

RANGE ROVER



Leisure and Pleasure

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 you take your choice.

With a Range Rover that choice becomes enormous. An experienced motoring journalist writes 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.



Town and County

One of the many striking characteristics of the Range Rover is that it looks a natural part of the scene wherever you put it. And each part it plays comes just as naturally. What do the experts say on the subject?

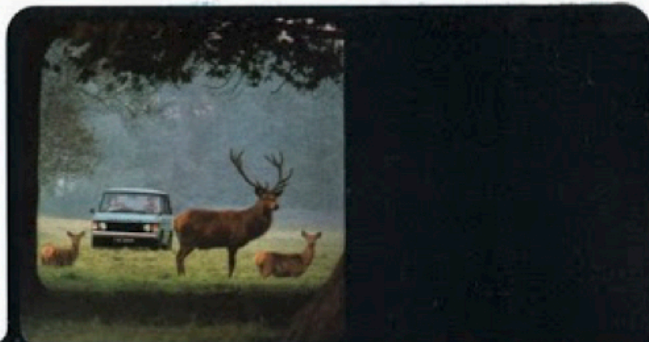
"Before the Range Rover there can never have been a vehicle that tops 90 mph, cruises comfortably at 30 mph across suspension-crippling potholes, has a cross-country performance which the Land-Rover would find difficult to better, and wraps all its qualities in an elegance which galvanizes hotel doormen into instant action." — Farmers' Weekly. (There are still many roads around the world on which 90 mph is legally permitted, and the Range Rover is essentially a vehicle for world-wide use).

"Above all, there is no need to own any other car, for the Range Rover offers speed and luxury and is a pleasure to drive." — Autosport.

"The Range Rover doesn't look at all out of place in glamorous Park Lane." — Motor.

"The Range Rover, latest revolutionary vehicle to emanate from the workshops of the brilliant engineers at Solihull, is unique technically and immensely practical and enjoyable to drive." — Motor Sport.

"As a utility vehicle which can double as a family car, it's difficult to think of any very serious rivals." — Harper's & Queen (Stirling Moss).





The Professionals' Choice

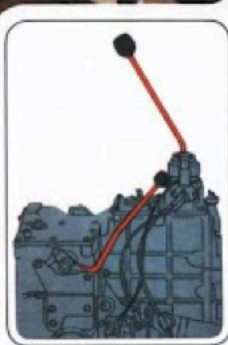
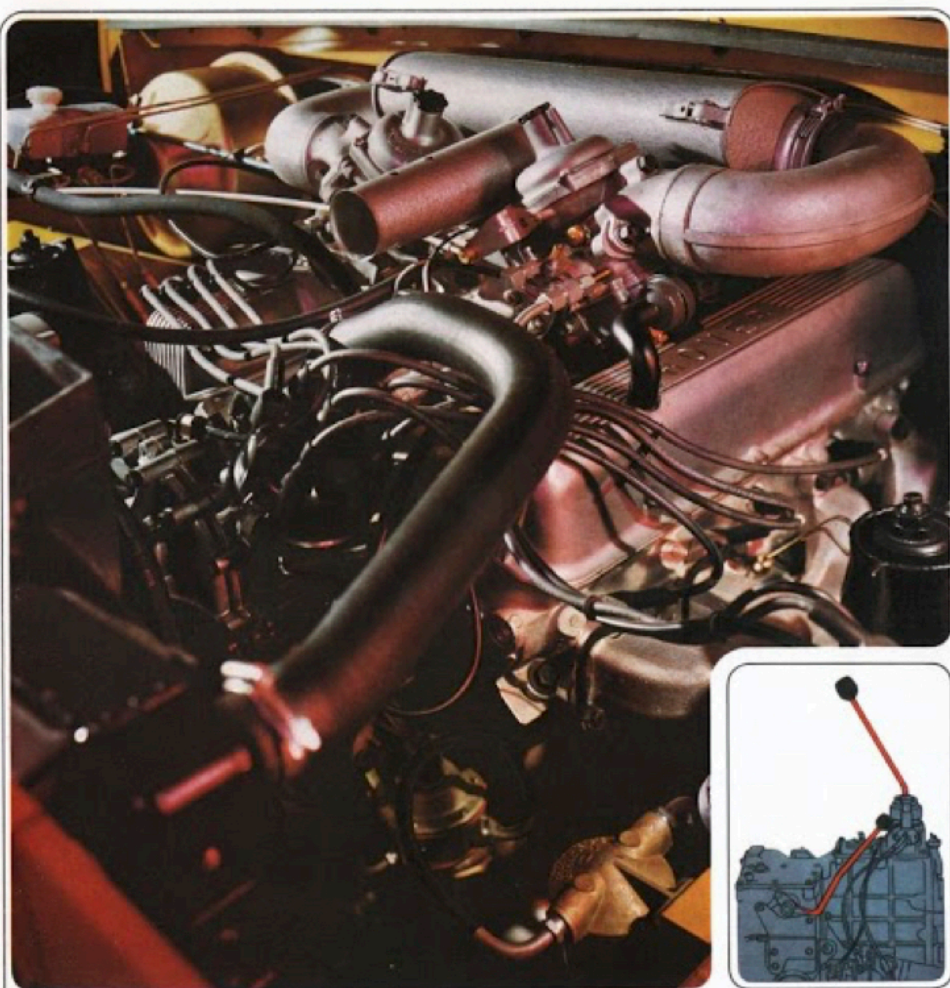
Range Rover versatility extends far beyond the sphere of private ownership. More and more Police forces in the United Kingdom, Europe and beyond are realising the vast potential of this astonishing vehicle.

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 have caused such a stir in the Police circles when the details were only rumoured and now that the full specification is available for all to see, the stir is 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 for the Fire and Ambulance services, the Range Rover chassis providing an eminently suitable foundation for bodywork by specialist coachbuilders.

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.



Power and Performance

SPECIFICATION

Engine: An o.h.v. all-aluminium high performance V8. Bore 3.5 in (88.9 mm). Stroke 2.8 in (71.12 mm). Cubic capacity 215 cubic inches (3,528 cc). Compression ratio 8.5:1. Max. b.h.p. (DIN) 130 at 5,000 rev/min. Max. torque (DIN) 25.6 kg.m (185 lb.ft) at 2,500 rev/min. 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 carburetors. 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, and lip-type oil seals. 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. [1.05 kg. cm²]) with pump, fan, thermostat and pressurised expansion tank. Capacity of system approximately 20 pints (11 litres). Crossflow radiator.

Fuel System: A 19 gallon (22.5 US gallons – 86 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 AC pump is mechanically operated and supplies fuel to two Zenith-Stromberg CD2 carburetors.

The Inside Story

Steering: Burman recirculating ball, worm and nut type incorporating an AC 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). 4½ turns lock to lock. Power assisted steering is available as an option.

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 piped system ensures emergency braking to individually piped calipers on the front discs. The handbrake is of the internal expanding drum type, operating on the transfer box rear output shaft. This is a parking and emergency brake only and should never be used for normal stopping purposes.

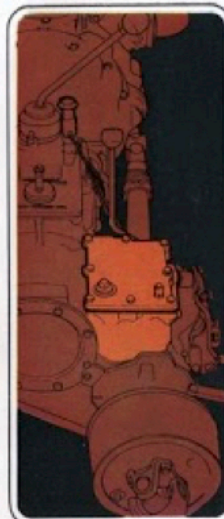
Wheels and Tyres: Pressed-steel enamelled wheels, five stud fixing—size 6.00 JK × 16. Tyres: Michelin radials XM + S × 16 (tubed) or Firestone Town and Country radials 205 × 16 (tubed).

SPECIFICATION

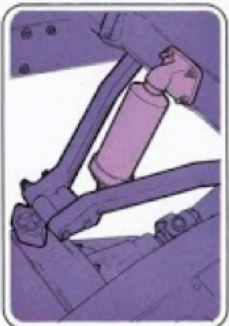
Transmission: Clutch is of the diaphragm spring, single dry plate type—10.5 in (26.7 cm) diameter. The main gearbox has four forward and one reverse speeds, manually operated with synchromesh on all forward gears. The transfer gearbox is of the two speed reduction type on the main gearbox output. Front 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)

	High Transfer	Low Transfer
Top	4.16	11.76
Third	6.25	17.69
Second	10.17	28.78
First	16.91	47.83
Reverse	15.23	43.07

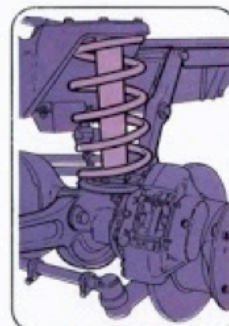


Left. The third differential unit is connected between front and rear axles to obviate transmission wind-up and other problems normally associated with four-wheel drive operation at high speeds. A lock-up device can be engaged to make the unit inoperative and provide maximum traction on both axles for severe cross-country work.

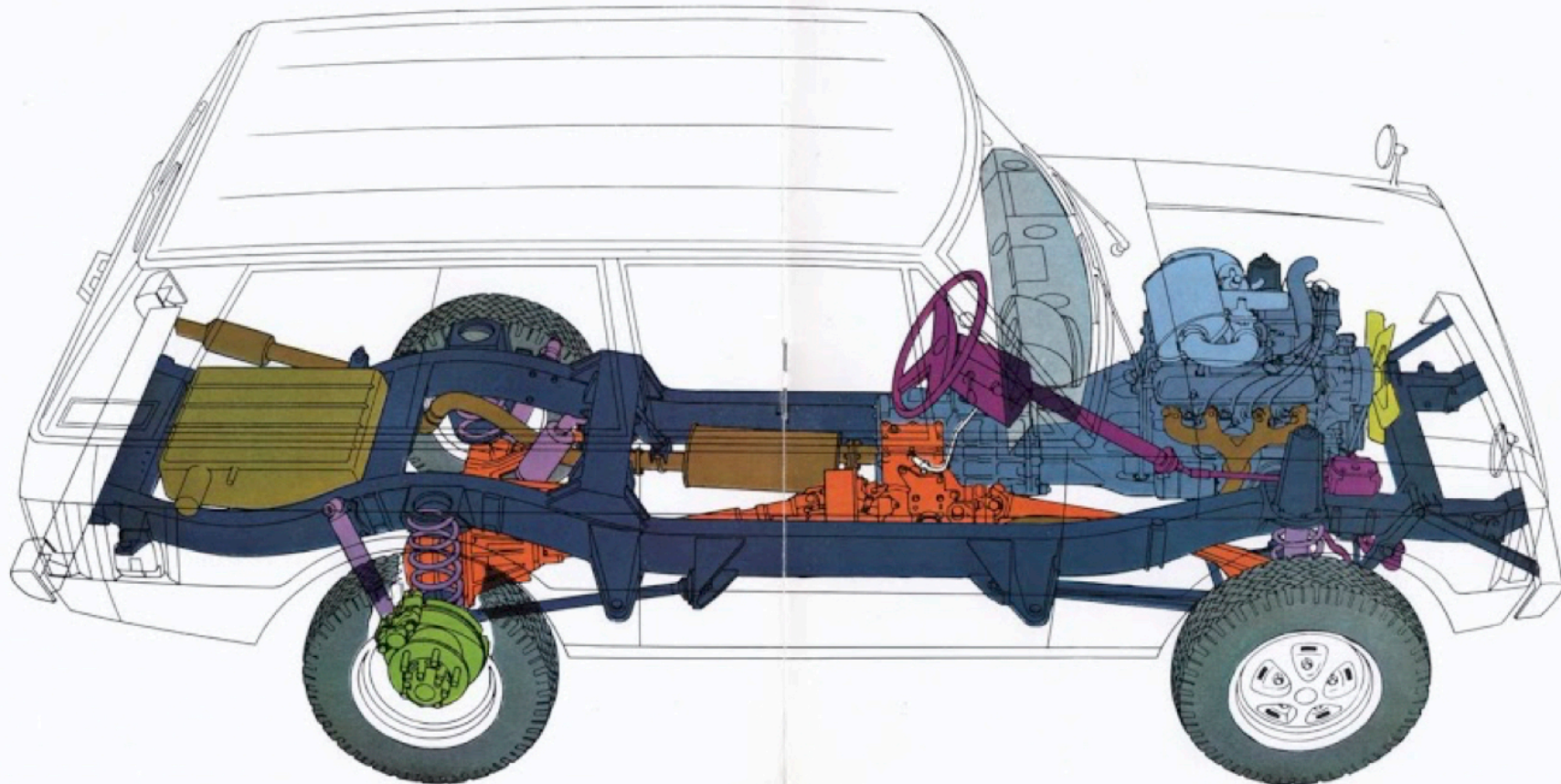


Above. A self-energising 'ride-level' unit is fitted within the rear suspension system. It ensures that the vehicle maintains a level aspect under varying body loadings and trailer nose weights.

Above. The Range Rover is equipped with powerful servo-assisted disc brakes front and rear, and a dual-line hydraulic system for double safety. The drum-type handbrake is mounted high up on the transfer box rear output shaft where it is well-protected from dirt and water.



Left. The suspension produces an uncannily smooth ride over rough country by allowing big vertical wheel movements, whilst providing excellent handling and comfort on main roads.



Comfort and Control

Comfort and safety of a very high order are to be found inside the Range Rover. Wide doors offer extreme ease of entry into front and rear compartments and, once in, driver and passengers sit well supported in seats of great strength. There are no projections to cause injury and protective padding is placed where it will do most good in the event of a mishap.

SPECIFICATION

Body Interior: Individual front seats have integral lap and diagonal safety harnesses and are fitted with a spring-assisted mechanism which allows the backrest to tip and automatically slide the seat assembly forward for ease of access to the rear seat. Both seats are provided with conventional fore and aft adjustment.

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. The 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; cigar lighter. The instrument nacelle contains the speedometer, fuel gauge, water temperature gauge and nine warning lights. Electric clock, ammeter, oil pressure gauge and oil temperature gauge fitted to fascia panel.

Lighting: Headlamp units are of the sealed beam type. 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 extras). Sidelamps and indicator lamps are mounted on the front body corners and the tail/stop, indicator lamp unit incorporates a reversing lamp. A hazard warning system is standard and is operated by a switch on the fascia rail.

Heating and Ventilation: 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. A two-speed booster fan is provided.



Main instruments and indicator lights are visible at a glance, and all controls are easily operated. The fascia is made of impact-absorbing material.



Right. Front seat backs can be released from outside or inside the vehicle and tipped forward, the movement automatically causing the whole seat to slide forward on its runners to facilitate access into the rear compartment.



Above. 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. Across country, visibility over walls and hedges is a useful feature.

Right. Large individual front seats are constructed on the safety-seat principle. They are fitted with built-in lap and diagonal safety harness of the one-hand fitting type.

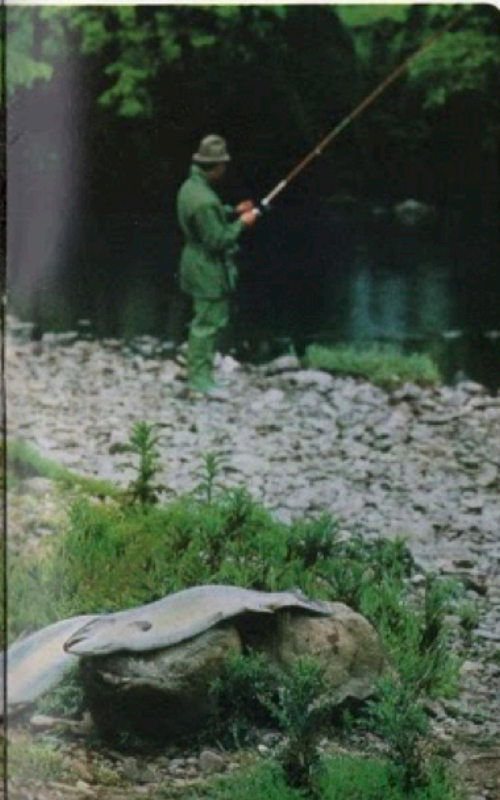
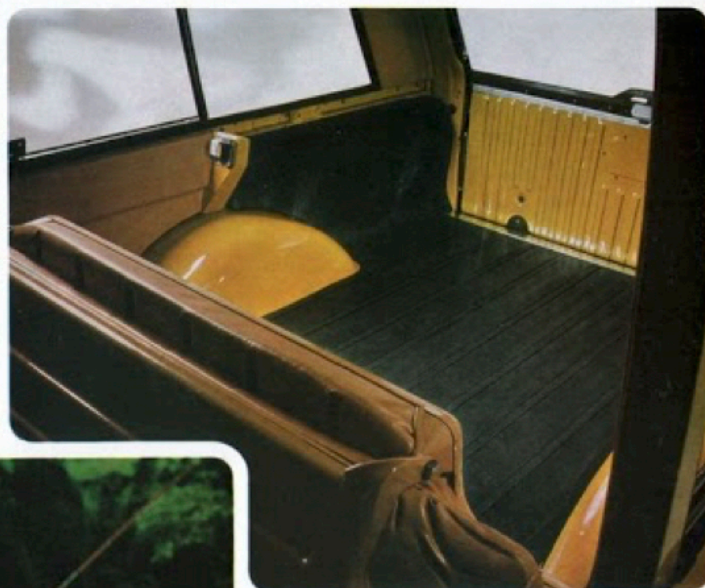


Room with a View

Five people and 750 lb or two people and 1200 lb, and a maximum usable load space of 59 cu.ft. — In the Range Rover there is no need to travel light to travel comfortably, quickly and safely. The cavernous rear compartment will accept a real holiday or business load (see back page) and is readily accessible through easily-operated tailgates. It can be conveniently adapted for Police and Fire Service use, when it will easily carry the large amount of special equipment necessary to assist the crew in dealing with most situations.

SPECIFICATION

Basic Construction: The construction makes use of a welded box section chassis frame similar to that used for the Land-Rover. The body consists of a steel safety-cage in the Rover 2000 manner on to which outside panels are applied as separate, painted units. Most body panels are of non-corrosive aluminium. The two wide doors are forward hinged and open to approximately 90°. Each has wind-down windows and opening quarter vents. 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.



SPECIFICATION

Windscreen Wipers and Washers: Two-speed windscreen wipers are operated by a steering column switch which also actuates the electrically-operated windscreen washers. Fitted to the rear screen is a wiper/washer unit operated by a switch on the fascia rail.

A heated rear screen is available as an optional extra.

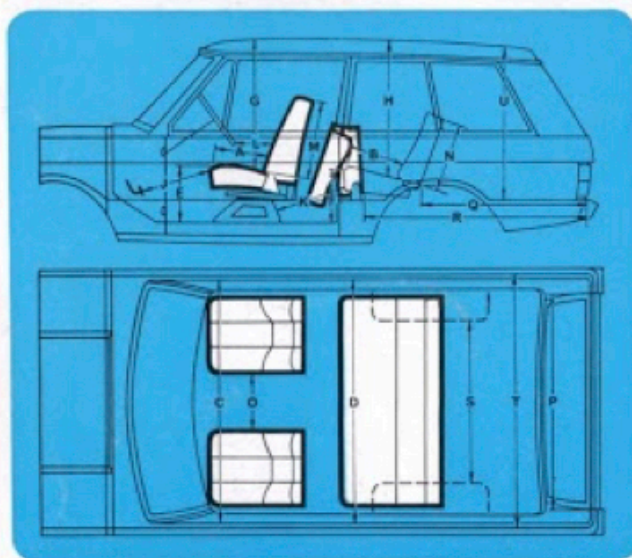
Towing equipment is an extra.

The car that knows no barriers

In June 1972 two Range Rovers of the British Trans-Americas Expedition became the first vehicles ever to make the complete unbroken land crossing of the American Continent from north to south – a total distance of close on 18,000 miles. The journey included the notorious Darien Gap, a 250-mile stretch of dense jungle, swamps, ravines and mountain ridges separating North and South America, which represented the last un-conquered obstacle to the completion of the Pan-American Highway (see two bottom photographs).

But you don't have to mount a major expedition to realise that the Range Rover is a very special kind of vehicle. It will undertake journeys to your local High Street, the childrens' school, social engagements and the office just as well. It will also cope with free-ranging holidays, towing a boat or caravan, snow and ice-bound roads with a high-degree of comfort and safety. And if you have a load to carry it will do it – riding high!





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 seat 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 height.
 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.

OVERALL DIMENSIONS AND DATA

Wheelbase 100 ins (2.54 m); Track 58.5 ins (1.48 m); Ground clearance (under axles) 7.5 ins (0.19 m) — (under chassis) 12.5 ins (0.32 m); Turning circle 37 ft (11.3 m); Overall length 176 ins (4.47 m); Overall width 70 ins (1.78 m); Overall height 70 ins (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). Total payload 1720 lb (780 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 gross axle weights must not be exceeded.

TOWING CAPACITY

	Trailer weight lb (Kg)	Trailer + Vehicle weight lb (Kg)
'Off-road' trailer	2205 (1000)	7725 (3504)
Road trailer - power brakes Limited use emergency purposes only. Max. restricted road speed 25 m.p.h. (40 k/m/h)	8814 (4000)	14338 (6504)
	13227 (6000)	18747 (8504)

COLOURS AND TRIM

Exterior Colours: Lincoln Green, Sahara Dust, Bahama Gold, Masai Red, Tuscan Blue, Daves White.

Interior Trim Colour: Palomino.

OPTIONAL EQUIPMENT

Includes: Power-assisted steering; heated rear window; radio; towing equipment; Sundym tinted glass and laminated windscreen.

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