



**THE  
HALF-TON**

**LAND  
- ROVER**



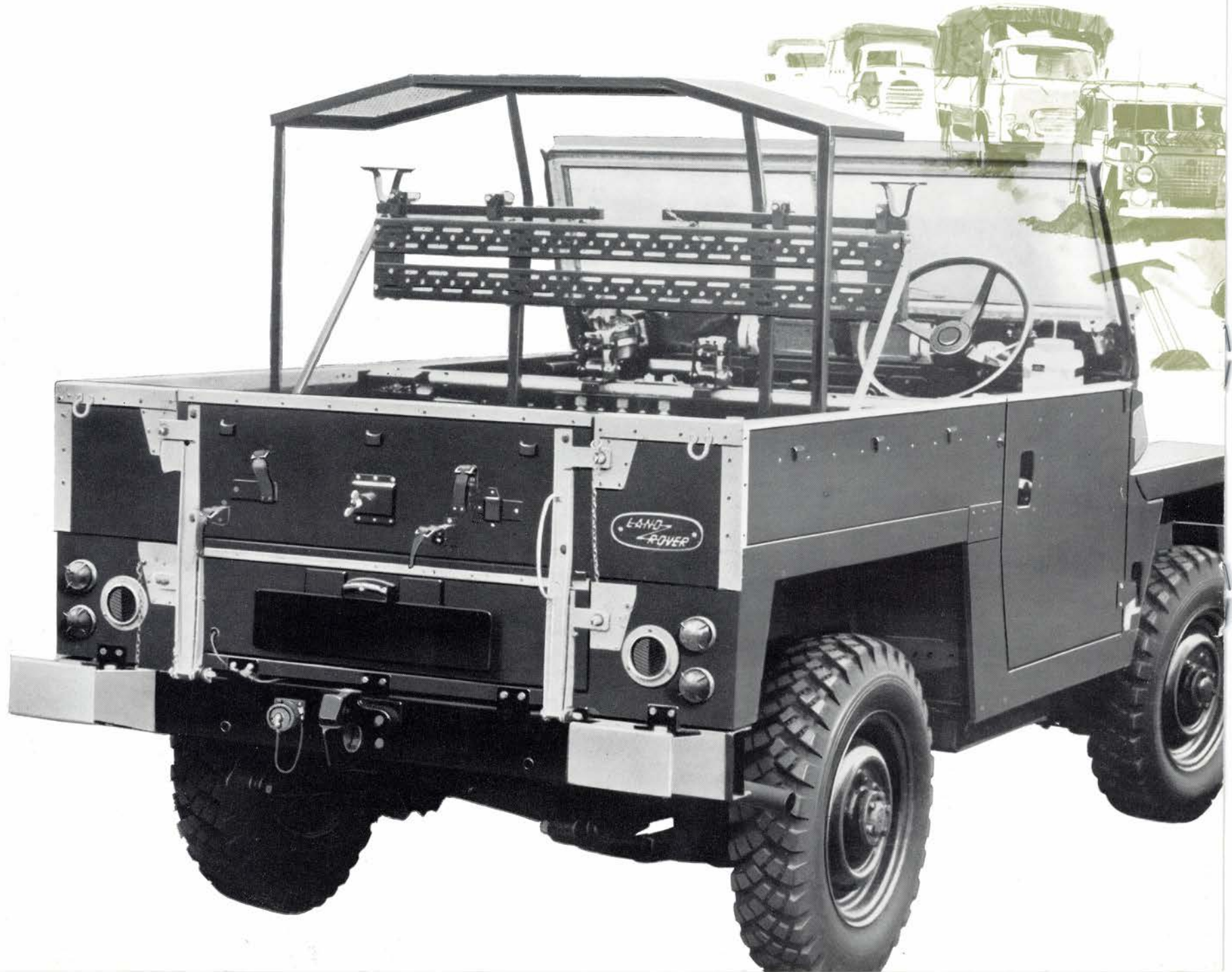




The new half-ton 88-in. wheelbase Land-Rover has been designed and developed by The Rover Company in conjunction with the British Fighting Vehicles Research and Development Establishment (F.V.R.D.E.) to meet the special air portability requirements of the British Army and Royal Marines. Over a period of time it will succeed the normal 88-in. Land-Rover (Rover 10) which is the standard light 4x4 in its load class in all the British Forces. The Land-Rover is also standardized, or in service, with military and para-military forces of some 140 territories overseas.

The engine, transmission, axles, suspension, brakes, steering, optional body parts and carrying capacity, both for personnel and cargo, are the same as those for the normal 88-in. Land-Rover. Therefore re-equipment with the half-ton presents no maintenance or spare parts problems for users of existing 88-in. models, since only the wheels, chassis and comparatively few body parts all of which normally last the life of the vehicle, have been changed.







As the illustrations on this and other pages clearly show, accessibility and ease of cleaning of the wheels and wheel arches have been improved, and the lightening of the vehicle, particularly in its stripped-down form, has improved its cross-country performance.

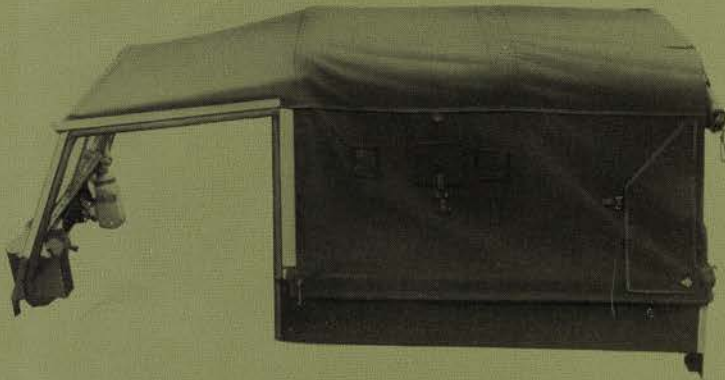
The half-ton is available in both 12-volt Cargo, and 24-volt Fitted For Radio (FFR) specifications. The unitary radio installation complete with batteries is quickly demountable. The vehicle can thus be used in a personnel-cargo carrying role and the radio operated independently.

The high degree of interchangeability between other vehicles in the Land-Rover range, both military and civilian, and the fact that they are in volume production, ensures competitive prices and adequate parts supply.

Among the military, police and civil defence roles which can be fulfilled by the half-ton are as personnel and load carriers; command vehicles for artillery, infantry and other arms and services; recovery vehicles; emergency two-stretcher carriers; towing of light support weapons; specialist trailer towing and operation, including generator vehicle with power tools and machinery; signals communications, radio relay and repair centres; mobile mechanical and electrical workshops; M.T. stores and spares; airfield maintenance and aircraft servicing; police and civil defence command, communications, reconnaissance and fire service vehicles.







When necessary, the half-ton can be more easily reduced in weight and bulk than existing Land-Rovers already in service. This is a particularly useful feature for operations involving transportation by aircraft or helicopter or for other operations on light equipment scales.

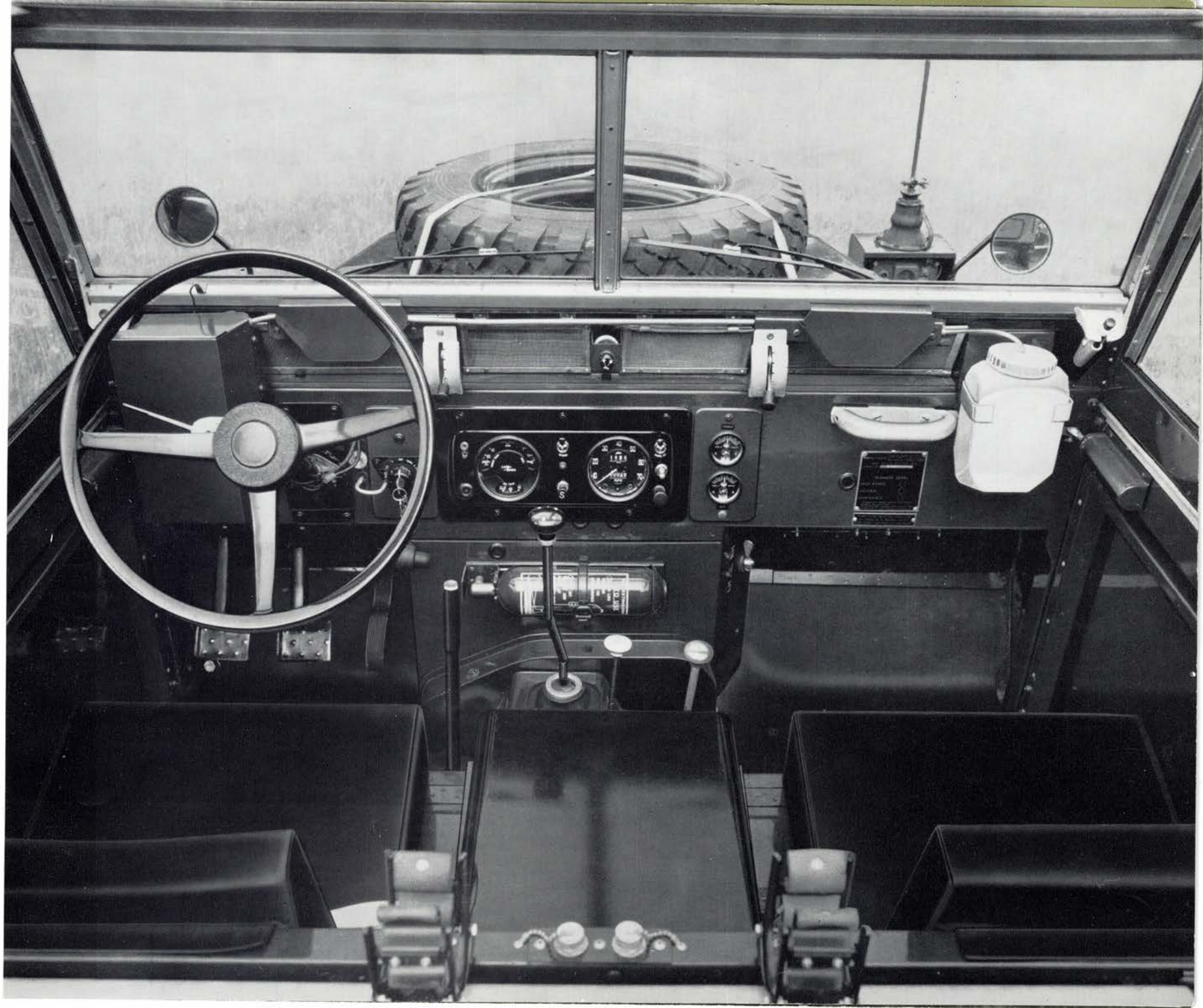
The illustration opposite shows that the complete hood, body sides, windscreen, bumpers, spare wheel, etc., may be removed to leave an austere-looking but extremely robust and serviceable vehicle, weighing little over one ton.

In its built-up form, the half-ton possesses the same degree of comfort and weather protection as existing models.



Instruments and auxiliary controls are grouped centrally and include water temperature and oil temperature gauges. Dual windscreen wipers are driven by a single concealed motor and carry washer equipment, operated by a central push-button.

The vehicle illustrated opposite, is built to 24-volt FFR specification and has two 12-volt batteries installed between the front seats. On 12-volt models, this space is normally occupied by a second passenger seat.



## SPECIFICATION

### DIMENSIONS

		In.	Metres
AA	Wheelbase .. ..	88.00	2.23
BB	Track .. .. .	51.50	1.31
CC	Overall length .. ..	144.00	3.65
DD	Overall width .. ..	60.00	1.52
EE	Overall height of wind-screen .. .. .	67.00	1.70
FF	Overall height with hood .. .. .	77.00	1.95
A	Front cushion to accelerator pedal .. ..	17.50	0.44
B	Front squab to steering-wheel .. .. .	14.25	0.36
C	Head-room, front seat (uncompressed) .. ..	41.50	1.05
D	Front to rear of front cushion .. .. .	17.12	0.43
E	Width of front cushion .. .. .	18.00	0.45
F	Width of front centre .. .. .	15.00	0.38
G	Width between front seats .. .. .	1.00	0.02
H	Top of front cushion to floor .. .. .	14.00	0.35
I	Front squab height .. .. .	18.00	0.45
J	Height of body sides .. .. .	20.00	0.50
K	Width of body interior .. .. .	59.25	1.50
L	Length of body interior .. .. .	45.25	1.14
M	Interior body width between wheel boxes .. ..	36.00	0.91
N	Width of wheel boxes .. .. .	11.60	0.28
O	Height of wheel boxes .. .. .	8.12	0.20
P	Platform height (unladen) .. .. .	28.00	0.71

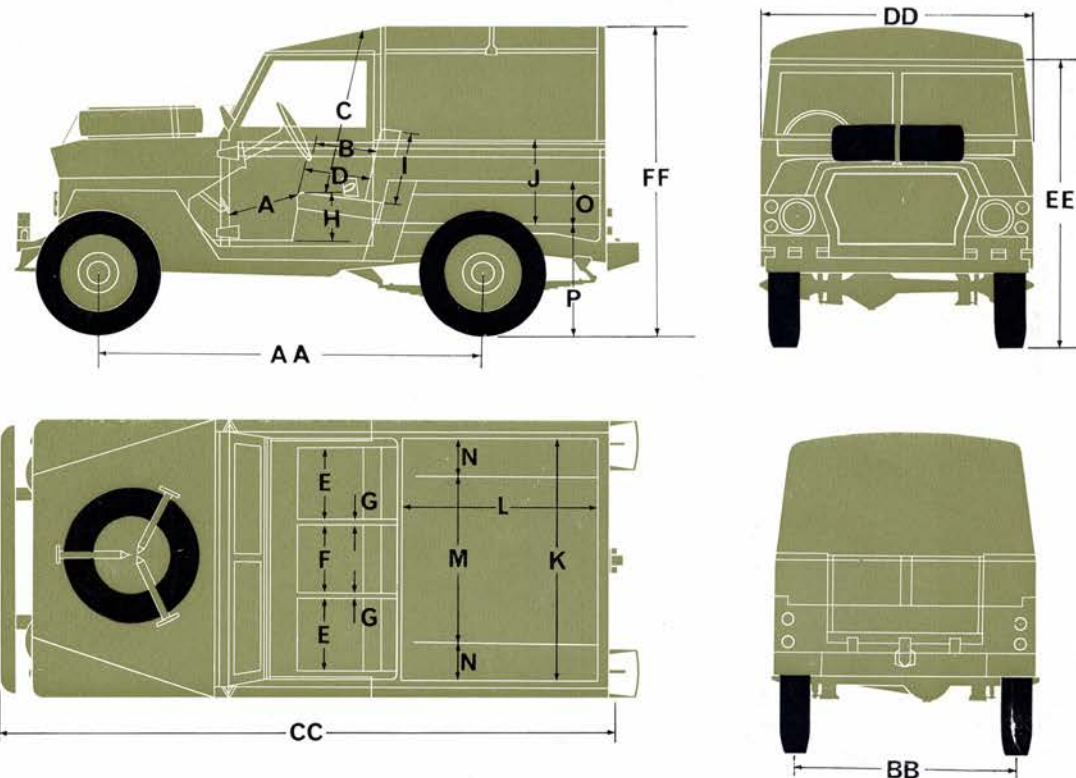
Loading area: 48 in. x 55½ in. (1.21 x 1.40 m)  
 Ground clearance: 8½ in. (0.21 m)  
 Turning circle: 42 ft. (12.80 m)  
 Unladen weight: 3,210 lb (1456 kg), (2,660 lb [1206.5 kg] in stripped-down form)  
 Gross vehicle weight: 4,450 lb (2018.5 kg) approx.

### ENGINE

Type: 2.25-litre, 4-cylinder petrol

### TRANSMISSION

Main gearbox ratios:	Top .. .. .	Direct
	Third .. .. .	1.512 : 1
	2nd .. .. .	2.22 : 1
	1st .. .. .	3.6 : 1
	Rev .. .. .	3.0 : 1
Transfer box ratios:	High .. .. .	1.148 : 1
	Low .. .. .	2.4 : 1
Axle ratio—front and rear:	.. .. .	4.7 : 1



### EQUIPMENT

Tyre size: Five alternatives—6.00"—16", 6.50"—16", 7.00"—16", 7.50"—16", 8.20"—15" (sand tyres)  
 Wheel rim size: 5.00" F x 16" well base  
 Electrical system: 12-volt d.c. (24-volt a.c. optional)

### PERFORMANCE

Approach angle: 49° (58° in stripped-down form)  
 Departure angle: 36° (38° in stripped-down form)  
 Payload (road and cross-country): 10 cwt (508 kg)  
 Maximum speed: 65 m.p.h. (105 k.p.h.)  
 Gross power/weight ratio (laden): 40 b.h.p./ton  
 Maximum tractive effort: 4,000 lb (1800 kg) laden

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By appointment to Her Majesty Queen Elizabeth II  
 Manufacturers of Motor Cars and Land-Rovers  
 The Rover Company Limited

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