The Conqueror (FV214) was a post-war development for a British heavy tank to counter the threat posed by the Soviet JS-3. Accordingly it was equipped with a 120mm main gun with 2 auxiliary machine guns. It was very heavily armoured resulting in a low top speed but had good cross-country performance. It carried a crew of 4 – with the driver located in the hull, the gunner and loader located in the main body of the turret, and the commander located in a separate fire control centre.

Conqueror was powered by a Rolls-Royce Meteor M120 V-12 27 litre petrol engine coupled to a 5 speed gearbox, 5 forward and 2 reverse, and had a top speed of 21 mph.

Under 200 Conquerors were built. They were introduced into service in 1955 and were used to augment the firepower of armoured regiments stationed in Germany equipped with Centurion tanks.
Fig 5 Plan of vehicle

1 Headlamps
2 Vehicle lifting eye
3 Driver's access door
4 Gunner's access door
5 Smoke dischargers
6 Aerial base
7 Fire extinguisher
8 Rangefinder housing
9 Fire control turret
10 Commander's access door
11 Charging set dipstick access
12 Main and charging set oil filters access
13 Transmission compartment covers
14 Vehicle lifting eye
15 Gun crutch
16 Infantry telephone
17 Coolant level access
18 Turret lifting eye
19 Engine compartment covers
20 Commander's machine gun mounting
21 Cable reel
22 Rangefinder housing
23 Fire extinguisher
24 Aerial base
25 Turret lifting eye
26 Smoke dischargers
27 Operator's access door
28 Turret lifting eye
29 Aerial base
A Alternative position for gun crutch
Fig 45 Air cleaner door

(viii) Fill the oil bath casing up to the level indicator on the centre tube (OMD-110 approx. 1 1/2 gal). Do not overfill.

(ix) Replace the element and tighten the loop handle. Replace the top cover and tighten the wingbolts.

(x) Traverse the turret until the R.H. air cleaner is accessible.

(xi) Slacken the clips on the hoses of the charging set air cleaner and remove the elbow pipe (screwdriver).

(xii) Release the clip securing the stowage bin to the cover of the main engine air cleaner. Remove the bin by sliding it forward until clear of its locating pin.

(xiii) Slacken the three setscrews (7/16 in. A/F spanner) securing the charging set air cleaner to the cover of the main engine air cleaner. Turn the charging set air cleaner anti-clockwise, then remove it.

(xiv) Proceed as for the L.H. air cleaner (xi) to (ix).

(xv) Replace the charging set air cleaner and tighten the setscrews.

(xvi) Fit the small stowage bin on its locating pin and secure the two clips.

(xvii) Refit the hose connectors and elbow pipes, then tighten the hose clips.
To start by towing

476. During this operation the commander of the TOWING vehicle will issue all instructions and give all signals.

(a) Ensure that the towing ropes are correctly fitted.
(b) Ascertain that the engine is free by turning it by hand.
(c) Ensure that the towing vehicle is in the lowest gear.
(d) Ensure that the towed vehicle is in a high gear (Fig 102).
(e) Check that the brakes are released on the towed vehicle.

(a) ZS2 Gearbox   (b) ZSR Gearbox

Fig 102 Gear lever positions