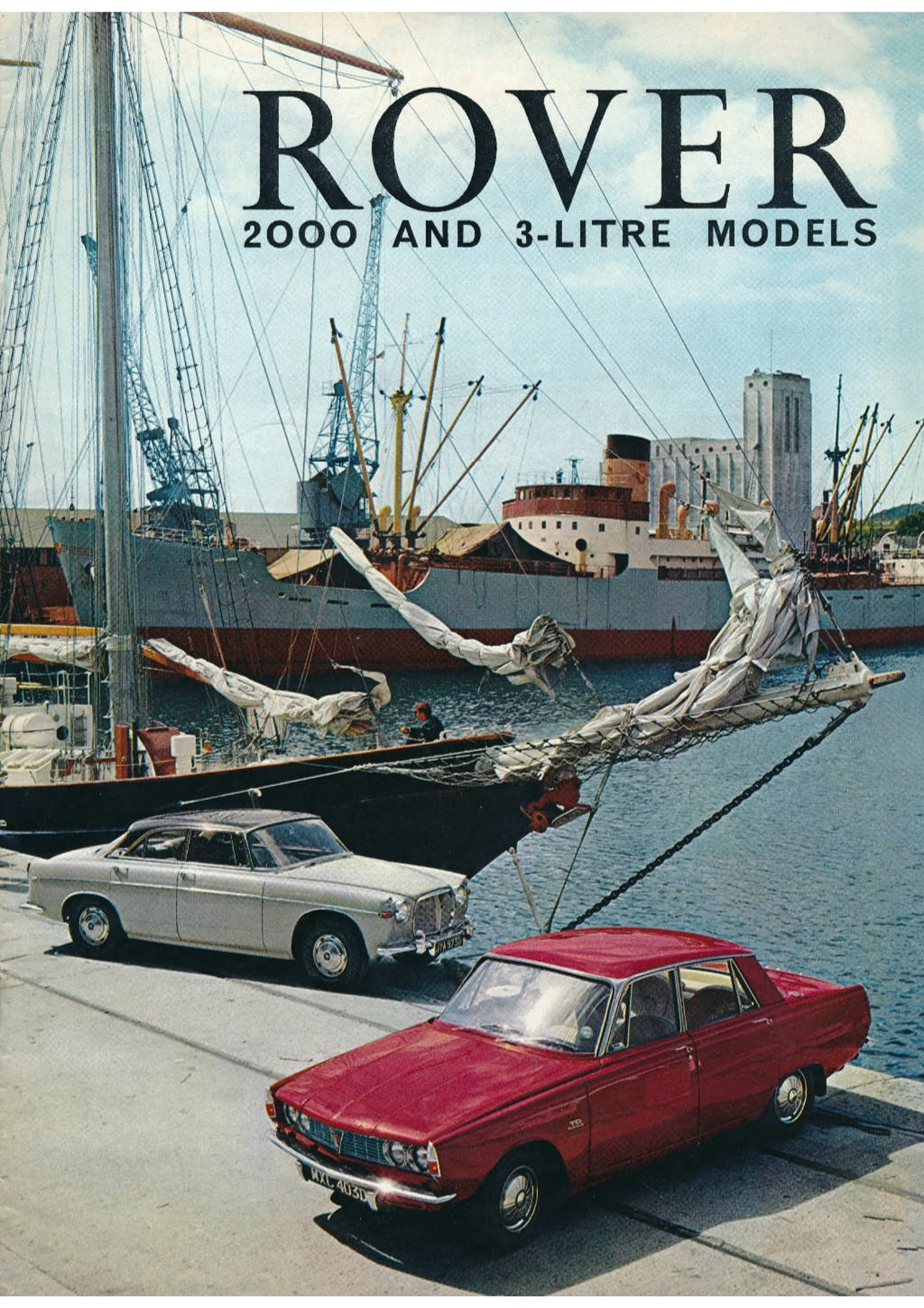


# ROVER

2000 AND 3-LITRE MODELS







# ENGLAND,

THE  
COAST

OF

FRANCE



Within the compass of these pages we intend to take you on a voyage of discovery, a voyage that will show you the prospect of a kind of motoring that is perhaps unique. In fact, a new world of motoring experience. The special quality of the Rover Company's 2000 and 3-Litre range of motor cars is derived from the systematic application of intelligent modern thinking to a long tradition of quality and craftsmanship. The products of these two streams is a range of motor cars imbued with a great sense of luxury and with a greater road response than the average motorist would imagine possible. One other ingredient remains; a continuous interest in good

design allied to fine engineering, and a real concern for the safety, comfort and aesthetic pleasure of the motorist. At Rover, people really do care whether or not you enjoy your motoring.

The 1967 range includes, in addition to the basic Rover 2000, the new sparkling twin-carburettor 2000 TC and the new 2000 Automatic. The 3-Litre Saloon and Coupé models continue basically unchanged but a new series of interior and exterior colour schemes adds to an already very complete specification. The complete group of cars is as imaginative, exciting and far-ranging as those old Vikings whose ship image is the Company's symbol.

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Thomas Hall made it  
1730



A  
VOYAGE  
OF  
DISCOVERY

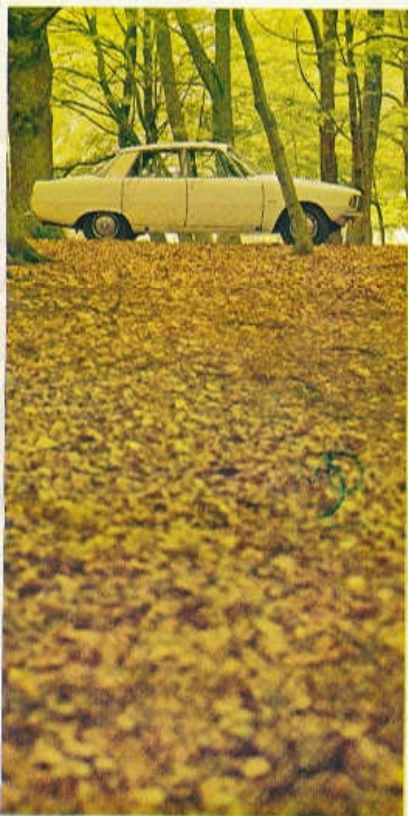
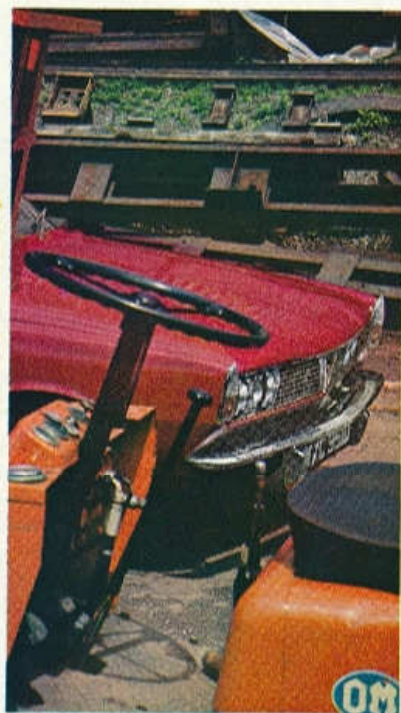




# ROVER 2000







During one of his incredible voyages Sindbad the sailor discovered a magnetic island, to which all compasses pointed and to which all mariners were irresistibly drawn. Why not discover for yourself a car that has a similar effect on discriminating motorists, a car that so far has won the AA Gold Medal for safety, gold medals for coachwork and the Car of the Year award? The car that has also been given the finest most prolonged 'press' by experienced and unbiased motoring journalists that almost anyone can remember.

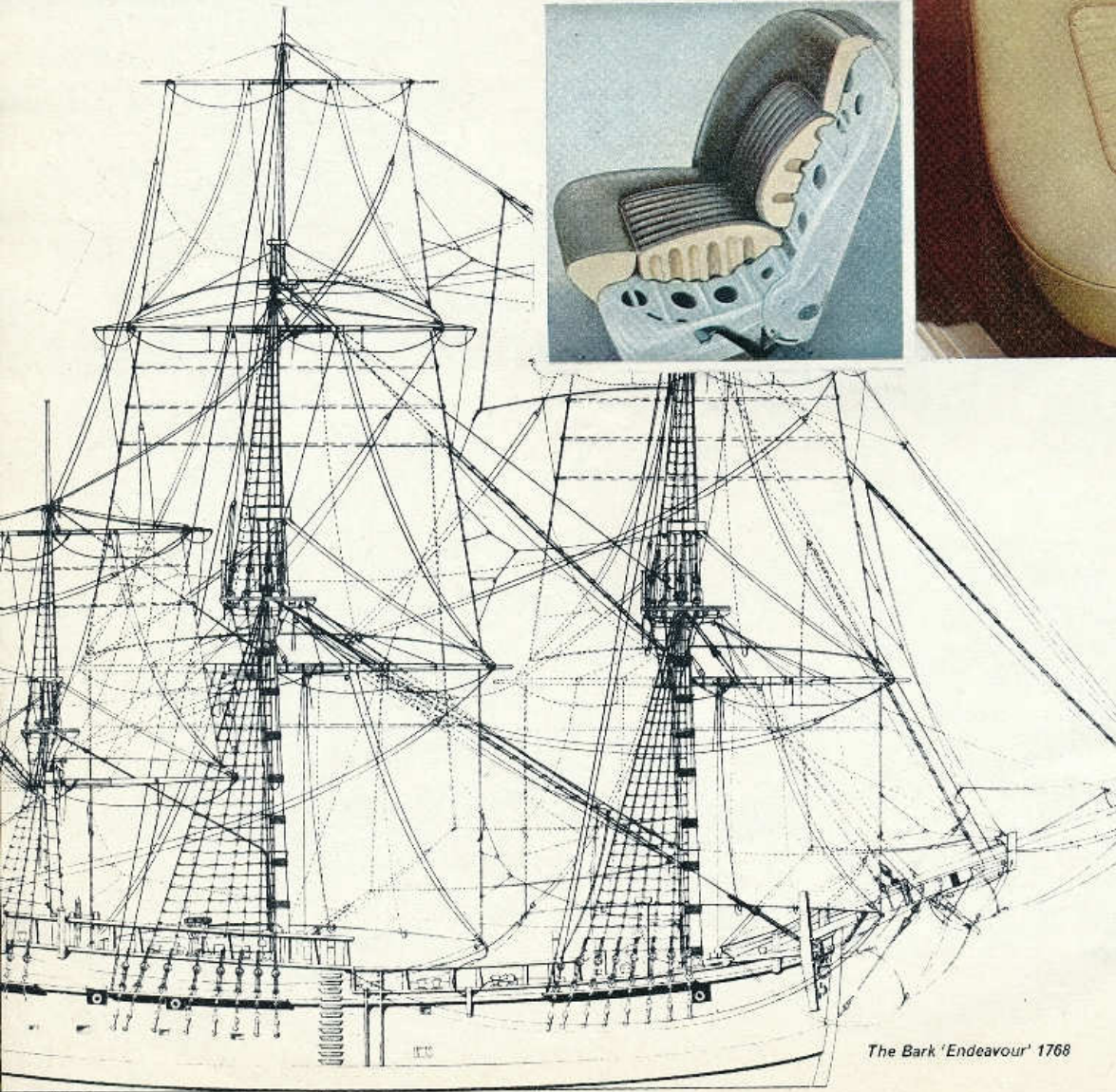
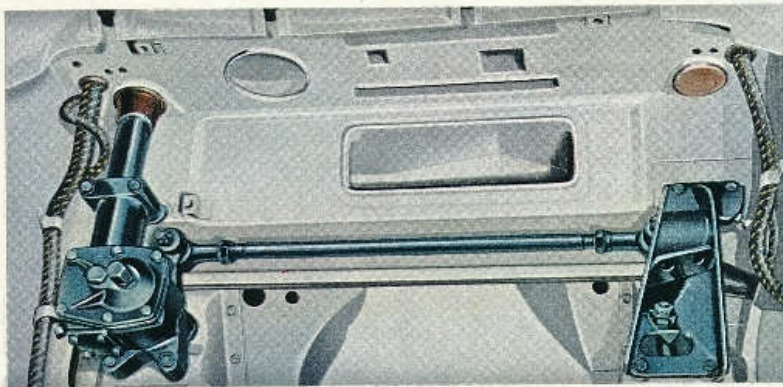
'Discovery' is in fact the key word because the Rover 2000 is a new kind of motor car, a new concept, in which economy, performance and luxury, plus a very high safety factor have been integrated into a complete motoring system.

A four-door, four-seater saloon, the 2000 has a fresh simplicity of line that gives an elegant appearance with excellent vision and high aerodynamic efficiency. It is low and compact yet luxuriously comfortable in the true Rover tradition. Compare it with other cars in a similar category and see how much more the 2000 has to offer. Its distinct personality is unmistakable however pleasing or mundane the surroundings.



*A mariner's magnetic compass*





Perhaps the most remarkable discovery to be made about the Rover 2000 is just how much safety, comfort and luxury Rover engineers have been able to capsule within the basic structure. The Rover 2000 base unit (bottom right) is a self-supporting, load-carrying unit of great strength which carries all the mechanical components and forms the passenger compartment. The bulkhead forward of the fascia provides a protective barrier in the event of an accident, whilst all the furnishings and fittings are designed to minimise the risk of injury.

Rover 2000 seats (above and far right) are obviously made to be safe in. Individually shaped, both front and rear, these seats are not merely luxurious, they are also designed



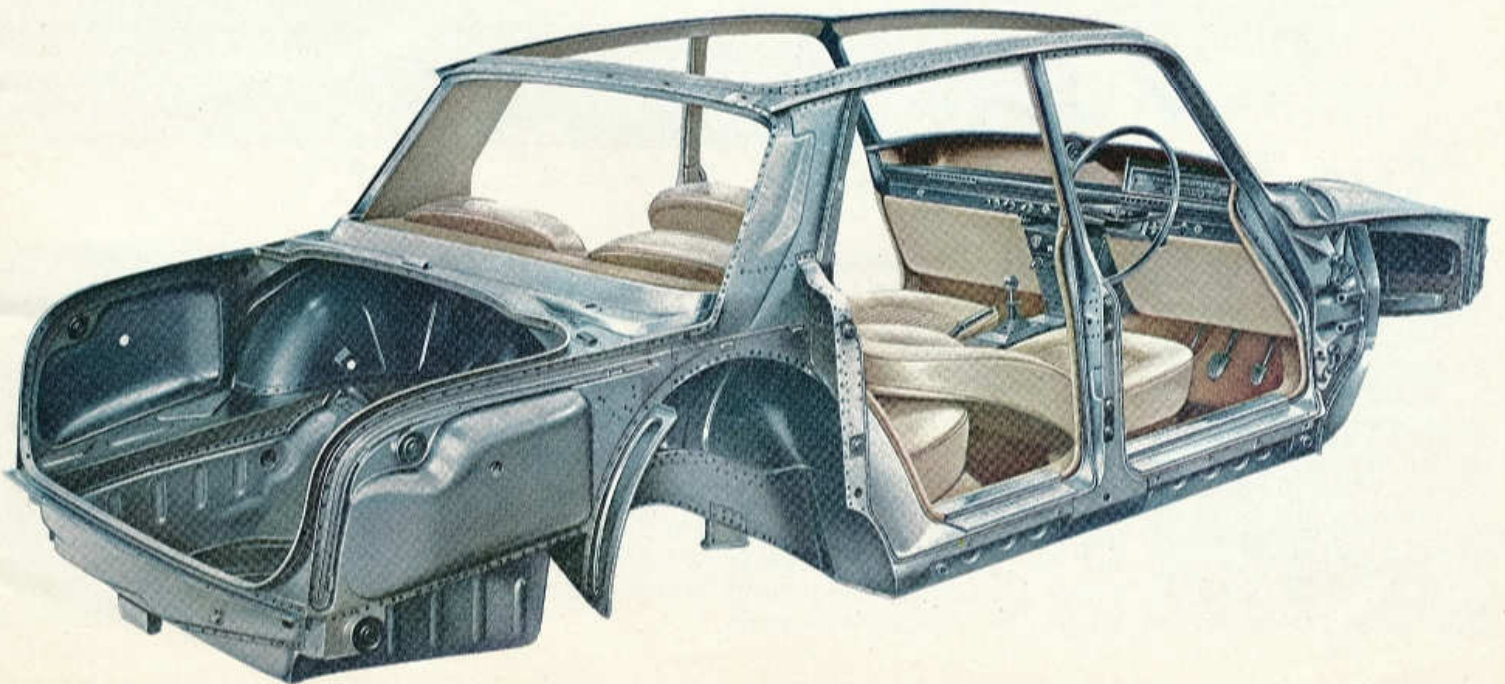
on the basis of good medical advice, to properly support both passenger and driver alike. Front seat backrests have infinite adjustment between the vertical and reclining positions (far right). The friction locking system operated by a handle beside each seat, will hold securely at any angle.

The 16½ cubic feet capacity boot (right) is the sort of size and shape that will deal with all the oddly assorted bric-à-brac that sooner or later everyone has to cope with.

All the interior fittings and furnishings, particularly in the front compartment, are functionally and simply styled. Switches (far left) are located on the fascia rail, each being recognisable by symbol, name, shape and movement.

Instruments, indicator lights and a ribbon type speedometer are integrated in a single rectangular panel, positioned for easy reference through the two spoke steering wheel (centre right); the wheel itself is adjustable to suit the characteristics of different drivers. Safety is very much an integral feature of the Rover 2000 interior. To protect the driver, the steering gear (top left) is mounted high up on the bulkhead, behind the engine, right away from the vulnerable front of the car, so that there is no danger of the steering column being pushed into the driving compartment.

For both driver and passenger, the conventional glove boxes have been replaced by big padded parcel compartments (centre left) which protect the knees. The two compartments are designed to collapse gradually under impact.





### BASE UNIT.

1. The base unit method of construction makes it possible to locate the passenger compartment within, what is in effect, a robust steel cage designed to resist distortion and protect the occupants.
2. The steel bulkhead moreover is designed to prevent the engine penetrating to the passenger compartment in the event of a head-on collision.

### INTERIOR FURNISHING.

3. The front seats have a padded roll along the top edge of the back to lessen the likelihood of head injuries to rear seat passengers thrown forward in a collision. In the event of rear impact the seat squab will also 'give' rearwards thus minimising risk of neck injuries to driver and front passenger.
4. The glove lockers positioned at knee height have a flat padded surface backed by a material which will collapse in the event of impact, thereby affording protection to the knees.
5. The seats are designed on the basis of good medical advice to give support to the small of the back

6. Vital areas of the roof and rear quarter panels are fitted with thick resilient padding.
7. Three point seat harness anchorages are provided as standard for both front and rear seats.
8. The rear door lock interior handle cannot be operated when the sill-button is depressed to minimise accidental opening of the door by a child. The door can still be opened from inside in an emergency.
9. The two sun visors are softly padded and will collapse on impact.

### CONTROLS.

10. A Ribbon type of speedometer, mounted high up, close to the normal line of vision is set as far as possible from the driver's eyes to reduce the visual adjustment necessary when the driver refocusses from the road to the instrument. (Many people have difficulty in refocussing rapidly.) Minimum instrumentation to give essential information with maximum clarity.
11. Switches differ, one from another, by shape, feel and movement and are designed to minimise the possibility of injury.

12. Interior mirror fitted with protective frame.
13. The word 'BRAKE' shows on the instrument panel when the brake fluid reservoir is low and when the handbrake is on.

### HEATING AND VENTILATING SYSTEM.

14. To minimise fatigue and drowsiness, the car is fitted with a full heating and ventilation system.
15. Fresh air ducts at face level can be operated individually regardless of heater setting.
16. Rear quarter vents will evacuate warm and stale air.
17. The air intake for the heater is above the exhaust level of other vehicles.

### STEERING.

18. Steering box mounted high up on the scuttle at the rear of the engine to avoid the steering column and wheel being pushed up into the passenger compartment in a head-on collision.
19. The steering wheel is dished for

safety and adjustable for the most comfortable position.

### FUEL SYSTEM.

20. The fuel tank is protectively positioned within the main structure of the car and separated from the passengers by a steel bulkhead.

### BRAKING SYSTEM.

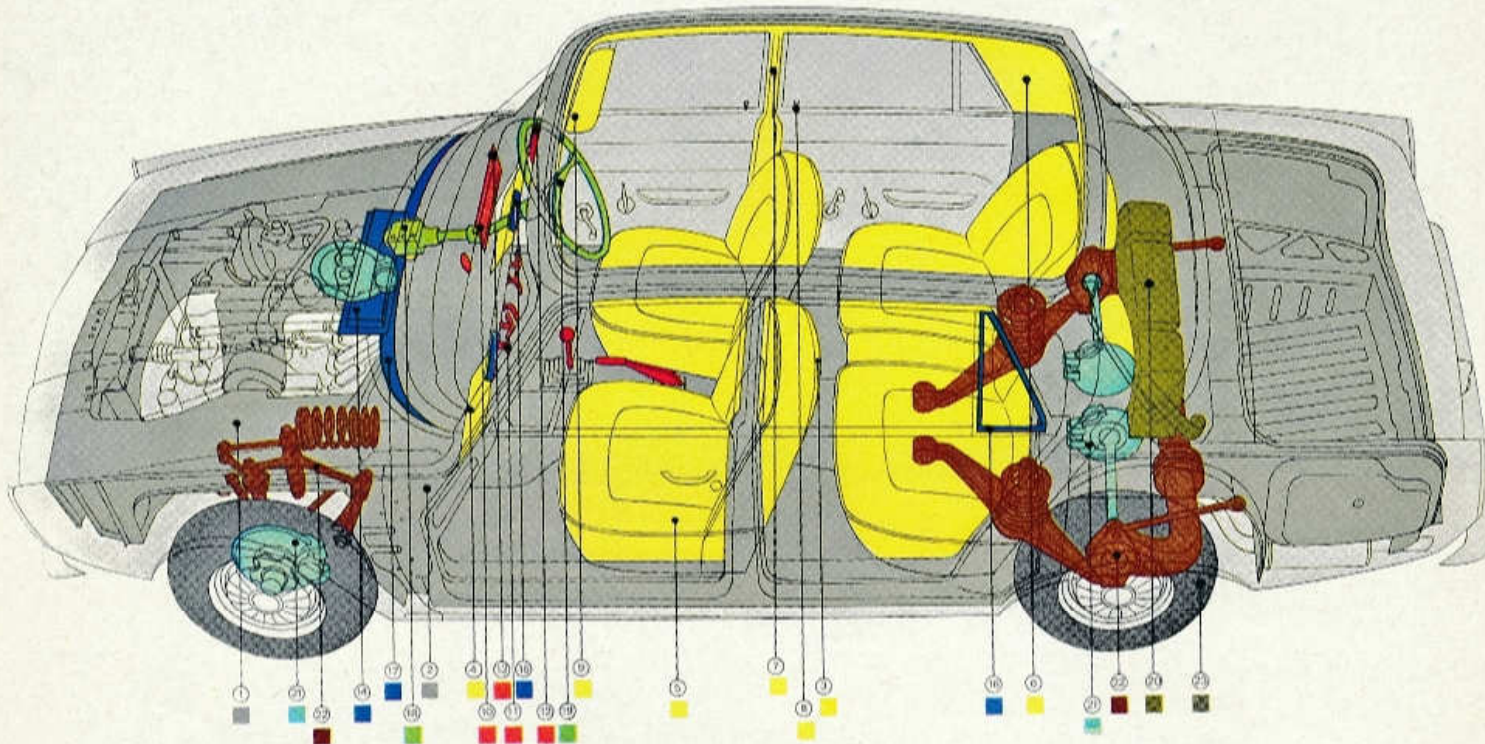
21. Disc brakes on all four wheels for the maximum stopping power.

### SUSPENSION.

22. Independent suspension on the front wheels and de Dion suspension at the rear gives great stability and cornering power, with safety.

### TYRES.

23. Radial ply tyres not only fitted as standard but included as part of the basic design. These tyres provide improved handling, precision steering response and offer better adhesion on wet surfaces.



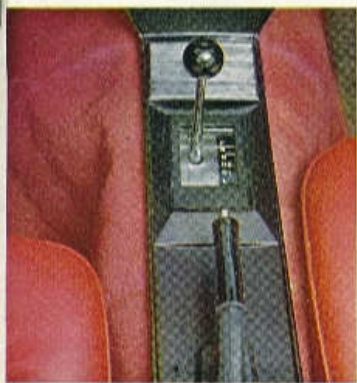
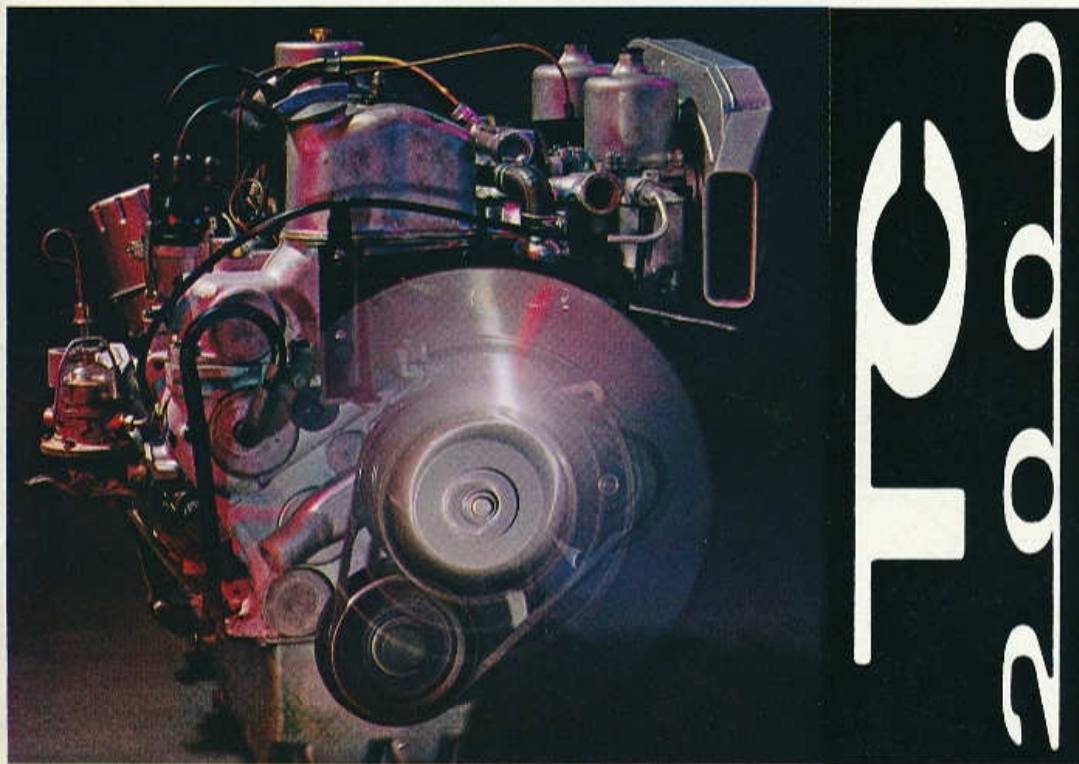
The Rover 2000 has been described as the safest car in the world. It is certain that whenever motoring safety is being discussed the 2000 is held up as the prime example. The summary of safety features shown above makes it self evident why.

The safety harness offered as an optional extra on the 2000, and indeed on all Rover vehicles has been the subject of intensive development, both by the manufacturers and the Rover Company. The harness is unusual inasmuch as both the shoulder and the lap straps are capable of adjustment. Safety harness mounting points are of course provided as standard equipment.

**AUTOMATIC**







Motorists who prefer having their gear changing done for them will appreciate the sterling qualities of the Rover 2000 Automatic. All the features which have made the 2000 the most exciting new car in years have been retained, but to them has been added an automatic transmission which eliminates the need for frequent manual gear changing in traffic.

Engineered with traditional Rover skill the 2000 Automatic incorporates a Borg Warner type 35 gearbox manufactured to very exacting Rover standards with a number of special features to Rover requirements.

Introduced into the United States and Europe early in 1966, the Rover 2000 TC is now generally available. It is the natural complement to the 2000 on which it is based, providing additional performance for the enthusiast who requires a truly sporting saloon. Identified outwardly by the TC motif and inwardly by the inclusion of a tachometer, it is in all other respects identical to the 2000.

TC refers to the twin carburettors, which provide the extra power for the engine (above left). This unit is basically that of the 2000, and is a highly developed source of power.

An early telescope





# 3-LITRE SALOON AND COUPÉ



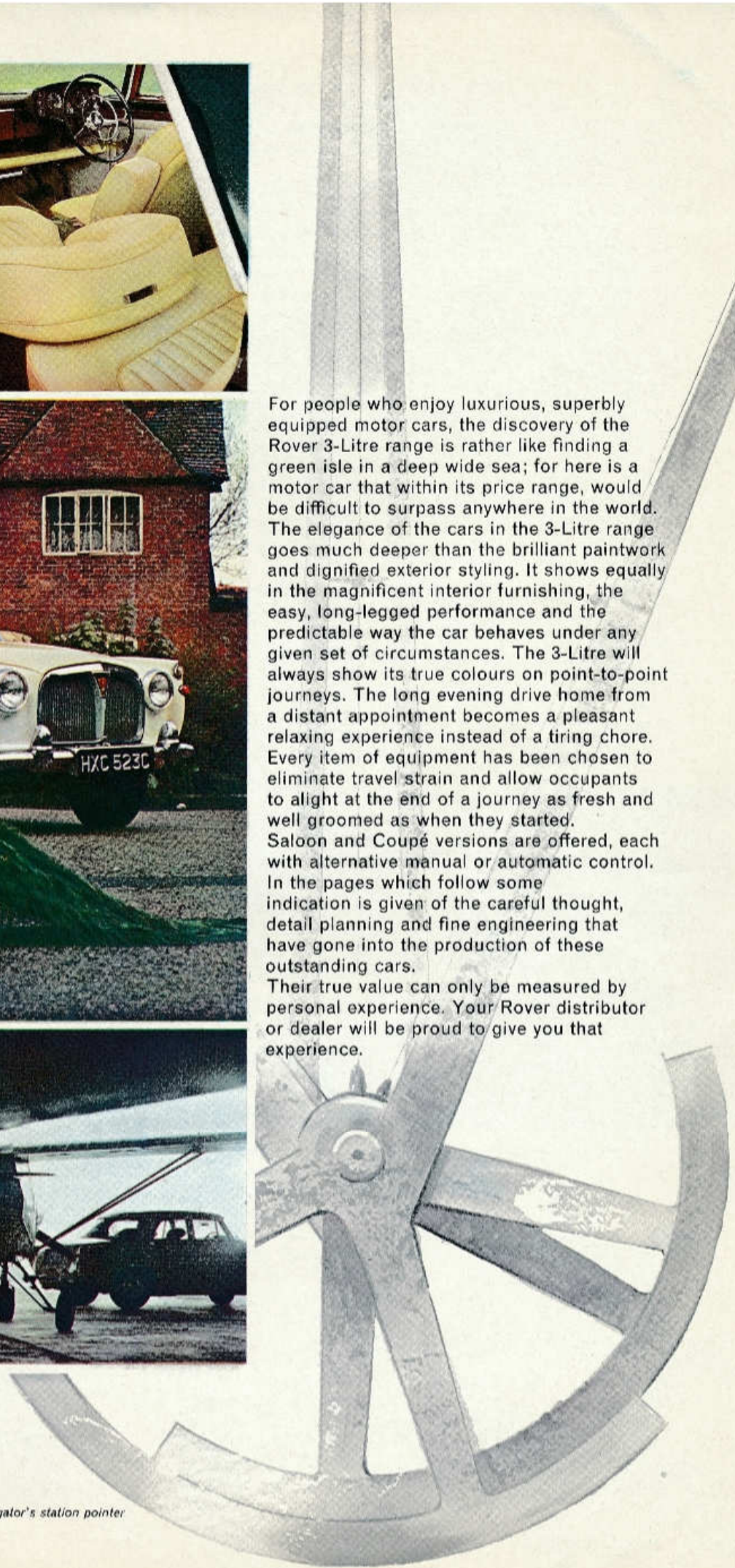




For people who enjoy luxurious, superbly equipped motor cars, the discovery of the Rover 3-Litre range is rather like finding a green isle in a deep wide sea; for here is a motor car that within its price range, would be difficult to surpass anywhere in the world. The elegance of the cars in the 3-Litre range goes much deeper than the brilliant paintwork and dignified exterior styling. It shows equally in the magnificent interior furnishing, the easy, long-legged performance and the predictable way the car behaves under any given set of circumstances. The 3-Litre will always show its true colours on point-to-point journeys. The long evening drive home from a distant appointment becomes a pleasant relaxing experience instead of a tiring chore. Every item of equipment has been chosen to eliminate travel strain and allow occupants to alight at the end of a journey as fresh and well groomed as when they started. Saloon and Coupé versions are offered, each with alternative manual or automatic control. In the pages which follow some indication is given of the careful thought, detail planning and fine engineering that have gone into the production of these outstanding cars. Their true value can only be measured by personal experience. Your Rover distributor or dealer will be proud to give you that experience.



*A navigator's station pointer*



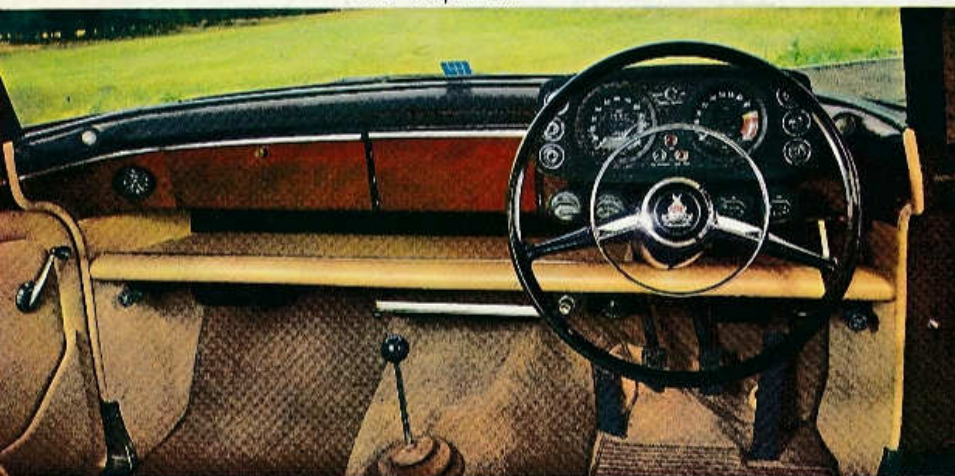
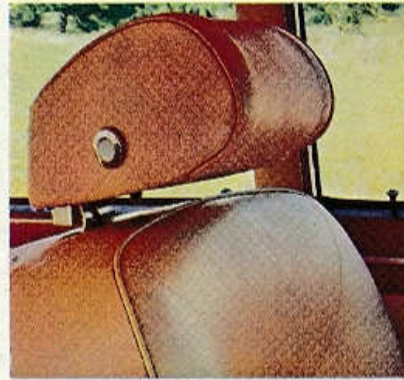


When you step into a Rover 3-Litre you discover a new world of luxurious motoring. For the interior has been elegantly modelled to give supreme comfort and a high degree of safety.

All the controls on both the Coupé and the Saloon, (below and right) are arranged for maximum accessibility and ease of operation, switches, instruments, and indicator lights being contained in a single panel immediately in front of the driver. The steering column mounted control of the Automatic Saloon is shown (right).

The Coupé instruments, (below) include an engine revolution counter in the main panel. Ammeter, water temperature, fuel content and oil pressure gauges are mounted beneath the main instrument cluster. The manual control version with four-speed synchromesh gearbox is shown below.

Front seat headrests are available for both models as an optional extra (top right). They are adjustable fore and aft and for height, and they incorporate a reading light for rear passengers' use (below right). Rear headrests (for saloon only) are also available and can be placed in position or stored when not required.

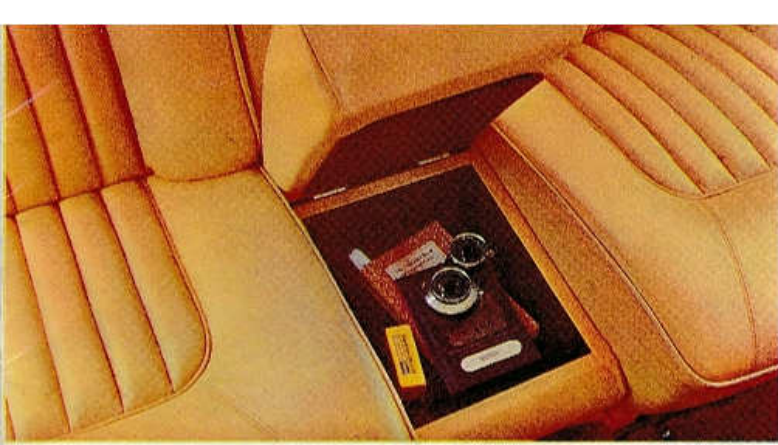


In many respects a great deal of care has been taken to cater for the needs and comfort of the passengers in the rear compartment. For instance, there is a picnic table (right) which folds away behind the centre armrest. It incorporates glass and bottle holders and has a working top of useful proportions. (A sliding picnic table is also provided at the front.)

Another feature is a heating system for the rear passengers which can be operated independently of the main heating and ventilating system by means of a switch mounted between the rear seats (far right).

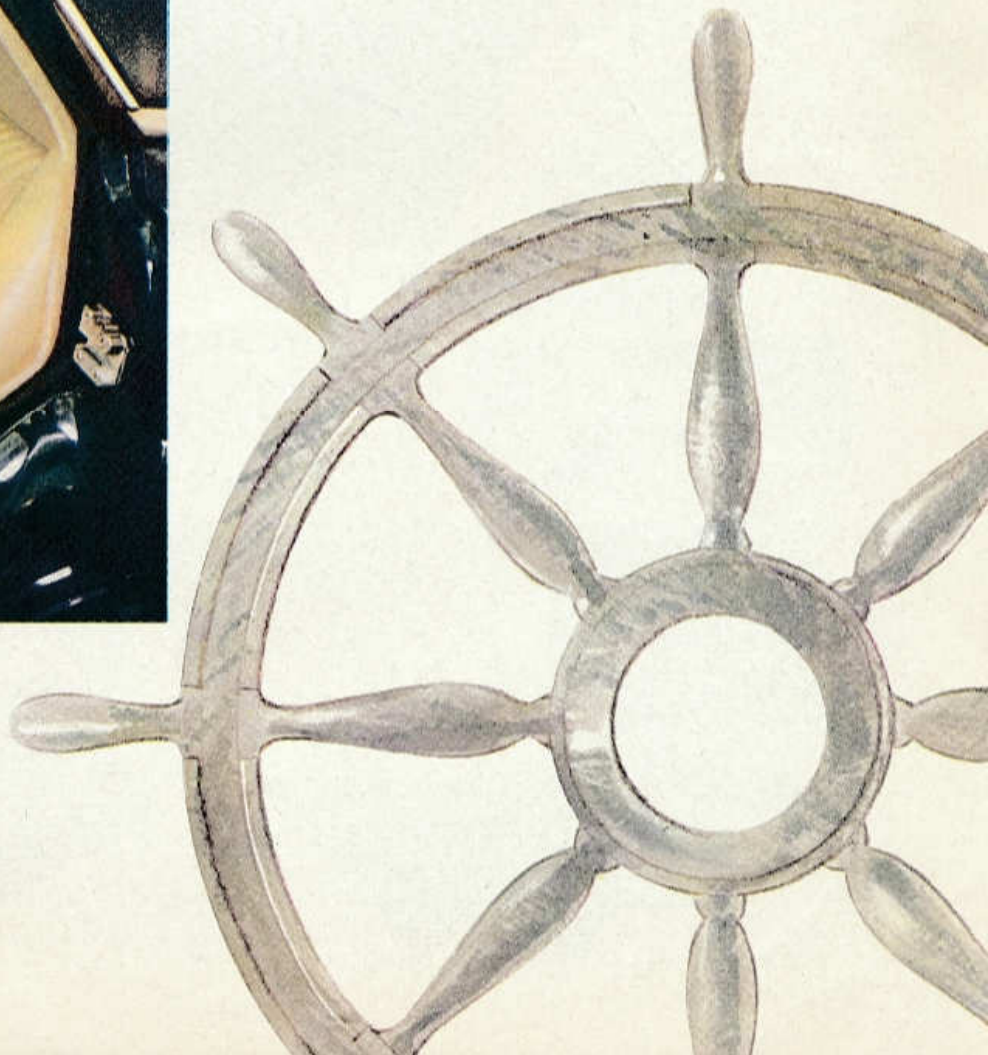




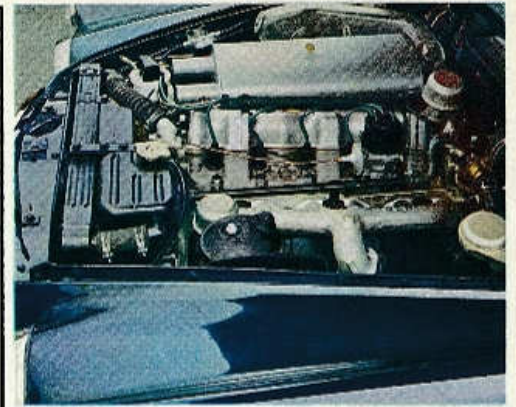
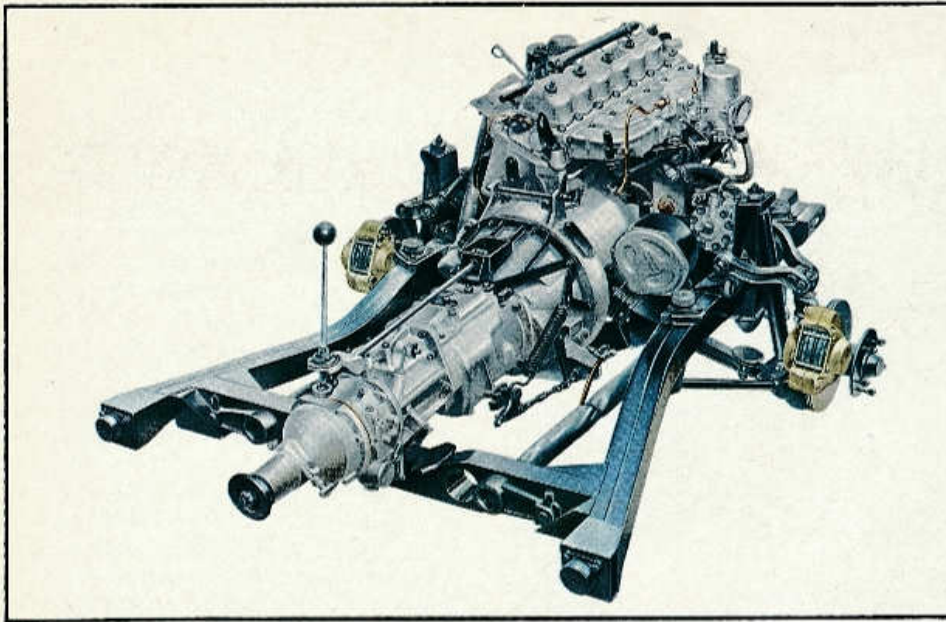


Another thoughtful item is the trinket box, located under the centre padding of saloon models fitted with twin rear seats (top left). On Coupé models the trinket box is replaced by a smoker's companion (far left), consisting of an ashtray and cigarette lighter.

The seating arrangements in the Rover 3-Litre Saloon and Coupé have a degree of excellence that put them into a category of their own. Individual front seats give the kind of anatomical support that enables driver and passenger to enjoy long journeys without stress. Cushions and backrests are upholstered in first quality hide. Adjustments are provided for fore and aft position and cushion height. The backs are infinitely adjustable between vertical and fully reclining. The rear seats (left) are shaped and upholstered with exactly the same care and concern as the two front seats. The concept of two individually shaped seats is one which was developed originally for the Rover 2000 and provides rear seat passengers with the same level of comfort as that given to the driver. An alternative, available for the Saloon only, is a traditional full width bench seat to carry three passengers (lower left).







The 3-litre, six-cylinder engine has a specification which is as impressive as it is famous, including a seven bearing forged crankshaft, an aluminium alloy cylinder head and an overhead inlet side exhaust valve arrangement. Its operation is exceptionally smooth and silent.

## ROVER CAR COLOURS AND TRIMS

### ROVER 2000

#### Exterior Colour Interior Colours

1	Venetian Red	Buckskin, Sandalwood, Buffalo
2	Zircon Blue	Buckskin, Sandalwood, Buffalo
3	Burnt Grey	Buckskin, Sandalwood, Buffalo, Toledo Red
4	Rover White	Sandalwood, Toledo Red, Buffalo
5	Arden Green	Buckskin, Sandalwood, Buffalo

### ROVER 3-LITRE SALOON AND COUPE

1	Juniper Green	Buckskin, Sandalwood, Buffalo
2	Rover White	Sandalwood, Toledo Red, Buffalo
3	Burnt Grey	Buckskin, Sandalwood, Toledo Red, Buffalo
4	Silver Birch	Sandalwood, Toledo Red, Buffalo
5	Arden Green	Buckskin, Sandalwood, Buffalo
6	Admiralty Blue	Buckskin, Sandalwood, Toledo Red, Buffalo
7	Bordeaux Red	Buckskin, Sandalwood, Toledo Red, Buffalo

### TWO-TONE COMBINATIONS— COUPE ONLY

Roof	Body
Burnt Grey	Rover White
Juniper Green	Arden Green
Silver Birch	Juniper Green
Silver Birch	Admiralty Blue
Silver Birch	Bordeaux Red
Burnt Grey	Silver Birch
Admiralty Blue	Burnt Grey

### INTERIOR TRIMS ROVER 2000 AND 3-LITRE

1	Buffalo
2	Toledo Red
3	Sandalwood
4	Buckskin





# 2000 SPECIFICATION

**ENGINE** Four cylinders. Bore 3.375 in. (85.7 mm.); stroke 3.375 in. (85.7 mm.); cubic capacity 120.8 cu. in. (1,978 cc.). Compression ratio 9:1; maximum B.H.P. installed—90 at 5,000 r.p.m. Gross B.H.P. 99 at 5,000 r.p.m.; maximum torque 113.5 lb. ft. at 2,750 r.p.m. (installed). Single overhead camshaft type, the camshaft being driven in two stages by Duplex chains, each stage having an hydraulically operated automatic tensioner. Valve actuation is via inverted bucket type tappets direct to the overhead valves, tappet adjustment being made by shimming. The camshaft is carried in a separate bearing block and runs in 6 white metal bearings, each bearing being pressure lubricated, cam lubrication being by splash. The cylinder head is made of aluminium alloy with water-heated integral inlet manifold which incorporates a small exhaust-heated hot spot to aid rapid warm up. The extremely efficient combustion chambers are fully machined in the piston crowns. The crankshaft runs in 5 overlay copper-lead-lined steel shell bearings and is fitted with a torsional vibration damper. A large capacity oil pump delivers oil under pressure to crankshaft main and big-end bearings, camshaft bearings and timing chain tensioners. A full-flow oil filter is fitted. The cylinder block is integral with the crankcase and is designed to keep weight to a minimum.

**ENGINE—2000 TC.** Compression ratio 10:1; maximum B.H.P. 114 at 5,500 r.p.m. (installed); maximum torque 126 lb. ft. at 3,500 r.p.m. (installed). The cylinder head is made of aluminium alloy with a separate water heated inlet manifold. A full-flow oil filter and an oil cooler are fitted.

**FUEL SYSTEM** A 12 gallon (14 U.S. gallons) (55 litres) tank is located behind the rear seat, sealed from the car interior by a steel bulkhead and from the boot by a trimmed partition. A 1½ gallon (1½ U.S. gallons) (6 litres) reserve supply is controlled by a knob situated on the console. An A.C. mechanical petrol pump is fitted in conjunction with a single S.U. H.D.6 carburettor.

**FUEL SYSTEM—2000 TC.** Two S.U. H.D.8 carburettors are used.

**GEARBOX** Incorporates four forward speeds and reverse with synchromesh engagement on all forward gears. A central remote gear change lever is fitted. Overall gear ratios: Top 3.54:1; third 4.92:1; second 7.55:1; first 12.83:1; reverse 12.14:1.

**AUTOMATIC TRANSMISSION MODEL** The gearbox, of Type 35 Borg Warner design and manufacture with special features to Rover requirements, has a D1 drive range for normal driving together with D2 range for slow traffic conditions. The control lever is mounted on the gearbox tunnel and has an illuminated indicator plate. An oil cooler is fitted to prevent overheating of gearbox oil. Gear ratios: High 1.0:1; Intermediate 1.45:1; Low 2.39:1; Reverse 2.09:1. Torque Converter stalled ratio on Intermediate, Low and Reverse gears 2.1:1; Overall ratios: High 3.54:1; Intermediate 5.13:1; Low 8.46:1; Reverse 7.39:1.

**CLUTCH** The latest diaphragm spring type is fitted and hydraulic control is by a pendant pedal. Clutch plate diameter 8½ in. (216 mm.).

**PROPELLER SHAFT** Hardy-Spicer one-piece propeller shaft of open type.

**FINAL DRIVE** The hypoid differential is rubber-mounted on to the base unit. The final drive ratio is 3.54 to 1.

**STEERING** Adamant Marles hour glass, worm-and-roller follower type is used to give high overall efficiency. Sealed ball joints. Steering wheel diameter 17 in. Steering box ratio 20:3:1. 3½ turns lock to lock. Turning circle 31.5 ft. Steering column adjustable for rake.

**FRONT SUSPENSION** Basically a double wish-bone system but the top links are pivoted on a common axis across the car and so angled to resist weight transfer due to braking. The vehicle weight is taken through the king pins to the top links which apply it to the horizontally mounted coil springs. Sealed ball joints top and bottom. Hexagonal section anti-roll torsion bar clamped to the

top links. Control is by hydraulic telescopic shock absorbers which give efficient damping under all road and load conditions.

**REAR SUSPENSION** De Dion sliding-tube type with universally jointed, fixed length drive shafts. The De Dion assembly is located by a Watts type linkage with the coil suspension springs fitted between the forward link and the base unit. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic shock absorbers.

**BRAKES** Girling disc brakes are fitted front and rear. Mounted inboard on the final drive unit at rear. Servo assistance is provided for light pedal operation. The tunnel mounted handbrake lever mechanically operates the rear service brakes. A brake fluid level warning light is provided, which also serves as a handbrake warning light.

**WHEELS AND TYRES** Easy-clean wheels with attractive polished stainless steel trim covers. Tyres: Pirelli Cinturato (tubed) or Dunlop S.P.41 (tubeless) size 165 SR x 14.

**LIGHTING** Quad beam headlamps are mounted in the outer extremities of the radiator grille. Headlamp units are of the sealed beam type, the outer pair giving main and dipped beams, the inner pair main beam only. The combined dip and headlamp flash switch is mounted below the steering wheel on the steering column. Headlamps are switched on by a toggle switch on the switch panel, this switch, which is mastered by the sidelamp switch, has a third position, for operation of a fog lamp (optional extra). Side-lamps and flasher lamps are mounted on the front wings and, at the rear, combined stop/tail and flasher lamps are fitted; this unit also incorporates reversing lamps. There is provision for extinguishing all lamps except the offside side and tail lamps, for parking purposes. Separate reflectors, boot and number plate illumination lamps are also provided.

**HEATING AND VENTILATING SYSTEM** Fitted as standard equipment this system provides fresh air at any desired volume or temperature, all over the car interior. Air is fed to the heater from an opening below the windscreen where the intake of traffic fumes is minimized. Slots at the base of the windscreen give good air distribution for demisting and defrosting. There are additional face-level fresh air vents which can be adjusted as required.

**WINDSCREEN WIPERS AND WASHERS** Variable speed windscreen wipers are fitted. Electrically operated windscreen washers are also provided as standard equipment.

**BASIC CONSTRUCTION** The body, excepting bonnet and boot lid, is of welded steel construction. The bonnet and boot lid are made in aluminium alloy. The construction is unusual in that it makes use of a base unit carrying all the mechanical parts and providing a chassis and body skeleton, to which all skin panels are applied as separate painted units. The base unit and all exterior body panels are jig drilled and the latter are directly interchangeable in case of damage.

The underside is painted in a slipper bath and then completely coated with an anti-corrosive sealing compound. In addition, all mating body panels up to the height of 15 inches, are treated with zinc dust primer. All doors are hinged at their forward edge.

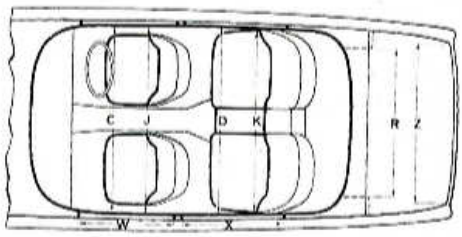
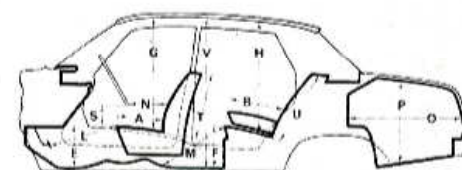
**BODY INTERIOR** The seat cushions and squabs are upholstered in prime quality hide. Individual, fully adjustable bucket seats are fitted as standard in front. The back-rest can be adjusted to any angle between upright and fully reclining. Door-pulls and arm-rests are mounted in doors. Front and rear head rests are available as an optional extra. The individual rear seats have a wide centre-folding arm-rest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: front and rear courtesy lights, operated either by opening the doors or by independent switches; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; electric clock with frontal hand-set; cigarette lighter; full width parcel shelf, front and rear; two spacious

glove boxes; provision for radio and rear extension speaker.

**BODY INTERIOR—2000 TC.** Interior equipment includes an impulse tachometer.

**OPTIONAL EQUIPMENT INCLUDES:** Electrical immersion heater for cylinder block, exhaust tailpipe finisher, floor mats, floor rugs, fog lamps, headrests for rear seats, headrests for front seats, reading light for rear passenger on front headrest, heated rear window, laminated windscreen, mat for parcel shelf, wing mirrors, mudflaps—front and rear, radio, roof rack, seat harness—front and rear, spare wheel carrier on boot lid, spot lamp, tachometer (standard on TC), towing attachment, tyre pump, wire wheels (TC only). (See price list and separate booklet for details.)

**OVERALL DIMENSIONS** Wheelbase 103.375 in. (2.63 m.); track, front 53.375 in. (1.35 m.); track, rear 52.5 in. (1.33 m.); overall length 178.5 in. (4.53 m.); overall width 66 in. (1.68 m.); overall height 55½ in. (1.40 m.); ground clearance 9.0 in. (0.228 m.).



INTERIOR DIMENSIONS

	Inches	Metres
A	Front to rear of front cushion	19 0.482
B	Front to rear of rear cushion	17½ 0.450
C	Width of body at front of front seat	55½ 1.409
D	Width of body at front of rear seat	55½ 1.416
E	Top of front cushion to floor	18½ 0.342
F	Base of rear cushion to floor	14½ 0.368
G*	Headroom—front seat	34½ 0.876
H*	Headroom—rear seat	33 0.838
J	Width of body at rear of front seat	56½ 1.428
K	Width of body at rear of rear seat	55½ 1.409
L	Front cushion to accelerator pedal	20 0.508
M	Rear cushion to footrest	21 0.533
N	Front squab to steering wheel	16½ 0.419
O	Locker depth	34 0.863
P	Locker height	26 0.660
R	Locker width (min.)	37 0.939
S	Top of front cushion to steering wheel	7 0.177
T	Front squab height	20 0.508
U	Rear squab height	23 0.584
V	Height of interior of body	46½ 1.181
W	Width of front door at waist	27 0.685
X	Width of rear door at waist	30 0.762
Z	Minimum external width of boot opening	45½ 1.149

\*With a person of average weight the headroom at the front will increase by 3 inches and at the rear by 4 inches. Measurements are taken with the seat in a central position. Total adjustment of driver's seat fore and aft is 8½ inches (5½ inches for passenger).

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# 3-LITRE SALOON AND COUPÉ SPECIFICATION

**ENGINE** Six cylinders. Bore 3.063 in. (77.8 mm.). Stroke 4.134 in. (105 mm.). Cubic capacity 183 cu. in. (2,995 cc.). Compression ratio 8.75:1. Maximum B.H.P. installed 121 at 4,800 r.p.m. (Gross B.H.P. 134 at 5,000 r.p.m.). Maximum installed torque 160 lb. ft. at 2,650 r.p.m. (Gross torque 169 lb. ft. at 1,750 r.p.m.). Cylinder block cast integrally with crankcase. Aluminium alloy cylinder head inclined on block to accommodate high efficiency combustion chamber with separate aluminium alloy inlet manifold. Overhead inlet valves and inclined side exhaust valves. Roller-type cam followers are fitted. The camshaft is driven by a double roller chain, and has a hydraulically operated automatic tensioner. Pistons are of inverted 'V' shape on the crown to conform to the special combustion chamber shape. The crankshaft runs in seven copper-lead-lined steel shell, lead tin plated bearings and is fitted with a torsional vibration damper. A large capacity oil pump delivers oil under pressure to main, big-end and camshaft bearings, and the timing chain tensioner, distributor drive shaft, cam followers and rocker gear. Each cam is separately fed and the cylinder bores are lubricated by a jet of oil from each connecting rod. A full-flow oil filter is fitted.

**FUEL SYSTEM** A 14 gallon (16.8 U.S. gallons) (63.5 litres) tank is fitted forward of the boot, sealed from the car interior by a steel bulkhead and from the boot by a trimmed partition. A 1½ gallon (1.8 U.S. gallons) (7 litres) reserve supply is controlled by a switch on the instrument panel. A dual inlet electric petrol pump is mounted alongside the tank. A lockable filler cap is provided.

**GEARBOX** (On Normal transmission model) Incorporates four forward speeds and reverse with synchromesh engagement for second, third and top gears. A central remote gear change lever is fitted. Overdrive is fitted as standard equipment. Overall gear ratios: first 14.517:1, second 8.114:1, third 5.477:1, top 4.3:1, overdrive 3.345:1, reverse 12.762:1.

**CLUTCH** Single dry plate type with spring cushion drive. Hydraulic operation by pendant pedal, over-centre spring assistance. Clutch plate diameter 10 in. (254 mm.).

**AUTOMATIC TRANSMISSION MODEL** Transmission of Type 35 Borg Warner design and manufacture incorporating special features to Rover requirements. Control mounted on steering column, with illuminated quadrant. Gear ratios: High 1.0:1, Intermediate 1.45:1, Low 2.39:1, Reverse 2.09:1. Torque Converter stalled ratio on Intermediate, Low and Reverse gears 2.25:1. Overall ratios: High 3.54:1, Intermediate 5.13:1, Low 8.46:1, Reverse 7.39:1.

**PROPELLER SHAFT** Two-piece propeller shaft with flexibly mounted centre bearing.

**REAR AXLE** Semi-floating with spiral bevel final drive. Final drive ratio is 4.3:1 on models with 4-speed gearbox and overdrive, and 3.54:1 on Automatic transmission models.

**STEERING** Worm and peg, power assisted steering with variable ratio is used to give high overall efficiency. Steering wheel diameter 17 in. (433 mm.). Turning circle 40 ft. (12.2 m.).

**FRONT SUSPENSION** Independent laminated torsion bars. All ball joints and bearings are sealed against the entry of dust and water and loss of lubricant. They need very infrequent maintenance. Rubber bushes, requiring no lubrication, are also extensively used. Control is by hydraulic telescopic shock absorbers, and an anti-roll bar is fitted.

**REAR SUSPENSION** Long, semi-elliptic springs of progressive rate attached by eccentric rubber-bushed bearings and unique rubber cushion shackles requiring no maintenance. Control by hydraulic telescopic shock absorbers.

**BRAKES** Servo assisted hydraulic brakes all round, with disc calipers at the front, and leading and trailing shoe drum brakes at the rear. Mechanical linkage handbrake operating on rear wheels is applied by pistol grip lever. A brake fluid level and handbrake warning light is provided.

**WHEELS AND TYRES** Easy-clean wheels with polished stainless steel rim covers embodying the Rover symbol. Tyres 6.70 x 15.

**LIGHTING** Headlamps, sidelamps and flasher lamps are mounted in the front wings, and at the rear, combined flasher, stop and tail lamps incorporating red reflectors are fitted. There is also a reversing light and a boot illumination light and on Coupé models a bonnet light is also provided. The headlamps for the Home Market are fitted with sealed beam light units. Export models have a sealed lens and reflector unit with prefocused bulb. The double filament in each headlamp is dipped by a pedal-operated switch which also acts as a foot-rest; a headlamp flashing switch is also fitted. A switch is provided for parking purposes at night to extinguish the two nearside sidelights leaving the two outside lights on.

**HEATING AND VENTILATING SYSTEM** Fitted as standard equipment this system provides fresh air at any desired volume or temperature all over the car interior. Air is fed to the heater from an opening below the windscreen where the intake of traffic fumes is minimized. Three slots at the base of the windscreen give good air distribution for demisting and defrosting. There are additional face-level and foot-level fresh air vents which can be adjusted as required. Installed under the rear seats is a recirculating heating system which can be independently operated and regulated by a control switch located on the transmission tunnel.

**WINDSCREEN WIPERS AND WASHERS** Variable speed windscreen wipers of the off-the-screen, self-parking type are fitted. Electrically operated windscreen washers are also provided as standard equipment.

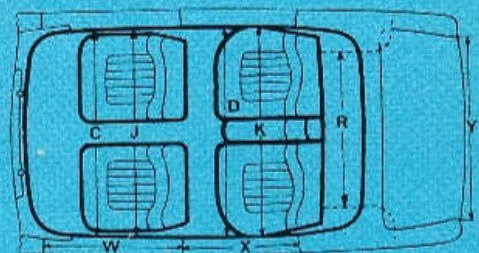
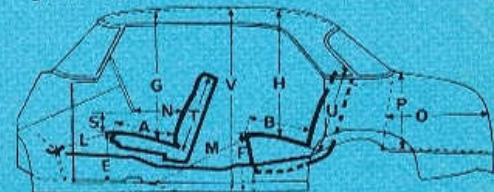
**CHASSIS UNIT** A welded steel chassis unit at the front of the car carries engine, transmission, front suspension and steering components, and is attached to the body by six rubber mountings to provide noise- and vibration-insulation. The unit gives great protective strength.

**BODY CONSTRUCTION** The body is entirely of welded steel construction. The lower half is painted in a slipper bath and there is under-floor sealing. All mating panels are treated to resist corrosion, and the whole body is thoroughly sound-proofed and sealed against the entry of dust or draughts. Bonnet and boot lid are counterbalanced by spring-loaded hinges. All doors are forward-hinged.

**BODY INTERIOR** Front and rear seat cushions and squabs are individually contoured and upholstered in prime quality hide. The front seats have armrests adjustable for height mounted on the floors and the driver's seat is fitted with a centre armrest adjustable for rake. Front seats are adjustable fore and aft and also for height and rake. The rear seats have a wide central armrest. Heavy-pile floor carpets with felt underlays are fitted. African Cherry wood is used for the facia panel and for the door garnishings. Interior equipment includes front and rear courtesy lights, operated either by opening the door or by independent switches; ashtrays fitted under front parcel shelf and in the rear side armrests. The central rear arm-rest incorporates a pull-down picnic tray. Trunk box under centre pad between rear seats. Combined tool tray and picnic tray is positioned in front, centrally installed under the parcel shelf. Electric clock housed in the facia panel on the passenger's side. Twin sun-visor; cigarette lighter; full width parcel shelf, front and rear; spacious glove box under separate lock and key, and fitted with pull-down door for map reading, etc.; provision for Radiomobile or Pye Radio; safety catches on interior rear door handles to prevent accidental opening.

**OPTIONAL EQUIPMENT INCLUDES:** Electrical immersion heater for cylinder block, exhaust tailpipe finisher, floor mats, floor rugs, fog lamp, headrests—front and rear—the rear headrests incorporate reading lights for the rear passengers, heated rear window, laminated glass windscreen, mud flaps—front and rear, radio, roof rack, seat harness—front and rear, spot lamp, towing attachment, tyre pump. The saloon model may be fitted with a bench type rear seat in place of the standard individual seats. (See price list, and separate booklet for details.)

**OVERALL DIMENSIONS** Wheelbase 110 in. (2.81 m.); track, front 55½ in. (1.41 m.); track, rear 56 in. (1.42 m.); overall length 186 in. (4.74 m.); overall width 70 in. (1.78 m.); overall height (Saloon) 61 in. (1.54 m.); overall height (Coupé) 58 in. (1.47 m.); ground clearance 6½ in. (0.16 m.).



INTERIOR DIMENSIONS

	Saloon		Coupé		
	In.	M.	In.	M.	
A	Front to rear of front cushion	19½	0.50	19½	0.50
B	Front to rear of rear cushion	19	0.48	19	0.48
C	Width of body at front of front seat	59	1.50	59	1.50
D	Width of body at front of rear seat	59	1.50	59	1.50
E	Top of front cushion to floor	32½	0.81	32½	0.81
F	Top of rear cushion to floor	15½	0.39	15½	0.39
G	Headroom—front seat	34½	0.88	32½	0.826
H	Headroom—rear seat	34½	0.88	33½	0.835
J	Width of body at rear of front seat	59	1.50	59	1.50
K	Width of body at rear of rear seat	56½	1.486	56½	1.486
L	Front cushion to accelerator pedal	20½	0.514	20½	0.514
M	Rear cushion to foot rest	24	0.61	23	0.584
N	Front squab to steering wheel	17½	0.438	17½	0.438
O	Locker depth	30	0.762	30	0.762
P	Locker height	19½	0.495	19½	0.495
R	Locker width	43	1.092	43	1.092
S	Top of front cushion to steering wheel	5½	0.133	5½	0.133
T	Front squab height	21	0.533	21	0.533
U	Rear squab height	24	0.61	25½	0.649
V	Height of interior of body	48½	1.26	47	1.194
W	Width of front door at waist	27½	0.70	28½	0.730
X	Width of rear door at waist	28½	0.72	28½	0.72
Y	Minimum external width of boot opening	48½	1.232	48½	1.232

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THE ROVER COMPANY LIMITED · SOLIHULL · WARWICKSHIRE · ENGLAND

Telephone: SHELDON 4242      Telegrams: ROVER SOLIHULL



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THE QUEEN'S AWARD TO INDUSTRY 1966