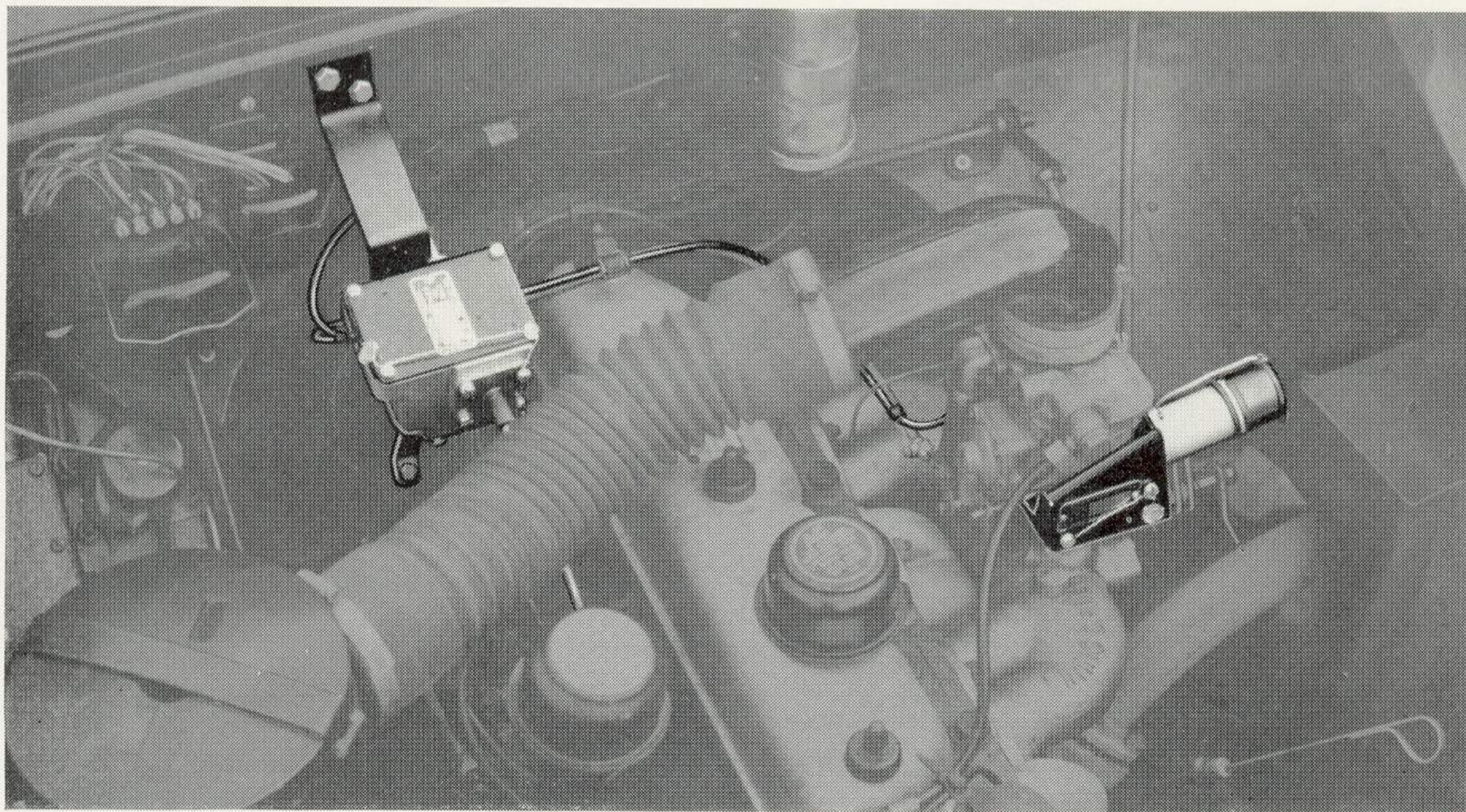


Iso-Speedic

VEHICLE
ROAD-SPEED LIMITER

As approved by the Rover Co.
Ltd. for use with the . . .



This system of vehicle road-speed limitation is offered in kit form comprising a centrifugal switch, a throttle control unit, all parts required for fitting to the particular vehicle concerned, and all necessary fitting instructions.

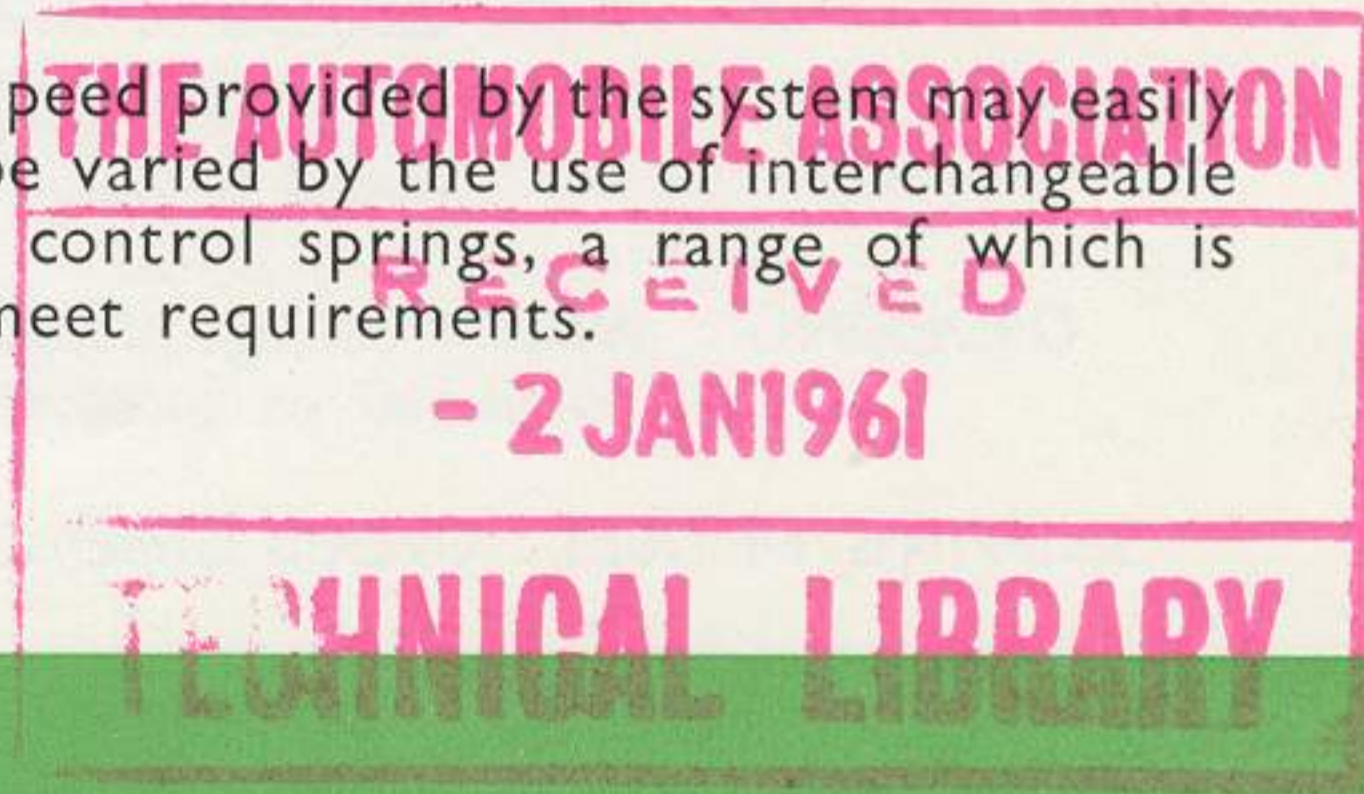
The actual installation shown, both here and in the schematic diagram overleaf, is for the 2¼ litre petrol Land-Rover only.

The system is arranged to be conscious only of vehicle road-speed, and the road-speed limit it dictates is, therefore, independent of the vehicle transmission gearbox ratio in use at any given time. It is not

intended to control engine speed, doing so only by reason of the relationship existing between engine speed and road-speed, and it exercises no control whatsoever when the vehicle is parked and the power take-off is in operation.

This system of vehicle road-speed limitation is the subject of British Patent Application No. 5226/59.

The limiting speed provided by the system may easily and quickly be varied by the use of interchangeable colour-coded control springs, a range of which is available to meet requirements.

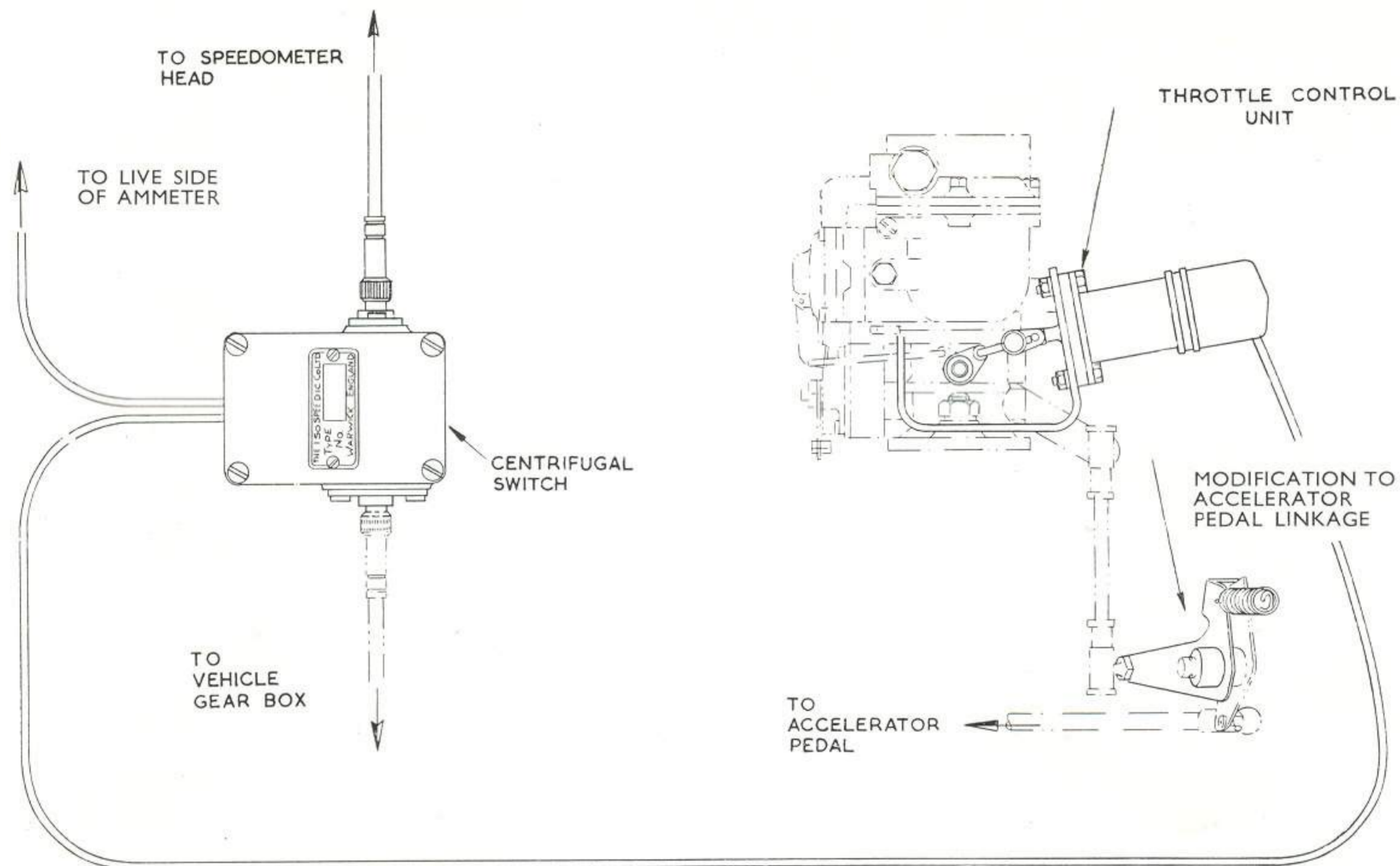


THE ISO-SPEEDIC COMPANY LTD.

Charles Street, Warwick, England.

Telephone: Warwick 1034-5-6

Specification, Details & Operation



SPECIFICATION

CENTRIFUGAL SWITCH

ISO-SPEEDIC 608-SERIES complete with heavy-duty Relay and with drive connections appropriate to speedometer flexible drive cable fitted to vehicle.

THROTTLE CONTROL UNIT

ISO-SPEEDIC 609-SERIES arranged for convenient mounting with carburettor on engine induction manifold.

INSTALLATION

All parts required for installation, electrical wiring, and accelerator pedal linkage modification, are supplied.

OPERATION

When the vehicle is stationary, or is being driven at any speed below the desired limit, the centrifugal switch contacts are open and the throttle control unit permits the carburettor butterfly to be positioned in the normal manner by the accelerator pedal. Whenever a speed of approximately 2 m.p.h. above the desired limiting speed is reached the switch contacts close positively to operate the relay and, by energising a solenoid in the throttle control unit, to shut the butterfly down to idling. The vehicle then decelerates until, at approximately 3 m.p.h. below the desired limit, the switch breaks contact, the solenoid releases the butterfly to an opening corresponding with the accelerator pedal position, and the vehicle accelerates.

The complete deceleration/acceleration cycle is repeated automatically so long as the driver attempts to drive too fast, but he soon learns that by driving at the desired limiting speed his destination is reached more quickly and in greater mental comfort. The details of the system are arranged to discourage unauthorised interference and to provide evidence of such interference should it occur.

ORDERING : When ordering, please state required limiting speed and cable revolutions per mile or per kilometer as noted on instrument dial.

SHIPPING DETAILS : Overall Dimensions $9\frac{1}{2}'' \times 7\frac{1}{4}'' \times 6''$ Gross weight 8 lbs. Nett weight 6lbs. 9 ozs.

LAND ROVER EXTRAS REQUIRED—

NONE