ROVER 2000

ROVER ENGINEERING TAKES MOTORING YEARS AHEAD

This is the ROVER 2000, a completely new light saloon which introduces an entirely fresh concept of motoring. It is a Rover product throughout, embodying the best in well-proved techniques and including many interesting new ones. It has been shaped by Rover stylists, planned to the innermost detail by Rover designers and engineered by Rover craftsmen to the highest Rover standards. It is fast, comfortable, surprisingly economical in fuel and servicing, immensely strong, and has astonishing handling, ride and roadholding qualities — it is probably one of the safest cars ever to be produced.

Yes, the ROVER 2000 is a true motorist's car and, both inside and out, is years ahead.

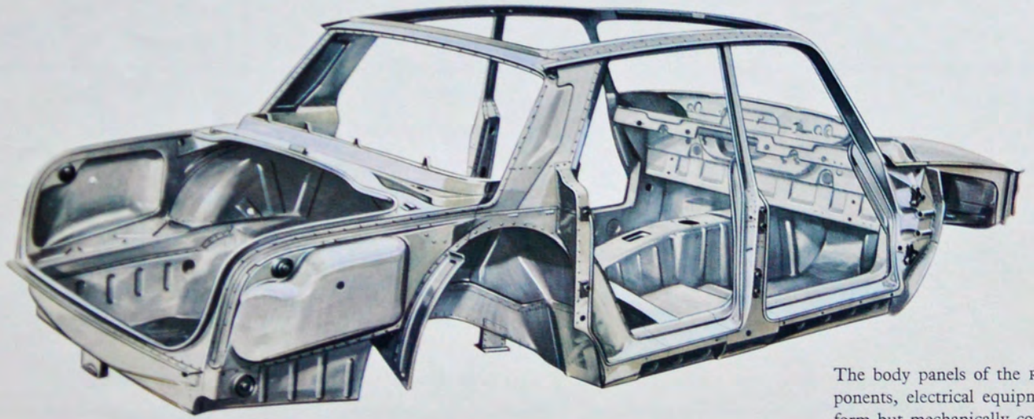
ROVER 2000

The Rover Company has been building fine, successful cars for nearly sixty years. Its foundations, which are now firmer than ever, were built on craftsmanship and real value for money. Today, in an age of automatic machines and fast-flow production, the Company still maintains its traditional outlook insisting on the rigorous inspection of materials and finished parts and the thorough testing of *every* completed vehicle.

It is against this background of careful endeavour and unhurried pride that the ROVER 2000 has been produced. A four-door, four-seater saloon of an entirely new design, it has fresh simplicity of line that gives an elegant appearance with excellent vision and high aerodynamic efficiency. It is low and compact yet characteristically Rover in refinement, finish and attention to detail. In its construction it combines light weight (24 cwt.) and great strength while the small turning circle of 31½ feet makes manœuvring unusually easy.

Power is provided by a four-cylinder engine of robust single overhead camshaft design which develops 90 b.h.p. (installed) at 5,000 r.p.m. This excellent power output is combined with extreme economy of operation, fuel figures over 30 m.p.g. being readily obtainable without special effort.

The ROVER 2000 is an exciting car to drive with its brisk performance, cruising speeds in the upper nineties, high safety factor and a grip on the road that is quite unshakeable.



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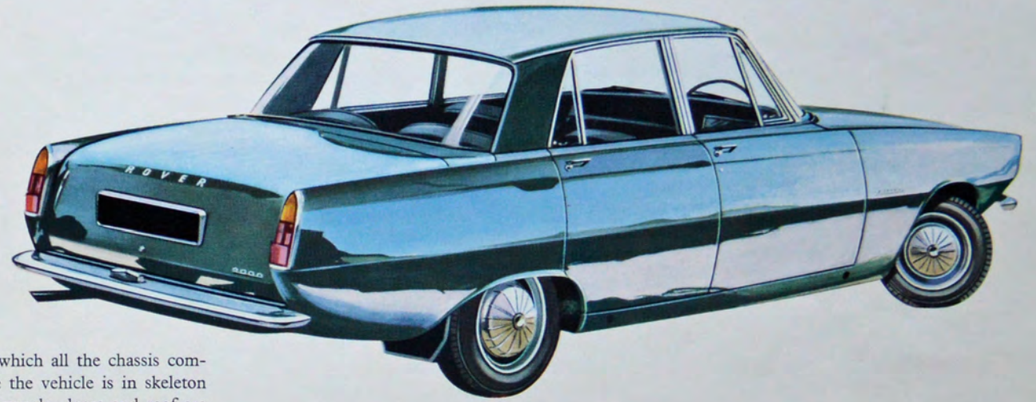


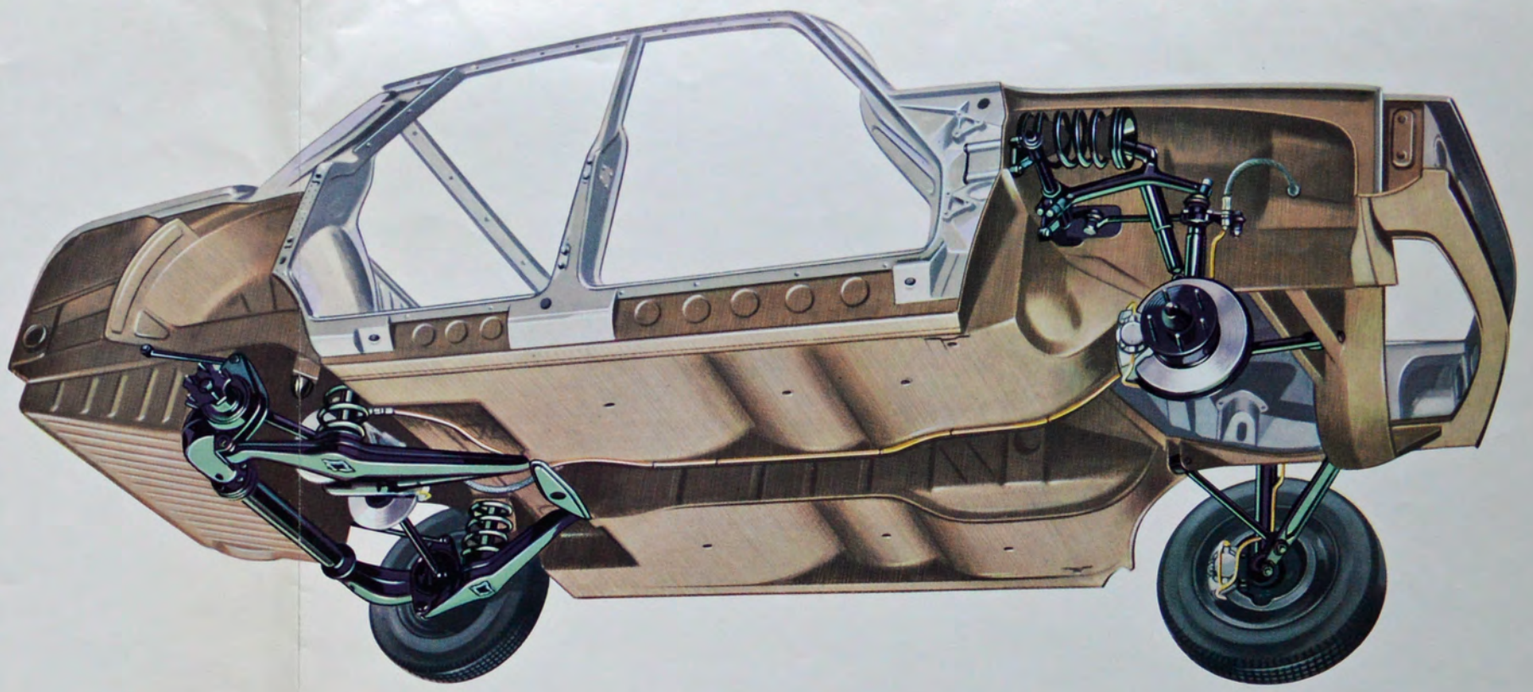
The body panels of the ROVER 2000 are assembled round a base unit on to which all the chassis components, electrical equipment and ancillaries are first mounted. At this stage the vehicle is in skeleton form but mechanically complete. It is then driven and tested. The individual panels, doors and roof are then attached to the structure as separate items.

All base units and body panels are carefully aligned and then jig-drilled, allowing no possible variation in the location of attachment points. Consequently, replacement of any panel damaged through accident is quick, precise and perfectly straightforward. Being already finished and painted the repair job is complete as soon as a panel is fitted.

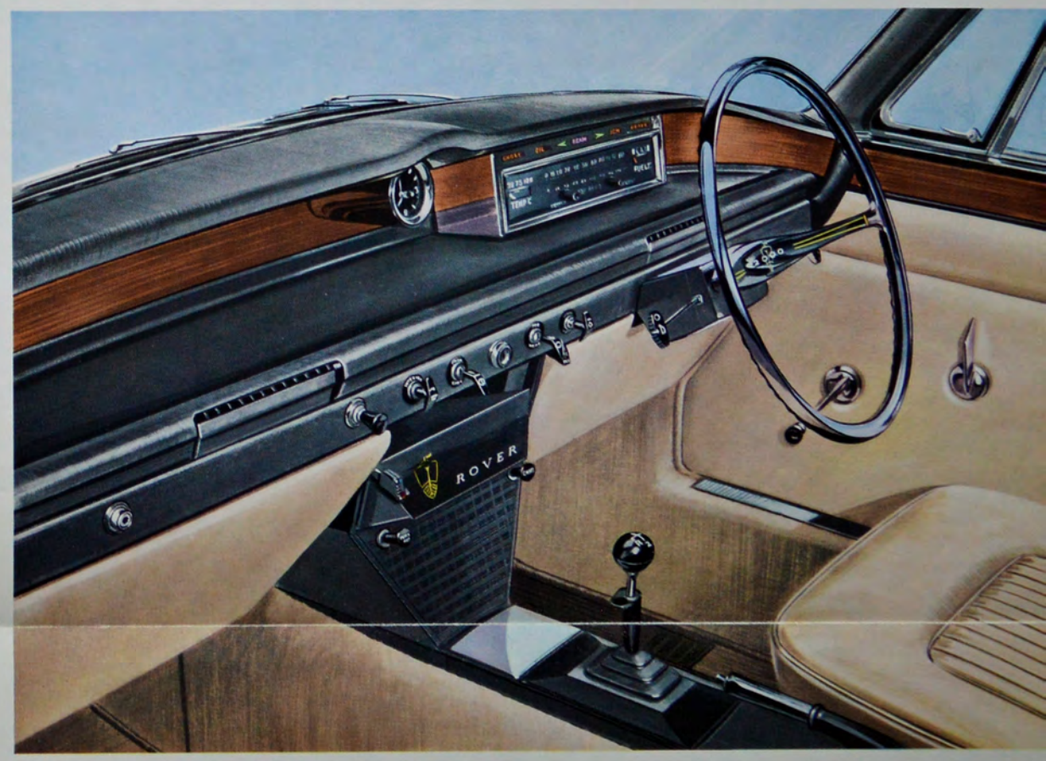
The base unit construction of the 2000 combines light weight and great strength. The box-section steel bulkhead between engine and passenger compartments is particularly robust and it is this rigid section that takes, through coil springs, the stresses and reactions of the independent front suspension units. The suspension system itself is extremely effective in its ride and road-holding characteristics.

Rear suspension is by De Dion sliding tube type, specially developed by Rover engineers for the 2000. It shares with the beam axle the advantage that the rear wheels always remain parallel but not the disadvantage of excessive unsprung weight. It also gives the smooth and stable ride of independent rear suspension without the disadvantage of wheel misalignment and consequent heavy tyre 'scrub'.

The differential casing is bolted up to a subframe on the base unit itself, with the result of further reducing unsprung weight. The combined effect of construction and suspension is to give the ROVER 2000 roadholding and fast cornering qualities that are phenomenal and need to be tried to be believed.



YEARS AHEAD IN SUSPENSION AND ROADHOLDING



YEARS AHEAD IN PERFORMANCE AND ECONOMY

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In planning the driving compartment of the 2000, Rover designers have combined the practical with the æsthetic. The facia is finished in African Walnut grain and instruments are grouped in a single rectangular panel, clearly visible through the two-spoke steering wheel. All switches are placed in a row on the facia rail. They are recognisable by symbol, name, shape and movement. A wide, readily accessible shelf is suitable for gloves, lady's handbag or any other item that requires a convenient resting place. Controls for the highly efficient heating system are centrally located and easily operated. Extra fresh air vents are set into the rail in front of driver and passenger with an adjustable flap to direct cool air to any desired level and a control to regulate the quantity of air entering the car.
The short remote-control gear lever fits the hand naturally and encourages full use of the car's four-speed, all-synchromesh gearbox.

The ROVER 2000 offers a high degree of luxury. At the rear, passengers sit in two well-formed individual seats designed specifically to ensure exceptional comfort and lateral support for fast touring. Side armrests on the doors and a folding centre armrest complete the easy-chair effect. When the centre armrest is folded up a padded portion between the seats affords accommodation for an occasional third person.
Front seats are also particularly designed for high-speed comfort and effective lateral support during the rapid cornering of which the car is capable. There is ample fore and aft adjustment for drivers of every stature, while the backrests can be adjusted to and locked in any position from the vertical to the fully reclining. A special headrest will be available as an optional extra.
The steering wheel may be adjusted for rake to enable any driver to adopt the position that suits him best.
Fittings and appointments generally are to the accepted Rover standard.

YEARS AHEAD IN SAFETY AND COMFORT

GENERAL SPECIFICATIONS

ENGINE Four cylinders. Bore 3·375 in. (85·7 mm.); stroke 3·375 in. (85·7 mm.); cubic capacity 120·8 cu. ins. (1,978 cc.). Compression ratio 9:1; maximum B.H.P. 90 @ 5,000 r.p.m. (installed); 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.

FUEL SYSTEM A 12·8 gallon (15·4 U.S. gallons) (58 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 1·3 gallon (1·56 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. carburettor.

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.

CLUTCH The latest diaphragm spring type is fitted and hydraulic control is by a pendant pedal. Clutch plate diameter 8¼ ins. (0·216 m.).

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. 3¼ 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 king pins to the top links which apply it to the horizontally mounted coil springs. Sealed ball joints top and bottom. Square 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 Dunlop disc brakes are fitted front and rear; mounted inboard at rear. Handbrake consists of separate clamps mounted on the footbrake calipers and operating on rear discs. The clamps are connected through a mechanical 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 handbrake warning light.

WHEELS AND TYRES Easy-clean wheels with attractive polished stainless steel trim covers. Tyres: Pirelli Cinturato (tubed) or Dunlop S.P. tubeless, size 165 x 14 and 6·50 x 14 respectively.

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 and, at the rear, combined stop/tail and flasher lamps are fitted; this unit also incorporates reflectors. There is provision for extinguishing all lamps except the offside side and tail lamps, for parking purposes. Separate reversing, 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 a height of 15 inches, are treated with zinc dust primer. All doors are hinged at their forward edge.

BODY INTERIOR Upholstery is in prime quality hide. Individual, fully adjustable bucket seats are fitted as standard in front. The backrest can be adjusted to any angle between upright and fully reclining. Door pulls and armrests are mounted in doors.

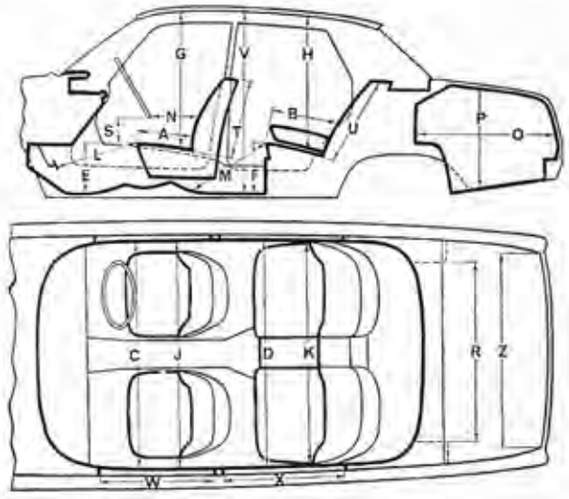
The individual rear seats have a wide centre-folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Walnut grain is used for the facia panel and for door garnishings. Interior equipment includes: front and rear courtesy lights, operated either by opening the doors or by independent switches; ashtrays on transmission tunnel; two 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. Provision is made for fitting safety harness for both front and rear passengers.

OPTIONAL EXTRAS Safety harness, Continental sunshine roof, streamlined roof rack, laminated glass windscreen in place of toughened glass screen normally fitted, rear heated backlight, radio.

COLOURS Bodywork: Copperleaf Red, Wedgwood Blue, Willow Green, City Grey and White.

Upholstery: Available in the following colours: Biscuit, Tan, Grey, Red and Black. See colour guide for applicability to exterior colours.

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. (1·66 m.); overall height 54·75 in. (1·39 m.); ground clearance 8·5 in. (0·216 m.).



INTERIOR DIMENSIONS

		Inches	Metres
A	Front to rear of front cushion	19	0·482
B	Front to rear of rear cushion	17¾	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	56¼	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	45¼	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 seat in central position. Total adjustment of seat fore and aft is 8¼ inches.

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