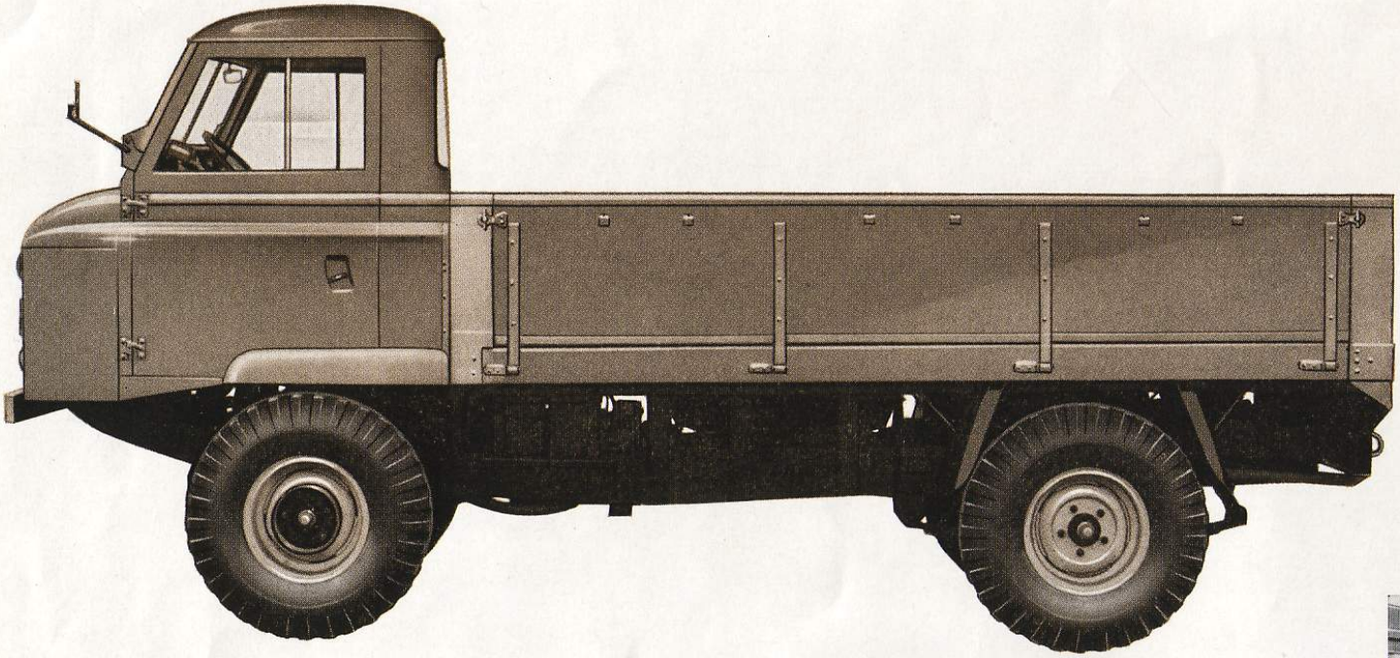
FORWARD CONTROL

LAND ROVER

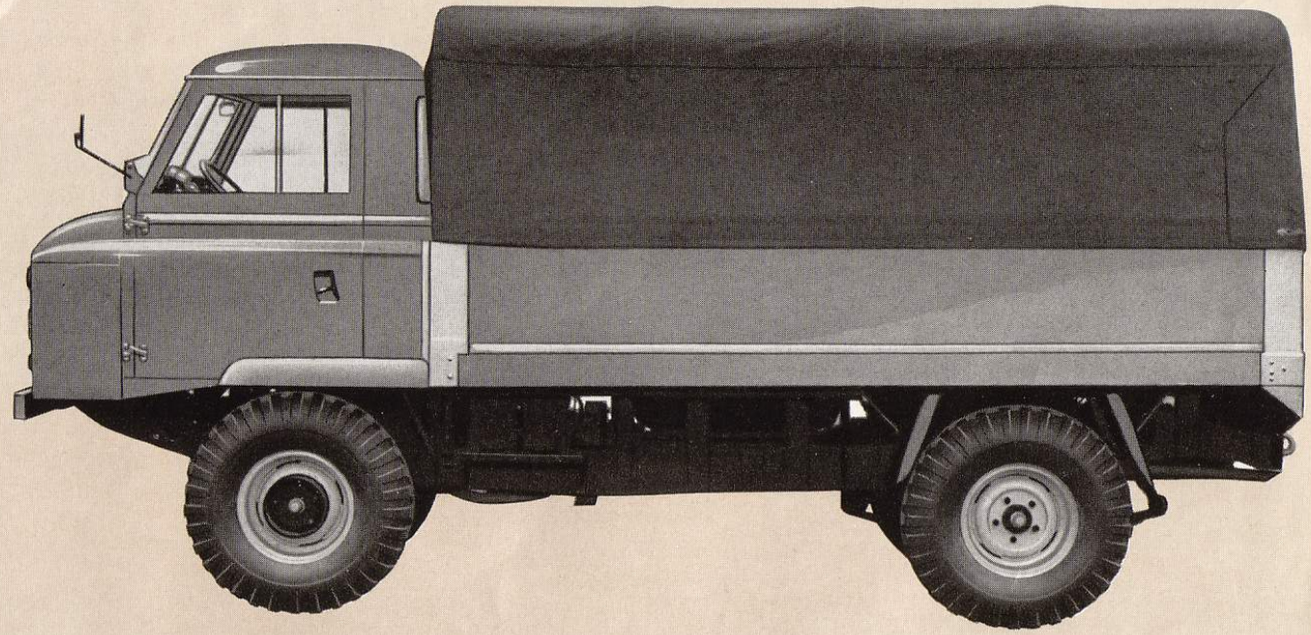


The Forward Control Land-Rover is primarily a load carrier and is available with various types of body suitable for the carriage of bulk loads and personnel. It can be supplied with a flat platform, a fixed-side body, or a drop-side body (left). A truck cab is standard equipment, but rear seats and hoods are also available.

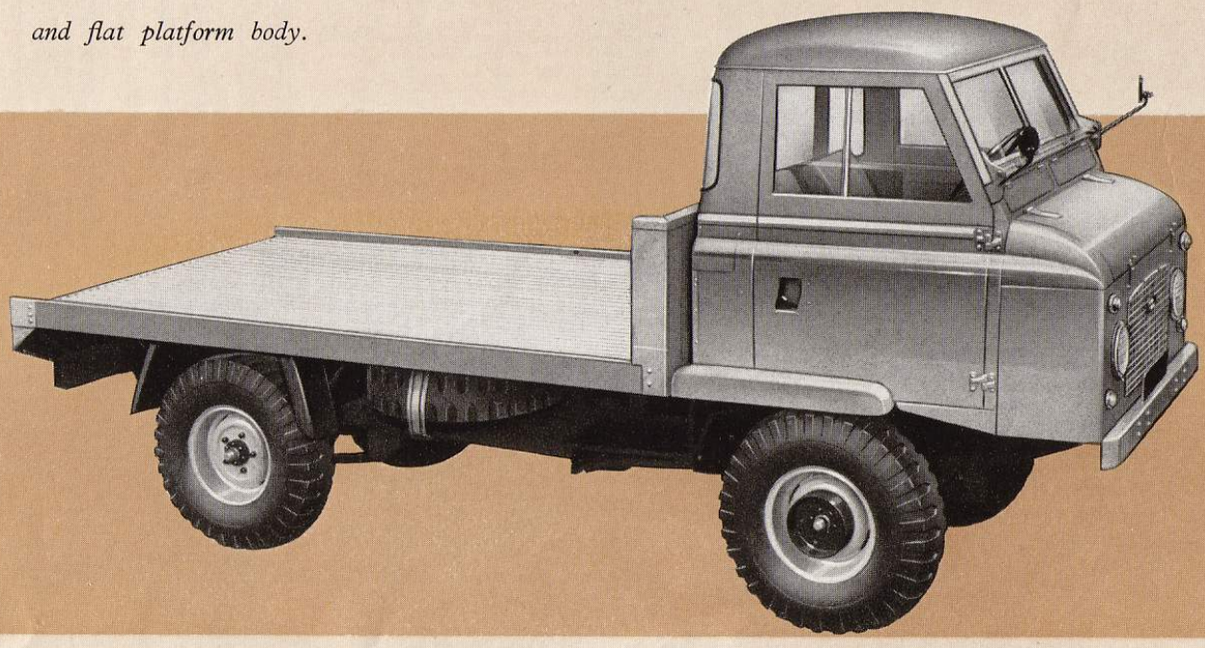
The Forward Control Land-Rover is the most recent addition to the multifarious Land-Rover family. Based on the Long, 109 inch wheelbase, chassis it is able to cope easily with a 30-cwt. payload on roads and country tracks and with a 25-cwt. payload across the roughest terrain. It has been designed to combine the accepted Land-Rover four-wheel drive mobility and robustness with a load capacity up to twice that of the Long Land-Rover. Because it has larger tyres (9·00 × 16 in.), a greater ground clearance (10 in.), and a better weight distribution between the axles, the cross-country performance of the Forward Control is exceptionally good. It has the same speed range as the Long Land-Rover, can climb a gradient of 1 in 2 when fully laden and has a side tipping angle of over 40 degrees.

Heater and passenger-side windscreen wiper extra.

With truck cab, fixed-side body and ¾-length hood.



With truck cab and flat platform body.



Although the Forward Control Land-Rover is completely unlike any other Land-Rover in appearance it retains 75% of the standard Land-Rover parts. This is of particular significance to fleet users as those parts which are most often serviced are identical with those fitted to other Land-Rovers. A wide range of optional equipment is available for the Forward Control Land-Rover. For instance, provision has been made for mounting the Land-Rover hydraulic winch between the chassis members under the centre of the body. Because the vehicle has been designed specifically to fill the requirement for a vehicle able to carry heavy loads across the most rugged country there are no rear power take-off facilities. It will, however, be possible to drive body-mounted equipment from a centre power take-off.

SPECIFICATION

ENGINE — FOUR CYLINDER. Overhead inlet and exhaust valves. Bore 90·49 mm. (3·562 in.), stroke 88·9 mm. (3·5 in.), capacity 2,286 c.c. (139·5 cu. in.). Maximum b.h.p. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. (17 mKg.) at 2,500 r.p.m.

Cylinder Head. Detachable, cast iron and carrying all valve gear.

Crankshaft. Forged steel, three bearing. Fully balanced and with counterweights.

Pistons. Low expansion aluminium alloy, tin-plated. Two compression rings and one scraper ring. Fully floating gudgeon pins.

Carburettor. Downdraught. Solex 40 P.A.I.O.—SA.

Cooling System. Capacity 16 pints (9·1 litres).

Lubrication. Capacity 11 pints (6 litres).

Maximum Draw Bar Pull. 3,920 lb. (1,778 kg.).

ENGINE—SIX CYLINDER. (Available for Overseas Markets only). Overhead inlet and inclined side exhaust valves. Bore 77·8 mm. (3·063 in.), stroke 92·075 mm. (3·625 in.), capacity 2,625 c.c. (160·3 cu. in.). Maximum b.h.p. 90 at 4,500 r.p.m. Maximum torque 132 lb. ft. (18 mKg.) at 1,500 r.p.m.

Cylinder Head. Detachable, aluminium alloy (inclined at 22°).

Crankshaft. Forged steel, seven bearing. Fully balanced and fitted with vibration damper at front.

Pistons. Low expansion aluminium alloy, tin-plated. Two compression rings and one scraper ring. Fully floating gudgeon pins. Inverted 'V' crown.

Carburettor. S.U. HD.6 horizontal.

Cooling System. Capacity 22½ pints (12·8 litres).

Lubrication. Capacity 10 pints (5·75 litres).

Maximum Draw Bar Pull. 3,750 lbs. (1,701 kg.).

FEATURES COMMON TO BOTH MODELS—

PETROL ENGINE. Compression ratio 7 to 1.

Cylinders. Monobloc, cast integral with crankcase.

Main and Connecting Rod Bearings. Copper/lead lined, steel shell, lead/tin plated.

Camshaft. Forged steel. Drive by Duplex roller chain. Chain tension maintained by self-adjusting jockey sprocket controlled by coil compression spring and oil pressure.

Connecting Rods. Forged steel.

Ignition. Coil and battery, automatic advance. Battery 12 volt 57 amp. hr.

Fuel Supply. 16 gallon (73 litres) tank located at rear of chassis. Additional fuel tank available.

Air Cleaner and Silencer. Oil-Bath type with built-in centrifugal pre-cleaner.

Cooling System. Pump and fan thermostatically controlled. Pressurised.

Lubrication. By pressure from gear-type pump forcing oil to all bearings, timing chain and valve gear. Full-flow oil filter.

CLUTCH. DS type. Single dry plate 9½ in. (241 mm.) diameter.

TRANSMISSION. Transmission to rear and front axles by open propeller shaft via two-speed transfer box.

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

Ratios :

Main Gearbox	*Transfer box*	
	High Ratio	*Low Ratio*
First gear	25·9	49·4
Second gear	15·96	30·5
Third gear	10·86	20·7
Top gear	7·19	13·72
Reverse gear	21·7	41·4

REAR AXLE. Fully floating, spiral bevel type. Ratio 4·7 to 1.

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

BRAKES. Hydraulically operated servo assisted foot brakes requiring light pedal pressure and infrequent adjustment. Front brakes have two leading shoes. Mechanically actuated handbrake operates on transmission shaft to rear axle.

STEERING. Worm and nut with recirculating ball; variable ratio 19·6 to 1 straight ahead, 29·9 to 1 full lock. Right or left-hand steering as required.

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

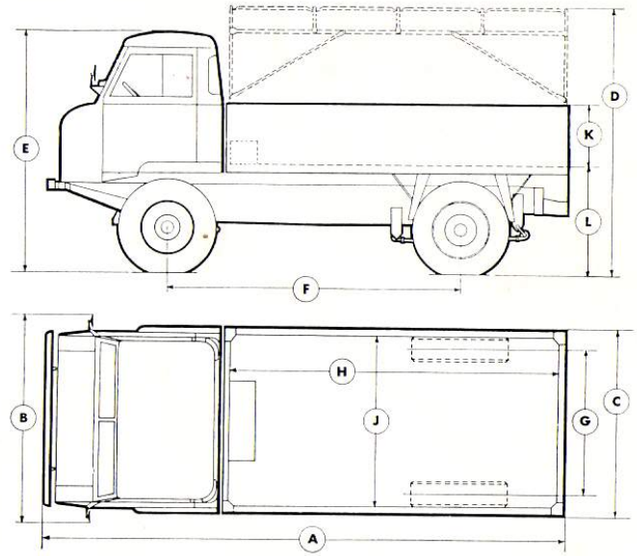
BODY FRAME. Full length, channel section.

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

WHEELS. Detachable disc wheels, 9·00 × 16 tyres.

CENTRE POWER TAKE OFF. (At extra cost). Arranged to drive (by V-belts) portable equipment mounted in the body.

BODY. Body panels of non-corrodible light alloy, all external steel fittings heavily galvanised. All bodywork finished in Land-Rover Mid-Grey.



DIMENSIONS		English	Metric
Length overall	(A)	193 in.	490·0 cm.
Width overall (across mirrors) ...	(B)	75½ in.	191·7 cm.
Width of body	(C)	68½ in.	174·0 cm.
Height overall, with hood (unladen)	(D)	102 in.	259·1 cm.
Height of cab (unladen)	(E)	88½ in.	224·7 cm.
Wheelbase	(F)	109 in.	276·9 cm.
Track	(G)	53½ in.	135·9 cm.
Body interior length...	(H)	123½ in.	313·6 cm.
Body interior width	(J)	63½ in.	161·2 cm.
Height of body sides	(K)	21½ in.	54·6 cm.
Platform height (unladen)	(L)	44 in.	111·8 cm.
Ground clearance		10 in.	25·4 cm.
Turning circle		49 ft.	1,488·4 cm.
Vehicle weight (standard vehicle with cab and body but without hood) in running trim with 5 gallons (22·5 litres) of petrol		4,305 lb.	1,948 kg.
Payload on road and track		3,360 lb.	1,524 kg.
Payload in the rough		2,800 lb.	1,270 kg.
Max. allowable gross weight on road ...		8,000 lb.	3,625 kg.
Max. allowable gross weight in the rough ...		7,440 lb.	3,374 kg.

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