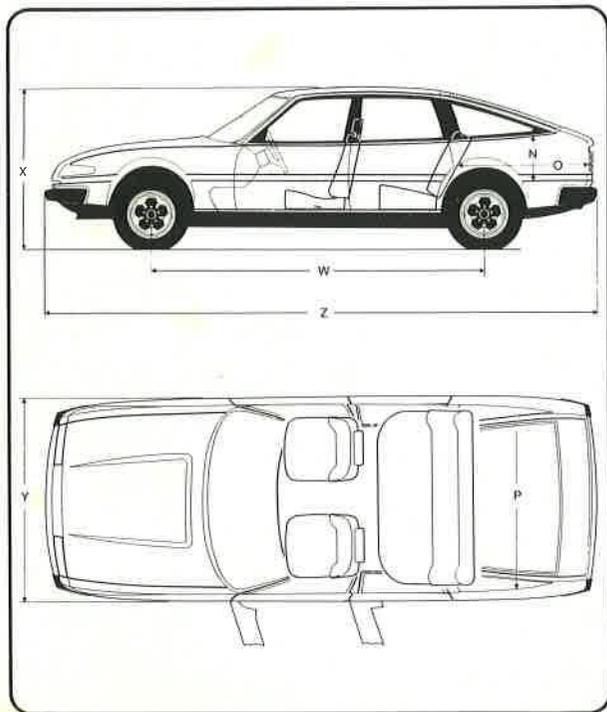


 ROVER



Dimensions

Luggage Boot Height (Max)	N	387
Luggage Boot Height (Min)	N	330
Luggage Boot depth (Max)	O	1156
Luggage Boot depth (Min)	O	889
Luggage Boot width (Max)	P	1473
Wheelbase	W	2815
Overall Height (Max unladen)	X	1354
Overall width	Y	1768
Overall length	Z	4698
Track at Front		1500
Track at Rear		1500
Ground clearance (fully laden)		155
Maximum towing weight		1016 kg.



Specifications

Property of ROVER OWNERS CLUB #350

Engine: In line 4-stroke 90° V8 Engine with in-line overhead valves. Bore 88.9 mm. Stroke 71.1 mm. Capacity 3528 cc. Oil 5.5 litres. Electrical fuel pump immersed in petrol tank with low oil pressure cut off. Fuel tank capacity 65.9 litres. Pressurized cooling system with cooling fan driven by viscous coupling.

Automatic Transmission: Three-speed with manual override. Transmission oil cooler in engine radiator. Ratios: 1st 2.39 — 4.97:1, 2nd 1.45 — 3.02:1, 3rd 1.00 — 2.08:1, reverse 2.09 — 4.35:1.

Final Drive: Live rear axle with differential front extension carried by separate cross member. Final drive ratio 3.08:1.

Steering: Power-assisted rack and pinion. Turning circle between kerbs 10.44 metres.

Brakes: Independent dual circuit hydraulic system — servo assisted. Front 10.16 in. diameter discs. Rear 9.00 in. diameter drums. Pressure differential warning actuator to indicate failure of one line and apply full pressure to rear brakes in the event of front line failure.

Suspension: Front: MacPherson strut with eccentrically mounted road spring. Anti-roll bar directly connected to lower suspension arm. Rear: Live axle with low rate coil springs and self-actuating ride levelling units. Semi-trailing arms and transverse Watts linkage. Accelerating and braking reactions taken by extended differential nose.

Electrical: Negative earth system with a 12 volt 68 ampere hour battery. Alternator 55 ampere output. Ignition system is the transistorised electronic trigger type. Twin horns. Two-speed windscreen wipers with intermittent wipe. Cigar lighter and clock. Heated rear window. Diagnostic servicing system. Twin courtesy lights operated by all side doors or integral switches. Boot light operated by switch on fifth door. Glove bin illumination light for driver, and map light/glovebox light for front seat passenger. Under-bonnet lights. Door opening warning light. Halogen headlights.

Instruments: Tachometer and speedometer incorporating total and trip odometers with push-button zeroing. Fuel gauge. Battery condition indicator. Water temperature gauge. Oil pressure gauge. Clock. Warning lights for ignition, oil pressure, choke, direction indicators (both operated for hazard warning), main beam, brake system failure or handbrake "on", low fuel level, heated rear window, and seat belts. Bulb failure warning light to indicate failure of side, tail or stop lights.

Control stalks mounted on steering column:

1. RH lever — horns, headlamp flash and dip, direction indicators and lane change.
2. LH lever — windscreen wipers and washers.
3. Switch for exterior and panel lights with off position, side and head positions.

Coachwork: Five-door, six-light, five-seater saloon. Corrosion-resistant body of steel monocoque construction with separate front suspension cross member. Forward hinged bonnet. Tinted glass. One-piece rear tailgate. Internally adjustable rear view mirror on driver's door. Stainless steel front and rear bumpers with separate urethane end pieces in black. Nylon velour fabric seat facings, head restraints and valances trimmed in PVC leather-cloth. Floor covering of cut pile carpet with rubber heel mat for the driver. The door casings are fibre mouldings, incorporating combined armrests and door pulls. Master locking system operating on all five doors. A moulded front console and tunnel finisher extend to the rear of the front seats and incorporate a small change tray, the gearlever, choke, handbrake, heater controls and the radio unit. The fibreglass roof lining is finished in brushed nylon and has recesses for the sun visors which have a similar finish. The rear parcel shelf is in two sections and foldable on a transverse hinge line with interconnection to the fifth door. The parcel shelf may also be removed completely. The boot area is trimmed with carpet.

Performance data obtained by British Leyland engineers:

0-60 m.p.h. in secs.	9.0
Top speed m.p.h.	123
Fuel consumption m.p.g.	
steady 30 m.p.h.	34.7
steady 50 m.p.h.	30.2
steady 60 m.p.h.	27.3
Touring	24

IMPORTANT

The specification of this model is correct at July, 1977, but as development is a continuing process, please check details with your dealer.

Leyland Australia is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. While every effort is made to produce up to date literature, this brochure 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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Average fuel consumption measured in urban/rural test using the manufacturer's test vehicles.