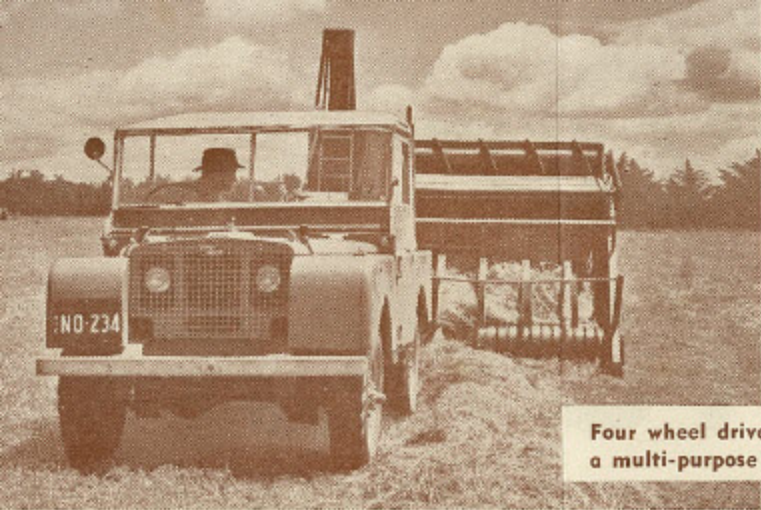


LAND- ROVER

THE "GO ANYWHERE" VEHICLE FOR THE FARMER,
THE COUNTRYMAN, AND FOR GENERAL
INDUSTRIAL USE





Four wheel drive makes Land-Rover a multi-purpose vehicle.

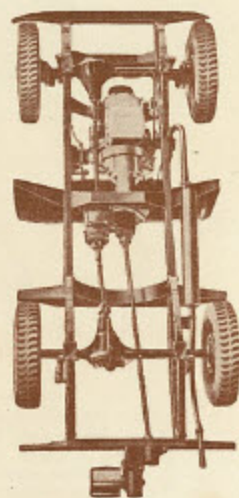
DESIGNED to meet the urgent need for increased production in agriculture and industry, the Land-Rover is a truly multi-purpose vehicle. It is fast and economical for use on the road, and at the same time has that ability to keep going under the very worst cross-country conditions which can only be achieved by four-wheel drive.

It can be used as a light tractor, and with power take-off as a mobile plant.

On the farm it will do much of the work for which a tractor is used. With its four-wheel drive it will transport heavy loads over ploughed fields or other places where the going is hard. As a mobile power unit it takes power to the job wherever it is. Through the rear power take-off it can be harnessed to drive the threshing machine, the elevator for haystack building, the chaff cutter, the circular saw and countless other jobs that call for portable power. A centre power take-off can be provided for driving an air compressor for tree spraying or paint spraying and for portable milking apparatus.

It can be used to drive mobile welding plant, and in industry its uses range from moving heavy machinery and delivering goods to providing power in an emergency, and trucking around the factory. It has been designed with the same skill and experience and is built in the same factory as the world-famous Rover car and the Rover gas-turbine car.

Under chassis view of the Land-Rover showing the drive to the front and rear axles and the rear power take-off. The Land-Rover is not an adapted vehicle—it is specially designed and built to cover a wide field of usefulness in the service of agriculture and general industry. The drive to the rear power take-off is through the main gear box. The front and rear axles are driven from the transfer box.



THE CLEAN DESIGN OF THE LAND-ROVER CHASSIS



On the property of Mr. Norman Stead of Berwick, Victoria

BRITAIN'S MOST VERSATILE VEHICLE

SPECIFICATION

ENGINE. Flexibly mounted on rubber at four points. Four cylinders, bore 69.5 mm. Stroke 105 mm. 1595 c.c. Horsepower 11.9. Maximum brake horsepower 50. Three bearing counterbalanced crankshaft of high specification steel of ample dimensions. Camshaft in crankcase driven by double roller silent chains with hydraulic adjuster. Firing order 1, 3, 4, 2.

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

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

CLUTCH. Single dry plate 9" diameter.

DYNAMO. Automatic voltage regulator 12 V.

STARTER. Operates on flywheel.

CARBURETTOR. Down-draught.

PETROL FILTER. Mounted on dash.

AIR CLEANER. Oil bath type.

TRANSMISSION. To rear and front axle by open propeller shaft via two speed transfer box.

REAR AXLE. Semi-floating. Spiral bevel type. Ratio 4.88 : 1.

COOLING SYSTEM. Water circulation by pump. Thermostatic control. A fan is fitted. Water capacity two gallons.

LUBRICATION. By pressure from gear type pump forcing oil to all bearings, timing chain and valve gear. Capacity 10 pints.

GEARS. Four forward speeds and reverse. Ratios: first 3.00 : 1, second 2.04 : 1, third 1.47 : 1, top 1 : 1, reverse 2.54 : 1.

TRANSFER BOX. Incorporates two speeds which in conjunction with the main gearbox give a comprehensive range of eight forward gears. Ratios: first 2.888 : 1, top 1.146 : 1.

IGNITION. Coil and battery. Automatic controlled ignition advance 12 volt battery. Capacity 52 amp. hours.

FRONT AXLE. Fitted with differential similar to rear axle. The drive to front wheels is through free-wheel and constant velocity universal joints totally enclosed.

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

STEERING. The steering has right-hand driving position and is light yet positive in action.

FUEL SUPPLY. From 10 gallon tank under driver's seat.

SPRINGS. Semi-elliptic. Four tubular type shock absorbers are fitted.

WHEELS. Detachable disc wheels having 4½" wide rims. Tyres 16 x 6.00 heavy duty traction type.

DIMENSIONS. Overall width 5' approx. Overall length 11' approx. Weight of vehicle 22½ cwt. Wheelbase 80". Track 50".

DRAW BAR PULL. 1,200 lbs. to 1,800 lbs.

MAXIMUM ROAD SPEED. Over 50 m.p.h.

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

CENTRE POWER TAKE-OFF (at extra cost). Arranged to drive by "V" belt, compressors, generators and other portable equipment which can be mounted in the body.

BODY and general sheet metal work of high tensile non-corrodible light alloy.

ALL external steel fittings galvanised.

E. & O.E. Subject to alteration without notice.



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