ROVER THREE THOUSAND FIVE

Take an advanced design, improve and refine it then develop it logically and progressively. This is Rover policy. It ensures continuity of production and a consistent strengthening of the breed.

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, V-eight engine without appreciable change of weight or fore and aft distribution.

In effect, the new 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 can 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 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 thrusting performance of the THREE THOUSAND FIVE which has everything in respect of safety, ride, stability, cornering power and comfort that, in the 2000, has aroused the world's press and motoring public to passionate approval.

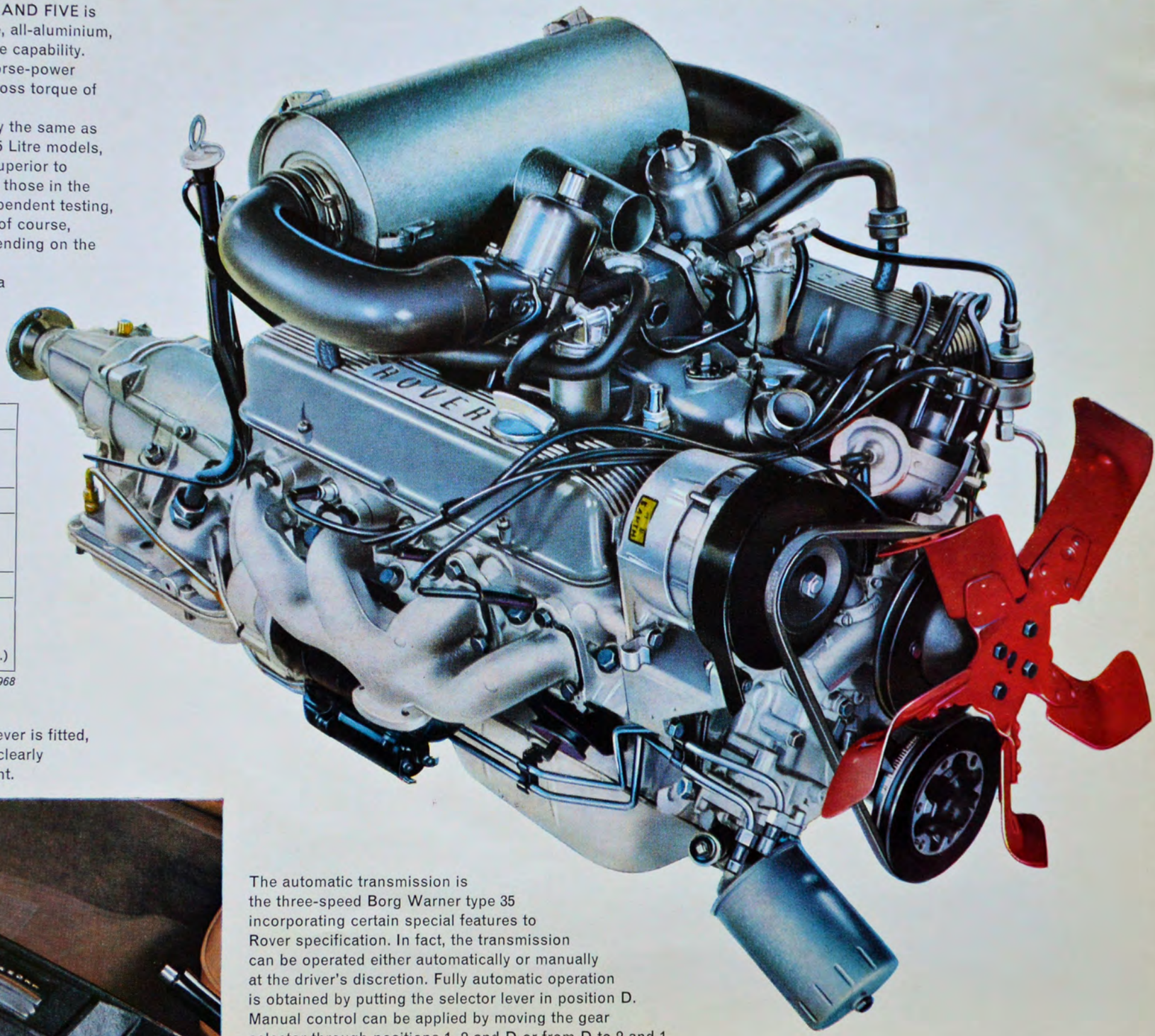
Automatic transmission, with optional manual operation, is included in the standard specification.

Travelling is effortless, fast and enjoyable.

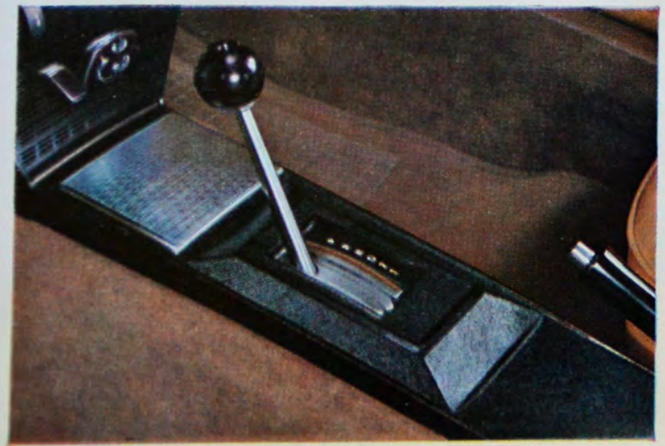
Power for the THREE THOUSAND FIVE is supplied by an overhead-valve, all-aluminium, V8 engine of high-performance capability. It develops 184 gross brake horse-power at 5,200 rev./min. and has a gross torque of 226 lb. ft. at 3,000 rev./min.
This engine, which is basically the same as the power unit of the Rover 3.5 Litre models, gives the car a performance superior to many sports cars. Figures like those in the table below, the result of independent testing, tell their own story. They are, of course, subject to some variation depending on the driver and driving conditions, nevertheless, they do provide a useful guide to a combination of speed, acceleration and fuel economy that will be appreciated by lovers of fine motor cars.

PERFORMANCE — M.P.H.
0 — 50 in 7.0 secs. 0 — 70 in 13.1 secs. Maximum speed 116
PERFORMANCE — Km.H.
0 — 80 in 6.8 secs. 0 — 100 in 10.1 secs. Maximum speed 187
FUEL CONSUMPTION
Touring (midway between 30 m.p.h. and max. speed, less 5% for acceleration) 21.6 m.p.g. (13.1 Litre/100Km.)

From MOTOR week ending April 20th 1968



A centrally-mounted selector lever is fitted, with the appropriate positions clearly labelled, and illuminated at night.

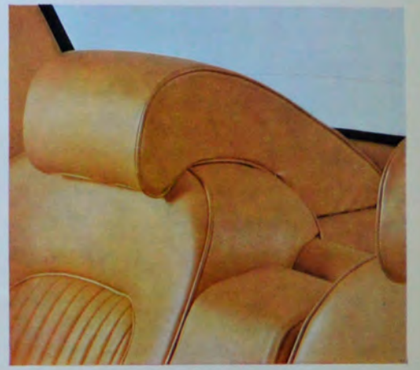


The automatic transmission is the three-speed Borg Warner type 35 incorporating certain special features to Rover specification. In fact, the transmission can be operated either automatically or manually at the driver's discretion. Fully automatic operation is obtained by putting the selector lever in position D. Manual control can be applied by moving the gear selector through 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.

TXC 748

Safe control in all its aspects is a strong feature of the car. Switches can be recognised quickly by symbol, name, shape and movement and they can be reached while a properly adjusted safety belt is being worn. The steering wheel is adjustable for rake to suit individual drivers' requirements and the single comprehensive instrument and warning light display are clearly visible through the upper half of the wheel. Additional to the highly-efficient heating and cooling system, fresh air vents are provided in the facia rail. It is therefore possible to combine warm feet with a cool head or have any other setting that meets the needs of the moment.
Big padded parcel compartments, which protect the knees, below the facia and a full-width shelf above offer handy stowage facilities for the usual items of motoring miscellany.

'Very few cars in the world share out their comfort, including riding comfort, so impartially to four occupants.' *Motor.*
'Undoubtedly, one of the strongest factors in the Rover's highly personal appeal is the way in which one almost puts it on, like a good sports car, instead of just sitting inside.' *Motor.*
'One does not sit *on* the Rover 2000 . . . In fact one hardly sits *in* it either . . . we've decided that the feeling is more akin to "wearing" the car.' *Car & Driver U.S.A.*
'. . . All this gives the car a pleasant made-to-measure feeling.' *Sunday Express.*
These quotations actually refer to the Rover 2000 TC, but there is no cheating. The interior dimensions and seating of the THREE THOUSAND FIVE are identical. Leather is used for the wearing surfaces of all four seats and the front seats have fully reclining backrests.



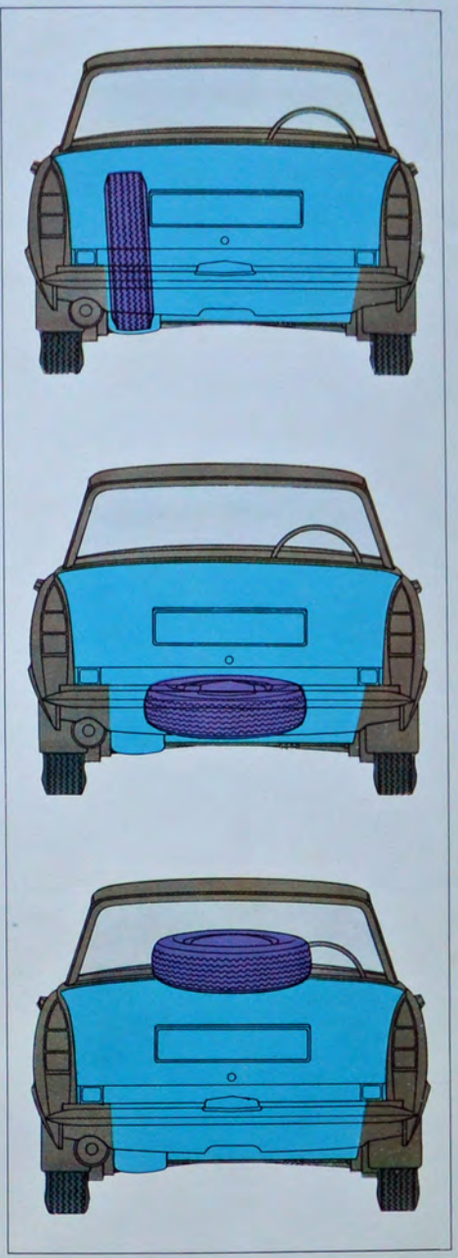
Headrests for front and rear seats can be supplied as optional extras. These provide an additional safety factor in minimising risk of neck injury in the event of impact from behind. Front headrests are adjustable up and down as well as forward and backward. A further option provides for the fitting of a reading light within the front headrests so that rear passengers can read or work during an evening journey without disturbing the driver.

Heated Rear Window
An electrically-heated rear window is available as an extra. It quickly clears frost and mist from the glass and keeps the window clear for safe rearward visibility.

Through-flow Ventilation
Hidden valves, fitted as standard in the rear quarter panels, extract stale air and tobacco smoke and provide a through-flow of fresh air even when the windows are closed.

Tachometer
Another item of optional equipment is a tachometer. This will primarily be of interest to drivers who intend to take full advantage of the optional manual gear selection, although the maximum speed permissible in each gear is clearly marked on the speedometer.

Luggage Compartment
In some cars the large space occupied by the luggage compartment can only be fully used during the annual holiday, in others there is insufficient room at any time—even for a bag of golf clubs. The Rover Company recognise that the luggage boot has to be all things to all motorists and within the compact overall dimensions of the THREE THOUSAND FIVE, have provided a compartment that can be adapted to suit the maximum number of occasions and purposes. A choice of three different arrangements can be made depending on what needs to be carried.
(1) The spare wheel is normally mounted and covered at the left-hand side of the boot which has ample space for all normal requirements. (2) The wheel can be released from its mounting and placed in the boot well to provide additional width for long objects. (3) An optional extra fitting can be ordered with the car, which enables the spare wheel to be mounted and locked on the outside of the lid leaving the whole spacious compartment free for an out-sized touring load. A wheel cover is supplied with this extra. It should be used whenever the wheel is mounted outside, to protect the boot lid paintwork from chemicals washed off the tyre.



SAFETY IN THE ROVER THREE THOUSAND FIVE

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. Anti-burst locks are fitted to all four doors.

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 refocusses from road to instrument. (Many people have difficulty refocussing 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 through-flow ventilating system.

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

16. Rear quarter valves will evacuate stale air.

17. Air intake 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

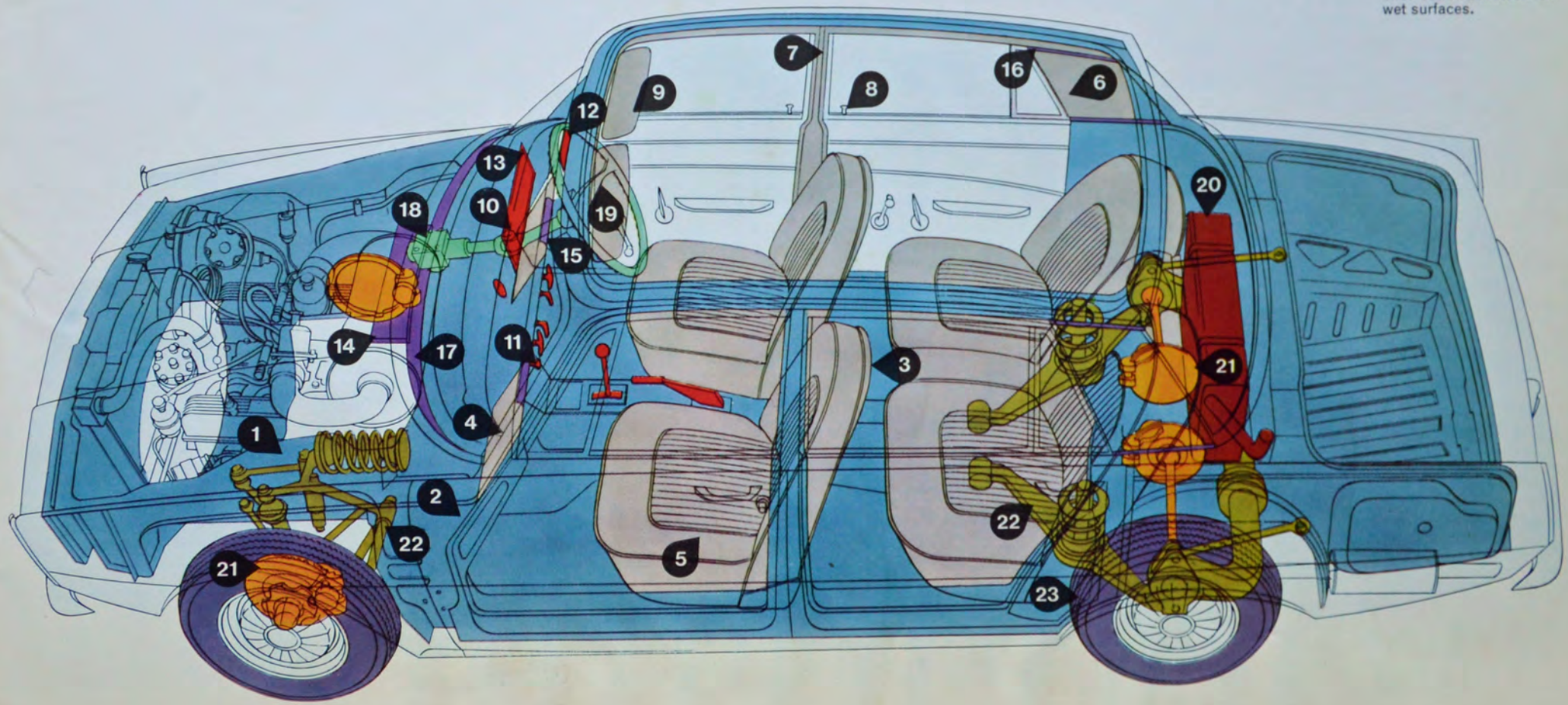
21. Servo-assisted disc brakes on all four wheels for the maximum stopping power.

Suspension

22. Independent suspension on the front wheels and De Dion suspension at the rear gives the car 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.



General 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. Crankcase has 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 2½ gallon (3 U.S. gallon) (11·4 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 Warners 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.

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 31½ ft. (9·6 m.). 4½ turns lock to lock. 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 crossmember. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic shock absorbers.

BRAKES. Girling disc brakes are fitted front and rear; mounted in-board 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 handbrake 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 VENTILATION 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 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. Through-flow ventilation is achieved by means of one-way flap valves at each side of the car under the rear quarter trim.

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 with zinc dust primer up to a height of 15 inches. 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).

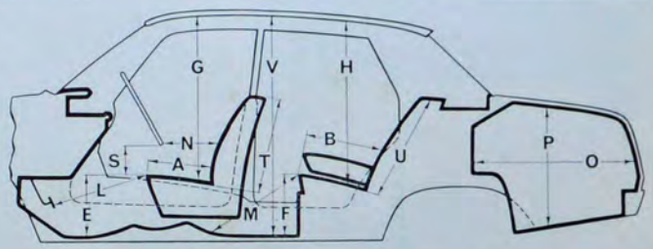
COLOURS AND TRIMS

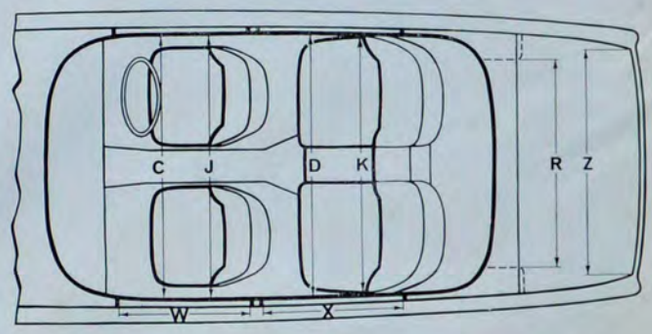
Exterior Colour	*Interior Trim Colour*
Davos White	Sandalwood, Toledo Red, Ebony
Zircon Blue	Buckskin, Sandalwood, Ebony
Burnt Grey	Buckskin, Sandalwood, Toledo Red
Arden Green	Buckskin, Sandalwood, Ebony
Sage Green	Buckskin, Sandalwood, Ebony
Brigade Red	Toledo Red, Sandalwood, Buckskin, Ebony
Tobacco Leaf	Buckskin, Sandalwood, Ebony
Corsica Blue	Buckskin, Sandalwood, Ebony

OVERALL DIMENSIONS. Wheelbase 103·375 ins. (2·63 m.); track, front 53·375 ins. (1·35 m.); track, rear 51·75 ins. (1·31 m.); overall length 179·75 ins. (4·56 m.); overall width 66 ins. (1·68 m.); overall height 55·75 ins. (1·42 m.); ground clearance 6·13 in. (0·16 m.). Boot capacity 16¼ ft³ (0.46 m.³); Turning circle 31 ft. 6 in. (9·6 m.). Weight with 5 gallons (6 U.S. gallons) (22·7 litres) petrol, 2862lb. (1298 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 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 8¾ inches (0·219 m.): 5¾ inches (0·143 m.) for passenger.

Dealer's name and address

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

BRITISH LEYLAND ROVER

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