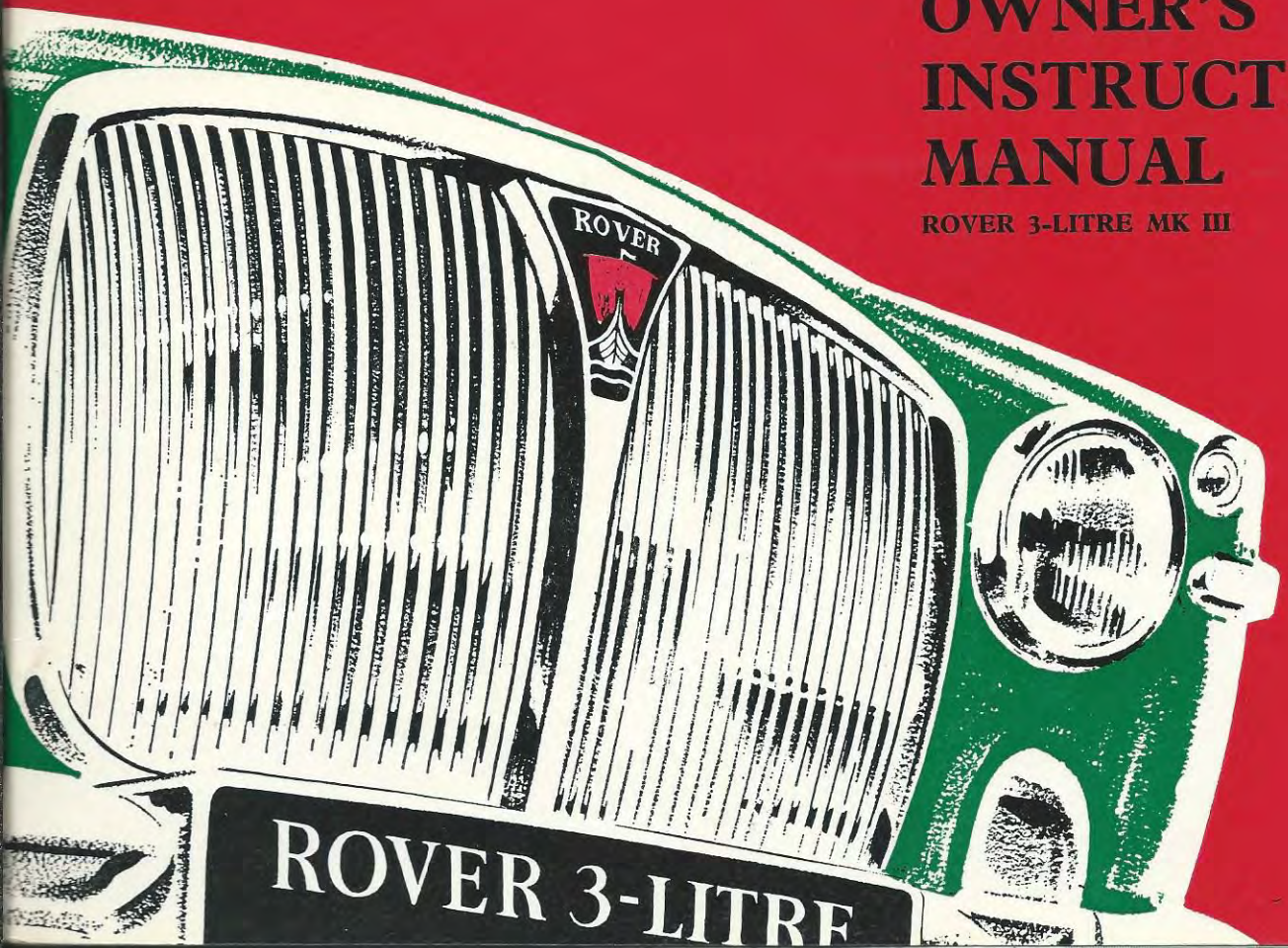
OWNER'S INSTRUCTION MANUAL

ROVER 3-LITRE MK III



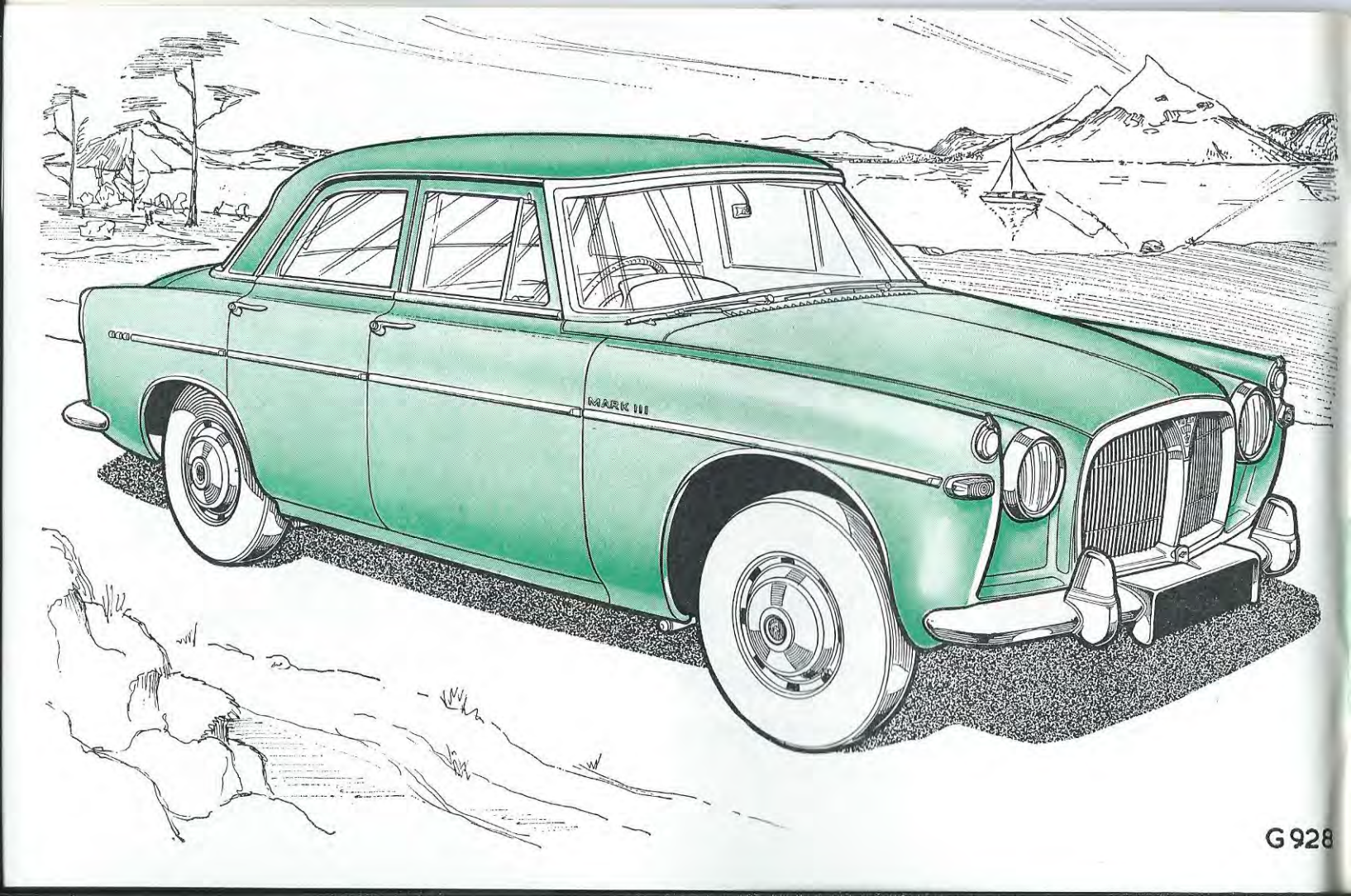
PART No. 4712
U.K. Edition

ROVER
3 litre
Mark III

Owner's Instruction Manual
Saloon and Coupé

Incorporating Service Guide and Warranty

THE ROVER CO. LTD
SOLIHULL
WARWICKSHIRE
ENGLAND



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A MESSAGE TO THE OWNER . . .

Whether you are a novice or veteran, whether you are technically minded or the reverse, The Rover Company, who have built your new Rover 3 litre, ask you to read the following pages of this Owner's Instruction Manual, including Section Five on page 43 of this book.

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By Appointment to Her Majesty Queen Elizabeth II

Manufacturers of Motor Cars and Land-Rovers

By Appointment to Her Majesty Queen Elizabeth the Queen Mother

Suppliers of Motor Cars and Land-Rovers

THE ROVER COMPANY LIMITED
SOLIHULL
WARWICKSHIRE
ENGLAND

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The Owner's Maintenance Manual, incorporating Free Service and Maintenance Schedules, which accompanies this book, is for the use of those owners who take a personal interest in the maintenance of their car and for other reference purposes.

Driving Controls and Instruments

SECTION 1

IN THE DRIVING SEAT

FRONT SEAT ADJUSTMENT, ALL MODELS - 1

The fore-and-aft movement is adjusted by pulling upwards the lever at the right-hand front corner of the seat base and moving the seat into the required position.

The seats have fully reclining backs which can be placed in any convenient position by lifting the lever on the inboard side of the seat, adjusting the back to the required angle, and then fully depressing the locking lever. The seat height is easily adjustable by turning the handle at the centre of the seat base until the required height is obtained.

MAIN DRIVING CONTROLS - saloon and coupé 4-speed models

GEAR CHANGE LEVER, 4-SPEED MODELS - 2

The gears are selected by means of the centrally-placed gear lever operating through a remote-control mechanism. Gear positions are shown in the illustration; to engage reverse, depress button in centre of gear lever knob.

OVERDRIVE CONTROL SWITCH, 4-SPEED MODELS - 3

The lever on the inside of the steering column selects, when in top gear, overdrive or normal drive as required.

To select normal drive, press the control upwards; for overdrive, press downwards. Do not attempt to engage normal drive at speeds over 95 mph (152 kph).

HANDBRAKE - 4

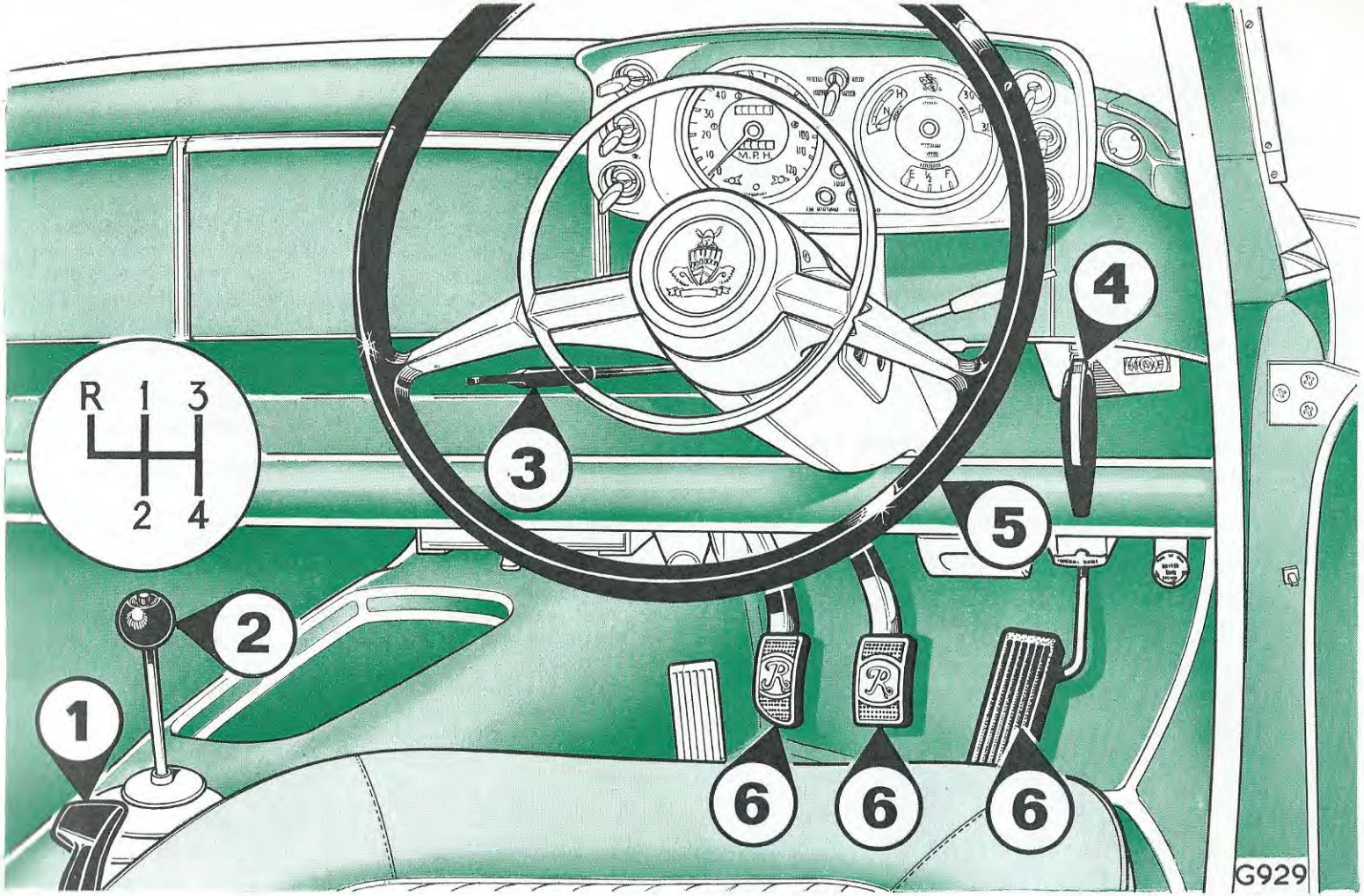
To release, pull the lever slightly back, depress the release button and push the lever forward. The brakes are applied by pulling the lever back.

STEERING - 5

Power steering is fitted as standard equipment and will be found to be light in operation, requiring only two and a half turns of the wheel from lock to lock.

PEDALS - 6

Brake and clutch pedals are the pendant type; they operate hydraulically and function in the normal way. The accelerator pedal is floor-mounted and has a special mechanical linkage for smooth operation.


R 1 3
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MAIN DRIVING CONTROLS – saloon and coupé automatic transmission models

The automatic transmission fitted to the models to which this book refers has certain important fundamental differences in its operation by comparison with the automatic transmissions fitted to earlier models. It is important that owners should familiarise themselves with these features.

The notes which follow have been divided into two sections, the first giving a brief general description of the transmission and its method of handling, and the second, for those who wish to obtain more detailed information and more particularly for using the manual control aspects of the transmission, a supplementary instruction is provided.

GENERAL DESCRIPTION OF CONTROLS

In addition to the accelerator pedal, there are two controls:

(i) The selector lever.

(ii) A kick-down mechanism under the accelerator pedal.

SELECTOR LEVER – 1

The selector lever moves through a quadrant and by means of a pointer indicates the various positions which are marked 'P', 'R', 'N', 'D' and 'L'. The selector lever falls naturally to the position 'N', 'D' or 'L'; to engage 'P' or 'R', the lever must be lifted towards the steering wheel and then moved to the position required.

'P' – Park: use this position whenever the car is parked
'R' – Reverse
'N' – Neutral.
} Never select these positions when car is moving

'D' – Drive: select and leave in this position for all normal forward driving.

'L' – Lock-up: not normally required. See following detailed description for the use of this selector position. Never select 'L' when road speed is above 75 mph (120 kph) as there is a risk of overspeeding the engine.

ACCELERATOR KICK-DOWN MECHANISM – 2

The accelerator pedal should be depressed beyond its full throttle travel to operate the kick-down mechanism when:

(i) A lower gear is required for rapid overtaking or hill climbing.

(ii) Maximum acceleration is required, and can safely be used, on starting from rest.

The maximum 'kick-down' speeds are pre-set to give optimum performance without overspeeding the engine.

If the accelerator pedal is eased back from the kick-down position during acceleration, up-changes will be made at lower road speeds.

DRIVING THE CAR

Ensure that the hand brake is firmly applied and that the selector is in either the 'P' or 'N' position. As a safety measure* an isolation switch prevents the starter being operated in any other position. Operate the combined ignition and starter switch.

With the engine started and idling easily, move the selector lever to either the 'D' or 'R' position as required, release hand brake and gently depress the accelerator pedal. Use foot brake to control car when manoeuvring in confined spaces.

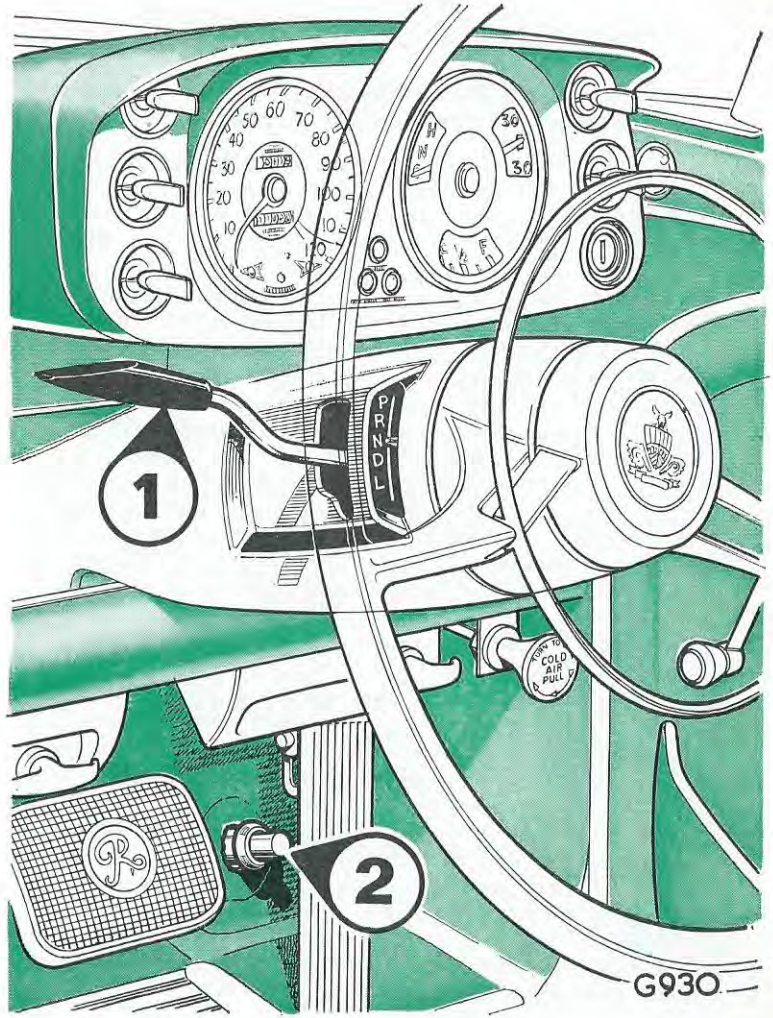
With the selector at 'D', the car will move forward controlled by the accelerator and gear changes will be made automatically, depending on road speed and accelerator position; minimum accelerator pedal pressure will result in low up-change speeds. The further the accelerator pedal is depressed the faster the car will go before changing into a higher gear.

The kick-down position referred to previously can be used for changing down into a lower gear or to obtain maximum acceleration as required.

DETAILED DESCRIPTION

The following paragraphs provide a more detailed description, including particularly the use of 'L' lock-up.

The drive position ('D') covers a fully-automatic range of three ratios operating in conjunction with a torque converter, the ratios being engaged progressively according to car speed and accelerator position.



BRAKES

Never coast downhill with the engine switched off as the brake servo will not be operative. The brakes will, however, function through the hydraulic system when the brake pedal is depressed, but more foot pressure will be required.

SPARE WHEEL

The spare wheel is stowed in a separate compartment below the luggage boot floor. To remove, proceed as follows:

1. Open the luggage boot lid.
2. Push locking spring to one side and, with the wheel brace, turn the hexagon-headed screw anti-clockwise, so lowering the spare wheel retainer beneath the luggage boot.
3. When the retainer has been lowered to its fullest extent, the spare wheel can be withdrawn.
4. To replace, reverse removal procedure.

JACK, WHEEL BRACE AND HUB COVER REMOVAL TOOL

These will be found on a board at the left-hand wheel arch.

Jacking points are fitted at four points, two on either side of the body, and are protected by rubber plugs.

To use the jack, remove the appropriate rubber plug, insert jack extension into tube, and turn jack handle.

To remove hub cover plate, use special tool.

When the wheel has been replaced, do not forget to refit the rubber plug in the body side.

TOOLS

Other tools are carried in a combined picnic and tool tray under the front parcel shelf. Pull out to stop, press centre lever down to gain access to tools. To remove tray, press down lever at left-hand side and pull out.

IGNITION AND BOOT KEY NUMBERS

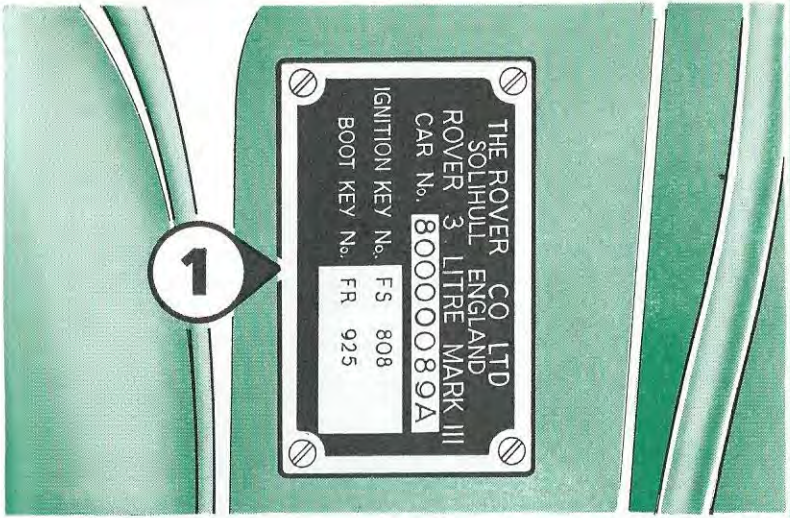
For security reasons the key numbers are not stamped in the barrel locks. Owners are advised to record the ignition and boot key numbers; these will be found stamped on the Company's name plate attached to the left-hand front door hinge post; so that in case of loss, replacements can be obtained without difficulty.

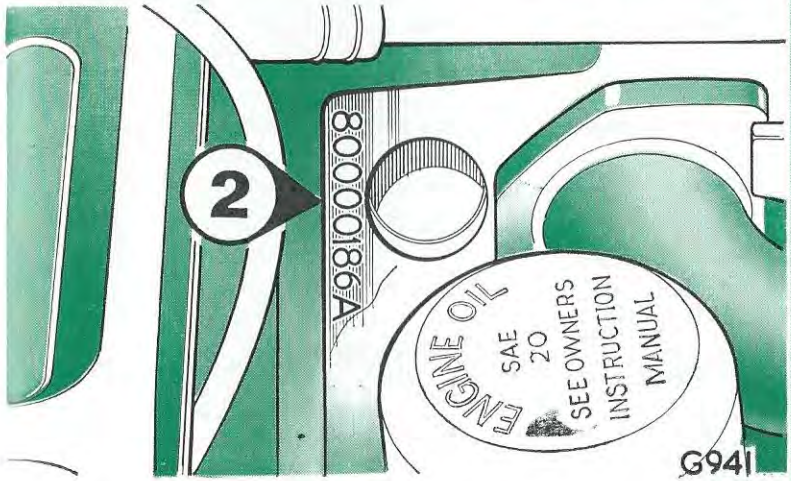
CAR NUMBER – 1

The car number will be found on a plate affixed to the left-hand front door pillar. Always quote this number when writing to The Rover Company or your Distributor or Dealer on any matter concerning your car.

ENGINE NUMBER – 2

The engine number is at the left front of the engine adjacent to the oil filler. Do not quote this number unless requested.





IMPORTANT POINTS TO REMEMBER

1. Read Section Five of this book. Important Warranty information is contained in this section.
2. Use only the recommended lubricants and fuel of the correct octane rating.
3. Maintain correct tyre pressures.
4. If sparking plug replacements are required, use only the correct type, as specified in the Data Section of this book.
5. Let a Rover Distributor or Dealer service your Rover 3 Litre and use only genuine Rover parts.

GENERAL DATA

ENGINE

Bore	3.063 in. (77,8 mm)
Stroke	4.134 in. (105 mm)
Cylinder capacity	183 cu in. (2.995 cc)
Compression ratio	8.75:1 (8:1 for certain export territories)
BHP: 8.75:1 compression ratio	134 at 5,000 rpm
8.0:1 compression ratio	129 at 4,750 rpm
Maximum torque: 8.75:1 compression ratio	169 lb/ft (23.37 mkg) at 1,750 rpm
8.0:1 compression ratio	161 lb/ft (22.25 mkg) at 3,000 rpm
Firing order	1, 5, 3, 6, 2, 4
Sparking plugs	Champion N5: 14 mm with suppressors and waterproof covers
Sparking plug point gap	.028 to .033 in. (0,71 to 0,83 mm)
Distributor contact breaker gap	.014 to .016 in. (0,35 to 0,40 mm)
Tappet clearance: Inlet	.006 in. (0,15 mm) – hot
Exhaust	.010 in. (0,25 mm) – hot or cold

TYRES

Size: Avon Turbospeed or Dunlop Roadspeed, 6.70 x 15

Pressures

	Front	*Rear*	
Speeds up to 105 mph (168 kph) and normal loads			
lb/sq in.	26	26	Check with tyres cold
kg/cm²	1,8	1,8	
Speeds over 105 mph (168 kph) and normal loads	*Front*	*Rear*	
lb/sq in.	30	30	
kg/cm²	2,1	2,1	

For high-speed touring the tyre pressures should be checked more frequently, even to the extent of a daily check.
When the car is driven fully laden, the rear tyre pressures should be increased by 4 lb/sq in. (0,3 kg/cm²).

CAPACITIES

Component	Imperial unit	US unit	Litres
Engine sump oil	10 pints	12 pints	5,5
Extra when refilling after fitting new filter	1 pint	1.2 pints	0,5
Gearbox oil, 4-speed	3 pints	3½ pints	1,75
Overdrive oil, 4-speed	1½ pints	2 pints	0,85
Gearbox oil, automatic transmission	14 pints	17 pints	8,0
Rear axle oil	3 pints	3½ pints	1,75
Power steering unit	3 to 3½ pints	3½ to 4 pints	1,75 to 1,8
Fuel tank	14 gallons	17 gallons	63,5
Including a reserve of	1½ gallons	2 gallons	7
Cooling system	26 pints	29 pints	14,7

DIMENSIONS

Overall length	15 ft 6½ in. (4,74 m)
Overall width	5 ft 10 in. (1,78 m)
Overall height	
Saloon models	
Overall height, standard suspension	5 ft 1 in. (1,55 m)
Overall height, high suspension	5 ft 1½ in. (1,56 m) – certain export territories
Coupé models	
Overall height, standard suspension	4 ft 10 in. (1,46 m)
Overall height, high suspension	4 ft 10½ in. (1,47 m)
Wheelbase	9 ft 2½ in. (2,80 m)
Track, front	4 ft 7$\frac{5}{16}$ in. (1,39 m)
Track, rear	4 ft 8 in. (1,41 m)
Ground clearance (under silencer)	6$\frac{5}{8}$ in. (167 mm)
Turning circle	40 ft (12,2 m), lock to lock 2½ turns

WEIGHTS, with water, oil and 5 gallons (22½ litres) of fuel

Saloon and Coupé, 4-speed models	3,738 lb (1.705 kg)
Saloon and Coupé, automatic transmission models	3,700 lb (1.678 kg)

REPLACEMENT HEADLAMP UNITS AND BULBS

Headlamp units, sealed beam	
RHD	Lucas Sealed Beam, 12-volt, 60/45-watt
LHD, except North America and Europe	Lucas No. 417, 12-volt, 60/40-watt
LHD Europe, except France	Lucas No. 410, 12-volt, 45/40-watt Duplo
LHD France	Lucas No. 411, 45/40-watt Duplo (yellow)
North America	Sealed unit
Sidelamps	Lucas No. 222, 12-volt, 4-watt
Stop-tail lamps	Lucas No. 380, 12-volt, 21/6-watt
Direction indicator lamps	Lucas No. 382, 12-volt, 21-watt
Rear number plate lamp	Lucas No. 222, 12-volt, 4-watt
Instrument panel light	Lucas No. 987, 12-volt, 2.2-watt
Warning lights	Lucas No. 987, 12-volt, 2.2-watt
Interior lights, festoon bulb	Lucas No. 254, 12-volt, 6-watt
Automatic transmission selector indicator lamp	Lucas No. 280, 12-volt, 1.5-watt
Panel plate	Carr Fastener No. 82/036, 12-volt, 1.2-watt
Clock	Lucas No. 281, 12-volt, 2-watt
Reverse lamp	Lucas No. 382, 12-volt, 21-watt
Rear luggage boot lamp	Lucas No. 222, 12-volt, 4-watt
Hand brake warning light	Lucas No. 281, 12-volt, 2-watt
Bonnet lights, coupé models	Tex SP No. 209, 12-volt, 6-watt

By Appointment to
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