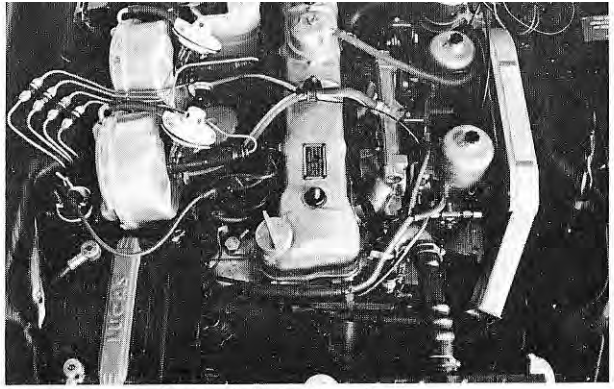
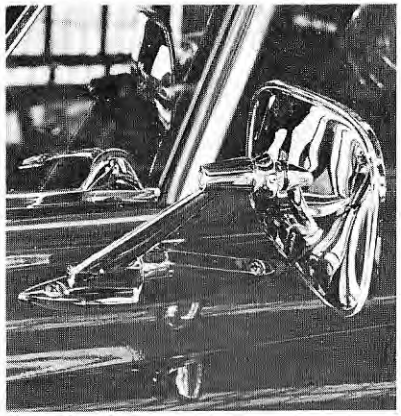
ROVER
2000 TC

The Rover 2000 TC is a body, the way you are, a total organism. It is built as a single steel unit—immensely strong and safe.

Only after it passes some rather nice tests of its astounding performance and safety, does it get its "body": 19 beautifully fitted panels.

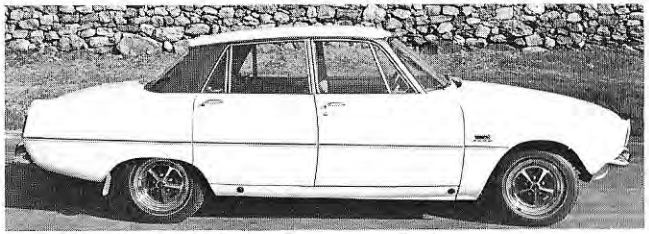


Single overhead camshaft, twin carburetor, aluminum head engine

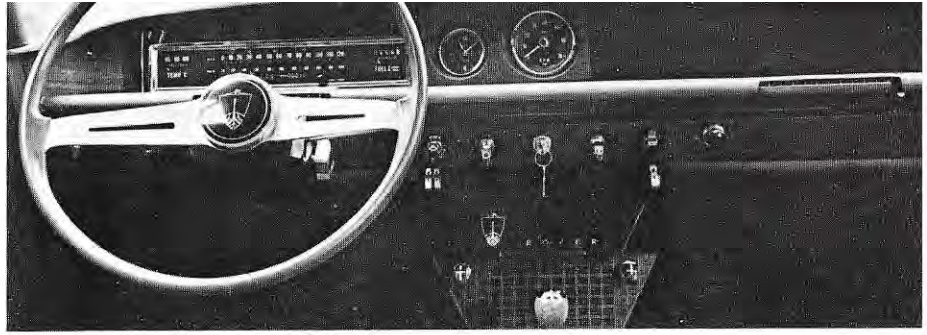


Outside mirror

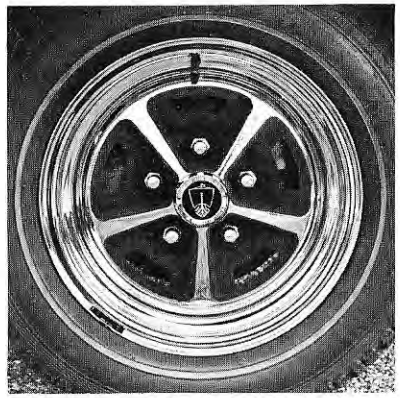
De Dion rear suspension, radial ply tires, 4-wheel disc brakes



Low-drag body, high performance, fuel economy

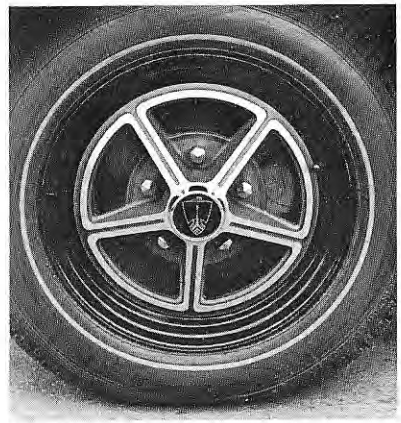


Butyrate adjustable racing wheel, tachometer, rationalized instrument panel layout, safety designed dashboard

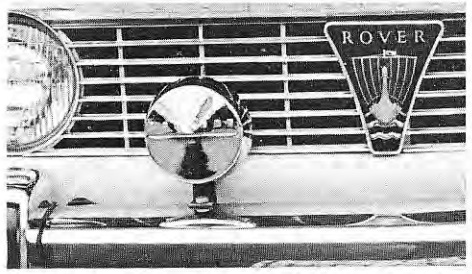


Magtype road wheel (option)

Grand Touring for four



Mag Star sports wheel (option)



Icelert electronic sensing probe for ice warning

"Taken altogether, the Rover 2000 TC is a luxuriously fitted saloon which in fact is that elusive object, a full 4-seater 4-door GT car. The combination of road holding and comfort ensure that large distance can be covered with ease, the fuel mileage is quite remarkable, the finish is beyond reproach."
Road & Track, May, 1966

". . . it is a bona fide 'safety' car—one designed specifically to avoid accidents whenever they can be avoided, and to provide the greatest possible protection for its occupants when they cannot."
Car and Driver, May, 1966

2000 TC

ROVER 2000 TC
TECHNICAL SPECIFICATIONS

ENGINE Position of engine: Front. Type: 4 cylinders. Vertical in-line. Single overhead camshaft. Water cooled. Bore: 3.375″ (8.57 cm.). Stroke: 3.375″ (8.57 cm.). Displacement: 120.8 cu. ins. (1978 cc.). Compression Ratio: 10:1. B.H.P.: 124 at 5500 r.p.m. Maximum Torque: 132 at 4000 r.p.m. Maximum R.P.M. 6500. B.M.E.P. 164 p.s.i. at 4000 r.p.m. Compression Pressure: 185/195 p.s.i. at 200 r.p.m. Piston Speed: 3100 ft/min. at max. B.H.P. Firing Order: 1.3.4.2. Spark Plugs: British Champion N-6Y. Spark plug gap: .025. Ignition timing: 4° A.T.D.C. @ 750 r.p.m. Special distributor maintains normal advance characteristics at higher speeds. 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. (57.7 sq. cm.). 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. Oil cooler—integral with radiator.

TRANSMISSION Clutch: Diaphragm spring. Single dry plate 8½″ dia. Hydraulically operated. Gearbox: Manually operated, four-speed all synchromesh. Gearbox ratios: Top 1.0:1; third 1.4:1; second 2.1:1; first 3.6:1; reverse 3.4:1. Propeller shaft: Hardy Spicer with type 1310 pre-packed joints. Rear axle: Type; Hypoid, rubber mounted. Ratio 3.54:1.

FUEL SYSTEM Twin SU HS8 carburetors modified to effect compliance with Federal air-pollution regulations by controlling intake and combustion. Rover's patented crankcase ventilation system returns blow-by gasses directly to the constant depression area of the carburetor and requires no separate valve. Fuel pump: AC Delco mechanical.

AIR CLEANER Coopers Twin paper element.

COOLING SYSTEM Pump, fan and thermostat (maximum working pressure 7 p.s.i.) Capacity: 17 Imp., 20½ U.S. pints.

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 position): ¾° positive. King pin inclination: 8°.

TIRES Pirelli Cinturato tubeless. Size: 165 x 14 in. (6.50 x 14). Pressures: for normal loads and all speeds 30 p.s.i. front, 32 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 WHEELS "Ro-style" drawn steel with chrome plated spoke sections and rim.

BRAKES Girling disc brakes front and rear, mounted inboard at rear. Tandem master cylinder and two Lockheed type 7 servo units. Swinging caliper type disc brake at rear combines hand and foot brake and operates with a single piston incorporating an automatic adjuster. Handbrake "pull-up" lever is mounted between the front seats. Disc diameter: front 10.3″, rear 10.7″. Pad area: front 20.8 sq. in. rear 14 sq. in.; total 34.8 sq. in. Swept area: front 214 sq. in. rear 142 sq. in.; total 356 sq. in.

ELECTRICAL SYSTEM (Alternator supplied on air-conditioned cars.) 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. Interior dome light operated by door switches and separate control on switch rail. 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. Electric tachometer mounted on instrument panel. Variable speed windshield wipers and electrically operated windshield washers on single switch. Icelert (Outside temperature sensing probe with interior warning light.)

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 Seats trimmed in prime quality hide. Front seats adjustable fore and aft (8⅝″ 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. Provision for rear safety harness. Padded sun visors. Washable head lining. Framed interior mirror—Flat glass, dipping mirror.

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 with anti-burst device. 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. Exterior (decorative) trim items in stainless steel including door upper frames. Radiator grille is anodized aluminum.

BODY COLORS Interior: the following colors are available: Black, Buckskin, Sandalwood, Red. Exterior: the following colors are available: Red, Zircon Blue, Arden Green, April Yellow, Burnt Grey, White/Blue.

CAPACITIES Fuel Tank 12 Imp., 14.4 U.S. gals. (55 litres) including reserve 1¼ Imp., 1½ U.S. gals. (6 litres); cooling System 17 Imp., 20½ U.S. pts. (10 litres); engine Oil 9 Imp., 11 U.S. pts. (5 litres) plus 1 Imp., 1 1/5 U.S. pts. (½ litre) when replacing filter element; gear box Oil 1¾ Imp., 2 1/10 U.S. pts. (1 litre); rear axle 2½ Imp., 3 U.S. pts. (1½ litres).

DIMENSIONS Overall length 178.5″ (4.53 metres); overall width 66.0″ (1.68 metres); overall height (approx.) 54.75″ (1.39 metres); wheelbase 103.375″ (2.63 metres); track-front 53.375″ (1.35 metres); track-rear 52.5″ (1.33 metres); turning circle 31.5 ft. (9.6 m.); turning radius between walls 17.8 ft. (5.43 metres). Ground clearance under: rear Axle 8.5″ (21.6 cm.) unladen. Curb weight 2810 lbs. with 6 gallons of fuel (1275 kg. with 22.75 litres of fuel); dry weight 2727 lbs. (1237 kilos). Weight distribution: Front 52% Rear 48% curb weight.

STANDARD EQUIPMENT

Icelert Electronic Probe
Bumper Guards with Rubber Inserts
Pirelli Radial Ply Gold Band Tires
Outside Rear View Mirror
Tachometer
Aluminum Spoked Butyrate Adjustable Steering Wheel
Wooden Gearshift Knob
Fully Adjustable Bucket Seats
English Prime Leather Upholstery
Pile Carpeting
Dipping Rear View Mirror
Combined shoulder & lap belts for front seats
Windshield Washers
Electric Clock
High Efficiency Heating System
Twin Safety Sunvisors
Engine emission control system

OPTIONAL EQUIPMENT

Air Conditioning (factory installed)
Tinted Glass
Sunshine Roof
Radio
MagStar Wheels
Heated Rear Window
Roof Rack
Rear Shoulder Harness
Touring Spare Parts Kit

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Prices and Specifications Subject to Change Without Notice.

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