fabricated box section side- and cross-members, providing great torsional and diagonal rigidity.

Body Mounting : On outriggers welded to side-members.

Bumper : Bolted to front dumb-irons. Channel section, heavily galvanized.

Electrical Equipment

Dynamo : 12 volt Lucas. Fan ventilated. Compensated voltage control. Belt driven. Diesel models are fitted with current-voltage regulator.

Battery : Lucas 12 volt. 57 A.H. Carried under bonnet. Two 6 volt batteries connected in series on diesel-engined chassis, capacity 120 A.H.

Ignition Coil : Lucas. Mounted on engine side of scuttle.

Starter : Lucas type. Control by direct push switch situated below fascia. Diesel starter solenoid operated by key.

INSTRUMENTS AND CONTROLS

Speedometer : Large diameter with total mileage recorder.

Petrol Gauge and Ammeter : Combined in one large dial which also includes the headlamp main beam warning light.

Electric Horn : Mounted under bonnet.

Electric Windscreen Wiper : Mounted on lower edge of windscreen frame. Switch on motor.

Panel Light : Illuminating speedometer, ammeter and petrol gauge. Switch does not operate unless side and tail lamp switch is closed.

Dip Switch : Mounted on floor. Red warning lamp indicates main beam.

Ignition Switch : Operated by key. Rotary switch for head, side and tail lamps.

Ignition Warning Light : Red.

Choke Warning Light : Amber.

Oil Pressure Warning Light : Green.

Headlamps : Mounted in radiator cowling. Twin filament bulbs for double dipping.

Side Lamps : Mounted in front wings.

Tail Lamps : Twin units having double filament stop/tail bulbs, separate number plate illumination.

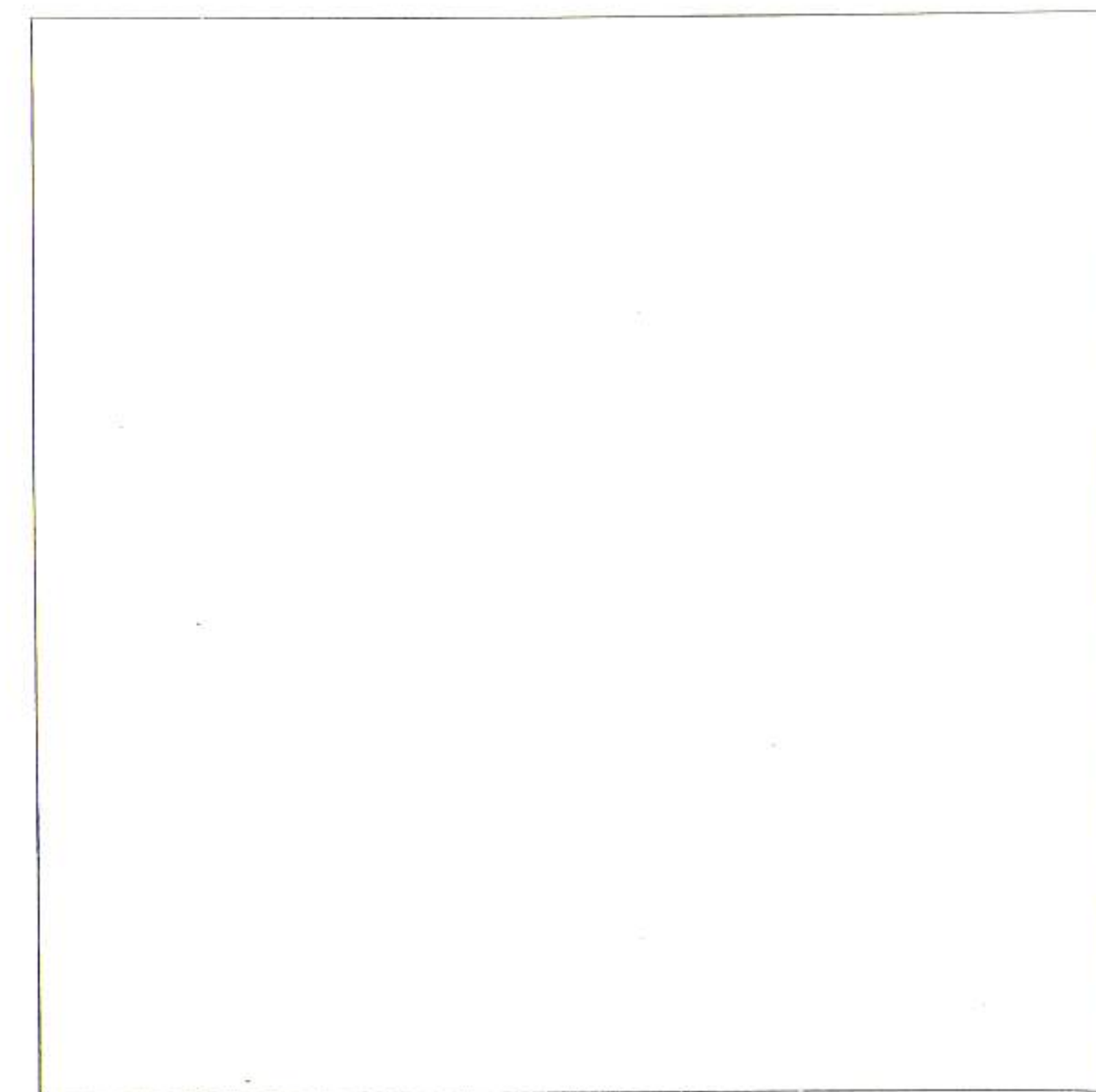
Road Wheels

Pressed steel disc easy-clean type with ventilation slots. Five wheel studs.

Tyres : 'Regular,' basic equipment 6.00 x 16, dual purpose. 'Long,' basic equipment 7.50 x 16, dual purpose.

Tools

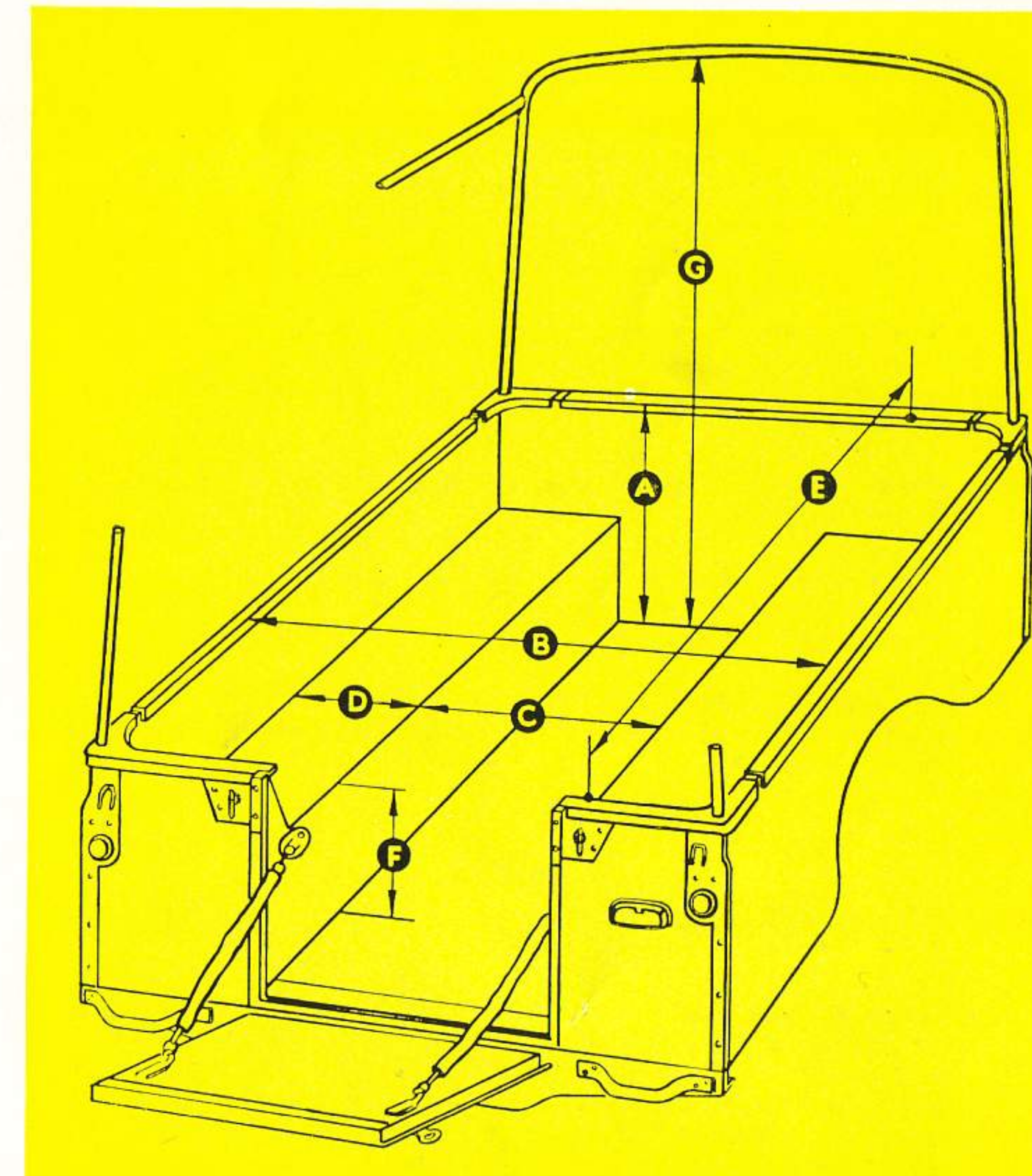
Full kit of hand tools in roll. Starting handle, wheelbrace, oil gun, jack.





Body Specification

OVERALL DIMENSIONS	'REGULAR'		'LONG'	
	English	Metric	English	Metric
Wheelbase	88 in.	2.23 m.	109 in.	2.77 m.
Track	51½ in.	1.31 m.	51½ in.	1.31 m.
Ground Clearance	8 in.	203 mm.	9¾ in.	248 mm.
Turning Circle	38 ft.	11.58 m.	45 ft.	13.72 m.
Overall Length	142¾ in.	3.62 m.	175 in.	4.44 m.
Overall Width	64 in.	1.63 m.	64 in.	1.63 m.
Overall Height (max.)	77½ in.	1.97 m.	81 in.	2.06 m.
INTERNAL DIMENSIONS				
Height of body sides A	19½ in.	495 mm.	19 in.	483 mm.
Body interior width between cappings B	56⅞ in.	1.44 m.	56⅞ in.	1.44 m.
Floor width between wheel boxes ... C	36¼ in.	921 mm.	36¼ in.	921 mm.
Width of wheel boxes D	13¾ in.	349 mm.	13¾ in.	349 mm.
Body interior length between cappings E	43 in.	1.09 m.	72¼ in.	1.85 m.
Height of wheel boxes F	8½ in.	216 mm.	9 in.	229 mm.
Height, floor to roof (max.) G	48½ in.	1.23 m.	48 in.	1.22 m.
PAYLOADS (with standard tyres)				
On the road	3 persons + 1,000 lb. (450 kg.)		3 persons + 2,000 lb. (900 kg.)	
In the rough	3 persons + 800 lb. (363 kg.)		3 persons + 1,800 lb. (816 kg.)	
WEIGHT				
In running trim with 5 gall. (22.5 litres) of petrol	lb.	kg.	lb.	kg.
	2,900	1,315	3,294	1,494



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