ROVER 2000

ROVER
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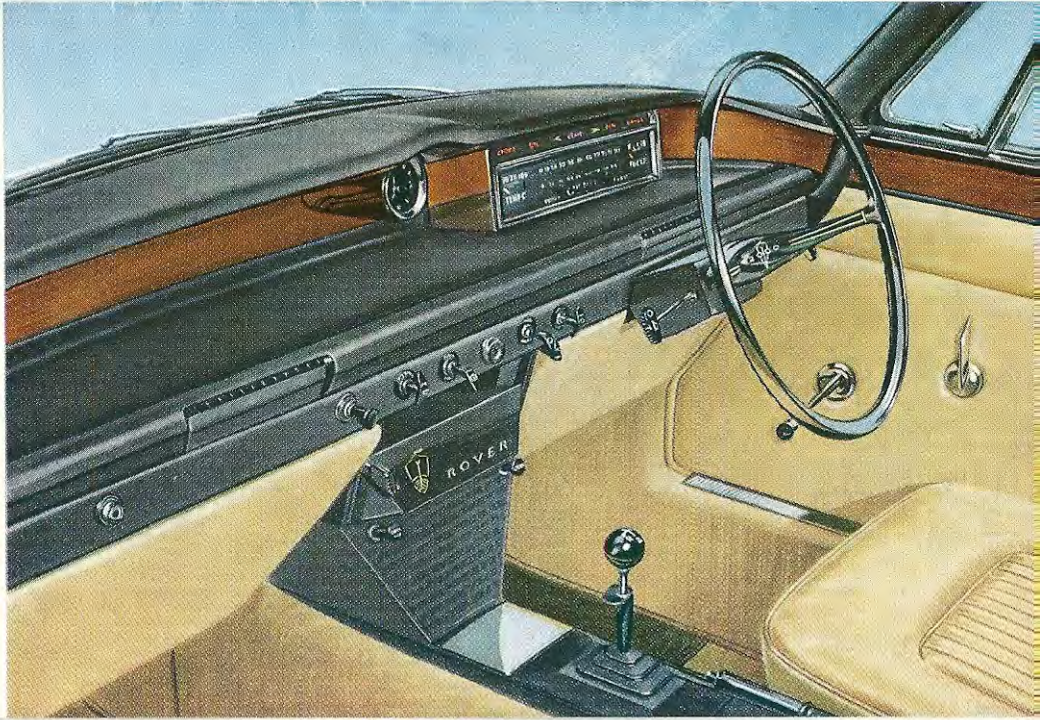
This is the ROVER 2000, the completely new light saloon with a Grand Touring specification. A four-door, four-seater model, it has a fresh simplicity of line that gives an elegant appearance with excellent vision and high aerodynamic efficiency. It is low and compact yet characteristically Rover in refinement, finish and attention to detail. 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.

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 a true motorist's car. It 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 unshakable.

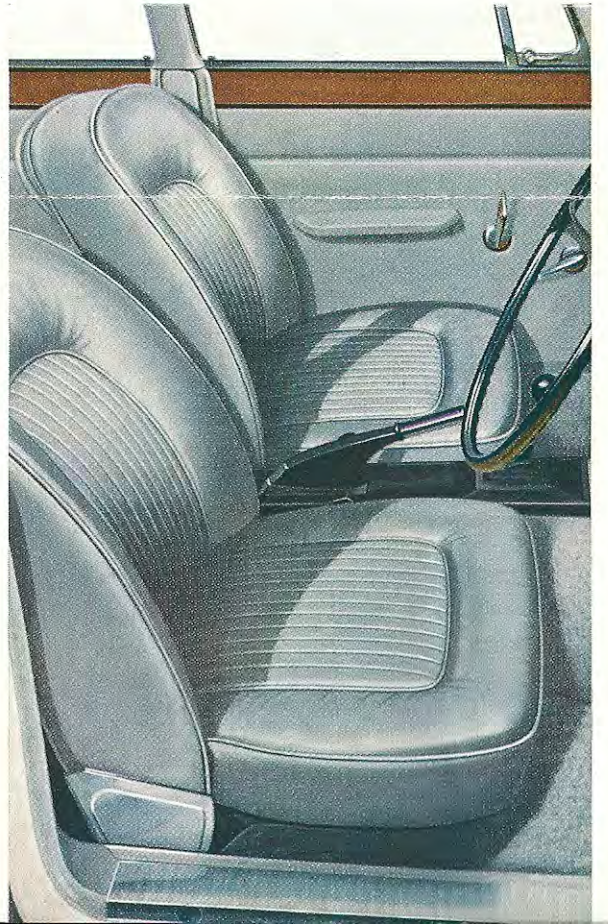


ROVER ENGINEERING TAKES MOTORING YEARS AHEAD— IN SUSPENSION AND ROADHOLDING, SAFETY

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 arm-rests on the doors and a folding centre arm-rest complete the easy-chair effect.

Front seats are also particularly designed for high-speed comfort and effective lateral support during rapid cornering. There is ample fore and aft adjustment for drivers of every stature, while the back-rests can be adjusted to and locked in any position from the vertical to the fully reclining.

The steering wheel may be adjusted vertically to enable individual drivers to adopt the position that best suits them.



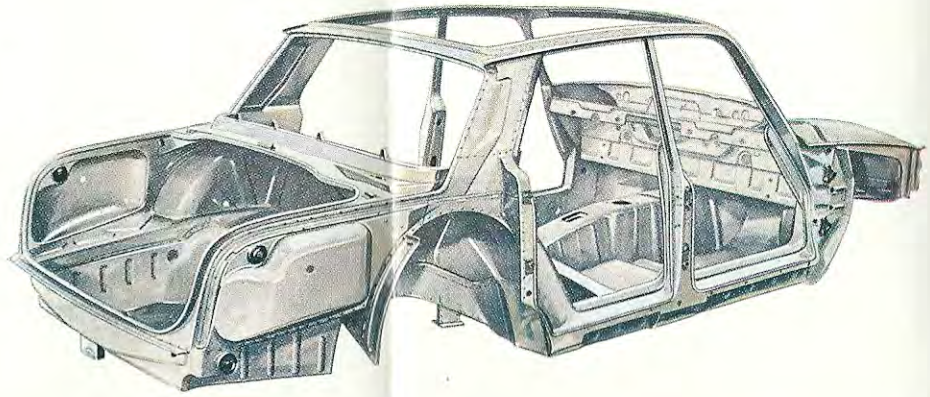
The base unit construction of the 2000 combines light weight and great strength. The box-section steel bulkhead between engine and passenger compartments is particularly robust and it is this rigid section that takes, through a coil spring, the stresses and reactions of the independent front suspension units. The suspension system itself is extremely effective in its ride and roadholding 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 combined effect of construction and suspension gives the ROVER 2000 roadholding and cornering qualities that are phenomenal and need to be tried to be believed.

The body panels of the ROVER 2000 are assembled round a base unit on to which all the chassis components, 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 later 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 a damaged panel is perfectly straightforward.



AHEAD— IN SUSPENSION AND ROADHOLDING, SAFETY AND COMFORT, PERFORMANCE AND ECONOMY

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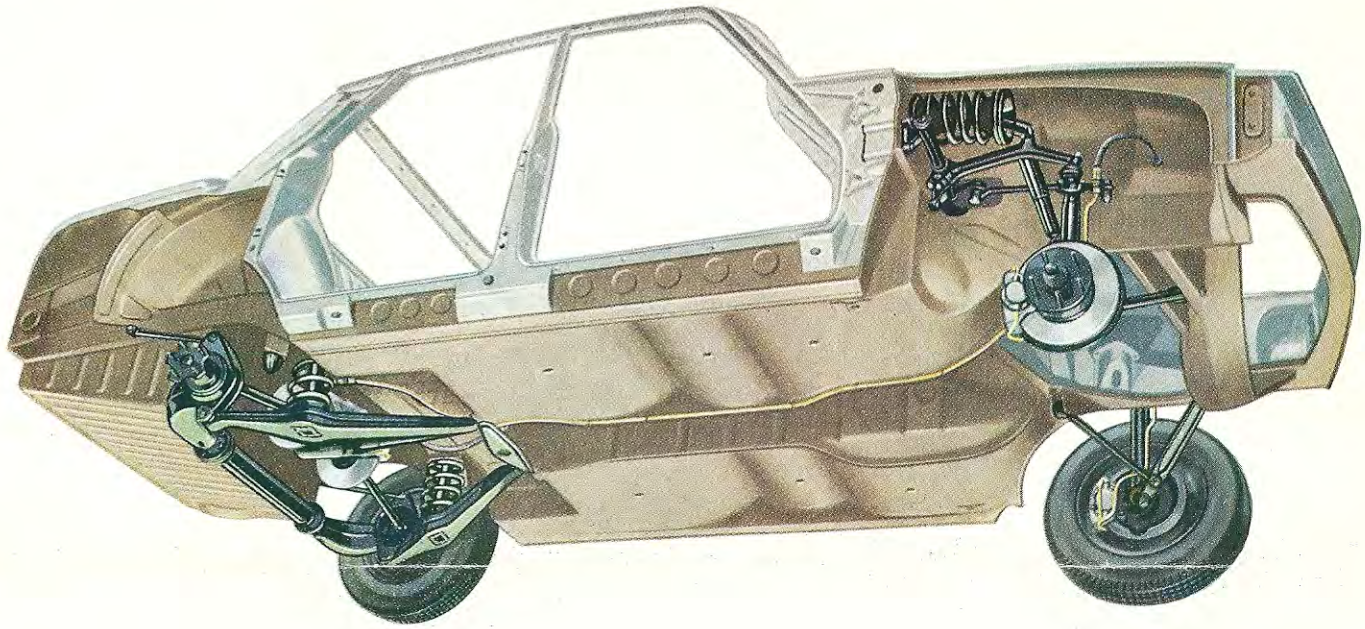

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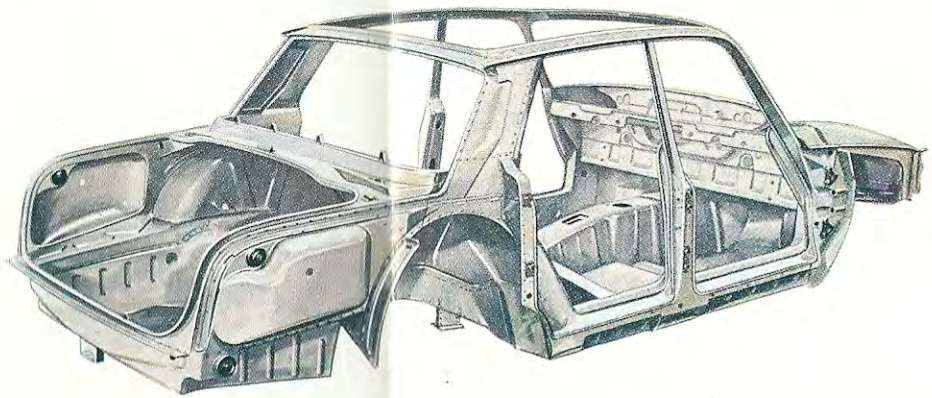

BRIEF SPECIFICATION

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 c.c.). Compression ratio 9:1; maximum b.h.p. 90 at 5,000 r.p.m. (installed); maximum torque 121 lbs. ft. at 3,600 r.p.m. Single overhead camshaft.

GEARBOX. Incorporates four forward speeds and reverse. 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.

FINAL DRIVE. The hypoid differential is rubber mounted on to the base unit. Final drive ratio 3·54 to 1.

STEERING. Adamant Marles hour glass and roller follower type is used to give high overall efficiency. Sealed ball joints. 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. Sealed ball joints. Square section anti-roll torsion bar. Control is by hydraulic telescopic shock absorbers.

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. Separate hand-brake linkage. A brake fluid level warning light is provided.

LIGHTING. Quad Beam Headlamps are of the sealed beam type, the outer pair giving main and dipped beams, the inner pair main beam only.
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. Adjustable face level fresh air vents.

WINDSCREEN WIPERS AND WASHERS. Variable speed windscreen wipers are fitted. Electrically-operated windscreen washers are standard equipment.

BASIC CONSTRUCTION. The body, excepting bonnet and boot lid, is of welded steel construction. The bonnet and boot lid are aluminium alloy. The construction 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.

BODY INTERIOR. Upholstery in prime quality hide. Individual, fully adjustable bucket seats standard in front.
Individual rear seats have a wide centre folding arm-rest. Heavy-pile floor carpets with felt underlays. Interior equipment includes: front and rear courtesy lights, ashtrays on transmission tunnel; twin collapsible sun visors; 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.
Laminated glass windscreen can be supplied as an optional extra.
Rear heated backlight extra. Provision is made for fitting safety harness for all passengers.

COLOURS. Bodywork. Copperleaf Red, Wedgwood Blue, Willow Green, City Grey and White. **Upholstery.** Available in the following colours: Biscuit, Tan, Red, Grey and Black; and two colours for headlining, Light Grey and Biscuit, fitted to blend with the appropriate main colour.

OVERALL DIMENSION. 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 66·5 ins. (1·69 m.); overall height 54·75 ins. (1·39 m.); ground clearance 8·5 ins. (0·216 m.).

The Rover Company Limited reserves the right to alter specifications, designs or prices without notice and without incurring any obligation.

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