

## The ultimate Series 2 timeline

This is a distillation of several people's researches. I am a mere coordinator and editor of this information. I am indebted to:- Norman Smith, David Dutton, Mark Rumsey, Paul Bohan, Martin Hoder, James Taylor and many others.

[http://www.lrfaq.org/Series/FAQ.S.Chassis\\_Numbers.suffix.IIA.html](http://www.lrfaq.org/Series/FAQ.S.Chassis_Numbers.suffix.IIA.html)

I can not guarantee the accuracy of this data, there must be loads of errors and omissions.

You use this data at your own risk!

## Introducing the Series II

Originally the Series II had the headlights in the radiator panel located with large chrome rims. The lights were fitted with the Lucas pre-focus bulbs of the period. The front side lights were fitted in the outer wing, while the combined rear stop & tail lights were fitted high up on the galvanised corner pieces. All were fitted with glass lenses held in place with a chrome ring. Two types were fitted, made by Sparto or Lucas. Indicators were fitted only as an optional extra. Sometimes only rear indicators were fitted, in which case the front side lights would flash. All models had a separate rear number plate light fitted on the driver's side. Side sills were introduced to "hide" the exhaust and chassis. Wheel track is 1.5" wider than the Series I.

Distinctive "barrel-sides" instead of the flat panelled Series I, with new "proud" door hinges. Glass was used in the door windows instead of perspex.

All 88" models had 10" diameter brakes. All 109" models had 11" diameter brakes.

Windscreen washers, turning indicators and heater were optional extras.

A wider range of body colours was offered.

A new instrument panel was introduced. The speedometer was on the right & an instrument cluster on the left.

Top Left segment was a -30 0 +30 ammeter. Top right was the fuel gauge.

A pinhole red main beam warning lamp was fitted in the 6 o'clock position.

Centre top was the oil warning lamp - red. Bottom left was a charge warning light - green.

Bottom right was either the cold start (choke) or glow plug warning lamp - orange.

If diesel, a blue low fuel warning lamp was provided on the right above the glow plug lamp.

These warning lamps were the same as used on the Series 1 models and had a metal bezel.

The 9 digit chassis numbering system from the Series I's continued.

The first digit is always = 1. The 2<sup>nd</sup> & 3<sup>rd</sup> pair indicate the model type.

The 4<sup>th</sup> digit = the year, so 8 = 1958, 9 = 1959, 0 = 1960, 1 = 1961.

The chassis number was stamped on the RH front spring hanger and on a plate screwed to the lower centre bulkhead in the cab.

## 1958

February

Glasses Guide heralds the introduction of the new Series II (88" model).

March

Glasses Guide heralds the introduction of the new Series II (109" model).

March 14<sup>th</sup>

Frisrt production Series II's started to be built. Initially 25 of each model type and variant.

April

Official end of Series I production.

Land Rover Owners Club "Review" of the new Series II

April 9<sup>th</sup>

Article in the "Times" newspaper about the new Series II

April 16<sup>th</sup>

Article in the "Motor" magazine about the new Series II

April 18<sup>th</sup>

Article in the "Autocar" magazine about the new Series II

**April 30<sup>th</sup>**

**The official launch date of the Series II**

Conincided with the 10<sup>th</sup> Anniversary of the original Land Rover launch.

A new 2.25 litre petrol and the old (Series I) 2 litre diesel engines were available.

88" models retained the old (Series I) 2 litre petrol engine until the late summer of 1958.

October

The Series II 109" Station Wagon now in production. (launched at the Motor Show)

2.25 litre petrol engine introduced.

The one-piece floor section replaced by 3 separate panels.

November

Production starts of the Series II Santana under licence in Spain.

## 1959

November

The warning lamps changed to plastic bodies.

250,000<sup>th</sup> Land Rover produced.

## 1960

Sometime during this period the "Sulihull, made in Warwickshire" badges replaced the "Birmingham, England" badges.

The early chassis plates were of a red anodised finish, although there were some black ones produced. By the end of 1960 they had changed to the black finish.

August

New bulkhead feet & clutch slave bracket (slight move over to clear new exhaust system)

October

1961 model changes

New thermostat & housing

New exhaust manifold & down pipes

New longer steering column, now with centre horn push

New fuel filter arrangement (diesel) bulkhead mounted

New nylon pipe fuel system to replace the metal

New dipswitch (Lucar terminals instead of screws ?)

December  
 New warning light in new position on dash  
 New engine (wiring) harness to avoid exhaust system  
 New seat box, diesel now has centre tool box as 2nd battery is now under passenger seat  
 New 88" rear springs, increased camber (insufficient bump stop clearance on old)

The vent control knobs were phased out to be replaced by levers.  
 The indicator switches slowly changed to the column mounted Magnatec type and a center horn push on the steering wheel.

**1961**

February

Location stop for jack fitted under chrome balls

May

New indicator kit available for 1961 models

June

New 3 mark dipstick

New carb B40 PA10 - from engine 151117643

July

New ball joint set up - from axles 141107338 for 88" & 151108874 for 109"

New gear lever - has O-ring fitted for anti-rattle improvement from 141100981

Indicators became standard

Separate indicator lights were fitted at the front, outside the side lights.

The rear indicators were mounted above the stop/tail lights.

The oil warning lamp changed to green and had "oil" stamped in the lens.

The charge warning lamp was changed to red.

August 31<sup>st</sup>

**End of Series II production**

Chassis  
 Engine  
 Gearbox  
 Axles

Specific modifications relating to suffix numbers of these major components.  
 The dates relate to the issue of the Service Newsletters announcing the change.  
 (Not applicable to the Series 2 models.)

September 1 A A A A

**Start of Series IIA production**

A new 2.25 litre diesel engine was introduced.

**Suffix A**

A new chassis plate (black anodised) on the bulkhead was introduced to incorporate a new 8 digit numbering system using "Suffix" letters end to denote design changes was used.

The dating "digit" was dropped. The first 3 digits indicated the model type.

The sequence ranged from 241 to 354.

October

**Series IIA Launch**

New engines  
 New 109" rear brakes  
 New "Lucarised" harness  
 New wiper motors  
 Battery located under passenger seat, petrols tp allow for wider radiator  
 Bulkhead ventilators spot welded on instead of screws as used on S2s

1962

February

Deleted 109" diesel damper on gearbox from gearbox no. 27600860

Engine info

Block stamps            Z - nominal to -0.0002  
                                   A - nominal to +0.0002  
                                   B - 0.0002 to 0.0004 above nominal  
                                   C - 0.0004 to 0.0006 above nominal  
                                   D - 0.0006 to 0.0008 above nominal

2 sizes of piston available small for ZAB  
                                   large for BCD

Diesel fuel pump types used 1957-58 CAV DPA 3420081/3420091/3420094/3420095

1959-61 CAV DPA 3420099

1961 CAV DPA 3423370

Seating capacity of the 109" Station wagon increased from 10 to 12 seats for the home market. They were classed as a "bus" and didn't qualify for purchase tax!

Santana Series IIA's now on sale.

February    A    A    A    A

Introduction of the larger swivel pin steering arm studs.

May            A    A    A    A

Steady strip on fan cowl (Petrol 4 cylinder).

Change to pendant (mounted on the bottom of the swivel housing) steering arms

June

The large chrome headlight rims were discontinued and seal beam units fitted.

The front side lights and indicators were changed to plastic lenses, still either Sparto or Lucas.

Lucas lenses have a pronounced dome shape.

Sparto lenses are flatter in shape.

The rear stop/tail lights became larger and gained a round reflector in the centre of the lens.

One lens had a clear bottom panel, which made the number plate light redundant!

July            A    A    A    A

Clamp bars without spot facing. Starting with diesel engine 27102760A

July            A    B

Distributor drive shaft 1 piece bush starting with petrol engine 25119953B

September

Series IIA Forward Control launched at the London, Commercial Vehicle Show.

Available only with the 2.25 litre petrol engine.

September    A    B    B    A

No top filler on gearbox. Larger intermediate shaft, hydrostatic clutch fitted.

November A C B A Wax type thermostat fitted to diesel engines. Stronger clutch for all models.

### 1963

March Introduction of the 6 cylinder 2.6 litre petrol engine for Forward Control models, officially for "Export Only".

Forward Control models had a revised gearbox & steering ratios.

March B D B A **Suffix B**  
Wider spaced gearbox ratios to enable better low speed performance  
Bigger propshaft UJs  
Modified shackle plates to take  $\frac{9}{16}$ " (bigger) shackle pins  
Lower geared steering to reduce steering effort and larger fixing holes (3/8") on the box  
Wipac side lights, no chrome bezel fitting.  
Deletion of the adjustable bell-crank to carurettor operating rod (the nice one with brass screw ends).  
The "short" oil filter was fitted, part no: 541403.  
Cup plug inlet manifold and shaped exhaust manifold for diesel engines.  
Wax type thermostast for petrol engines.  
Diesel models had a rationalised controls, an electrical services switch and just one key to work the heaters and starter  
Redesigned headlights and new side, flasher and rear lamps without separate bezel  
A combined stop/tail and number plate lights introduced replacing the separate units  
The main beam warning lamp was changed to a jeweled red lens.

May Engine suffix A-B now with hydrostatic control & new lever  
Head boss oil feed pipe moved 1/2" longer pipe fitted  
Engine suffix B-C stronger clutch, improved wax thermostat  
Gearbox A-B increased diameter in layshaft & transfer shaft

June Modified settings on carb, to improve low speed torque. Identified by brass tag under one of the float chamber screws  
July Heater available for Forward Control.

September B D C A Gearbox ratios changed.  
Revised ratio gearbox - suffix C box onwards  
Rear member lifting handles temporarily discontinued  
FC 6 cyl models: Strengthened gearbox selector lever bolts from RHD home - 30000002; RHD export - 30100036; LHD export

October Flater headlight lenses introduced.

December B D C A Lucas DM2 distributor replaced by 25D4 model from engine 25159746

### 1964

January B D C A Cast iron rear bearing housing, all engines.

					Light switch upgraded to key switch. Ballast resistor 2BA for diesel engines. Locker lid (centre) turnbuckle becomes semi-circular. The front apron panel changed from the the "flat" type to a simpler "curved" type. FC 6 cyl models: Oil pump body change
February					Bonnet stay has flange on link to stop potential battery short out Engine foot reinforced from 25152571D petrol and 27110202D diesel. Strengthened tie rod bracket on bell housing starting with gearbox 25170529B. FC 6 cyl models: New oil pump body (deleted core holes) from engine 3000083A
March	B	D	C	B	Strengthened axles. Improved material in differential, now 35% stronger FC 6 cyl models: New engine assembly, larger crank journals, bearings etc. Engine suffix B
April					The steering relay filler was drpped The rear number plate light was re-instated. FC 6 cyl models: Clutch slave now has packing piece to aid coorect clutch adjustment, from 3000379A
June					Eliminated handed front springs - both now use "driver's" spring
September					251 series of gearbox numbers was used up, starting with 25200001C. Eliminated handed rear springs - both now use "driver's" spring
<b>1965</b>					
February					Forward Control models now fitted with ENV axles. FC 6 cyl models: Scrapper ring change from Maxlite to Duaflex to improve oil consumption, from engine 3000674
February	B	F	C	B	251 series engine numbers used up, starting with 25200001F. New bonnet with welded bonnet striker plate. One piece oil level rod.
April					Foam filled seats replaced the earlier sprung seats, buffers now fitted to body capping
June	B	G	C	B	Blade type distributor drive shaft introduced. New "Power Lok" rear diff available Private door locks, code stamped on bonnet release mechanism
August					New transfer lever rubber seal introduced
September					<b>Suffix C</b> Plastic steering wheel replaced the earlier chromed spoke type Now fix on the column with tapered splines
					Modified rubber seal on transfer box lever

**1966**

April					500,000 <sup>th</sup> Land Rover produced.
April	C	G	C	B	Front cover no studs for water pump, diesel engines.
	C	H	C	B	Front cover no studs for water pump, petrol engines.
June					FC 6 cyl models: SAE20 oil in the SU carb (new oils being used on other parts).
September					Series IIB 110" Forward Control introduced. Home models used 2.6 litre petrol or 2.25 litre diesel. Export models used the 2.25 litre petrol engine. Single wiper motor, negative earth system. Headlights mounted lower than the 109" FC. It came with rear mud flaps. Wheel track 4" wider than the 109" FC. The 109" FC rear ENV axle mounted below the spring and an anti-roll bar fitted. Transfer box used lower gearing.
October					Series IIA 88" - Half Ton GS (Lightweight) airportable prototype was exhibited. All heaters fitted up to now were the Smiths "round" type with a rheostat control switch mounted on the lower dash panel next to the choke (or diesel stop) cable.
December					Axle case + diffs locating dowel now deleted

**1967**

April	<b>Suffix D</b>				Series IIB 110" FC now in production. Low fuel lamp is red (not blue as in other models).
April	D	J	E	B	Instrument panel now black instead of body colour. Altered instrument cluster, temp gauge and fuel gauge, no ammeter. Warning lights changed. Oil Pressure, blue Main Beam & orange Cold Start now jewel lenses in speedo housing. Red jewel charging lamp now in bottom of instrument cluster, ammeter changed for a water temp gauge. The engine now has a key start ignition switch. Single wiper motor powers both wipers. Larger cranked handbrake lever due to seat belt legislation, petrol models. Zenith 36IV carb replaced the Solex unit. Converted to negative earth polarity. Modified bellhousing, now has single grommet. Battery now positioned under the front seat. New higher rated (Lucas C42, 30 amp) dynamo fitted. Round heater still fitted, but control knob moved to lower left on the dash panel. New diesel head gasket New exhaust system to miss seat base locker New door locks with extended barrel Diesel models got a larger 9.5" clutch unit Axle check strap plates now flattened, not angled.

Handbrake relay modified  
Front PTO hole enlarged (rear PTO hole unchanged)  
New bonnet hinges, now 3 bolt fixing instead of 4, still galvanised

May					109" Station Wagon withdrawn from US market due to new emission control regulations.
May	D	A	E	B	6 cylinder 2.6 litre petrol engines now available for "regular" bonneted models. Wider (3") brake shoes and Claydon Dewandre servo as standard Also heavy duty 9.5" diaphragm spring clutch with single SU carb Double ended SU fuel pump on RH out rigger under seat box Comp ratio was 7.8:1 but low comp 7.0:1 for export New "flat" Smiths heater fitted, but with rheostat control as per 4 cyl models.
May	D	H	E	B	Negative earth, single grommet in bellhousing. Cranked handbrake lever. Revised dash panel for diesel models.
June		B			Zenith Stromberg carburettor for 6 cylinder engines, Zenith 175 CD-2S carb replaces the SU HD-6, from engine 3500062A
August					First order from the British Army for the 88" - Half Ton GS (lightweight) model.
September					Fuel tank improved and given a single-cushioned rear mounting rather than the old type, with 3 solid fixing points.
October					6 cyl models: new wax type thermostat from engine 109SW 3430062A; 110FC 3300080A Seat colour change from grey (elephant hide) to plain black
December	D	J	E	B	9 1/2" "heavy duty" clutch for diesel engines.
<b>1968</b>					
January					Series IIA 88" - Half Ton GS (Lightweight) now in production. (not available for civilian markets) US imports required dual braking system with tandem master cylinder. US imported first 88" "regulars" with headlights in the wings, and emission controlled 2.25 litre petrol engine and with 15" wheels. Semi-sealed cooling system introduced with black plastic overflow bottle
February	D	J	E	B	CV type master brake cylinder fitted to 88" models; from vehicle 24131337D petrol & 271086940D diesel
March	E				<b>Suffix E</b> NB. Suffix E was not used for petrol 88" & 109" models.  Triplex "wide-zone" windscreens. Major changes to the diesel engine. 6 cyl models: New timing chainwheels, to standardise design, the 2.6 differs only in boss thickness 0.925" instead of 0.875" in t 6 cyl models: Additional fan cowl, to protect operator working on engine, from chassis 34600130D

March	E	K	E	B	Dustproof breather, flanged injectors, new starter motor for diesel engines. Timing pointer moved to front cover, on 4 cylinder petrol engines. New CAV DPA pump to allow for external timing New injectors with top leak-leak and flanged clamps New valve stem seals with lips to reduce oil consumption New compression piston rings with chrome insert New heater plugs New angled wiper arms, now made from s/steel
April	E				Square starter solenoid 4 cylinder petrol engines. Door locks changed. 6 cyl models: Reshaped exhaust tailpipe, to prevent ingress of fumes. Old pn: 562787; New pn: 509214 6 cyl models: New starter solenoid, pn: 567969
May	E				Push on advance for distributor, 6 cylinder petrol engines. 6 cyl models: New sump & oil pump on 110FC to standardise with normal 109s from engine 3300355A 6 cyl models: Vacuum pipe has new union instead of push fit to both Zenith & SU casrbs
September					The "1 Ton" model introduced, using the transmission from the IIB FC, ENV axles, heavy duty suspension, 9.00 x 16 tyres, with servo assisted brakes and a hydraulic steering damper. (only about 300 were ever built)
October					Black upholstery trim replaced the original "elephant hide" grey trim.
November	E				Wheel had smaller offset - FV607510 on 109" models.
December	E	K	E	B	Breather on rear of inlet manifold, diesel engines. No peg rr mainshaft starting with gearbox number 25378396E. Narrow 3" sill.

## 1969

January					<b>Suffix F</b> Mechanical stop light switch fitted to the pedal. Optional "vertical" hand throttle offered for diesel engined models.. New "flat" Smiths heater (claimed 3.5 kW output over the round's 2.5 kW) for all models Heater now 2 speed with a simple switch and dropper resistor inside the heater. This meant the chassis plate was re-located on the bulkhead to the right of the steering column entry hole And the transfer lever had to be bent to clear the new heater Mechanical brake light switched replaced the hydraulic switch
March	F				New fuel filter for 6 cylinder models.
	F	K	E	B	Round Lucas wiper motor 14W LRW110 with improved rack tube CV type master brake cylinder fitted to 109" petrol models.

April  
April           G   A   E   B           **Suffix G**  
8:1 compression ratio head introduced on petrol engines' numbers 241 00001A onwards.

Headlights moved from the radiator panel into the wings on all models

Lucas indicators with \*FL flasher unit for most models/markets

Servo assisted brakes for 6 cylinder petrol models.

Now fitted with short 3" sills.

June

Wire mesh grille now "cross" shaped

Number plate moved from wing to a bracket on centre of bumper

Both 4 & 6 cylinder options, but all were 6 cylinder engines apart from a batch of 22 for TACR-1 airfield crash tenders

Girling brake servo as standard

Special low ratio transfer box

Lower ratio steering box

June

G

Larger wheel nuts on 9/16" studs.

F

Heat shield set base for diesel and 6 cylinder models. Serial numbers starting from "F".

October

G

Heat shield for distributor, 6 cylinder petrol engines.

Spire nut door hinges.

## 1970

January

G

A

F

B

Plastic fan cowling for 4 cylinder petrol engines.

April

G

Thicker road wheel for 109" models.

June

G

7/16" handbrake relay.

November

G

Sealed clutch withdrawal.

## 1971

February

### Suffix H

All synchromesh gearbox fitted on home market Station Wagons, boxes numbered from 910-00001A

Such models had a large "cut-out" on the gearbox cross member to clear the new bellhousing with internal slave

Salisbury rear axle for the 109" models.

Wheel studs changed to M16 metric size

Standard Rover diffs had a revised pinion housing to match those on the Range Rover

June

750,000<sup>th</sup> LandRover produced.

**August 31<sup>st</sup>**

### Official end of Series II production

But the 109" petrol, Forward Control and Lightweight models were produced well into 1972!

### **A quick run down of battery and air cleaner locations.**

#### **Series 2, 2A & 3 standard 2 litre and 2.25 petrol civvy spec and military GS (12V) spec.**

Battery under the bonnet at the right hand front corner with the air cleaner behind.

Note that the air cleaner on the 2 litre is slightly shorter than on the 2.25 & the retaining clamp is shorter to fit.

This is the layout we're all most familiar with.

#### **Series 2 2 litre diesel.**

Twin 6V batteries mounted either side of the radiator,

the additional LH tray being bolted directly to the chassis instead of sitting on welded on legs like the RH tray.

Air cleaner sits behind the right hand battery just like the petrol.

The air cleaner is different to the 2.25 unit and not directly interchangeable.

#### **Series 2A 2.25 diesel.**

Twin 6V batteries.

One sits in the right front corner as per the petrol with the air cleaner sitting behind,

but the second now lives under the left (RHD passenger) seat as the new wider radiator does not leave enough room for it to sit under the bonnet.

#### **Series 3 2.25 diesel.**

Back to a single battery mounted as per the 2.25 petrol.

#### **Series 2A 6 cylinder.**

Battery sits under the LH seat as per the second battery on the 2A diesel.

Air cleaner moved forward to the front of the engine bay and sits where the battery would on a 2.25.

#### **Series 3 6 cylinder.**

Air cleaner mounted as per 2A 6 cyl, but the battery is now mounted behind it.

#### **Military 2.25 petrol & diesel 24V.**

The large generator makes it impossible to mount the air cleaner in the usual location,

so it moves forward as per the 6 cyl.

The twin 12V batteries are then located either between the front seats where the middle seat would be,

or else at the front of the rear tub, depending on application.

#### **Specials with engine driven kit.**

On engines with large ancillaries, such as oversize generators, air con compressors and so on;

that mean mounting something in a similar location to the military 24V generator, the air cleaner is moved

forward as per the military vehicle, and the (single 12V) battery would probably be moved under the LH seat,

however as there is a lot of scope for variation with custom applications like this,

alternative locations for the battery and air cleaner may be used.

### Wheel rims

Road wheel were 16" diameter aside from those for the NADA markey where 15" diameter wheels were used due to tyre availa  
Some special vehicles used 15" as well, sand tyres were only availabile in this size and so 15" rims were fitted to some military  
Standard 5" rims were fitted to SWB models with 5.5" rims as an optional extra. 5.5" rims were standard on LWB models  
Before mid 1968 LWB rims had a 1 3/4" offset;  
These were replaced with rims with a 1 5/16" offset, this was the same as already fitted to military vehicles  
As such they have the military part number stamped between 2 stud holes: FV607510  
In April 1970 the LWB rim thickness was changed from 9 SWG to 8 SWG (they became thicker)  
1-ton wheels had wider rims at 6.5", but had a greater offset than the 6.5" FC rims  
All wheels have the date of manufacture stamped on their outer face.

### Wheel nuts

Wheel nuts were changed at least 4 times during Series 2 production








Series 2s and 2As up to suffix B had BSF threaded nuts with rounded ends.

There were a 59/64" AF size.

- 1a & 1b) There was a "long" (1") version on the first models and later models had "short" nuts at 11/16" in length
- 2) Next came BSF threaded nuts, 3/4 x 1 1/16" AF size, rounded at only one end - up to and including chassis suffix F
- 3) April 1969 (chassis suffix G) saw the introduction of a new 9/16" BSF threaded nut with 18mm hexagon rounded co
- 4) Finally with chassis suffix H came the metric M16 nuts to match those used on the Range Rover

### Paint colours

#### Series 2 models (1958 to 1961)

	Bergers code	ICI code
	SB2033	
	SA4225	2651
	SB2035	
	SB2031	3185
	SB2032	
	SB2034	3184
	SA4568	fire engines only!

The roof, upper sides and upper rear panels on hard tops were painted in Off-white for all body colours.

Station Wagons the tropical roof was painted Off-white and the roof underneath was body colour.









Wheels were painted body colour for Bronze Green & Red bodies only, All other body colours had Off-white wheels.  
(Bergers code SB2029)


#### Series 2A models (1961 to 1968)




Bronze Green	SA4225	2651
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	Dark Grey	SB2035	optional extra
	Light Green (Pastel Green)	SB2031	3185
	Marine Blue	SB2034	3184
	Mid Grey		3181
	Poppy Red	SA4568	optional extra
	Sand		3182 export only, option for home market

The roof, upper sides and upper rear panels on hard tops were painted in Off-white for all body colours.  
Station Wagons the tropical roof was painted Off-white and the roof underneath was body colour.


 Wheels were painted body colour for Bronze Green & Red bodies only, All other body colours had Off-white wheels.  
(Bergers code SB2029)

 Vehicles supplied direct to 3rd party finishers were in Mist Grey

**Series 2A**

	Bronze Green	SA4225	2651
	Light Green (Pastel Green)	SB2031	3185
	Limestone		3307
	Marine Blue	SB2034	3184
	Mid Grey		3181
	Poppy Red	SA4568	optional extra
	Sand		3182 export only, option for home market

The roof, upper sides and upper rear panels on hard tops were painted in Limestone for all body colours.  
Station Wagons the tropical roof and roof panel were painted in Limestone.

 Wheels were painted body colour for Bronze Green & Red bodies only, All other body colours had Limestone wheels.  
(ICI code 3307)

 Vehicles supplied direct to 3rd party finishers were in Mist coat White and the wheels were finished in primer (grey?)