

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, and Martin Hoder and many others.

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 2nd & 3rd pair indicate the model type.

The 4th 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 14th

Frisht 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 9th

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

April 16th

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

April 18th

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

April 30th

The official launch date of the Series II

Coincided with the 10th 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

The warning lamps changed to plastic bodies.

November

250,000th 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.

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

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 31st

End of Series II production

*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.)*

Chassis
Engine
Gearbox
Axles

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.

1962

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
May A A A A

*Introduction of the larger swivel pin steering arm studs.
Steady strip on fan cowl (Petrol 4 cylinder).*

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
July A B

*Clamp bars without spot facing. Starting with diesel engine 27102760A
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
November A C B A

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

March B D B A Forward Control models had a revised gearbox & steering ratios.
Suffix B
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.
Larger UV propshaft joints. 9/16" shackle pins, 3/8" steering box fitting & top steering box bracket.
The main beam warning lamp was changed to a jeweled red lens.

July Heater available for Forward Control.

September B D C A Gearbox ratios changed.

October Flater headlight lenses introduced.

December B D C A Lucas 25D4 distributor fitted starting with engine number 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 turnbuckle becomes semi-circular.
The front apron panel changed from the the "flat" type to a simpler "curved" type.
Engine foot reinforced from 25152571 petrol and 27110202 diesel.

February Strengthened tie rod bracket on bell housing starting with gearbox 25170529B.

March B D C B Strengthened axles.

April The steering relay filler was deleted.

The rear number plate light was re-instated.

September 251 series of gearbox numbers was used up, starting with 25200001C.

1965

February Forward Control models now fitted with ENV axles.

251 series engine numbers used up, starting with 25200001F.

February B F C B Welded bonnet striker plate.

One piece oil level rod.

April Foam filled seats replaced the earlier sprung seats.

June B G C B *Blade type distributor drive shaft introduced.*

September **Suffix C**
Plastic steering wheel replaced the earlier chromed spoke type.

Last of the deep 5" side sills, now fitted with short 3" sills.

1966

April 500,000th 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.*

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.

1967

April **Suffix D**
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 carb replaced the Solex unit.
Converted to negative earth polarity.
Single grommet in bell housing.

*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.*

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 brake shoes and servo assistance used for 6 cylinder engined 109".
 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.*

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.

December D J E B *9 1/2" "heavy duty" clutch for diesel engines.*

1968

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.

February D J E B *CV type master brake cylinder fitted to 88" models.*

March **Suffix E** NB. Suffix E was not used for petrol 88" & 109" models.
 Triplex "wide-zone" windscreens.
 Major changes to the diesel engine.

March E K E B *Dustproof breather, flanged injectors, new starter motor for diesel engines.
 Lip oil seals, timing pointer moved to front cover, on 4 cylinder petrol engines.*

April E *Square starter solenoid 4 cylinder petrol engines.*

May E *Door locks changed.
 Push on advance for distributor, 6 cylinder petrol engines.*

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.

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

Suffix F

Mechanical stop light switch fitted to the pedal.
Optional "vertical" hand throttle offered for diesel engined models..
New "flat" Smiths heater for all models, which meant the chassis plate was re-located on the bulkhead to the right of the steering column entry hole.
Heater now 2 speed with a simple switch and dropper resistor inside the heater.

March F *New fuel filter for 6 cylinder models.*
F K E B *Round Lucas wiper motor 14W LRW110.
CV type master brake cylinder fitted to 109" petrol models.*

April **Suffix G**
April G A E B *8:1 compression ratio head introduced on petrol engines' numbers 241 00001A onwards.
Lucas indicators with *FL flasher unit..*

May *Servo assisted brakes for 6 cylinder petrol models.
Last of the 5" sills, now on they were 3" deep.*

June *Headlights moved from the radiator panel into the wings on all models. Wire mesh grille now a "cross" shape.
The 109" "One Ton" model was introduced at the Commercial Motor Show.
(only about 300 were ever built)*

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	<i>Plastic fan cowling for 4 cylinder petrol engines.</i>
April	G				<i>Thicker road wheel for 109" models.</i>
June	G				<i>7/16" handbrake relay.</i>
November	G				<i>Sealed clutch withdrawal.</i>

1971

February

Suffix H

All synchromesh gearbox fitted on some models, but not 88" regulars.
Salisbury rear axle for the 109" models.
Wheel studs changed to M16 metric size

June

750,000th LandRover produced.

August 31st

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.