# ROVER

## 3-LITRE SALOON

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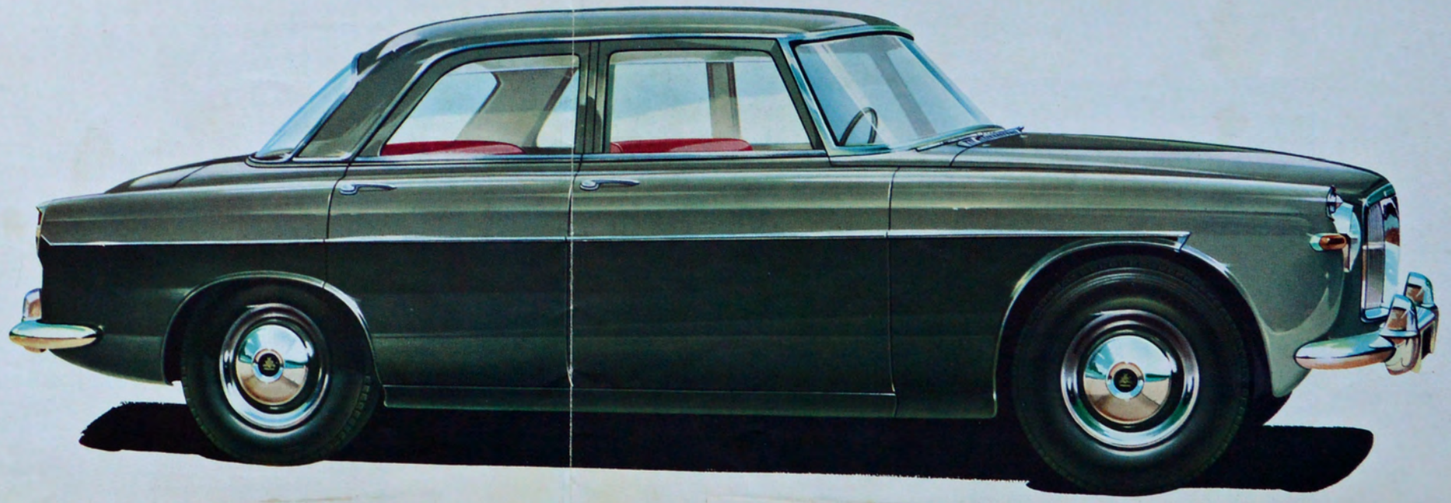
# ELEGANCE IN ENGINEERING BY ROVER

Restrained in its styling and with a very satisfying specification and performance, the 3-litre Saloon is a worthy addition to a distinguished range of Rover Cars. Of entirely new all-steel construction, the coachwork provides comfort of the highest order for driver and passengers. The exterior panels are hand-finished and every vulnerable part of the body is treated to give permanent protection against corrosion, including the complete undersealing of the floor.

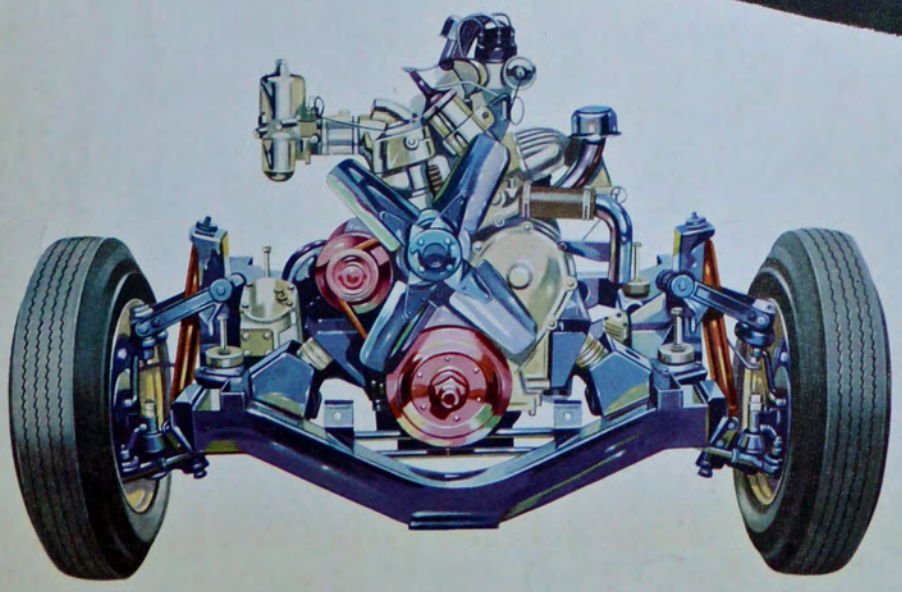
Although new in design, the 3-litre retains the important features exclusive to Rovers which ensure sweet running and reliability with the virtual elimination of routine maintenance.

Two transmission systems are offered—normal 4-speed gearbox with optional overdrive, or specially adapted Borg-Warner automatic gear change.



The seats are upholstered in finest quality hide and thick pile carpets with felt underlays cover the floor. There is a choice of five upholstery colours, each with charcoal grey trimmings, while charcoal grey is also available for carpeting if required.

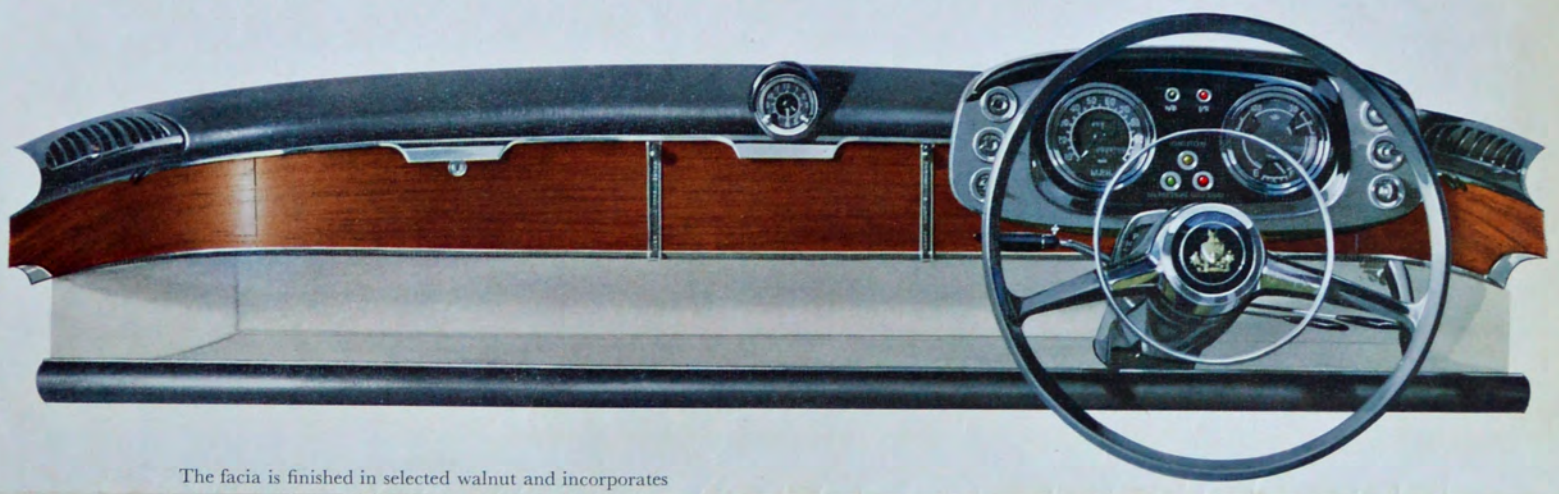
Long, low and wide with generous room inside, the Rover 3-litre is yet extremely manœuvrable in traffic and narrow streets. On longer journeys comfortable high-speed cruising can be enjoyed mile after mile.



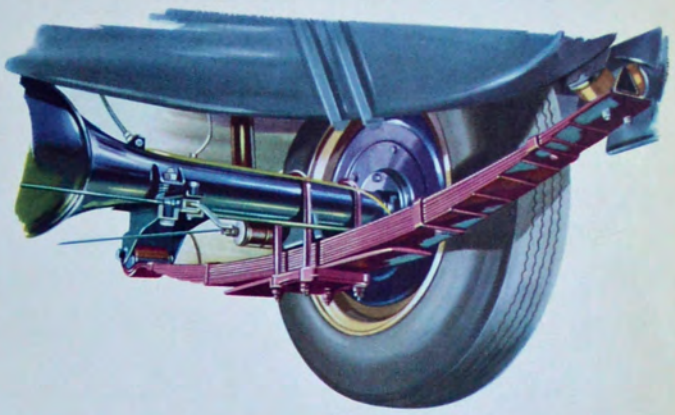
Engine, transmission, laminated torsion bar front suspension and the steering components are mounted on a welded steel chassis unit, the whole assembly being secured to the body by six rubber mountings. This system gives very great strength and makes for convenient servicing.

# ASPECTS OF ROVER 3-LITRE DESIGN

A single full-width front seat is normally fitted but two individual seats can be supplied as an optional extra. They are fully adjustable and each is provided with a folding arm-rest. Adjustable side arm-rests are also mounted on the front door casings.



The facia is finished in selected walnut and incorporates two parcel compartments, while a full-width parcel shelf is fitted beneath. Heater controls are centrally placed and additional face-level ventilation is provided. All switches on the instrument panel are illuminated for easy reference at night.



Rear suspension is by long semi-elliptic progressive rate springs secured by eccentric rubber-bushed bearings and unique rubber cushion shackles which need no maintenance. They are controlled by hydraulic telescopic shock absorbers.

Outstanding visibility is provided by wide door windows and the wrap-round rear window and windscreen. (A laminated glass windscreen can be supplied as an optional extra). The rear panels of the 3-litre enclose a luggage compartment of very generous proportions.

# GENERAL SPECIFICATIONS

**ENGINE** Six cylinders. Bore 3·063 in. (77·8 mm.); stroke 4·134 in. (105 mm.); cubic capacity 183 cu. in. (2995 c.c.); maximum brake horse-power 115 at 4,500 r.p.m.; maximum torque 164 lb. ft. at 1,500 r.p.m.; compression ratio 8·75 to 1. (7·5 to 1 ratio optional for countries where high octane fuels are not generally available). Cylinder block cast integrally with crankcase. Aluminium alloy cylinder head inclined on block to accommodate high efficiency combustion chamber. Overhead inlet valves and inclined side exhaust valves. Roller-type cam followers are fitted. The camshaft is driven by a double roller chain, and has an hydraulically operated automatic tensioner. Pistons are of inverted 'V'-shape on the crown to conform to the special combustion chamber shape. The crankshaft runs in seven copper-lead-lined steel shell, lead tin plated bearings and is fitted with a harmonic vibration damper. A large capacity oil pump delivers oil under pressure to main, big-end and camshaft bearings, and to the timing chain tensioner, distributor drive shaft, cam followers and rocker gear. Each cam is separately fed, and the cylinder bores are lubricated by a jet of oil from each connecting-rod. A full-flow oil filter is fitted, and the sump level can be checked from the driving seat by pressing a button on the instrument panel.

**FUEL SYSTEM** A 14 gallon (64·0 litres) tank is fitted forward of the boot, sealed from the car interior by a steel bulkhead and from the boot by a trimmed partition. A 1½ gallon (7 litres) reserve supply is controlled by a switch on the instrument panel. An electric petrol pump is mounted alongside the tank. A lockable filler cap is provided.

**GEARBOX (On Normal Transmission Model)** Incorporates four forward speeds and reverse, with synchromesh engagement for second, third and top gears. A central direct gear change lever is fitted, leaving the front floor of the car unobstructed. Overdrive can be fitted as an optional extra. Gear ratios: first 3·376, second 2·043, third 1·377, top 1·0, overdrive ·778, reverse 2·968.

**CLUTCH** Single dry plate type with spring cushion drive. Hydraulic operation by pendant pedal. Clutch plate diameter 10 in. (254 mm.).

**AUTOMATIC TRANSMISSION MODEL** Transmission of Borg Warner design and manufacture incorporating special features to Rover requirements. Control mounted on steering column, with illuminated quadrant. Gear ratios: High 1·0, Intermediate 1·435, Low 2·308, Reverse 2·009. Torque Converter stalled ratio on Intermediate, Low and Reverse gears 2·1 to 1.

**PROPELLER SHAFT** Two-piece propeller shaft with flexibly mounted centre bearing.

**REAR AXLE** Semi-floating with spiral bevel final drive. Final drive ratio is 3·9 to 1 on Normal and Automatic Transmission Models, but a ratio of 4·3 to 1 is used when overdrive is fitted to the normal gearbox.

**STEERING** Burman re-circulating ball steering is used to give high overall efficiency. Steering wheel diameter 17 in. (0·43 m.).

**FRONT SUSPENSION** Independent laminated torsion bars. All ball joints and bearings are sealed against the entry of dust and water, and loss of lubricant. They need very infrequent maintenance. Rubber bushes, requiring no lubrication are also extensively used. Control is by hydraulic telescopic shock absorbers, and an anti-roll bar is fitted.

**REAR SUSPENSION** Long, semi-elliptic springs of progressive rate attached by eccentric rubber-bushed bearings and unique rubber cushion shackles requiring no maintenance. Control by hydraulic telescopic shock absorbers.

**BRAKES** Servo assisted hydraulic brakes all-round with trailing shoes at the front, and leading and trailing shoes at the rear. Mechanical linkage handbrake operating on rear wheels applied by pistol grip lever.

**WHEEL AND TYRES** Easy-clean wheels with large chromium hub plates embodying the Rover symbol. Tyres, 6·70 x 15 tubeless. 7·10 x 15 tyres are available as an optional extra.

**LIGHTING** Headlamps, sidelamps and flasher lamps are mounted in the front wings, while at the rear, combined flasher, stop and tail lamps incorporating red reflectors, are fitted. There is also a reversing light and a boot illumination light. The headlamp dipping mechanism is operated by a pedal which also acts as a foot-rest.

**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 minimized. Three slots at the base of the windscreen give good air distribution for demisting and de-frosting.

**WINDSCREEN WIPERS AND WASHERS** Windscreen wipers of the off-the-screen, self-parking type are fitted. Windscreen washers are also provided as standard equipment.

**CHASSIS UNIT** A welded steel chassis unit at the front of the car carries engine, transmission, front suspension and steering components, and is attached to the body by six rubber mountings to provide noise-and vibration-insulation. The unit gives great protective strength.

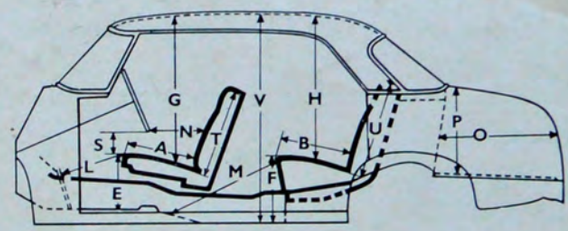
**BODY CONSTRUCTION** The body is entirely of welded steel construction. The lower half is painted in a slipper bath and the floor is undersealed. All mating panels are treated to resist corrosion, and the whole body is thoroughly sound-proofed and sealed against the entry of dust or draughts. Bonnet and boot lid are counter-balanced by spring-loaded hinges. All doors are forward-hinged.

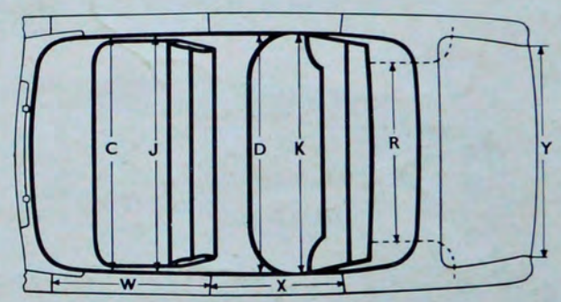
**BODY INTERIOR** Upholstery is in prime quality hide, and both front and rear seats have extra wide central folding arm-rests and side arm-rests, front side arm-rests being individually adjustable. The single-piece front seat can be adjusted fore and aft, and also for height and rake. Individual front seats are available at extra cost. Heavy-pile floor carpets with felt underlays are fitted. Selected walnut is used for the facia panel and for door garnishings. Interior equipment includes: front and rear courtesy lights, operated either by opening the doors or by independent switches; ashtrays fitted under front parcel shelf and in back of front seat; twin sun visors; electric clock with frontal hand set and regulator; cigarette lighter; full-width parcel shelf, front and rear; spacious glove box under separate lock and key, and fitted with pull-down door for map-reading, etc.; provision for radio; safety catches on interior rear door handles to prevent accidental opening.

**COLOURS — Exterior**: Black, Rush Green, Shadow Green, Heather Brown, Light Brown, Dover White, Light Grey, Dove Grey, Smoke Grey, Dark Blue. Certain recommended two-tone combinations of these colours are available at small extra cost.

**Upholstery**: Rush Green, Red, Beige, Silver Grey, Mid-Blue. Charcoal Grey trimmings are included with each colour.

**OVERALL DIMENSIONS** Wheelbase 110½ in. (2·81 m.); track, front 55 in. (1·40 m.); track, rear 56 in. (1·42 m.); overall length 186½ in. (4·74 m.); overall width 70 in. (1·78 m.); overall height 60¼ in. (1·53 m.); ground clearance 7⅞ in. (0·20 m.).




**INTERIOR DIMENSIONS**

| | | Inches | Metres |
|---|---|---|---|
| A | Front to rear of front cushion | 18½ | 0·47 |
| B | Front to rear of rear cushion | 18 | 0·46 |
| C | Width of body at front of front seat | 59 | 1·50 |
| D | Width of body at front of rear seat | 59 | 1·50 |
| E | Top of front cushion to floor | 12 | 0·30 |
| F | Top of rear cushion to floor | 16 | 0·41 |
| G | Headroom—Front seat | 36½ | 0·93 |
| H | Headroom—Rear seat | 34 | 0·86 |
| J | Width of body at rear of front seat | 59 | 1·50 |
| K | Width of body at rear of rear seat | 59 | 1·50 |
| L | Front cushion to accelerator pedal | 19½ | 0·50 |
| M | Rear cushion to foot rest | 24 | 0·61 |
| N | Front squab to steering wheel | 13½ | 0·34 |
| O | Locker depth | 30 | 0·76 |
| P | Locker height | 19½ | 0·50 |
| R | Locker width | 43 | 1·09 |
| S | Top of front cushion to steering wheel | 5¼ | 0·13 |
| T | Front squab height | 22 | 0·56 |
| U | Rear squab height | 23 | 0·58 |
| V | Height of interior of body | 49¾ | 1·26 |
| W | Width of front door at waist | 36 | 0·91 |
| X | Width of rear door at waist | 30 | 0·76 |
| Y | Minimum external width of boot opening | 48½ | 1·23 |

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