



Range Rover

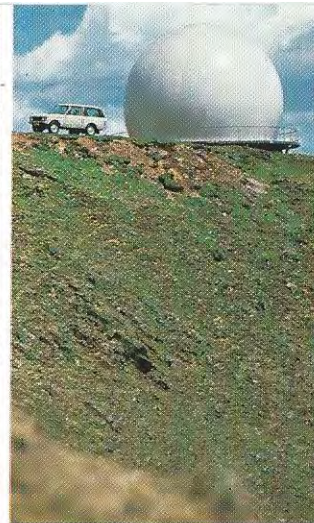




Leisure and pleasure mean different things to different people. For most of us the general aim is to get away from the pressures of commercial and professional life, to do our own thing in places of our own choosing. We may simply wish to exchange our own crowded environment for another more alluring one, or look for quieter pursuits where the air is fresher, where time matters less and the rumble of traffic is distant and unheard. You pay your money and take your choice. With a Range Rover that choice becomes enormous. An experienced motoring journalist wrote in MOTOR: 'The high ground clearance, massive tyres, soft suspension and four-wheel drive impart immense confidence in the vehicle's ability to go where you please, and there is an almost irresistible urge to do just that, to explore the car's unique qualities just for the fun of it . . .' And why not? This is, after all, the most versatile motor car in the world.





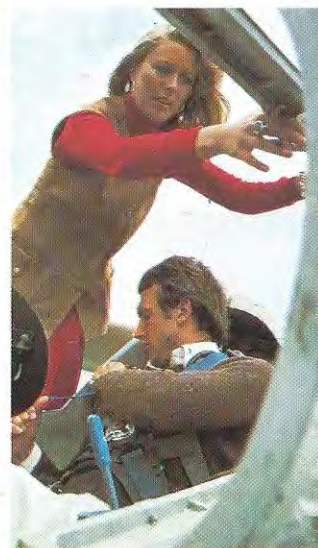


One has only to experience the thrill of driving straight off the road and across a rough field with no slackening of speed and little change in the car's ride characteristics, to realise that the Range Rover is a very special kind of vehicle.

The coil spring suspension produces an uncannily smooth ride by allowing big vertical wheel movements, whilst providing excellent handling and comfort on main roads. A self-energising 'ride-level' unit is fitted within the rear suspension system. It ensures that the vehicle maintains a level aspect under varying payloads and trailer nose weights. And the Range Rover is equipped with powerful servo-assisted disc brakes front and rear, with a dual-line hydraulic system for double safety.

Power comes from Rover's well-known lightweight aluminium $3\frac{1}{2}$ litre engine. To complement this powerful unit, an all-synchromesh, four-speed gearbox is used in conjunction with a high and low ratio transfer box. This results in a combination of 8 forward and 2 reverse gears and an enormous range of overall ratios. As permanent four-wheel drive is used, a third differential unit is connected between the front and rear axles to obviate transmission wind-up and other problems associated with four-wheel drive operation under certain conditions. A lock-up device can be engaged, when required, to make this differential inoperative and provide maximum traction on both axles for severe cross-country work. Specially developed dual purpose, radial-ply tyres complete the integration of power, transmission and suspension systems that give this unique vehicle its tremendous on and off-road performance.





Vehicles of the Estate or Station Wagon type frequently fall short of their full potential because they are either too much car and not enough wagon, or vice versa. And their use is strictly limited to conditions appropriate to two-wheel drive operation.

Not so the Range Rover. The interfusing of Rover car comfort with Land-Rover strength and four-wheel drive mobility has resulted in a vehicle that is really four vehicles in one, and each one a master in its own particular field. (1) It is a robust, seven-days-a-week car for all business, social and domestic purposes. (2) A leisure vehicle that will range far and wide on the highways and noways of the world in pursuit of its owner's activities and interests. (3) A high-performance car for long-distance travel in the grand manner. (4) A working cross-country vehicle with an impressive payload capacity. A most versatile vehicle indeed. And with a personality all its own.

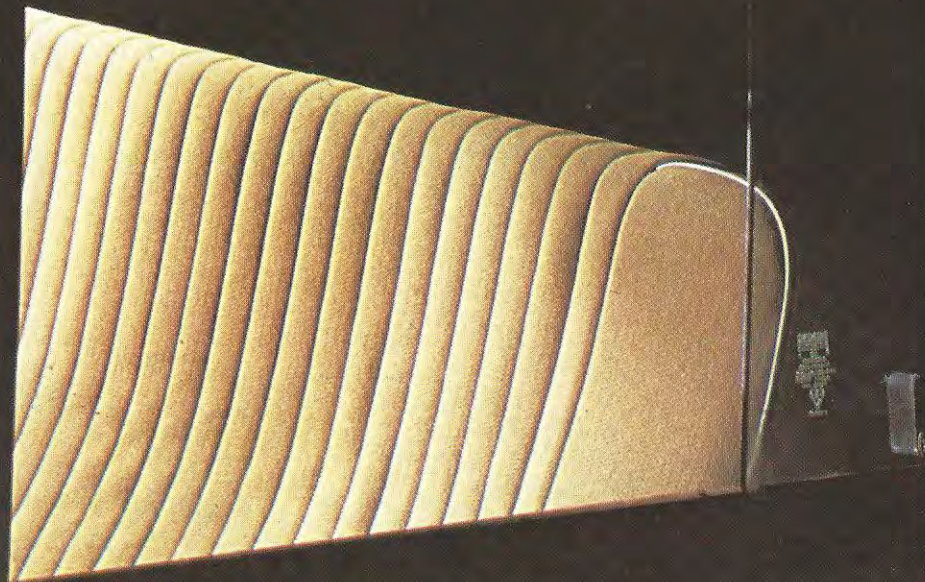


Range Rover versatility extends far beyond the sphere of private ownership. More and more Police Forces in the United Kingdom, Europe and beyond are realising the vast potential of this astonishing vehicle. The POLICE REVIEW vehicle road-tester had this to say: 'Unsurpassed versatility is perhaps the shortest and most complete summing up that could be made about the Range Rover. Few vehicles caused such a stir in the Police circles when the details were only rumoured, and when the full specification was available for all to see, the stir was even greater—and with just cause. In all the years I have been road-testing vehicles I have never come across such a universally acceptable, or ready-made Police vehicle as the Range Rover. 'The Range Rover is a difficult vehicle to fault from any point of view, and, in spite of its apparent size, it can be got through traffic quicker than most vehicles due to the excellence of the driver's view plus the acceleration that permits overtakes to be snatched.' What goes for the Police goes equally well for the Fire and Ambulance services, the Range Rover chassis providing an eminently suitable foundation for body-work by specialist coach-builders. When we make an emergency call we expect instant action, no matter what. The emergency services expect the same from the vehicles under their command.



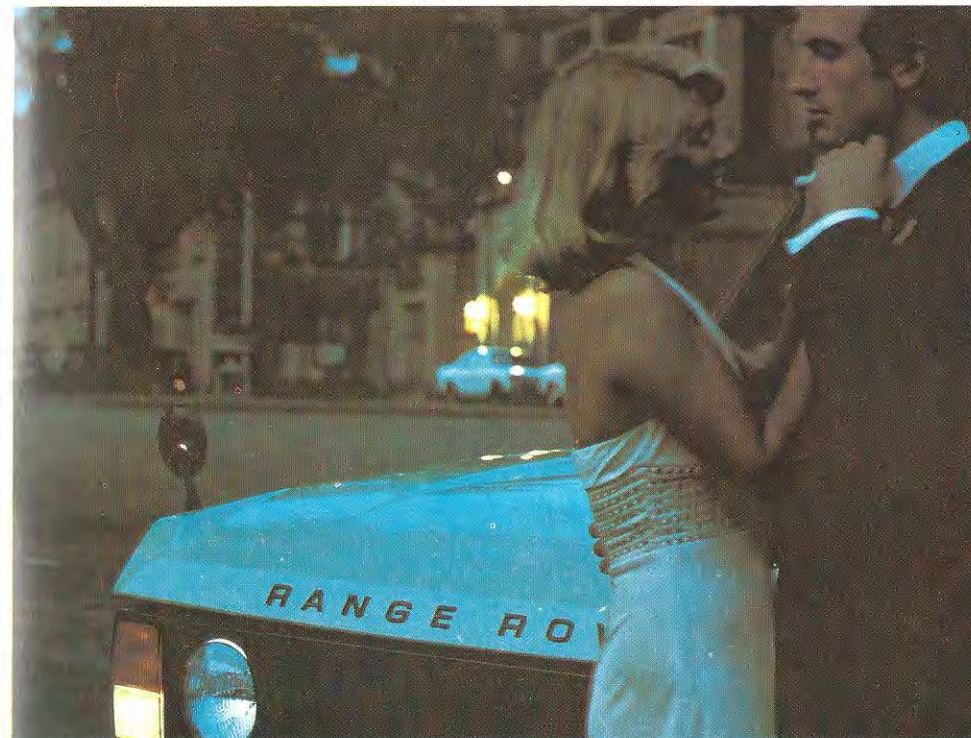
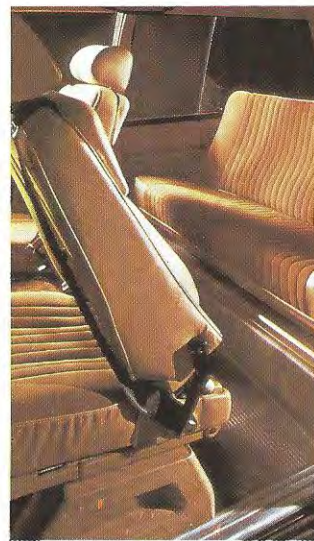


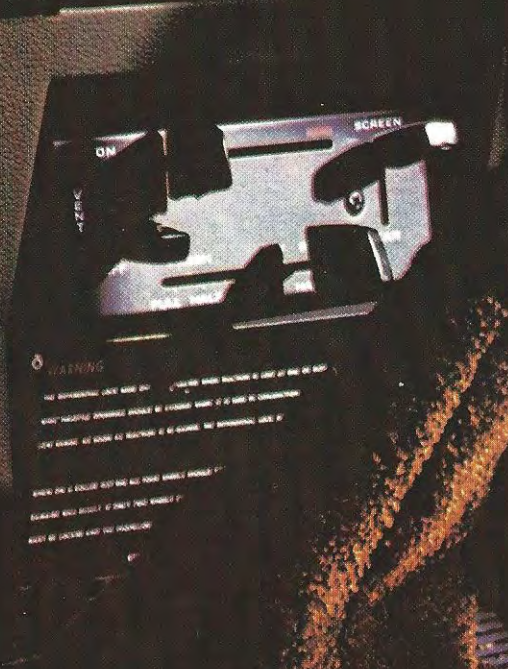
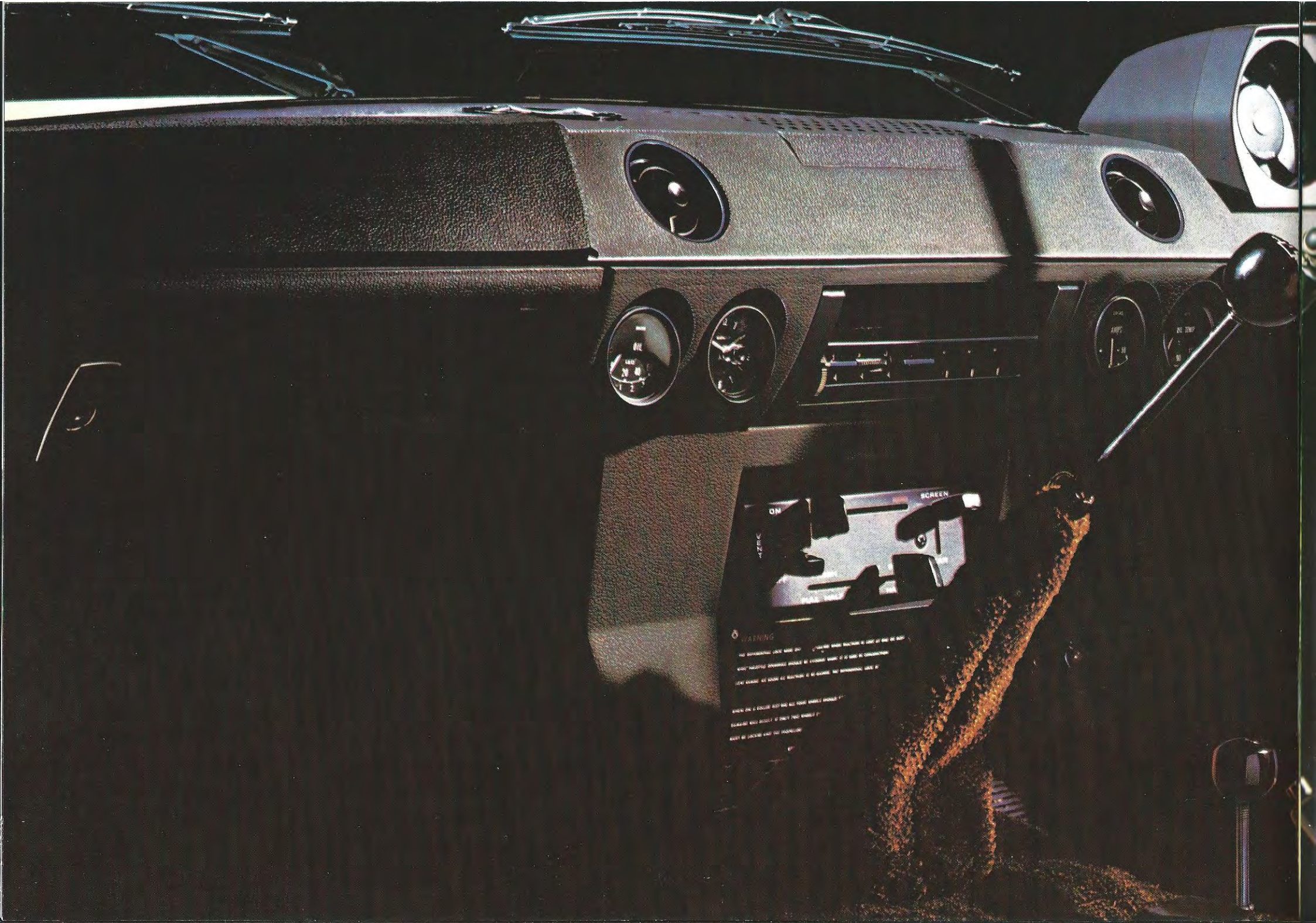




Comfort and safety of a very high order are to be found inside the Range Rover. Wide doors offer ease of entry into the front and rear compartments. Once in, drivers and passengers sit well supported in seats of great strength; indeed the front seats have been much praised by leading motor magazines for their excellent design. The high seating position provides a driver's eye view above the level of most other vehicles. Emergency situations are thus reduced to a minimum and overtaking can be planned well ahead. Across country, visibility over walls and hedges is a useful feature. The front seats are fitted with built-in safety belts, and when the seat backs are tipped forward the movement automatically causes the whole seat to slide forward on its runners to facilitate access to the rear compartment. Brushed nylon seat facings, head restraints, and inertia reel safety belts (as shown) plus power assisted steering and tinted glass are included in the range of options available to tailor the Range Rover to your every need.

The cavernous rear compartment is readily accessible through easily operated tailgates, and with the rear seat folded down there is a maximum usable load space of 59 ft³.





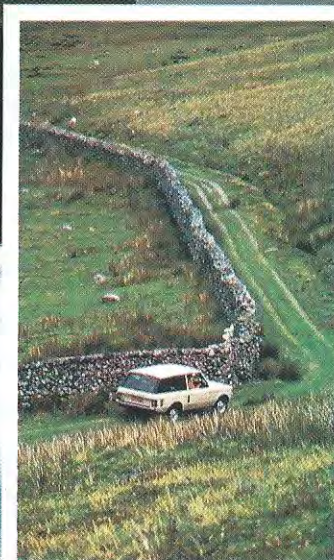
WARNING

THE INFORMATION ON THIS PAGE IS FOR YOUR INFORMATION ONLY. IT IS NOT A WARRANTY. ALWAYS READ THE INSTRUCTIONS THAT COME WITH YOUR CAR. ALWAYS WEAR YOUR SEATBELT. ALWAYS DRINK RESPONSIBLY. ALWAYS BE RESPONSIBLE. ALWAYS BE SAFE.



Comprehensive instrumentation and clearly marked, handily placed controls complete the superb specification of this unique vehicle. The instrument nacelle immediately in front of the driver contains the speedometer, fuel and water temperature gauges and a display of warning lights—direction indicators, headlamp main beam, trailer lighting, choke, low oil pressure, ignition, low brake fluid pressure or hand-brake 'on', and low petrol level in tank. In the fascia rail beneath is a warning light which indicates when the centre differential lock is in operation. Ancillary instruments—electric clock, voltmeter, oil pressure and oil temperature gauges—are set into the centre fascia, which is made of impact absorbing material. Here also are the hazard warning light switch, cigar lighter, heated rear windscreen switch and controls for the heating and ventilation system. To cater for all climates and conditions this system provides either fresh or recirculated air at the desired temperature. Air is drawn through an opening below the windscreen where the intake of traffic fumes is minimised. Individual face level vents and a central vent can be adjusted as required, and extractor grilles in the rear quarter panels allow natural 'through flow' ventilation. A two-speed booster fan is provided. Four finger-tip levers on the steering column operate two-speed windscreen wipers, with flick-wipe facility, windscreen washers, horn, lights, turn indicators and, when fitted, the optional fog or spot lamps. To the right is a switch for the rear windscreen wiper and washer (shown left). Further safety features include: collapsible steering column, padded sun visors and interior rear view mirror with spring catch that will release on impact. Who could ask for anything more?





Specifications

ENGINE An o.h.v. all-aluminium high performance V8. Bore 3.5 in. (88.9 mm.). Stroke 2.8 in. (71.1 mm.). Cubic capacity 215 cubic inches (3,528 cc.). 8:13 : 1 compression ratio. Max. Power 132 PS (DIN) at 5,000 rpm. Max. torque 25.8 Mkg (DIN) (186.5 lb. ft.) at 2500 rpm. Aluminium alloy cylinder block with inserted iron liners, cast integrally with crankcase. Aluminium alloy cylinder heads with in-line valves for breathing efficiency. Separate aluminium alloy inlet manifold with two carburettors. Self adjusting hydraulic tappets. Pistons are of a special light-weight full skirt design and incorporate a shallow circular depression in the crown. The counter-weighted crankshaft runs in five lead-bronze/lead indium overlay shell bearings and is fitted with a torsional vibration damper. A gear-driven oil pump delivers oil under pressure, to the main, big-end and camshaft bearings, the hydraulic tappets, distributor drive shaft and valve rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full-flow oil filter is fitted. An alternator is fitted as standard.

COOLING SYSTEM Pressurised type (15 p.s.i.) with pump, fan, thermostat and pressurised expansion tank.

Capacity of system approximately 20 pints (11 litres).

Crossflow radiator.

FUEL SYSTEM An 18 gallon (21.6 U.S. gallons—82 litres) tank is located at the rear between the chassis frame members. A facia warning light flashes when the fuel level drops below approximately 3 gallons (13.6 litres). The Bendix electric pump supplies fuel to two Zenith-Stromberg CD2 carburettors.

TRANSMISSION Clutch is of the diaphragm spring, single dry plate type—10.5 in. (26.7 cm.) diameter. The main gearbox has four forward and one reverse speeds, manually operated with synchromesh on all forward gears. The transfer gearbox is of the two-speed reduction type on the main gearbox output. Front and rear drive are permanently engaged via a third differential which can be locked by a vacuum control switch, mounted on the gearbox. Front and rear axles are of the spiral bevel type, the front having enclosed constant velocity joints. Differential ratio for each is 3.54 : 1.

OVERALL RATIOS (Final Drive)

	<i>High Transfer</i>	<i>Low Transfer</i>
Top	3.95	11.76
Third	5.95	17.69
Second	9.67	28.78
First	16.08	47.83
Reverse	14.48	43.07

STEERING Burman recirculating ball, worm and nut type incorporating an A.C. safety column with security locking device. Steering wheel diameter 17 in. (0.43 m.). Steering box ratio 20:55 : 1 straight ahead. Turning circle 37 ft. (11.3 m.), 4.75 turns lock to lock. (3.5 turns lock to lock with power assisted steering).

POWER OPTION Adwest Varamatic. Ratio 17.5 : 1. Straight ahead.

FRONT SUSPENSION Coil springs. Axle located by radius arms and Panhard rod. Control is by long-stroke hydraulic telescopic dampers.

REAR SUSPENSION Coil springs. Axle located by radius arms, support rods and central wishbone assembly, incorporating a 'Boge Hydromat' self-energising ride-level unit. Control is by long-stroke hydraulic telescopic dampers.

BRAKES Lockheed disc brakes are fitted front and rear and are servo-assisted for easy pedal operation. A dual line piping system ensures emergency braking to individually piped calipers on the front discs. The hand-brake is of the internal expanding drum type, operating on the transfer box rear output shaft.

WHEELS AND TYRES Pressed-steel enamelled wheels, five stud fixing—size 6.00 JK x 16. Tyres: Michelin radials XM+S205 x 16 (tubed) or Firestone Town and Country radials 205 x 16 (tubed).

LIGHTING Headlamps sealed beam. Main beam 75 watt, dipped beam 50 watt. The head/side lamp switch and the combined headlamp flasher, dip, direction indicator and horn switch are mounted on the steering column nacelle below the steering wheel. A similar switch is provided for fog and spot lamps (optional extra). Sidelamps and indicator lamps are mounted on the front body corners and the rear tail/stop-indicator lamp unit incorporates a reversing lamp. A hazard warning system is standard and is operated by a switch on the facia rail.

HEATING AND VENTILATION SYSTEM The heating and ventilation system provides either fresh or recirculated air. Air is drawn through an opening below the windscreen where the intake of traffic fumes is minimised. Individual face level vents and a central vent can be adjusted as required. Extractor grilles in the rear quarter panels allow natural 'through-flow' ventilation.

WINDSCREEN WIPERS AND WASHERS Two-speed windscreen wipers incorporating a flick-wipe facility are operated by a steering column switch which also actuates the electrically-operated windscreen washers. Rear screen is fitted with a single-speed wiper and washer.

BASIC CONSTRUCTION The construction makes use of a welded box section chassis frame and a steel base unit to which the skin panels are applied as separate, painted units. Most body panels are of non-corrosive aluminium alloy. The two wide doors are forward hinged and open to approximately 90°. Each have wind-down windows and opening quarter vents. A laminated windscreen is fitted. Large rear side windows slide rearward to open and have a push button release.

Rear body floor is of strong corrugated aluminium and has a moulded rubber mat. The lower full-width tailgate is of steel and has a single centre locking handle. The pneumatically-assisted upper tailgate is provided with a security lock.

BODY INTERIOR Individual front seats have integral lap and diagonal safety harnesses and are fitted with a mechanism which allows the backrest to tip and automatically slide the seat assembly forward for ease of access to the rear seat.

Doors have combined armrest/door pull with twin interior operating handles, for front and rear passengers. Each door has a sliding catch security lock. The full width rear seat can be folded for greater payload area.

Rear seat backrest catch operated by central handle.

Spare wheel mounted on left-hand side of body, with fabric wheel cover.

Interior appointments include: Interior roof light, operated either by opening the doors or by an independent switch; ashtray on transmission tunnel; twin collapsible sun visors; safety spring-out interior rear view mirror; integral parcel tray/passenger grab handle; spacious glove box; provision for radio.

Instrumentation consists of a speedometer, fuel gauge, water temperature gauge, battery voltmeter, oil pressure gauge, oil temperature gauge, nine warning lights and an electric clock.

COLOURS AND TRIM *Exterior Colours:* Lincoln Green, Sahara Dust, Bahama Gold, Masai Red, Tuscan Blue, Arctic White; *Interior Trim Colour:* Palomino.

OVERALL DIMENSIONS AND DATA Wheelbase 100 in. (2.54 m.); Track 58.5 in. (1.49 m.); Ground clearance (under axles) 7.5 in. (0.19 m.)—(under c/l vehicle) 12.5 in. (0.32 m.); Turning circle 37 ft. (11.3 m.); Overall length 176 in. (4.47 m.); Overall width 70 in. (1.78 m.); Overall height 70 in. (1.78 m.).

WEIGHTS

	Front Axle lb. (kg.)	Rear Axle lb. (kg.)	Total lb. (kg.)
Unladen plus 5 gallons fuel	1900 (862)	1900 (862)	3800 (1724)
Gross weight	2200 (998)	3320 (1506)	5520 (2504)
* Total payload	—	—	1720 (780)

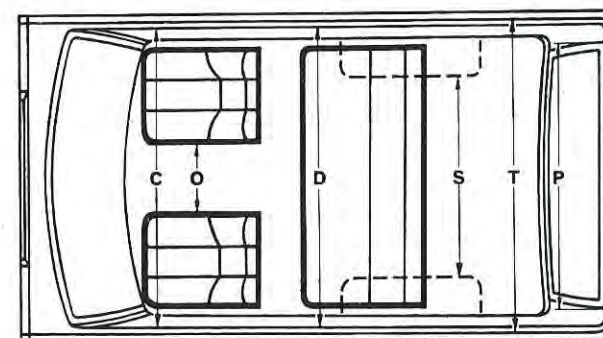
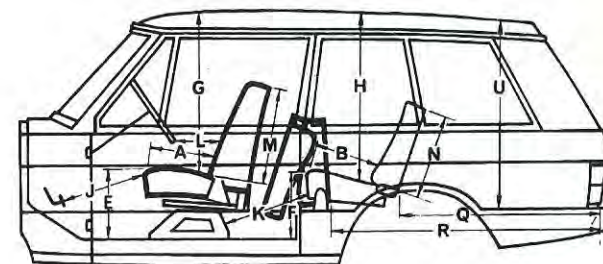
* i.e. five persons + 970 lb. (440 kg.) or two persons + 1420 lb. (644 kg.).

NOTE: These figures include an allowance of 220 lb. (100 kg.) for the fitting of a winch (or auxiliaries) which is restricted to the front of the vehicle only. Maximum axle loadings must not be exceeded.

OPTIONAL EQUIPMENT INCLUDES Power steering, tinted glass, split charge facility for use in conjunction with either standard 18 ACR (45 amp.) or optional 25 ACR (65 amp.) alternator, radio, inertia reel seat belts, head restraints, brushed nylon seat facings. Option pack comprising tinted glass all round with laminated windscreen, head restraints, brushed nylon trim, inertia reel safety harness.

Towing Capacity

	Trailer weight	Trailer weight & vehicle
'Off-road' trailer	2204 lb. 1000 kg.	7724 lb. 3504 kg.
'On-road' 2-wheel trailer (over-run brakes) Subject to legal restriction of 30 cwt. unladen trailer weight (max.) in UK if load-carrying type of trailer.	4408 lb. 2000 kg.	9928 lb. 4504 kg.
4-wheel road trailer with power brakes	8816 lb. 4000 kg.	14336 lb. 6504 kg.
Limited use, emergency purposes only. Max. road speed 18 m.p.h. (30 km./h.)	13224 lb. 6000 kg.	18744 lb. 8504 kg.



INTERIOR DIMENSIONS

		Inches	Metres
A	Front to rear of front cushion	18.00	0.457
B	Front to rear of rear cushion	16.50	0.420
C	Width of body at front of front seats	59.50	1.510
D	Width of body at front of rear seat	58.31	1.480
E	Top of front cushion to floor	13.00	0.330
F	Top of rear cushion to floor	14.50	0.370
G*	Headroom—front seat	35.00	0.890
H*	Headroom—rear seat	35.75	0.910
J	Front cushion to accelerator pedal	20.25	0.534
K	Rear cushion to front seat box	18.00	0.460
L	Front squab to steering wheel	14.75	0.375
M	Front squab height	22.25	0.560
N	Rear squab height	19.25	0.490
O	Width between front seats	17.00	0.430
P	Width of tailgate opening	55.25	1.403
Q	Payload area length (seat in position)	42.00	1.067
R	Payload area length (seat folded)	58.00	1.473
S	Payload area width (between arches)	43.00	1.092
T	Payload area width (at waist)	63.50	1.613
U	Payload area height (floor to roof)	41.00	1.041

*With a person of average weight.

Measurements taken with driver's seat in central position. Total adjustment of driver's seat fore and aft is 7.313 in. (0.186 m.) 7.438 in. (0.189 m.) for passenger.

IMPORTANT NOTE. The specifications in this brochure are correct for the UK market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.

RANGE ROVER

