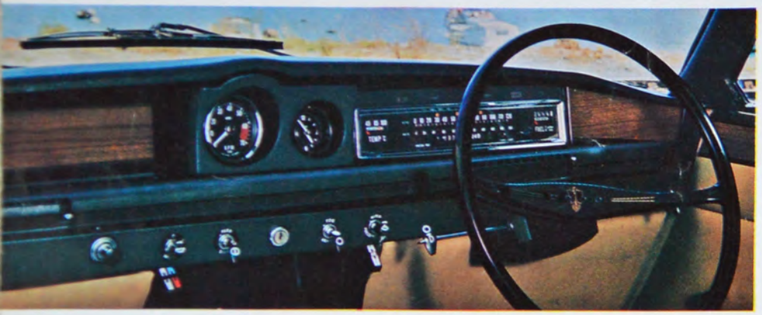
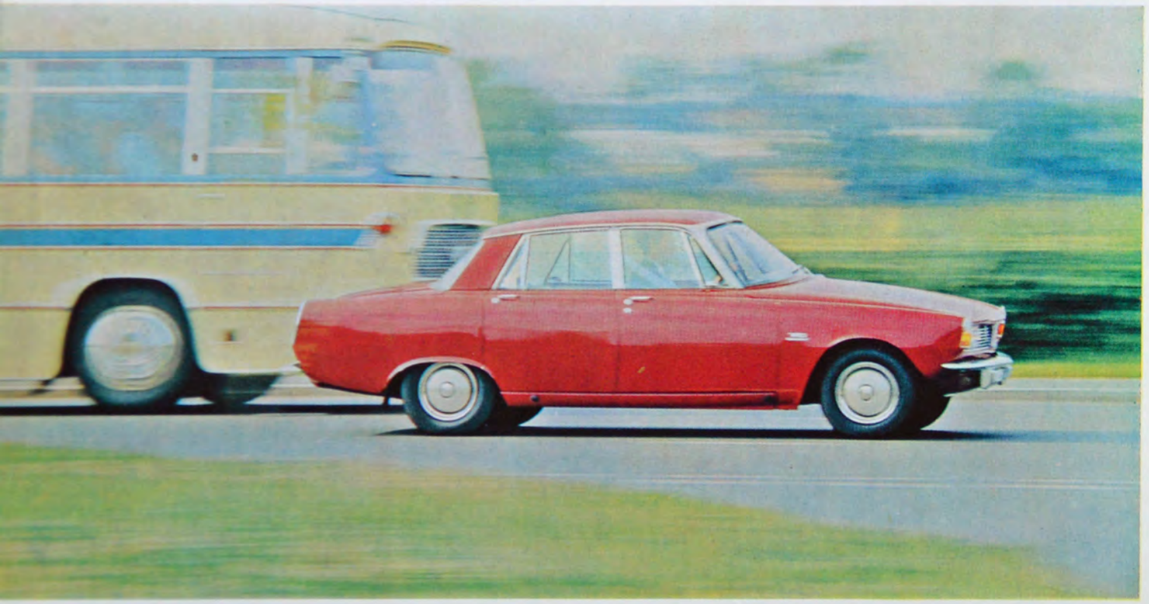
ROVER 2000

Bumper over-riders and spot lamps optional extra.

ROVER TC 2000

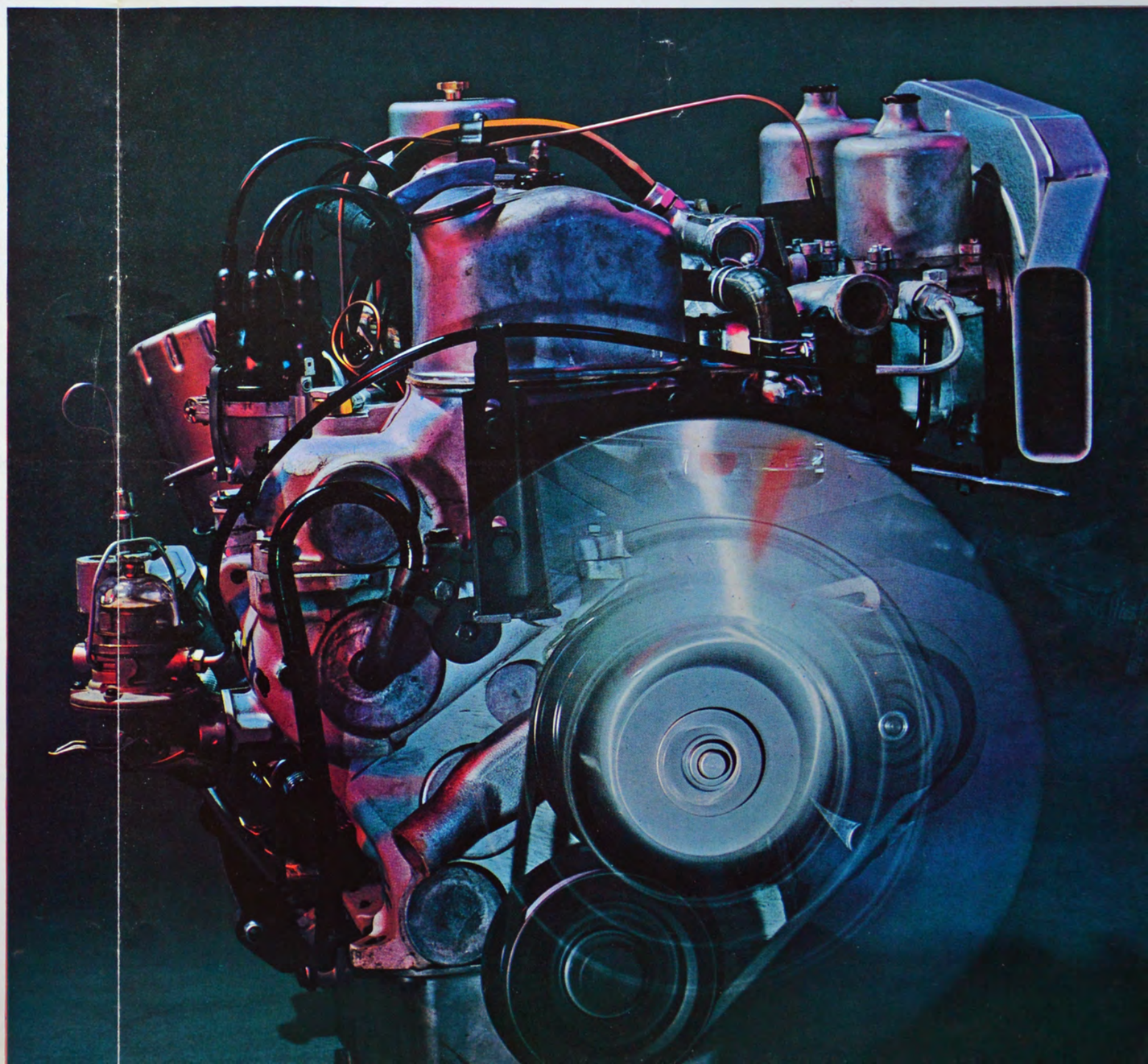




Introduced into the United States and Europe early in 1966, the Rover 2000 TC is now available in the United Kingdom and other countries. It is the natural complement to the 2000, on which it is based, providing additional power and performance for the enthusiast who requires a truly sporting saloon. 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 2000 as shown overleaf.

The initials TC refer to the twin carburettors which provide the extra power for the engine (right). This unit, which is basically that of the 2000, has the advantage of four years' owner operation behind it and is a highly-developed, reliable source of potent power.

The 10:1 compression ratio version develops 124 brake horsepower at 5,500 rev./min. (gross) 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 used for countries where high octane fuels are not readily available.



ROVER 2000

To some the ideal car is one that answers the controls sweetly, corners quickly and gives a fast, road-hugging performance. To others it is a capsule in which four people can sit securely and travel in physical and mental comfort, insulated from noise and cushioned against injury. To many it is a sleek, well-groomed charmer that will add piquancy to any motoring scene; a status symbol in business and a valued possession socially.

The perfect motor car has yet to be built because it is not possible to satisfy everybody's individual requirements. In the meantime the Rover 2000 has shown that it appeals to a very wide range of tastes. It possesses all the attributes mentioned above as well as many hidden virtues. So far, it has won the 'Car of the Year' award, Gold Medals for coachwork and the AA Gold Medal for safety. It has also been given the finest, most prolonged 'Press' by experienced and unbiased motoring journalists that almost anyone can remember.

Most modern motor cars are efficient machines doing the job for which they are built. Economy or performance or luxury may each be found in varying degrees in the various stages of the price range. With the 2000, The Rover Company have produced an entirely new concept in which economy, performance and luxury, plus a very high safety factor, have been designed into an integrated 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.

Two new models have now been added to the Rover 2000 range; the high-performance 2000 TC and the 2000 Automatic. They will undoubtedly bring even more adherents to the very special style of motoring that Rovers have always provided.

The driving compartment of the 2000 (right) is functionally and simply styled with everything for driver convenience, comfort and safety. Instruments, indicator lights and ribbon-type speedometer are integrated in a single rectangular panel which is positioned for easy reference through the two-spoke steering wheel.

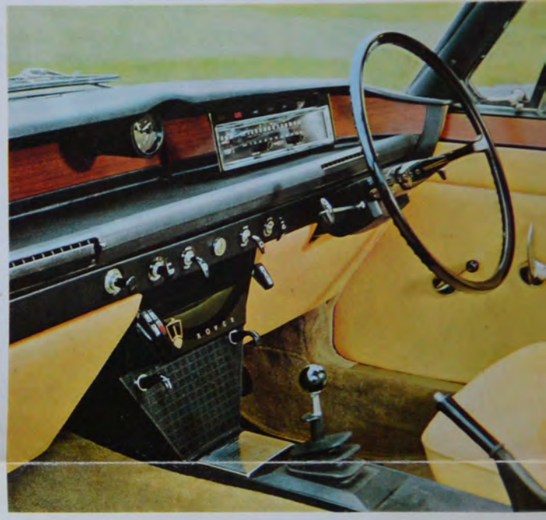
All switches are located on the facia rail, each being recognisable by symbol, name, shape and movement. Furthermore, they can be reached while a properly adjusted safety belt is being worn.

Controls for the very effective heating and cooling system are centrally located and their operation is clearly indicated. Extra fresh air vents in front of driver and passenger have an adjustable flap to direct cool air to any desired level.

The individual front seats of the 2000 (left) are immensely strong and specially shaped to give good lateral support for driver and passenger. There is an exceptionally long fore-and-aft adjustment so that tall or short drivers can find a comfortable position. Front seat backrests have infinite adjustment between the vertical and reclining positions.

Separately moulded seats are also provided at the rear. They offer outstanding comfort and, like the front seats, are designed to give excellent lateral support.

Leather, with its tough, resilient qualities, is used on the wearing surfaces of all Rover car seats to provide long-lasting elegance.



A beautifully balanced suspension system enhances the outstanding riding qualities of the Rover 2000.

The coil-spring independent front suspension is extremely effective in its road-holding characteristics. The unique arrangement makes use of the base unit bulkhead's strength to take the stresses and reactions caused by movements of the road wheels.

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

Radial-ply tyres are designed into the overall suspension system and are an integral part of it.

KXC 110D

SUMMARY OF THE ROVER 2000 SAFETY SYSTEM

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.

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 and have an infinite rake adjustment.

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. Ribbon speedometer, mounted close to normal line of vision to reduce visual adjustment when driver refocuses from road to instrument. (Many people have difficulty refocusing rapidly). Minimum instrumentation for information with clarity.

11. Switches differ in shape, feel and movement and are designed to minimise injury.

12. Interior mirror fitted with protective frame.

13. 'BRAKE' shows on instrument panel when brake fluid reservoir is low or handbrake is on.

Ventilating System

14. To minimise fatigue and drowsiness, the car is fitted with a full ventilating system.

15. Fresh air ducts at face level can be operated regardless of heater setting.

16. Rear quarter vents will evacuate stale air.

17. Air intake is above the exhaust level of other vehicles.

Braking System

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

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.

Suspension

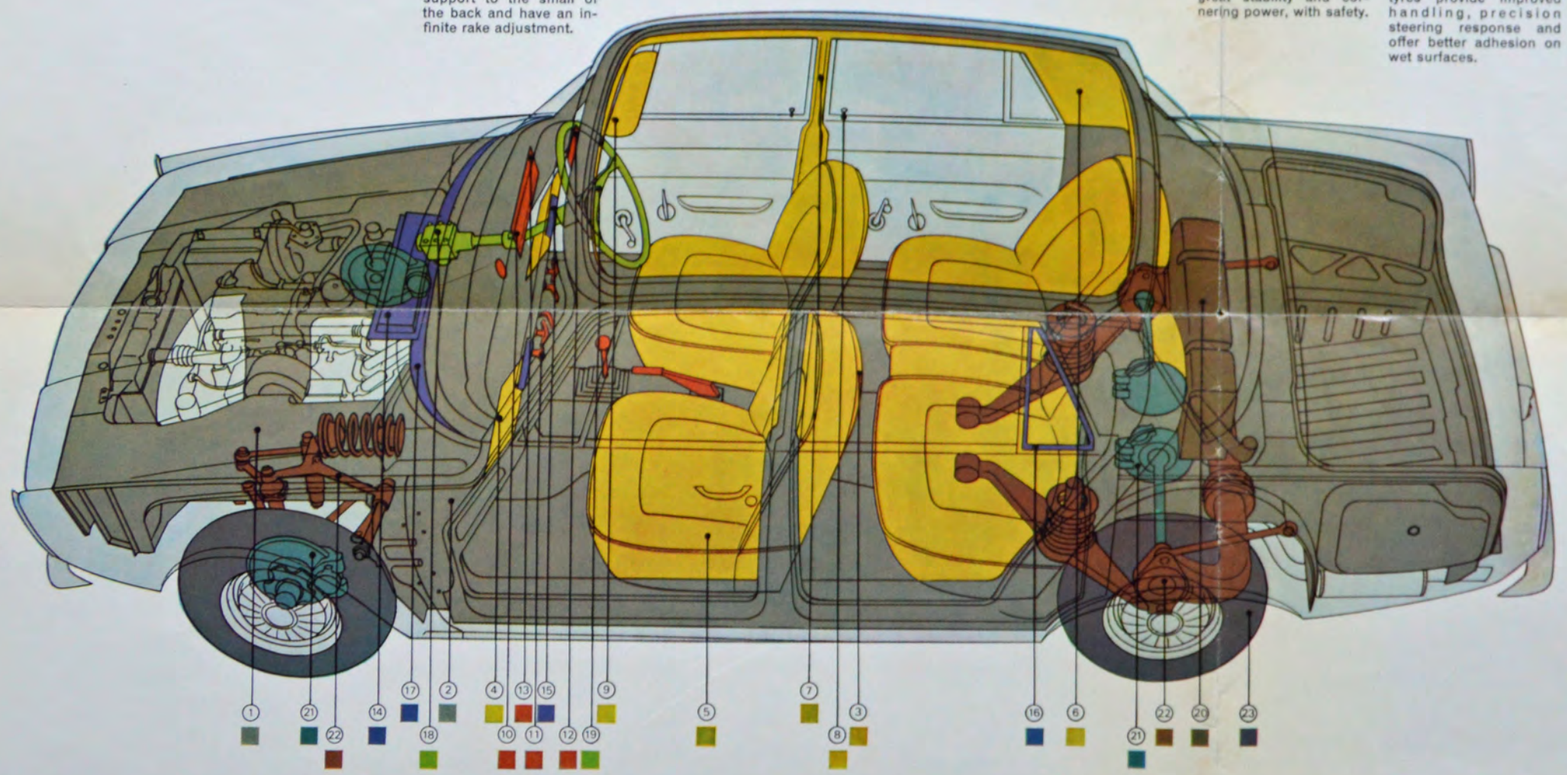
22. Independent suspension on the front wheels and De Dion suspension at the rear gives the car great stability and cornering power, with safety.

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.

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. There are two main reasons why this is a fundamentally safe car. Firstly, the mechanical systems such as steering, disc brakes and suspension are engineered to give immaculate control and stability during everyday operation with a built-in reserve for emergencies. Secondly, passengers are carried in a very strong central compartment with a robust bulkhead in front and all furnishings and fittings designed to minimise the risk of injury in an accident. The diagram above indicates these two aspects of Rover 2000 safety.

Safety Belts

Safety belt mounting points are provided as normal equipment and the belts themselves can be fitted as an optional extra.

Seat Strength

There is safety in the strong, steel-framed front seats with their efficient friction-locking mechanism for the reclining backrests. These will 'give' backward in the event of rear impact.

Easy Recognisable Switches

Each switch is quickly recognisable, even in the dark, and can be reached whilst properly adjusted safety harness is being worn.

Steering Gear Mounting

There is safety in the steering gear mounted high up on the scuttle behind the engine, right away from the vulnerable front of the car. There is no danger of the steering column being pushed up into the driving compartment.

Fresh Air Ventilation

There is wide-awake safety in the ventilating system. Face-level fresh air vents may be used irrespective of the car heater setting to inhibit drowsiness on long journeys in summer or winter. Opening the rear vent windows (right) will ensure the removal of stale air and tobacco smoke.

Steering Wheel Rake

There is safety in the steering wheel which can be adjusted for rake to give the most comfortable position. The wheel rim is made to bend on impact.

Sun Visors and Mirror

There is safety in the softly-padded sun visors, in the forward-sloping mirror arm and in the protective plastic rim around the mirror glass.

Parcel compartments

There is safety in the big front parcel compartments with their padded covers which protect the knees. The compartments are also designed to give gradual collapse under impact.

GENERAL SPECIFICATIONS

ENGINE — 2000 SC Four cylinders. Bore 3·375 in. (85·7 mm.); stroke 3·375 in. (85·7 mm.); cubic capacity 120·8 in³. (1,978 c.c.). Compression ratio 9:1; maximum B.H.P. 99 at 5,000 rev/min (gross); maximum torque 121 lb.ft. at 3,600 rev/min (gross). Single overhead camshaft 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 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 crankshaft runs in five 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, cam lubrication being by splash. A full flow oil filter is fitted.

ENGINE — 2000 TC Four cylinders. Bore 3·375 in. (85·7 mm.); stroke 3·375 in. (85·7 mm.); cubic capacity 120·8 in³. (1,978 c.c.). Compression ratio 10:1 (9:1 for certain export territories); maximum B.H.P. 124 at 5,500 rev/min (gross). (9:1 c.r. 117 at 5,500 rev/min (gross); maximum torque 132 lb.ft. at 4,000 r.p.m. (9:1 c.r. 125 lb.ft. at 3,750 r.p.m.) A separate water-heated inlet manifold and oil-cooler are fitted. Otherwise as above.

FUEL SYSTEM — 2000 SC 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 (1¼ 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 a single S.U. carburettor.

FUEL SYSTEM — 2000 TC As above, but with two S.U. carburettors.

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 is of type 35 Borg Warner design and manufacture with special features to Rover requirements. It has a D1 drive range for normal driving and a 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 the 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 ins. (216 mm.).

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 over-all efficiency. Sealed ball joints. Steering wheel diameter 17 ins. Steering box ratio 20·3:1. 3¾ turns lock to lock. Turning circle 31½ feet. 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 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 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 or Dunlop S.P.41 tubeless, size 165SR×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 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 minimised. Numerous slots at base of 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. All doors are hinged at their forward edge.

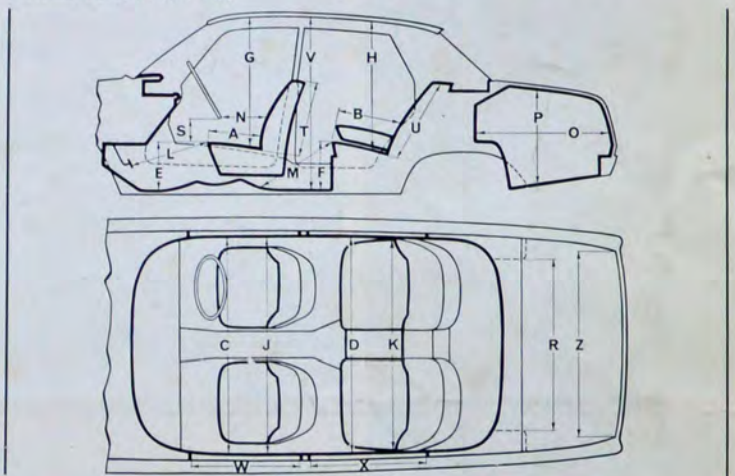
BODY INTERIOR The seat cushions and squabs are faced in prime quality hide. Individual, fully adjustable bucket seats, are fitted as standard in front. The backrest can be adjusted to any angle between upright and fully reclining. Door pulls and armrests are mounted in doors. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. 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 handset; cigarette lighter; full-width parcel shelf, front and rear; two spacious glove boxes.

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).

COLOURS AND TRIMS

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

OVERALL DIMENSIONS Wheelbase 103·375 ins. (2·63 m.); track, front 53·375 ins. (1·35 m.); track, rear 52·5 ins. (1·33 m.); overall length 178·5 ins. (4·53 m.); overall width 66·0 ins. (1·68 m.); overall height 54·75 ins. (1·39 m.); ground clearance 9 ins. (0·228 m.). Boot capacity 16½ ft³. (0·45 m³.). **Weight** with 5 gallons of petrol — SC 2770 lb. (1256 kg.), TC 2827 lb. (1282 kg.), Automatic 2793 lb. (1262 kg.).



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	55¾	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 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	45¼	1·149

**With a person of average weight the headroom at the front will increase by three inches and at the rear by four inches.*

Measurements are taken with seat in central position. Total adjustment of driver's seat fore and aft is 8¾ inches (5¾ inches for passenger).

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THE ROVER COMPANY LIMITED · SOLIHULL · WARWICKSHIRE · ENGLAND

By appointment to Her Majesty Queen Elizabeth II Manufacturers of Motor Cars and Land-Rovers The Rover Company Limited

Printed in England by J. Howitt and Son Ltd., Nottingham

ROVER

Publication No. 689/D

1966

THE QUEEN'S AWARD TO INDUSTRY