ROVER
3-LITRE SALOON AND COUPE
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 unflagging attention to the smallest detail.
The Saloon, 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 155 cu. in.; 4-speed all models 175 cu. in.; compression ratio: max. B.H.P. 114 at 5,000 r.p.m., installed B.H.P. 121 at 6,000 r.p.m.; max. torque 169 lb. ft. at 1,700 r.p.m. (installed torque 160 lb. ft. at 2,650 r.p.m.; Automatic transmission model 80.1 ; compression ratio: max. B.H.P. 129 at 5,000 r.p.m., installed B.H.P. 119 at 6,000 r.p.m.; max. torque 161 lb. ft. at 3,000 r.p.m., installed torque 161 lb. ft. at 3,500 r.p.m.). Cylinder block cast integrally with crankcase. Aluminium alloy cylinder head inclined on block to accommodate high efficiency combustion chambers with separate aluminium alloy in-line manifold. Overhead inlet and 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-bushed steel shaft, lead-inlaid 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 and drive shaft, cam followers and roller 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 pump level can be checked from the driving seat by a switch in the instrument panel.

FUEL SYSTEM A 14 gallon (58.6 U.S. Gallons) (68.0 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 14 gallon (58.6 U.S. Gallons) (7 litres) reserve supply is controlled by a switch on the instrument panel. A dual electric inlet electric petal pump is mounted alongside the tank. A lockable filler cap is provided.


CLUTCH Single dry plate type with spring cushioned diaphragm. Hydraulic operation by pendant pedal, over-centre spring assistance. Clutch plate diameter 10 in. (254 mm.).


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. (43.2 cm.). 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-lined bushes and bearing 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. 6.00 x 15.

LIGHTING Headlamps, sidelights 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. The rear sidelight and tail lamp unit is 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 neon sidestrips 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 windshield where the intake of traffic fumes is minimized. Three slats at the base of the windshield 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-isolation. The unit gives great protective strength.

BODY CONSTRUCTION The body is entirely of welded steel construction. The lower half is painted in a slipped finish and there is under-floor sealing. All mating panel edges 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 counterbalanced 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 underlayers are fitted. Mahogany veneer wood is used for the facia panel and for door panelings. 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 Phono radio. Safety catches on interior rear door handles 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 Grey; Marine Grey/Charcoal; Steel Blue/Light Navy; Burgundy/Stone Grey; Charcoal/Steel Blue; Light Navy/Marine Grey; Juniper Grey/Stone Grey; White/Marine Grey; Black/Marine Grey; Marine Grey/Pine Green. These combinations apply to the Saloon, for Coupe see colour guide.

Upholstery Red, Blue, Green, Grey, Tan, Stone.

OVERALL DIMENSIONS Wheelbase 110 in. (2.81 m.), track, front 55 in. (1.41 m.), track, rear 56 in. (1.42 m.); overall length 186 in. (4.74 m.); overall width 70 in. (1.78 m.); overall height (Saloon) 60 in. (1.52 m.); overall height (Coupe) 58 in. (1.47 m.); ground clearance 6 in. (0.15 m.).

INTERIOR DIMENSIONS—SALOON

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