



ROVER
P5
CLUB



The Rover P5 Club
www.roverp5club.org.uk



Buyers Guide

Rover produced two main P5 types; the 3 Litre Straight Six, known as a P5 and the 3.5 Litre V8 known as the P5B.



P5 - 3 Litre saloon



P5B - V8 Coupe

Both of these models were available in a choice of *Saloon* or *Coupe*, the latter being the most desirable.

The P5 (3 Litre) had an option of a manual with overdrive or automatic gearbox. The P5B (3.5 Litre) was only available as an automatic.

Visual Differences

The easiest way to differentiate between the two models would be the Rostyle wheels, found on the P5B. Other points to note would be side indicators, no hole in the front grille for the starting handle, rubber strips to the over-riders and recessed fog lamps to the front wings - all found on the P5B and not the P5.



Inner wings can be checked via the engine bay and boot. Whilst in the boot, check the area around the battery.

Carefully check the top and bottom of the splash panels, found under the front wings.

Sills (including the spacer and inner sill) especially near the jacking points. Do not be misled by the condition of the outer sill as it is a structural part of the car.

The cost for replacement sills is low, but to fit them correctly will cost considerably more. Badly fitted sills can be easily spotted by the doors 'sagging' in the middle of the car. The sill should fit level to the front wing.



Chassis legs especially around the rear spring hangars. Correct repairs should have had the old metal cut out. Beware of plated legs.

Body panels will not fit correctly without adjustment - this also applies to original Rover panels.

Rear bumpers are very difficult to find in good condition, although new ones are available. They are prone to rust on the inside corners, so check carefully and make sure the bumper is straight.

Body trim is stainless steel - pay attention to the trim that runs the length of the sills

on the P5B - it's usually missing. This trim should NOT be fitted to the car using screws.

The trim is also a good guide to the correct fitting of the body panels. Look along its length and you should see a steady downward curve to the trim.

It is important not to discard any complete body panel(s) as only replacement sections are available from SPECIALIST SUPPLIERS.

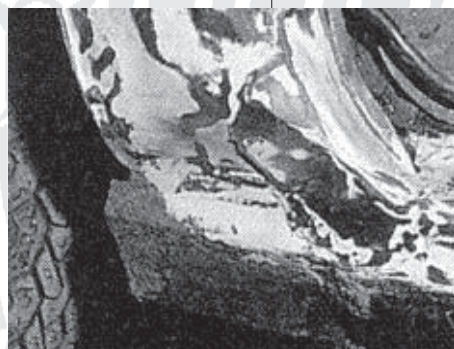
A, B, C & D-post especially the D Post which is the area around the rear wheel arch, that can be seen when the rear doors are opened. If the doors have dropped, this could be due to rusting in the A & C posts.

Window Scuttles - the areas immediately below the front & rear screens, which are difficult to repair.

Due to the complexity of the structure, ANY bubbling should be treated as only 'the tip of the iceberg'!

Rear valance - the panel that runs under the rear bumper.

Leather & Interiors. All models came with leather seating and particular attention should be given to the condition. Front seats are prone to breakage's along the join of the leather



- this can be repaired reasonably easily. Torn or damaged seats are expensive to repair. **Carpets** if wet, may be due to ingress of water through the window seal, inner wing or leaking heater matrix.

Replacement carpets are available, but not to the same quality. **Wooden facias** and especially door cappings may have suffered from moisture resulting in the joints separating. Although unsightly they can be easily repaired, especially on the saloon model.

Window winders, especially on the Coupe are prone to failure - check all mechanisms.

Door apertures. All doors should fit correctly & close with a simple 'clunk'. If there is a problem closing the door, carefully check the A & C (where the doors are hinged to the car) posts for rust.

Engine. The 3 litre & 3.5 litre engine will last for well over 150,000 miles. Change oil every 3,000 miles and check the level of antifreeze and/or inhibitor in the radiator. Ideally the car should have service records or receipts of work done. When started, the hydraulic tappets may be slightly noisy until warm, then it should settle to a quiet 'burble'. The engine is prone

to slight leakage around the join to the gearbox. Check the **radiator** to ensure it's both clean (no white 'scum' on the surface) and sufficient antifreeze has been added during the summer and winter.

Automatic choke if fitted. Switch the engine off before it

gets too warm and trying to restart it after about a minute - a faulty choke would result in the engine either failing or reluctant to start. Depending upon the date of production, some cars are fitted with a manual choke.

Automatic gearbox should be smooth both changing up and down. Check the kickdown on a CLEAR ROAD - it should change down smoothly and accelerated quickly! Check the fluid is clean. It should not be brown and smell of rotten eggs, which could mean an expensive rebuild.

Manual gearboxes on the 3 litre should be extremely smooth - carefully check the overdrive unit.

Power steering especially on the P5B is extremely light and does leak. The P5 3 litres came with the optional power steering.

This is intended as a guide to potential purchasers of the P5 marque and as such both the Rover P5 Owners Club nor their Representatives can be held responsible for any decision the reader makes in the purchase of his or her car.