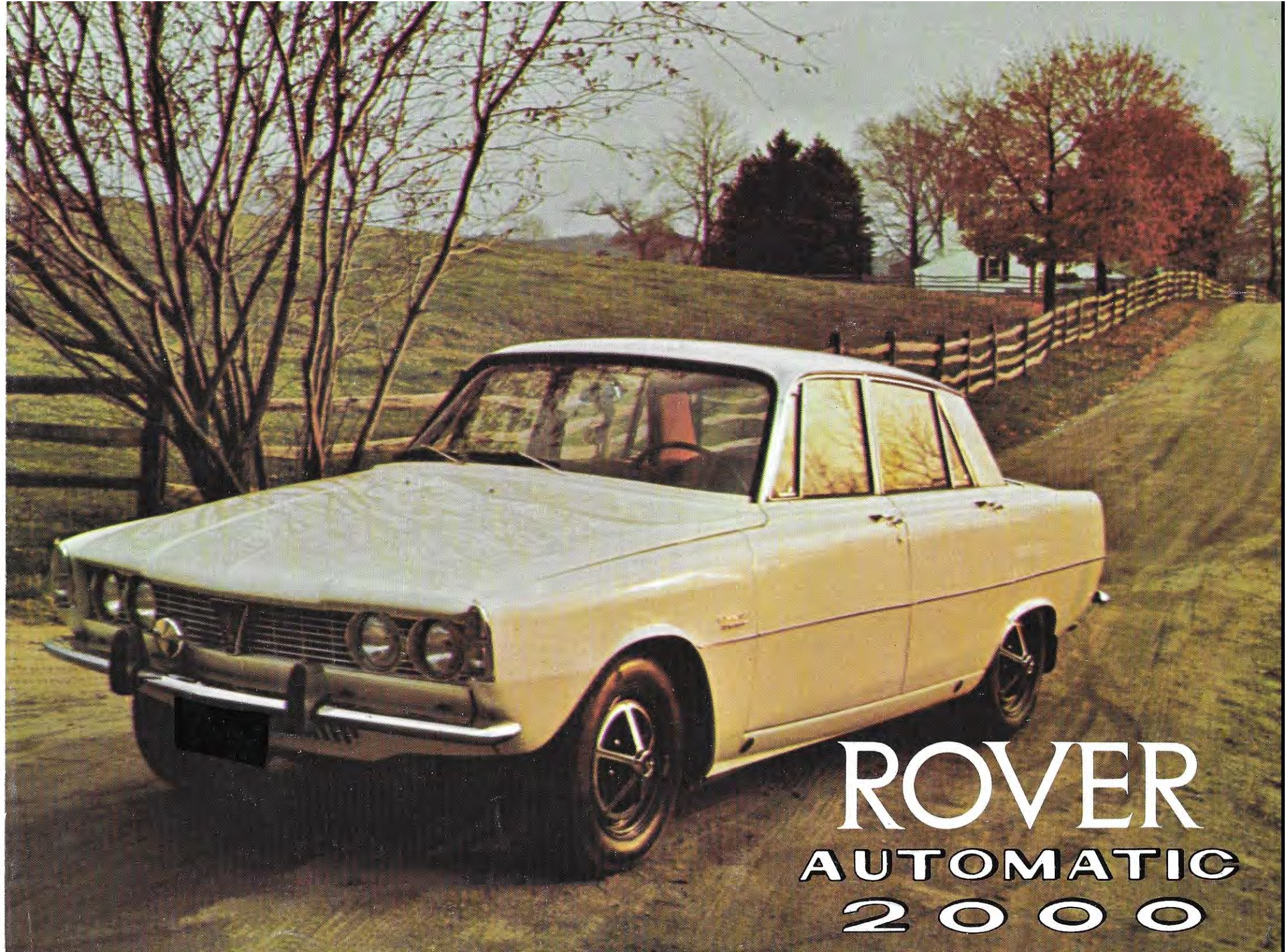
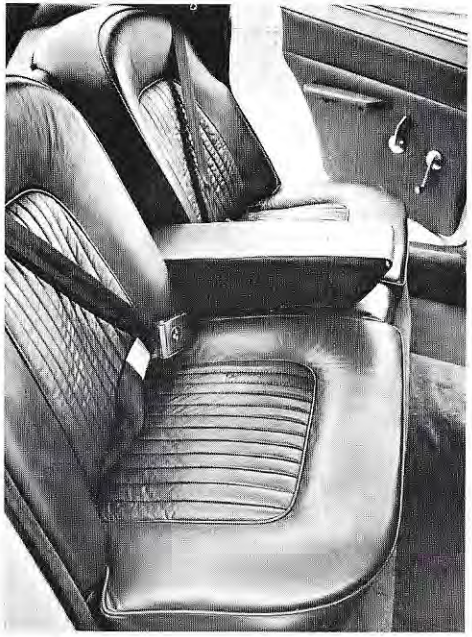
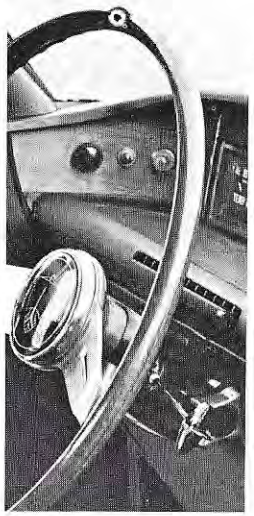

ROVER
AUTOMATIC
2000

ROVER 2000 AUTOMATIC

Extraordinary road-holding and riding qualities make the Rover 2000 immense fun to drive in either automatic or stick-shift form. Modified de Dion rear suspension, unique horizontal front coil springs, and disc brakes on all four wheels are among the mechanical differences between a Rover and other cars—real differences that improve handling and ride recognizably.

The Rover 2000 Automatic, like the 2000 TC, has comfortable seats in back as well as in front. The wide center arm rest, individual seats, and three-point safety harness—generally considered the most effective kind—make for more back seat comfort in a Rover than most other cars can boast in front.





Typical of the thoughtfulness engineered into every Rover car is the standard equipment electronic ice warning device. The Icelert is a sensing probe mounted on the front of the car (*left above*). When the outside temperature drops to 36°F, an amber light flashes on the dash (*right above*). It flashes faster as the temperature drops and comes on steady at 32°. The center test button makes it easy to check the warning bulb and a rheostat on the left dims the light when the driver knows the road may well be iced.

The driving compartment (right) counts for more in a sports sedan than almost any other type of car. That of the Rover 2000 Automatic combines physical comfort, maximum safety, and complete control through ergonomic not stylistic design. Ergonomics is bio-technology or more simply human reaction to mechanism. In the Rover 2000 Automatic, ergonomic design means that the knob on the twist-switch for the wipers cannot be confused with the flip-action light switch next to it. Brake and accelerator pedals are the same height to reduce the vital split second it takes to get from one to the other. Orthopaedically designed seats change back angles from bolt upright to full reclining. Dashboard instruments are as far from the driver's eye as practicable so the driver can see them clearly with minimum refocusing. Ergonomic design puts the driver in control and makes him feel at home immediately in a Rover—he drives the car, it does not drive him.

Safety has been designed into the Rover 2000 Automatic, not tacked onto it as an afterthought to meet the letter of the new federal laws. Sure-footed handling and fast-stopping four-wheel disc brakes give the driver control to keep out of trouble, but if he should hit something in a Rover, it is designed to protect him and his passengers as much as possible. Three-point safety harnesses have been made standard equipment with special adjustments so they are comfortable and convenient to use. Interior padding, fire-wall mounted steering column, rigid "skeletal" body structure, and a non-hostile interior help to provide maximum passenger protection. In adversity or the best of conditions, the Rover 2000 Automatic puts both fun and protection into driving.

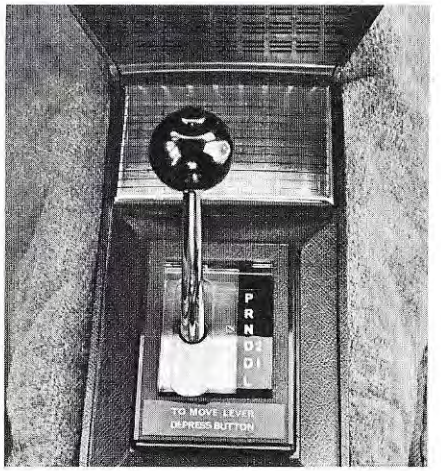
THE AUTOMATIC

The car can be driven fully automatically or shifted manually. By putting the lever in D1, the car will start in first gear, and shift up through second to third, at the appropriate speeds. Selection of the D2 position makes the car start in second gear and shift up to third. L is the designation for Lock-up. With the lever in this position first gear is engaged and held indefinitely. If the car is started in L, the lever can be manually shifted to D1 (or on through to D2), allowing the shifts into second, and then third gears to be effected.

If second gear hold is desired, when the car is in second gear, either in D1 or D2 position, the lever can be moved back into L and the second gear will then be held indefinitely until the lever is manually shifted to one of the D positions.

When third gear is engaged, one can change down into second by moving the lever from either of the D positions down into L.

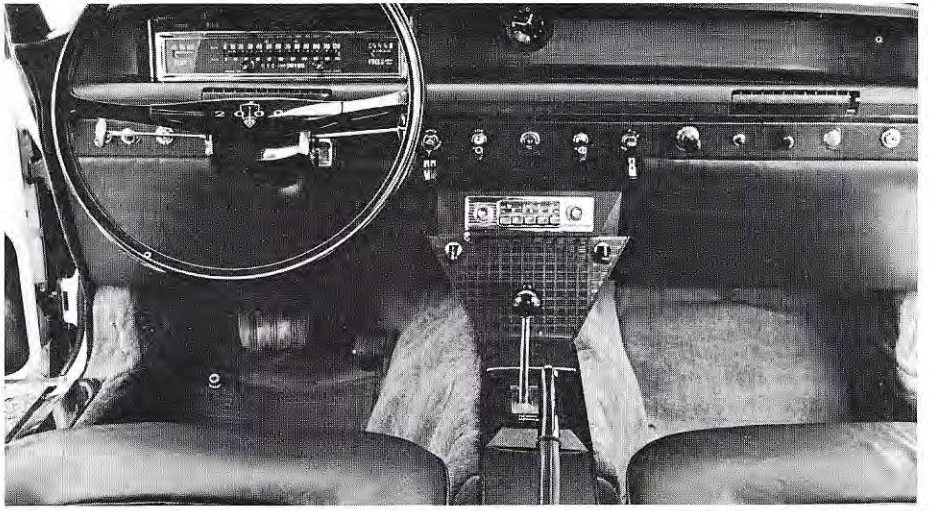
The D2 position acts as a "hill-hold." If a stop on a hill becomes necessary,



by moving into the D2 position, if the lever is not already in it, the "hill-hold" will be activated. To move forward, the lever should be moved into D1 before accelerating forward.

The lever can be moved freely between D1 and D2 but a button in the knob must be depressed in order to select L, or, in the other direction, to move into N, R, or P.

A kick-down button under the accelerator will engage a lower gear when more power is needed, and when pressure is released will allow a higher gear to be re-engaged.



ROVER 2000 AUTOMATIC TECHNICAL SPECIFICATIONS

ENGINE Position of engine: Front Type: 4 cylinders. Vertical in-line. Single overhead camshaft. Water cooled. Bore: 3.375″. Stroke: 3.375″. Displacement: 120.8 cu. ins. (1978 cc.). Compression Ratio: 9:1. B.H.P.:99 at 5000 r.p.m. Maximum Torque: 121 at 3600 r.p.m. B.M.E.P: 150.5 p.s.i. at 3600 r.p.m. Compression Pressure: 195/210 p.s.i. at 200 r.p.m. Piston Speed: 2810 ft/mm. at max. B.H.P. Firing Order: 1.3.4.2. Spark Plugs: British Champion N-9Y. Spark plug gap: .024/.026. Ignition control: Octane selector, centrifugal and vacuum advance. Cylinder block: Cast iron. Cylinder head: Aluminum. Crankshaft bearings: Five overlay copper-lead lined steel shell bearings. Camshaft: Overhead. Material: Chilled cast iron. Number of Bearings: 6. Pistons: Bricomatic design. Combustion chamber in piston crown. Number of compression rings: 2 per piston. Top ring chrome plated. Number of oil rings: 1 per piston. Piston area: 8.95 sq. in. Piston pins: Fully floating. Oil Pressure: 50 to 60 p.s.i. at 2000 r.p.m. (relief valve setting). Lubrication: Full pressure. Oil filter—internal: Gauze pump intake filter. Oil filter—external: Full flow.

TRANSMISSION Borg-Warner unit permits fully automatic operation through all three forward speeds or permits driver to shift manually, provides engine braking in Lock-up for maximum control on grades. Quadrant sequence, P-R-N-D2-D1-L, meets new safety requirements. Separate oil cooler prevents overheating. Console mounted shift lever has illuminated gear indicator panel. Gear ratios: High 1.0:1; Intermediate 1.45:1; Low 2.39:1; Reverse 2.09:1; Torque converter stall ratio on Intermediate, Low and Reverse gears: 2.1:1; Final Drive Ratio: 3.54:1. Propeller shaft. Hardy Spicer with type 1310 pre-packed joints. Rear axle: Type: Hypoid, rubber mounted. Ratio 3.54:1.

FUEL SYSTEM Fuel Pump: A.C. mechanical Carburetor: Single SU Type HS6 with Emission Control. Tank capacity: 14.4 U.S. gals. including reserve capacity of 1½ U.S. gals. Reserve tap: Cable operated from driving position.

AIR CLEANER A.C. paper element. Positive crankcase ventilation control valve with flame trap and filtered crankcase breather cap.

COOLING SYSTEM Pump, fan and thermostat (maximum working pressure 7 p.s.i.) Capacity: 10¼ U.S. quarts.

SUSPENSION Front: Coil spring, double-wishbone with top link mounted longitudinally. Rear: Rover modified de Dion sliding tube type, coil springs.

SHOCK ABSORBERS Hydraulic, telescopic, non-adjustable. 1″ bore.

STEERING Type: Worm and roller follower. Ratio: Constant ratio, 20.3:1. 3¾ turns lock to lock. Steering damper: Hydraulic vane type. Steering column: Adjustable for rake. Front wheel toe-in ⅛″ ± 1/16″. Camber angle: 0°. Caster angle (static postion): ¾° positive. King pin inclination: 8°.

TIRES Pirelli Cinturato (tubed). Size: 165 x 14 in. (6.50 x 14). Pressures: for normal loads and all speeds 26 p.s.i. front, 28 p.s.i. rear. (For fully laden pressures, see Owner's Instruction Manual.)

WHEELS 14″ dia. pressed steel with 5J rims. Five double-ended wheel nuts (7/16″ U.N.F.) per wheel. Wheel covers: One-piece polished stainless steel.

OPTIONAL MagStar I cast aluminum-center spoke-type wheel on 5½″ painted steel rim, or Magnum 500 black and chrome.

BRAKES Girling dual hydraulic circuit disc brakes front and rear, mounted inboard at rear. Servo assisted (7″ diaphragms). Tunnel mounted hand brake lever mechanically operates rear service brakes. Disc diameter: front 10.3″, rear 10.7″. Pad area: front 20.8 sq. in., rear 14.0 sq. in.; total 34.8 sq. in. Swept brake area: front 214 sq. in., rear 142 sq. in.; total 356 sq. in.

ELECTRICAL SYSTEM Type: negative ground. Voltage: 12 volt. Battery capacity: 60 ampere hours at 20 hours rate. Ignition system: coil. Charging circuit: current voltage regulator. Generator output: 30 amps. Distributor: Lucas type 25.D.4, with centrifugal and vacuum advance. Four sealed-beam headlamp units (main beam 175 watts, dimmed beam 100 watts). Side and tail lamps with parking arrangement and side light indicators. Turn signals, self cancelling. Back-up lights built into tail light clusters. Trunk illumination light. One interior courtesy light. Warning lights for ignition, oil pressure, cold start control, main beam, brake fluid reservoir level, handbrake, and turn signals. Instrument panel lights, rheostat controlled. Headlamp flasher control on steering column. Twin horns with fingertip control on steering column. Cigar lighter. Electric clock with frontal reset. Headlamp dimmer switch on floor. Variable speed windshield wipers and electrically operated windshield washers on single switch. Icelert. (Outside temperature sensing probe with interior warning light.) Four-way hazard flasher.

HEATING AND VENTILATION Fresh air heater. Face-level ventilation (with booster blower). Temperature and distribution controls. Single air inlet and shut-off control. Two-speed blower. Full width windshield demist and defrost.

BODY INTERIOR Individual bucket seats, front and rear. Front seats adjustable fore and aft (8⅜″ for driver and 5⅜″ for the passenger) and front seat back rest tilts to fully reclining position. Armrests on all doors. Individual rear seats with wide folding center armrest (accommodation for occasional third rear passenger). Heavy pile carpets with felt underlays. Ashtrays front and rear. Two large lockable glove lockers and trinket tray. Wide parcel tray. Padded sun visors. Washable head lining. Framed interior mirror—Flat glass, dipping mirror. Three-point safety harnesses, front and rear.

BODY EXTERIOR Immensely strong base unit fitted with interchangeable body panels (hood and trunk lid are of aluminum alloy). Base unit is paint dipped and all exterior panels are sprayed electrostatically. All doors are hinged at forward edge and have sill locking buttons and zero torque locks. Front doors can be locked with or without keys to give free action of exterior push buttons. Rear doors can only be locked and unlocked from the inside and give free action of exterior push buttons. Front doors have separate key locks. All exterior bright trim is in stainless steel including door upper frames. Radiator grille is anodized aluminum.

BODY COLORS Interior: the following colors are available: Black, Buckskin, Buffalo, Sandalwood, Red. The headlining is available in two colors: Light Gray and Biscuit, to blend with the trim color. Exterior: the following colors are available: White, Zircon Blue, Arden Green, Red, April Yellow, Burnt Gray.

CAPACITIES Fuel tank 14.4 U.S. gals. including reserve, 1½ U.S. gals.; cooling system 10¼ U.S. qts.; engine oil 4¾ U.S. qts. plus 1 1/5 U.S. pts. when replacing filter element; gearbox, torque converter and oil cooler, 6¾ U.S. qts.

DIMENSIONS Overall length 178.5″; overall width 66.0″; overall height (approx.) 54.75″; wheelbase 103.375″; track-front 53.375″; track-rear 52.5″; turning circle 31.5 ft.; turning radius between walls 17.8 ft. Ground clearance under: rear Axle 8.5″ unladen. Weight: 2767 lbs. with oil and water.

STANDARD EQUIPMENT

Fully adjustable front bucket seats with built-in headrest brackets, Fresh air heater, Handbrake and brake fluid warning light, Windshield washers, variable speed anti-glare wipers, Electric clock, Reserve fuel system, Back-up lights, Interior courtesy light, Prime quality English hide upholstery, Adjustable safety steering column, Disc brakes (servo-assisted) with dual 'Fail-Safe' operating system, Deep pile carpets and felt underlay, Vinyl easy-clean headliner, Exterior and Interior rear-view mirrors, Four-way hazard warning flasher, Dual sun visors, Armrests on all doors, Full-width parcel Shelf (front and rear), Cigar lighter, Front and rear ashtrays, Pirelli Cinturato tires (Radial Ply), Stainless steel wheel discs, Tool kit, Zero torque safety door locks and anti-burst devices, Combined lap and shoulder belts, Cold start warning light, Two large-locking glove compartments, and trinket tray, Underseal, 'Icelert'—electronic warning equipment, Engine emission controls.

OPTIONAL EQUIPMENT

Mag-style sports wheels
Headrest (front seats)
Radio
Touring spare parts kit
Tinted Glass All Round
Roof rack
Electrically heated rear window

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