

# LAND ROVER'S NEW 'NINETY' SPECIFICATION

## ENGINES

	2.3 Litre Petrol	2.5 Litre Diesel
Type	Cast-iron, water cooled, inline four-cylinder with overhead valves	Cast-iron, water cooled, inline four cylinder with overhead valves.
Bore	90.47 mm	90.47 mm
Stroke	88.9 mm	97.0 mm
Capacity	2286 cc	2495 cc
Compression ratio	8:1	21:1
Maximum power	74 bhp (55 kW) at 4000 rpm	67 bhp (50 kW) at 4000 rpm
Maximum torque	120 lbf/ft (163 Nm) at 2000 rpm	114 lbf/ft (155 Nm) at 1800 rpm
Firing order	1-3-4-2	1-3-4-2
Carburettor	Single twin-choke Weber 32/34 DMTL	DPS
Main bearings	Five	Five
Fuel	Petrol (2-Star)	Diesel
Lubrication	Pressure-fed wet sump	Pressure-fed wet sump

## TRANSMISSION

Clutch	Single dry plate hydraulic - diameter 9.5 inches (241 mm)				
Main gearbox	Single helical constant mesh with five forward and one reverse ratio				
	Ratios:	Fifth	0.83:1	Second	2.30:1
		Fourth	1:1	First	3.59:1
		Third	1.51:1	Reverse	3.70:1
Transfer box	Two speed reduction on main gearbox output, permanent four-wheel drive with lockable differential.				
	Ratios:	High	1.41:1		
		Low	3.32:1		
Overall ratios	<i>High Range</i>	<i>Low Range</i>	<i>High Range</i>	<i>Low Range</i>	
	Fifth	4.15:1	9.77:1	Second	11.49:1
	Fourth	4.99:1	11.75:1	First	17.40:1
	Third	7.52:1	17.71:1	Reverse	18.48:1
					27.03:1
					42.11:1
					43.47:1

Axles Land Rover spiral bevel 3.54:1 Front and rear.

## ELECTRICAL SYSTEM

Type	12 Volt negative earth
Battery	Petrol 55 amp hour (9 plate)
	Diesel 95 amp hour (13 plate)

## SUSPENSION

Type	Beam axles front and rear with coil springs controlled by hydraulic telescopic dampers.
Front	Transverse location of axle by Panhard rod, fore and aft location by twin radius arms.
Rear	Fore and aft location by twin tubular trailing links, lateral location by central 'A' bracket.
Wheel travel	Front 7.2 inches (182 mm)
	Rear 7 inches (178 mm)
Approach angle	51 degrees
Departure angle	52 degrees
Ground clearance	9 inches (229 mm) minimum

## BRAKES

Type	Dual, servo-assisted system with tandem master cylinder and pressure differential warning.
Front	11.75 inches (298.5 mm) disc
Rear	10.00 inches (254 mm) drum
Handbrake	10.00 inches (254 mm) transmission drum type

## STEERING

Type	Manual, worm and roller. Power assisted steering optional.
Lock-to-lock turns	Manual 4.4
	Power assisted 3.0
Turning circle	38 feet

## WHEELS AND TYRES

Type of wheel	Steel ventilated disc
Wheel size	5.50 x 16
Tyre size	6.00 x 16
Tyre size (County Station Wagon)	205 x 16

## DIMENSIONS

	Inches	mm
Wheelbase	92.9	2360
Track	58.5	1486

## Soft Top, Pick Up and Hard Top.

	Length	Width	Height	Cargo bed length
	146.5	70.5	77.4	45.0
	3722	1790	1965	1144

## Towing Limits

	Petrol	Diesel
Unbraked trailers	750 kg	750 kg
Trailers with over-run brakes	3500 kg	3500 kg
Four-wheel trailers with coupled brakes	4000 kg	3500 kg

## CAPACITY

Fuel: 12 gallons (54.5 litres)

## Station Wagon

Length	151.9	3858
Width	70.5	1790
Height	77.3	1963
Cargo bed length	—	—

is in plenty. The high torque at low speed means that the engine pulls like a train; this is especially noticeable in third gear low range which feels unstoppable.

Engine braking is also excellent, enabling even the steeper banks and slopes to be descended with confident ease at less than walking pace in low range first gear.

The comfortable seating position, the lighter controls and the ergonomic layout make for a sure winner. The wind down windows mean that, in a sticky situation, you can always get a better view by poking your head out without being delivered of a karate chop to the left ear, as is the case with the old sliding variety. It can be a little disconcerting, though, to turn your head to the right only to find yourself staring deeply into the 'B' post. This is partly due to the greater rearward adjustment on the seat and also the fact that the door frame is slightly thicker. One soon learns to lean forward slightly for a perfectly clear view.

## A touch of luxury

The top of the line model, the 'County', features several useful items. Never before offered, as standard fitting at least, on a Land Rover - wait for it - A CIGAR LIGHTER! That's not all. There is also a heated rear window, rear electric wash and wipe (with the reservoir cunningly concealed inside the door) and to cap it all, a "resin impregnated felt" head lining. To be honest, the latter didn't fit too well and was a bit floppy, but I am sure they will have it right on the production models. Incidentally, I have been assured, with every confidence, that the "One Ten" no longer suffers from water leaks in the roof and neither will the "Ninety". I am delighted to hear it.

## Taking on the world

There is no doubt about it, the new "Ninety" is potentially a world beater. I say potentially because the designers and engineers have clearly done their bit; all that remains is for the people on assembly and quality control to do theirs.

Both my colleagues, Brian Hartley and David Bowyer, were extremely impressed. Brian, a Yorkshireman born and bred, was even heard to say (out loud, too), "Eh oop, lad, this is so good I wouldn't even mind buying one with my own money." That must be the highest praise ever offered to a new 4x4, especially from a Yorkshireman. What is more, I agree with him - trouble is, I don't think he can afford two.

However, whilst I dabbled with the new 'Ninety', friend Brian took a look at the latest changes to the Range Rover which moves ever upwards on the luxury scale. . . .

Mike Hallett

*A FULL Off-Road test will appear in Off Road and 4 Wheel Driver soon.*

'Ninety' prices will be found on Page 57.