

## By Series

Land Rover began in 1947 with the Series I and continued until 1985 manufacturing the Series III model. This identification was initiated by Land Rover as a means of identifying major design changes in production. They did not intend to change them on an annual basis. The designers felt that they had this "agricultural workhorse" so right from the start, that annual cosmetic styling would only detract from its functional applications.

## By wheel base

Land Rover wheel base is measured from the hub center of the front wheel to the hub center of the rear. (example: model 88 is 88" from hub center to hub center). The exception being the 90 which is actually 92.9" wheel base.

## Birth of a Legend

The prototype Land Rover built September 1947 featured a center steering wheel, negating the need to build RHD and LHD models. The vehicle was essentially a U.S. built Jeep with a Rover designed aluminum skinned body. Rover car engine and main gearbox. It was scrapped in the spring of 1948. 1948 pre-production Land Rovers were built in the first half of 1948. As the last of the pilot built vehicles were being finished, production vehicles were already coming off an adjacent assembly line.

**Series I - 1948 into 1958.** First production Land Rovers were 1.6 litre petrol 80" wheel base. 1952 engine displacement was increased to 2.0 litres. 1954 the wheel base was lengthened to 86 inches and the first long wheel base 107" pickup was introduced. 1956 86" and 107" were lengthened to 88" and 109" and the 2.0 litre diesel became available as an option.

**Series II - 1958 thru 1960.** All new body designed by Rover's styling department. A more powerful 2.25 litre petrol engine is introduced for improved performance. Available in 88" and 109" wheel base and a broader range of colours.

**Series IIA - 1961 into 1971.** 88" and 109" wheel base. 1962 2.25 diesel and the Forward Control model introduced. Positive earth electrics until 1967. Fall of 1967, Land Rover introduces the 2.6 litre, 6 cylinder station wagon and Ser. IIB 110 forward control. Land Rovers are now in negative earth with single wiper motor mounted in dash. 1968 air portable 88" for military purposes is developed. 1969, headlights are moved from the center radiator grille to the side wings. 1971, Forward Control production ended.

**Series III - Fall of 1971 to 1984.** Revised fascia with black plastic safety dash. Instruments moved in front of driver, fully synchronized gearbox, and plastic radiator grille. 1972 Land Rover introduces its V8 powered 101" Forward Control. In 1979 Land Rover introduces its V8 109" Regular and 109" Station Wagon models. In 1982 Land Rover introduces its 109" High Capacity Pickup.

**110 - 1983 to present.** All new coil spring suspension with full time 4WD from the Range Rover design is incorporated into the 109 body styles. Available in a 2.5 petrol, 2.5 diesel, V8 petrol carburetted or fuel injected and a 200Tdi turbo diesel. 5 speed manual gearbox is standard. First imported to the USA for the 1993 model year. 1994, improved 300 TDI diesel becomes standard engine with only the V8 offered as optional.

**90 - 1984 to present.** A smaller version of the 110 with a 93" wheelbase, it replaced the series III 88" lineup. Shares the same engine and gearbox options as the 110.

**130 - Introduced in 1985.** A 127" wheelbase version of the 110. Aimed at the commercial market it is ideally suited for special body conversions. Also offered in six wheel drive. After manufacture most 130s are finished at Land Rover's Special Vehicle Operations facility at Solihull. Here 130s are completed to the customer's own design and specification.

**Rovers North stocks parts for 80", 86", 88", 90", 101", 107", 109", 110" & 130" Land Rovers.**

## 1) Series I, 80" 1948-1953

May 1950, headlamps protrude through grille. Mid 1951, inverted "T" grille (as Series II's). Side lights move from bulkhead to wings. Pre mid 1951 models for U.S. market had bulkhead lights relocated to wings to comply with lighting regulations. 1949-1951 Tickford Coachbuilders produced 650 Station Wagons.

## 2) Series I, 86" 1953-1957. Station Wagon

A redesigned vehicle with increased load space. Wheel base lengthened to 88" 1957-1958 to accommodate new engine.

## 3) Series I, 107" 1953-1957. Pick-up with 3/4 canvas

Same design as basic 80" with much larger load space. Wheel base lengthened to 109" 1957-1958 to accommodate new engine.

## 4) Series I, 107" 1956-1958. Station Wagon

Redesigned rear body with doors and seating for additional passengers.

## 5) Series II, 88" 1958-1961. Hard Top

New body style, includes sill panels to conceal chassis, fuel tank exhaust pipe. Available as pick-up, soft top and station wagon.

## 6) Series II 88" 1958-61 Station Wagon

Station Wagon had a full hard top with tropical roof, sliding windows, fresh air vents and alpine windows. Rear door and full interior trim with seating for 7 people.

## 7) Series IIA, 109", 1961-1971. Pick-up with 3/4 canvas

The "regular" or "two door" 109" was available in North America in Series II and IIA from 1958 to 1966. Petrol or diesel engine.

## 8) Series IIA, 109", 1961-1971 Station Wagon

Originally a 10 seater it was "re-launched" as a 12 seater to "get around" British tax laws. 2.6 litre 6 cylinder petrol engine was introduced in 1967. The 109" SW was available in North America in Series II and IIA form from 1958-1967.

## 9) Series IIA, 88" 1961-1971. Military Soft Top

Designated "1/4 ton" in British military service. Available as a "general service" vehicle with 12v electrics or a "fitted for radio" vehicle with 24v electrics.

## 10) Series IIA, 109", 1961-1971 Military Ambulance

Custom built rear body built by Marshals of Cambridge. In addition to regular military specs. These vehicles had front and rear sway bars.

## 11) Series IIA, 109" "Dormobile" Conversion

Molded fiberglass, side hinged roof section, opens for added head room and loft sleeping space. Interior fitted with special seats, sink, cabinets and stove. Some vehicles had side lights mounted atop wings so that fuel and water cans could be carried atop the front bumper.

## 12) Series IIA, 109", "Carawagon" Conversion

Competitor to the Dormobile, this camper conversion uses wood to extend the standard roof, usually fitted to a regular 109".

## 13) Forward Control Ser. IIA, IIB 1961-1970

Utilized many of the same mechanical components, like engines, as normal Land Rovers. Massive 5'4" x 10'5" load bed was rated for a 3,380 lb. load. Ideal for special purpose platforms, many were fitted with hinged drop sides and tailgate. Removable corner posts allowed it to convert to a flatbed in minutes.

## 14) Series IIA 88" 1969 "Bugeye"

Lighting regulation in Australia required moving the headlamps from the radiator panel to the wings. Land Rover had not yet designed a proper panel to accept the lights. So they sat on the surface. This interim model, between the so-called "early" IIA and "late" IIA is commonly referred to as the "Bugeye".

## 15) Late Series IIA, 88", Fall 1969-1971, Soft Top

New front wing panels with recessed headlamp. Available as hard top, station wagon and pick-up model. 21/4 litre petrol or diesel engine. Sill panels narrowed from 5" to 3".

## 16) Series III, 88", Fall 1971-1985 Pick-up with 3/4 canvas

Plastic radiator grille replaces wire mesh type. Revised instrumentation - moved from central position to in front of driver with plastic dash. Available in U.S.A. as hard top seven seater through 1974.

## 17) Series III, 109", Fall 1971-1985 Station Wagon

Produced in 10 and 12 passenger configuration. 21/4 petrol, 21/4 diesel and 2.6 petrol engines. V8 available in 1980. Tropical roof with air vents.

## 18) Series III, 109", 1971-1985 3/4 Ton Regular

Military Soft Top Reinforced body and chassis with two inch suspension extension. Standard equipment included oil cooler, twin fuel tanks, military waterproof lighting system, front and rear bumperettes with lifting rings. Available in 12v GS (general service) and 24v FFR (fitted for radio).

## 19) Series III 88" 1971-1985 Military Lightweight

Series IIA version 1968-1971. The early IIA Lightweights had their F.V. headlamps mounted on the radiator panel. Late IIA and III models had theirs on the wings. Designated "1/2 ton", it was designed to be air lifted by helicopter. The standard 1/4 ton was too heavy, the Lightweight heavier still, but it could be rapidly stripped of necessary panels to bring it within the helicopter's lifting capabilities.

## 20) Military 101" Forward Control 1974-1978

Designated "1 Ton" by British Military. Powered by a 3.5 litre V8, minimal front and rear overhang made it Solihull's most capable performer off road. Designed as a gun-tractor for the new British 105mm light gun which weighed 750 lbs more than the 105mm Pack Howitzer towed by the "3/4 ton" 109". Also available in hard top and Ambulance versions.

## 21) Series III, 109", High Capacity Pick-Up (H.C.P.U.)

1981-1983. Redesigned rear body for carrying loads of greater volume wider and longer load areas is separated from cab. Incorporates a full width tailgate. Replaced in late '83 by the 110" H.C.P.U.

## 22) Series III, 109", Stage One V8, Station Wagon 1979-1985

So named as they were "Stage 1" of a major investment scheme in 1978. 3.5 litre V8, using Range Rover gearbox and permanent 4WD. Radiator grille moved forward and new bonnet fitted to accommodate larger drive train. Available in all 109" body styles.

## 23) 110 Station Wagon 1983-Present

Introduction of coil spring suspension as used in the Range Rover. Styling changes include one piece windscreen with new roof design and wheel arches added to the wings to accommodate wider track.

## 24) 90 Station Wagon 1984-Present

Uses same engine and transmission as the 110. 92.9" inch wheel base.

## 25) 130, Crew Cab, High Capacity Pick-up 1991 to Present

Introduced in 1985. A 127" wheel base version of the 110". Aimed at commercial markets, it is ideally suited for special body conversions. Also offered in six wheel drive. After manufacturer most 130's are finished at Land Rover's Special Vehicle Operations facility at Solihull. Here 130's are completed to the owners custom design and specification.

## 26) 110 Station Wagon U.S.A. Model 1993

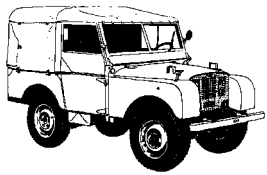
Limited edition. 500 vehicles sold in the United States. Featured a 3.9 litre V8 with a 5 speed gearbox and permanently mounted external rollcage.

## 27) 90 Soft Top U.S.A. Model 1994-1997

3.9 litre with 5 speed or 4.0 litre with automatic gearbox.

## 28) 90 Station Wagon U.S.A. Model 1995 and 1997

'95 Limited edition of 500. 1997 4.0 litre with automatic gear box.



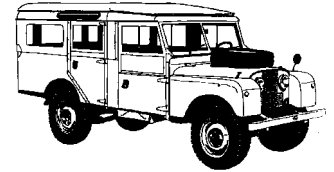
1) Series I, 80" Soft Top



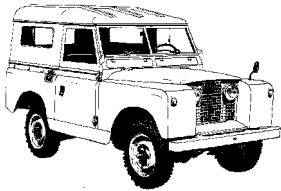
2) Series I, 86" Station Wagon



3) Series I, 107" Pick-up



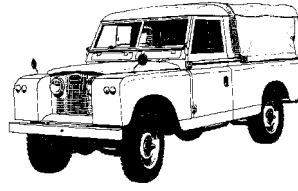
4) Series I, 107" Station Wagon



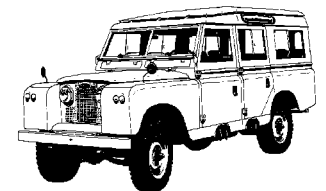
5) Series II, 88" Hardtop



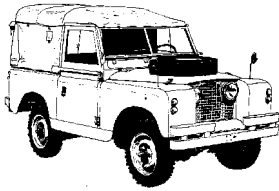
6) Series II, 88" Station Wagon



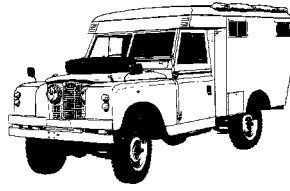
7) Series IIA, 109" Pick-up 3/4 canvas



8) Series IIA, 109" Station Wagon



9) Series IIA, 88" Military Soft Top



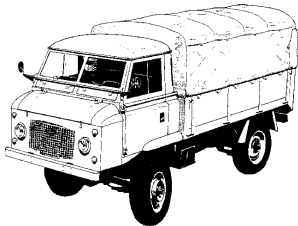
10) Series IIA, 109" Military Ambulance



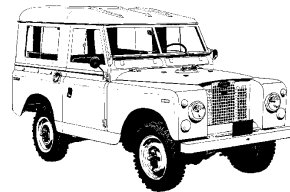
11) Series IIA, 109" Dormobile



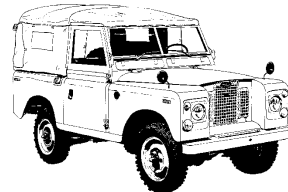
12) Series IIA, 109" Carawagon



13) Series IIA, IIB, Forward Control



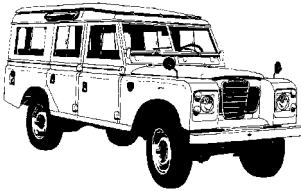
14) Series IIA, 88" "Bugeye"



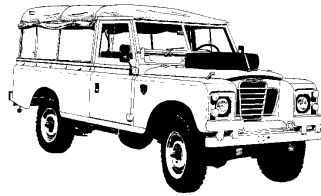
15) Late Series IIA, 88" Soft Top



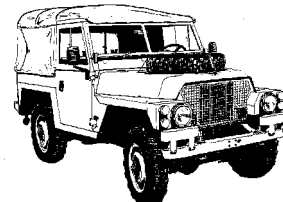
16) Series III 88" Pick-up with 3/4 Canvas



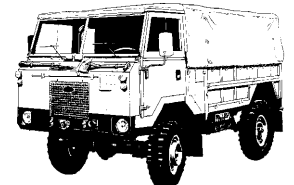
17) Series III 109" Station Wagon



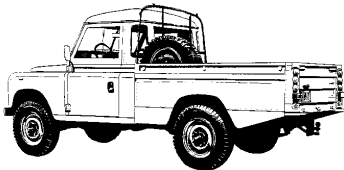
18) Series III, 109" Military G.S.



19) Series III, 88" 1/2 ton Lightweight



20) 101", 1 Ton Forward Control



21) Series III, H.C.P.U.  
High Capacity Pick-up



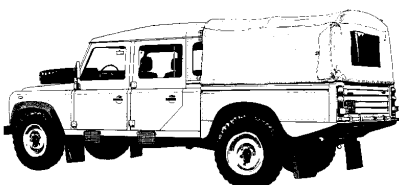
22) Series III, Stage One V8 Station Wagon



23) 110, Station Wagon



24) 90, Station Wagon



25) 130, Crew Cab / H.C.P.U.  
High Capacity Pick-up



26) 110 Station Wagon, NAS  
North American Specification



27) 90 Soft Top, NAS  
North American Specification



28) 90 Station Wagon, NAS  
North American Specification

*Illustrations by Myles J. Murphy*



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DIMENSIONS AND WEIGHTS	88 Basic		109 Regular		109 Station Wagon		90 Soft Top		110 Station Wagon	
	British	Metric	British	Metric	British	Metric	British	Metric	British	Metric
Overall length	142.375"	3,62m	175"	4,44m	175"	4,44m	163"	3,884m	181"	4,599m
Overall width	66"	1,68m	66"	1,68m	66"	1,68m	70.5"	1,79m	70.5"	1,79m
Overall unladen height, hard top	77.5"	1,97m	81"	2,06m	-	-	78"	1,981m	82"	2,083m
Overall unladen height, hood down, screen up	68"	1,73m	-	-	-	-	-	-	-	-
Wheelbase	88"	2,23m	109"	2,77m	109"	2,77m	92.9"	2,360m	110"	2,794m
Track	51.5"	1,31m	51.5"	1,31m	51.5"	1,31m	58.5"	1,486m	58.5"	1,486
Turning circle	38'	11,6m	47"	14,3m	47"	14,3m	40.4"	12,3m	42"	12,8m
Unladen ground clearance under differentials, 6.00 x 16 tires	8"	203mm	-	-	-	-	-	-	-	-
Unladen ground clearance under differentials, 7.00 x 16 tires	8.75"	222mm	-	-	-	-	-	-	-	-
Unladen ground clearance under differentials, 7.50 x 16 tires	9.75"	248mm	9.75"	248m	9.75"	248m	9.75"	248m	9.75"	248m
Weight, running, with water, oil, 5 gallons fuel:										
Petrol models	2,953 lb	1,339 kg	3,301 lb	1,497 kg	3,752 lb	1,701 kg	3,560 lb	1,614.8 kg	4,848 lb	2,200 kg
Diesel models	3,097 lb	1,404 kg	3,471 lb	1,574 kg	3,922 lb	1,778 kg	-	-	-	-
Maximum approved payload, normal roads	1,410 lb	639 kg	2,263 lb	1,026 kg	1,835 lb	832 kg	2,435 lb	1,107 kg	2,371 lb	1,078 kg
Maximum drawbar pull - on road trailer w/brakes										
Petrol models	3,920 lb	1,775 kg	3,920 lb	1,775 kg	3,500 lb	1,600 kg	5,000 lb	2,275 kg	5,000 lb	2,275 kg
Diesel models	3,300 lb	1,497 kg	3,330 lb	1,497 kg	2,900 lb	1,315 kg	-	-	-	-
Internal body dimensions										
length (between cappings)	43"	1,09 m	72.75"	1,85 m	-	-	45"	1,144 m	-	-
width (between cappings)	56.8"	1,44m	56.8"	1,44 m	-	-	56.8"	144m	56.8"	144m
depth	19.5"	495m	19"	483 m	-	-	19.7"	500m	-	-
height of wheel arch	8.5"	216m	9"	219 m	-	-	9.2"	220m	9.2"	220m
width of floor (between wheel arch)	36.25"	921m	36.25"	921m	-	-	36.4"	925m	36.4"	925m
height, floor to roof (maximum)	48.5"	1,23m	48.5"	1,23m	-	-	47.4"	1,205m	46.3"	1,175m

CAPACITIES	U.S. Unit	Liters	Type	CAPACITIES	U.S. Unit	Liters	Type
Engine oil w/filter, 4-cylinder	7.1 quarts	6.66	10w/40	Swivel pin housing oil (each)	1.2 pints	0.5	80w/90
Engine oil w/filter, 6-cylinder	6.5 quarts	6.1	10w/40	Swivel pin housing grease type	-	3.75 ml	
Engine oil w/filter, 8-cylinder	7.1 quarts	6.66	10w/40	Steering box, 4 + 6 cylinder	1 pint	0.5	80w/90
Air cleaner, 4-cylinder	1.8 pints	0.85	20/w	Power steering, 8 cylinder	3 quarts	2.9	Dextron IID
Main gearbox oil 4 + 6-cylinder	3 pints	1.5	80w/90	Fuel tank, except 109 Station Wagon	12 gallons	45	
Main gearbox 8-cylinder LT77S	2.3 quarts	2.2	Dextron IID	Fuel tank, 109 Station Wagon	19 gallons	73	
Main gearbox 8-cylinder R380	2.8 quarts	2.7	Dextron IID	Fuel tank, Defender 90	15.6 gallons	59	
Main gearbox 8-cylinder ZFauto	10 quarts	9.1	Dextron IID	Fuel tank, Defender 110	20.4 gallons	77.2	
Transfer box oil 4+ 6-cylinder	5.5 pints	2.5	80w/90	Cooling system, 4+ 6 cylinder	11 quarts	10.4	50/50
Transfer box 8-cylinder LT230	2.4 quarts	2.3	80w/90	Cooling system, 8 cylinder	13.6 quarts	12.8	Ethylene-Glycol/water mix
Rear differential } Rover type	1.8 quarts	1.75	80w/90				
Front differential }	1.8 quarts	1.75	80w/90				
Rear differential } ENV type	2.5 pints	1.2	80w/90				
Front differential }	3.1 pints	1.4	80w/90	Hydraulic front winch, supply tank	7.5 gallons	20	#68 Hydraulic
Rear differential Salisbury type	2 quarts	1.9	80w/90	Hydraulic front winch, gearbox	2.4 pints	1	#68 Hydraulic

### Your Land Rover's Specification Notes:

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