



## ROVER 3500 V8



### SPECIFICATIONS

<b>ENGINE:</b> No. of cylinders: 8 Cylinder arrangement: Vee Capacity: 3520 Bore x stroke: 88.9 x 71.1 mm Valve arrangement: OHV Compression ratio: 8.1:1 Power: 102 kW at 5000 rpm Torque: 245 Nm at 3000 rpm Carburettor: Two Zenith Stromberg Cooling: Water Optional engine: None	Tyre size: 195/70HR x 14 Optional transmission: 4-speed manual/5-speed manual	linkage, self-levelling	Curb weight: 1420 kg
<b>PERFORMANCE:</b> Max speed: 175 km/h 0-100 km/h: 12.4 seconds Speed in gears: I 85 km/h II 138 km/h III 175 km/h Speed in top gear: 1000 rpm, 48.4 km/h Fuel economy: 15 litres/100 km	<b>TRANSMISSION:</b> Layout: Front engine, rear-wheel-drive Clutch type: Single dry plate Gearbox type: 3-speed automatic Final drive type: Hypoid bevel Wheels size: 6 x 14 inch	<b>STEERING:</b> Type: Power assisted rack and pinion Turns, lock to lock: 2.7 Turning circle: 10.4 m	<b>BODY:</b> Construction: All steel Style: Sedan/hatchback Number of doors: 4 Optional bodies: None
<b>CHASSIS:</b> Front suspension: Independent, MacPherson coil spring/helix-springs, dampers, struts, anti-roll bar Rear suspension: Live axle, torque-tube, trailing arms, Watts	<b>DIMENSIONS:</b> Wheelbase: 2315 mm Front track: 1500 mm Rear track: 1500 mm Height: 1354 mm Width: 1768 mm Length: 4698 mm Fuel tank capacity: 66 litres	<b>BRAKES:</b> Front, type and size: Power-assisted disc, 258 mm Rear, type and size: Drum, 229 mm	<b>EQUIPMENT:</b> Standard: Alloy wheels, adj. steering column, cassette, laminated screen, nylon/velour trim, rear wash/wipe Gauges: Temp., oil pressure Optional: Sun roof
			<b>WARRANTY:</b> 12 months, 3 year maintenance

The current Rover 3500 V8 represents a major advance on its predecessors. The David Bache designed hatchback is well situated in performance, looks, and economy to gather plenty of new fans without alienating the traditional followers of the marque.

The Buick-based 3.5-litre engine has had its rev limit raised from 5200 rpm to 6000 rpm by valve alterations and improved cylinder head porting and manifolding. It now revs more easily and produces more power—a maximum 102 kW at 5000 rpm with torque of 245 Nm at 3000 rpm. Maximum speed is 175 km/h and the Rover can make 0-100 km/h in a respectable 12.4 seconds.

Generally, engine displacement below 4 litres in an automatic means fairly dull performance, but by keeping vehicle mass relatively low, Rover have ensured that the power plant works well with the three-speed Borg Warner 65 automatic transmission.

Ride is improved on the current model due to lengthy travel and progressive damping. Front is now the MacPherson strut layout and the live rear axle is controlled by radius rods and a Watts linkage. This reduces squat and dive to a minimum. Brakes are power-assisted 258 mm discs at the front and 229 mm drums at the rear. The firm suspension virtually eliminates nose-dive in most braking situations. The power-

assisted rack-and-pinion steering is accurate and responsive and with only 2.7 turns lock to lock and a turning circle of 10.4 m, the Rover is a highly manoeuvrable car.

Styling is a complete break with previous Rovers. David Bache admits strong initial influence from Ferrari and Maserati, and this is evident enough. The aerodynamic design of the nose section, the steeply raked windscreen, and the absence of a grille minimise drag and turbulence. A drag coefficient of 0.39 contributes strongly to Rovers' ability to avoid the traditional image of V8s as gas-guzzling monsters. In fact its economy is quite reasonable with 12 to 15 litres/100 km attainable.

Standard equipment is lavish, including alloy wheels, adjustable steering column, metallic spray, foglamps, power windows, air-conditioning, and remote control exterior mirrors. A sun roof is available as an option. Luggage and carrying space are excellent and the rear seat folds down, nearly doubling the area.

A thoughtfully made and well-performed vehicle, the Rover 3500 will steal plenty of business from the Volvo 264, Peugeot 604, and even the up-market Fords and Holdens.