

The 4-wheel drive **LAND-ROVER**





MORE AND MORE COMFORT... MORE AND MORE ROOM

More and more users... more and more uses



Plenty of room for bulky loads—and a completely flat floor. An alternative spare wheel mounting, on the bonnet, can be supplied at extra cost.

In standard form the Land-Rover is supplied with a waterproof canvas hood covering the driving compartment and body. The hood is supplied complete with hood-sticks and tie bars, and can be removed to give a completely open vehicle. As an alternative to the canvas hood a lightweight metal detachable top is available as an optional extra. Fitted or removed in a matter of minutes only, this rustless aluminium alloy top provides a really weatherproof, all-enclosed metal body. The metal top fits into the sockets provided for the framework which normally supports the canvas hood and is bolted into position, the front edge being secured to the top of the windscreen frame.



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Side windows are fitted and a lift-up type rear door, complete with window.

Also available at extra cost is the metal truck cab shown in the centre of this folder. It provides an enclosed driving compartment and leaves the rear section open for easy loading and unloading. Of the same aluminium alloy construction, the cab is fixed into the two forward hood-stick sockets and to the top of the windscreen frame. A sliding rear window in the back panel ensures excellent rearward vision.

Both the metal detachable top and the truck cab can also be fitted with a double-skin tropical roof.

The lightweight aluminium alloy detachable top (below), illustrating the method of fixing and removal and (right) the lift-up type rear door.



In open trim, with hood and side screens removed to reveal the three front seats. The screen can be folded flat. Below: the Land-Rover with canvas hood.



The driving compartment, showing arrangement of instruments and controls.



The Land-Rover fitted with the lightweight metal detachable top. Fitting or removal is a matter of minutes.



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Above: The Land-Rover fitted with metal truck cab (available at extra cost), providing an all-enclosed, weather-proof driving compartment and leaving the rear section open for ease of loading or unloading.

For 25 years the Land-Rover has cheerfully tackled—and performed—the near-impossible. As its uses have increased, so the Land-Rover has adapted itself to meet those ever growing demands, and the latest version of this four-wheel drive go-anywhere breadbasket is designed for even greater efficiency and longer working life. Main and big-end bearings are now copper-lead, a full-flow oil filter and a new air filter are fitted, and a spread bore cylinder arrangement provides even better cooling for the stout-hearted Land-Rover engine. Already called “the world’s most versatile vehicle”, the Land-Rover is now ready for yet tougher assignments. The Land-Rover has a powerful 4-cylinder 2-litre engine, two power take-off points (crane and rear), right forward speeds and two reverse, and can be driven either in two-wheel or in four-wheel drive in high gear ratio but is permanently in four-wheel drive in low ratio. The rear power take-off is suitable for shaft or belt-driven machinery, farm implements etc., and the center power take-off will operate generators, compressors, crop-sprayers and other equipment mounted in the body of the vehicle.

A front winch can be fitted, designed for a 2,500 lb. (1,135 Kg.) pull, and the Land-Rover can haul loads many times its own weight. Body panels are in non-

corrodible aluminium alloy and all exterior steel fittings are heavily galvanised. Comfortable, thoroughly weatherproofed and adequately ventilated, fast and economical on the road and ready to tackle the toughest cross-country going, the Land-Rover is the ideal all-purpose vehicle—tremendously tough and a positive glutton for work.





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LAND-ROVER



Above: The Land-Rover fitted with metal truck rub (available at extra cost), providing an all-enclosed, weather-proof driving compartment and leaving the rear section open for ease of loading or unloading.

For years the Land-Rover has inevitably ticked—and performed—the near-impossible. As its uses have increased, so the Land-Rover has adapted itself to meet these ever growing demands, and the latest version of this four-wheel drive power-packed design is designed for even greater efficiency and longer working life. Main and big-end bearings now copperhead, a full-flow oil filter and a new air filter are fitted, and a special bore cylinder arrangement provides even better cooling for the steel-headed Land-Rover engine. Already called “the world’s most versatile vehicle”, the Land-Rover is now ready for yet tougher assignments. The Land-Rover has a powerful 4-cylinder 2-litre engine, two power take-off points (front and rear), right forward speeds and two reverse, and can be driven either in two-wheel or in four-wheel drive to high gear ratio but is permanently in four-wheel drive in low gears. The rear power take-off is suitable for shaft or belt-driven machinery, farm implements etc., and the centre power take-off will operate generators, compressors, crop-sprayers and other equipment mounted in the body of the vehicle. A front wheel can be fitted, designed for a 2,200 lb. (1,115 kg.) payload, and the Land-Rover has hand tools stowed away in its own weight. Body panels are in non-corrosible aluminium alloy and all exterior metal fittings are heavily galvanneal. Comfortable, thoroughly weatherproofed and adequately roofed-in, fast and manoeuvrable on the road and ready to tackle the toughest cross-country going, the Land-Rover is the ideal all-purpose vehicle—immensely tough and a pleasure to work.



THE LAND-ROVER CHASSIS... NEAT... WORKMANLIKE... IMMENSELY RIGID

Here is a view which reveals the clean, workmanlike design of the Land-Rover chassis, and illustrates the immensely rigid box section chassis frame—built for easily bent good and specially treated against corrosion. The drive for the centre and rear power take-offs is taken through the main gearbox, and front and rear axle drives is taken through the transfer box. Extra-wide semi-elliptic springs front and rear are capable of coping with the roughest ground, and tubular type shock-absorbers are fitted front and rear. Right or left hand drive can be supplied as required.

OPTIONAL EQUIPMENT

Illustrated here are some of the items of optional equipment—available at extra cost—which make the Land-Rover a highly mobile power unit, eminently suitable for a wide variety of jobs in agriculture and industry. Designed to operate in all conditions, built for work that no ordinary vehicle could possibly perform, the four-wheel drive Land-Rover has already proved itself invaluable for every kind of task throughout the world.

Crane winch fitted to 24K form of the Land-Rover, designed for a 2,200 lb. (1,115 kg.) payload.



Centrifugal heater and storage tank fitted in the Land-Rover driving compartment.



Centre power take-off, allowing ground pulley for rear belt drive (for generators, compressors, crop-sprayers, etc.) and control lever for centre and rear power take-offs.



Rear power take-off, allowing practice applied shaft drive and protecting work.



Rear power take-off fitted with pulley unit for belt drive.



Folding rear seats can be fitted for carrying additional passengers.



Alternative position for carrying the spare wheel, a special fitting can be supplied.

THE LAND-ROVER CHASSIS...NEAT...WORKMANLIKE...IMMENSELY RIGID

Here is a view which reveals the clean, workmanlike design of the Land-Rover chassis, and illustrates the immensely rigid box section chassis frame—built for really hard going and specially treated against corrosion. The drive for the centre and rear power take-offs is taken through the main gearbox, and front and rear axle drive is taken through the transfer box. Extra-wide semi-elliptic springs front and rear are capable of coping with the roughest ground, and tubular type shock-absorbers are fitted front and rear. Right or left hand drive can be supplied as required.

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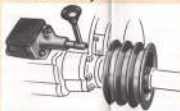
Capstan winch fitted to the front of the Land-Rover, designed for a 2,500 lb. (1,133 Kg.) pull.



Combined heater and screen demister fitted in the Land-Rover driving compartment.



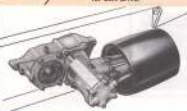
Centre power take-off, showing grooved pulley for vee belt drive (for generators, compressors, crop-sprayer, etc.) and control lever for centre and rear power take-offs.



Rear power take-off, showing positive splined shaft drive and protecting cowling.



Rear power take-off fitted with pulley unit for belt drive.



Folding rear seats can be fitted for carrying additional passengers.



Alternative position for carrying the spare wheel; a special fitting can be supplied.





SPECIFICATION

ENGINE. Flexibly mounted on rubber at four points. 4 cylinders, bore 77.6 mm. (3.055 in.), stroke 105 mm. (4.134 in.), capacity 1097 cc. (121.9 cu. in.). Maximum B.H.P. 52 at 4,000 r.p.m. Maximum torque 101 lb.ft. (14 m.kg.) at 1,500 r.p.m. compression ratio 6.7:1. Spread bore cylinder arrangement for maximum cooling. Nickel chrome steel three-bearing counterbalanced crankshaft of ample dimensions. Copper-lead main and big-end bearings. Camshaft in crankcase driven by double roller silent chain with hydraulic tensioner. Firing order 1,3,4,2.

VALVES. Overhead inlet valves operated by rocker and push rod from camshaft. Side exhaust valves with inserted valve seats operated by rocker in direct contact with camshaft.

PISTONS. Aluminium. Inverted V-shaped head to conform to latest design of semi-spherical combustion chamber giving increased compression turbulence. Two compression rings and two scraper rings fitted.

CLUTCH. Single dry plate, 9 in. (230 mm.) diameter.

DYNAMO. Automatic voltage regulator, 12v.

STARTER. Operates on flywheel.

CARBURETTOR. Downdraft.

PETROL FILTER. Mounted on engine side of dash.

AIR CLEANER. Centrifugal and oil-bath type, with integral pre-cleaner.

TRANSMISSION. Provision for eight forward speeds and two reverse. Transmission to rear and front axle by open propeller shaft via two-speed transfer box.

BRAKES. Hydraulically operated foot brakes requiring very light pedal pressure and infrequent adjustment. Mechanically actuated handbrake operates on transmission shaft to rear axle.

REAR AXLE. Semi-floating, spiral level type. Ratio 4.7:1.

FRONT AXLE. Fitted with differential similar to rear axle. Drive to front wheels through totally enclosed universal joints.

COOLING SYSTEM. Pump and fan, thermostatically controlled. Capacity 17 pints (9.5 litres).

LUBRICATION. By pressure from gear type pump forcing oil to all bearings, timing chain and valve gear. Full-flow oil filter. Capacity 10 pints (5.5 litres).

GEARS. Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse. Ratio:

Main Gearbox	Transfer box	
	High ratio	Low ratio
First gear	16-171	40-656
Second gear	11-109	27-742
Third gear	7-435	18-737
Top gear	5-296	12-578
Reverse gear	13-743	34-565

IGNITION. Coil and battery, automatic advance. Battery 12v. 51 amp. hr.

CHASSIS. Side and cross members of hex section forming exceptionally rigid assembly.

STEERING. Worm and nut, 15:1 ratio. Right or left-hand steering as required.

FUEL SUPPLY. 10-gallon (45 litres) tank under right-hand seat.

SPRINGS. Semi-elliptic front and rear. Telescope type shock absorbers front and rear.

WHEELS. Detachable disc wheels with 18 in. x 6.00 tyres.



DIMENSIONS. Overall width 62½ in. (1.59 m.) approx. Overall length 140½ in. (3.58 m.) approx. Wheelbase 86 in. (2.18 m.). Track 55 in. (1.41 m.). Height, unladen, 76 in. (1.93 m.). Weight, unladen, 2,702 lb. (1,220 kg.). Turning circle 37 ft. (11.28 m.). Payload 1,000 lb. (454 kg.), and driver and two passengers.

INTERNAL BODY DIMENSIONS. Length between rappings 45½ in. (1.162 m.). Width between rappings 57 in. (1.448 m.). Height of wheel-arch 54 in. (1,396 mm.). Width of wheel-arch 12 in. (304.8 mm.).

DRAW BAR PULL. 1,200 lb. to 2,000 lb. (550 to 900 kg.).

REAR POWER TAKE-OFF. (At extra cost). Drive through back of main gearbox to rear of chassis. Can be fitted to give power-drive for threshers, chaff cutters, circular saws, etc., or shaft drive for power mowers, binders, combine harvesters, etc.

CENTRE POWER TAKE-OFF. Arranged to drive (by V-belts) compressors, generators, crop-sprayers, and other portable equipment which can be mounted in the body.

BODY. Body panels of non-corrosible light alloy, all external steel fittings hot-dip galvanized.

RANGE OF COLOUR FINISHES.

Bodywork ...	GREEN	BLUE	GREY	BEIGE
Upholstery ...	GREEN	BLUE	BLUE	GREEN

The Rover Company Limited reserves the right to alter specifications, designs or prices without notice and without incurring any obligation. Persons dealing in the Company's goods are not the agents of the Company, and have no authority whatsoever to bind the Company by any expressed or implied undertaking. The Land-Rover is subject to the guarantee contained in the Guarantee Form issued by The Rover Company Ltd.

THE ROVER COMPANY LTD. • SOLIHULL • BIRMINGHAM • ENGLAND

Telephone: Sheldon 2441

Telegrams: Rover, Solihull

Service Depots: SOLIHULL. Telegrams: Roverpair, Solihull. London Showrooms: DEVONSHIRE HOUSE, PICCADILLY, W.1. Telephone: Grosvenor 3352
London Service Depot: SEAGRAVE ROAD, FULHAM, S.W.6. Telephone: Fulham 1221. Telegrams: Roverpair, Wexphone, London.

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