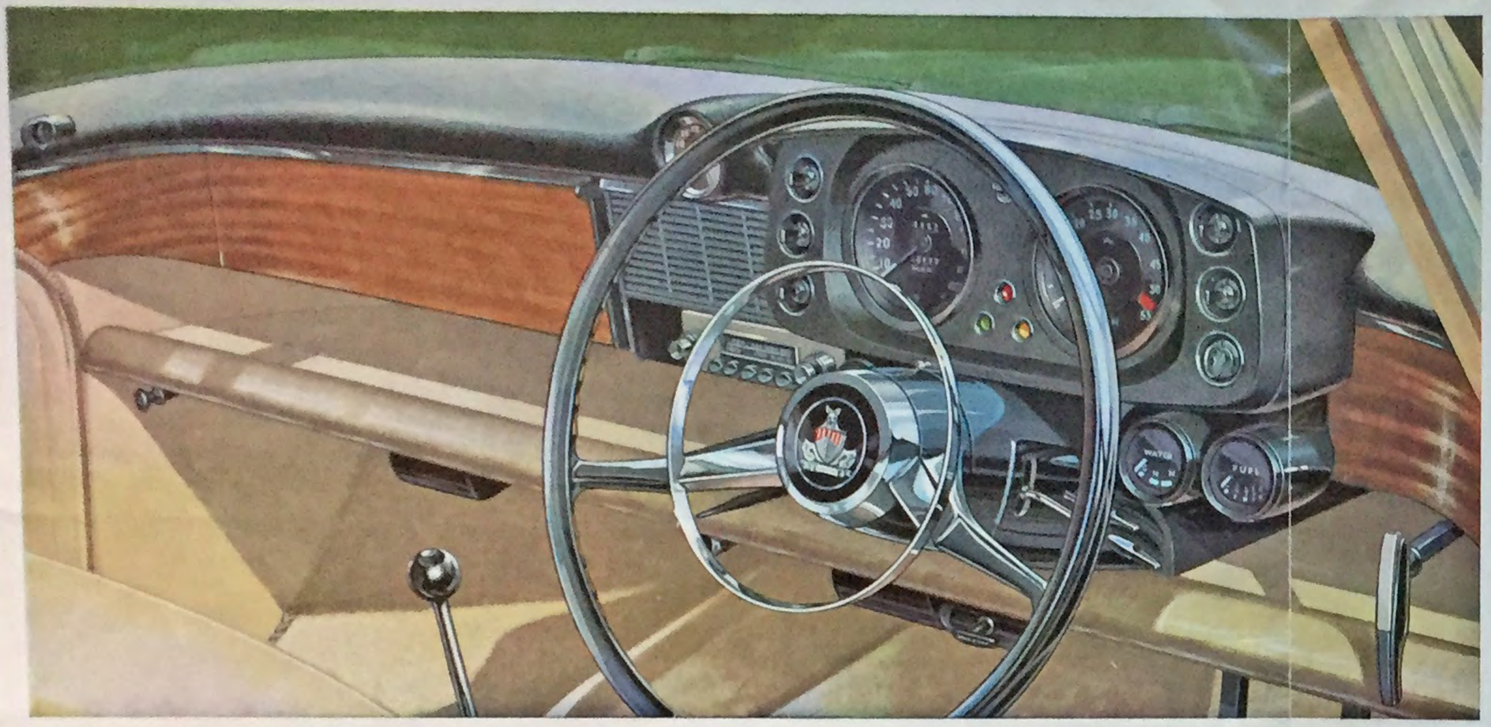
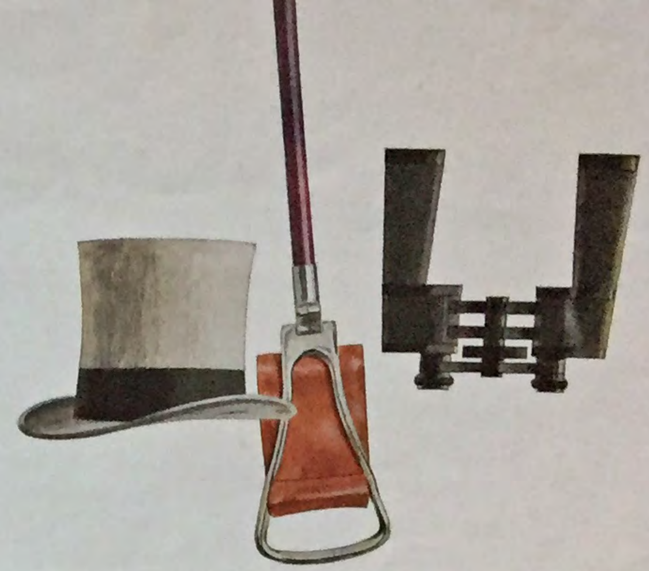
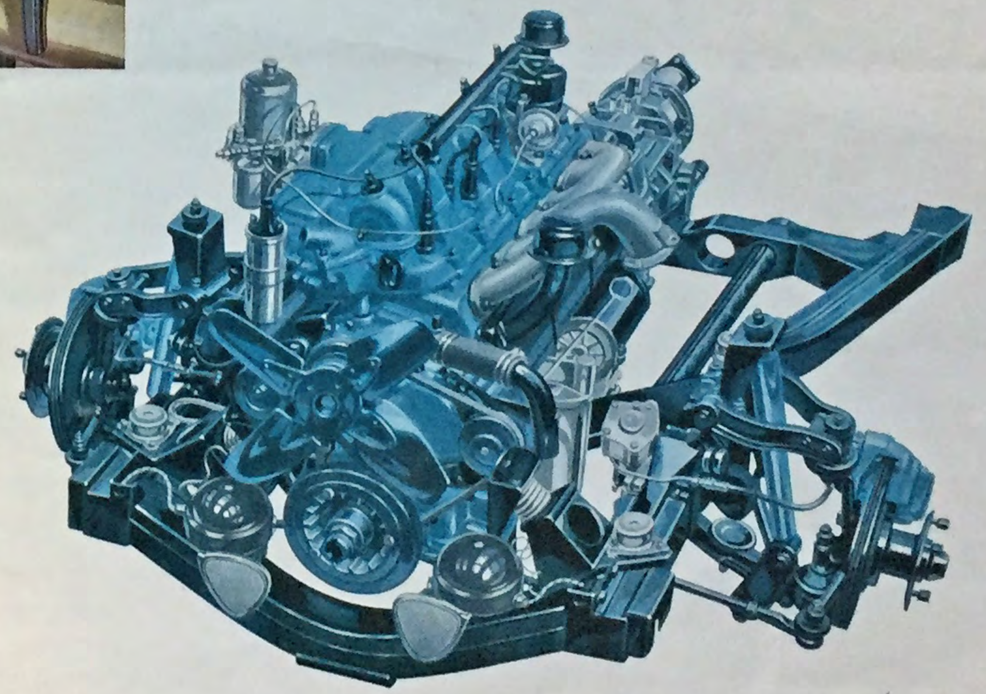
ROVER

3-LITRE SALOON AND COUPÉ



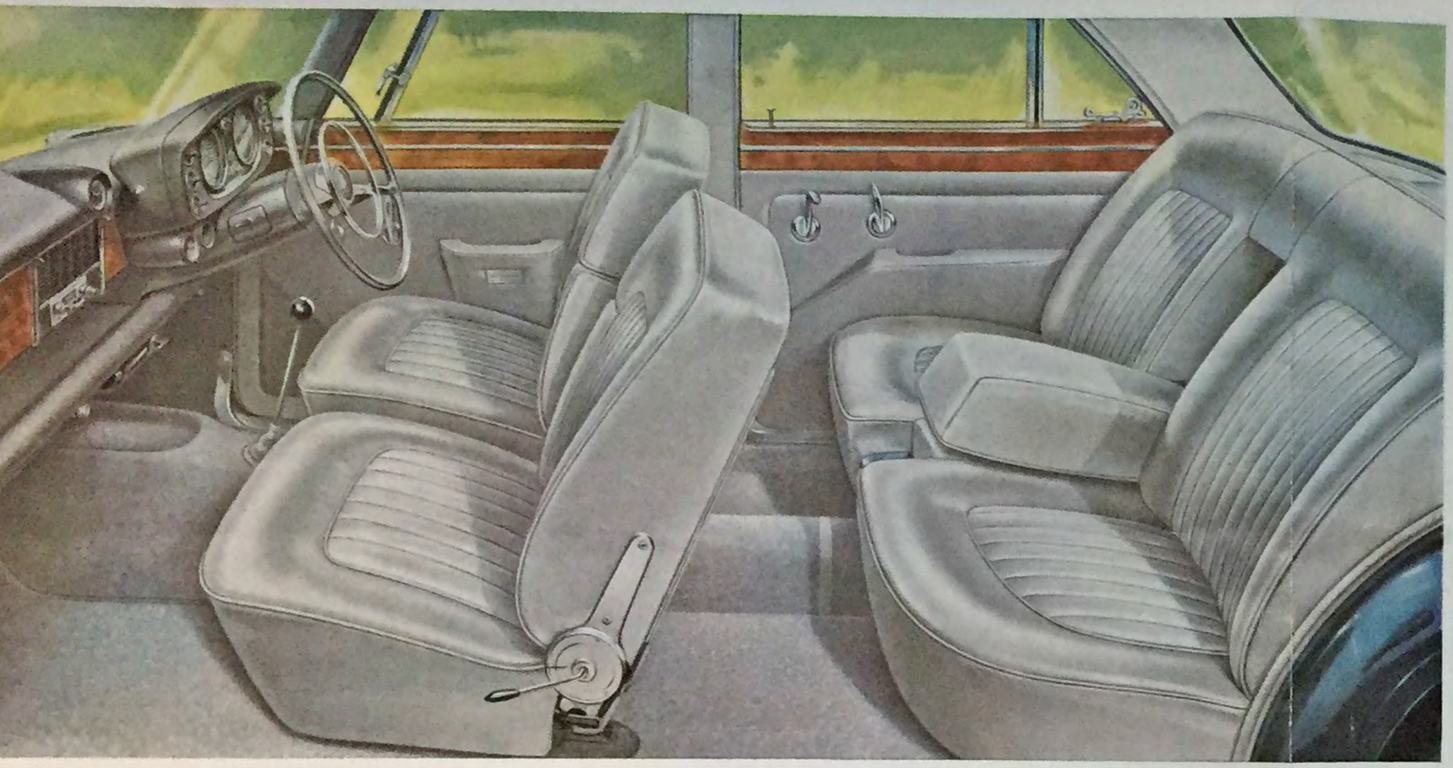
Seen through the dished, two-spoke steering wheel, the control panel of the 3-Litre Coupé is pleasing and conveniently arranged. All switches and levers are within comfortable reach and the instruments, which include a revolution counter, are clearly visible. The fine-looking facia is panelled in African Cherry wood.





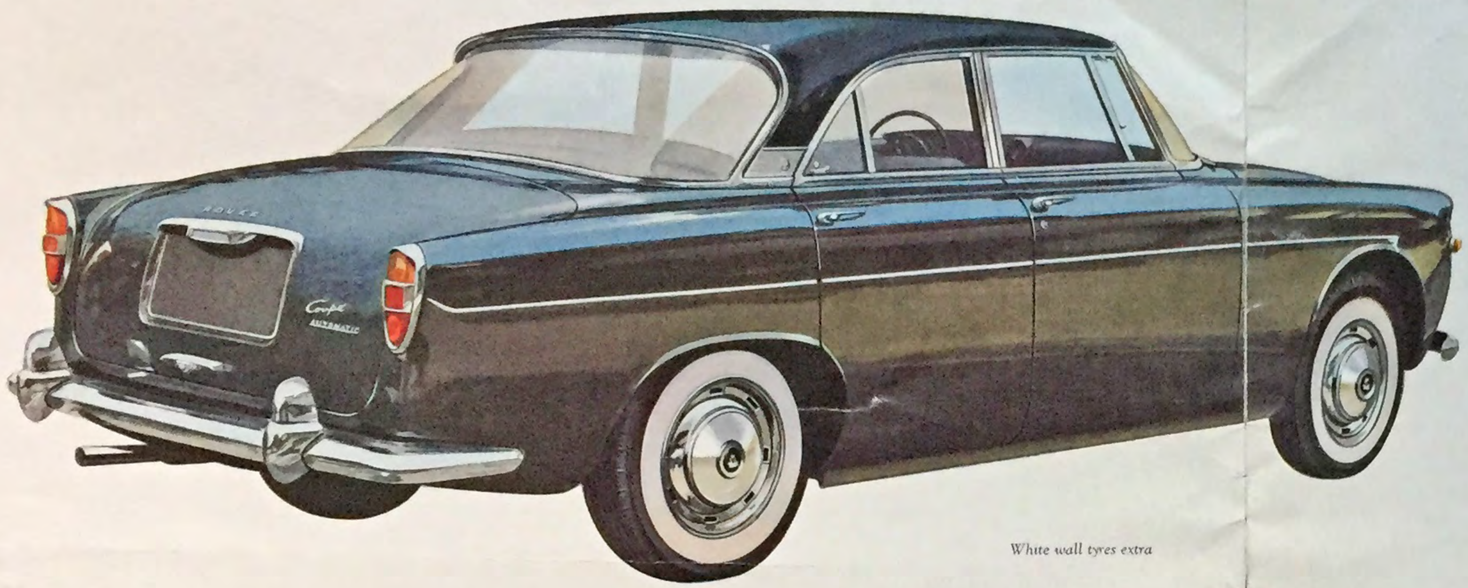
There is plenty of power under the bonnet of the Rover 3-Litre and, thanks to Rover engineering, the vivacious performance can be safely enjoyed well within the capacity of the superb roadholding which the car's disc braking, suspension and steering systems provide. A front-end chassis unit of box-section steel gives immense strength and resistance to impact.

ROVER 3-LITRE SALOON AND COUPÉ

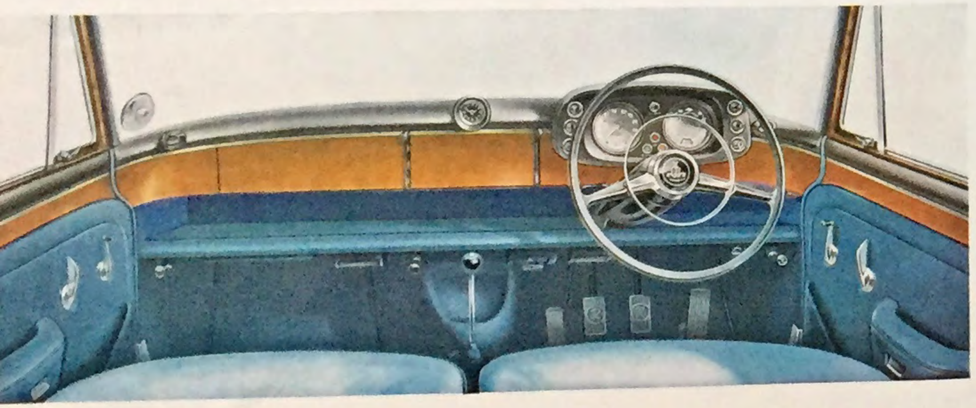


Abundant power and very high performance, luxurious upholstery, a wide range of handsome colours and a sleek Coupé version—these are the outstanding features of the Rover 3-Litre range which continues unchanged, except for detail modifications into the 1965 motoring season. Here is quite exceptional value for money in a model internationally accepted as one of the world's best engineered cars.

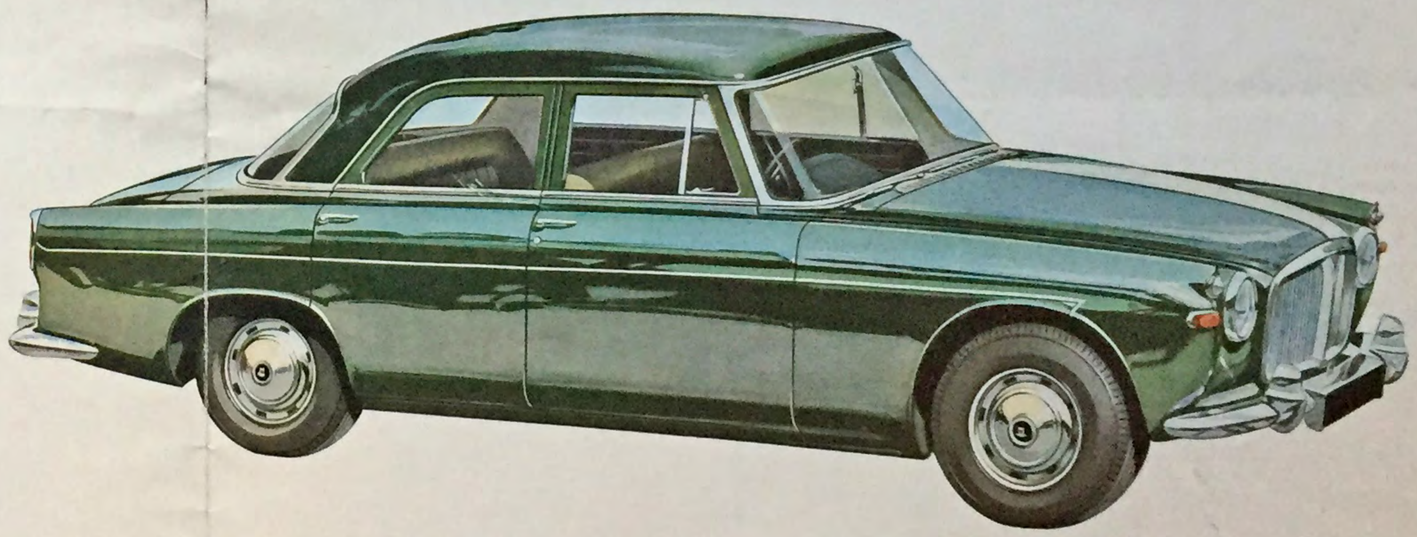
The Rover 3-Litre Coupé combines all the outstanding features of the internationally acclaimed Saloon with sleeker styling and a higher top speed. It is low and elegant in shape and quite unmistakably Rover. The carefully planned controls are specifically designed for fast expressway driving, while the beautifully-equipped interior, with its four deeply-moulded seats, gives unruffled and satisfying comfort. It is all provided with Rover's traditional craftsmanship and unfailing attention to the smallest detail.



White wall tyres extra



The Saloon facia, though differing from the Coupé in various details, is of the same eye-catching elegance. The large-dial speedometer has amber markings to indicate maximum permissible speeds in the various gears.



Progressively developed during the seven years since its introduction, the Rover 3-Litre Saloon now has one of the finest car specifications in the world, regardless of price. The engine will develop 134 brake horse-power and the very high performance this provides is amply matched by the car's phenomenal braking and road-holding qualities. Detail features—a low line, fine interior furnishing, a short floor-mounted gear lever, to name a few—all contribute to a high degree of driver appeal and an air of well-being and refinement by which Rovers are recognised the world over.

GENERAL SPECIFICATIONS

ENGINE Six cylinders. Bore 3.063 in. (77.8 mm.); stroke 4.134 in. (105 mm.); cubic capacity 183 cu. in. (2,995 c.c.). 4-speed manual model 8.75 : 1 compression ratio; max. B.H.P. 134 at 5,000 r.p.m.; installed B.H.P. 121 at 4,800 r.p.m.; max. torque 169 lb.ft. at 1,750 r.p.m.; installed torque 160 lb. ft. at 2,650 r.p.m. Automatic transmission model 8.0 : 1 compression ratio; max. B.H.P. 129 at 4,750 r.p.m.; installed B.H.P. 119 at 4,600 r.p.m.; max. torque 161 lb.ft. at 3,000 r.p.m.; installed torque 161 lb. ft. at 2,500 r.p.m. Cylinder block cast integrally with crankcase. Aluminium alloy cylinder head inclined on block to accommodate high efficiency combustion chamber with separate aluminium alloy inlet manifold. 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 torsional vibration damper. A large capacity oil pump delivers oil under pressure to main, big-end and camshaft bearings, and 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 a switch on the instrument panel.

FUEL SYSTEM A 14 gallon (16.8 U.S. Gallons) (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 (1.8 U.S. Gallons) (7 litres) reserve supply is controlled by a switch on the instrument panel. A dual inlet 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 remote gear change lever is fitted. Overdrive is fitted as standard equipment. Overall gear ratios: first 14.517 : 1, second 8.114 : 1, third 5.477 : 1, top 4.3 : 1, overdrive 3.345 : 1, reverse 12.762 : 1.

CLUTCH Single dry plate type with spring cushion drive. Hydraulic operation by pendant pedal, over-centre spring assistance. 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 : 1, Intermediate 1.435 : 1, Low 2.308 : 1, Reverse 2.009 : 1, Torque Converter stalled ratio on Intermediate, Low and Reverse gears 2.1 : 1. Overall ratios: High 3.9 : 1, Intermediate 5.596 : 1, Low 9.001 : 1, Reverse 7.835 : 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 4.3 to 1 on models with 4-speed gearbox and overdrive, and 3.9 to 1 on Automatic Transmission models.

STEERING Worm and peg, power assisted steering with variable ratio is used to give high overall efficiency. Steering wheel diameter 17 in. (0.43 m.). Turning circle 40 ft. 12.2 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 disc calipers at the front, and leading and trailing shoe drum brakes at the rear. Mechanical linkage handbrake operating on rear wheels is applied by pistol grip lever. A brake fluid level and handbrake warning light is provided.

WHEEL AND TYRES Easy-clean wheels with polished stainless steel rim covers embodying the Rover symbol. Tyres, 6.70 × 15.

LIGHTING Headlamps, sidelamps and flasher lamps are mounted in the front wings, and 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 headlamps for the Home Market are fitted with sealed beam light units. Export models have a sealed lens and reflector unit with prefocus bulb. The double filament in each headlamp is dipped by a pedal-operated switch which also acts as a foot-rest; a headlamp flashing switch is also fitted. A switch is provided for parking purposes at night to extinguish the two nearside sidelights leaving the two offside lights on.

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. There are additional face-level and foot-level fresh air vents which can be adjusted as required.

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

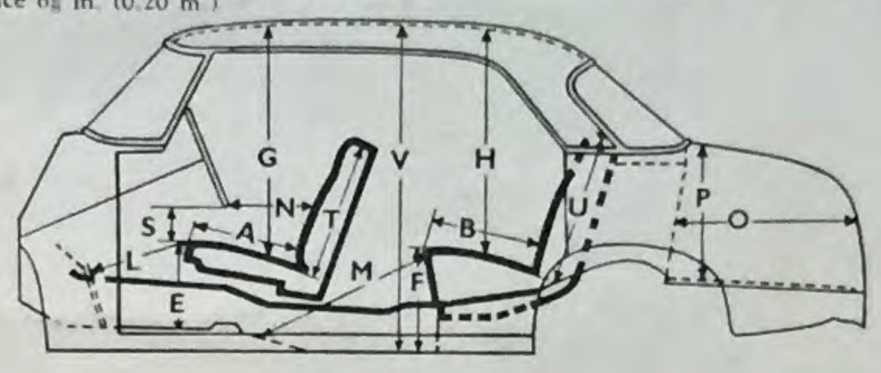
CHASSIS UNIT A welded steel chassis unit at the front of the car carries engine, transmission, front suspension and steering components, and is attached to the body by six rubber mountings to provide noise- and vibration-insulation. The unit gives great protective strength.

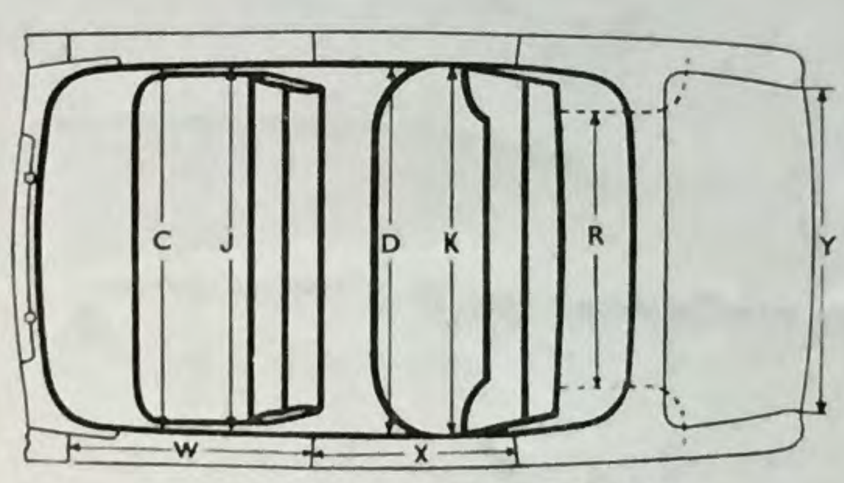
BODY CONSTRUCTION The body is entirely of welded steel construction. The lower half is painted in a slipper bath and there is under-floor sealing. All mating panels are treated to resist corrosion, and the whole body is thoroughly sound-proofed and sealed against the entry of dust or draughts. Bonnet 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 front seats can be adjusted fore and aft, and also for height and rake. Heavy-pile floor carpets with felt underlays are fitted. African Cherry wood 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 seats; twin sun visors; electric clock with frontal hand set; 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 Radiomobile or Pye radio; safety catches on interior rear door handles to prevent accidental opening. **A laminated glass windscreen can be supplied as an optional extra in place of the toughened glass screen normally fitted.**

COLOURS—Bodywork: Black, White, Burgundy, Stone Grey, Light Navy, Steel Blue, Charcoal, Marine Grey, Pine Green, Juniper Green.
Recommended two-tone combinations (at extra cost) Pine Green/Juniper Green; Marine Grey/Charcoal; Steel Blue/Light Navy; Burgundy/Stone Grey; Charcoal/Steel Blue; Light Navy/Marine Grey; Juniper Green/Stone Grey; White/Marine Grey; Black/Marine Grey; Marine Grey/Pine Green. These combinations apply to the Saloon, for Coupé see colour guide.
Upholstery Red, Blue, Green, Grey, Tan, Stone.

OVERALL DIMENSIONS Wheelbase 110½ in. (2.81 m.); track, front 55 5/16 in. (1.41 m.), track, rear 56 in. (1.42 m.); overall length 186½ in. (4.74 m.); overall width 70 in. (1.78 m.); overall height (Saloon) 60½ in. (1.50 m.); overall height (Coupé) 57½ in. (1.45 m.); ground clearance 6⅝ in. (0.20 m.)





INTERIOR DIMENSIONS—SALOON

		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	0.03
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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