

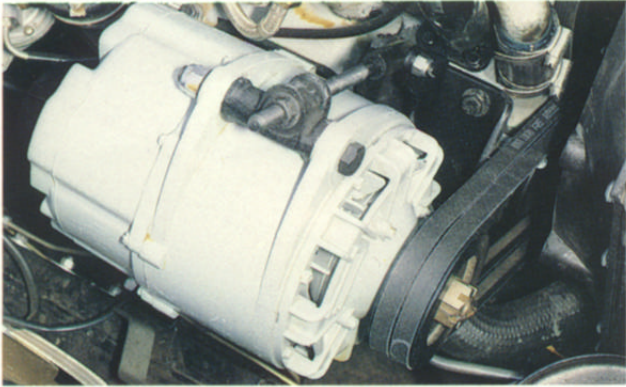
Land Rover

3/4 TON



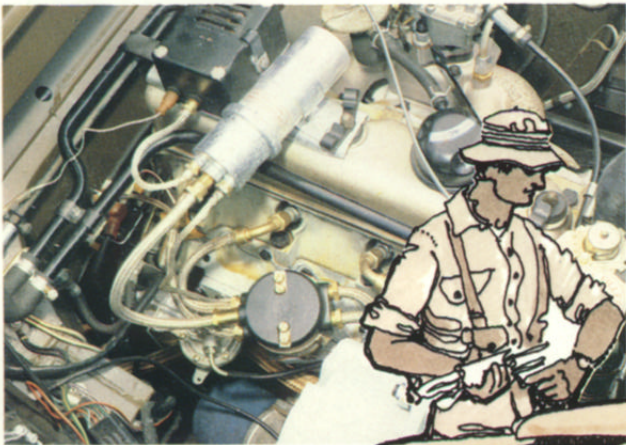
$\frac{3}{4}$ Ton Military Vehicle

The $\frac{3}{4}$ ton military vehicle is a development of the 109 inch wheelbase commercial unit for military use. The body has been specially strengthened to accept military equipment and the chassis has been modified to meet specialised towing requirements. Specifications can be adjusted to meet customers specific requirements.



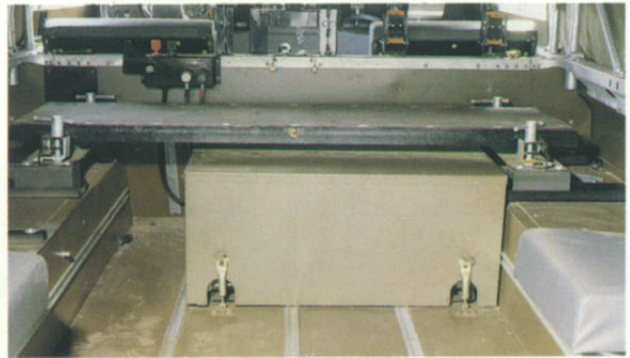
90 amp alternator.

The vehicle is available with 12 volt or 24 volt electrical systems, the latter available with up to 90 amp alternators. All 24 volt vehicles are fully suppressed to meet military operational standards.



Screened ignition system.

The latest solid state control boxes are used in the radio battery charging circuit.

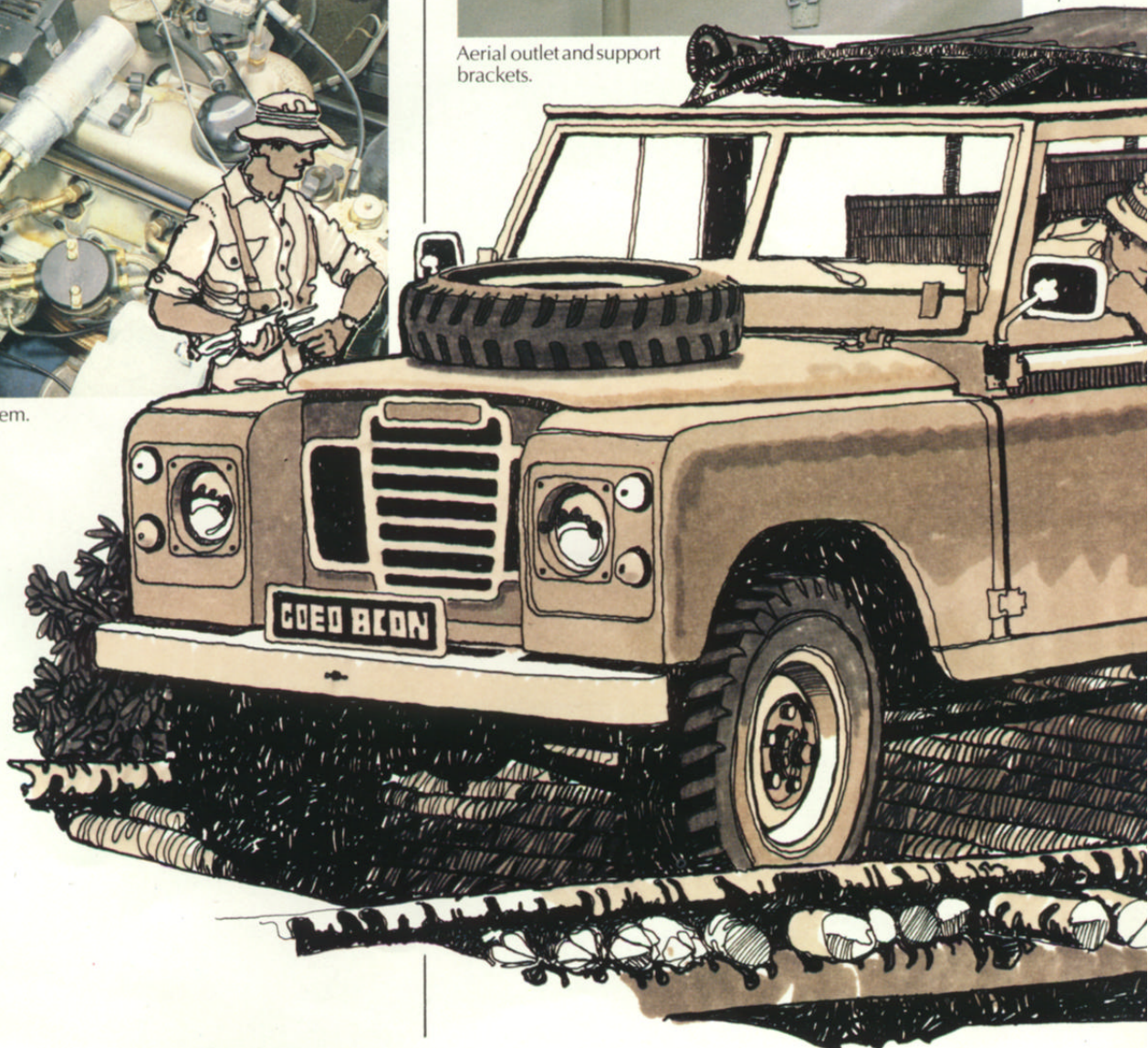


Radio battery carrier.

The vehicle is fitted with a full length soft hood constructed of rot proof, flame retardant canvas, supported by galvanised hood sticks. Reinforcements and flaps are provided for aerial outlet.



Aerial outlet and support brackets.



Twin underseat filling fuel tanks are provided, with telescopic filler necks to facilitate filling from Jerrycans.



Twin underseat fuel tanks.

The braking system is of the dual line type with a warning light, activated by a pressure differential sensor. A brake servo is fitted as standard.

The Fitted for Radio (FFR) version is equipped with a radio table and rack with mounting points for aerials on the body sides and wing tops. Clip-on Radio Operators' seats may be fitted in the rear body.

The General Service Cargo Vehicle provides a useful 750 kg of payload, alternatively, offers seating capacity of up to 10 persons plus driver. The $\frac{3}{4}$ ton vehicle is in use throughout the world including NATO countries who use the vehicle in a variety of roles, some of which are as follows: Military, police, civil defence, personnel and load carriers; command vehicles for artillery, infantry and other arms and services; recovery vehicles; emergency two-stretcher carriers; towing of light support weapons; specialist trailer towing and operation, signals communications, radio transmission and receiving centres; and reconnaissance, etc.

Petrol and Diesel engines are available. Both are 2.25 litre units, the petrol engine producing up to 69 bhp (51.5 kW) @ 4000 rpm and 117.2 lb/ft (159 Nm) @ 2000 rpm torque and the Diesel variant 56.2 bhp (42.9 kW) @ 4000 rpm and 101.3 lb/ft (137.3 Nm) @ 1800 rpm torque.

Transmission is through a 9.5 in (241 mm) single dry plate clutch, a four forward speed and reverse gearbox with synchromesh on all forward gears and a two speed transfer gearbox. Four wheel drive is selectable in high range, and automatically selected in low range.

Infra-red reflective paint finish (I.R.R.) can be supplied subject to negotiation.

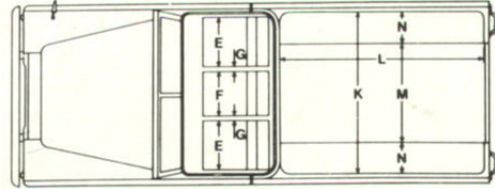
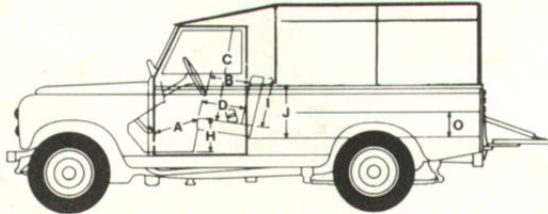
A version equipped with a Rover V8 3528 cc engine and permanent 4 wheel drive with lockable centre differential is being developed.

This variant is equipped with a 12 volt 35 amp or 24 volt 60 amp alternator.

This engine produces a 90.7 bhp (67.7 kW) @ 3500 rpm power and 166.4 lb/ft (225.6 Nm) @ 2000 rpm torque.



| | METRES | INCHES | | | METRES | INCHES |
|--------------------------------------|--------|--------|---|---|--------|--------|
| Wheelbase | 2.77 | 109 | F | Width of front centre cushion | 0.381 | 15 |
| Track | 1.33 | 52.5 | G | Width between front seats | 0.025 | 1 |
| Overall length | 4.56 | 179.4 | H | Top of front cushion to floor | 0.368 | 14.50 |
| Overall width (over hinges) | 1.68 | 66 | I | Front squab height | 0.431 | 17 |
| Overall height of cab | 1.86 | 73.25 | J | Height of body sides | 0.483 | 19 |
| Overall height with hood | 2.03 | 80 | K | Width of body interior | 1.444 | 56.87 |
| A Front cushion to accelerator pedal | 0.438 | 17.25 | L | Length of body interior | 1.85 | 72.75 |
| B Front squab to steering wheel | 0.369 | 14.5 | M | Interior body width between wheel boxes | 0.921 | 33.25 |
| C Headroom front seat (uncompressed) | 0.991 | 39 | N | Width of wheel boxes | 0.349 | 13.75 |
| D Front to rear of front cushion | 0.406 | 16 | O | Height of wheel boxes | 0.229 | 8.75 |
| E Width of front cushion | 0.457 | 18 | | | | |



| | Unladen Weight Kg | Gross Vehicle Weight Kg |
|-----------------------|-------------------|-------------------------|
| | Total | Total |
| 12v 4 cylinder petrol | 1680 | 2760 |
| | | (ROAD USE) |
| 24v 4 cylinder petrol | 1890 | 2680 |
| | | (CROSS COUNTRY) |
| 24v 4 cylinder diesel | 1931 | |

ENGINE (2½ PETROL)

| | |
|-----------------------|-----------------------|
| Type | 4 cylinder |
| Bore | 3.56 ins (90.47 mm) |
| Stroke | 3.5 ins (88.9 mm) |
| Capacity | 2286 cc |
| Compression ratio | 7:1 |
| Max power (4000 rpm) | 64 bhp (47.8 Kw) |
| Max torque (2000 rpm) | 113.5 lbf.ft (154 Nm) |
| Compression ratio | 8:1 |
| Max power (4000 rpm) | 69 bhp (51.5 Kw) |
| Max torque (2000 rpm) | 117.2 lbf.ft (159 Nm) |

ENGINE (2½ DIESEL)

| | |
|-------------------|-------------------------------------|
| Type | 4 cylinder |
| Bore | 90.47 mm (3.56 ins) |
| Stroke | 88.9 mm (3.5 ins) |
| Capacity | 2286 cc |
| Compression ratio | 23:1 |
| Max power | 56.2 bhp (41.9 Kw) at 4000 rpm |
| Max torque | 101.3 lbf.ft (137.3 Nm) at 1800 rpm |

FUEL SYSTEM (2½ PETROL)

| | |
|---------------|---|
| Carburettor | Single Zenith 361V |
| Petrol pump | Mechanical with priming lever and sediment bowl |
| Tank capacity | 20 galls (90.00 litres) |

FUEL SYSTEM (2½ DIESEL)

| | |
|---------------|--|
| Injectors | C.A.V. Pintaux |
| Fuel pump | Mechanical with priming lever |
| Injector pump | Self-governing D.P.A. distributor type |
| Tank capacity | 20 galls (90.00 litres) |

COOLING SYSTEM

| | |
|------------------|---|
| Type | Pressurised with pump, fan, thermostat and expansion tank |
| Working pressure | 9 lbf/in ² (0.63 Kg/cm ²) |
| Thermostat | 2½ litre engine 82°C |

TRANSMISSION

| | |
|--------------|---|
| Clutch | Diaphragm spring, single dry plate |
| Diameter | 24.1 cm (9.5 cms) |
| Main gearbox | Four speed and reverse — Synchronesh on forward gears |
| Transfer box | Two speed reduction on main gearbox output Two/four wheel drive control on transfer box output |

OVERALL RATIOS

| | |
|---------------------|--|
| High range | top 5.40:1 third 8.05:1 second 12.00:1 first 20.14:1 reverse 21.01:1 |
| Low range | top 11.10:1 third 16.50:1 second 24.60:1 first 41.24:1 reverse 42.93:1 |
| Differential ratios | (both axles) 4.7:1 |
| Front axle | Spiral bevel—floating shafts with enclosed universal joints |
| Rear axle | Hypoid—floating shafts |
| Propeller shafts | Open type 50.8 mm (2.0 ins) |

STEERING

| | |
|-----------------|----------------------------------|
| Type | Recirculating ball, worm and nut |
| Lock to lock | 3.5 turns |
| Steering damper | Optional—fitted to drag link |

WHEELS

| | |
|-----------|-----------------------|
| Type | Steel-ventilated disc |
| Fixing | 5 stud |
| Size | 5.50F x 16 ins |
| Tyre size | 7.50 x 16 ins |

BRAKES

| | |
|-------------------------------------|-----------------------------------|
| Type | Hydraulic drum |
| Drum diameter | 279.4 mm (11 ins) |
| Brake shoe width: 4 cylinder models | 57.15 mm (2.25 ins) |
| Handbrake | Mechanical—on transfer box output |
| Drum diameter | 228.6 mm (9.00 ins) |
| Brake shoe width | 44.5 mm (1.75 ins) |

ELECTRICAL

| | | |
|-----------|-------------------------------|---|
| Type | 12v | 24v FFR |
| Generator | Lucas | CAV |
| Batteries | 1 x 12v 51 a.h. 58 a.h. | 2 x 12v Vehicle 44 a.h. 2 x 12v Radio 100 a.h. |

PERFORMANCE

| | |
|-----------------|------------|
| Approach angle | 47 degrees |
| Departure angle | 29 degrees |



Land Rover Ltd

Lode Lane, Solihull, West Midlands B92 8NW, England

The information contained in this leaflet is correct at date of publication but is subject to alteration without notice.

Managing Agents for BL Cars Ltd.