

V8



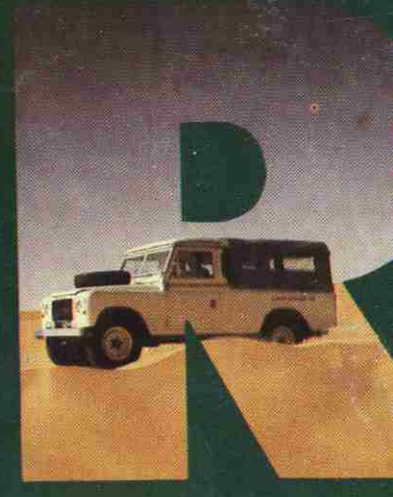
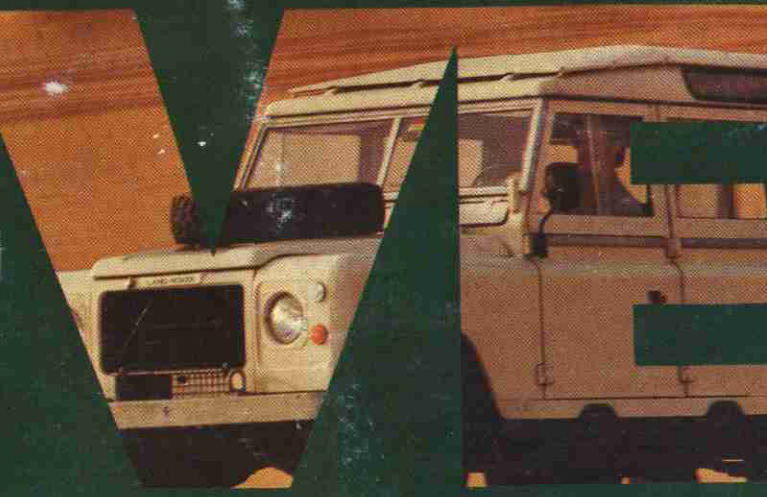
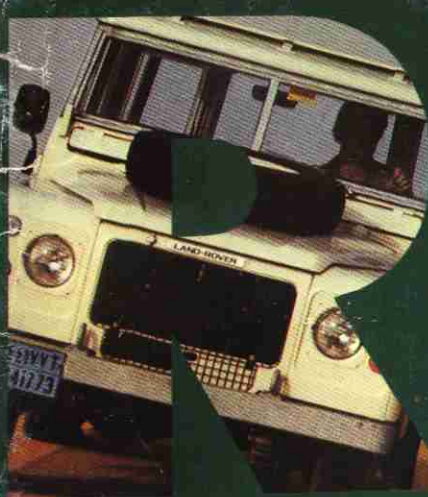
The makers of 4-wheel drive vehicles for over 30 years



LAND



ROVER







Like every other Land-Rover, the new V8 is one of the toughest, most rugged vehicles you can drive – on or off the road.

But now it has more power than ever before.

Using our well established, reliable 3500 engine, we've been able to give our tried and tested Land-Rover design more speed, more torque, more towing power – and even greater ability to tackle the world's toughest terrain thanks to its 4-wheel drive.

With 30 years of experience built into every Land-Rover you can be sure it's going to last for years.

The suspension and transmission are immensely strong.

The body, being aluminium, is not only light in weight, it is also resistant to corrosion.

Now more than ever, with its new extra power, you can be sure it will take you to the kind of places no ordinary vehicle could ever reach.

Land-Rover V8. A new breed with a great pedigree.





V8 Station Wagon.

Considering that it's designed principally as a heavy duty workhorse, the V8 Land-Rover gives a remarkably smooth ride.

What's more, with acceleration of 0-80 kph (50mph) in just 12.1* seconds and a top speed of 129* kph (80mph), it beats many a conventional road car off the mark even when laden.

For a working vehicle, it's a lot more comfortable than you might expect too. The station wagon version seats up to 12 people in remarkable comfort.

The proven 4-speed gearbox with high and low ratio transfer box gives you the opportunity to use every ounce of that 3500cc power whether on or off the road – with very little effort.

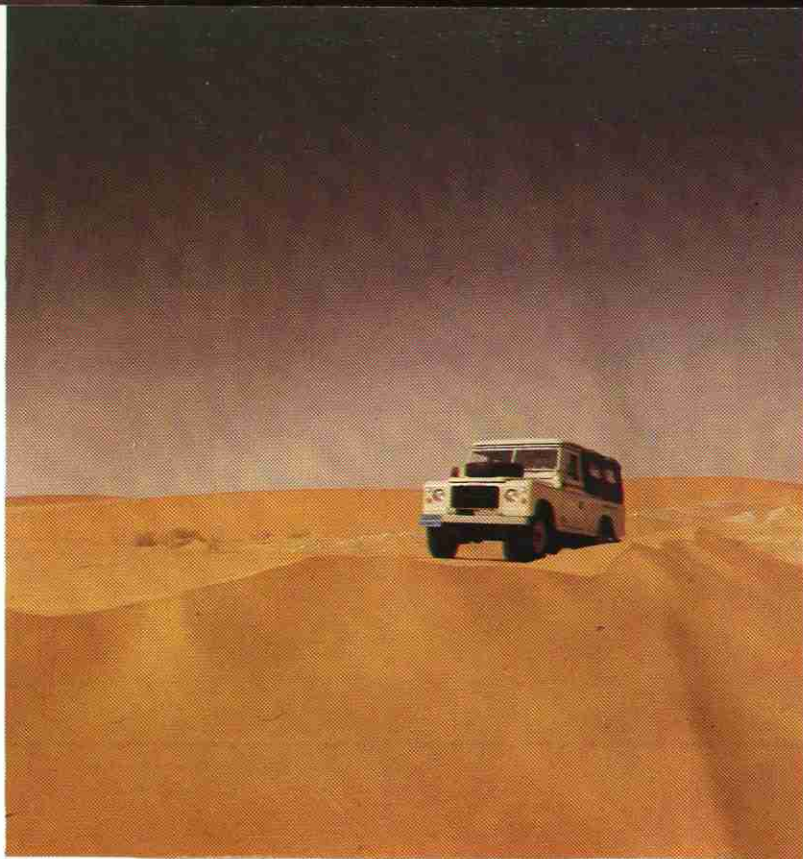
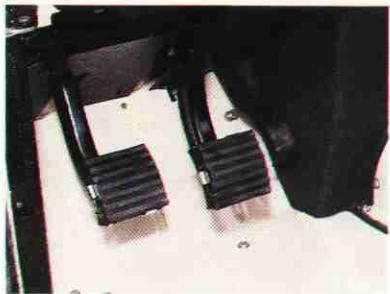
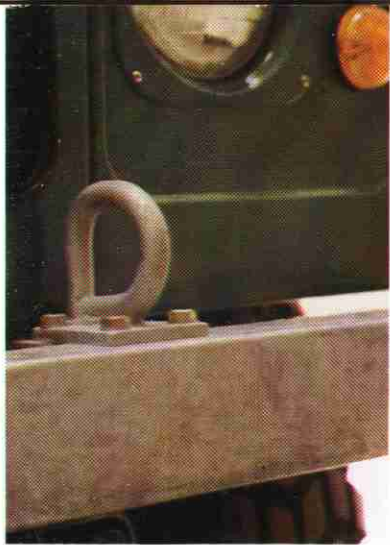
Moreover the ease of driving, interior spaciousness and proven reliability make it the ideal vehicle for any long, arduous journeys on surfaced roads. Whilst on unsurfaced, bumpy roads the robust suspension allows you to travel mile after mile at considerably greater speeds than would be possible in a conventional road vehicle.

The heat-absorbent, tinted glass windscreen and side windows not only reduce the glare but combined with our tropical roof helps to keep the whole interior of the vehicle cooler and more comfortable.

In other words, even if you never take your V8 Land-Rover off the road, you will find it delivers a performance that few vehicles can equal.

*Land-Rover computed figures.





V8 Pick-up.

Over the years Land-Rover has acquired a considerable reputation for getting to hard-to-reach places. Now, with even more power, it can reach almost anywhere.

The 4-speed all-synchromesh gearbox is complemented by an additional high and low ratio transfer box. The result is a combination of 8 forward and 2 reverse gears with an enormous range of overall ratios. This, coupled with the 4-wheel drive capability, means that it can comfortably climb gradients as steep as 1 in 1 (45°) and makes it almost impossible to bog down, even in soft sand.

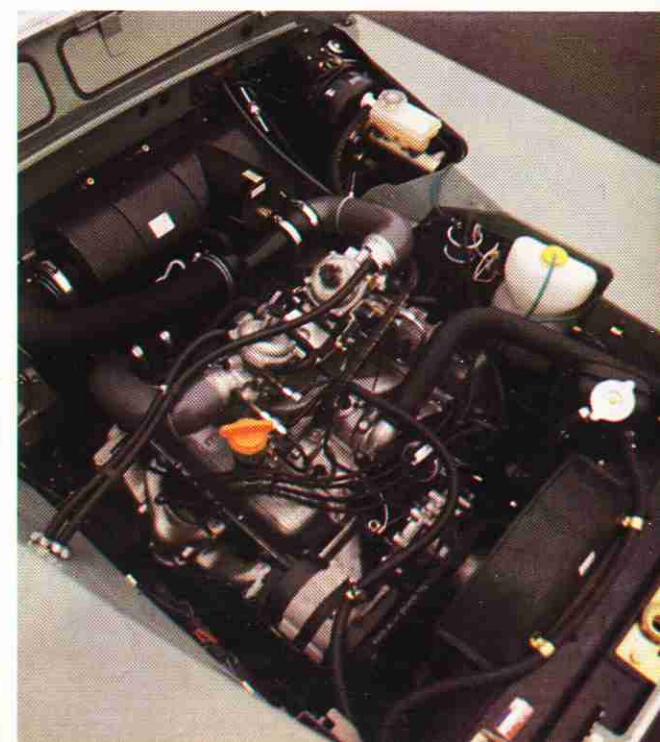
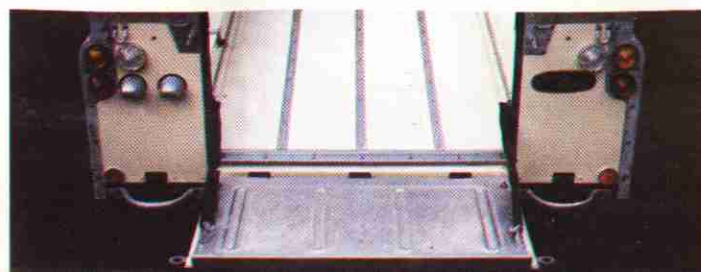
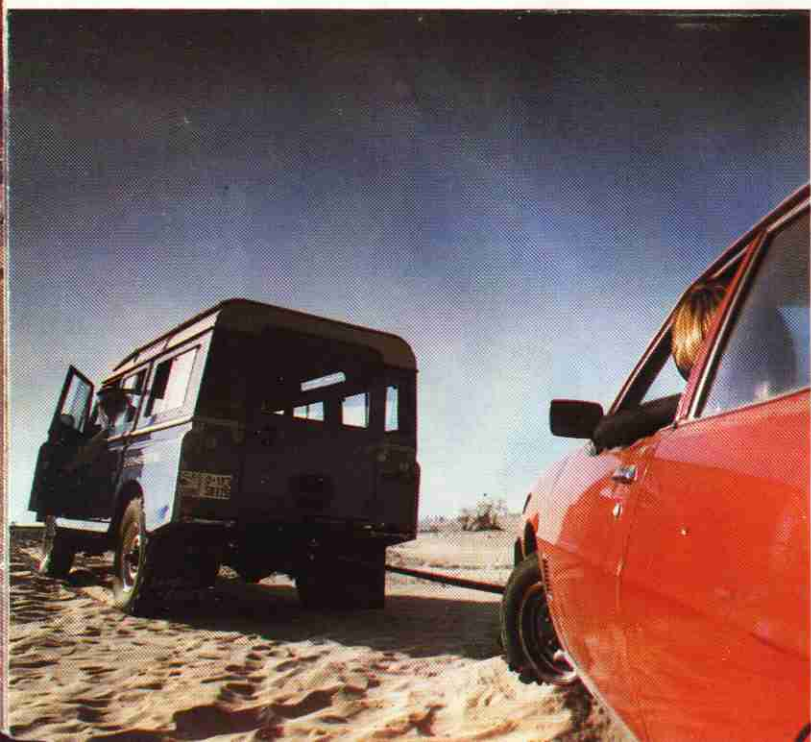
For the engineer, architect, builder, police unit or army unit, whose workplaces are not always served by roads, this go-anywhere versatility coupled to the pick-up's ability to be converted into a full length canvas or metal hard top is clearly a huge asset. Add the fact that you can hitch up to any trailer or item of mobile plant in a matter of seconds and clearly you have the kind of sensible, hard-working vehicle that could save you hours every working week.

All told, it's hardly surprising that this rugged, hard-working machine has been chosen for use by armies, police departments, expedition teams and major construction companies throughout the world.

Not only does it go where conventional vehicles cannot go. It also tackles the kind of terrain that many other so-called rough country vehicles could never tackle.

Only Land-Rover has the pedigree.

Only Land-Rover is the original.





V8 Power.

The picture you see above is just one example of the massive power of the V8 Land-Rover.

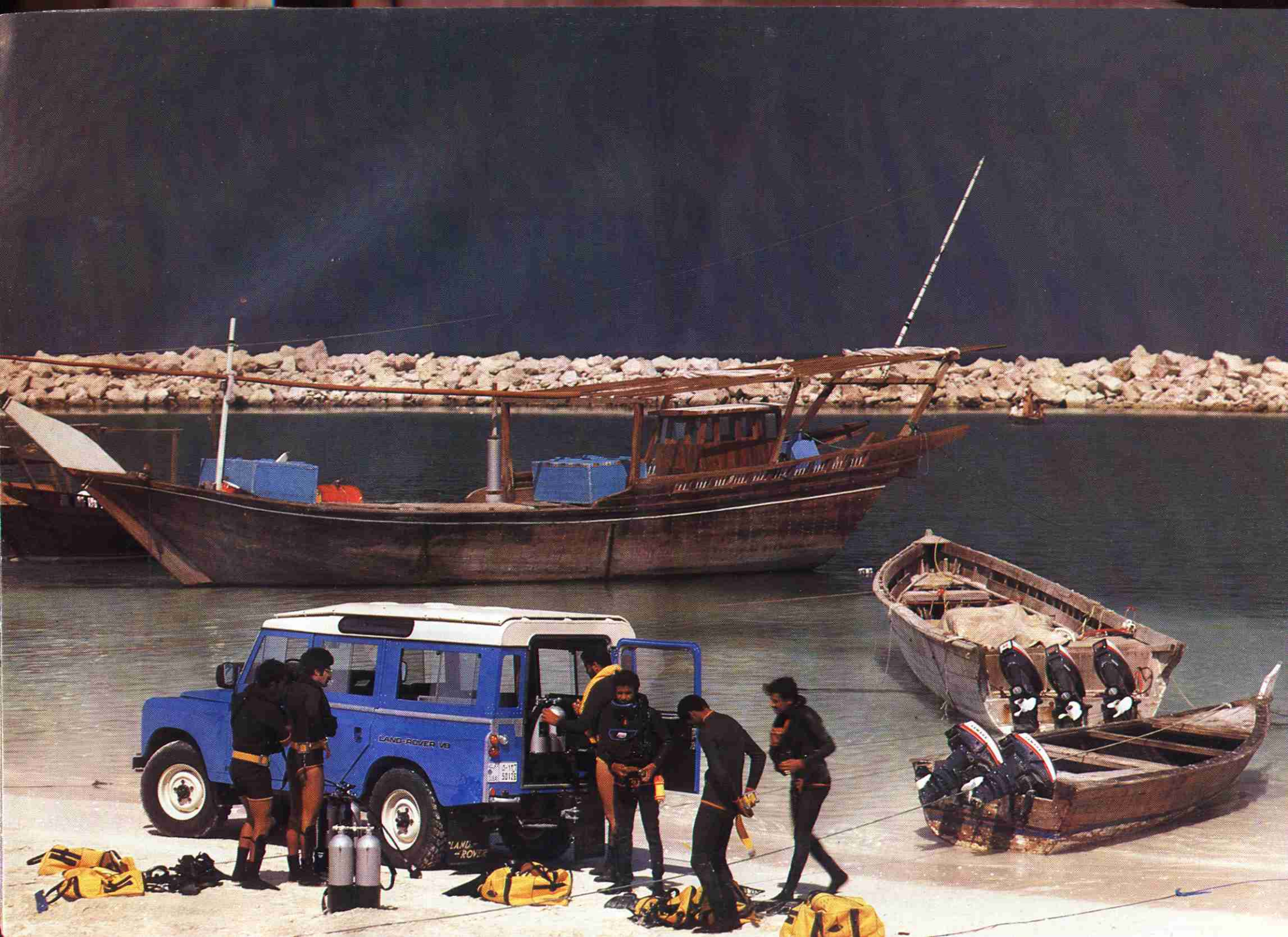
The tried and tested V8 engine delivers 166lb/ft torque at 2000 rpm, yet its aluminium construction makes it 60% lighter than a cast iron equivalent.

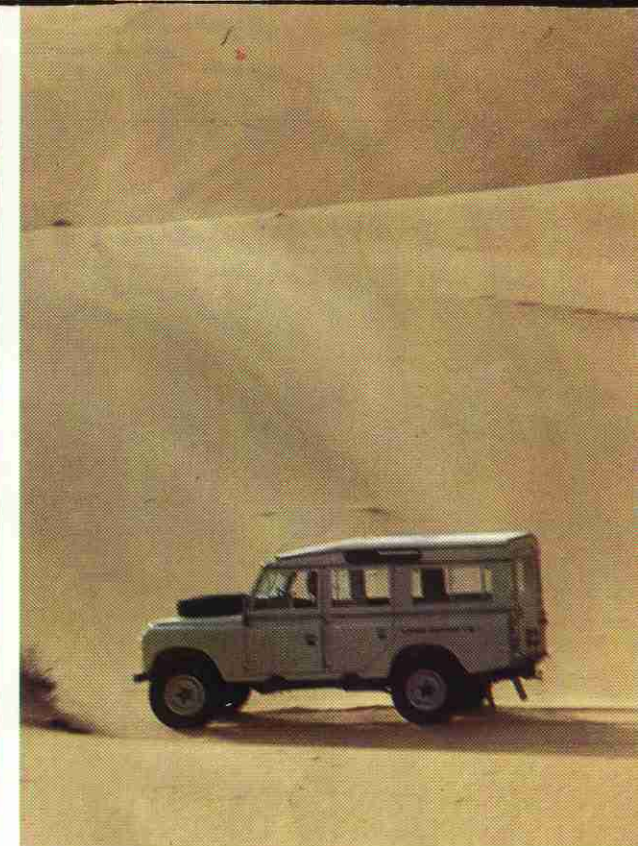
This 90 bhp engine is housed in a completely redesigned engine compartment so that all service points are easily accessible. The ignition components are positioned at the highest level so that, even when the vehicle is wading through rivers, all important electrical components stay safely dry.

The air intake system has been designed to deliver optimum airflow to the carburettors while screening out the sand and dust that so often permeate a working environment.

With eight cylinders, the power is delivered very smoothly, quietly and with minimum vibration. Indeed for sheer reliability, this engine is unsurpassed.

The V8 Land-Rover is, quite literally, the most powerful Land-Rover you can buy. And everything else about the vehicle – the chassis, suspension and the controls – is built for truly heavy duty, allowing you to use that power to its limits. Making it ideal for such strenuous tasks as breakdown recovery as well as fire brigade, police, ambulance and military work.





V8 for the great outdoors.

So far we've talked about the V8's ability to work for its living. But that's really only half the story. For the active person who likes to get out and about in his spare time, life can be a lot fuller when you have a Land-Rover to help you.

If you suddenly feel like taking a dozen friends and all their equipment off for a weekend's camping in the wilds, your V8 Land-Rover can do it.

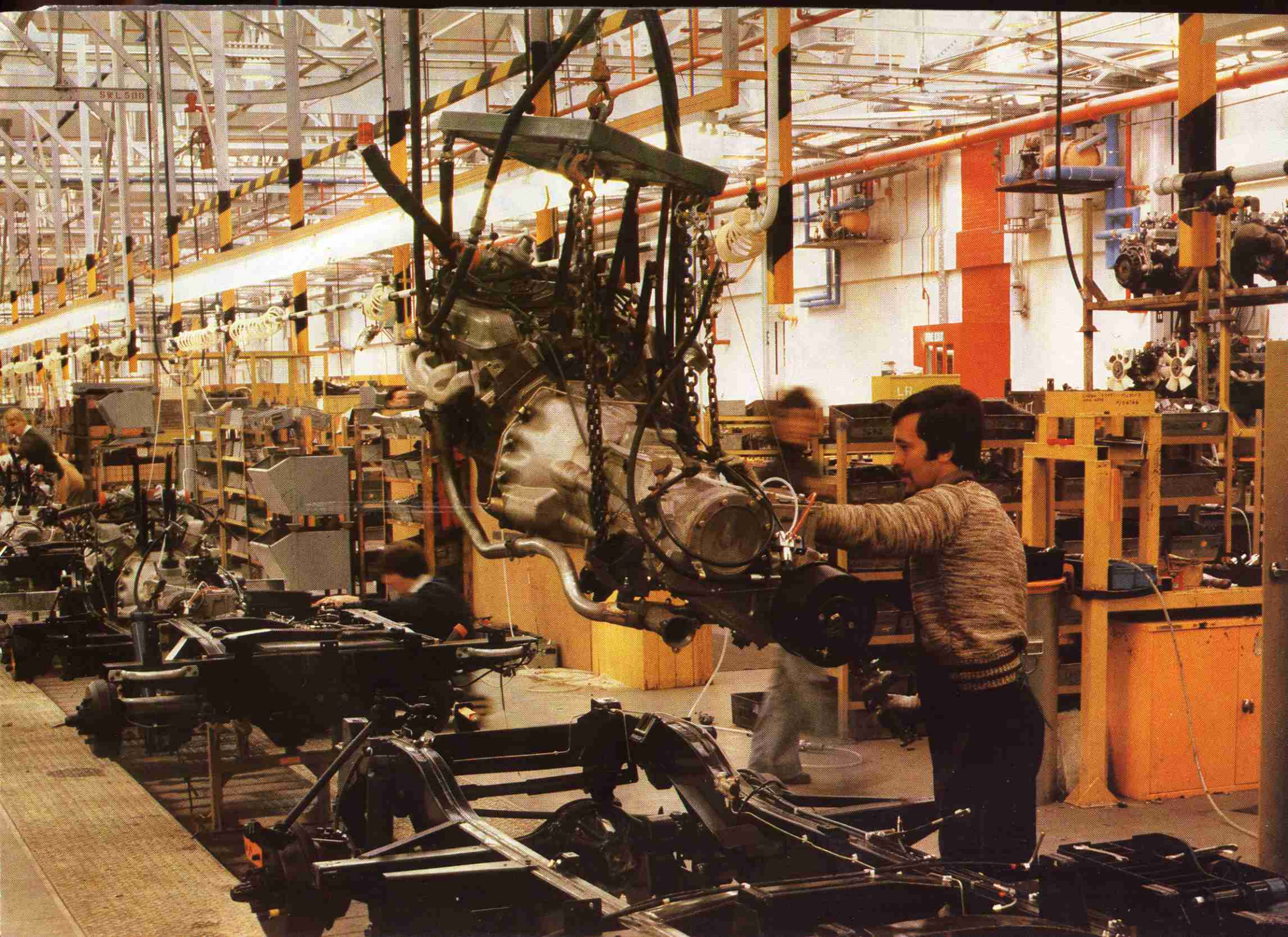
If you want to get off the beaten track for a few days in the kind of rough country that most people never visit, your V8 Land-Rover can do it.

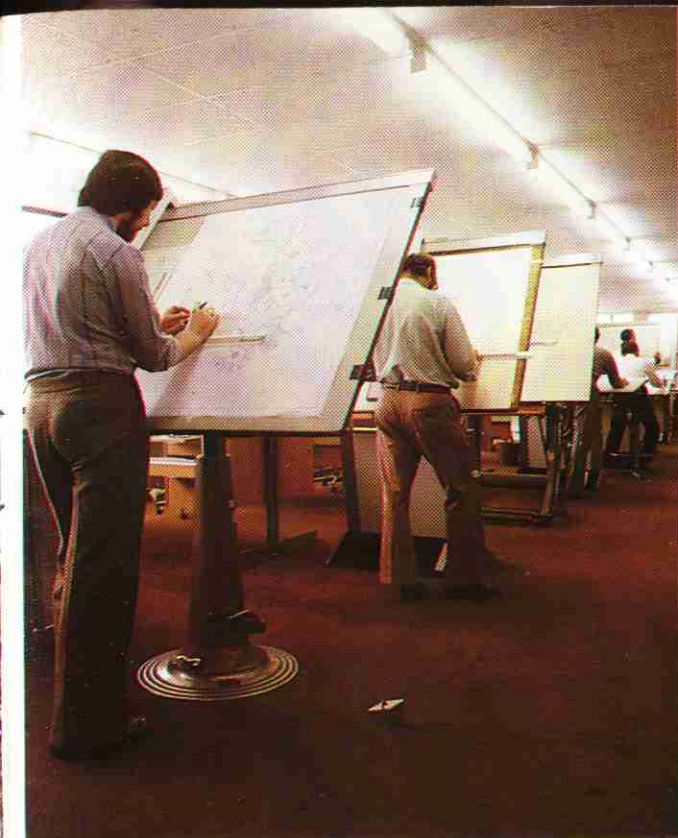
If you want hour after hour of reliable sand dune driving, your V8 Land-Rover can do it.

For this is the one vehicle in the world that it's almost impossible to mistreat. Everything about it is built to function under extreme stress.

The suspension is designed to take you anywhere you want to go – on or off the road. And there's enough power under the bonnet to make the journey exciting.

After a few days with your new V8 Land-Rover, you'll probably wonder how you ever managed without it.





V8 Design and Construction.

If you were to visit the factory and watch a V8 Land-Rover being built, you would soon discover why the Land-Rover has become the world's most famous and most wanted four-wheel-drive vehicle.

In the design studio, 30 years of refining and improving the basic Land-Rover design has culminated in a range of rugged, rough country vehicles that is the envy of every other manufacturer.

Every part, every component, every body pressing is built to withstand more stress than it is ever likely to receive in a long, hard-working life.

The 'ladder' construction of the box section chassis gives an immensely strong foundation, capable of withstanding enormous shock for many years. What's more, this chassis is dip-painted so that it is protected both inside and out.

All the major body panels are of lightweight aluminium, which means they are completely resistant to corrosion. Most of these panels are bolted in position so that, in the event of denting, they can be very quickly replaced without your Land-Rover being taken out of commission. It is worth noting, too, that many of the parts are interchangeable with those of the Land-Rover and Range Rover.

Before it leaves the factory, every single Land-Rover is subjected to gruelling tests, on Land-Rover's own test track.

If there are any weaknesses, these tests will soon find them. But there seldom are.

Every Land-Rover that leaves our factory has to live up to a great tradition of stamina, durability and hard work.

We make sure the V8 lives up to that tradition in every way.

109 V8 Technical Specification

Engine

Type	O.H.V. all aluminium
Bore	88.9 mm
Stroke	71.1 mm
Capacity	3528 cm ³
Compression ratio	8.13:1
Max. power	92 PS (DIN) @ 3,500
Max. torque	23 mkg (DIN) @ 2,000
Max. r.p.m.	5,000
Firing order	1, 8, 4, 3, 6, 5, 7, 2

Lubrication

Nominal pressure	2.1 - 2.8 kg/cm ² @ 2,400
Oil filters - internal	Gauze pump-intake strainer
- external	Full flow oil filter

Fuel System

Carburettors	Twin Zenith-Stromberg
Petrol pump	Facet electric
Fuel tank	At rear of vehicle

Cooling System

Type	Pressurised with pump, fan, thermostat and expansion tank
Working pressure	1.05 kg/cm ²
Thermostat	Wax type 82°C
Radiator	Crossflow

Transmission

Clutch	Diaphragm spring single dry plate 267 mm diameter
Main gearbox	Four speed and reverse Synchronesh on forward gears

Transfer box

Two speed reduction on main gearbox output. Front and rear drive permanently engaged via a third differential - locked by a vacuum control switch. Switch mounted on heelboard.

Overall ratios - final drive

High range -	Top	4.7281:1
	Third	7.1154:1
	Second	11.5745:1
	First	19.2390:1
	Reverse	17.3253:1
Low range -	Top	11.7497:1
	Third	17.6822:1
	Second	28.7634:1
	First	47.8101:1
	Reverse	43.0538:1

Differential ratio (both axles)

3.54:1

Front axle

Spiral bevel with enclosed constant velocity joints

Rear axle

Hypoid with fully floating shafts

Propeller shafts

Open type - front propshaft with double Hookes joint at gearbox end

Steering

Type	Recirculating ball, worm and nut
Lock to lock	3.5 turns
Steering damper	Fitted to drag link

Wheels

Type	Ventilated disc
Size	5.50F x 16 ins
Tyre size	750 x 16 ins

Brakes

Type	Hydraulic - servo assisted
Drum diameter	279.4 mm
Brake shoe width	76.2 mm front 57.1 mm rear
Handbrake	Mechanical duo servo drum brake on rear of transfer box
Size	184 dia., 76 mm width

Electrical

Type	12 volt negative earth
Battery	58 Ah
Ignition	Ballasted coil
Alternator	18 ACR - 45 amp
Starter motor	3M 100 pre-engaged

Capacities

Engine oil (inc. filter)	5.96 litres
Main gearbox	2.6 litres
Transfer box	3.1 litres
Rear differential	2.6 litres
Front differential	1.53 litres
Fuel tank	68.25 litres
Cooling system	9.66 litres

Overall Dimensions

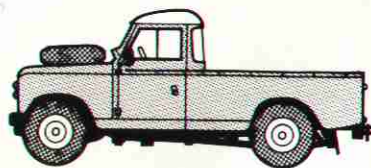
Wheelbase	2768 mm
Track	1334 mm
Ground clearance	209 mm
Turning circle	14.3 mm
Overall length	4445 mm
Overall width (excl. mirrors)	1690 mm
Overall height (max.)	2006 mm

Vehicle Weights

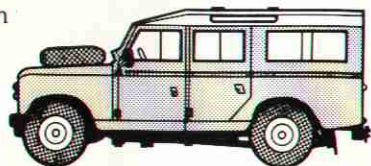
	Laden G.V.W.
Truck cab	2710 kg
Station wagon	2710 kg

For sustained cross country use the Gross Vehicle Weight must be reduced by 90 kg (off the rear axle).

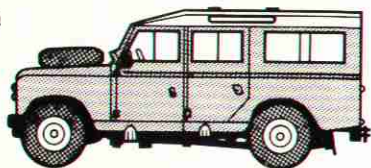
Truck Cab



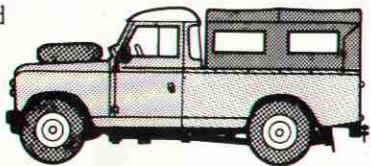
10-seat Station Wagon



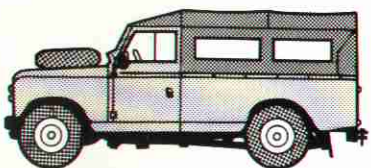
12-seat Station Wagon



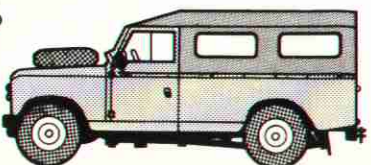
Truck Cab and canvas hood with windows



Full length canvas hood with windows



Metal hard top with windows



Standard equipment includes:

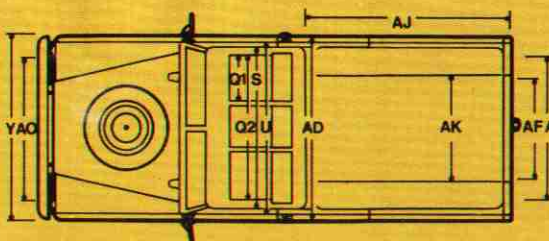
	Truck Cab	Station Wagon
Front mudflaps	Opt	Std
Rear mudflaps	Opt	Std
Lifting and Towing rings	Std	Std
Bonnet spare wheel carrier	Std	Std
Pedal pads	Std	Std
Towing bracket	Std	Std
Towing jaw	Std	Std
Interior sun visors	Std	Std
Astrolan wax coating	Std	Std
Interior and exterior mirrors	Std	Std
Hazard warning	Opt	Std
Battery voltmeter	Opt	Std
Michelin 750 x 16 XS tyres	Std	Std
Reversing lamps	Opt	Std
Bonnet lock	Opt	Std
Deluxe seats	Std	Std
Heat absorbent tinted glass	N/A	Std

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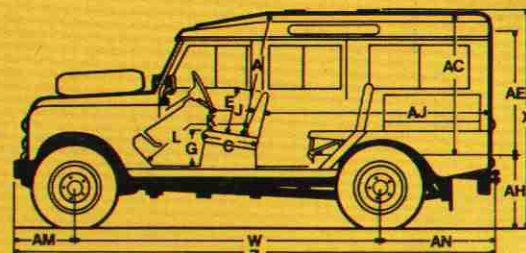
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Dimensions

Dimensions		109 in. Wheelbase		109 in. Wheelbase	
		Truck Cab		10 & 12 Seater Station Wagon	
		in.	m.	in.	m.
Seat Headroom	A	39.00	0.991	39.00	0.991
Seat Cushion Depth	C	16.00	0.406	16.00	0.406
Seat Squab Height	E	17.75	0.451	17.75	0.451
Seat Cushion Height	G	14.50	0.368	14.50	0.368
Steering Wheel to Squab—Max	J	14.50	0.368	14.50	0.368
Min	J	12.00	0.305	12.00	0.305
Steering Wheel to Cushion	K	7.50	0.191	7.50	0.191
Seat Leg Reach—Max	L	46.00	1.168	46.00	1.168
Min	L	41.00	1.014	41.00	1.041
Seat Cushion Width—Individual (Outer)	Q1	18.00	0.457	18.00	0.457
Overall	Q2	53.00	1.345	53.00	1.345
Width Between Front Doors	S	58.00	1.473	58.00	1.473
Shoulder Width Over Seats	U	54.00	1.372	54.00	1.372
Wheelbase	W	109.00	2.768	109.00	2.768
Overall Height (Unladen)	X	75.50	1.92	79.00	2.010
Overall Width (excl. mirrors)	Y	66.54	1.690	66.54	1.690
Overall Length	Z	175.00	4.445	175.00	4.445
Front Door Entry Width	AA	37.00	0.940	34.00	0.864
Height—Body Floor to Roof	AC	—	—	46.75	1.187
Body Interior Width	AD	57.48	1.460	57.48	1.460
Rear Door Opening Height	AE	—	—	44.50	1.130
Body Interior Height	AE	19.50	0.495	—	—
Rear Door Opening Width	AF	—	—	35.50	0.902
Tailgate Opening Width	AF	36.00	0.914	—	—
Body Interior Length (*without spare wheel fitted)	AJ	72.75	1.850	80.00	2.032
Height of Body Floor (unladen)	AH	30.00	0.762	30.00	0.762
Width Between Rear Wheel Boxes	AK	36.25	0.921	36.25	0.921
Width Between Rear Seats—Cushions Down		—	—	28.75	0.730
Cushions Up		—	—	—	—
Side Door Entry Width	AL	—	—	30.00	0.762
Centre Front Hub to Front Bumper	AM	22.83	0.580	22.83	0.580
Centre Rear Hub to Rear Bumper	AN	42.95	1.091	42.95	1.091
Track Front & Rear	AO	52.51	1.334	52.51	1.334
Ground Clearance		8.25	0.209	8.25	0.209



Truck Cab



Station Wagon



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