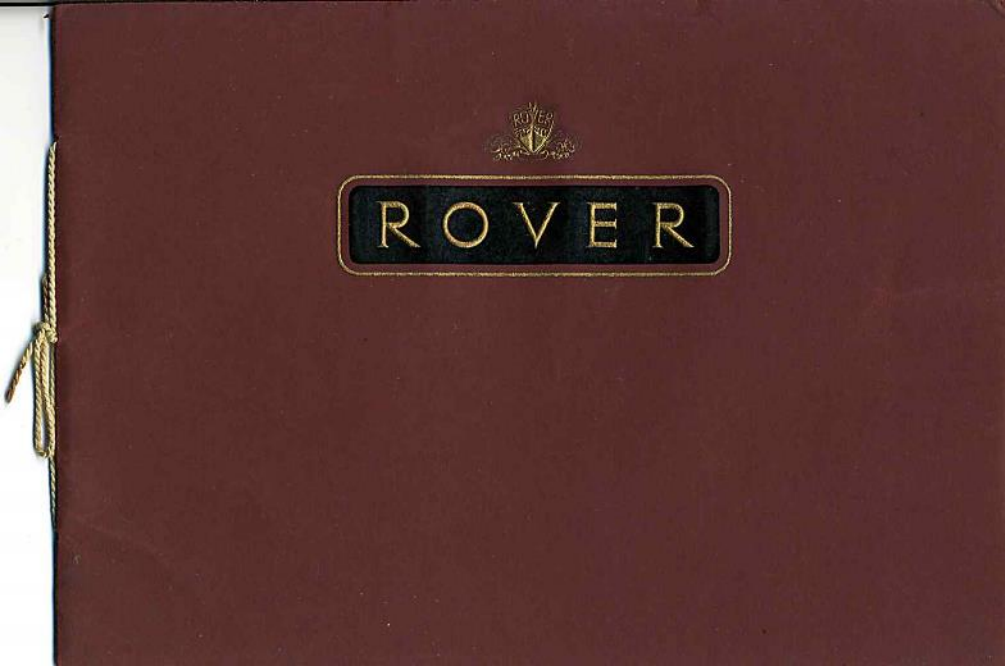

ROVER

The ROVER Seventy Five

INTRODUCTION

When post-war mechanical improvements dictated the change in the styling of the Rover Seventy-Five, the decision was widely applauded. By the same token the 1952 Rover is assured of success, since the same process of *logical* development has produced this latest combination of efficiency and craftsmanship. The same clean lines, the same generous coach-built comfort remain; but now the front has been restyled, to blend successfully the traditional Rover grille into the modern styling. Door panels, bonnet cover and luggage boot lid are in rustless aluminium alloy. The rear window now extends to almost the full width of the car.

The interior offers luxurious comfort for a full passenger complement. All seats are well within the wheelbase, and are of hide upholstery on foam rubber. There are massive central folding and side armrests in both compartments, a really efficient heating and ventilating system is included in the equipment, and interior lights operated by opening the doors are amongst other luxury features.

The smooth, silent, powerful '75' engine, a six-cylinder unit developing 75 b.h.p., has overhead inlet and side exhaust valves, a design conducive to high economy. Controls are finger-light, and in all situations the Rover handles delightfully. Independent front suspension and variable rate rear springs give the same unruffled ride irrespective of road or load, and stabilisers front and rear ensure freedom from sway and provide superb road-holding.

The spare wheel is housed in a separate compartment, giving extra luggage space, rubber is used even more extensively to simplify maintenance — the body is now rubber-mounted — and for all those *hidden values* essential to pleasurable motoring the Rover remains unique.

CHASSIS SPECIFICATION

ENGINE. Four Point flexible mountings. Six-cylinder 65·2 mm. bore x 105 mm. stroke, cubic capacity 2,103. Compression ratio 7·25-1 B.H.P. 75. Aluminium alloy cylinder head inclined on the cylinder block to accommodate patented design of high efficiency combustion chamber. Oil bath air cleaner and air silencer fitted.

VALVES. Overhead inlet valves operated by push rod and rocker arms. Inclined

FREE WHEEL. Designed as an integral part of the transmission unit and incorporated with gearbox. Its use is optional and controlled from the instrument board. When reversing it is automatically locked.

TRANSMISSION. By divided open propeller shafts with centre bearing. Spiral bevel type rear axle.

BRAKES. Hydraulically-operated foot brakes. The front wheel brakes are of the

y light pedal pressure and infrequent adjustment.
rated by rods independently on rear wheels only.

cred design of independent front suspension.
lliptic enclosed in gaiters which are packed with
hydraulic telescopic shock dampers at front and

side and cross members. Light but of extra-

system of heating and ventilation providing
de the car and fitted with windscreen de-froster.

eadlamps fitted with sealed lens, reflector and
with double-filament bulbs to both headlamps.

2 m.). Track front 52 in. (1·32 m.). Rear 51½ in.
·58 m.). Overall width 65½ in. (1·67 m.). Ground
Height 63½ in. (1·61 m.) unladen.

Easy-clean wheels have large chromium hub plate
ly.

ther frame side-member.

tion, rubber bearings are used wherever possible.
suspension bearings. Rubber bushes on shock
g shackles. Rubber body mountings and front

or arctic conditions, and require no lubrication.
h the incredible smoothness of the engine to give

Since publication of this catalogue the Lakeside Green and Connaught Green finishes have been discontinued and the list of standard colour finishes is as follows :—

BODYWORK	*Pastel Blue*	*Ivory*	*Sage Green*	*Grey*	*Black*
UPHOLSTERY	*Blue or Tan*	*Red, Green or Tan*	*Green, Tan Red or Grey*	*Grey, Red, Green or Blue*	*Green, Red, Grey, Blue, or Tan*

Duo-tone colour finishes are available at extra charge.

BODYWORK	*Roof Canopy Panel Lower Panels*	*Sage Green Light Green*	*Dark Grey Standard Grey*
UPHOLSTERY	*AS IN STANDARD RANGE*		

September, 1952.

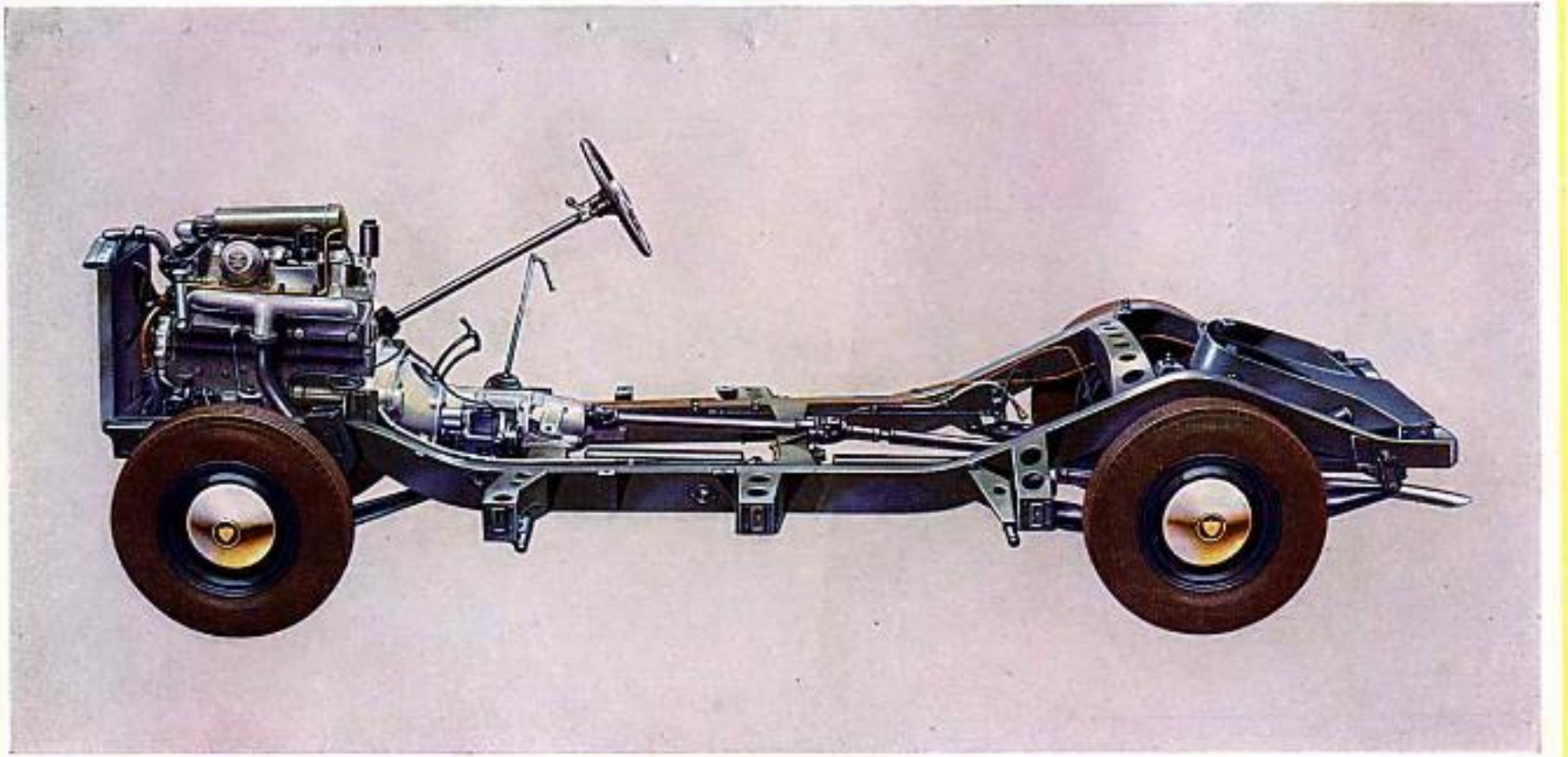
RANGE OF COLOUR FINISHES

BODYWORK	*Connaught Green (dark)*	*Lakeside Green (light)*	*Pastel Blue*	*Ivory*	*Black*
UPHOLSTERY	*Grey or Green*	*Green*	*Blue*	*Red or Green*	*Green, Red, Grey, Blue or Tan*

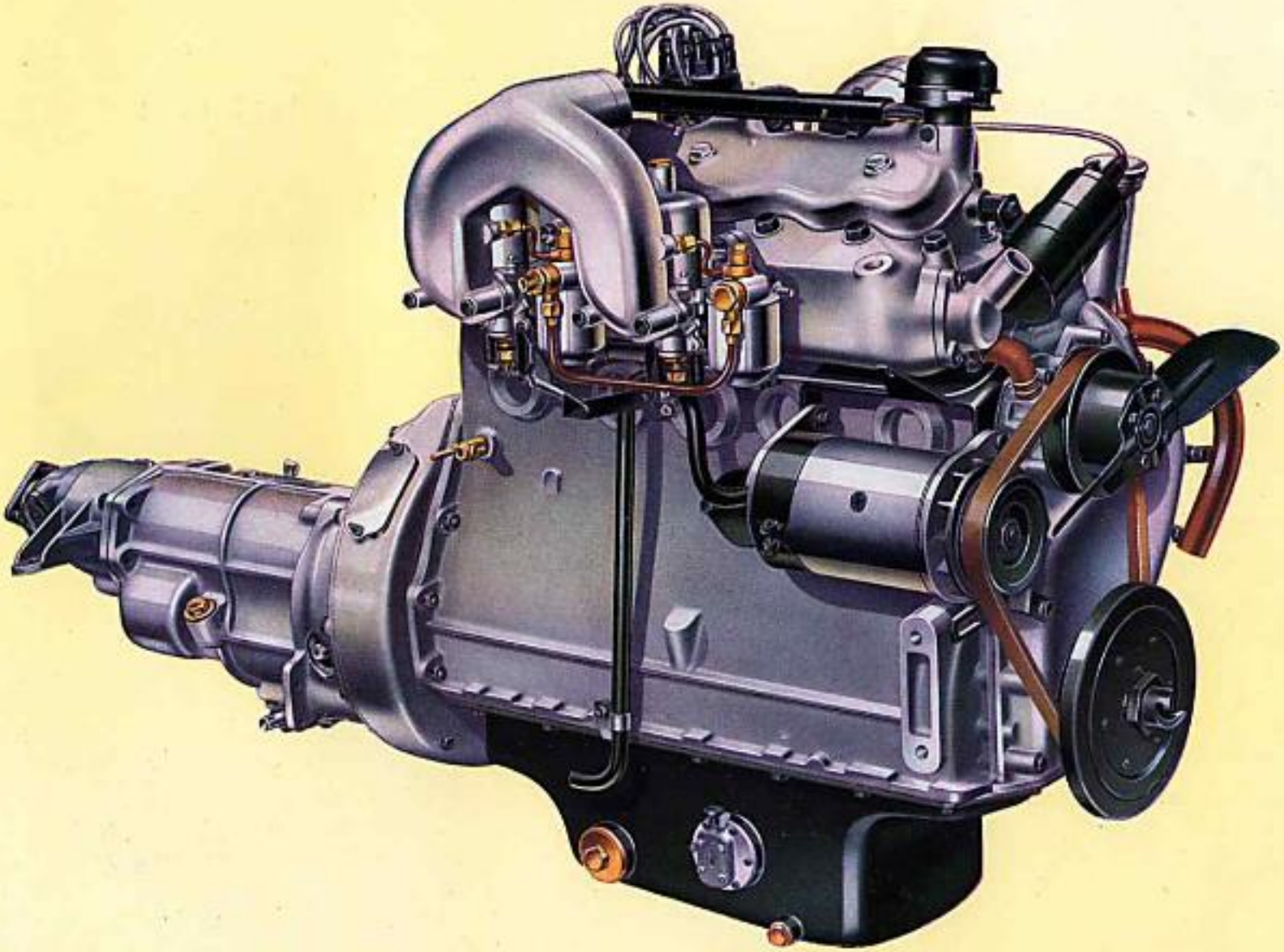
Note: Owing to printing limitations, the colours shown in this catalogue cannot be guaranteed true representations of the models illustrated.

Specifications liable to alteration without notice. All Rover cars are subject to the guarantee conditions contained in the Guarantee Form issued by The Rover Company Limited. Persons dealing in the Company's goods are not the agents of the Company and have no authority whatsoever to bind the Company by any expressed or implied undertaking.

March '52. E. & O. E.



THE ROVER "75" CHASSIS



THE ROVER "75" ENGINE DESCRIPTION

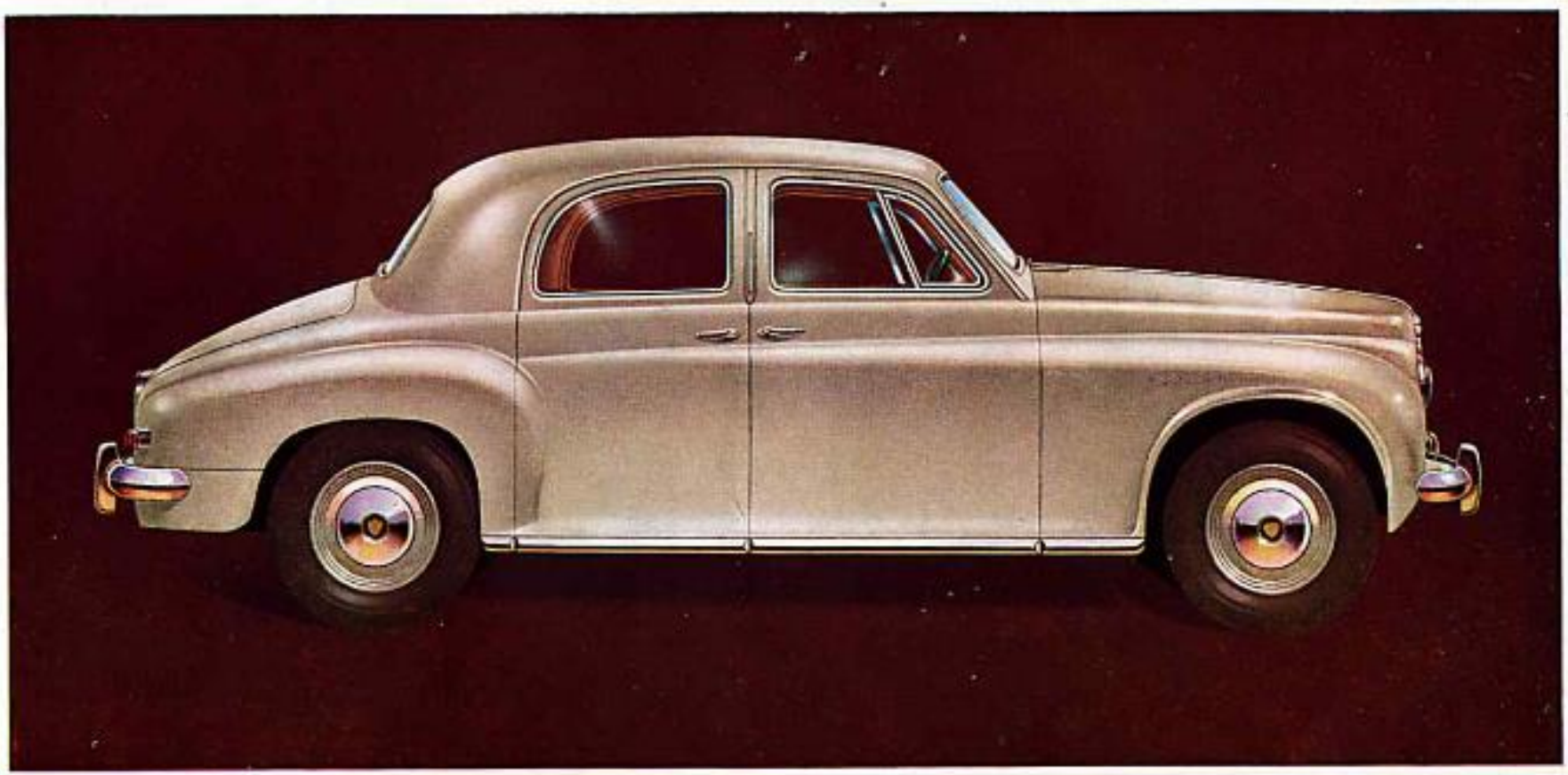
The '75' engine is designed to give more than adequate performance with outstanding economy and durability. Smooth, silent, powerful and flexible, this 6-cylinder 75 b.h.p. power unit will answer every demand made of it throughout its long, trouble-free life.

The combustion chamber shape gives a high power output over a wide speed range, and its compactness and good turbulence characteristics permit a high compression ratio and unusually weak mixtures on part throttle. Overhead inlet and side exhaust valves are inclined to the axis of the cylinder bore.

The exhaust valves are faced with heat-resisting material and seated on special alloy cast iron inserts extremely resistant to heat and wear. The upper ends of the cylinder bores are chromium-plated, a feature which in conjunction with special piston rings ensures long life and negligible oil consumption. Chromium plating is also applied to the cam followers. The crankshaft is a fully counterbalanced nickel chrome steel forging, fitted with a rubber-mounted harmonic vibration damper.

Pressurised cooling is by pump and fan, with a thermostat to ensure rapid warming up. Water is directed to each exhaust valve seat by jets in a tube running the full length of the cylinder block; from here the water circulates round the head, cooling the sparking plug bosses, and is then used to heat the inlet manifold, which is integral with the head.

Thorough lubrication is catered for by a large-capacity oil pump, delivering oil under pressure to crankshaft main bearings, big end bearings, camshaft bearings, timing chain tensioners, distributor drive shaft and cam followers and rockers. Each cam is separately fed, and cylinder bores are lubricated by a jet of oil from each connecting rod.

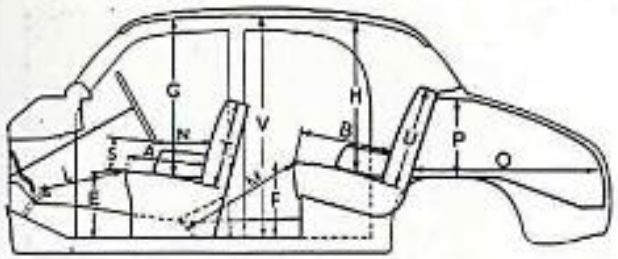


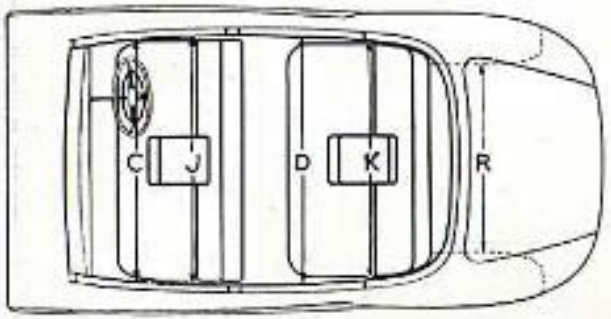
THE ROVER "75" IN IVORY

IN LAKESIDE GREEN

THE ROVER "75" FINISHED IN BLACK

INTERIOR DIMENSIONS





A	Front to Rear of Front Cushion	19 in. (483 mm.)
B	Front to Rear of Rear Cushion	21 in. (532 mm.)
C	Width of Body at Front of Front Seat ...	54 in. (1372 mm.)
D	Width of Body at Front of Rear Seat... ...	53 in. (1346 mm.)
E	Top of Front Cushion to Floor	12½in. (318 mm.)
F	Top of Rear Cushion to Floor	13 in. (330 mm.)
G	Headroom—Front Seat	38 in. (965 mm.)
H	Headroom—Rear Seat	36 in. (914 mm.)
J	Width of Body at Rear of Front Seat... ...	55½in. (1409 mm.)
K	Width of Body at Rear of Rear Seat ...	52½in. (1334 mm.)
L	Front Cushion to Accelerator Pedal	21 in. (532 mm.)
M	Rear Cushion to Foot Rest	25½in. (648 mm.)
N	Front Squab to Steering Wheel	13½in. (343 mm.)
O	Locker Depth	38 in. (965 mm.)
P	Locker Height	15 in. (381 mm.)
R	Locker Width	40 in. (1016 mm.)
S	Top of Front Cushion to Steering Wheel ...	6 in. (152 mm.)
T	Front Squab Height	21 in. (532 mm.)
U	Rear Squab Height	24 in. (610 mm.)
V	Height of Interior of Body	47 in. (1193 mm.)
	Width of Front Door at Waist	33 in. (838 mm.)
	Width of Rear Door at Waist	27 in. (686 mm.)

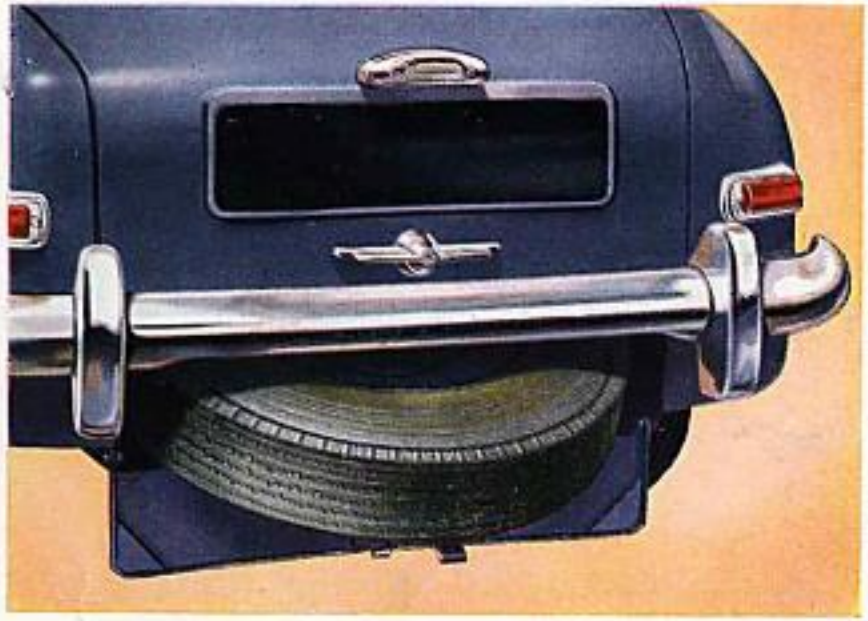
The Rover Seventy-Five interior gives new meaning to the phrase "armchair motoring", with luxuriously sprung seats of finest quality hide on foam rubber. All seats are well within the wheelbase, the rear seat actually being forward of the rear wheels. Extra-wide central folding armrests and side armrests are provided front and rear, the front side armrests being individually adjustable.

A highly efficient built-in fresh-air heating, ventilating and screen demisting unit is fitted, widely adjustable and easily controlled, and other aids to comfort include interior lights front and rear, operated by opening the doors, large ash-trays in both compartments and pivoting front quarter lights. Floor space throughout is unimpeded, and all doors give unrestricted access to the seats. Visibility for all occupants is excellent and the whole tastefully styled interior, from walnut facia and window mouldings to deep-pile carpets, exemplifies the coach-building craft at its best.

THE ROVER "75" FINISHED IN PASTEL BLUE

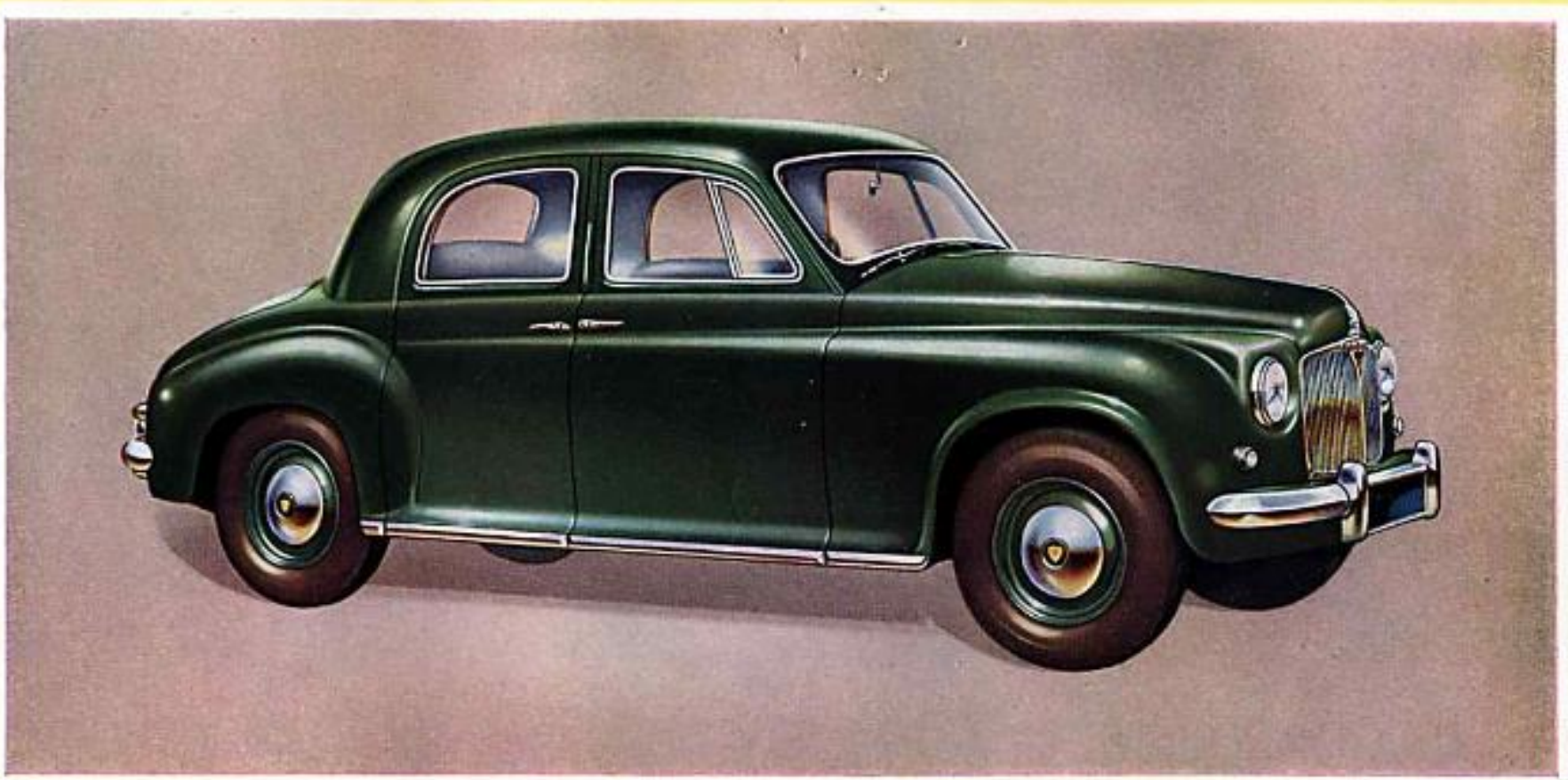
SPARE WHEEL

The spare wheel is carried in a separate compartment beneath the luggage boot; an arrangement which gives maximum stowage space and permits changing a wheel without removing and replacing the luggage.



LUGGAGE

A really spacious luggage boot, with an unobstructed floor, protects all luggage under lock and key. The lock has a separate key, so that valuables are safe-guarded in garages, car parks and other public places. The spring-balanced lid is held open by two strong stays and at night a light, controlled by a mercury switch, automatically illuminates the locker when the lid is opened.



THE ROVER "75" IN CONNAUGHT GREEN

ATTENTION TO DETAIL

The features illustrated on this page are only two of the many examples of a meticulous thoroughness evidenced throughout the design of the Rover Seventy-Five.

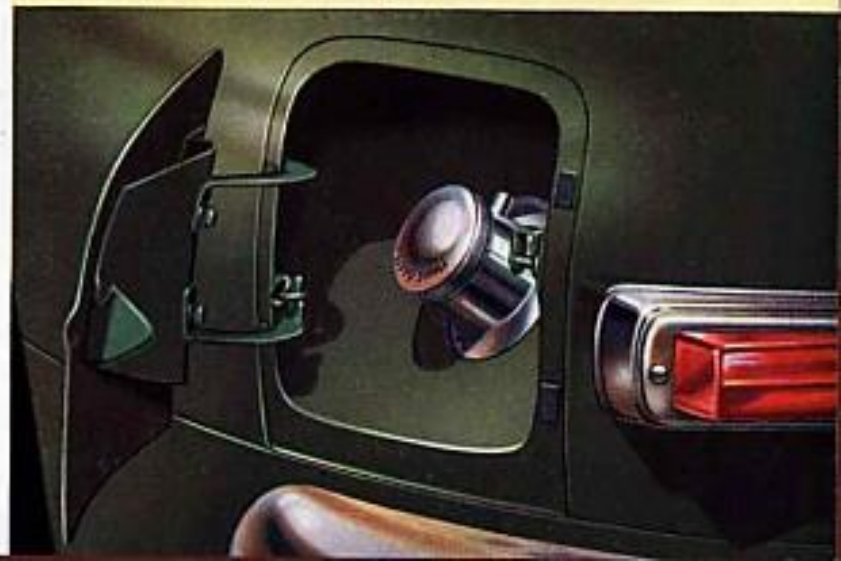
All doors have push-button door handles, for instance, and the rear doors incorporate an additional locking device—a useful precaution when children are carried. Door hinges are also fitted with catches to retain the doors in the fully open position. An automatic reversing lamp makes night-time reversing easier, and other features conducive to comfort and driving ease include an ingenious petrol gauge which also indicates the level of oil in the sump; a choke warning light; a front seat that is adjustable for height, slope and leg-room; a facia locker lid that forms a handy picnic or map-reading platform; interior lights front and rear, operated by opening the doors; and automatic illumination of the luggage boot.

EASE OF MAINTENANCE

Maintenance on the Rover Seventy-Five has been reduced to the essential minimum. To cater for maintenance needs, there is a simple four-point jacking system, and a comprehensive, well laid out tool tray is carried in a rubber-lined drawer beneath the driver's seat. To simplify matters even more, there are only four grease-gun nipples *on the entire car (all on the propeller shaft), and all parts needing periodic inspection are easily accessible.*

The walnut facia has a wide range of instruments, including a clock visible to all occupants. There is a large lockable glove-box, and radio is available as an optional extra.

The petrol filler is concealed in a separate compartment, behind a spring door. The door is fitted with a pilfer-proof lock, operated from the luggage boot.



THE ROVER COMPANY LIMITED

SOLIHULL · BIRMINGHAM · ENGLAND

Telephone : SHEldon 2461 Telegrams : ROVER, SOLIHULL

Service Depot: SOLIHULL. Telegrams: Rovrepair, Solihull. *London Showrooms:* DEVONSHIRE HOUSE, PICCADILLY, W.1. Telephone: Grosvenor 3252. *London Service Depot:* SEAGRAVE ROAD, FULHAM, S.W.6. Telephone: Fulham 1221. Telegrams: Rovrepair, Wesphone, London.

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