

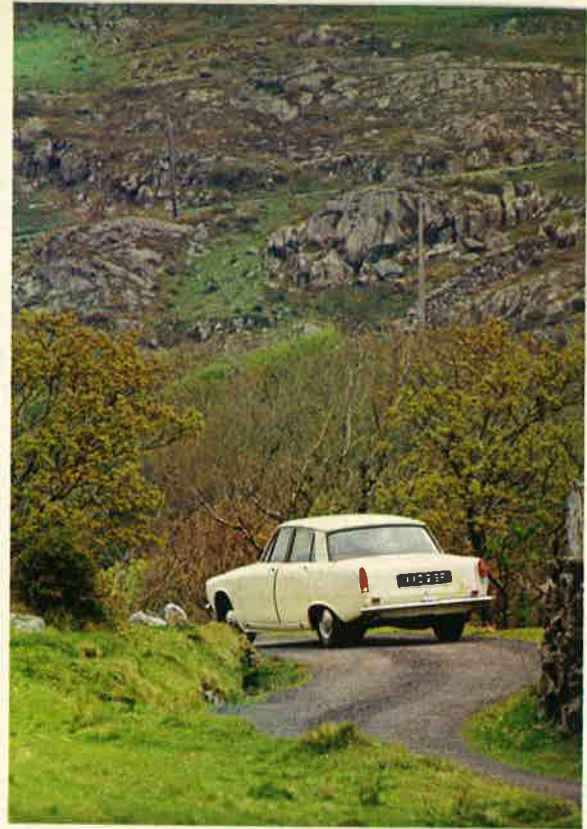
ROVER





ROVER 2000 SC

Many people may be surprised to realise that the Rover 2000 has now been with us for five years, yet its lines and overall design are as fresh as ever, it is still being quoted as the prime example of motoring safety and in its three versions is still the fastest-selling two-litre car in Britain. The original advertising slogan of 1963 stated, "The Rover 2000 Takes Motoring Years Ahead". It was true then: it remains true today.



A four-door, four-seater saloon, the 2000 has won the highest praise from press and public all over the world and is a clear example of The Rover Company's absorbing interest in better, safer road travel. The front compartment is functionally styled with everything for driver convenience. A steering wheel, adjustable for rake, and long fore and aft seat adjustment, enable drivers of different

stature to obtain just the right driving position. The seats themselves are immensely strong and specially shaped to give good lateral support, whilst the backrests have infinite adjustment between the vertical and fully-reclining positions. Unusual in modern motor cars, comfort at the back of the 2000 is equal to that at the front. Rear seats are separately moulded and, like the

front seats, are designed to give good lateral support. If the folding centre armrest is let down the easy-chair effect is complete. When the armrest is folded up, there is a softly-padded centre section between the seats affording occasional accommodation for a third person. Further comfort throughout the car is provided by the heating and ventilating systems which give an almost

unlimited variety of temperature variations. Face-level fresh air vents may be used irrespective of the car heater setting to inhibit drowsiness in winter or summer. The combination of warm feet and a cool head, for instance, will provide the right climate for safe and enjoyable motoring. Full mechanical and body specifications will be found at the back of this booklet.

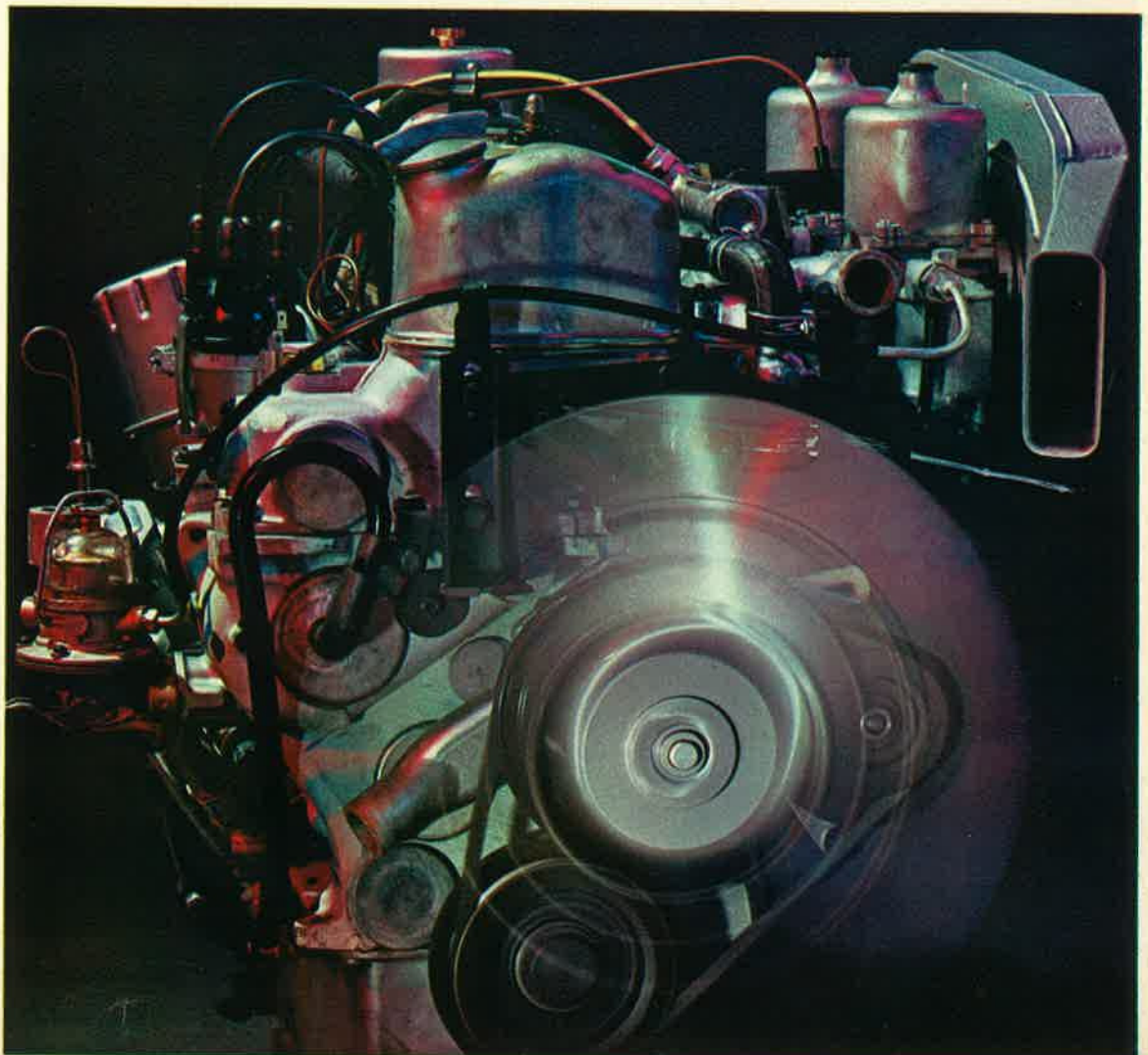


ROVER 2000 TC



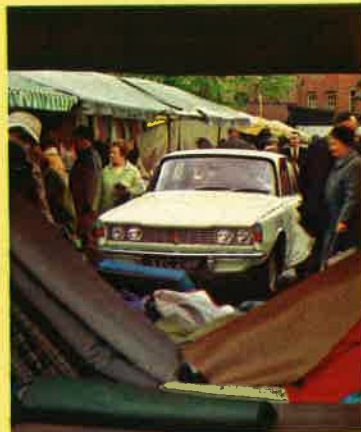
The Rover 2000 TC is the natural complement to the single carburettor 2000 SC, on which it is based, providing additional power and performance for the motoring enthusiast who requires a truly sporting saloon. Identified outwardly by the TC motif and inwardly by the inclusion of a tachometer to indicate engine revolutions, it is in all other respects identical to the SC model, illustrations of which will be found on the previous page. The initials TC refer to the twin carburettors which provide the extra power for the engine. This unit which is basically that of the 2000 SC, received much of its early testing on some of the world's most gruelling rallies and in its present form is a highly-developed, reliable source of power.

The 10:1 compression ratio engine develops 124 gross brake horse-power at 5,500 rev/min, giving a maximum speed of around 110 m.p.h., with performances in the intermediate gears to match. A 9:1 compression ratio engine is available for countries where high-octane fuels are not readily obtainable.





ROVER 2000 SC AUTOMATIC



Many motorists prefer to have their gear changing done for them and so make driving under all conditions the simplest possible operation. The 2000 SC Automatic gives these drivers the opportunity of joining the numerous thousands of others who enjoy the special Rover style of motoring.

In fact, the transmission now fitted to all Rover automatic models, including the 2000, also provides for manual gear selection when the occasion or the choice of the driver requires it. Thus, fully automatic operation is obtained by putting the selector lever in position D. In this position there is no need for any gear changing, a kick-down mechanism under the accelerator pedal providing a lower ratio, when necessary, for rapid overtaking.

If manual control is required the gear selector lever can be moved to positions 1, 2 and D or from D to 2 and 1, when the appropriate gear will be engaged and held. A restriction device prevents the engagement of first gear until road speed has been sufficiently reduced.

Here, then, is the best of both worlds; all the advantages of automatic transmission for effortless travel anywhere, including city traffic, and manual gear selection for maximum performance or to hold a particular gear.



A centrally-mounted selector lever is fitted. The appropriate gear positions are clearly labelled and illuminated at night.



ROVER THREE THOUSAND FIVE

effect, the larger engine does more than provide a more powerful version of the 2000. It gives the car a whole new character of its own. The Rover 2000 has often been described as a car you put on rather than get into, so well is it tailored to the needs of driver and passengers. The comment is equally true of the THREE THOUSAND FIVE but, in addition, it responds so very readily to the thoughts and actions of the driver it becomes almost his *alter ego*. This feeling of being at one with the car is perhaps its most striking characteristic.

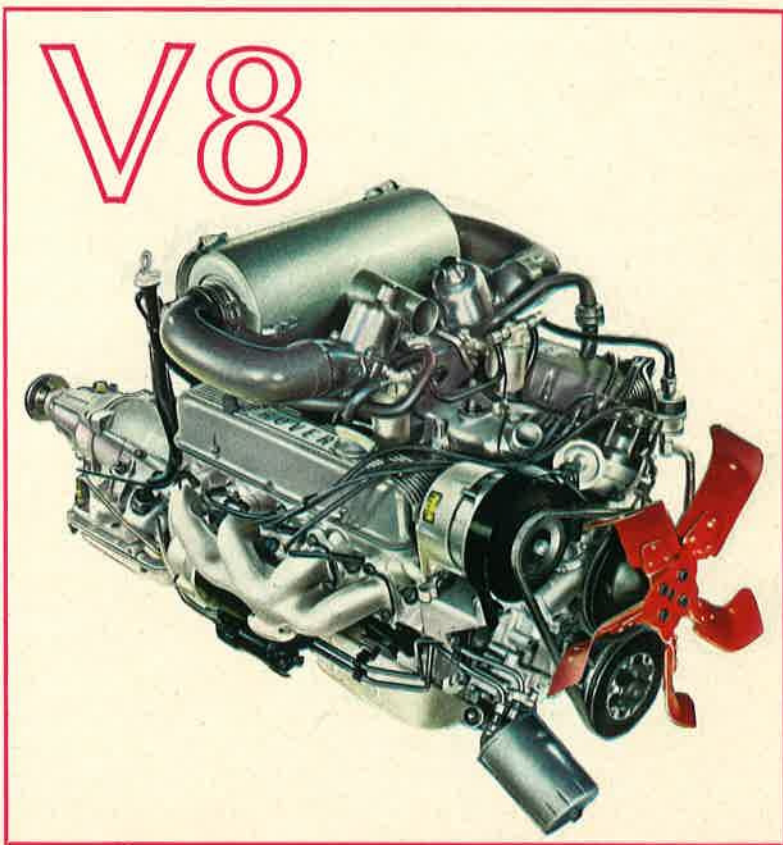
Brakes, suspension and steering have been tuned to match the thrustful performance of the THREE THOUSAND FIVE which has every feature in respect of ride, safety, stability, cornering and comfort that, in the 2000, has aroused the world's press and motoring public

alike to passionate approval. Power is supplied by an overhead-valve, all-aluminium V8 engine of 3528 cc capacity and high-performance capability. It is basically the same as the power unit of the Rover 3½ Litre models and gives the car a performance superior to many sports cars. Automatic transmission, incorporating optional manual control, is included in the standard specification. Its

operation is identical to that of the 2000 Automatic described on page 6.

A detailed specification will be found at the end of this booklet.

The THREE THOUSAND FIVE is a logical progression from the highly-successful Rover 2000 concept, bringing to it the power and performance of a three-and-a-half litre V8 engine without appreciable change or weight of fore and aft distribution. In



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ROVER

3½ LITRE

SALOON



V8



Travelling in modern traffic conditions can be a frustrating experience for ordinary motorists but within the 3½ Litre Rover one can view every situation with a degree of detached calm, insulated against the noise and bustle of the workaday world. This more relaxed outlook is largely inspired by the car's exceptional silence, the drawing room comfort of the interior as a whole and the carefully thought out appointments and accessories which provide for a high proportion of driver's and passengers' motoring needs.

The all-aluminium, V8 engine represents the very best of modern automotive engineering and as such offers a combination of power, smoothness and reliability, that would be hard to equal. Following the introduction of the 3½ Litre in 1967, the *Motor* said of the new model: "So many who regard this Rover—with its wood-panelled interior and four thick, leather armchairs—as being the finest London club on wheels, will now have to accept it as being the fastest as well." Fast it is (115 m.p.h.) with an all-round performance to match.

Transmission is automatic, incorporating optional manual control as with the other Rover automatic models. (See page 6 for fuller description).

All Rover car seats have leather where you sit and where you lean. It "breathes", is soft to the touch and very long lasting. Large, luxurious front seats have adjustments fore and aft, and for cushion height, whilst the backrests are infinitely adjustable between vertical and fully-reclining.

One of two alternative seating arrangements can be specified for the rear compartment of the Saloon. You can have two individually-moulded seats, as shown, or a single, full-width seat to accommodate three passengers. A folding centre armrest is provided with both specifications.



ROVER

3½ LITRE

COUPÉ

Below. There is separate heating for the rear compartment of the Saloon and Coupé. A conveniently-located switch, which also incorporates the speaker control when radio with front and rear speakers is fitted, can be operated independently of the main system. Vents below the seat cushions circulate warm air around passengers' feet and legs.



Above, centre. A folding centre armrest is provided for driver and front passenger. It can be adjusted for height to match the position of the adjustable door armrests.

Above. Front headrests can be supplied as an optional extra for Saloon and Coupé. A light incorporated in each allows rear passengers to read or work during an evening journey without any distraction to the driver. Rear headrests are also available for the Saloon at extra cost.



2000 SPECIFICATION

ENGINE—2000 SC and Automatic Four cylinders. Bore 3.375 in. (85.7 mm.); stroke 3.375 in. (85.7 mm.); cubic capacity 120.8 in.³ (1,978 cc.). Compression ratio 9:1; max. gross B.H.P. 99 at 5,000 rev/min; max. gross torque 121 lb. ft. at 3,600 rev/min. 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 gross B.H.P. 124 at 5,500 rev/min; maximum gross torque 132 lb. ft. at 4,000 rev/min. The cylinder head is made of aluminium alloy with a separate water heated inlet manifold. A full-flow oil filter is fitted.

FUEL SYSTEM—2000 SC and Automatic 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.S.6 carburettor.

FUEL SYSTEM—2000 TC. Two S.U. H.S.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 Type 35 Borg Warner design and manufacture incorporating special features to Rover requirements. Provides fully automatic transmission and alternative manual control for intermediate and low gears. 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 wishbone 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 swivel pillars to the top links which apply it to the horizontally mounted coil springs. The steering connections have 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 links 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, bridged (tubeless) or Dunlop S.P. 41 (tubeless) size 165 SR×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, with tell tales, 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, throughout 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, and have anti-burst locks.

BODY INTERIOR The seat cushions and squabs are faced 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: centre courtesy light, operated either by opening the doors or by an independent switch; 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.

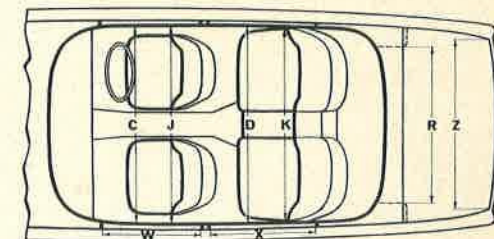
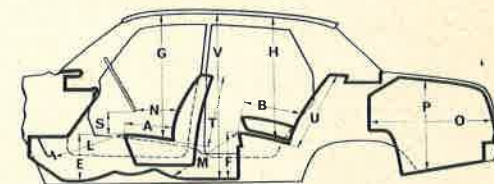
BODY INTERIOR—2000 TC. Interior equipment includes an impulse tachometer.

COLOURS AND TRIMS

Exterior Colour	Interior Trim Colour
Rover White	Toledo Red, Sandalwood, Ebony
Burnt Grey	Toledo Red, Sandalwood, Buckskin
April Yellow	Buckskin, Ebony
Brigade Red	Toledo Red, Sandalwood, Buckskin, Ebony
Zircon Blue	Sandalwood, Buckskin, Ebony
Arden Green	Sandalwood, Buckskin, Ebony
Tobacco Leaf	Sandalwood, Buckskin, Ebony
Corsica Blue	Sandalwood, Buckskin, Ebony

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 passengers 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 6 in. (0.15 m.); boot capacity 16.25 ft.³ (0.46 m.³); kerb weight with 5 gallons (22.75 litres) of petrol 2000 SC.—2770 lb. (1256 kg.) 2000 Automatic—2793 lb. (1267 kg.) 2000 TC.—2827 lb. (1282 kg.)



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	13½	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 ins. for passenger).

THREE THOUSAND FIVE SPECIFICATION

ENGINE An O.H.V. all aluminium lightweight high performance V.8. Bore 3.5 in. (88.9 mm.). Stroke 2.8 in. (71.12 mm.). Cubic capacity 215 cubic inches (3,528 cc.). 10.5:1 compression ratio. Max. gross B.H.P. 184 at 5,200 rev./min. Max. gross torque 226 lb. ft. (31.1 kgm.) at 3,000 rev./min. Aluminium alloy cylinder block with inserted iron liners, cast integrally with stiff short crankcase. Aluminium alloy cylinder heads with an in-line valve arrangement providing a high degree of breathing efficiency. The engine is fitted with a separate aluminium alloy inlet manifold which carries two S.U. carburettors. Self adjusting hydraulic tappets are fitted. The pistons are a special lightweight full skirt design incorporating a shallow circular depression in the crown. The counter-weighted crankshaft runs in five overlay plated copper/lead lined steel shell bearings and is fitted with a torsional vibration damper. A gear oil pump delivers oil under pressure to the main, big end, and camshaft bearings, the hydraulic tappets, distributor drive shaft and rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full flow oil filter is fitted. The crankcase is fitted with a positive sealed ventilation system controlled by the carburettors. An alternator is standard.

FUEL SYSTEM A 15 gallon (18 U.S. gallons) (68 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. gallon) (6 litres) reserve supply is controlled by a knob situated on the console. An A.C. mechanical petrol pump is fitted in conjunction with two S.U. carburettors.

AUTOMATIC TRANSMISSION Type 35 Borg Warner design and manufacture incorporating special features to Rover requirements. Provides fully automatic transmission and alternative manual control for intermediate and low gears. The control lever is mounted on the central console and has an illuminated indicator plate. A transmission oil cooler is fitted in the radiator. The oil filter and dip stick are located in the engine compartment. Gear ratios: Low 2.39:1. Intermediate 1.45:1. High 1.0:1. Reverse 2.09:1. Torque converter stalled ratio 2.1:1. Overall ratios: Low 7.36:1. Intermediate 4.47:1. High 3.08:1. Reverse 6.43:1.

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 3.08 to 1.

STEERING Burman recirculating ball, worm and nut type, having a variable ratio is used. Sealed ball joints. Steering wheel diameter 17 in. (0.43 m.). Steering box ratio 21.5:1 straight ahead, 26:1 full lock. Turning circle 31.5 ft. (9.6 m.). 4.5 turns lock to lock. Steering column adjustable for rake.

FRONT SUSPENSION Basically a double wishbone 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 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 links and the base unit. Rubber mounted rear cross-member. 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 at rear. Servo assistance is provided for easy pedal operation. The handbrake operates the rear footbrake caliper pads which are connected through

an enclosed cable linkage to the pull up lever which is mounted on the transmission tunnel. A brake fluid level warning light is provided which also serves as a hand-brake warning light.

WHEELS AND TYRES Easy clean wheels with attractive polished stainless steel trim covers. Tyres: Avon radial, tubeless, size 185HR 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). Sidelamps and flasher lamps are mounted on the front wings. At the rear combined tail, stop and flasher lamps are fitted, this unit also incorporates a reversing lamp. 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, throughout the car interior. Air is fed to the heater from an opening below the windscreen where the intake of traffic fumes is minimised. Numerous 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 surfaces where joints are spot-welded are treated up to a height of 15 inches with zinc dust primer. All doors are hinged at their forward edge and fitted with anti-burst locks.

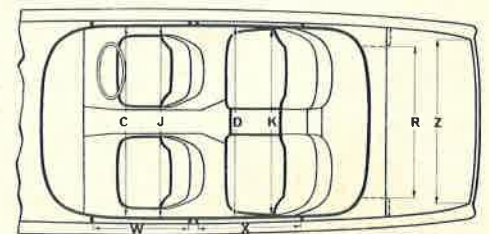
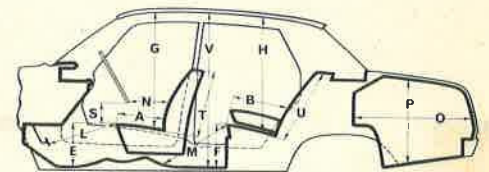
BODY INTERIOR The seat cushions and squabs are faced in prime quality hide. Individual, fully adjustable bucket seats, are fitted as standard in front. The backrests can be adjusted to any angle between upright and fully reclining. Door pulls and armrests are mounted in doors. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: interior roof light, operated either by opening the doors or by an independent switch; 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 with non-slip rubber mat; two spacious glove boxes; provision for radio and rear extension speaker.

OPTIONAL EQUIPMENT INCLUDES: floor mats, floor rugs, fog lamp, front seats with headrests and headrests for rear seats, laminated windscreen, wing mirrors, mudflaps—front and rear, radio, roof rack, spare wheel carrier on boot lid, spot lamp, tachometer, towing attachment. (See price list for full details).

COLOURS AND TRIMS

Exterior Colour	Interior Trim Colour
Rover White	Toledo Red, Sandalwood, Ebony
Burnt Grey	Toledo Red, Sandalwood, Buckskin
April Yellow	Buckskin, Ebony
Brigade Red	Toledo Red, Sandalwood, Buckskin, Ebony
Zircon Blue	Sandalwood, Buckskin, Ebony
Arden Green	Sandalwood, Buckskin, Ebony
Tobacco Leaf	Sandalwood, Buckskin, Ebony
Corsica Blue	Sandalwood, Buckskin, Ebony

OVERALL DIMENSIONS Wheelbase 103.375 in. (2.63 m.); track, front 53.375 in. (1.35 m.); track, rear 51.75 in. (1.31 m.); overall length 179.75 in. (4.56 m.); overall width 66 in. (1.68 m.); overall height 55.75 in. (1.42 m.); ground clearance 6.13 in. (0.16 m.). Boot capacity 16½ ft.³ (0.45 m.³); Weight with 5 gallons (6 U.S. gallons) (19 litres) petrol, 2862 lb. (1298 kg.).



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	13½	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 foot rest	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 (0.076 m.) and at the rear by 4 inches (0.1 m.). Measurements are taken with the seat in central position. Total adjustment of driver's seat fore and aft is 8½ inches (0.219 m.); 5½ inches (0.143 m.) for passenger.

3½ LITRE SPECIFICATION

ENGINE An O.H.V. all aluminium lightweight high performance V.8. Bore 3.5 in. (88.9 mm.). Stroke 2.8 in. (71.12 mm.). Cubic capacity 215 cubic inches (3,528 cc.). 10.5:1 compression ratio. Max. gross B.H.P. 184 at 5,200 rev/min. Max. gross torque 226 lb. ft. at 3,000 rev/min. Aluminium alloy cylinder block with inserted iron liners, cast integrally with stiff short crankcase. Aluminium alloy cylinder heads with an in-line valve arrangement providing a high degree of breathing efficiency. The engine is fitted with a separate aluminium alloy inlet manifold which carries two S.U. carburettors. Self adjusting hydraulic tappets are fitted. The pistons are a special lightweight full skirt design incorporating a shallow circular depression in the crown. The counter-weighted crankshaft runs in five overlay plated copper/lead lined steel shell bearings and is fitted with a torsional vibration damper. A gear oil pump delivers oil under pressure to the main, big end, and camshaft bearings, the hydraulic tappets, distributor drive shaft and rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full flow oil filter is fitted. The crankcase is fitted with a positive sealed ventilation system controlled by the carburettors. A 45 amp. alternator 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, and an anti-spill tank breather system is incorporated. A 1.5 gallon (1.8 U.S. gallons—7 litres) reserve supply is controlled by a knob beneath the parcel shelf. The filler cap is lockable. Fuel is delivered to two carburettors through a disposable paper element filter by a mechanical pump operated by the engine camshaft and there is a fuel spill return pipe to petrol tank, to reduce the possibility of a vapour lock.

AUTOMATIC TRANSMISSION Type 35 Borg Warner design and manufacture incorporating special features to Rover requirements. Provides fully automatic transmission and alternative manual control for intermediate and low gears. The control lever is mounted on the central console and has an illuminated indicator plate. A transmission oil cooler is fitted in the radiator. The oil filler and dip stick are located in the engine compartment. Gear ratios: Low 2.39:1. Intermediate 1.45:1. High 1.0:1. Reverse 2.09:1. Torque converter stalled ratio 2.1:1. Overall ratios: Low 8.46:1. Intermediate 5.13:1. High 3.54:1. 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 3.54:1.

STEERING Worm and peg, power assisted steering with variable ratio is used to give high overall efficiency. Steering wheel diameter 17 in. (0.43 m.). Turning circle 40 ft. (12.19 m.).

FRONT SUSPENSION Independent, with laminated torsion bars. All ball joints and bearings are sealed against the entry of dust and water and loss of lubricant, and require no 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 5J x 15 'Rostyle' pressed steel wheels, chromium plated with matt black wheel nut pockets, centre badge and retainer. 6-70 in. x 15 in. Dunlop RS5 or Avon Turbospeed tyres.

LIGHTING Headlamps, fog lamps, 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. Repeater flashers are fitted to

body side mouldings. There is a reversing light, boot illumination light and on Coupé models an under-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 pre-focus bulb. A double filament in each headlamp is dipped by a pedal-operated switch which also acts as a footrest. A headlamp flashing switch is fitted and the side lamp switch has a position for parking purposes at night, extinguishing the two nearside sidelights, leaving the two offside 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 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 insulation from noise and vibration. 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 and draughts. Bonnet and boot lid are counter-balanced by spring-loaded hinges. All doors are forward-hinged.

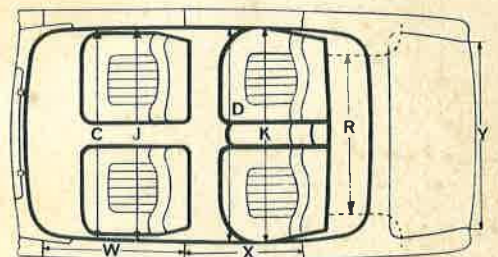
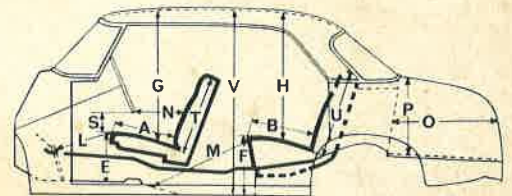
BODY INTERIOR Front and rear seat cushions and squabs are individually contoured and faced in prime quality hide. The front seats have armrests adjustable for height mounted on the doors and the driver's seat is fitted with a centre armrest adjustable for rake. Front seats are adjustable fore and aft and also for height and rake. The rear seats have a wide central armrest and pillar pulls are fitted to the Saloon model. Heavy-pile floor carpets with felt underlays are fitted. African Walnut is used for the fascia panel and for the door garnishings. Interior equipment includes front and rear courtesy lights operated either by opening the door or by independent switches.

The console unit with gear lever finisher incorporates an ash tray and cigar lighter, trinket tray, leather trimmed switch panel with fog lamp switch and provision for extra switches (e.g. heated backlight). In the Saloon model ashtrays are also fitted in the rear door armrests and the central rear armrest incorporates a pull-down picnic tray and a trinket box under centre pad between rear seats. The Coupé has a rear central ash tray and cigar lighter. A combined tool tray and picnic tray is positioned in front, centrally installed under the parcel shelf. Electric clock housed in the fascia panel on the passenger's side. Twin sun-visors, full width parcel shelf front and rear, spacious glove-box, with separate lock and key, fitted with pull-down door for map reading, etc., provision for Radiomobile radio; safety catches on interior rear door handles to prevent accidental opening. Heated rear window (optional extra). A laminated glass windscreen can be supplied as an optional extra in place of the zone toughened glass screen normally fitted. Front and rear headrests can also be supplied as an optional extra. The front headrests incorporate reading lights for the rear passengers. The Saloon model may be fitted with a bench-type rear seat in place of the standard individual seats.

OVERALL DIMENSIONS Wheelbase 110½ in. (2.81 m.); track, front 56½ in. (1.43 m.); track, rear 56½ in. (1.44 m.); overall length 187 in. (4.75 m.); overall width 70½ 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.). Kerb weight with 5 gallons of petrol: Saloon 3498 lbs. (1586.7 kilos.) Coupé 3479 lbs. (1578 kilos.)

COLOURS AND TRIMS

Exterior Colour	Trims Available	Two-Tone Combinations—Coupé only	
		Roof	Body
Rover White	Mulberry, Saddle Tan, Ebony	Burnt Grey	Rover White
Arden Green	Saddle Tan, Buckskin	Silver Birch	Arden Green
Zircon Blue	Saddle Tan, Buckskin	Silver Birch	Zircon Blue
Admiralty Blue	Mulberry, Saddle Tan, Buckskin	Silver Birch	Admiralty Blue
Bordeaux Red	Mulberry, Saddle Tan, Buckskin, Ebony	Silver Birch	Bordeaux Red
Silver Birch	Mulberry, Saddle Tan, Ebony	Burnt Grey	Silver Birch
Burnt Grey	Mulberry, Saddle Tan, Buckskin, Ebony	Silver Birch	Burnt Grey



INTERIOR DIMENSIONS—SALOON AND COUPÉ

	Inches		Metres	
	Saloon	Coupé	Saloon	Coupé
A Front to rear of front cushion	19½	19½	.495	.495
B Front to rear of rear cushion	19	19	.493	.493
C Width of body at front of front seat	59	59	1.499	1.499
D Width of body at front of rear seat	59	59	1.499	1.499
E Top of front cushion to floor	12½	12½	.311	.311
F Top of rear cushion to floor	15½	13½	.387	.349
G Headroom front seat	34½	32½	.876	.826
H Headroom rear seat	34½	33½	.876	.835
J Width of body at rear of front seat	59	59	1.499	1.499
K Width of body at rear of rear seat	58½	58½	1.486	1.486
L Front cushion to accelerator pedal	20½	20½	.514	.514
M Rear cushion to footrest	24	23	.610	.584
N Front squab to steering wheel	17½	17½	.438	.438
O Locker depth	30	30	.762	.762
P Locker height	19½	19½	.495	.495
R Locker width	43	43	1.092	1.092
S Front of front cushion to steering wheel	5½	5½	.133	.133
T Front squab height	21	21	.533	.533
U Rear squab height	24	25½	.610	.648
V Height of interior of body	49½	47	1.264	1.194
W Width of front door at waist	27½	28½	.699	.730
X Width of rear door at waist	28½	28½	.724	.724
Y Minimum external width of boot opening	48½	48½	1.232	1.232

Note All dimensions taken with front seats in central position (total adjustment of seat fore and aft is 8½ ins.) and height adjustment mechanism lowest position (total rise and fall movement is 2 ins.). All dimensions taken with uncompressed cushions.

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THE QUEEN'S AWARD TO INDUSTRY 1966

GRENVILLE MOTORS LIMITED

Effective at Sydney on and after August 22, 1968

ROVER 2000 AUTOMATIC SALOON

with powered disc brakes front and rear, De-Dion rear axle and all equipment as listed in specification, together with front and rear rubber faced overiders, 2 front lap sash seat belts and roll up reels - including Sales Tax

\$ 5040.00

ROVER 2000 T.C. SALOON

with fully synchromesh manual transmission, powered disc brakes front and rear, De-Dion rear axle and all equipment as listed in specification, together with front and rear rubber faced overiders and tachometer, 2 front lap sash seat belts and roll up reels - including Sales Tax

\$ 4917.00

ROVER 2000 T.C. SALOON WITH SPECIAL FEATURES

with fully synchromesh manual transmission, powered disc brakes front and rear, De-Dion rear axle and all equipment as listed in specification, together with wire wheels, wooden simulated steering wheel, gear knob, stainless steel strip along waistline of car, spare wheel carrier on boot lid, front and rear rubber faced overiders and tachometer, 2 front lap sash seat belts and roll up reels - including Sales Tax

\$ 5284.00

ROVER 2000 S.C. SALOON

with fully synchromesh manual transmission, powered disc brakes front and rear, De-Dion rear axle and equipment as listed in specification, together with 2 front lap sash seat belts and roll up reels - including Sales Tax

\$ 4695.00

ROVER 3.5 LITRE V/8 AUTOMATIC SALOON

with powered disc brakes (front wheels) power steering, fully adjustable front seats, 2 front lap sash seat belts and roll up reels, all equipment as listed in specification - including Sales Tax

\$ 7370.00

ROVER 3.5 LITRE V/8 AUTOMATIC 4 DOOR COUPE

with powered disc brakes (front wheels) power steering, fully adjustable front seats, white wall tyres, 2 front lap sash seat belts and roll up reels and all equipment as listed in specification - including Sales Tax

\$ 7570.00

Refrigerated Air Conditioning

All 2000 and 3.5 V/8 Models including Sales Tax

\$ 589.00

ALL PRICES SUBJECT TO VARIATION WITHOUT NOTICE

3500 v/8 . \$ 6020.00