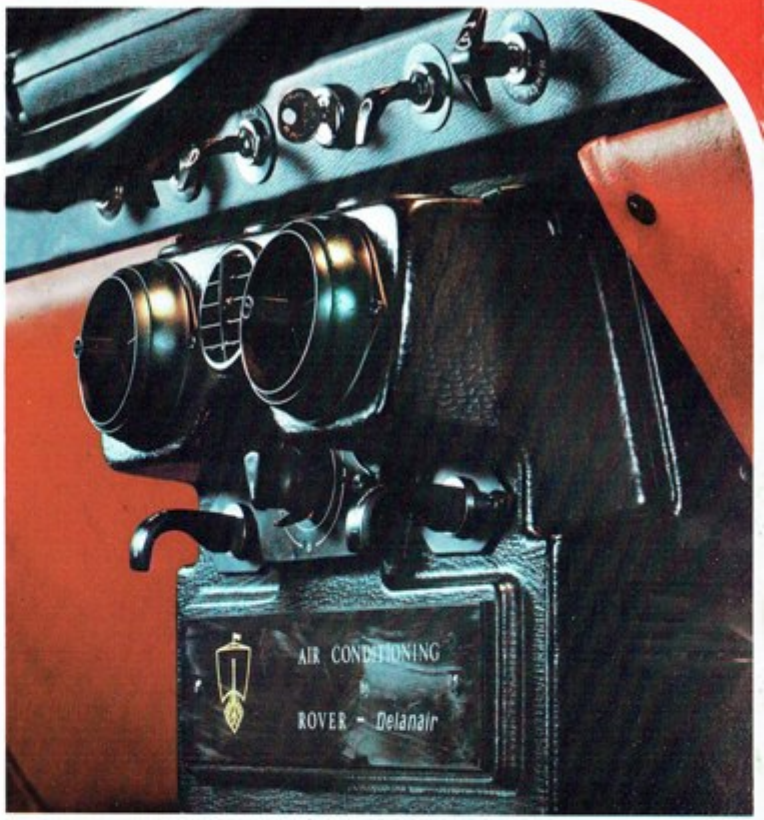
ROVER **2000** **AIR CONDITIONING**

COOL WHEN IT'S HOT — DRY WHEN IT'S HUMID

Whatever the weather or outside conditions, the Rover-Delanair cooling system, designed exclusively for the Rover 2000 range, will circulate cooled and de-humidified air around the car interior at a constant temperature of your choice. Each control has a wide range of settings and the combinations are infinitely variable. Ideal atmospheric conditions can be readily selected to provide maximum comfort for driver and passengers in climates where high temperatures and humidity cause undue discomfort and where the normally efficient ventilation arrangements are inadequate.
The volume of air from the unit is regulated by a variable speed fan switch and the temperature by a thermostat control.
Air is issued from no less than six outlets, the direction of flow from each being individually adjustable.
Tinted windscreen and windows, which are recommended, reduce direct heat from the sun, allowing the cooling system to operate at maximum efficiency, regardless of temperature differential between the interior and exterior of the car. In certain territories, tinted glass must be fitted when this cooling system is specified.

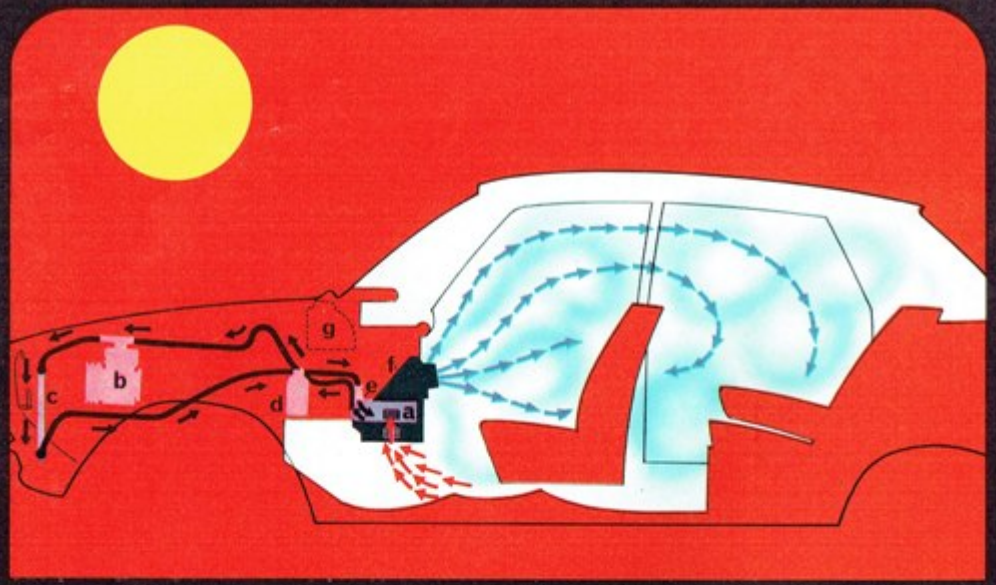


Of pleasing appearance, the main console unit occupies the space between the transmission tunnel and the facia parcel shelf into which a radio and loudspeaker are normally fitted, involving no loss of space or intrusion into the passenger compartment. Each control and the adjustable air outlets are easily operated and can be reached whilst a properly adjusted safety harness is being worn.

When a radio installation is required, it can be mounted in a fixed panel designed to replace the normal hinged panel of the driver's glove box locker — the speaker operating from the rear window parcel shelf.

IDENTIFICATION & LOCATION OF THE CONTROLS

- **A** The facia with standard ignition and central switches.
- **B** Semi-adjustable air outlets.
- **C** Twin 'Universal' air outlets.
- **D** Fan speed (three positions) and 'off' rotary switch, co-axial with . . .
- **E** . . . centre air thermostat control.
- **F** Air intake fixed louvres.
- **G** Standard heater fan control.
- **H** Heated air temperature and distribution controls.
- **I** Main/reserve fuel control.
- **J** Choke/fast-idle control.



a Air cooling radiator (evaporator).
b Refrigerant compressor.
c Condenser radiator.
d Refrigerant receiver and sight glass.
e Expansion valve.
f Main console unit.
g Outline of standard heater installation.

➡ Blue — cooled air supply.
➡ Red — extracted air from car interior.
➡ Black — refrigerant flow.

Air Cooling Circuit

Air extracted from the car interior is passed across the air cooling radiator (evaporator). Moisture condenses from the air in this process and is drained away.
The cooled and dried air is then returned to the car interior through the adjustable louvres in the main console. The quantity of air circulated is determined by the fan switch setting, and the temperature to which it is cooled is controlled through the thermostat switch.

Refrigerant Circuit

The compressor is driven by a belt from the engine crankshaft via a pulley incorporating an electro-magnetic clutch. The clutch becomes operational when the fan speed switch is moved from the 'off' position. It is thereafter controlled automatically by the setting of the adjustable thermostat switch which alternatively engages and disengages the clutch to maintain a constant temperature setting. Having extracted heat from the car interior by means of the evaporator (a), the vapour-form refrigerant is drawn into the suction side of the compressor (b). The compressor raises the refrigerant vapour pressure until it condenses and loses heat to the air stream drawn through the condenser radiator (c) by the engine fan. The resultant loss of heat causes the refrigerant to liquefy and, in this form, it is passed through a receiver and sight glass (d) back to the evaporator by way of the expansion valve (e). The expansion valve reduces the refrigerant fluid pressure, causing vaporisation and a drop in temperature as it passes through the evaporator. The process is then repeated.

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

1966

THE QUEEN'S AWARD TO INDUSTRY

The Rover Company Limited
Solihull
Warwickshire
England

Dealer's name and address

The Rover Company Limited reserves the right to alter specifications, colour, designs or prices without notice and without incurring any obligation. While every effort is made, in Rover literature, to provide information that is strictly up-to-date, no responsibility can be accepted for such alterations that occur after the date of going to press. Persons dealing in the Company's goods are not agents of the Company and have no authority whatsoever to bind the Company by any expressed or implied undertaking. Sales are conditional upon terms of business, warranties and service arrangements issued by The Rover Co. Ltd.

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

Publication No. 774