



VERSATILITY PLUS

The inherent versatility of Land-Rover Station Wagons is considerably increased by the provision of power take-off facilities. The equipment can be supplied at extra cost and enables a wide range of installed, towed and standing machinery to be driven. Additionally, numerous items of optional equipment can be fitted, including special-purpose tyres. Special appliances are available through approved manufacturers to supplement the vehicles' already exceptional work capability.

Power take-off facilities are restricted with the 2.6 litre Petrol Engine, and any proposed take-off application should be referred to the Land-Rover Special Projects Department for scrutiny.



As camping vehicles the ten and twelve seater Station Wagons are probably unexcelled, particularly for those who want to explore out of the way places. A choice of approved conversions is available.

The Long Station Wagon, equipped as a cinema, is eminently suitable as a mobile class-room, particularly in underdeveloped countries. The electrical supply is provided by a power take-off driven generator.

The Land-Rover hydraulic winch is ideally suitable for self-recovery duties, hauling timber and equipment and for light hoisting operations.





TRAILERS

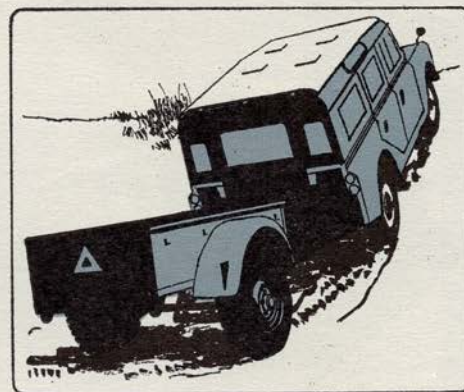
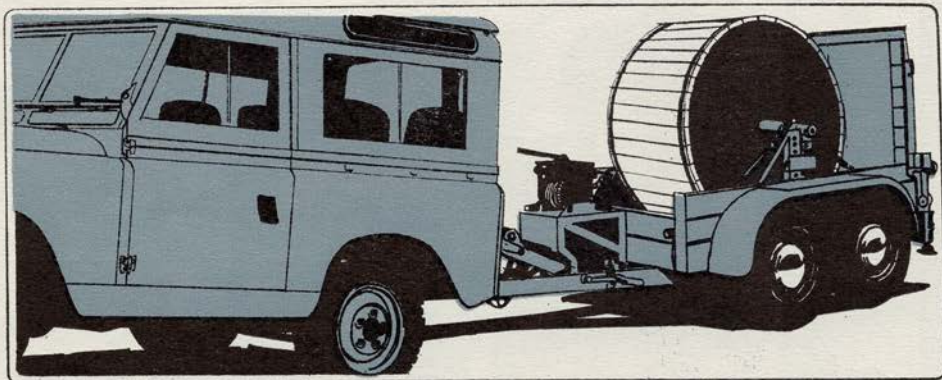
The Land-Rover Station Wagons, in common with all the other members of the Land-Rover range, are capable of towing a very wide range of trailers.

Above. Two-wheel cross-country tanker.

Centre. Four-wheel special purpose cargo trailer.

Bottom, left. Four-wheel horse-box.

Bottom, right. Two-wheel general cargo trailer.



POWER TAKE-OFF

1. The hydraulic winch is essentially a drum winch powered by a hydraulic pump and motor. The winch, which is complete with 100 ft. of steel cable, is mounted at the front end of the chassis and will exert a line pull of 4,000 lb. (1814 kg.).

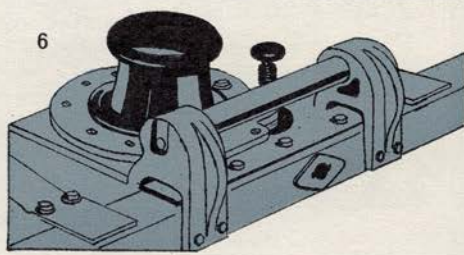
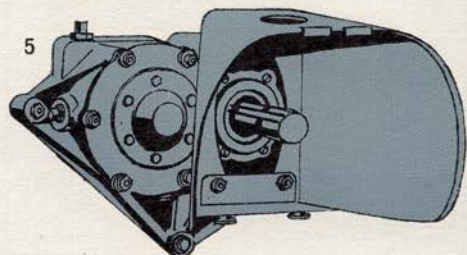
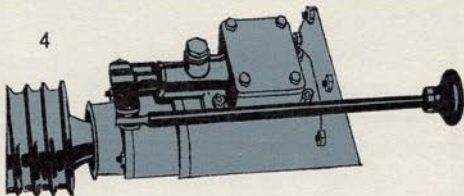
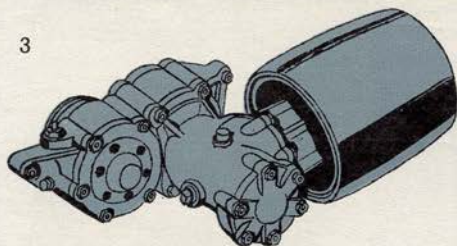
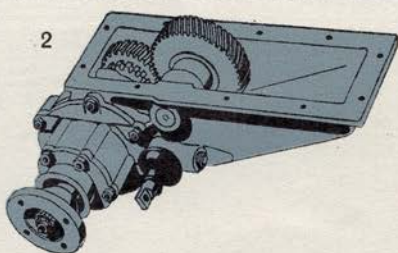
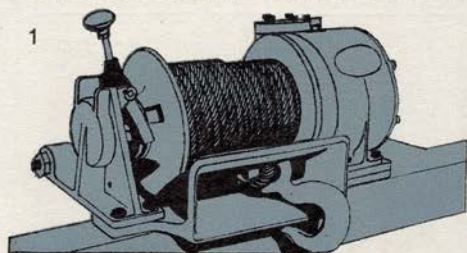
2. Bottom power take-off is in effect an auxiliary gearbox secured to the base of the normal transfer gearbox. Both hydraulic and mechanical outputs can be connected to this unit.

3. A pulley, for a flat belt drive, can be fitted for use on certain rear power take-off applications. Not suitable for the Long Station Wagons.

4. The centre power take-off drive unit is mounted on the rear of the transfer gearbox and forms the basis for most of the Land-Rover power take-off arrangements. Like the bottom power take-off it is available with hydraulic and mechanical outputs.

5. The rear power take-off is an auxiliary gearbox with a splined output shaft mounted on the rearmost chassis cross member. The drive for the rear power take-off is taken from the centre power take-off via a universally jointed propeller shaft. Not suitable for the Long Station Wagons.

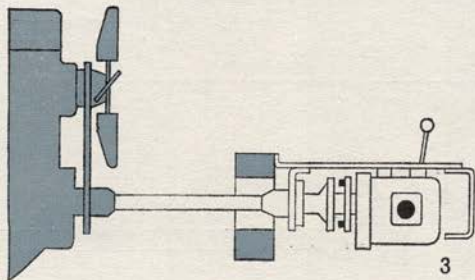
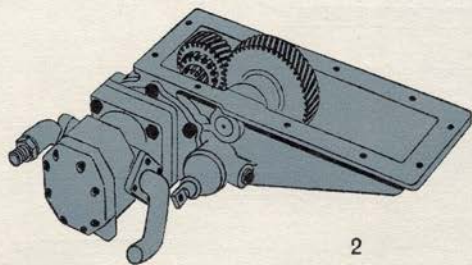
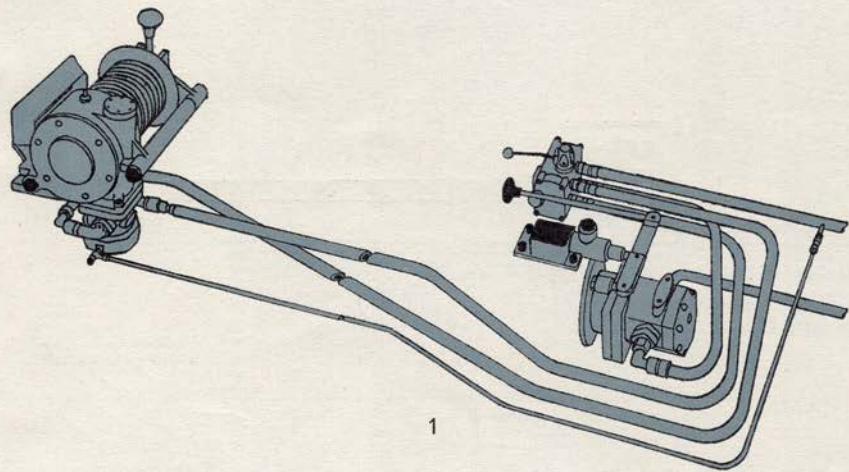
6. A capstan winch can be mounted on the front of the vehicle and driven from the engine crankshaft. The winch will provide a total line pull of 2,500 lb. (1134 kg.).



POWER TAKE-OFF VERSATILITY

HYDRAULIC SERVICES

1. The centre power take-off can be supplied complete with an integral hydraulic pump to provide the motive power for equipment such as winches.
2. The bottom power take-off can be supplied complete with an integral hydraulic pump.
3. Provision can be made to drive a variety of equipment, including hydraulic pumps, from the engine crankshaft.



MECHANICAL SERVICES

4. A drive can be taken from the centre power take-off to machinery mounted below the rear body floor.

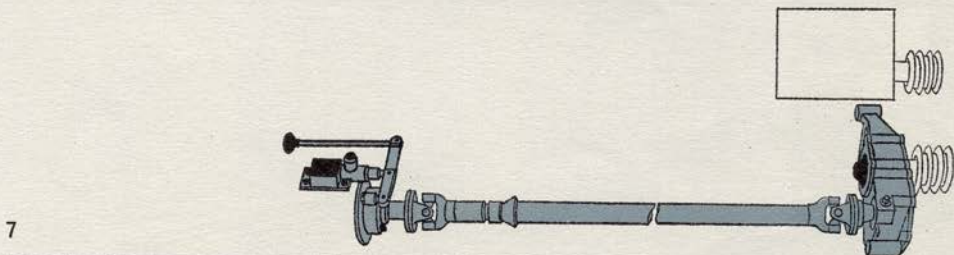
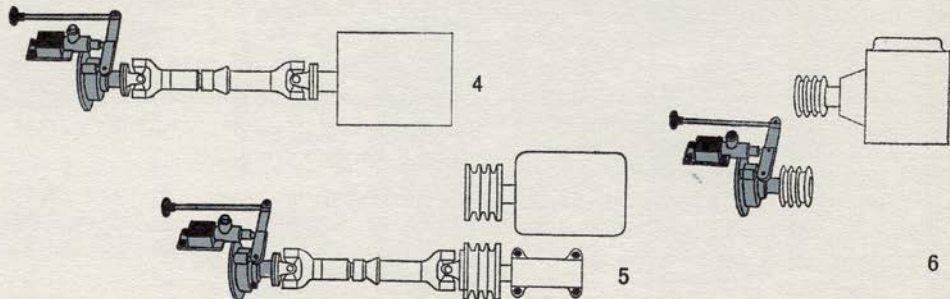
5. A drive can also be taken from the centre power take-off to an outrigger bearing mounted in the chassis frame, and then by the belt to machinery mounted in the rear body section.

6. Centre power take-off equipped with V belt pulley will drive a machine mounted in place of the cab centre seat.

7. Rear power take-off equipped with a V belt pulley will drive a machine mounted in the rear body section.

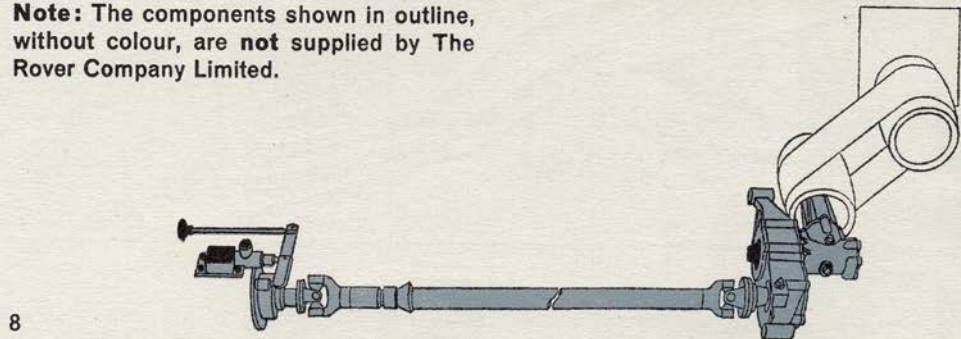
8. The rear power take-off unit can be supplied complete with a flat belt drive unit for driving remote stationary equipment.

9. Rear power take-off driving a universal propeller shaft can be employed to operate trailer-mounted equipment, or remote stationary machinery.



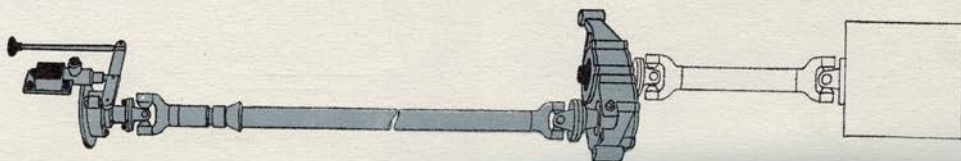
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Note: The components shown in outline, without colour, are **not** supplied by The Rover Company Limited.



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OPTIONAL EQUIPMENT

Station Wagons

*—denotes applicability

Std.—fitted as standard equipment

	7 seats		10 & 12 seats		
	Petrol	Diesel	2¼	2¼ Diesel	2-6 Petrol
Alternator, Lucas 11 AC, 12 volt	*	*	*	*	*
Ash tray, telescopic (complete assembly)	*	*	*	*	*
Chaff guard (radiator)	*	*	*	*	*
Clutch, 9½" diaphragm, spring type	*	Std.	*	Std.	Std.
Covers for universal joint	*	*	*	*	*
Engine speed governor	*	Std.	*	Std.	
Fire extinguisher (including fixing bracket and screws)	*	*	*	*	*
Fly screens for dash vents	*	*	*	*	*
Fog lamp kit	*	*	*	*	*
Heated windscreen conversion kit	*	*	*	*	*
Heater and demister (recirculating)	*	*	*	*	*
Heater, electric immersion, 200/250 volt, 250 watt	*	*	*	*	*
Heater, electric immersion, 100/125 volt, 250 watt	*	*	*	*	*
Heavy duty rear springs and front and rear shock absorbers	*	*	*	*	*
Heavy duty rear axle			*	*	*
Hour meter	*	*	*	*	*
Inspection lamp	*	*	*	*	*
Jerrican and fixing kit	*	*	*	*	*
Lock, bonnet (de luxe)	*	*	*	*	*
Lock for spare wheel on bonnet (provision for)	*	*	*	*	*
Lock for fuel filler (provision for)	*	*	*	*	*
Mat, link, front	*	*	*	*	*
Mat, link, for floor of body	*	*			
Mirrors, external	*	*	*	*	*
Mudshield assembly for front and rear brakes	*	*	*	*	*
Mud flaps	*	*	*	*	*
Oil cooler unit	*	*	*	*	

	7 seats		10 & 12 seats		
	Petrol	Diesel	2½	2½	2-6
			Petrol	Diesel	Petrol
Pads, rubber, for clutch and brake pedals	*	*	*	*	*
Power take-off, bottom, with mechanical drive	*	*	*	*	*
Power take-off, bottom, complete assembly, hydraulic pump	*	*	*	*	*
Power take-off, rear (splined shaft)	*	*			
Power take-off, centre	*	*	*	*	*
Propeller shaft grommet set	*	*	*	*	*
Pump (foot)	*	*	*	*	*
Rear drive unit with pulley	*	*			
Reinforced front axle	*	*	*	*	*
Roof rack	*	*	*	*	*
Spare wheel carrier on de luxe bonnet	*	*	*	*	*
Speedometer m.p.h. with trip	*	*	*	*	*
Sun visors, interior and exterior	*	*	*	*	*
Suppressors, radio interference	*	*	*	*	*
Swivel pin housing gaiter set	*	*	*	*	*
Throttle control (hand)	*	Std.	*	Std.	*
Towing and lifting rings	*	*	*	*	*
Towing pintles	*	*	*	*	*
Towing hooks	*	*	*	*	*
Towing plates for equipment	*	*	*	*	*
Winch, hydraulic	*	*	*	*	*
Windscreen, laminated	*	*	*	*	*
Windscreen washer kit	*	*	*	*	*
Wire mesh guards for head, side, tail, stop and flasher lamps	*	*	*	*	*
Tyres					
6-00×16 Dunlop T28 "Trakgrip" tyres and tubes	*	*			
7-50×16 Dunlop Road Pattern tyres and tubes	*	*	*	*	*
7-50×16 Dunlop T29A "Trakgrip" tyres and tubes	*	*	*	*	*
7-50×16 Michelin "XY" tyres and tubes	*	*	*	*	*
8-20×15 Dunlop circumferential tread	*	*	*	*	*
9-00×15 Dunlop block tread	*	*	*	*	*
7-50×16 Michelin "XS" tyres and tubes	*	*	*	*	*
7-50×16 Dunlop RK3, Avon TM tyres and tubes	*	*			

7-50×16 Dunlop RK3, Avon TM tyres and tubes — Standard Alternatives (109 in. wheelbase models).

6-00×16 Dunlop RK3, Avon TM tyres and tubes — Standard Alternatives (88 in. wheelbase models).
Special wheels and spare wheel mounting as required.

This supplement shows just a few of the approved accessories, implements and special conversions available for use with the Land-Rover. If you would like more information please contact either the Land-Rover Special Projects Department or the Technical Sales Department of The Rover Company, or any Land-Rover distributor or dealer.