

## Specification of **LEYLAND COMET** 4-WHEELED DRIVE (4x4) MODELS

- Cross-country track thoroughly tested over Military Alpine Training Course
- Climbs gradients up to 1 in 15 (30°)
- 10 Forward speeds
- Ideal for off-the-road dump work with 1 cu. yd. body
- Front-wheel drive engaged independently of auxiliary gearbox
- Inter-locks ensure low ratio cannot be used unless third drive is engaged



### Multi-wheel drive vehicles with superb off-the-road performance

Although the following specification refers to the Leyland Comet (4x4) Model 2000R which has a maximum of 100 h.p. (75 k.w.), all models in the Comet range, with the exception of the dump-truck body models, are supplied with this type of multi-wheel drive.

**ENGINE:** Leyland six-cylinder direct-injection compression-ignition engine type 6.500 R6, 60

Body and truck . . . . . 240 h.p. (177 k.w.) (2000 R6, 60) (75 k.w.)

Cabty Operator . . . . . 80 h.p. (59 k.w.) (6000 R6, 60)

Maximum Torque . . . . . 50 h.p. (37 k.w.) @ 2000 rev./min. (1000 h.p. (75 k.w.))

Fuel Consumption . . . . . 240 h.p. (177 k.w.) (2000 R6, 60) 42 g.p.h.

Compression Ratio: 15 to 1

The engine, clutch and gearbox are of cast aluminium and are covered under licence by other motor-vehicle manufacturers in the front end by Leyland's flexible die-castings in the rear.

**AIR CLEANER:** An efficient oil-bath air cleaner is standard throughout the motor-vehicle.

**CRUISE CONTROL:** This feature is of one piece construction and will operate between 40 to 55 m.p.h. The clutch can be released on the main drive independently of motor vehicle and is used to engage and disengage the motor gear only in the main gear. The capacity of the cooling system is 1.52 U.S. gallons (58 litres).

A thermostat is fitted to the outlet side of the water pump using cooling fan control to be controlled the motor vehicle fan, which runs at 1000 r.p.m. with the thermostat valve open and engine idling.

**CLUTCH:** The clutch is of the single-plate type 18 in. (457 mm) in diameter and incorporates a flexible lining. It is fitted with mechanical linkage to the six-cylinder engine and gearbox unit. The clutch is mounted rigidly. The clutch is furnished with metal plates fitted in the frames. Clutch is sprung against it and complete clutch on the left, linkage being removed if necessary. Adjustment for wear is simple and positive.

**GEARBOX:** The gearbox has five forward speeds and one reverse. It incorporates intermediate large diameter shaft carrying wide-spaced intermediate gear of cast-iron alloy (2000 R6, 60). All forward gears are 11 constant tooth involute gears for long service and low capacity subjected for all strength ratios in the motor-vehicle.

Gear ratios are:

Top	1st	2nd	3rd	4th	5th
4.00	2.50	1.80	1.40	1.10	1.00
2.00	1.10	0.80	0.60	0.50	0.40

**MILITARY DESIGN:** The great track single-plate gear drive is by All-terrain Co. Ltd.

Over-ride unit:

High ratio	1.00	Low ratio	1.00 to 1
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**POWER TAKE-OFF:** 240 h.p. motor gear drive available from main low gearbox through a series shaft main gearbox.

⊗ 100 H.P. DIESEL ENGINE     ⊗ TEN FORWARD SPEEDS

