

ROVER 3500





Model badges apart, there is no difference in outward appearance between the Rover 3500 automatic and the manual 3500S. Both have the grained vinyl roof covering in Ebony or Huntsman (brown), depending on body and trim colours. Interior furnishing and styling are also the same for both models. So Rover now offer one magnificent, high-performance motor-car with a choice of automatic or manual transmission.

Before going into details, here is a reminder of what experienced and unbiased professional motorists have said about the 3500.

'The 3500S is soundly constructed and beautifully finished . . . We can best sum it up by saying that we cannot think of a single car we would prefer at the price.' - *Autocar*.

'It is well made, giving an impression of quality more than skin deep, comfortable, has very safe handling and a superbly refined but powerful engine . . . it compares well with cars costing 50% more.' - *Daily Telegraph*.

' . . . The Rover Company have come up with the perfect ingredients for a high performance executive car . . . ' - *Auto*.

'The Rover [3500 Automatic] is remarkable for its unobtrusive rate of travel, for it accelerates without fuss or apparent effort and will cruise all day in the nineties . . . ' - *Country Life*. [On derestricted continental roads, of course.]

'The 3500 Rover [Automatic] is without question one of the most comfortable and nicely equipped saloons made in Britain or abroad, it is a model equally relaxing to drive in heavy traffic or when cruising along the fast motor roads of Europe at 90 m.p.h. . . . The Rover 3500, although not designated a GT, is certainly a splendid, fast touring saloon in the grand manner, offering exceptional comfort and a performance that enables it to sweep majestically past many sports cars . . . ' - *Good Motoring*.

These quotations are extracted from articles written some time ago and we believe that today the 3500 has even more to offer in respect of comfort, overall refinement and value for money.

There is a straight choice between double-corded brushed nylon or leather for the wearing surfaces of the seats. Both materials are attractively box-pleated to assist ventilation.

The well-proven V8 engine has been given a compression ratio of 9.25 : 1 and, as a result, runs efficiently on 4-star fuel. It conforms to the stringent exhaust emission standards now in force in many countries and therefore operates at a low atmospheric pollution level.

Safety has been a high priority at Rover for many years. Indeed, the Rover 2000, on which the 3500 is based, won the AA Gold Medal for safety long before the subject became as fashionable as it is today. It is therefore not surprising that the 3500 is the first car in the world to offer the latest Dunlop Denovo Sport 'failsafe' tyre as optional equipment. This tyre which provides outstanding cornering and roadholding characteristics in the inflated condition, gives very much greater car control after deflation than a normal tyre and has an unprecedented run-flat capability. A set of four Denovo tyres is available as an optional extra on cars fitted with power-assisted steering. Because of the unique qualities of the new tyre and the servicing facilities available, no fifth, or spare, tyre is required.







CARS DESIGNED FOR PEOPLE

Rover cars are designed for people, their safety, their comfort, their enjoyment and their general well-being. They are built to provide first-class travel and first-class value for money. That today's 3500 measures up to these aims is indicated in this catalogue but words and pictures can do no more than provide the evidence. Trial by driving is the only way to do justice to this fine piece of motoring machinery.

INTERIOR FEATURES

Inside the 3500 there is a level of comfort you would hardly think possible at the price, with very few of the usual compromises. The car is a four-seater so there are four seats, individually moulded and shaped to support the anatomy according to expert medical advice. The brushed-nylon seat facing material, shown left, is hard-wearing, non-shining, non-slipping and stain-resistant. It is soft to the touch, and is warmer in winter and cooler in summer than other seat trim materials. Front seat backrests are adjustable for rake and are shaped to give more knee-room for back seat passengers. Combined armrests and grab handles are mounted on front doors, armrests on rear doors, and a central folding armrest at the rear adds a final touch of luxury. Head restraints for front seats, Sundym tinted glass in all glazed areas, heated rear window and one-hand fitting inertia reel safety belts are included in the very full standard specification. Radio as shown is an optional extra.

INSTRUMENTS AND CONTROLS

For the driver, all controls are conveniently placed and a full range of instruments is provided. Main switches are of the rotary type, smoothly rounded for safety and unobtrusively illuminated at night. There is a brake pad wear warning system which operates through the normal brake warning light on the instrument panel when pad wear becomes excessive. A hazard warning switch operates all external flashers simultaneously in the event of an unscheduled holdup. The two-speed windscreen wiper switch has an additional position to produce a variable-speed intermittent wipe for light drizzle or road splash, the length of delay being controlled by a knurled knob on the steering nacelle.

HEATING AND VENTILATION

First-class heating and ventilation is provided for the car interior. The heater output can be varied over a wide range of temperatures and volumes, the fresh air being fed in through an opening below the windscreen where the intake of traffic fumes is reduced to the minimum. There are additional face-level fresh air vents at either end of the fascia which operate independently of the heating system and can be adjusted as required.



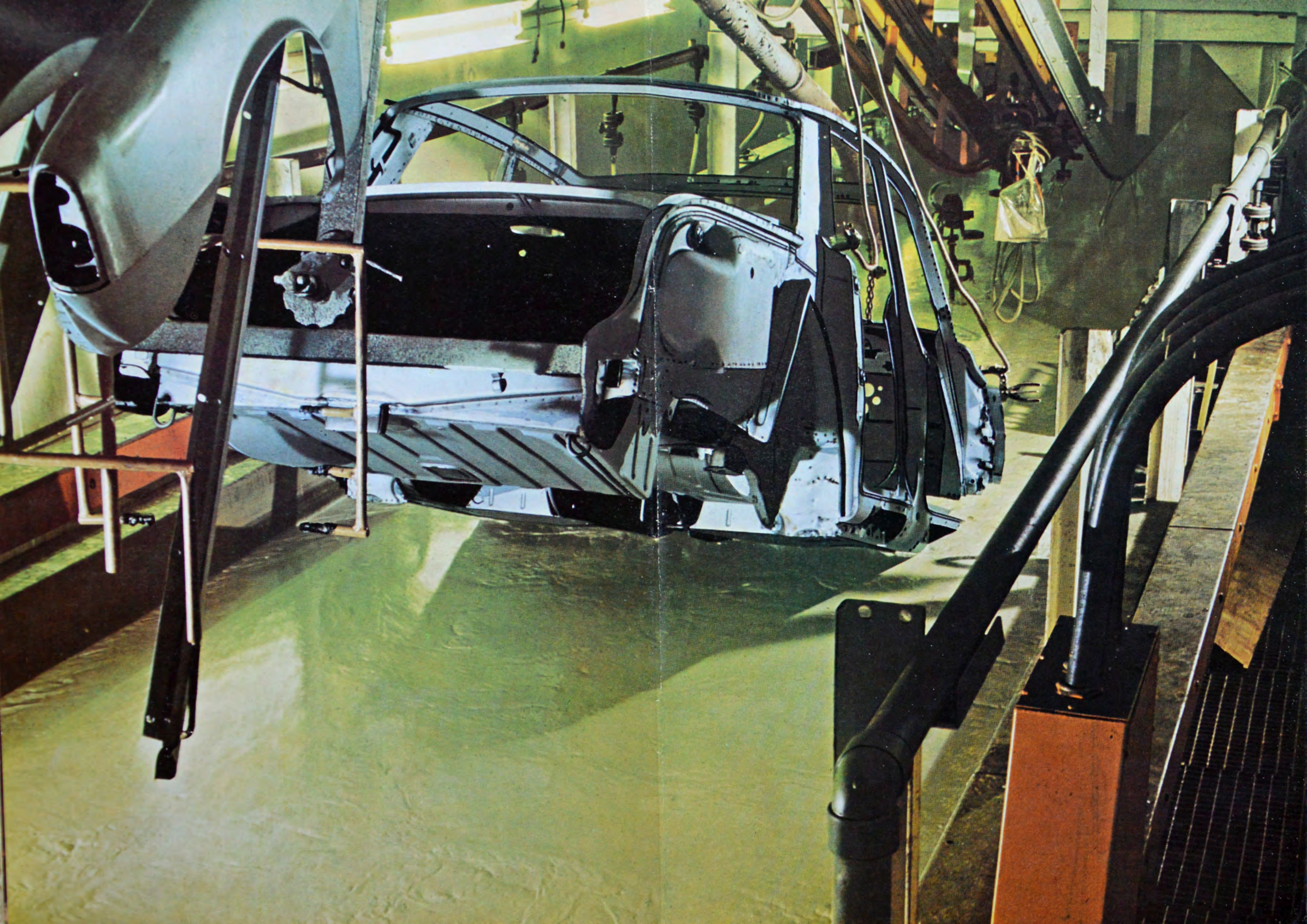
Above. The instrument display is directly in the driver's line of sight and clearly visible through the top half of the steering wheel when suitably adjusted. Two finger-tip control stalks below the steering wheel operate headlamp dip/flash systems, and direction indicator and horn respectively. All other controls and switches are within easy reach.



Left. Both front seat backrests have an infinite rake adjustment. A friction locking mechanism enables them to be firmly secured at any selected angle between the vertical and reclining positions.



Right. One-hand fitting inertia reel safety belts are supplied as standard equipment for the front seats. They can be secured and released in a moment, are comfortable to wear and allow ample scope for movement during normal travelling.



CONTROLLED QUALITY

At Rover, the prevention of rust and corrosion is taken very seriously indeed and all base units with their associated body panels undergo a whole series of protective treatments. Further protection is applied to the assembled car to ensure the strongest possible resistance to corrosive elements during its service life.

Come behind the scenes and see a little of what your car has to go through to make it the highly-valued product that it is.

1. During production, all welds on the base unit are treated with a zinc-rich primer. The complete units are then carefully sprayed with wax to protect them during storage and transit.
2. When base units and body panels are received at the factory they are degreased and cleaned, and subjected to a phosphating process which produces a reaction in the metal to form a protective skin.
3. Base units and body panels are next totally immersed in an electrophoretic primer (left). Components and primer are electrically charged, providing a mutual attraction which enables the primer to 'seek out' the normally inaccessible areas of metal and so ensure complete coverage.
4. Following the application of priming and finishing paints in the electrostatic spray booths, base units are 'crack sealed' at every joint with a special pliable bitumen sealer. Base units and body panels are then separately given a complete under sealing with a bituminous compound.
5. The engine bay is coated in a special oil- and petrol-resistant black finishing paint.
6. Next, in a recently-introduced process, special rust-inhibiting wax is sprayed through fifteen apertures in the base unit to protect the insides of the box-sections, cavities, etc.
7. Rust-inhibiting wax is applied to all body piercings (for nameplates and badges) and is sprayed through apertures into door casings where it coats the interior surfaces of the doors.
8. The whole underside of the car is then treated to an automatic application of inhibitor wax which not only reinforces the underbody sealing but also protects the mechanical and auxiliary components which are subject to road environment in service.
9. Finally, the car moves to an automatic spray booth where the familiar overall temporary wax protection is applied to give general protection whilst the car is in transit to your Rover dealer.

And that is only the rustproofing! Intensive research, detailed inspection of materials and components, and rigorous testing of assembled units goes on all the time. Final testing and inspection of the finished product completes a most exacting production process.



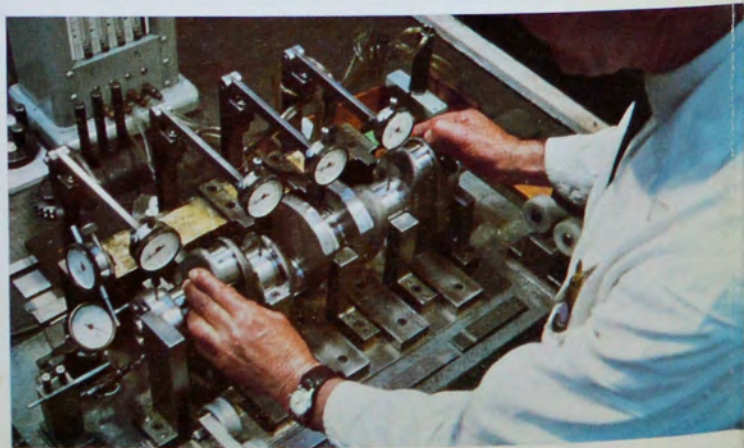
Left. Rover research and development engineers are constantly striving to improve the overall performance and safety aspects of the product. Our illustration shows a steering and handling test in progress using roll and lateral acceleration indicating gauges.

Below. Quite apart from the development work that continually goes on behind the scenes, every completed car is driven round the Company's test track by an experienced inspector. The car's general behaviour is checked and any faults that come to light are rectified. If necessary, a further test takes place under a different driver to ensure, as far as possible at this stage, that all is well.



Left. Every day, samples of hydraulic brake fluid are taken from the assembly lines where braking systems are filled, and their boiling point is checked. A low boiling point indicates the presence of atmospheric moisture in the fluid. Where safety is concerned, no risks are taken.

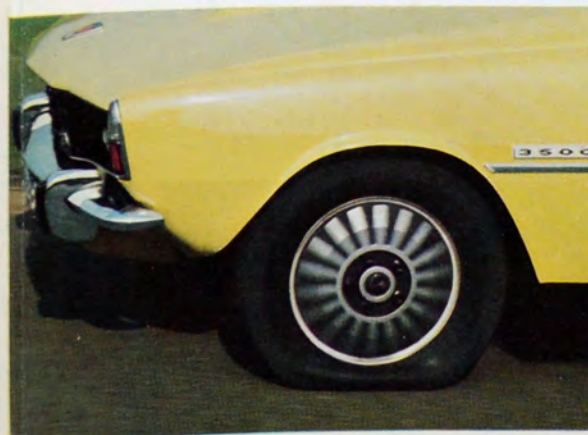
Below, left. All crankshafts receive visual inspection. Additionally, a random 32 crankshafts from every batch received at the factory are further checked on an instrument capable of measuring to an accuracy of 0.00005 in. (0.00127 mm). All moving parts are carefully inspected before being matched to their associated components.



Left. Quality control at Rover not only takes in the machined and finished components but also the basic materials from which they are made. An Atomic Absorption Spectrometer is used in the final element analysis of 'bought-in' metals to establish whether they comply with the exacting specifications required.



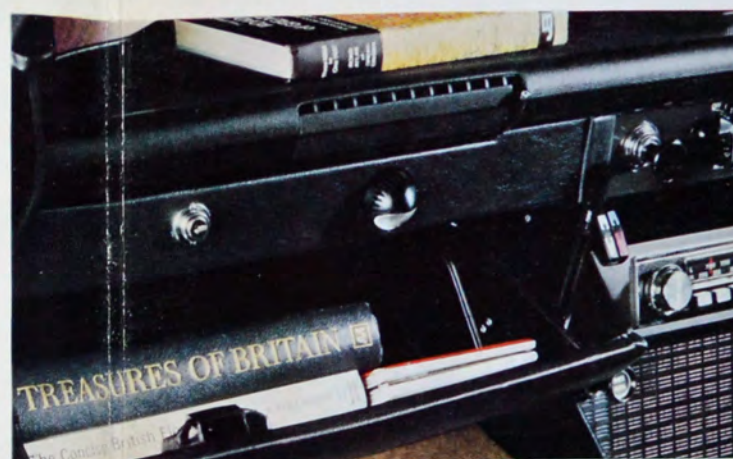
Tyre deflation at high speed holds no terrors when Dunlop Denovo tyres and wheels are fitted as optional equipment (power-assisted steering comes as part of the package). The car remains controllable under almost any driving conditions and the tyres can be driven deflated for distances of up to 100 miles at speeds up to 50 miles an hour. A network of more than 600 Denovo service centres has been set up and, in the United Kingdom, one centre will usually be within access of any normal travel route. A similar network has been set up in Europe. As an additional convenience, a repair outfit is provided with the car's tool kit for the temporary repair of small punctures.



TRANSMISSION

Synchromesh is provided for all four forward speeds in the 3500S gearbox. Control is by a short, centrally-mounted gear lever which falls easily to hand and is positive in action.

With the 3500 automatic, transmission is by a type 65 Borg Warner unit. It can be operated automatically or manually at your discretion simply by moving the selector lever to the appropriate, clearly-defined position. So you get the best of both worlds: relaxed driving in position D, or maximum acceleration by moving the selector through 1 and 2, when the required gear will be engaged and held. When changing down, a restrictive device prevents the engagement of first gear until road speed has been sufficiently reduced.

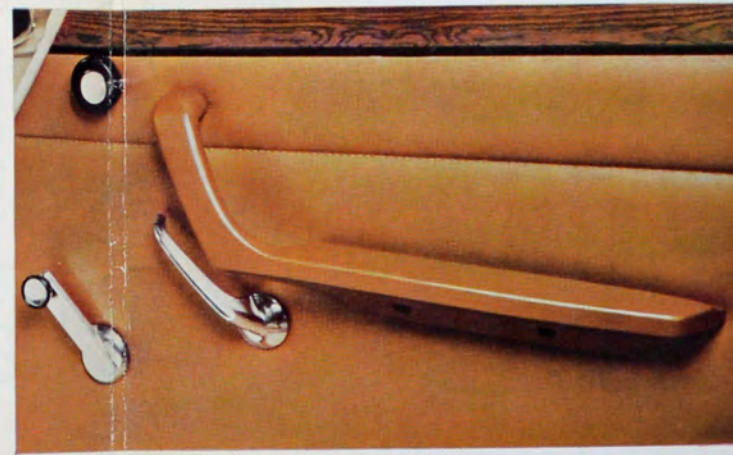


Far left. A useful parcel shelf is provided above the fascia. It is readily accessible and fitted with a non-slip rubber mat.

Left. Excellent stowage for the usual motoring miscellany is available in lockers positioned at knee height in front of driver and front passenger. Their flat padded surface, backed by a material which will collapse on impact, affords good protection for the knees.

STEERING

The steering wheel is adjustable for rake enabling the best driving position to be obtained to suit personal preferences. The adjustment is simply effected by means of a knurled knob below the steering wheel. Power-assisted steering is available as an optional extra.



Far left. The steering wheel is adjustable for rake to suit individual preferences. The adjustment is easily made by means of a knurled knob below the steering wheel.

Left. Combined armrests and grab handles are mounted on the front doors. This feature also shields the door release handles to prevent injury in the event of driver or passenger being thrown against the door. Window winders are flat for the same reason and a circular control operates the gear-driven front quarter vents.

BRAKES

The powerful performance of the car is well-matched by its power to stop. Disc brakes are fitted all round, those at the rear being mounted inboard on either side of the differential casing. Servo assistance is provided for easy pedal operation. A brake fluid level warning light is fitted; this also serves as a handbrake warning and a brake pad wear warning.



Left. The gear selector on the 3500 automatic model is centrally positioned. A release button in the centre of the selector knob is used to engage first and reverse speeds to prevent unintentional engagement of these gears. The handbrake is conveniently positioned between the seats.

SUSPENSION

The luxury and high degree of passive safety offered by the passenger compartment are fully complemented in the suspension system. This produces a smooth, well-balanced ride and plays an important part in the car's active safety element by providing excellent stability and road-holding characteristics.

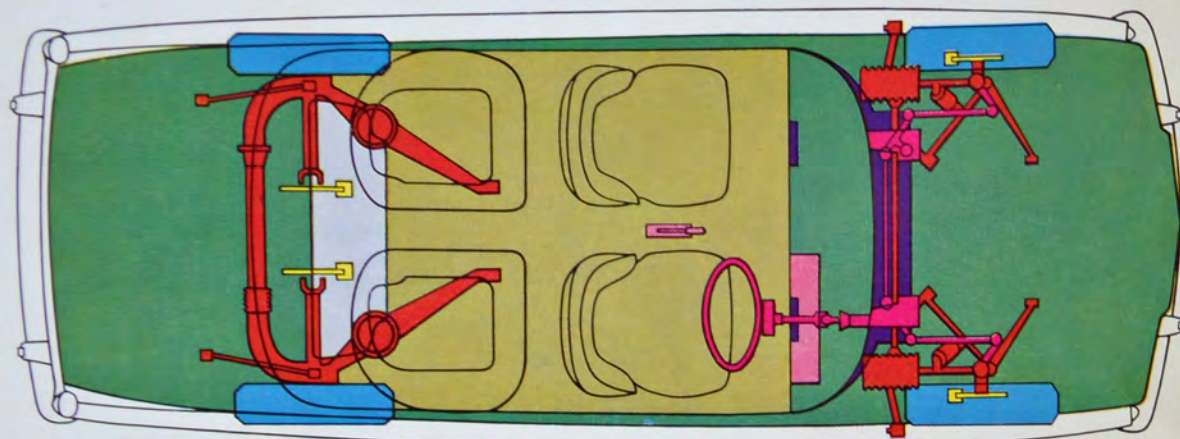
Front suspension is by transverse bottom links with leading top links acting on horizontally mounted coil springs and telescopic hydraulic dampers. An anti-roll torsion bar is fitted.

Rear suspension is by De Dion sliding tube located by Watts type linkage with coil suspension springs.



Far left. The short, remote-control gear lever in the 3500S falls easily to hand and makes for effortless and enjoyable use of the car's outstanding performance.

Left. Head restraints are provided as standard equipment on both 3500 models. They fit into slots in the top of the front seat backrests and are adjustable for height. This is an important safety feature, providing protection for the neck in the event of impact from behind the car.



SAFETY BY DESIGN

Base Unit

1. The base unit method of construction makes it possible to locate the passenger compartment within, what is in effect, a robust steel cage designed to resist distortion and protect the occupants.
2. The steel bulkhead, moreover, is designed to prevent the engine penetrating to the passenger compartment in the event of a head-on collision.

Interior Furnishing

3. The front seats have a padded roll along the top edge of the back to lessen the likelihood of head injuries to rear seat passengers thrown forward in a collision. In the event of rear impact the seat squab will also 'give' rearwards thus reducing the risk of neck injuries. Head restraints are also fitted.
4. The glove lockers positioned at knee height have a flat padded surface backed by a material which will collapse in the event of impact, thereby affording protection to the knees.
5. The seats are designed on the basis of good medical advice to give support to the small of the back, and have an infinite rake adjustment.
6. Vital areas of the roof and rear quarter panels are fitted with thick resilient padding.
7. Inertia reel safety harness is fitted to both front seats.
8. The rear door lock interior handle cannot be operated when the sill-button is depressed to minimise accidental opening of the door by a child. The door can still be opened from inside in an emergency. Anti-burst locks fitted to all doors.
9. The two sun visors are softly padded and will collapse on impact.

Controls

10. Instruments mounted close to normal line of vision to reduce visual adjustment when driver refocuses from road to instruments. (Many people have difficulty refocusing rapidly.)
11. Smoothly rounded switches are designed to minimise injury and are clearly marked for quick recognition.
12. Interior mirror fitted with safety stem and protective frame.

13. 'BRAKE' shows on instrument panel when brake fluid reservoir is low or handbrake is on. The tell-tale light also indicates brake pad wear.
14. Hazard warning switch operates all exterior flashers simultaneously, to warn other traffic of unscheduled hold-up. The switch stalk flashes red when on.

Ventilating System

15. To minimise fatigue and drowsiness, the car is fitted with an efficient ventilating system.
16. Fresh air ducts at face level can be operated individually, regardless of heater setting.
17. Opening rear quarter vents for additional ventilation.
18. Air intake is above the exhaust level of other vehicles.

Steering

19. Steering box mounted high up on the scuttle at the rear of the engine to avoid the steering column and wheel being pushed up into the passenger compartment in a head-on collision.
20. The steering wheel is dished for safety and adjustable for the most comfortable position.

Fuel System

21. The fuel tank is protectively positioned within the main structure of the car and separated from the passengers by a steel bulkhead.

Braking System

22. Servo-assisted disc brakes on all four wheels for the maximum stopping power.

Suspension

23. Independent suspension on the front wheels and De Dion suspension at the rear gives the car great stability and cornering power, with safety.

Tyres

24. Radial ply tyres not only fitted as standard but included as part of the basic design. These tyres provide improved handling, precision steering response and offer better adhesion on wet surfaces.

IMPORTANT. The specification of this model is correct at the date of printing, but as development is a continuing process, please check details with your Dealer.

LUGGAGE ARRANGEMENTS

Luggage compartments need to be adaptable if the best use is to be made of them, and on the 3500 a choice of three different arrangements is available. (1) The spare wheel is normally mounted at the left-hand side of the boot, which has ample space for day-to-day requirements. (2) It can be released from its mounting and placed in the boot well to provide extra width for longer objects. (3) An optional extra fitment may be ordered with the car, which enables the wheel to be mounted and locked on the outside of the boot lid, leaving the whole compartment free for a full touring load. A wheel cover is supplied with this extra. There are other advantages to be gained from being able to put the spare wheel outside. For instance, it is possible to keep a mud-covered wheel and tyre away from clean garments inside. And luggage is not disturbed during wheel changing. When Dunlop Denovo tyres are fitted, no spare wheel mountings are provided. The whole boot area is therefore available for luggage.

ENGINE

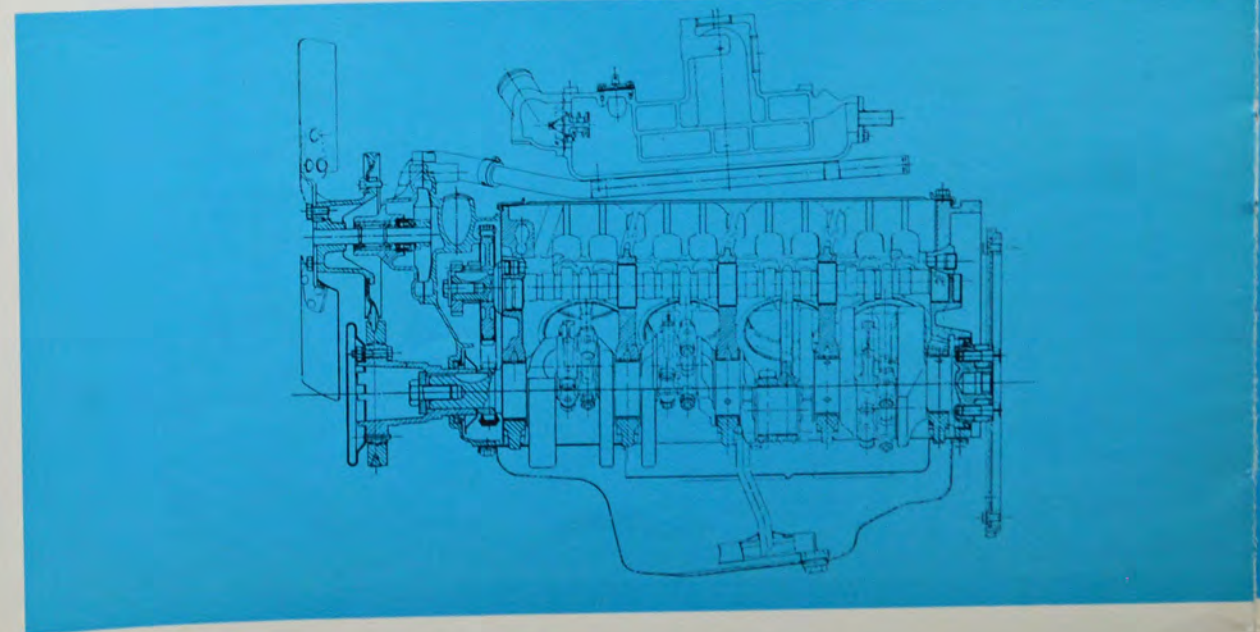
Power for the 3500 is supplied by the Rover all-aluminium, overhead-valve V8 engine of light weight and high-performance capability. It is a thoroughly proved unit noted for its remarkable smoothness and silence in operation. It gives to both versions of the 3500 an overall performance superior to that of many sports cars and a refinement few sports cars can match. Added to which, it runs efficiently on 4-star fuel with a minimal atmospheric pollution.

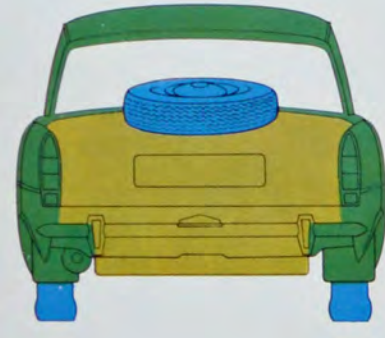
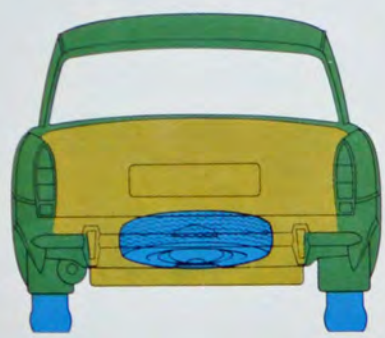
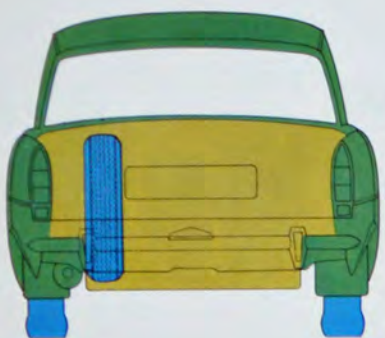
Twin carburettors of the SU HIF6 (Horizontal Integrated Float Chamber) design are fitted. These, in general terms, give a constant fuel level at the jet and thus maintain the correct fuel/air mixture under varying conditions of braking, accelerating and cornering, so ensuring optimum performance at all times. They also make for easy cold starting of the engine and are less susceptible to fuel vaporisation in hot climates.

All in all this is an engine of great distinction ideally matched to a very distinguished motor car.

PERFORMANCE	3500S	3500 (Automatic)
Maximum speed	122 m.p.h.	115.5 m.p.h.
Acceleration through gears		
0-30 m.p.h.	3.02 sec.	4.1 sec.
0-40 m.p.h.	5.13 sec.	5.84 sec.
0-50 m.p.h.	7.48 sec.	8.05 sec.
0-60 m.p.h.	10.18 sec.	10.95 sec.
0-70 m.p.h.	14.04 sec.	15.07 sec.
Top gear 50-70 m.p.h.	8.68 sec.	—
Standing start - ¼ mile	18.0 sec.	18.4 sec.
Touring fuel consumption	22.3 m.p.g.	22.8 m.p.g.

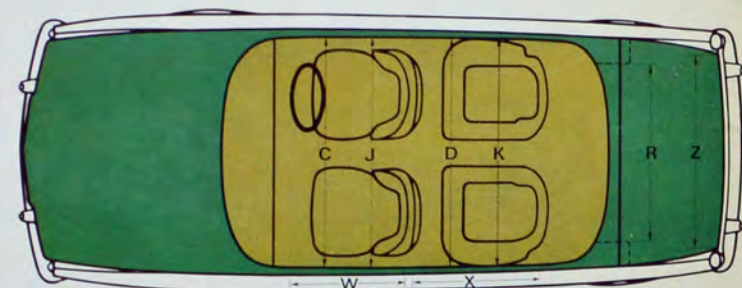
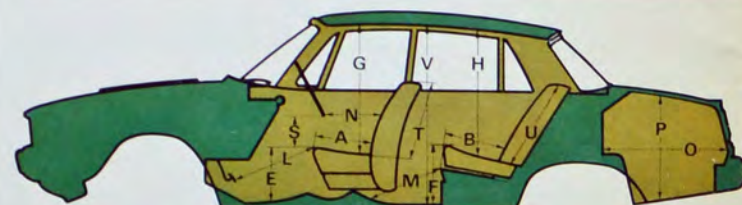
Note: All above figures obtained from Rover factory tests





INTERIOR DIMENSIONS

		Inches	Metres
A	Front to Rear of Front Cushion	19	0.482
B	Front to Rear of Rear Cushion	17 1/4	0.450
C	Width of Body at Front of Front Seat	55 1/2	1.409
D	Width of Body at Front of Rear Seat	55 1/2	1.416
E	Top of Front Cushion to Floor	13 1/2	0.342
F	Top of Rear Cushion to Floor	14 1/2	0.368
G*	Headroom—Front Seat	34 1/2	0.876
H*	Headroom—Rear Seat	33	0.838
J	Shoulder Width—Front Seats	51	1.290
K	Shoulder Width—Rear Seats	50 3/16	1.280
L	Front Cushion to Accelerator Pedal	20	0.508
M	Rear Cushion to Foot Rest	21	0.533
N	Front Squab to Steering Wheel	16 1/2	0.419
O	Locker Depth	34	0.863
P	Locker Height	26	0.660
R	Locker Width (min.)	37	0.939
S	Top of Front Cushion to Steering Wheel ..	7	0.177
T	Front Squab Height	20	0.508
U	Rear Squab Height	23	0.584
V	Height of Interior of Body	46 1/2	1.181
(W)	Width of Front Door at Waist	27	0.685
(X)	Width of Rear Door at Waist	30	0.762
Z	Minimum External Width of Boot Opening ..	45 1/2	1.149



*With a person of average weight the headroom at the front will increase by 3 inches (0.076 m) and at the rear by 4 inches (0.1 m). Measurements are taken with the seat in central position. Total adjustment of driver's seat fore and aft is 8 1/2 inches (0.219 m); 5 1/2 inches (0.143 m) for passenger.

OVERALL DIMENSIONS: Wheelbase 103.375 in. (2.63 m); track, front 53.375 in. (1.35 m); track, rear 51.75 in. (1.35 m); overall length 179.75 in. (4.56 m); overall width 66 in. (1.68 m); overall height 55.75 in. (1.42 m); ground clearance 6.62 in. (0.17 m). Max. boot capacity 15 ft.³ (0.42 m³). Turning circle—wall to wall 35 ft. 4 in. (10.769 m) mean. Weight with 5 gallons (22.7 litres) petrol, 2872 lb. (1303 kg)—Automatic: 2878 lb. (1306 kg)—3500S.

COLOUR AND TRIMS

Exterior Colour	Roof Trim and Sill Colour	Interior Trim
Arctic White	*Huntsman	Bronze, Mango, Ebony
Mexico Brown	Huntsman	Buckskin, Mango, Sandalwood
Cameron Green	Ebony	Buckskin, Mango, Sandalwood
Almond	*Huntsman	Bronze, Ebony, Sandalwood
Monza Red	Ebony	Buckskin, Ebony, Sandalwood
Tobacco Leaf	*Huntsman	Buckskin, Bronze, Ebony
Scarab Blue	Ebony	Buckskin, Mango, Ebony
Lunar Grey	Ebony	Bronze, Ebony, Sandalwood
Paprika	Ebony	Buckskin, Bronze, Ebony

*Where Ebony interior trim is specified, Ebony roof covering only will be supplied.

ENGINE: An O.H.V. all aluminium lightweight high performance V8. Bore 3.5 in. (88.9 mm). Stroke 2.8 in. (71.12 mm). Cubic capacity 215 cubic inches (3,528 cc). 9.25 : 1 compression ratio. B.H.P. (DIN) 143 at 5,000 rev/min. Torque 202 lb. ft. at 2,700 rev/min. Aluminium alloy cylinder block with inserted iron liners, cast integrally with stiff short crankcase. Aluminium alloy cylinder heads with an in-line valve arrangement providing a high degree of breathing efficiency. The engine is fitted with a separate aluminium alloy water heated inlet manifold which carries two S.U. H.I.F.6 carburettors. Self-adjusting hydraulic tappets are fitted. The pistons are a special lightweight full skirt design incorporating a shallow depression in the crown. The counter-weighted crankshaft runs in five overlay plated lead-bronze lined steel shell bearings and is fitted with a torsional vibration damper. A gear oil pump delivers oil under pressure to the main, big end, and camshaft bearings, the hydraulic tappets, distributor shaft and rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full flow oil filter is fitted. Crankcase has a positive sealed ventilation system controlled by the carburettors. An alternator is standard.

FUEL SYSTEM: A 15 gallon (68 litre) tank is located behind the rear seat, sealed from the car interior by a steel bulkhead and from the boot by a trimmed partition. A reserve supply is controlled by a knob situated on the console. An A.C. mechanical petrol pump is fitted in conjunction with two S.U. H.I.F.60 carburettors.

TRANSMISSION, 3500 AUTOMATIC: Type 65 Borg Warner design and manufacture incorporating special features to Rover requirements. Provides fully automatic transmission and alternative manual control for intermediate and low gears. The control lever is mounted on the central console and has an illuminated indicator plate. A transmission oil cooler is fitted in the radiator. The oil filter and dipstick are located in the engine compartment. Gear ratios: Low 2.39 : 1. Intermediate 1.45 : 1. High 1.0 : 1. Reverse 2.09 : 1. Torque converter stalled ratio 2.1 : 1. Overall ratios: Low 7.36 : 1. Intermediate 4.47 : 1. High 3.08 : 1. Reverse 6.43 : 1.

TRANSMISSION, 3500S: Four-speed manual gearbox with synchromesh on all forward gears. Gear ratios: 1st 3.63 : 1. 2nd 2.13 : 1. 3rd 1.39 : 1. 4th 1.00 : 1. Reverse 3.43 : 1. Overall ratios: 1st 11.17 : 1. 2nd 6.57 : 1. 3rd 4.28 : 1. 4th 3.08 : 1. Reverse 10.56 : 1.

CLUTCH, 3500S: The latest diaphragm spring type clutch is fitted and hydraulic control is by pendent pedal. Clutch plate dia. 9 1/2 in. (241 mm).

PROPELLER SHAFT: Hardy-Spicer one-piece.

FINAL DRIVE: The hypoid differential is rubber-mounted on to the base unit. Final drive ratio 3.08 : 1.

STEERING: Burman recirculating ball, worm and nut type, having a variable ratio is used. Sealed ball joints. Steering wheel diameter 17 in. (0.43 m). (16 in. (0.41 m) leather-covered with power steering.) Steering box ratio 21.5 : 1 straight ahead, 26 : 1 full lock. Turning circle—wall to wall 35 ft. 4 in. (10.769 m) mean. 4 1/2 turns lock to lock (3 1/2 turns lock to lock with power steering.) Column adjustable for rake.

FRONT SUSPENSION: Independent with transverse bottom links and leading top links acting on coil springs which are mounted horizontally to the bulkhead. The vehicle weight is taken through the king pins to the top links which apply it to the horizontally mounted coil springs. Sealed ball joints top and bottom. Hexagonal anti-roll torsion bar clamped to the top links. Control is by hydraulic telescopic dampers.

REAR SUSPENSION: De Dion sliding tube type with universally jointed, fixed length drive shafts. The De Dion assembly is located by a Watts type linkage with the coil suspension springs fitted between the forward links and the base unit. Rubber-mounted rear cross member. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic shock absorbers.

BRAKES: Girling disc brakes are fitted front and rear; mounted inboard at rear. Servo assistance is provided for easy pedal operation. The handbrake operates the rear footbrake caliper pads which are connected through an enclosed cable linkage to the pull-up lever which is mounted on the transmission tunnel. A brake fluid level warning light is provided which also serves as a handbrake and brake pad wear warning light.

WHEELS AND TYRES: Easy clean wheels with attractive stainless steel rim covers. Tyres: Avon radial, Pirelli Cinturato or Dunlop 'SP' Sport, tubeless, size 185HR x 14.

LIGHTING: Quad beam headlamps in cowed recesses are of the sealed beam type, the outer pair giving main and dipped beams, the inner pair main beam only. The combined dip and headlamp flash switch is mounted below the steering wheel on the steering column. Lights are switched on by a four-position rotary switch on the switch panel and moving the switch in a clockwise direction operates side, head and optional extra fog lamps. A hazard warning is effected through a separate switch which activates all direction indicators simultaneously. Sidelamps and flasher lamps are mounted on the front wings. At the rear combined stop/tail flasher and reversing lamp clusters are provided, with separate reflectors beneath.

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 minimised. Numerous slots at the base of the windscreen give good air distribution for demisting and defrosting. There are additional face level fresh air vents which can be adjusted as required.

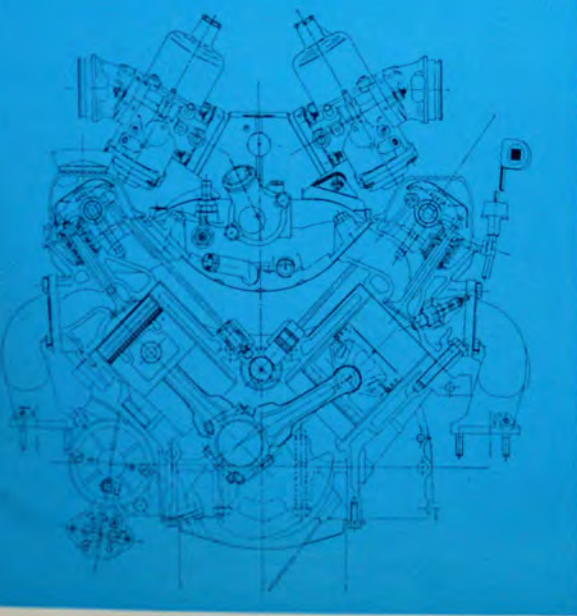
WINDSCREEN WIPERS AND WASHERS: Two-speed and variable delay intermittent wipe windscreen wipers are fitted. Electrically-operated windscreen washers are also provided as standard equipment.

BASIC CONSTRUCTION: The body, excepting bonnet and boot lid, is of welded steel construction. The bonnet and boot lid are made in aluminium alloy. The construction is unusual in that it makes use of a base unit carrying all the mechanical parts and providing a chassis and body skeleton, to which all skin panels are applied as separate, painted units. The base unit and all exterior body panels are jig drilled and the latter are directly interchangeable in case of damage. They are then phosphate treated, totally immersed in a bath of electrophoretic primer, and the body is then finished in electrostatically applied body colours. In addition to underbody sealing vulnerable box sections and body members are sprayed internally with a rust-inhibiting wax. All doors are hinged at their forward edge and fitted with anti-burst locks.

BODY INTERIOR: The seat cushions and squabs have a box-pleat pattern trim faced in brushed nylon, or hide as an alternative. Individual, fully adjustable bucket seats are fitted as standard in front. The backrests are fitted with head restraints and can be adjusted to any angle between upright and fully reclining, and single-hand operated inertia reel safety belts are provided. On the front doors combined grab handles and armrests are provided with easily operated, but protected, door release handles. Provision is made for fitting optional extra rear headrests. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: Rotary map light, central courtesy light operated by opening the doors or by independent rotary switch; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; full width parcel shelf with anti-slip mat; two spacious glove boxes; provision for radio and rear extension speaker; steering column lock incorporating ignition switch; gear driven front quarterlights. The instrument panel has a circular speedometer with trip mileage recorder and matching tachometer. Two adjacent smaller dials indicate fuel level and water temperature on one, while the other combines an oil pressure gauge and ammeter. On the panel there is also an electrically wound clock and a series of warning lights for ignition, low oil pressure, low brake fluid level, worn brake pads, direction indicators, headlight main beam and choke. All connections are by means of a printed circuit. The switch panel, with safety switches, is illuminated and incorporates cigar lighter and switches for map, interior, side, head, and fog lights. windscreen wipers and washers, hazard warning lights, and heated rear window. Sundym tinted glass fitted in all glazed areas.

OPTIONAL EQUIPMENT INCLUDES: Power steering, air conditioning, floor mats, floor rugs, fog and spot lamps, laminated windscreen, wing mirrors, mud-flaps—front and rear, radio, roof rack, spare wheel carrier on boot lid, towing attachment and Dunlop Denovo tyres. (See price list for full details.)

Note: All performance figures in this publication relate to U.K. specification.





ROVER TRIUMPH BRITISH LEYLAND UK LIMITED

SOLIHULL · WARWICKSHIRE · ENGLAND

IMPORTANT

The specifications in this publication apply to cars produced for the U.K. market and specifications for models produced for the Australian market do differ, although generally such differences are to conform with local regulations or to improve the vehicle's suitability for local conditions.

British Leyland U.K. Ltd. and Leyland Australia are constantly seeking ways to improve specifications, design and production of their vehicles and alterations take place continually. The U.K. specifications shown in this publication were current as at June 1975 but as development is a continuing process, the manufacturer reserves the right to change specifications without notice. Accordingly, this publication should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for sale of any particular vehicle.

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