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Learn how to get the most out of your Rover engine. This guide covers all Rover V8 engines from the introduction of the 3.5-liter engine in 1967 to the 3.9-liter engine of 1989 through the current 4.0- and 4.6-liter X-bolt block engines introduced in 1994.

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Included near this section of the book is the lost art of head-porting: a full-size profile of the intake and exhaust ports of all the production Rover heads, with one profile per page. This allows the porter to safely port the heads with minimal fear of accidentally busting into air, oil or water.

**Power Tune Performance Chip Review**

Find helpful customer reviews and review ratings for How to Power Tune Rover V-8 for Road & Track at Amazon.com. Read honest and unbiased product reviews from our users.

**How to Power Tune Rover V8 Engines for Road & Track by Des ...**

This review is for the power tune performance engine tuning module. I bought this tuner online and this will be the first of a few videos I plan to post reviewing the chip. Another guy made 4 ...

**How to Power Tune Rover V-8 Engines: For Road and Track by ...**

Overview. How to Power Tune Rover V8 Engines for Road & Track includes everything you could want to know about increasing the performance and reliability of the Rover V8 engine which has been in production since 1967. Derived from a Buick design, the engine first appeared in the Rover P5B of 1967, but continued in use through subsequent Rover models:...

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How to Power Tune the BMC/BL/Rover 998 A-Series Engine for Road and Track by Des Hammill. The 998 A-Series powers Minis and Metros in particular. The book's advice can also be used to uprate Midget/Sprite 948cc engines to 998cc. Complete guide to obtaining maximum power with reliability from the popular 998cc engine.

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