

OPTIONAL EQUIPMENT

'REGULAR'
'LONG'
and
'FORWARD CONTROL'



**LAND-
ROVER**

Series II and IIA

PART No. 4437

Optional Equipment Catalog

Land Rover Series II and IIa

Originally printed in 1962, revised in 1965

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- Catalog Description
- Option charts - pages 24 to 29
 These charts show what options were available by model
- Publisher info
- Rear cover

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Optional Equipment Catalog

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LAND → ← *ROVER*

SERIES II AND IIA

**'REGULAR', 'LONG'
and 'FORWARD CONTROL'**

OPTIONAL EQUIPMENT

THE ROVER COMPANY LTD

*By Appointment to
Her Majesty
Queen Elizabeth II*



*Manufacturers
of Motor Cars and
Land-Rovers*

*By Appointment to
Her Majesty
Queen Elizabeth
the Queen Mother*



*Suppliers
of
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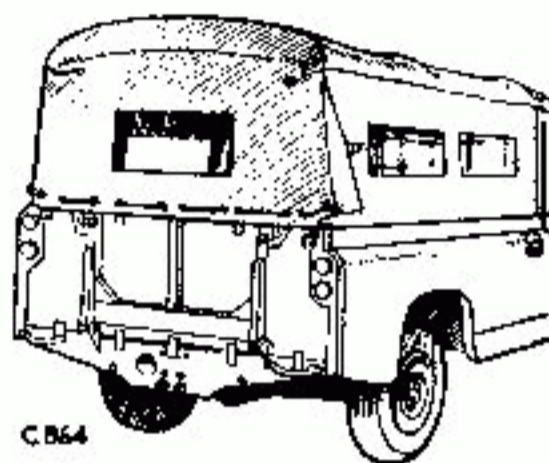
OPTIONAL EQUIPMENT

This book gives information on all the optional equipment which may be fitted to the various Land-Rover models. The applicability of the equipment is found in the chart at the end of the book, where all the items are listed in alphabetical order. This chart also serves as an index.

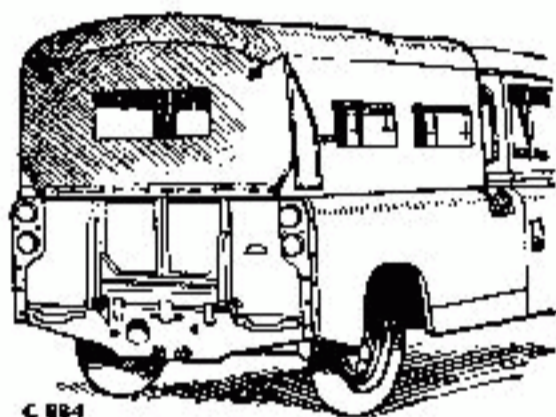
The majority of the items are supplied in kit form, together with a detailed fitting instruction.

Full length hood

The canvas full length hood completely encloses the vehicle and can be opened at the rear to facilitate loading. It is available with plain sides or, for Export territories only, with side windows.



Full length hood



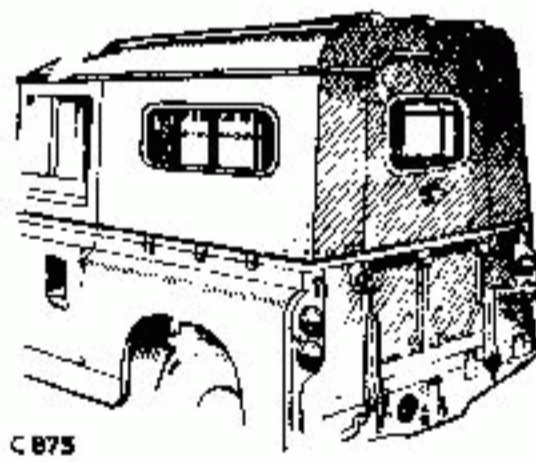
Three-quarter length hood

Three-quarter length hood

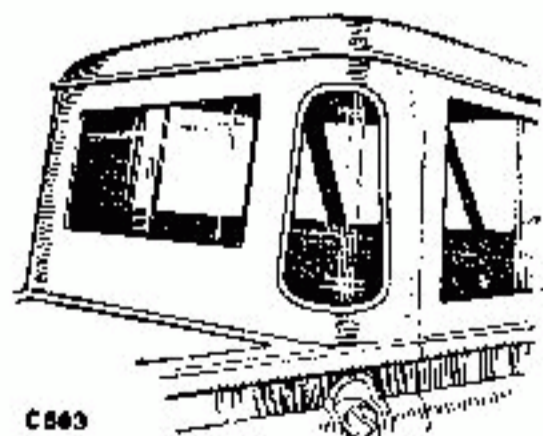
The canvas three-quarter length hood covers the rear body only and must be used in conjunction with the metal cab. Versions of this hood are available with either plain sides or, for Export territories only, with side windows.

Hard top

The light alloy hard top is interchangeable with the full length canvas hood. It incorporates a rear door to facilitate loading, and models are available with plain sides or, for Export territories only, with side windows.



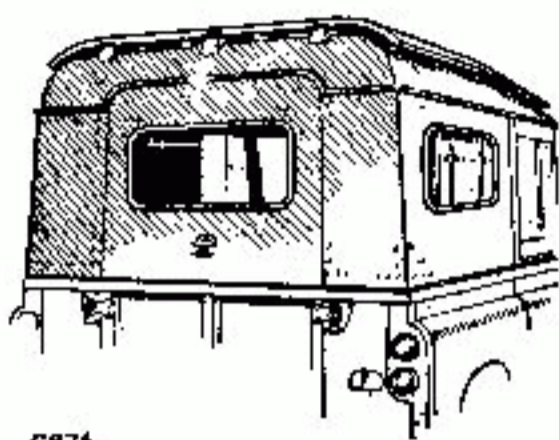
Hard top



Cab

Cab

The light alloy cab, which has sliding windows in the rear panel, encloses the driving compartment only. It is standard equipment on the basic 109 model. It must be fitted when a three-quarter length hood is required.



C876

Tropical roof panel

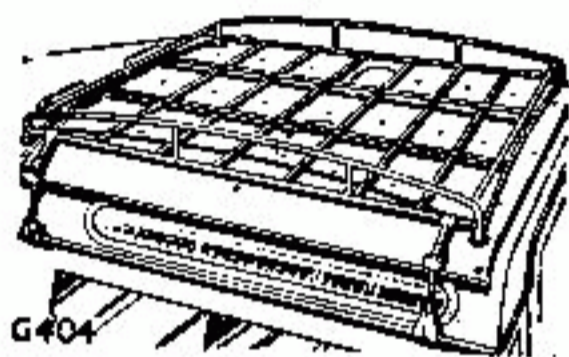
Tropical roof panels for hard top and cab

For use in hot climates a tropical roof panel can be supplied for the hard top or cab. This is an additional panel fitted to the roof. The air pocket so formed between the two panels acts as an insulator against the sun's rays.

Roof rack

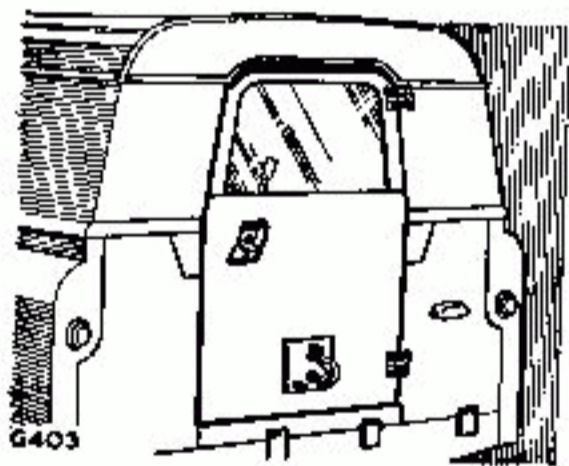
A specially-designed roof luggage rack is available for Hard Top and Station Wagon models.

The front feet rest over the first or second strengthening rib, and the complete rack is secured to the gutter by means of four adjustable arms. On vehicles with a tropical roof it is necessary to drill the panel to provide an aperture for the feet.



G404

Roof rack



G403

Rear door on Hard Top

Rear door on Hard Top

This is the Station Wagon rear door used as an alternative to the tail-board and rear lid on Hard Top models.

Safety harness

Kits of safety harness are available. Each harness comprises two main components: a short strap carrying the tongue section of the buckle, and a long diagonal shoulder strap on which the mating buckle is fitted.

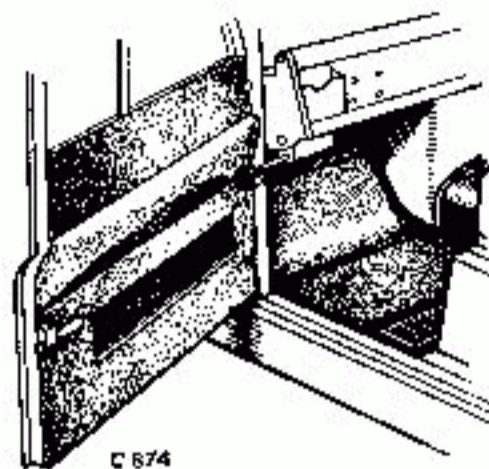


G405

Safety harness

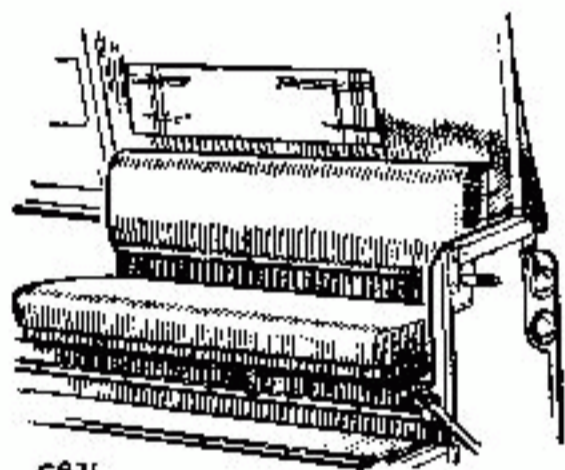
De-luxe trim

Complete de-luxe trim is available on all models with cab, and comprises roof lining, floor covering and trim panels with arm rests on doors. De-luxe trim for floors and doors only can be fitted to vehicles with full length hood or Hard Top models.



C 874

De-luxe trim



C 871

Rear seats

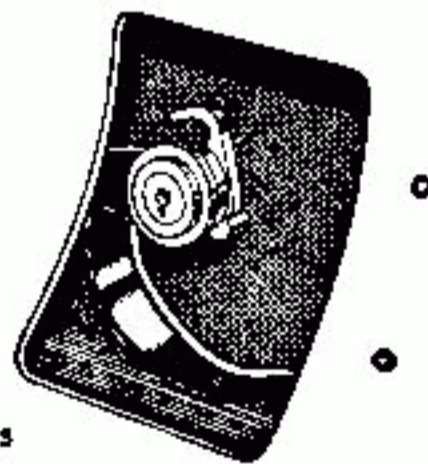
Rear seats

Rear seats are available, each accommodating two persons. The frames are bolted to the body and wheel arch and the detachable cushions can be hinged up when not in use, to provide maximum carrying space.

Two units can be fitted in the 88 models whilst up to four may be used in the 109 models.

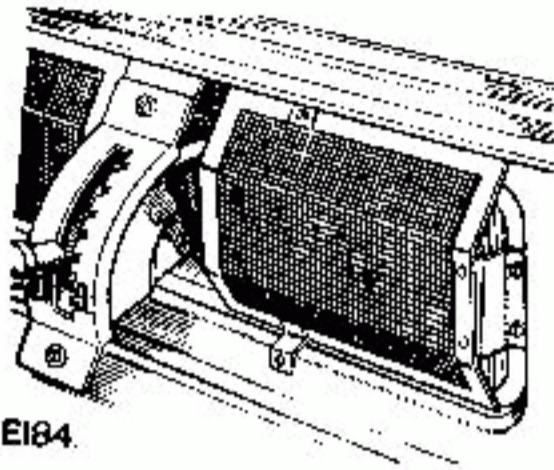
Locking handles and private locks

Locking handles are available for fitting to front R.H. and rear doors. A locking catch can be fitted to the lock on the inside of the L.H. front door and all sliding windows can be secured by locking attachments. They are standard equipment on 109 models and all Station Wagons.



C 865

Locking handles



E184

Flyscreens for dash vents

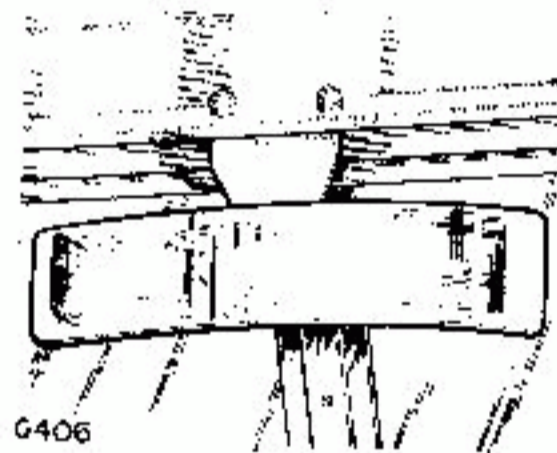
Flyscreens for dash vents

These consist of fine gauze screens on the inside of the dash over the ventilator openings.

Interior mirror

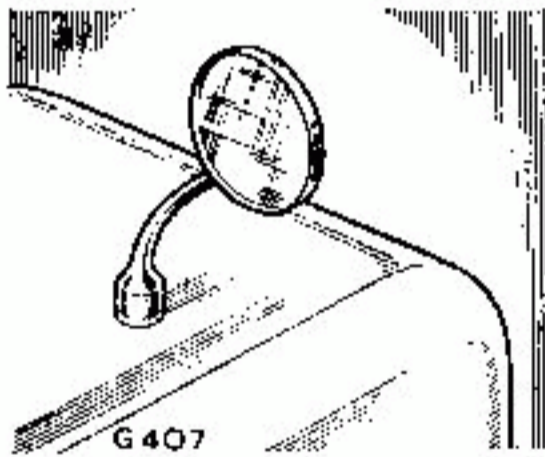
An interior mirror can be fitted to the top of the windscreen on vehicles with the full length hood.

It is standard equipment on Station Wagons, Hard Tops and Cabs.



G406

Interior mirror



G407

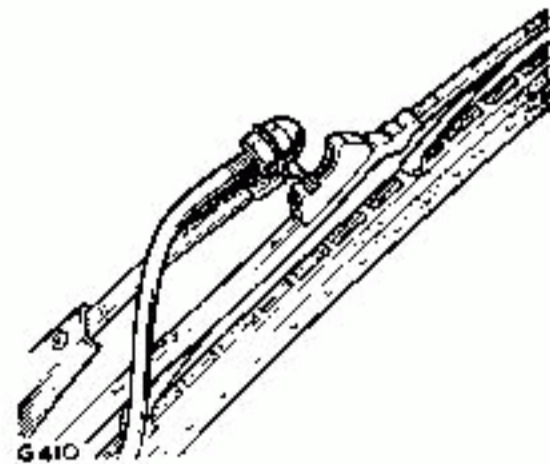
External mirror

External mirror

The external chromium plated driving mirror is of the 'boomerang' type and can be fitted to either the right- or left-hand front wing.

Windscreen washer

Either one or two windscreen washer jets can be fitted to the Land-Rover. The jets are attached to the windscreen wiper arms, thus ensuring that water is directed on to the windscreen under all conditions.

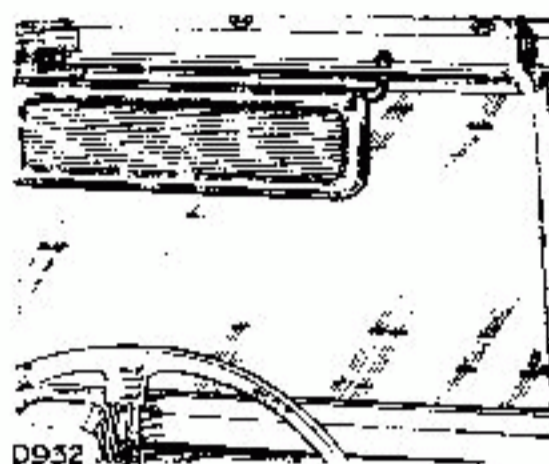


G410

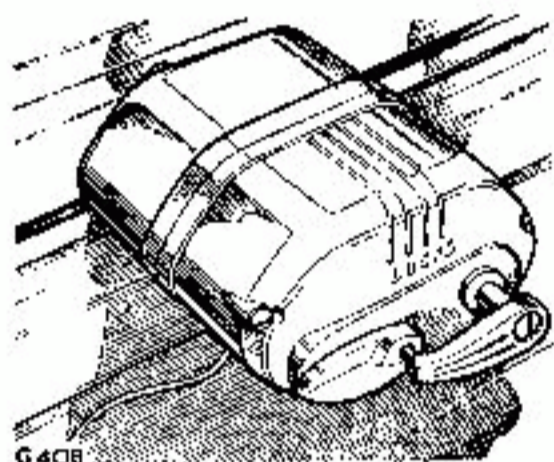
Windscreen washer

Sun visor

Sun visors for both driver and passenger can be fitted to the top rail of the windscreen.



Sun visor



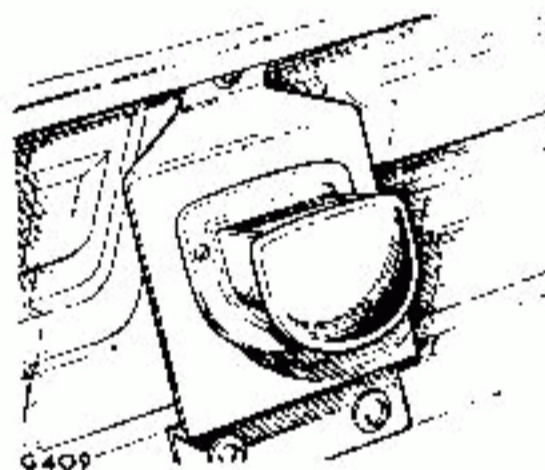
Additional windscreen wiper

Additional windscreen wiper

A windscreen wiper motor, arm and blade, identical to the basic fitting, can be supplied for the passenger's side. Radio interference suppressors are also available. Two windscreen wipers are fitted as standard equipment on Forward Control models.

Telescopic ashtray

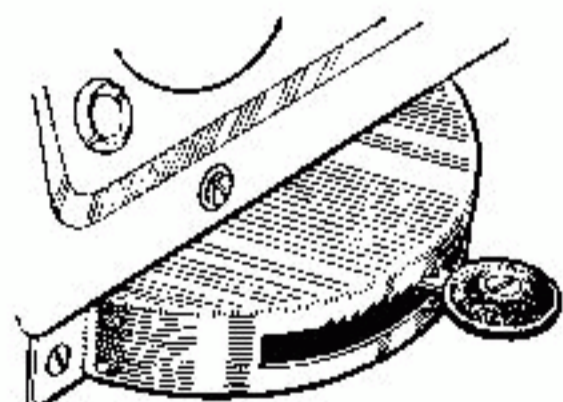
A telescopic ashtray for fitting to the dash can be supplied.



Telescopic ashtray

Hand throttle control, Petrol models only

A hand throttle control can be mounted on the dash panel and must be used in conjunction with

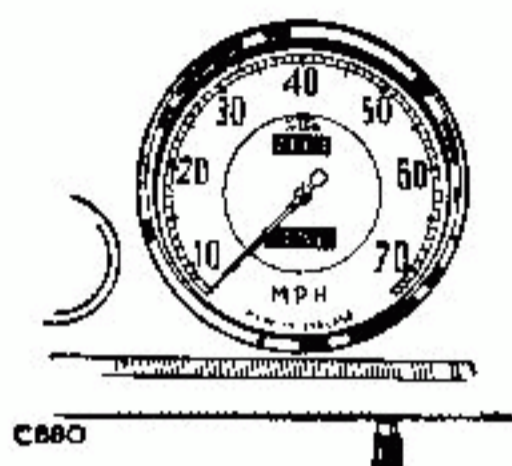


Hand throttle control

the capstan winch; it would also be useful when operating other equipment demanding a fast idling engine speed. The quadrant has a number of notches for the operating lever. The notch to the extreme right is for use when the hand throttle is not required. In order to bring the hand throttle

control into operation move the lever to the left into one of the remaining notches.

The hand throttle is standard equipment on Diesel models.



Speedometer with trip

Speedometer

Speedometers with trip are available with either M.P.H. or K.P.H. readings. Different types are also available to suit the various tyre sizes.

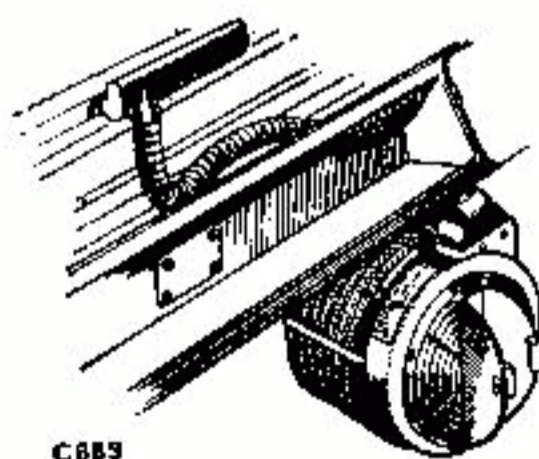
Recirculating heater/demister unit

A recirculatory heater unit is available with windscreen demisting attachments; it is heated from the engine cooling system and controlled by a rheostat switch.

To obtain warm air to the body of the vehicle and to the demisters, open the flaps on the heater casing. The volume of air can be regulated by means of the rheostat switch, while the flaps afford control over the air flow.

If maximum air flow is required to the demisters, set the switch to maximum speed and close the flaps

In warm weather, the heater can be used for air circulation with the water supply cut off by means of the tap on the inlet pipe under the bonnet.



Heater unit

A rear heater is also available for use in conjunction with the front heater.

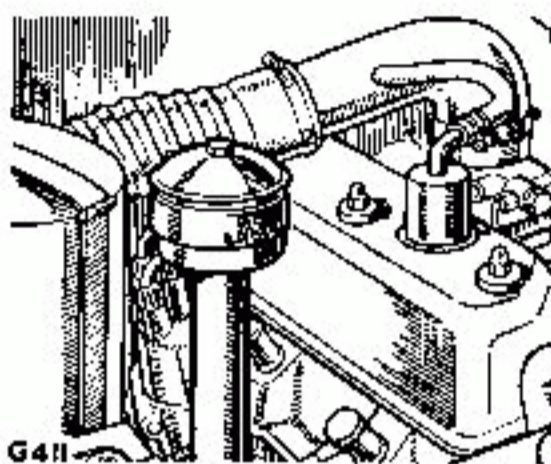
Dust-proofed engine breather, Petrol models

Suitable for 2½ litre petrol engines only. This breather replaces the normal oil filler cap. It must not be fitted to vehicles operating under cold and misty conditions.

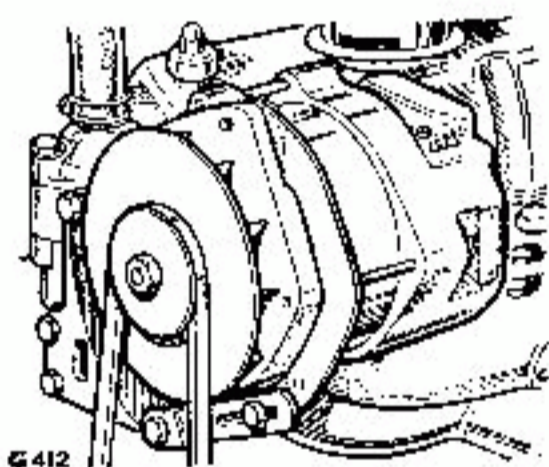
The oil in the engine breather must be renewed weekly. If, however, the vehicle is operating under extremely dusty conditions, this change of oil should be carried out daily.

When removing the oil bath breather on the oil filler, care must be taken to hold it upright to avoid spilling the oil.

On vehicles fitted with a raised air intake and a dust-proofed engine breather, the normal air cleaner should be cleaned more frequently.



Dust-proofed engine breather



Generator

12-volt AC/DC generator

This generator is for use on petrol Land-Rovers fitted with supplementary electrical equipment, which may be in constant use when the vehicle is mobile, such as heater, electrical demister, radio receiver, etc.

A conversion kit to enable the generator to charge an additional battery or batteries is also available.

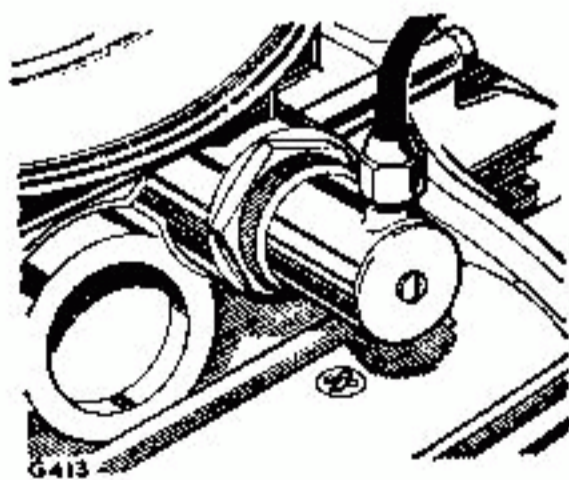
Immersion heater for cylinder block

The electric engine heater is available in two versions:

200- to 250-volt, 250-watt

100- to 125-volt, 400-watt

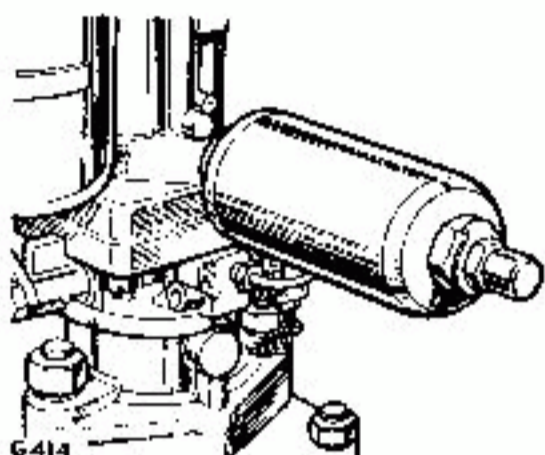
It is a miniature immersion heater fitted permanently into the cylinder block and connected by a cable



Immersion heater

extension to a special socket which can be fitted to the dash or the steering column. A plug is also supplied for connection to the ordinary mains supply, either in the garage or, if the vehicle is parked outside, to a waterproof plug on an outside wall.

When in use, the heater warms the entire engine; this ensures instant starting on cold mornings, reduces engine wear and gives longer battery life.



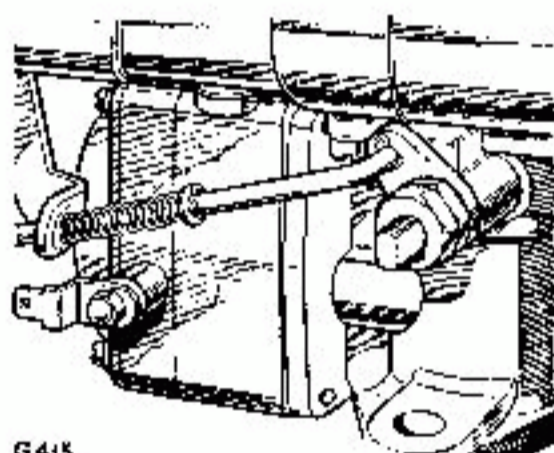
Altitude corrector

Altitude corrector

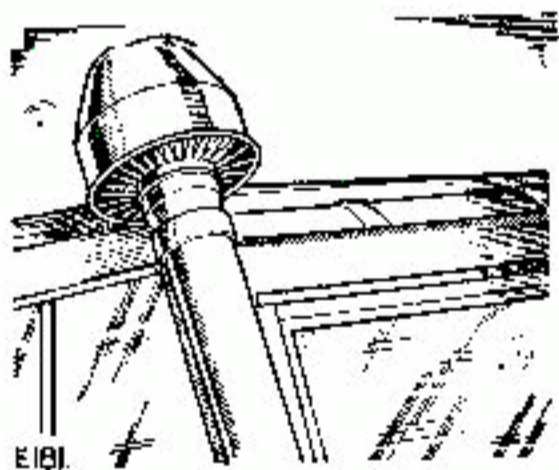
An altitude corrector, which is fitted in place of the main jet and main jet carrier, gives improved performance and fuel economy when the Land-Rover is being used at greatly varying altitudes.

Carburettor heater, petrol models only

The carburettor heater, which is available in kit form, is fitted to the carburettor starter unit and prevents icing up.



Carburettor heater



Raised air intake

Raised air intake, Petrol models only

Suitable for 2½ litre petrol models only, it comprises an air intake for the air cleaner attached to the front R.H. side of the windscreen. The engine breather on the top rocker cover is connected to an elbow between carburettor and air cleaner.

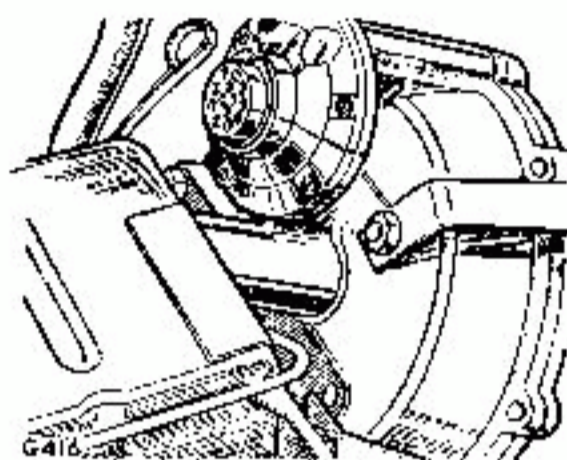
This optional equipment must only be used in conjunction with the dust-proofed engine breather described previously.

It must receive occasional attention by removing the centrifugal air intake and blowing out any foreign matter which may be adhering to it.

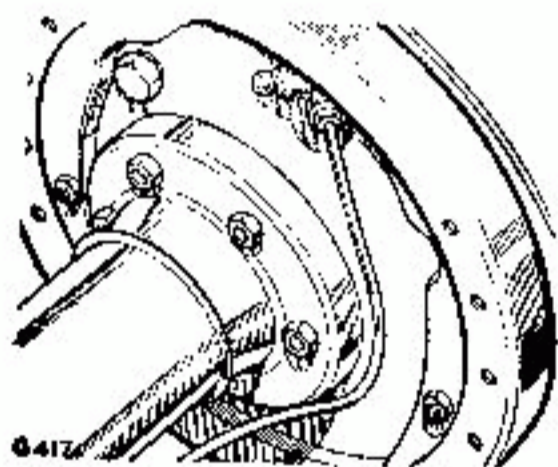
Brake servo

The brake servo unit provides a lighter pedal pressure to obtain the same braking performance previously achieved without it.

The vacuum hydraulic unit, which is fitted to the wing valance, is connected to the existing hydraulic system. In the event of vacuum failure, the brakes continue to function in the normal way as a hydraulic brake system.



Brake servo



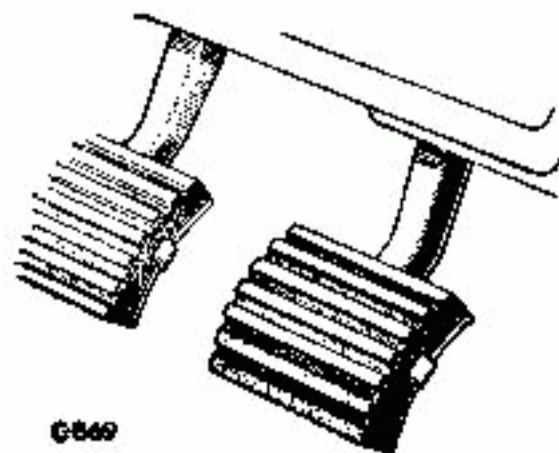
Mudshield for brake drum

Mudshield for brake drum

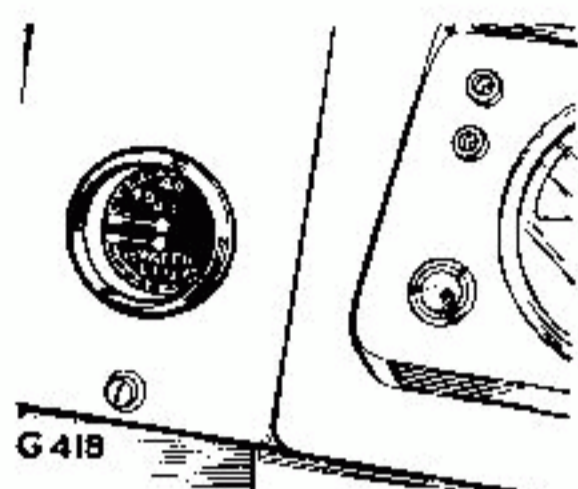
Mudshields, which are riveted to the brake anchor plate, may be fitted in cases where abnormal conditions cause excessively rapid lining wear. The use of these shields does not, however, obviate the necessity to remove and clean the brake drums from time to time.

Rubber pedal pads

Rubber pads can be supplied for the brake and clutch pedals; they are not advised if the vehicle is operating under almost continuous wet or muddy conditions, owing to danger of the feet slipping off the pedals.



Rubber pedal pads



Water thermometer and oil pressure gauge

Water thermometer and oil pressure gauge

The gauge, together with an illumination lamp, is mounted on a bracket attached to the glove box.

The feed to the oil pressure portion of the gauge is independent of the oil pressure switch and warning light; these are left as normal.

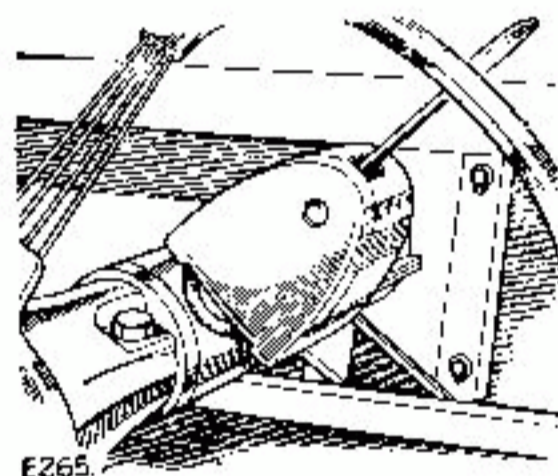
The water temperature bulb is connected to the cylinder head by means of an adaptor.

Separate electrically-operated gauges are available for Forward Control models.

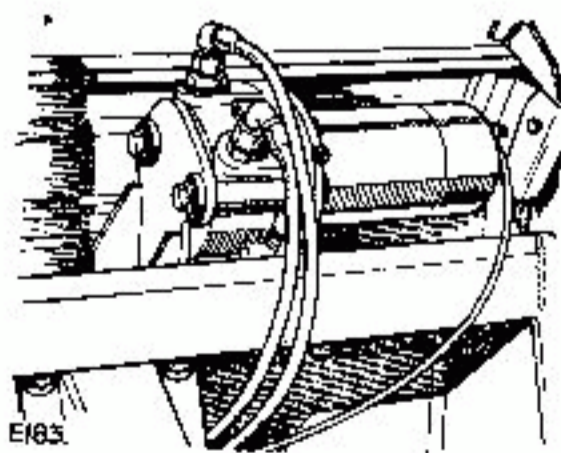
Flashing indicator lamps

Additional lamps, similar to the side and rear lamps, can be fitted to the Land-Rover for use as flashing indicators.

The self-cancelling switch, complete with warning light, is on the steering column, and is cancelled by movement of the steering wheel.



Flasher self-cancelling switch and warning light



Electrical fuel pump fitted on dash

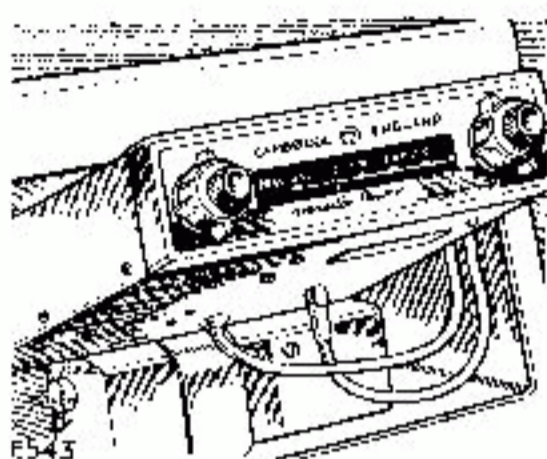
Electrical fuel pump, Petrol models only

Suitable for 2½ litre petrol vehicles, where it is desirable to replace the mechanical AC pump by an electrical SU pump. The electrical fuel pump is fitted adjacent to the dash vent aperture.

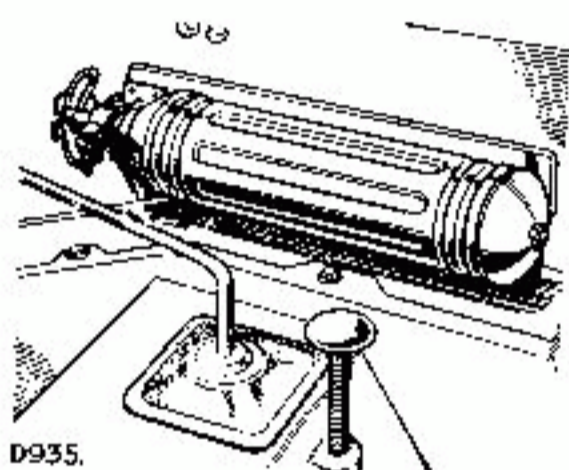
Radio installation

The radio installation is suitable for all models. The set is located in the glove box with the aerial attached to a bracket on the windscreen.

Radio interference suppressors are also available.



Radio



Fire extinguisher

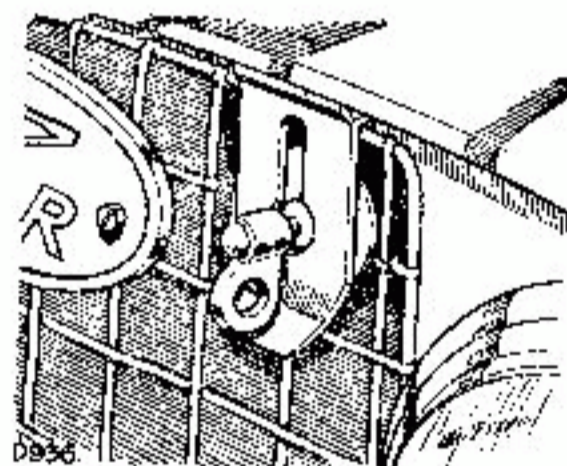
Fire extinguisher

This is a standard quart size extinguisher, finished bright chrome with a painted bracket. It can be mounted on the toe board adjacent to the gear-change lever. It is suitable for all models.

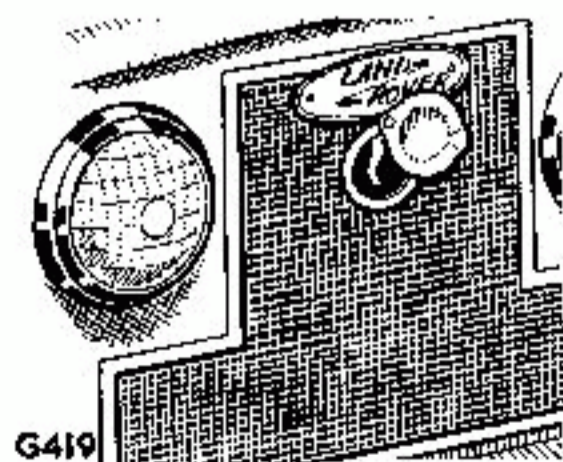
Lock for bonnet

This consists of a hasp fixed to the bonnet which slips over a turn-buckle attached to the grille panel. They are available for both plain and de-luxe bonnets.

The padlock is not supplied by The Rover Company.



Lock for bonnet

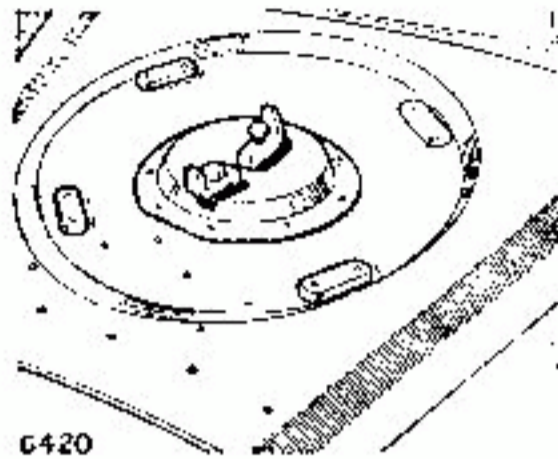


Chaff guard

Chaff guard

A fine-mesh chaff guard can be supplied to prevent the radiator becoming clogged when the vehicle is used for farm work.

The guard is fitted in front of the radiator grille, using the existing fixings.



Spare wheel carrier

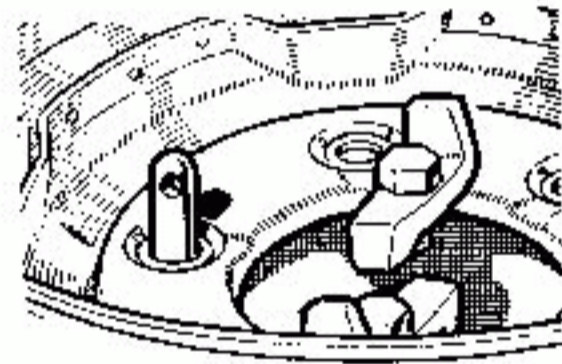
Spare wheel carrier

When it is desired to utilise the entire body space, an alternative carrier for the spare wheel can be mounted on the bonnet panel. It comprises a central mounting plate, with four rubber support blocks positioned under the tyre wall to ensure even weight distribution.

A special dished bonnet top panel is required with the 109 and 88 de-luxe models.

Lock for spare wheel

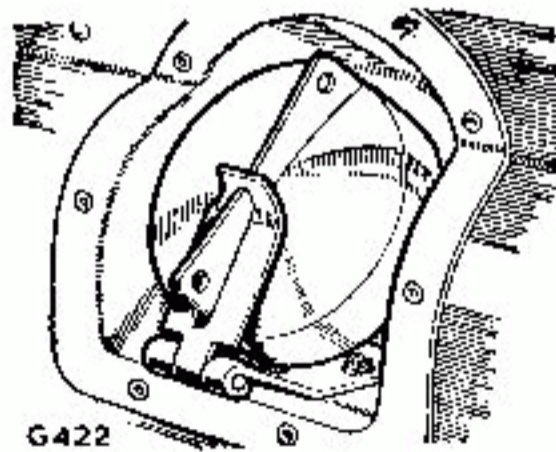
This consists of a spare wheel support on the bonnet to which a peg is fitted.



G421

Lock for spare wheel

This peg protrudes through one of the wheel stud holes and provides an anchorage for a suitable padlock. It can be fitted to all models. The padlock is not supplied by The Rover Company.



Lock for fuel filler

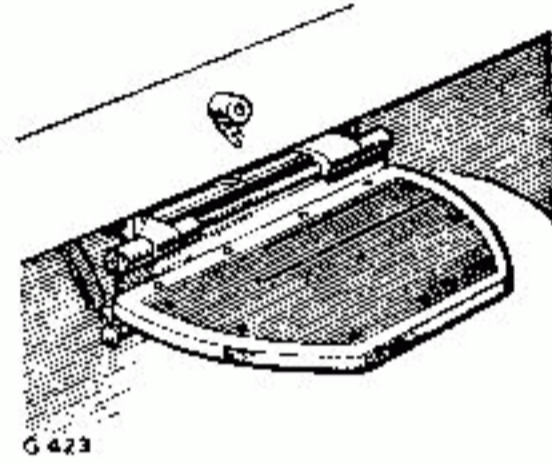
Lock for fuel filler

This consists of a hinged bracket which slips over the filler cap and prevents it from being rotated. The bracket is attached to the body by means of the fuel filler screws. It is suitable for all models. The

padlock is not supplied by The Rover Company.

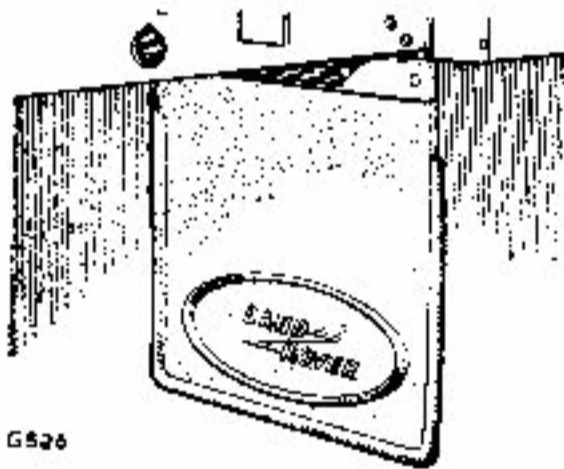
Folding steps for doors

The folding steps are bolted to the chassis frame adjacent to the side doors, or to the rear cross-member if it is required for the rear door. Two steps may be fitted to the 88 and 109 basic models. Up to three can be fitted on the 88 Station Wagon and up to five on the 109 Station Wagon.



Folding steps for doors

If a towing jaw is required on the 88 Station Wagon, the rear step cannot be folded up. The towing jaw must be bolted direct to the cross-member, as the attachment bracket cannot be fitted with the rear step in position.



Mudflaps

Mudflaps

Front and rear mudflaps are available, if required.

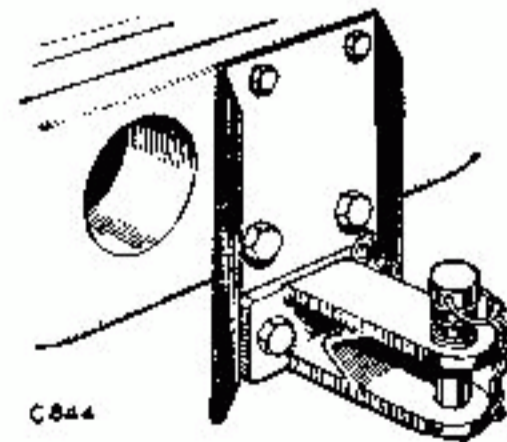
Standard towing jaw and attachment bracket

The standard jaw is suitable for towing trailers with a maximum gross laden weight of up to 4,480 lb. (2.032 kg); for heavier loads

the heavy duty towing pintle, illustrated below, is required.

The towing jaw can be bolted directly to the centre of the rear chassis cross-member and can be used for towing a trailer or other equipment. It must be used in this position on the 88 Station Wagon.

An alternative lower position is provided by fixing the attachment bracket to the centre of the rear chassis cross-member. The towing



Standard towing equipment

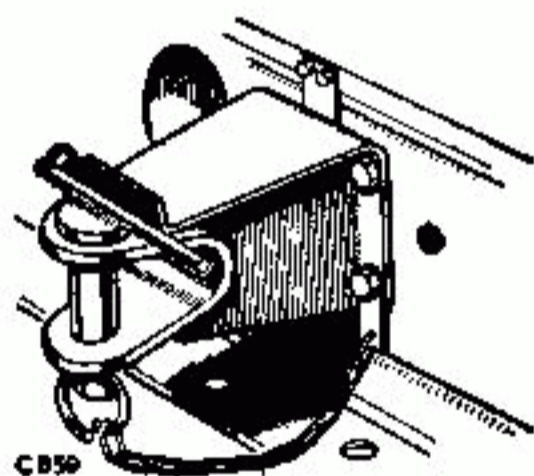
jaw can then be bolted to the two lower holes in the attachment bracket. This is the normal position for the towing jaw on the 109 Station Wagon.

When using the towing bracket it is important that only the pin provided on the retaining chain be used.

Make sure, when the pin is in position, that the coil spring is under the head of the pin, and that the spring clip attached to the other end of the retaining chain is on the underside of the bracket and properly secured in the groove at the bottom of the pin.

The attachment bracket cannot be used on 88 Station Wagon with rear folding step fitted, or on vehicles with rear power take-off.

On the 88 and 109 Station Wagon or Hard Top models with Station Wagon-type rear doors, the towing jaw can be used only if the spare wheel is removed from the rear door.



Heavy-duty towing pintle

Heavy-duty towing pintle

This towing pintle is designed to suit trailers having a towing eye larger than can be used with the standard towing jaw; it is secured to the rear chassis cross-member with four bolts. It can also be fitted to the 109 Station Wagon if the

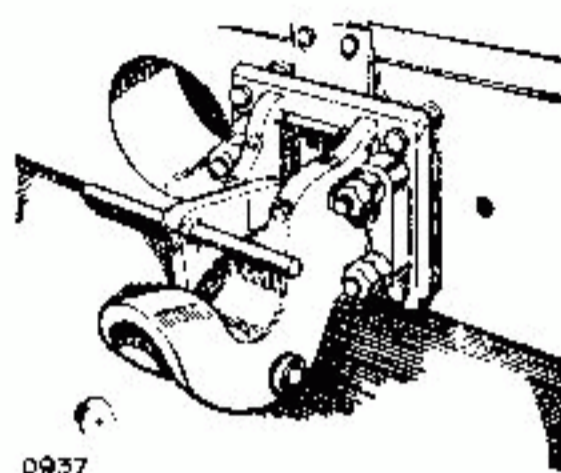
fuel tank is removed and replaced to allow access to the hook fixing bolts.

On the 88 Station Wagon or Hard Top models with the Station Wagon rear door, the pintle can be used only if the spare wheel is removed from the rear door.

This pintle cannot be fitted in conjunction with the rear power take-off.

Towing hook

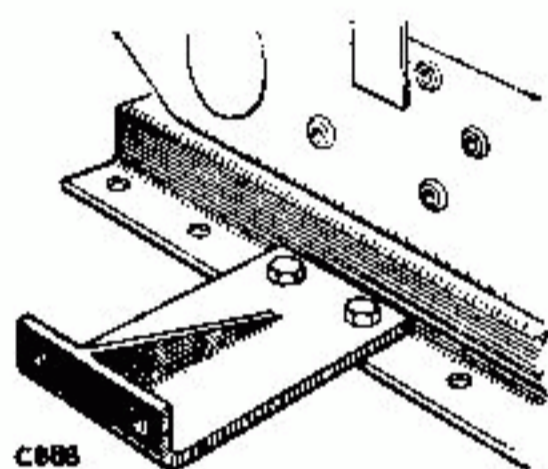
This is a heavy-duty type towing hook and can only be fitted to the chassis frame in conjunction with the adaptor plate supplied. It can also be fitted to the 109 Station Wagon if the fuel tank is removed and replaced to allow access to the adaptor fixing bolts.



Towing hook

Rear draw plate and extension plate for towing jaw

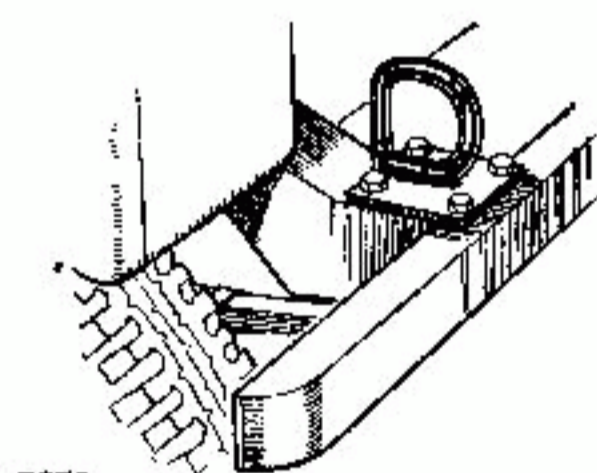
Draw plate and extension are supplied with the rear power take-off unit and are also available separately. They enable the towing jaw to be used with the power take-off unit in position. These items are not suitable for the 109 Station Wagon.



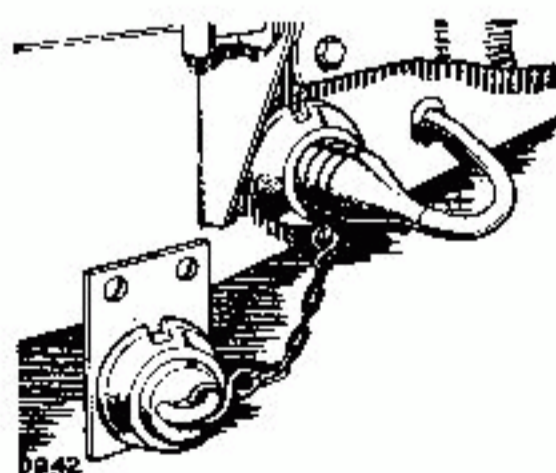
Draw bar and extension for towing jaw

Lifting and towing rings

Lifting and towing rings are available and are fitted one on each side of the front bumper where the bumper is attached to the chassis frame.



Lifting and towing rings

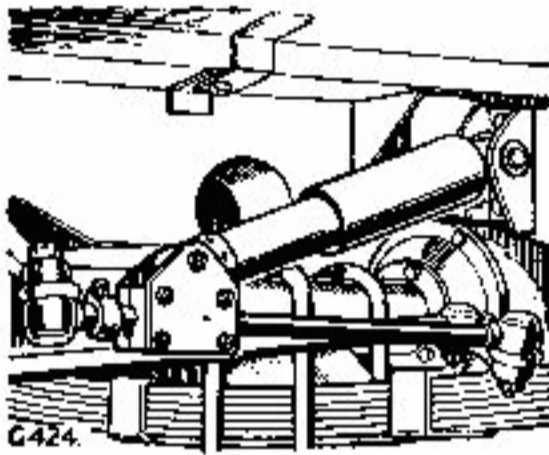


Trailer socket and plug

Trailer socket plug and leads

A five-pin plug for fitting to the chassis frame and a five-pin lead and socket for the trailer is available to provide connection to stop, tail and flasher lights on a trailer.

When trailer is not in use the flasher plug on vehicle must be connected to socket on vehicle; this gives flasher and stop lights on vehicle. With trailer on tow flasher plug on vehicle must be inserted in dummy socket on vehicle and trailer plug connected to vehicle socket, this connects flasher, tail and stop lights to trailer, while still retaining the tail lights on the vehicle.



Hydraulic steering damper

Hydraulic steering damper

This damper may be used where steering wheel kick is found to be excessive. One end of the damper is fitted to a bracket on the chassis frame and the other to the steering drag link. The steering wheel effort is not increased appreciably.

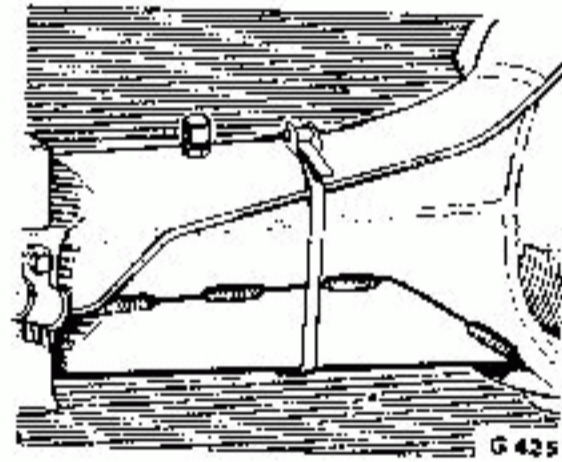
This damper cannot be fitted to vehicles with a hydraulic or capstan winch.

Extra heavy duty road springs and shock absorbers

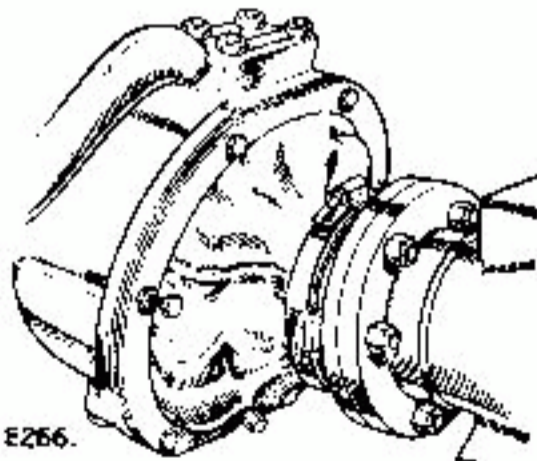
These springs and shock absorbers are designed for vehicles operating permanently loaded or driven frequently over rough roads.

Reinforced front axle casing

A reinforced front axle casing is available for vehicles operating under arduous conditions.



Reinforced axle casing front



Gaiters for swivel pin housing

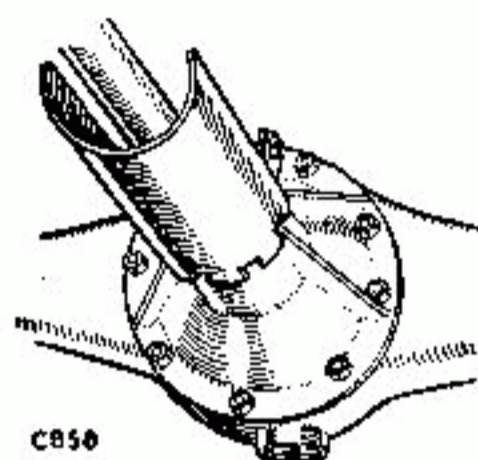
Gaiters for swivel pin housing

Chamois leather gaiters can be fitted to the swivel pin housing to give additional protection to the spherical swivel ball.

Universal joint covers

Special covers are available to prevent the propeller shaft universal joints from becoming entangled with grass, etc., when the vehicle is used for haymaking or similar cross-country work.

The set of covers comprises shields under the front and rear differential joints and a plate secured under the transfer box to protect the front output shaft joint. These covers are not suitable for vehicles fitted with ENV axles.

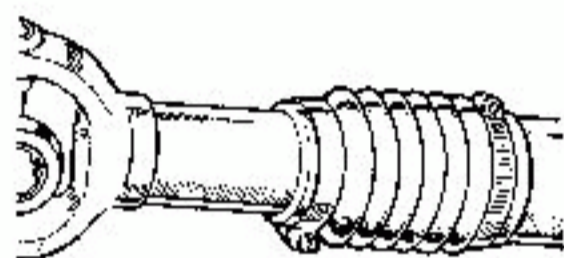


C850

Propeller shaft covers

Grommet for propeller shaft

A rubber grommet is available to give protection to the splined portion of the front propeller shaft.



G426

Grommet for propeller shaft

Tyres

A range of tyres with special tread patterns to suit various operating conditions are available.

When fitting 16 x 7.50 tyres to 88 vehicles, 5.50F x 16 road wheels must also be used.

Power take-off units

The layout of the Land-Rover transmission has been arranged so that power take-off drive for auxiliary equipment can be taken from two points. A pulley drive fitted immediately behind the gearbox (called the centre power take-off) can be used for driving appliances mounted on the vehicle, while the take-off unit at the rear, with spline and pulley drive, is for the purpose of driving all kinds of machinery, both stationary and towed. Either or both of these drives may be readily installed at any time and their presence in no way affects the normal operation of the vehicle.

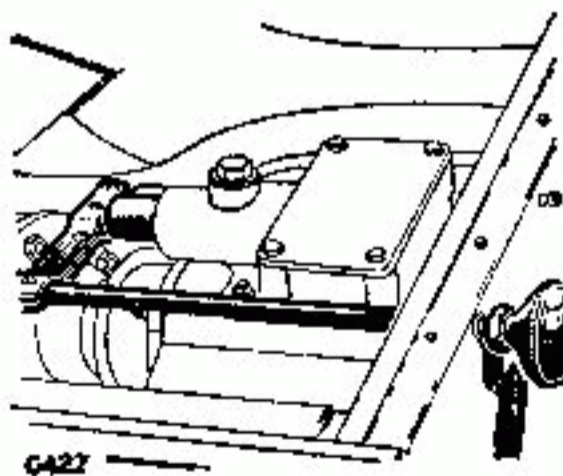
An engine governor may be fitted when either the centre power take-off or rear pulley drive is in use. Under arduous operating conditions and/or in tropical climates, it may also be necessary to fit an engine oil cooler.

The drive is taken through a dog clutch on the rear of the gearbox mainshaft and incorporates a flanged output shaft. The selector mechanism is bolted to the top of the transfer box, and controlled by a knob on the heel board. To engage the power take-off drive, the selector knob must be pushed forward.

Horse-power figures quoted throughout this section are in British units.

Operating instructions for the power take-off units together with pulley, engine and road speeds are contained in a separate booklet, Part No. 4643; copies obtainable on request to:

The Rover Company Ltd.,
 Technical Service Dept., Publications Section,
 Solihull, Warwickshire,
 ENGLAND.



Centre power take-off

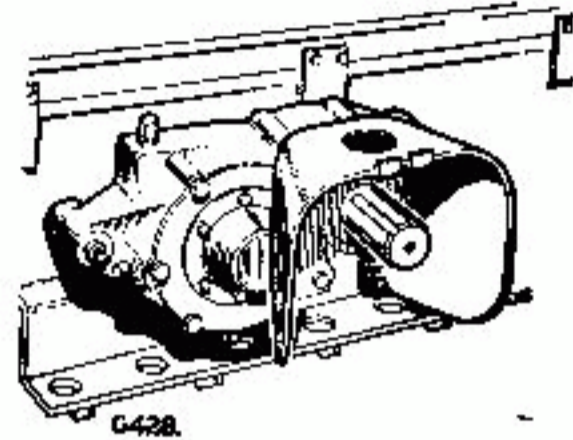
Centre power take-off

The driving pulley, usually of the multi-belt pattern, bolts directly on to the flanged output shaft. Operation and maintenance instructions for the driven equipment will be provided with the equipment and is available from the manufacturer. When the drive is by vee belt, not more than 20 to 25 B.H.P. can be

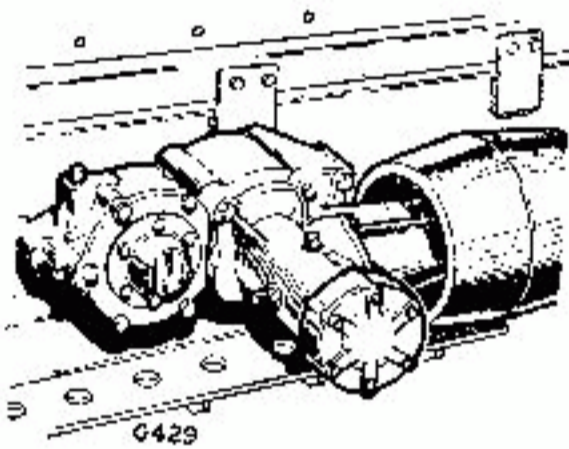
transmitted through the centre power take-off, or damage to the rear engine mountings will result.

Rear power take-off

The rear power take-off unit mounted on the rear chassis cross-member, is driven by a propeller shaft from the flanged output shaft at the rear of the gearbox; the standard S.A.E. six-splined output shaft is on the centre-line of the vehicle and provides power for towed equipment.



Rear power take-off



Rear drive pulley

Rear drive pulley

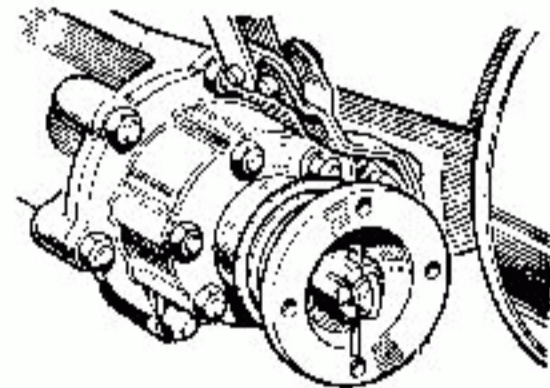
The 8 in. (200 mm.) rear drive pulley unit may be attached to the rear power take-off unit in place of the guard by means of four spring washers and nuts. Difficulty would be experienced in holding the vehicle steady if more than 20 B.H.P. is transmitted through the pulley.

Bottom power take-off

The bottom power take-off is fitted on the underside of the transfer box and replaces the bottom cover plate of this unit.

The bottom power take-off is available in two versions:

1. *With mechanical drive.* It enables additional mechanical equipment to be used when the normal drive position at the rear of the transfer box is already operating a front winch, centre or rear power take-off.
2. *With hydraulic pump.* It can be used for the following applications:



G527

Bottom power take-off,
mechanical drive illustrated

- (a) Operation of the front winch. In this manner it releases the normal drive position at the rear of the transfer box to enable it to drive a centre or rear power take-off, as required.
- (b) Use of additional hydraulic equipment when a front winch is already fitted to the vehicle.

Oil cooler

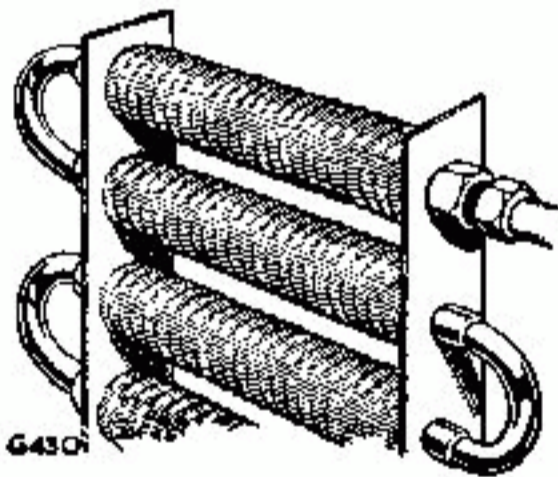
An engine oil cooler must be fitted when the vehicle is used to drive stationary equipment under conditions in excess of:

Power required: 24 B.H.P. at 2,000 r.p.m.—Petrol models	
20 B.H.P. at 1,500 r.p.m.	} Diesel models
24 B.H.P. at 2,000 r.p.m.	
20 B.H.P. at 2,500 r.p.m.	
10 B.H.P. at 3,000 r.p.m.	

Ambient air temperatures: 20°C. (68°F.).

Running time: 30 minutes.

It incorporates a cooling radiator inserted in the engine oil system and mounted just in front of the radiator; a gauge on the dash panel gives continuous indication of the oil temperature.

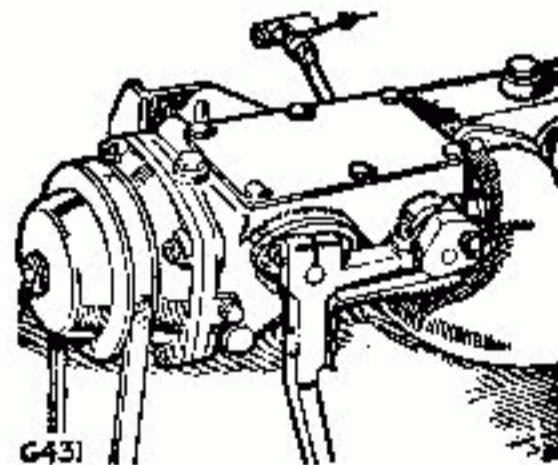


Oil cooler

The oil temperature should never exceed 90°C. and the engine must be switched off and the oil allowed to cool down, if this temperature is reached under working conditions.

Engine governor, Petrol models only

An engine governor may be fitted when a centre power take-off or rear drive pulley is used; it would also simplify many jobs necessitating the use of the rear splined output shaft.



Engine governor, Petrol models

The governor is connected to a quadrant lever on the dash panel.

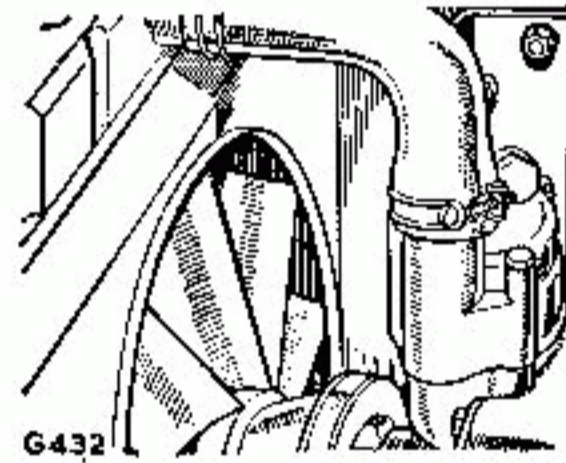
The quadrant has notches giving twelve positions for the operating lever. The notch to the extreme right is for use when the governor is not required. In order to bring the governor into operation, the control lever must be moved to the left; with the lever in the first operating notch, the throttle is opened until the engine is running at 1,500 r.p.m. and the governor will then allow for variations in load, so controlling the engine speed at that figure. Each succeeding notch represents an increase in engine speed of approximately 150 r.p.m.

Eight-blade fan

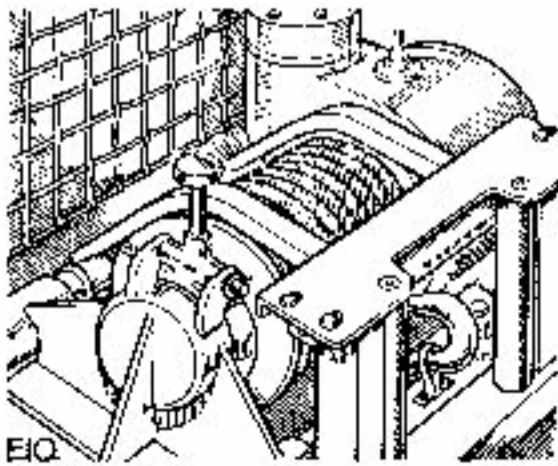
This fan is suitable for all models where increased cooling is required. It will be found particularly useful on Diesel models.

Twin fan belts are used in conjunction with the eight-blade fan with suitable pulleys on water pump, dynamo and crankshaft.

There is also an engine tie rod from bell housing to chassis to prevent excessive fore and aft movement.



Eight-blade fan



Hydraulic front winch

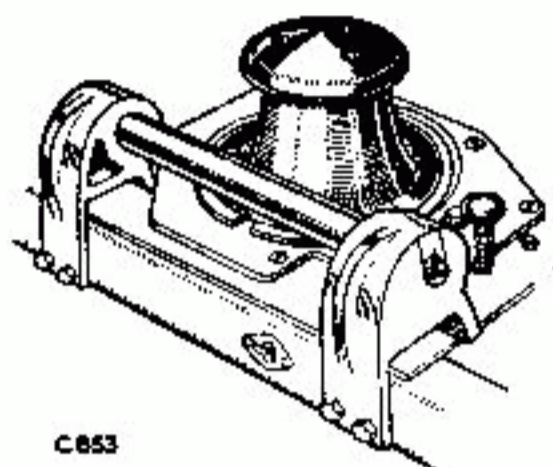
Hydraulic front winch

This comprises a hydraulic drum winch complete with cable, mounted at the front of the vehicle. It is driven by a hydraulic pump fitted to the rear of the transfer box or the bottom power take-off. The control valve operating the winch is mounted on the heel board, with a hydraulic oil supply tank fitted in the rear wheel arch.

Capstan winch

The front capstan winch, designed for a maximum pull of 2,500 lb. (1.135 kg.), is mounted on the front bumper and driven directly from the engine crankshaft.

The winch must be used with the engine running at 600 r.p.m., i.e. a fast idling speed, and for this purpose a hand throttle control must also be fitted.



Front capstan winch

It is used with one end of the rope attached to the vehicle being pulled, then wound twice round the bollard, and with the winch drive engaged, the operator maintains a steady pull on the free end of the rope, thus causing it to grip the bollard.

The most suitable rope size and type is $1\frac{1}{4}$ in. dia. (31,5 mm dia.), $3\frac{3}{4}$ in. (100 mm) circumference Manila.

Rope speed is $12\frac{3}{4}$ ft./min. (4 metre/min.) at 600 engine r.p.m.

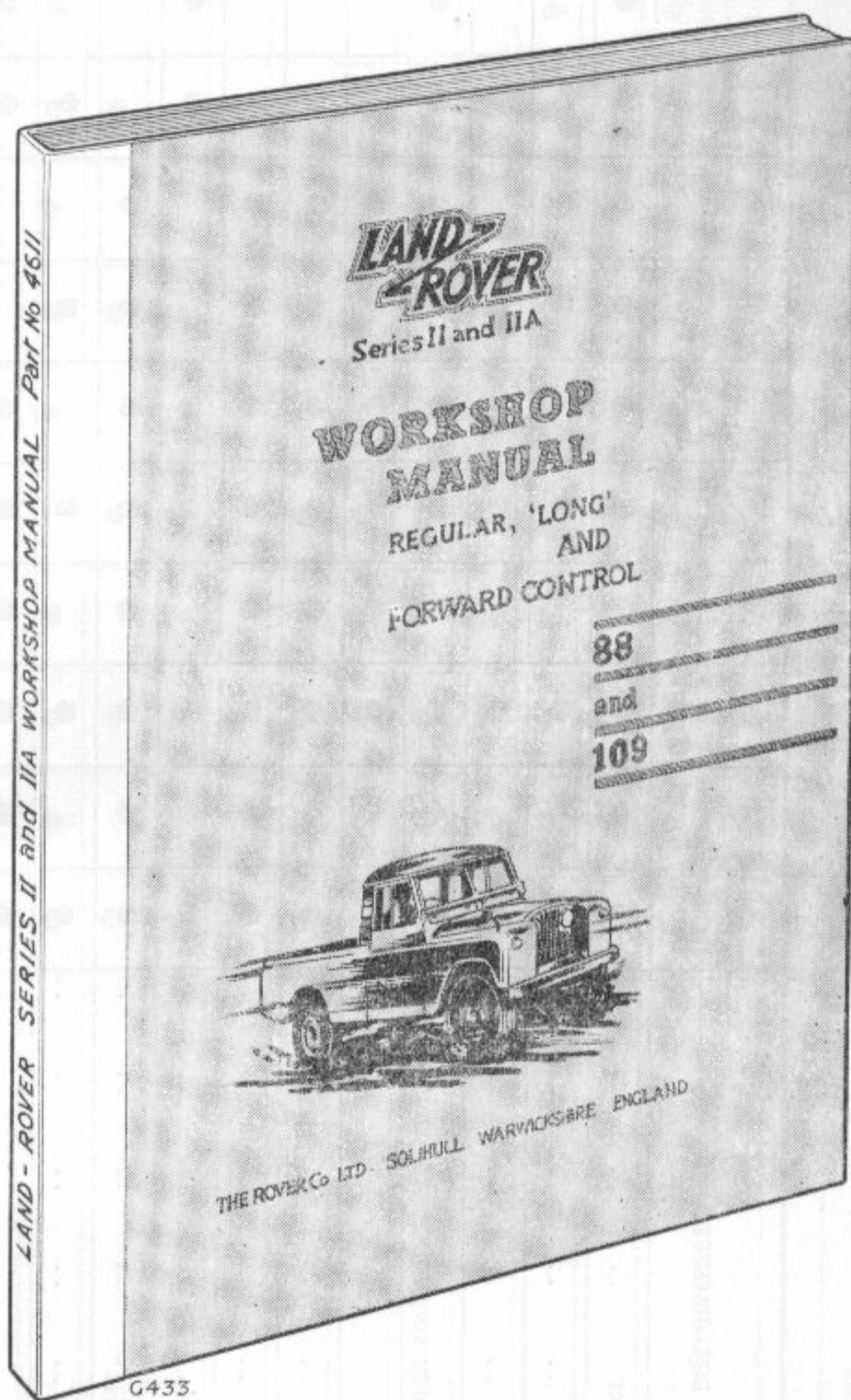
The drive should be engaged or disengaged by means of the operating knob on the winch casing, with the engine stationary and without any load on the rope.

With the winch installed, provision is made for the engine starting handle to be applied at the front of the winch instead of at the dog on the crankshaft.

In addition, lubrication nipples are provided on the drive shaft and rope guide. Access to the drive shaft nipple may be gained from beneath the vehicle. Lubricate these points occasionally.

LAND-ROVER

Workshop Manual



Containing practical information of the greatest value to everybody concerned with the maintenance and overhaul of the LAND-ROVER

Copies in English, French, German, Portuguese and Spanish can be obtained from all Rover Distributors and Dealers

THE ROVER COMPANY LIMITED
Technical Service Department Solihull, Warwickshire

The chart below, which also serves as an index, gives general details of the applicability of the optional equipment listed in this publication. For specific applications reference should be made to the main section of this book, or the
Optional Equipment Parts Catalogue.

OPTIONAL EQUIPMENT	88 Regular Petrol	88 Regular Diesel	88 Station Wagon Petrol	88 Station Wagon Diesel	109 Long Petrol	109 Long Diesel	109 Station Wagon Petrol	109 Station Wagon Diesel	109 Forward Control 2½ litre	109 Forward Control 2.6 litre	Page No.
Additional windscreen wiper	●	●	●	●	●	●	●	●	●	●	5
Air intake, raised	●		●		●		●		●		8
Altitude corrector	●		●		●		●		●		8
Ashtray, telescopic	●	●	●	●	●	●	●	●	●	●	5
Axle casing, reinforced	●	●	●	●	●	●	●	●			16
Bottom power take-off	●	●	●	●	●	●	●	●			19
Brake servo	●	●	●	●	●	●	●	●			9
Cab	●	●			●	●			●	●	1
Capstan winch	●	●	●	●	●	●	●	●			22
Carburettor heater	●		●		●		●		●		8
Centre power take-off	●	●	●	●	●	●			●	●	18
Chaff guard	●	●	●	●	●	●	●	●			11

OPTIONAL EQUIPMENT	88 Regular Petrol	88 Regular Diesel	88 Station Wagon Petrol	88 Station Wagon Diesel	109 Long Petrol	109 Long Diesel	109 Station Wagon Petrol	109 Station Wagon Diesel	109 Forward Control 2½ litre	109 Forward Control 2.6 litre	Page No.
De-Luxe trim	●	●	●	●	●	●	●	●	●	●	3
Dust-proofed engine breather	●		●		●		●		●		7
Eight-blade fan	●		●		●		●				21
Electrical fuel pump	●		●		●		●				10
Engine governor	●		●		●		●				20
External mirror	●	●	●	●	●	●	●	●			4
Extra-heavy-duty road springs and shock absorbers ..	●	●	●	●	●	●	●	●			16
Fan, eight-blade	●		●		●		●				21
Fire extinguisher	●	●	●	●	●	●	●	●	●	●	11
Flashing indicator lamps	●	●	●	●	●	●	●	●			10
Flyscreens for dash vents	●	●	●	●	●	●	●	●	●	●	4
Fuel pump, electrical	●		●		●		●				10
Folding steps for doors	●	●	●	●	●	●	●	●			13
Gaiters for swivel pin housing	●	●	●	●	●	●	●	●	●	●	16
Generator, 12-volt AC/DC	●		●		●		●				7

OPTIONAL EQUIPMENT	88 Regular Petrol	88 Regular Diesel	88 Station Wagon Petrol	88 Station Wagon Diesel	109 Long Petrol	109 Long Diesel	109 Station Wagon Petrol	109 Station Wagon Diesel	109 Forward Control 2½ litre	109 Forward Control 2.6 litre	Page No.
Lock for fuel filler	●	●	●	●	●	●	●	●			12
Lock for spare wheel on bonnet	●	●	●	●	●	●	●	●			12
Locking handles and private locks	●	●	●	●	●	●	●	●	●	●	3
Mirror, external	●	●	●	●	●	●	●	●			4
Mirror, internal	●	●	●	●	●	●	●	●	●	●	4
Mudflaps	●	●	●	●	●	●	●	●			13
Mudshield for brake drum	●	●	●	●	●	●	●	●			9
Oil cooler	●	●	●	●	●	●	●	●	●		20
Power take-off, bottom	●	●	●	●	●	●	●	●			19
Power take-off, centre	●	●	●	●	●	●			●	●	18
Power take-off, rear	●	●	●	●	●	●					19
Pulley, rear drive	●	●	●	●	●	●					19
Radio installation	●	●	●	●	●	●	●	●	●	●	11
Raised air intake	●		●		●		●		●		8
Rear door on hard top	●	●			●	●					2

OPTIONAL EQUIPMENT	88 Regular Petrol	88 Regular Diesel	88 Station Wagon Petrol	88 Station Wagon Diesel	109 Long Petrol	109 Long Diesel	109 Station Wagon Petrol	109 Station Wagon Diesel	109 Forward Control 2½ litre	109 Forward Control 2.6 litre	Page No.
Towing hook	●	●	●	●	●	●					15
Towing pintle, heavy-duty	●	●	●	●	●	●					14
Trailer socket, plug and leads	●	●	●	●	●	●	●	●	●	●	15
Tropical roof	●	●			●	●					2
Tyres	●	●	●	●	●	●	●	●	●	●	17
Universal joint covers	●	●	●	●	●	●	●	●	●	●	17
Water thermometer and oil pressure gauge	●		●		●		●		●	●	10
Winch, capstan	●	●	●	●	●	●	●	●			22
Winch, front, hydraulic	●	●	●	●	●	●	●	●			21
Winch, hydraulic									●	●	21
Windscreen washer	●	●	●	●	●	●	●	●			4
Windscreen wiper, additional	●	●	●	●	●	●	●	●	●	●	5

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By Appointment to
Her Majesty
Queen Elizabeth II



Manufacturers
of Motor Cars
and Land-Rovers

The Rover Company Limited