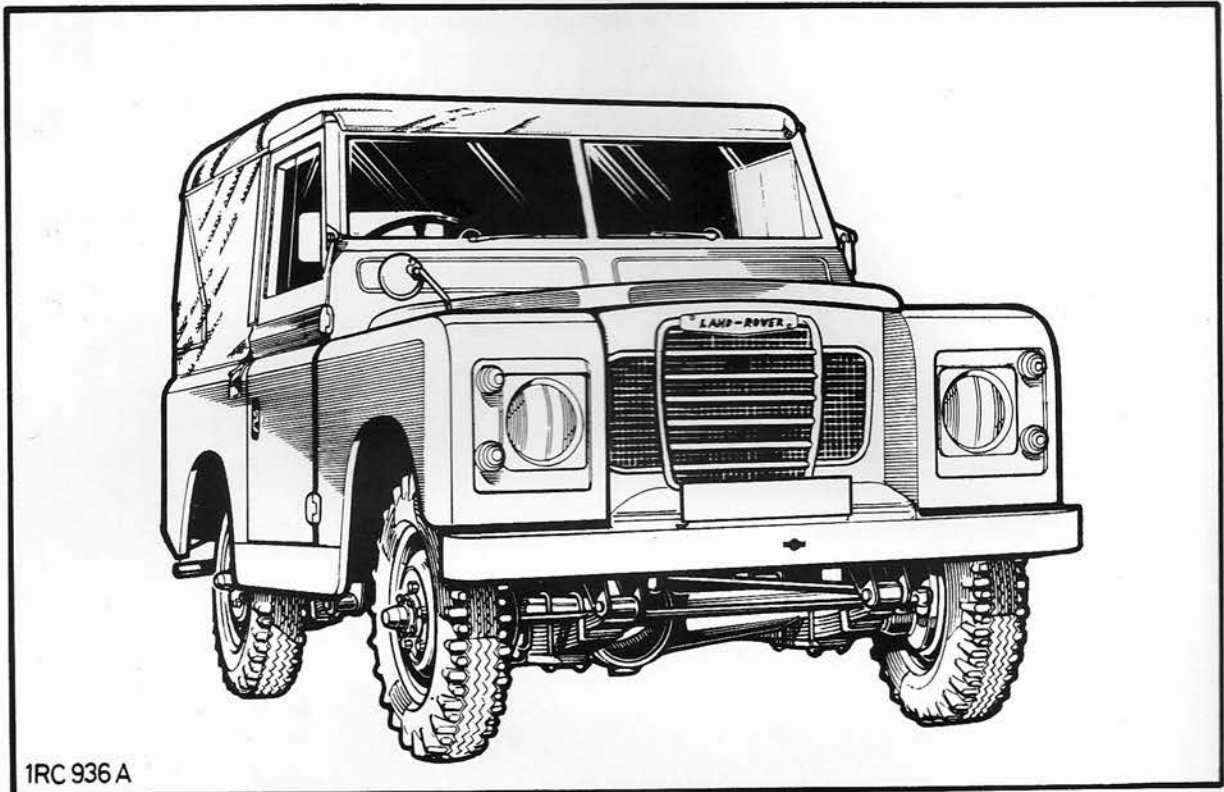
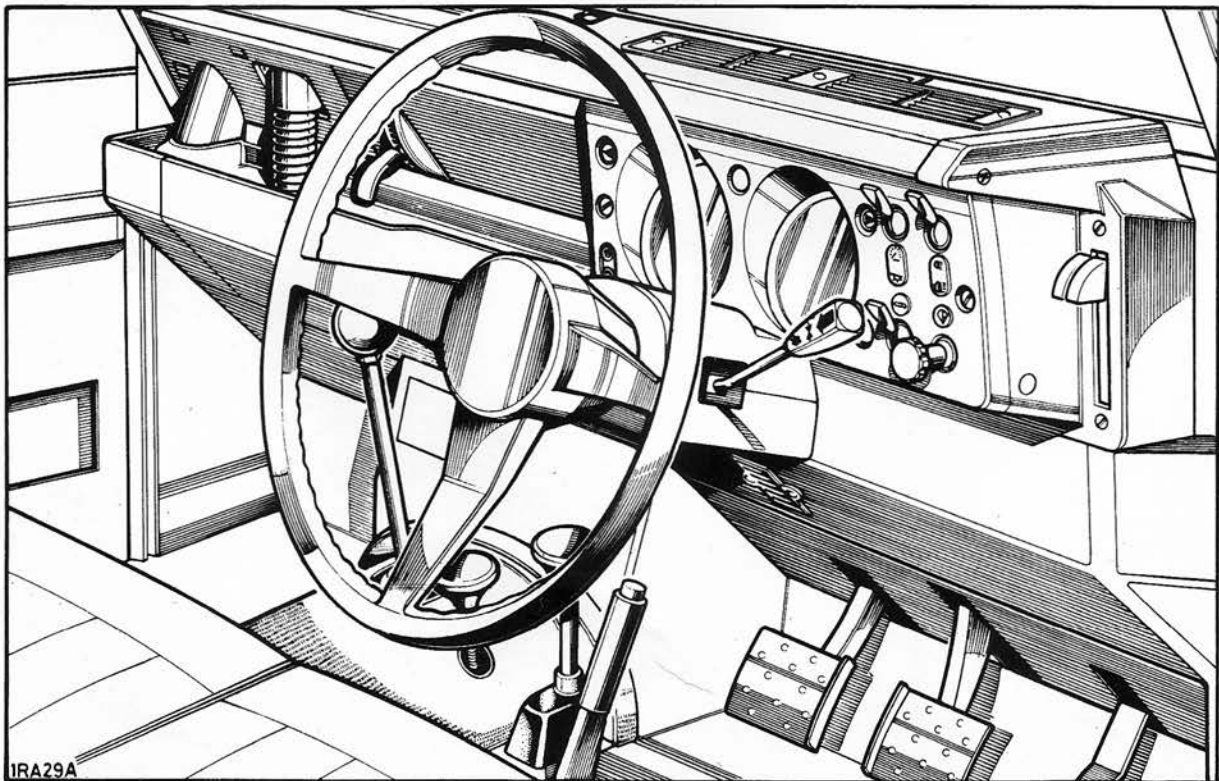

**Land-Rover
Service
News-Letter
Vol. 3 No. 27A**





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Land-Rover Series III



IRA29A

Land-Rover Series III: Layout of instruments and controls

Land-Rover
Service
News-Letter
Vol. 3 No. 27A



October 1971

The Rover Company Limited Service Department: Solihull, Warwickshire, England

By Appointment to
Her Majesty
Queen Elizabeth II



Manufacturers
of Cars and
Land-Rovers

ITEM: 1

SUBJECT: INTRODUCING THE LAND-ROVER SERIES III (POLICY ITEM)

REMARKS: This special News Letter has been prepared to give Distributors and Dealers an outline of the Land Rover Series III.

In pursuance of the Rover Company's policy of continuous improvement in design and safety standards, a number of modifications have been introduced concurrently.

We would like to emphasize the importance of ensuring that all personnel connected with the Land-Rover Series III are made familiar with the vehicle. This can best be achieved by providing them with the opportunity for careful study of this News Letter and the Repair Operation Manual.

This loose leaf Repair Operation Manual, English edition, Part Number 607314, is a comprehensive and fully illustrated publication covering maintenance attention, workshop repairs, overhaul procedures and special tool requirements for the Land-Rover Series III. French, German and Spanish editions will become available at a later date.

A separate tool list issued by Messrs V.L. Churchill Ltd., is also enclosed for reference and ordering purposes.

A series of film strips is being prepared. Full details with regard to the units covered and availability of these educational aids will be given in a later News Letter.

Parts information will be circulated by means of P.C.M.I. transparencies during October, 1971. These will be re-issued as usual every two months.

1. General.

Although the basic Land-Rover concept has been adhered to, the Series III version has been developed to provide increased safety and refinement, to meet existing and future vehicle regulations.

(a) Identification. See illustrations opposite.

(b) External.

Visual external identification is afforded by the re-designed radiator grille.

(c) Interior

Series III vehicles are easily identified by the revised fascia and instrument layout.

2. Transmission

(a) Clutch and gearbox

New clutch operating mechanism and 241 mm (9½ in.) diaphragm spring type clutch fitted as standard.

Gearbox with synchromesh on all forward gears which has the following features:-

(b) Layshaft gears integral with shaft.

(c) Clutch slave cylinder mounted on bell housing.

(d) Sealed primary pinion. Oil seal in front cover replaces oil scroll on primary pinion shaft.

(e) Offset reverse idler shaft to improve gear retention when reverse gear is selected.

(f) Rear axle

A rear axle manufactured by Salisbury Transmission Limited is fitted as standard on all 109 in. models.

The main features are as follows:

(g) Large diameter axle shafts.

(h) Strengthened axle casing.

(i) Differential unit with four pinion gears and a strengthened crownwheel and hypoid bevel pinion.

(k) Improved brake drums with better heat-dissipating qualities and 16 mm road wheel studs.

(l) Modified propeller shaft to suit new differential.

The Rover rear axle is fitted to 88 in. models.

3. Body and safety features.

(a) The glove-box as fitted to the Series 11A model is replaced by a new crash rail/heater duct assembly, incorporating a parcel tray. The instruments are now located in front of the driver.

(b) The main dash structure, upper and lower centre panels, and the inner ventilator panel are modified to accept the new heater duct and crash rail.

- (c) The bonnet hinges have been re-designed to suit the new dash structure.
- (d) The windscreen hinges are designed to eliminate sharp projections, and the catches revised to suit new crash rail.
- (e) Vent controls are fitted with an improved knob and re-positioned to suit new crash rail.
- (f) The steering column support bracket is re-designed to assist in meeting impact loads on steering column.
- (g) Flyscreens are fitted as standard in conjunction with "face level" vents.
- (h) The upper crash rail incorporates the ducting from the vent to the plastic grilles in the top face, and mounting for vent controls, instrument panel, etc.
- (i) The heater duct/parcel tray has provision for fitting heater outlet grille and for accommodating extra instruments and a radio. The wiper motor is covered by a detachable end piece on the L.H. side.
- (k) Improved window catches of plastic material operating through the sliding window channel.

4. Electrical

- (a) The battery on all models is located under the bonnet.
- (b) 16 ACR alternator, of 34 amp output, and with integral control box fitted as standard.
- (c) Re-designed wiring harnesses with plug and socket connectors for ease of assembly and servicing.
- (d) Two-piece shroud fitted around the steering column containing:
- (e) Combined direction indicator, horn, dipswitch and headlamp flasher.
- (f) Ignition switch or steering column lock, when fitted.
- (g) Fuse box. Attached on the underside of the steering column nacelle containing 4 35 amp cartridge type fuses. The spare 35 amp fuses are located in the cover.
- (h) Choke control for petrol engine, or engine stop control for diesel engine.

5. Accessories and optional equipment

- (a) Steering column lock: Available on both petrol and diesel models as a production fitment. In the case of a diesel vehicle it is interlocked with the engine stop control.
- (b) Windscreen washer: Available as a production fitment; the control is combined with the wiper switch.

Items (a) and (b) are a standard fitment on all vehicles supplied to territories where these parts are a legal requirement.
- (c) Fresh air heater: Available as a production fitment. No other type of heater will be supplied for Series III vehicles.
- (d) Auxiliary instruments: These items may be fitted to the front face of the parcel tray using pre-pierced holes in the metal work, which are covered with a plastic skin, when not required.
- (e) Auxiliary panel: This may be fitted between the crash rail and the parcel tray and will accommodate two switches and two warning lights.
- (f) Increased output alternator: An 18 ACR alternator of 45 amp output may be fitted as a direct replacement for the 16 ACR type.
- (g) Split charge system: This consists of the split charge diode and auxiliary circuit wiring and may be fitted in conjunction with the 18 ACR alternator.
- (h) Hand throttle and governor: These items have a new quadrant control on the lower centre panel.
- (i) De-luxe trim: Available in a modified form to suit the revised interior.
- (k) Rear power take-off: The drive assembly gear ratio has been changed from 1.2:1 to 1.389:1.
- (l) Dual brakes: For 109 in. vehicles and 88 in. diesel models dual brakes are available as a production fitment for certain territories.
- (m) Servo-assisted brakes: Standard on all 109 in. long models with 6 cylinder petrol engine, and on 109 in Station Wagons with petrol and diesel engine.
- (n) Anti-burst door locks: Available as optional equipment, but fitted as standard on all vehicles supplied to territories where they are a legal requirement.
- (p) Hazard warning system: Available as optional equipment, but fitted as standard on all vehicles supplied to territories where it is a legal requirement.