

# 1984 Teledyne Continental Motors LTV Prototype Serial # 002



Pre-Restoration



Post-Restoration

This vehicle was originally developed by Teledyne Continental Motors, Terrestrial Propulsion Division in 1984 as a Lightweight, Highly Mobile Weapons Carrier, Reconnaissance and Scout Vehicle Prototype ("LFV") for the United States Military. Identified as Serial Number 3SF5626-501-002 by Teledyne Continental Motors. This was the second prototype made. Only two others known to remain in the world (and both don't run). With links to the Lamborghini Cheetah design project which was acquired by Teledyne Continental Motors during HMMWV design competition between Teledyne Continental Motors, Chrysler/General Dynamics, Cadillac Gage, and AM General in the late 1970's.

Ropkey Armor Museum in Indianapolis, IN originally acquired the vehicle from L3 Corp at their Muskegon Michigan plant, which was formerly known as Teledyne Continental Motors, Terrestrial Propulsion Division. The vehicle went through a complete ground up restoration and upgrade by Offshore Off-Road Custom's in Nantucket, MA to make it street legal and obtained a Massachusetts Vehicle Identification number ("MA-36199") through the Massachusetts State Troopers and RMV on April 13<sup>th</sup>, 2022 in Bridgewater MA.

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## ORIGINAL MARKETING MATERIALS

This was the original marketing material for the vehicle which was obtained while researching the history of the vehicle. We believe it's the only remaining hard copy of the brochure created for the project.



### THE TELEDYNE LFV

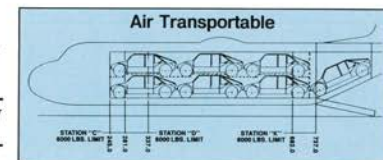
Safe, fast, comfortable crosscountry mobility for the U.S. Army

Weighing only 2,500 pounds with a carrying capacity of 1,600 pounds, Teledyne's LFV provides a viable answer to the U.S. Army's need for a versatile lightweight multi-purpose vehicle.

With a three man capacity and variable weapons capability, the Teledyne LFV is only 157 inches long with a 62 inch height which is reducible to 53 inches for optimum air transportability. Up to 7 vehicles can be carried by C-130 aircraft and up to 15 in the C-141B.

115 horsepower turbodiesel with 3 speed automatic transmission allows acceleration from 0 to 30 M.P.H. in only 4½ seconds, fully loaded. Maximum speed attainable is 70 mph.

Featuring power steering, full time 4 wheel drive and air suspension, the LFV provides a 12-inch step capability in either forward or reverse and exceptional handling characteristics in extremely rough terrain.



Above: 7 LFV's can be carried in a C-130 aircraft and up to 15 in a C-141B aircraft for a significant logistics advantage.

Right: Low center of gravity and four-wheel independent air suspension provides exceptional stability on up to 60% side slopes and turns. Performance in soft soil, such as sand, snow and mud is excellent. This is further enhanced by utilization of steel belted radial tires.



Below: The large chassis approach and departure angle and extensive wheel travel (12-inches front, 15-inches rear) allows traversing extremely rugged terrain.

Right: The Teledyne LFV is crossing this rough terrain at 55 miles per hour. This is achieved safely by the fully independent air suspension system.







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Above: Air ride system provides a progressive spring rate and is adjustable for varying loads from the driver's seat. Exceptional mobility and comfortable ride are achieved even in extremely rocky terrain.




Right: The air ride system allows lowering vehicle silhouette for defolade protection and enhancing air transport capability.


Right: Desert tan or forest green camouflage can be provided.

Far right: Fording through 30-inches of water can be accomplished.



Above: Shown here with TOW installation, the LTV can also accommodate MK 19, 40 millimeter grenade launcher, 30mm and 50mm machine guns and other armament. Adequate storage space is available for other weapons and ancillary equipment.

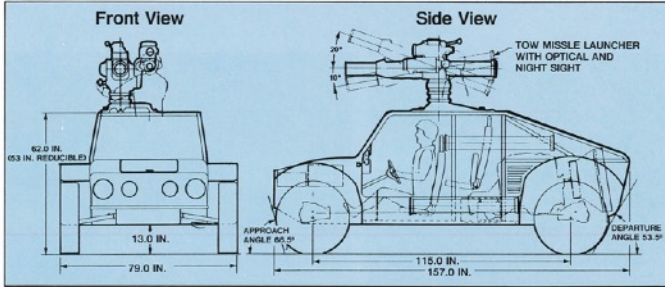


Below: "Easy scan" instrument panel is fitted with performance instruments and visual warning lights.

Below: Large footprint accelerator pedal permits better crosscountry control with less driver fatigue.

Above: High ground clearance and extreme air ride axle travel allows negotiation of a 12-inch step in either forward or reverse.

Below: Deep, bolster configured seating provides crew comfort and reduced fatigue. Fast and easy ingress/egress is possible with helmet on.



**Front View**

**Side View**

TOW MISSILE LAUNCHER WITH OPTICAL AND NIGHT SIGHT

APPROACH ANGLE 66.5°

DEPARTURE ANGLE 53.5°

**DIMENSIONAL CHARACTERISTICS**

Length	157 inches
Height, Operational	62 inches
Height, Reducible	53 inches
Width	79 inches
Wheelbase	115 inches
Approach Angle	66.5 Degrees
Departure Angle	53.5 Degrees

**FEATURES**

- Turbodiesel Engine
- Automatic Transmission
- Full-Time All-Wheel Drive
- Traction Differentials, Front and Rear
- Power Assist Rack and Pinion Steering
- Disc Brakes, Front and Rear
- Radial Steel Bolted Tires
- Air-ride Suspension System with Load Compensation
- Crew Seating for Three

**PERFORMANCE**

0-30 mph Acceleration (Under 5 Seconds)

Top Speed 70 mph

**WEIGHT**

Curb Weight 2500 Pounds

Payload 1600 Pounds


**AIR TRANSPORTABILITY**


C-130 Aircraft Up to 7 Vehicles


C-141 B Aircraft Up to 15 Vehicles

**WEAPONS**

TOW, MK19, 50 Cal., 30mm, 7.62mm





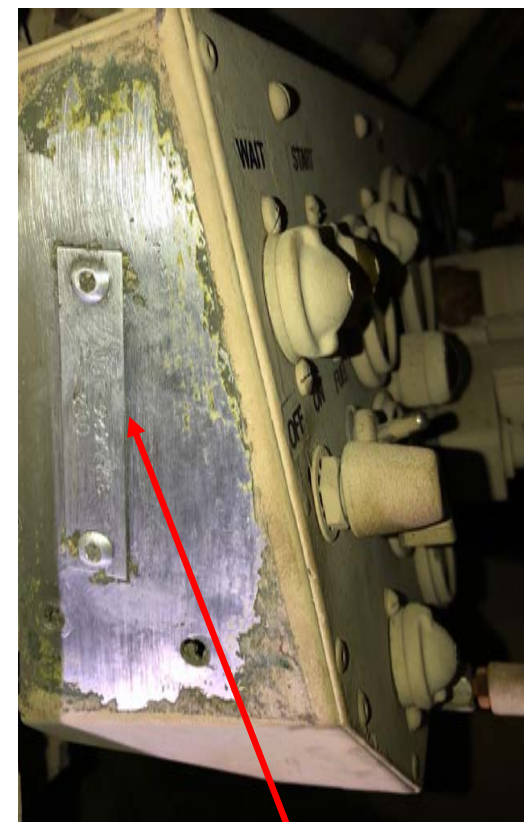


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General Products  
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## PRE- RESTORATION



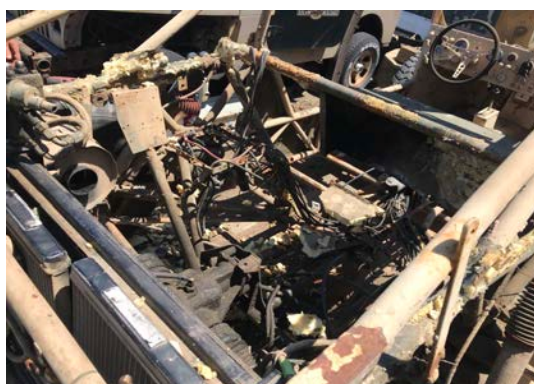
Serial Number 3SF5626-501-002





# 1984 Teledyne Continental Motors LTV Prototype Serial # 002

## RESTORATION - BREAK DOWN



# 1984 Teledyne Continental Motors LTV Prototype Serial # 002

## RESTORATION - ENGINE REBUILD

Powered by its original BMW 2.4L 6 Cylinder Turbo Diesel Engine (Model M21 D24). The engine was removed and completely disassembled, blasted, painted and rebuilt. Hard to believe it's the same motor!

Pre-Restoration



Post-Restoration





# 1984 Teledyne Continental Motors LTV Prototype Serial # 002

## RESTORATION - ENGINE REBUILD

Markings on the BMW 2.4L 6 Cylinder Turbo Diesel Engine (Model M21 D24). The engine was removed and completely disassembled, blasted, painted and rebuilt.



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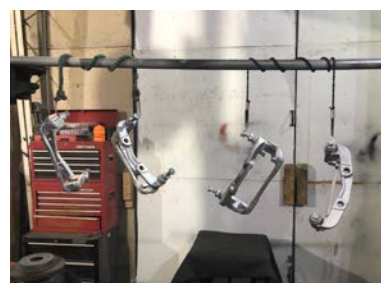
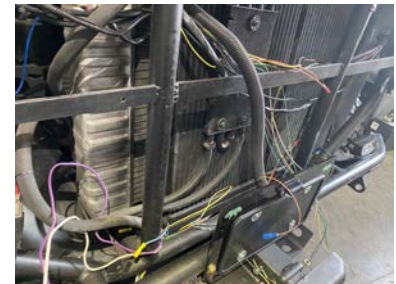
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## RESTORATION PROCESS



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## RESTORATION PROCESS





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## RESTORATION - FINAL PRODUCT



# 1984 Teledyne Continental Motors LTV Prototype Serial # 002

## Vehicle Identification Number

The vehicle was originally Identified as Serial Number 3SF5626-501-002 by Teledyne Continental Motors. Due to the vehicle not having a Vehicle Identification Number ("VIN"), we went through the process of obtaining legal VIN t, allowing the vehicle to be road legal.

On Wednesday April 13<sup>th</sup>, 2022 the vehicle was inspected by the Massachusetts State Troopers Inspection Station in Bridgewater, MA and was issued a Massachusetts Specially-Constructed Vehicle Identification number (MA-36199).



Serial Number 3SF5626-501-002



VIN #: MA-36199



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## RESTORATION - UP-GRADE LIST

Given this vehicle was a prototype designed for the US Military, it was never issued a VIN number. To obtain a VIN number and make it street legal, we had to make a number of positive modifications to the vehicle, while keeping with its original identity. Some of the upgrades include:

- Front & Rear Custom Bumpers
- DOT Approved Lights
- New Seats and Safety Harnesses.
- Updated Gauges.
- Updated Electrical Systems.
- Updated Onboard Air Compression System
- Updated Heating System.
- Custom Canvas Top
- Custom Doors.
- Custom Metallic Green Paint Job
- Completely Rebuilt BMW Engine.
- Completely Rebuilt Transmission.
- Winch System
- Battery Charging System
- Updated Horn
- Bluetooth Speaker System
- And much more...
- We also saved all the extra parts including two original extra rear fenders, gun turret parts and other misc. parts.

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Other Two Know Prototype Units

NON-OPERATIONAL

