

Range Rover



RANGE ROVER





Range Rover

"Unique" is an over-used word. It is often employed to describe a product — sometimes a car — which is merely uncommon, or unusual. But there is one car, a prestige saloon, to which it can truly and accurately be applied.

The unique Range Rover.

Why "unique"?

There are other cars which can be used for leisure and for work; which have 4-wheel drive, providing cross-country ability in addition to normal road usage; which can carry either passengers or considerable loads. What is different about the Range Rover is the style with which it performs these functions — its unique combination of features which make it totally effective in all it does.

Only the Range Rover is a true high performance quality saloon, able to transport passengers over long

distances in the utmost luxury and comfort, and yet outperform any conventional 4-wheel drive vehicle in the world.

Everything the Range Rover does, it does superlatively, without compromise. As a luxury saloon, it is at home in the most prestigious surroundings; as a working vehicle, it benefits from the innovative skill of the engineers who have more than 30 years experience of producing the famous and ubiquitous Land-Rover.

You can buy an ordinary prestige, luxury saloon. Or you can buy a very special one, which will introduce you to the thrill of leaving the crowded roads to sample the delights of cross-country motoring.

The stylish Range Rover.

The unique Range Rover





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Analyse what you want from your car.

Perhaps you have to cover long distances in the course of your business; you have a tight schedule and your time is valuable. In this case, you need a car which is fast, comfortable and reliable — and above all will get you to your appointment feeling fresh and ready for hard work. In other words, you need a Range Rover. Its smoothness, luxury, superb roadholding and effortless performance will ensure that you arrive in top form.

Or perhaps you spend a great deal of time in crowded cities. Again, you need the comfort of the Range Rover's spacious interior while you sit patiently in the traffic jams. Also (just as you will on the motorways) you'll appreciate the high driving position, with your eye level well above most other vehicles, so that you are ready to take advantage of every opportunity to overtake — and can anticipate emergencies well in advance. (You'll enjoy looking over hedges and walls when you're driving in the country, too!)

Again, your business may take you to development sites, over unmade roads, or down country lanes. In this case, to all the advantages mentioned above we can add the sure-footed traction of Range Rover's 4-wheel drive; how could you manage with an ordinary luxury car?

Perhaps you also need to carry bulky equipment with you — or to carry large valuable items such as antique furniture. Now, you need an estate car! With the Range Rover, that's exactly what you have.

The Range Rover can carry out all these functions not just well, but supremely well. Yet life is not all work, even for the busiest executive. There are breaks in the daily routine.

Perhaps you enjoy winter sports. Snow presents few problems to the Range Rover. You're not dependent upon the weather — if it's possible to get through, you'll do so, thanks to its 4-wheel drive and high ground clearance.

Or perhaps you're a boating or gliding enthusiast, so you need a vehicle with exceptional towing ability. That's the Range Rover, which has a towing capacity of up to 4000 kg.

No other vehicle can give you all this, but even now we have not told the whole Range Rover story. Let's look at your standing in life. Maybe you're attending a business luncheon at an exclusive restaurant, or entertaining at a top hotel. Here, you need more than plain functional ability. You need a vehicle you can be proud of, which proclaims the fact that you have "arrived"; which will uphold your prestige when parked among the luxury cars of other successful people. Now, you'll understand what Range Rover ownership really means, for it is the only vehicle which can do everything you want and will also reflect your good taste — and your prestige.

There's really only one choice for you.

The unique Range Rover.

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Like the vehicle as a whole, the Range Rover's interior can be described in three words — versatile, luxurious and practical.

Range Rover is a saloon, an estate car, a load carrier. As a saloon, its cloth-covered seats provide unexcelled comfort on the very longest journeys, while the boot space behind the rear seat — exceptionally accessible

through the full width tailgates — is big enough to take all a family's holiday gear, deckchairs, picnic baskets and all. Passenger entry to the Range Rover is easy — and dignified: the doors are wide and deep — no need to bend double, as in some saloons which look

sporty but don't have the Range Rover's performance. Rear seat passengers, too, have easy access because when the front seats are tipped forward, the whole seat slides forward on its runners.

For use as an estate car, or as a load carrier, just fold the rear seat forward, and you have more than 1.6 m³ of usable space!

Now look at the Range Rover from the driver's point of view. Before him he has clear, comprehensive instrumentation, and handily placed controls. Speedometer and clock, voltmeter, gauges for fuel, water temperature, oil pressure and temperature, twelve warning lights: these give him all the information he could wish, including a reminder

when the centre differential is locked for severe off-road use. Finger-tip levers control the two-speed wipers (with flick wipe), windscreen washers, horn, indicators and lights. Nearby are switches for the rear window wiper and washer, while the centre fascia carries the cigar lighter and switches for hazard warning lights, heated rear window, and the heating/ventilating system.

Fully controllable for temperature, this system also provides a choice between fresh air and recirculated air, very useful when stationary in the fumes of dense traffic. Three adjustable vents provide fresh air at face level, and a two-speed booster fan plus rear extractor vents complete a ventilating system as versatile as the Range Rover itself.



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Look again at the character of the Range Rover.

It's a saloon. A luxurious, high performance saloon, equally at home on a motorway, on a building site, or outside Maxim's in Paris. A saloon that matches — or surpasses — everything its competitive luxury saloons can do, and adds to that an unbeatable cross-country ability in all weather conditions.

Through snow.

Mud.

Sand.

Water.

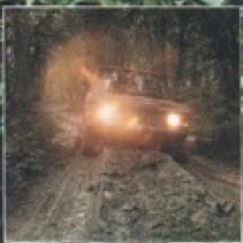
Up—or down—a 1 in 1 gradient.

And all with a flair, a prestige, which is unsurpassed.

The Range Rover.

The unique Range Rover.





The secret of the Range Rover's versatility on and off the road lies in its brilliantly integrated combination of engine, transmission and suspension, every unit in this sophisticated system exactly complementing the other units.

Power comes from the famous V8 engine which helped the Rover 3500 saloon to earn the title 'European Car Of The Year'. This 3½ litre unit gives the exciting performance and characteristic smooth running which only a V8 engine can provide. Sustained high-speed cruising on motorways becomes an effortless task, with driver and passengers feeling fresh and alert after traveling long distances.

The smoothness of the engine is matched by its quietness, a feature assisted by the self-adjusting hydraulic tappets, which obviate the clatter of mechanically operated valves. In addition, they reduce maintenance time, and contribute to the solid underpinning reliability for which the engine is famous.

Despite its surging power, the engine is light in weight, being constructed in aluminium alloy, thus assisting the overall balance of the Range Rover which makes the car such a joy to handle.

Many thousands of V8 Rover engines have proved their versatility and overall quality in the Range Rover, the Rover 3500 saloon, and recently in the new V8 Land-Rover. The experience gained in these units has been most beneficial in the continuous development and improvement of this refined power unit.

Sample the power, smoothness and response of the Range Rover's V8 engine, and you'll never again settle for a mundane 4- or 6-cylinder car.

Complementing the advanced aluminium alloy engine, is a purpose-built all-synchromesh four-speed gearbox. This operates in conjunction with a transfer box giving the option of high and low ratios. As a consequence, no less than 8 forward and 2 reverse speed ratios are available.



4-wheel drive provides traction which cannot be bettered on loose or rough surfaces, and a reassuring extra degree of safety on smooth surfaces, especially in the wet. To avoid problems associated with other transmissions wind-up and lesser 4-wheel drive vehicles, a third differential is fitted between the front and rear axles. This differential can be locked when required, to provide maximum traction under rigorous cross-country conditions.

The unparalleled suspension, too, plays an equally important part in the Range Rover's performance. Coil springs all round allow much greater vertical wheel movement than is normal, giving excellent handling and comfort over all types of surface, together with unparalleled smoothness.

The suspension system even incorporates a self-leveling device which is self-energising and automatically adjusts the height of the rear suspension to provide a consistently level attitude when the vehicle is towing or is heavily laden.

Naturally, the Range Rover's brilliant combination of engine, transmission and suspension is fully matched by the best braking system there is — servo-assisted disc brakes all round, with two separate hydraulic line systems for additional safety. Add the specially developed dual purpose radial-ply tyres, and you have the explanation for Range Rover's matchlessly versatile performance.





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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 (DN) at 5,000 rpm. Max. torque 29.6 Mkg (DN) (185 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 flap 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 CD carburettors.

Transmission Clutch is of the diaphragm spring, single dry plate type—10.5 in. (267 mm.) 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	3.94	11.76
Third	5.93	17.69
Second	9.64	28.78
First	16.03	47.83
Reverse	14.43	43.07

Steering Adwest Varamale incorporating an A.C. safety column with security locking device. Steering wheel diameter 17 in. (433 mm.). Steering box ratio 17.5:1 straight ahead. Turning circle 37 ft. (11.3 m.). 3.5 turns lock to lock.

Manual Option Burman recirculating ball, worm and nut type. Ratio 20.55:1 straight ahead. 4.75 turns lock to lock.

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 even in the event of one line failing. The hand-brake is of the internal expanding drum type, operating on the transfer box rear output shaft.

Wheels and Tyres Pressed-steel wheels, five stud fixing—size 6.00 JK X 16. Tyres: Radials, Michelin XM + S205 X 16 (tubed), Firestone Town and Country 205 X 16 (tubed), or Goodyear G800 Wingfoot (tubed).

Lighting Quartz-halogen headlamps, main beam 60 watt, dipped beam 55 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 rear fog lamps. Sidelamps and indicator lamps are mounted on the front body corners and the rear tail/stop-indicator lamp units incorporate reversing lamps and rear fog guard lamps. Direction indication side repeater lamps are mounted on front wings. 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 chassis undergoes two galvanising dips and an electrophoretic paint dip. The steel body components are electrophoretically dipped twice in acrylic paint. All downward facing surfaces are undersealed. Steel and aluminium surfaces are separated by sealant. 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.

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 inertia-reel 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 forward 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: Twin interior lights, 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, twelve warning lights and an electric clock.

Overall Dimensions and Data Wheelbase 100 in. (2 54 m.). Track 58.5 in. (1 49 m.). Ground clearance (under axles) 7.5 in. (193 mm.)—(under centre of vehicle) 12.5 in. (318 mm.). Turning circle 37 ft. (11.3 m.). Overall length 176 in. (4 47 m.). Overall width 70 in. (1 78 m.). Overall height 71 in. (1 80 m.).

Weights

	Front Axle lb. (kg.)	Rear Axle lb. (kg.)	Total lb. (kg.)
Unladen*	1915 (869)	1867 (847)	3782 (1716)
EEC Kerb*	1948 (884)	2120 (962)	4068 (1846)
Gross weight	2200 (998)	3320 (1506)	5520 (2504)

N.B. Unladen weight is for minimum spec. vehicle. EEC kerb weight equals unladen weight plus full tank of fuel plus driver. Net payload will depend on optional equipment fitted.

Optional Equipment includes Split charge facility for use in conjunction with standard 25 ACR (65 amp.) alternator, head restraints, front mudflaps, towing equipment, manual steering, vinyl trimmed seats.

Towing Capacity

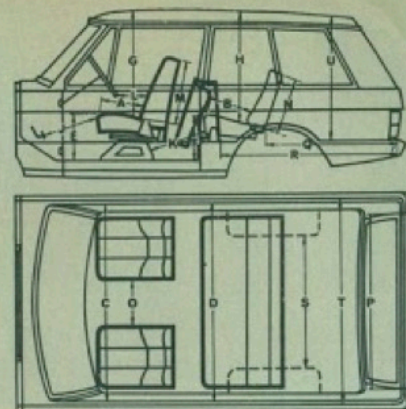
	Trailer weight	Trailer weight & vehicle
'Off-road' trailer	2204 lb. 1000 kg.	7724 lb. 3504 kg.
'On-road' 2-wheel trailer	4408 lb. 2000 kg.	9928 lb. 4504 kg.
4-wheel road trailer with power brakes	8816 lb. 4000 kg.	14336 lb. 6504 kg.
Limited use, emergency purposes only. Max. road speed 18 m.p.h. (30 km./h.)	13224 lb. 6000 kg.	18744 lb. 8504 kg.

Interior Dimensions

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

*With a person of average weight

Measurements with driver's seat in central position. Total adjustment of driver's seat fore and aft is 7.313 in. (186 mm.) 7.438 in. (189 mm.) for passenger.



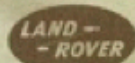
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IMPORTANT NOTICE

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