BRITISH
LEYLAND
ROVER
2200 SC
2200 SC Auto.
2200 TC
3500
3500 S
Range Rover

2200 SC & SC Automatic

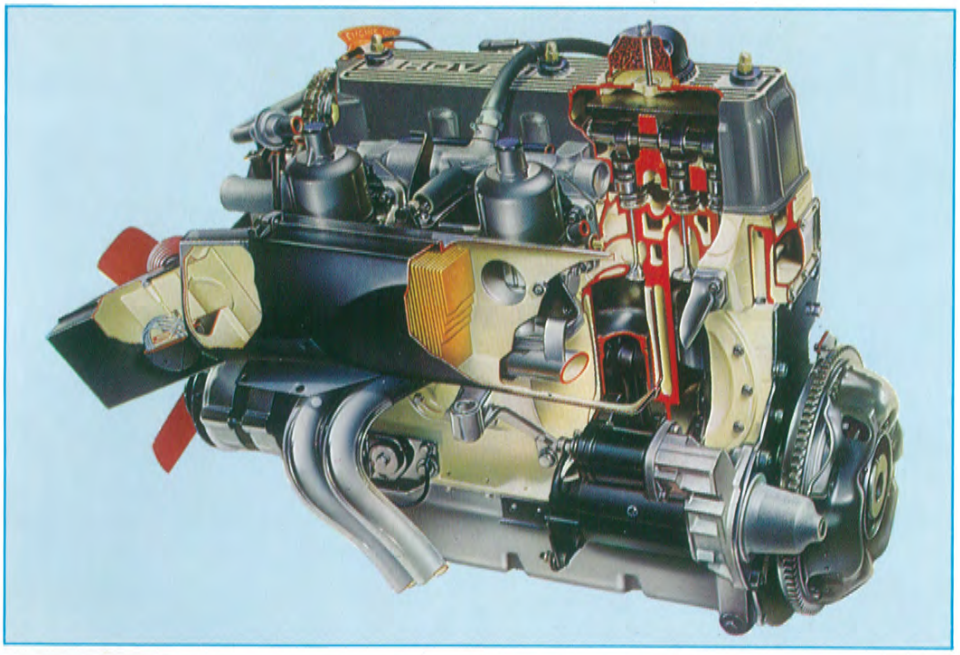
Just over a year ago the new Rover 2200 models superseded the original Rover 2000, inheriting all of the ingredients which helped to make that model the success story of the decade — the stylish, well-groomed appearance, the safety which was designed into the 2000 long before it became the fashionable subject it is today, the overall refinement, and engineering quality. And now the 2200 models are acknowledged class leaders in their own right.
With their extra potency, coupled with further refinement and development throughout, they represent exceptional value even for Rover.

On all 2200 and 3500 models, the steering-wheel is adjustable for rake, enabling the best driving position to be selected to suit personal preferences.

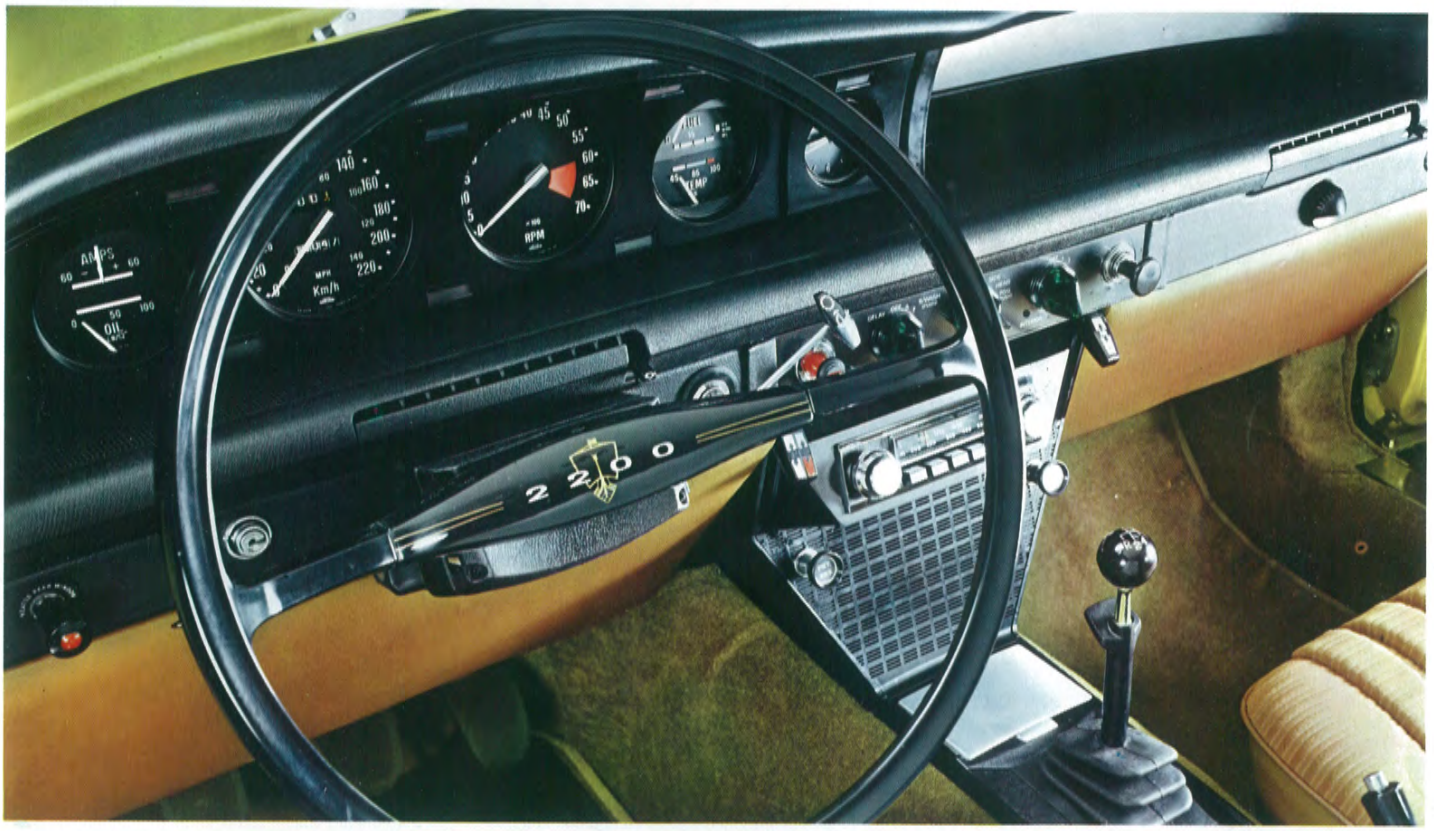
First class accommodation is provided by individually-contoured seats upholstered in soft, box-pleated, double-corded brushed nylon. They offer the same high degree of comfort to all four occupants. The nylon material is non-slipping, non-shining, hard-wearing and stain resistant. It is warmer in winter and cooler in summer than the traditional leather which, for those who still prefer it, is offered as an alternative. Front seats have reclining backrests which are shaped to provide additional rear seat knee room.

2200 TC

The Rover 2200 TC is the natural complement to the 2200 SC models, providing additional power and performance for the motoring enthusiast who appreciates a truly sporting saloon. The engine develops 115 b.h.p. (DIN) at 5,000 rev/min, whilst a 9:1 compression ratio allows the use of 4-star petrol. Driving the car is an impressive experience. From the outset, the Rover 2000 concept received wide acclaim throughout the world for its suspension system — independent at the front, De Dion at the rear. It gives phenomenol road-holding qualities, which, combined with servo-assisted disc brakes on all four wheels, impart a feeling of stability and safety under all conditions.



The four-cylinder 2205 cc unit is of overhead camshaft design, having combustion chambers fully machined in the piston crowns. The valves are actuated directly from the camshaft via inverted bucket-type tappets. Highly efficient fuel utilisation is achieved by this arrangement which, added to many engineering refinements, results in powerful, smooth and economical operation.



The Rover 2200 TC shares the same luxurious passenger compartment as the SC models, but included in the TC is a full display of dial instruments. This comprises large speedometer and tachometer dials, with smaller petrol, water temperature and oil pressure gauges and ammeter on either side. Smoothly contoured switches with rotary action are, in common with the instruments, unobtrusively lit for easy reference at night. A hazard warning switch, cigarette lighter and electric clock are included in all models. The radio as shown above, is available as an optional extra.

3500

Model badges apart, there is no difference in appearance between the Rover 3500 automatic and manual 3500 S. Both have a grained vinyl roof covering in Ebony or Huntsman (brown), depending on body and trim colours. The well-proven V8 engine has a compression ratio of 9·25 : 1, and as a result, runs efficiently on 4-star fuel without sacrificing any of its remarkable smoothness and silence of operation. So Rover offer one magnificent high-performance motor car with a choice of automatic or manual transmission. A car designed for people, their safety, comfort and general well-being. And built to provide first-class travel with first-class value for money.

Inside the 3500 there is a level of comfort you would hardly think possible at the price, with very few of the usual compromises. Four individually-moulded seats are shaped to support the anatomy according to expert medical advice. The front seat backrests are infinitely adjustable for rake, and there is the same choice of seat facing materials as for the 2200 models. For the driver, all controls are conveniently placed, and a full range of instruments is provided. Traditional Rover attention to detail is evident throughout—a brake pad wear warning light, a hazard warning system, and a variable delay intermittent wipe control for the two-speed windscreen wipers.

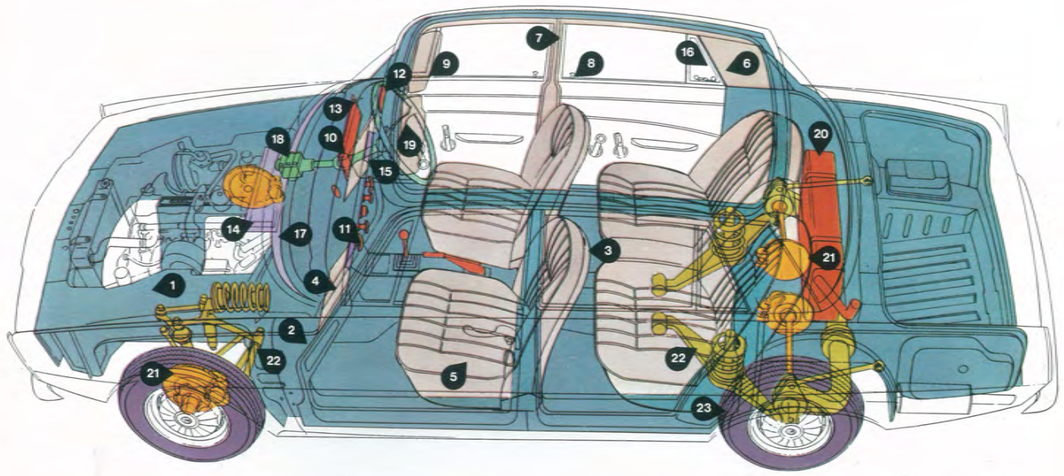
Sundym tinted glass in all glazed areas, heated rear window, one-handed inertia reel safety belts, and front seat head restraints are included, among many other refinements in the very full standard specification. *Autocar* concluded their Road Test by saying: 'The 3500 S is soundly constructed and beautifully finished. . . . We can best sum it up by saying that we cannot think of a single car we would prefer at the price.' What more can we say?

The Denovo Tyre

Tyre deflation at high speed holds no terrors when Dunlop Denovo tyres and wheels are fitted as optional equipment (power-assisted steering comes as part of the package). The car remains controllable under almost any driving conditions and the tyres can be driven deflated for distances of up to 100 miles at speeds up to 50 m.p.h. A network of more than 600 Denovo Service centres has been set up and, in the United Kingdom, one centre will usually be within access of any normal travel route. A similar network is being set up in Europe.

Safety by Design

All Rover models based on the original 2000 concept, and indeed the Range Rover as well, are among the safest cars on the road. (You will remember that the 2000 won the AA Gold medal for safety.) Safety comes in two phases. The primary phase in which the car is engineered to avoid accidents with its impressive road-holding and cornering characteristics, powerful disc brakes, accurate steering, high standard of material specification, and so on. And the secondary phase, in which, if an accident should occur, occupants sit protected and cushioned within an impact-absorbing safety cage where every feature and fitting is designed to reduce the possibility of personal injury. The description below sets out the safety system in more detail.



Base Unit

1. The base unit method of construction makes it possible to locate the passenger compartment within a robust steel cage designed to resist distortion and protect the occupants.

2. The steel bulkhead, moreover, is designed to prevent the engine penetrating 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 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, therefore affording protection to the knees.

5. The seats are designed on the basis of medical advice to support the small of the back and they have infinite rake adjustment.

6. Vital areas of the roof and rear quarter panels are fitted with thick resilient padding.

7. Inertia reel safety harness is fitted to both front 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 sun visors are softly padded and collapse on impact.

Controls

10. Instruments mounted close to normal line of vision to reduce visual adjustment when driver refocuses from road to instruments. (Many people have difficulty refocusing rapidly.)

11. Switches are designed and marked to minimise injury and give easy recognition.

12. Interior mirror fitted with safety stem and protective frame.

13. 'BRAKE' shows on instrument panel when brake fluid reservoir is low or handbrake is on. This light also indicates brake-pad wear on 3500 models.

Ventilation System

14. To minimise fatigue and drowsiness the car is fitted with an efficient ventilating system.

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

16. Opening rear quarter vents for additional ventilation.

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 area 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 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 of the front wheels and De Dion suspension at the rear gives the car great stability and cornering power, with safety.

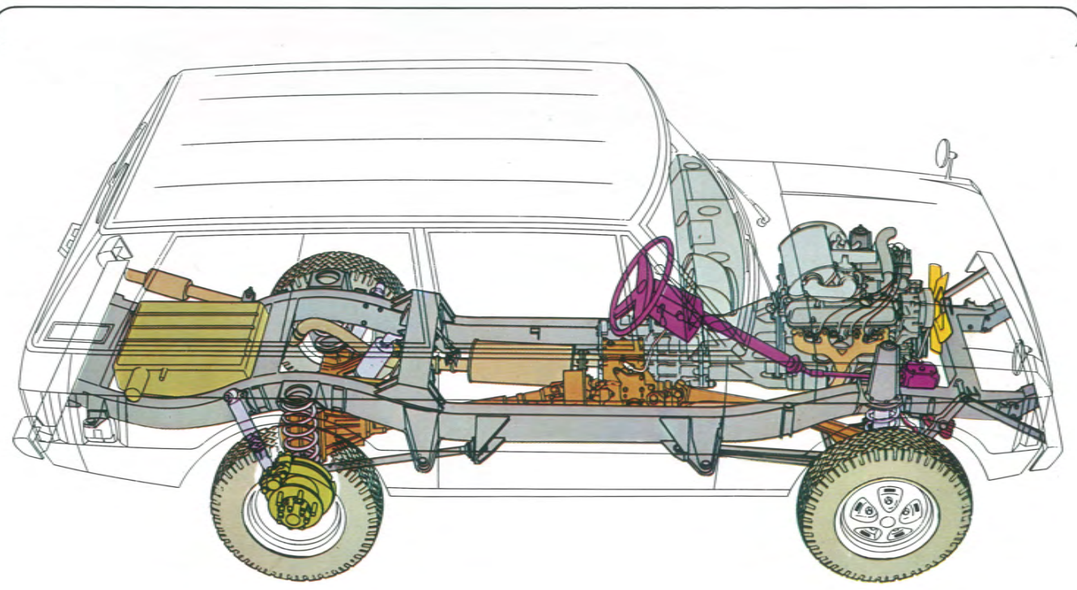
Tyres

23. Radial ply tyres not only fitted as standard but included as part of the basic design. They provide improved handling, precise steering response and offer better adhesion on wet surfaces.

Range Rover

Permanent four-wheel drive, high and low ratio gear ranges, coil-spring suspension with special ride-levelling unit, powerful V8 engine and Land-Rover type chassis, all combine to give the Range Rover a cross-country mobility that really does need experiencing to be believed. On main roads and motorways the Range Rover is a comfortable, high speed motor car and it is equally at home in any holiday situation. Indeed, it offers an entirely new means of first-class travel. The *Police Review* says: 'Unsurpassed versatility is perhaps the shortest and most complete summing up that could be made about the Range Rover.' We could not agree more.

Comfort and safety of a very high order are to be found inside the Range Rover. Wide doors offer extreme ease of entry into the front and rear compartments and, once in, drivers and passengers sit well supported in seats of great strength. Full instrumentation, a superbly efficient heating and ventilation system, and a wiper/washer unit for the heated rear screen are provided in the standard specification. Range Rover versatility extends far beyond the sphere of private ownership. More and more Police Forces throughout Europe and beyond are realising the vast potential of this outstanding vehicle. The Range Rover chassis is also an eminently suitable foundation for specialist bodywork for Fire and Ambulance Services.



The foundation of the Range Rover's great strength is a massive steel girder chassis onto which are attached the body structure and mechanical components. The vehicle body consists of a steel safety cage, in the Rover 2200 manner, onto which outside panels, mostly of aluminium alloy, are attached. These panels are specially treated and finished in a hard, scratch-resistant paint. Power is provided by the Rover all-aluminium, high performance V8, developing 130 b.h.p. (DIN) at 5,000 rev/min. Payload capacity is five people and 750 lb or two people and 1,200 lb, and a maximum usable load space of 59 ft³. The cavernous rear compartment is readily accessible through easily-operated tailgates. In the Range Rover there is no need to travel light to travel comfortably, quickly, and safely.

Specifications
Range Rover

IMPORTANT NOTE. The Specifications in this brochure are correct for the UK market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.

ENGINE An o.h.v. all-aluminium high performance V8. Bore 3·5 in. (88·9 mm.). Stroke 2·8 in. (71·12 mm.). Cubic capacity 215 cubic inches (3,528 cc.). 8·25 : 1 compression ratio. Max. b.h.p. (DIN) 130 at 5,000 rev./min. Max. torque (DIN) 185 lb. ft. at 2,500 rev./min. Aluminium alloy cylinder block with inserted iron liners, cast integrally with crankcase. Aluminium alloy cylinder heads with in-line valves for breathing efficiency. Separate aluminium alloy inlet manifold with two carburettors. Self adjusting hydraulic tappets. Pistons are of a special lightweight full skirt design and incorporate a shallow circular depression in the crown. The counter-weighted crankshaft runs in five lead-bronze/lead indium overlay shell bearings and is fitted with a torsional vibration damper. A gear-driven oil pump delivers oil under pressure, to the main, big-end and camshaft bearings, the hydraulic tappets, distributor drive shaft and valve rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full-flow oil filter is fitted. An alternator is fitted as standard.

COOLING SYSTEM Pressurised type (15 p.s.i.[1·05 kg. cm.²]) with pump, fan, thermostat and pressurised expansion tank.

Capacity of system approximately 20 pints (11 litres).

Crossflow radiator.

FUEL SYSTEM A 18 gallon (21·6 U.S. gallons—82 litres) tank is located at the rear between the chassis frame members. A facia warning light flashes when the fuel level drops below approximately 3 gallons (13·6 litres). The Bendix electric pump supplies fuel to two Zenith-Stromberg CD2 carburettors.

TRANSMISSION Clutch is of the diaphragm spring, single dry plate type—10·5 in. (26·7 cm.) diameter. The main gearbox has four forward and one reverse speeds, manually operated with synchromesh on all forward gears. The transfer gearbox is of the two speed reduction type on the main gearbox output. Front and rear drive are permanently engaged via a third differential which can be locked by a vacuum control switch, mounted on the gearbox. Front and rear axles are of the spiral bevel type, the front having enclosed constant velocity joints. Differential ratio for each is 3·54 : 1.

OVERALL RATIOS (Final Drive)

	High Transfer	*Low Transfer*
Top	4·16	11·76
Third	6·25	17·69
Second	10·17	28·78
First	16·91	47·83
Reverse	15·23	43·07

STEERING Burman recirculating ball, worm and nut type incorporating an A.C. safety column with security locking device. Steering wheel diameter 17 in. (0·43 m.). Steering box ratio 20·55 : 1 straight ahead. Turning circle 37 ft. (11·3 m.), 4·75 turns lock to lock.

FRONT SUSPENSION Coil springs. Axle located by radius arms and Panhard rod. Control is by long-stroke hydraulic telescopic dampers.

REAR SUSPENSION Coil springs. Axle located by radius arms, support rods and central wishbone assembly, incorporating a 'Boge Hydromat' self-energising ride-level unit. Control is by long-stroke hydraulic telescopic dampers.

BRAKES Lockheed disc brakes are fitted front and rear and are servo-assisted for easy pedal operation. A dual line piping system ensures emergency braking to individually piped calipers on the front discs. The hand-brake is of the internal expanding drum type, operating on the transfer box rear output shaft.

WHEELS AND TYRES Pressed-steel enamelled wheels, five stud fixing—size 6·00 JK × 16. Tyres: Michelin radials XM + S 205 × 16 (tubed) or Firestone Town and Country radials 205 × 16 (tubed).

LIGHTING Headlamp units are of the sealed beam type. The head/side lamp switch and the combined headlamp flasher, dip, direction indicator and horn switch are mounted on the steering column nacelle below the steering wheel. A similar switch is provided for fog and spot lamps (optional extras). Sidelamps and indicator lamps are mounted on the front body corners and the tail/stop, indicator lamp unit incorporates a reversing lamp. A hazard warning system is standard and is operated by a switch on the facia rail.

HEATING AND VENTILATION SYSTEM The heating and ventilation system provides either fresh or recirculated air. Air is drawn through an opening below the windscreen where the intake of traffic fumes is minimised. Individual face level vents and a central vent can be adjusted as required. Extractor grilles in the rear quarter panels allow natural 'through-flow' ventilation.

WINDSCREEN WIPERS AND WASHERS Two-speed windscreen wipers incorporating a flick-wipe facility are operated by a steering column switch which also actuates the electrically-operated windscreen washers. Rear screen is fitted with a single-speed wiper and washer.

BASIC CONSTRUCTION The construction makes use of a welded box section chassis frame and a steel base unit to which the skin panels are applied as separate, painted units. Most body panels are of non-corrosive aluminium. The two wide doors are forward hinged and open to approximately 90°. Each have wind-down windows and opening quarter vents. Large rear side windows slide rearward to open and have a push button release.

Rear body floor is of strong corrugated aluminium and has a moulded rubber mat. The lower full-width tailgate is of steel and has a single centre locking handle. The pneumatically-assisted upper tailgate is provided with a security lock.

BODY INTERIOR Individual front seats have integral lap and diagonal safety harnesses and are fitted with a mechanism which allows the backrest to tip and automatically slide the seat assembly forward for ease of access to the rear seat. Driver's seat is provided with conventional fore and aft adjustment.

Doors have combined armrest/door pull with twin interior operating handles, for front and rear passengers. Each door has a sliding catch security lock. The full width rear seat can be folded for greater payload area.

Backrest catch operated by central handle.

Spare wheel mounted on left-hand side of body, with fabric wheel cover.

Interior appointments include: Interior roof light, operated either by opening the doors or by an independent switch; ashtray on transmission tunnel; twin collapsible sun visors; safety spring-out interior rear view mirror; integral parcel tray/passenger grab handle; spacious glove box; provision for radio.

Instrumentation consists of a speedometer, fuel gauge, water temperature gauge, ammeter, oil pressure gauge, oil temperature gauge, nine warning lights and an electric clock.

COLOURS AND TRIM *Exterior Colours:* Lincoln Green, Sahara Dust, Bahama Gold, Masai Red, Tuscan Blue, Arctic White; *Interior Trim Colour:* Palomino.

OVERALL DIMENSIONS AND DATA Wheelbase 100 in. (2·54 m.); Track 58·5 in. (1·49 m.); Ground clearance (under axles) 7·5 in. (0·19 m.)—(under c/l vehicle) 12·5 in. (0·32 m.); Turning circle 37 ft. (11·3 m.); Overall length 176 in. (4·47 m.); Overall width 70 in. (1·78 m.); Overall height 70 in. (1·78 m.).

WEIGHTS

	Front Axle lb. (kg.)	*Rear Axle lb. (kg.)*	*Total lb. (kg.)*
Unladen plus 5 gallons fuel	1900 (862)	1900 (862)	3800 (1724)
Gross weight	2200 (998)	3320 (1506)	5520 (2504)
*Total payload	—	—	1720 (780)

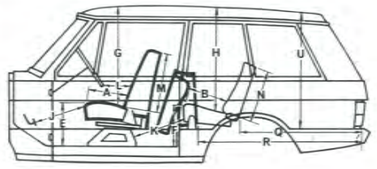
* i.e. five persons + 970 lb. (440 kg.) or two persons + 1420 lb. (644 kg.).

NOTE: These figures include an allowance of 220 lb. (100 kg.) for the fitting of a winch (or auxiliaries) which is restricted to the front of the vehicle only.
Maximum gross axle weights must not be exceeded.

OPTIONAL EQUIPMENT INCLUDES Power steering, laminated windscreen, Sundym tinted glass all round with laminated windscreen, split charge facility for use in conjunction with 18 ACR alternator, radio.

Towing Capacity

	Trailer weight	*Trailer weight & vehicle*
'Off-road' trailer	2204 lb. 1000 kg.	7724 lb. 3504 kg.
4-wheel road trailer with power brakes	8816 lb. 4000 kg.	14336 lb. 6504 kg.
Limited use, emergency purposes only. Max. road speed 18 m.p.h. (30 km./h.) ..	13224 lb. 6000 kg.	18744 lb. 8504 kg.



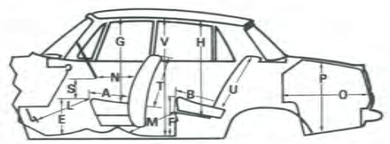
INTERIOR DIMENSIONS

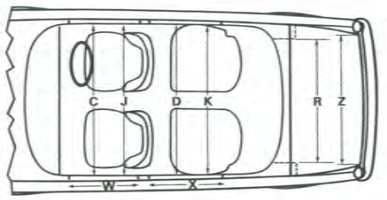
		Inches	*Metres*
A	Front to rear of front cushion	18·00	0·457
B	Front to rear of rear cushion	16·50	0·420
C	Width of body at front of front seats	59·50	1·510
D	Width of body at front of rear seat	58·31	1·480
E	Top of front cushion to floor	13·00	0·330
F	Top of rear cushion to floor	14·50	0·370
G*	Headroom—front seat	35·00	0·890
H*	Headroom—rear seat	35·75	0·910
J	Front cushion to accelerator pedal	20·25	0·534
K	Rear cushion to front seat box	18·00	0·460
L	Front squab to steering wheel	14·75	0·375
M	Front squab height	22·25	0·560
N	Rear squab height	19·25	0·490
O	Width between front seats	17·00	0·430
P	Width of tailgate opening	55·25	1·403
Q	Payload area length (seat in position)	42·00	1·067
R	Payload area length (seat folded)	58·00	1·473
S	Payload area width (between arches)	43·00	1·092
T	Payload area width (at waist)	63·50	1·613
U	Payload area height (floor to roof)	41·00	1·041

* With a person of average weight.

Measurements taken with driver's seat in central position. Total adjustment of driver's seat fore and aft is 7·313 in. (0·186 m.) 7·438 in. (0·189 m.) for passenger.

3500/3500S





ENGINE An o.h.v. all-aluminium lightweight high performance V8. Bore 3·5 in. (88·9 mm.). Stroke 2·8 in. (71·12 mm.). Cubic capacity 215 cubic inches (3528 cc.). 9·25 : 1 compression ratio. B.H.P. (DIN) 143 at 5,000 rev./min. Torque 202 lb. ft. at 2,700 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. H.I.F.6 carburettors. Self-adjusting hydraulic tappets are fitted. The pistons are a special lightweight full skirt design incorporating a shallow depression in the crown. The counter-weighted crankshaft runs in five lead-bronze/lead indium overlay 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 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 (68 litre) 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 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. H.I.F.6 carburettors.

TRANSMISSION, 3500 AUTOMATIC Type 65 Borg Warner 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 dipstick 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.

TRANSMISSION, 3500S Four-speed manual gearbox with synchromesh on all forward gears. Gear ratios: 1st 3·63 : 1. 2nd 2·13 : 1. 3rd 1·39 : 1. 4th 1·00 : 1. Reverse 3·43 : 1. Overall ratios: 1st 11·17 : 1. 2nd 6·57 : 1. 3rd 4·28 : 1. 4th 3·08 : 1. Reverse 10·56 : 1.

CLUTCH, 3500S The latest diaphragm spring type clutch is fitted and hydraulic control is by pendent pedal. Clutch plate dia. 9½ in. (241 mm.).

PROPELLER SHAFT Hardy-Spicer one-piece.

FINAL DRIVE The hypoid differential is rubber-mounted on to the base unit. Final drive ratio 3·08 : 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.); 16 in. (0·41 m.) leather-covered with power steering. Steering box ratio 21·5 : 1 straight ahead, 26 : 1 full lock. Turning circle—wall to wall 35 ft. 4 in. (10·769 m.) mean. 4½ turns lock to lock. Column adjustable for rake.

FRONT SUSPENSION Independent with transverse bottom links and leading top links acting on coil springs which are mounted horizontally to the bulkhead. 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 dampers.

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 cross member. 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 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 and brake pad wear warning light.

WHEELS AND TYRES Easy clean wheels with attractive stainless steel rim covers. Tyres: Avon radial, Pirelli Cinturato or Dunlop 'SP' Sport, tubeless, size 185HR × 14.

LIGHTING Quad beam headlamps in cowled recesses 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. Lights are switched on by a four-position rotary switch on the switch panel and moving the switch in a clockwise direction operates side, head and optional extra fog lamps. A hazard warning is effected through a separate switch which activates all direction indicators simultaneously. Sidelamps and flasher lamps are mounted on the front wings. At the rear combined stop/tail flasher and reversing lamp clusters are provided, with separate reflectors beneath.

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. Vents 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 Two-speed and variable delay intermittent wipe 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. They are then phosphate treated, totally immersed in a bath of electrophoretic primer, and the body is then finished in electrostatically applied body colours. In addition to underbody sealing vulnerable box sections and body members are sprayed internally with a rust-inhibiting wax. All doors are hinged at their forward edge and fitted with anti-burst locks.

BODY INTERIOR The seat cushions and squabs have a box-pleat pattern trim faced in brushed nylon, or hide as an alternative. Individual, fully adjustable bucket seats are fitted as standard in front. The backrests are fitted with head restraints and can be adjusted to any angle between upright and fully reclining, and single-hand operated inertia reel safety belts are provided. On the front doors combined grab handles and armrests are provided with easily operated, but protected, door release handles. Provision is made for fitting optional extra rear headrests. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: Rotary map light, central courtesy light operated by opening the doors or by independent rotary switch; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; full width parcel shelf with anti-slip mat; two spacious glove boxes; provision for radio and rear extension speaker; steering column lock incorporating ignition switch; gear driven front quarterlights. The instrument panel has a circular speedometer with trip mileage recorder and matching tachometer. Two adjacent smaller dials indicate fuel level and water temperature on one, while the other combines an oil pressure gauge and ammeter. On the panel there is also an electrically wound clock and a series of warning lights for ignition, low oil pressure, low brake fluid level, worn brake pads, direction indicators, headlight main beam and choke. All connections are by means of a printed circuit. The switch panel, with safety switches, is illuminated and incorporates cigar lighter and switches for map, interior, side, head, and fog lights, windscreen wipers and washers, hazard warning lights, and heated rear window. Sundym tinted glass fitted in all glazed areas.

OPTIONAL EQUIPMENT INCLUDES Power steering, air conditioning, floor mats, floor rugs, fog and spot lamps, laminated windscreen, wing mirrors, mud-flaps—front and rear, radio, roof rack, spare wheel carrier on boot lid, towing attachment, Dunlop Denovo tyres, rear seat head rests, heavy duty front and rear suspension.

PERFORMANCE

		3500S	*3500 (Automatic)*
Maximum speed		122 m.p.h.	115·5 m.p.h.
Acceleration through gears	0–30 m.p.h.	3·02 sec.	4·1 sec.
	0–40 m.p.h.	5·13 sec.	5·84 sec.
	0–50 m.p.h.	7·48 sec.	8·05 sec.
	0–60 m.p.h.	10·18 sec.	10·95 sec.
	0–70 m.p.h.	14·04 sec.	15·07 sec.
Top gear	50–70 m.p.h.	8·68 sec.	—
Standing start—¼ mile		18·0 sec.	18·4 sec.
Touring fuel consumption		22·3 m.p.g.	22·8 m.p.g.

Note: All above figures obtained from Rover factory tests

INTERIOR DIMENSIONS

		Inches	*Metres*
A	Front to rear of front cushion	19	0·482
B	Front to rear of rear cushion	17½	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	Top of rear cushion to floor	14½	0·368
G*	Headroom—front seat	34½	0·876
H*	Headroom—rear seat	33	0·838
J	Shoulder width—front seats	51	1·290
K	Shoulder width—rear seats	50 3/8	1·280
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 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	45½	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 8⅛ inches (0·219 m.); 5⅛ inches (0·143 m.) for passenger.

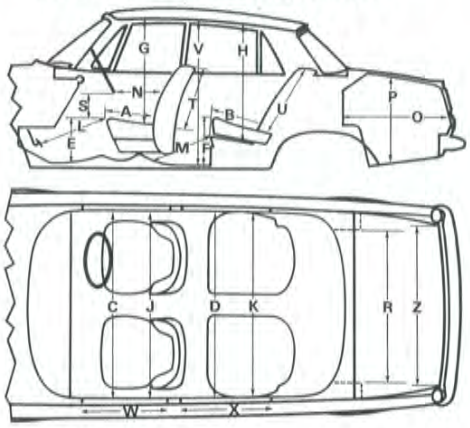
OVERALL DIMENSIONS Wheelbase 103·375 in. (2·63 m.); track, front 53·375 in. (1·35 m.); track, rear 51·75 in. (1·31 m.); overall length 179·75 in. (4·55 m.); overall width 66 in. (1·68 m.); overall height 55·75 in. (1·42 m.); ground clearance 6·62 in. (0·17 m.). Max. boot capacity 15 ft.³ (0·42 m.³). Turning circle—wall to wall 35 ft. 4 in. (10·769 m.) mean. Weight with 5 gallons (22·75 litres) petrol, 2872 lb. (1303 kg.)—Automatic; 2878 lb. (1306 kg.)—3500S.

COLOUR AND TRIMS

Exterior Colour	*Roof Trim and Sill Colour*	*Interior Trim*
Arctic White	*Huntsman	Bronze, Mango, Ebony
Mexico Brown	Huntsman	Buckskin, Mango, Sandalwood
Cameron Green	Ebony	Buckskin, Mango, Sandalwood
Almond	*Huntsman	Bronze, Ebony, Sandalwood
Monza Red	Ebony	Buckskin, Ebony, Sandalwood
Tobacco Leaf	*Huntsman	Buckskin, Bronze, Ebony
Scarab Blue	Ebony	Buckskin, Mango, Ebony
Lunar Grey	Ebony	Bronze, Ebony, Sandalwood
Paprika	Ebony	Buckskin, Bronze, Ebony

* Where Ebony interior trim is specified, Ebony roof covering only will be supplied.

2200 SC, TC, SC Automatic



ENGINE—2200 SC 4 cylinders. Bore 3·563 in. (90·5 mm.); stroke 3·375 in. (85·7 mm.); cubic capacity 134·6 in.³ (2205 cc.). Compression ratio 9 : 1; B.H.P. (DIN) 98 at 5,000 rev./min.; torque (DIN) 126 lb./ft. at 2,500 rev./min. 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 minimise weight. Alternator is standard.

ENGINE—2200 TC 4 cylinders. Bore 3·563 in. (90·5 mm.); stroke 3·375 in. (85·7 mm.); cubic capacity 134·6 in.³ (2205 cc.). Compression ratio 9 : 1; B.H.P. (DIN) 115 at 5,000 rev./min.; torque (DIN) 135 lb./ft. at 3,000 rev./min. A separate water-heated inlet manifold is fitted. Otherwise as above. An oil cooler is fitted on export models.

FUEL SYSTEM—2200 SC 15 gallon (68 litres) tank including a reserve supply. An A.C. mechanical petrol pump is fitted in conjunction with a single S.U. HIF6 carburettor (swing needle).

FUEL SYSTEM—2200 TC. As above, but with two S.U. HIF6 (swing needle) carburettors.

GEARBOX Four forward speeds and reverse with synchromesh engagement on all forward gears.

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 Type 35 Borg Warner gearbox. 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 Plate dia. 8½ in. (216 mm.).

PROPELLER SHAFT Hardy-Spicer one-piece propeller shaft of open type.

FINAL DRIVE Ratio 3·54 to 1.

STEERING Normally Adamant Marles hour glass, worm and roller follower type. Burman box is used on 2200 Automatic, and occasionally on other models. Sealed ball joints. Steering wheel diameter 17 in. Turning circle wall to wall, 35 ft. 1 in. (10·7 m.) mean, 3¾ turns lock to lock. Steering column adjustable for rake.

FRONT SUSPENSION Independent with transverse bottom links and leading top links acting on coil springs which are mounted horizontally to the bulkhead. The vehicle weight is taken through the king pins to the top links which apply it to the coil springs. Sealed ball joints top and bottom. Hexagonal anti-roll torsion bar clamped to the top links. Control is by hydraulic telescopic dampers.

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 mounted rear cross member. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic dampers.

BRAKES Girling disc brakes front and rear, servo assisted. The handbrake operates on the rear footbrake caliper pads.

WHEELS AND TYRES Easy clean wheels with attractive polished stainless steel trim covers. Tyres: Pirelli Cinturato 165SR × 14, or Dunlop SP Sport tubeless, size 165HR × 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. Lights are switched on by a four position rotary switch on the switch panel and moving the switch in a clockwise direction operates side, head and optional extra fog lamps. A hazard warning is effected through a separate switch which activates all direction indicators simultaneously. Sidelamps and flasher lamps are mounted on the front wings. At the rear combined stop/tail, flasher and reversing lamp clusters are provided with separate reflectors beneath. Groups of lights are individually fused.

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. Vents 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 2 speed and variable delay and intermittent wipe 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 base unit and body panels are phosphate treated and are then totally immersed in a bath of electrophoretic primer and the body is then finished in electrostatically applied body colours. In addition to underbody sealing, vulnerable box sections and body members are sprayed internally with rust-inhibiting wax.

BODY INTERIOR Provision is made for front and rear head restraints. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: rotary map light, central courtesy light operated by opening the doors or by independent rotary 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 anti-slip mat; two spacious glove boxes; provision for radio and rear extension speaker; steering column lock incorporated with ignition switch; gear driven front quarter lights.

OPTIONAL EQUIPMENT INCLUDES Electrical immersion heater for cylinder block, exhaust tailpipe finisher, floor mats, floor rugs, fog and spot lamps, head restraints for front seats and head rests for rear seats, laminated windscreen, wing mirrors, mud flaps—front and rear, radio, roof rack, spare wheel carrier on boot lid, towing attachment, tyre pump, Sundym tinted glass all round with either toughened or laminated windscreen, heavy duty front and rear suspension.

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 180 in. (4·57 m.); overall width 66 in. (1·68 m.); overall height 55·25 in. (1·40 m.); ground clearance 6 in. (0·15 m.). Maximum boot capacity 15 ft³ (0·42 m.³); Turning circle wall to wall, 35 ft. 1 in. (10·7 m.) mean, 3¾ turns lock to lock. Weight with 5 gallons (22·7 litres) petrol—SC 2822 lb. (1280 kg.); TC 2829 lb. (1283 kg.); SC Automatic 2855 lb. (1295 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 seats	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	Top of rear cushion to floor	14½	0·368
G*	Headroom—front seats	34½	0·876
H*	Headroom—rear seats	33	0·838
J	Shoulder width—front seats	51	1·290
K	Shoulder width—rear seats	50 $\frac{5}{16}$	1·280
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 8⅜ inches (0·219 m.); 5⅛ inches (0·143 m.) for passenger.

COLOURS AND TRIM

Exterior Colour	*Interior Trim Colour*
Arctic White	Bronze, Mango, Ebony
Scarab Blue	Buckskin, Mango, Ebony
Mexico Brown	Buckskin, Mango, Sandalwood
Cameron Green	Buckskin, Mango, Sandalwood
Almond	Bronze, Ebony, Sandalwood
Monza Red	Buckskin, Ebony, Sandalwood
Tobacco Leaf	Buckskin, Bronze, Ebony
Lunar Grey	Bronze, Ebony, Sandalwood
Paprika	Buckskin, Bronze, Ebony

PERFORMANCE

	2200 SC	*2200 TC*
Maximum speed (m.p.h.)	100·8	108·3
Accleration through gears (secs.)		
0–30 m.p.h.	3·69	3·32
0–40 m.p.h.	6·42	5·58
0–50 m.p.h.	9·09	8·04
0–60 m.p.h.	13·42	11·75
0–70 m.p.h.	17·99	15·38
Top gear 50–70 m.p.h.	11·55	11·00
Standing start ¼ mile (secs.)	19·37	18·76
Touring fuel consumption	29·3 m.p.g.	26·2 m.p.g.

All figures from Rover road tests

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BRITISH LEYLAND Rover

ROVER TRIUMPH
BRITISH LEYLAND UK LIMITED
SOLIHULL, WEST MIDLANDS, ENGLAND

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