



From the moment of conception the 800 series was designed to be a sporting executive car and great emphasis was placed on the "power and performance" aspect. The idea of using existing company engines was never really considered even though engines did exist that on paper at least gave reasonable performance output. Consider the Montego 2 litre "O" Series in Efi form with its 115 bhp for example. This was relatively close to the eventual 2 litre "M" Series engine in Single Point injection form that was designed for 800 using the "O" Series as a base, the "M" version pushing out 118 bhp in Spi form. Then there was the Rover 3.5 V8 with its 155 bhp in carburettor form or 190 when fuel injection was used, although it was never used in front wheel drive configuration despite its compact dimensions. Again the V8's performance figures gave a range similar to the Honda derived V6 that was designed for 800. It wasn't these engines performance figures that were the problem per se, it was their lack of modernity, pushrod V8's and single overhead cam 8 valve heads of the "O" Series belonged to the last decade, 800 was for the future, a new dawn for Austin Rover, and everything that went into it had to reflect this.

The "O" Series though was an important engine to the 800 range, indeed briefly in 1988/90 it was the engine used in a base model Fastback 800, carburettored and pushing out 98.6 bhp. But it was the engine block that would be used as the basis of the 16 valve "M" Series and indeed the later "T" Series used in the Mk2 revamp of 1991. The V6 engine by contrast was all new, all Honda, and appeared as a 2.5 initially and a 2.7 from March 1988.

Other engines would come on line during production, a diesel from Italian engine maker VM in 2.5 form as per Range Rover but of course in front wheel drive layout would make its debut in a 1990 Fastback. The "M" Series would find itself being aspirated by a turbo for a run out Mk1 special known as the "Tickford" in 1990/91 releasing 180 bhp, whilst the "T" Series would take over this mantra in 2 states of tune of 178 and 197 bhp, up from the normally aspirated version of 138 bhp or 134 bhp when catalyst equipped.

From 1996 Rover's own KV6 2.5 would take over from Honda's V6 and whilst both these engines would produce bhp figures ranging from 150 to 177 depending on market and spec the KV6 was a generation ahead of the Honda unit in terms of technology, sadly it was a generation behind in terms of reliability.

As alluded to above "M" Series could be had in Single Point injection form at 118 bhp or Multi-point injection form at 138 bhp dropping to 134 bhp when a catalyst car appeared towards the end of Mk1 production. The "O" Series 8 valve engine was actually known as the "M8" engine when used in the 800, indeed all engines were given a code of this type for ease of recognition and are shown in the table of performance figures.

Some engines could only be had with manual gearboxes, most could be had in both manual and automatic form. The latter would obviously effect performance, along with the increasing use of catalysts in the exhaust systems to clean up the emissions.

MK1	YEAR	ENGINE DESIGN	BHP	TORQUE NM@RPM	0-60	TOP SPEED	FUEL CON		
							urban	56	75
	1986								
STERLING/825i MANUAL		C25 2494CC V6	173	217nm @5000	7.8sec	133mph	22.4	39.5	32.1
STERLING/825i AUTO		C25 2494CC V6	167	221nm @4000	9.0sec	131mph	21.2	38.0	31.9
820i/Si MANUAL		M16 1994CC Mpi	138	178nm @4500	8.8sec	126mph	26.8	42.8	34.3
	1987								
820i/Si MANUAL		M16 1994CC Mpi	138	178nm @4500	9.2sec	127mph	26.8	42.8	34.3
820E MANUAL		M16 1994CC Spi	118	162nm @3500	10.5sec	120mph	26.8	46.8	36.3
820E AUTO		M16 1994CC Spi	118	162nm @3500	11.9sec	118mph	23.6	43.6	33.7
820Se MANUAL		M16 1994CC Spi	118	162nm @3500	10.5sec	120mph	26.8	46.8	36.3
820Se AUTO		M16 1994CC Spi	118	162nm @3500	11.9sec	118mph	23.6	43.6	33.7
	1988								
STERLING/827Si/Sii MANUAL		C27 2675CC	174.5	228nm @4500	7.6sec	137mph	22.9	38.0	31.6
STERLING/827Si/Sii AUTO		C27 2675CC	174.5	228nm @4500	8.7sec	134mph	22.2	33.7	28.3
VITESSE MANUAL		C27 2675CC	174.5	228nm @4500	7.6sec	140mph	22.9	38.0	31.6
VITESSE AUTO		C27 2675CC	174.5	228nm @4500	8.5sec	135mph	22.2	33.7	28.3
820 FASTBACK MANUAL		M8 1994CC carb	98.6	163nm @3000	11.6sec	112mph	26.6	45.8	35.6
820 FASTBACK AUTO		M8 1994CC carb	98.6	163nm @3000	13.5sec	110mph	25.5	43.9	34.3
	1989								
STERLING AUTO CATALYST		C27 2675CC	168.6	220nm @4500	8.9sec	130mph	21.2	35.6	31.3
VITESSE MANUAL CATALYST		C27 2675CC	168.6	220nm @4500	7.9sec	134mph	22.9	38.0	31.6
VITESSE AUTO CATALYST		C27 2675CC	168.6	220nm @4500	8.7sec	132mph	22.2	33.7	28.3
827Si MANUAL CATALYST		C27 2675CC	168.6	220nm @4500	7.9sec	133mph	22.9	38.0	31.6
827Si AUTO CATALYST		C27 2675CC	168.6	220nm @4500	8.9sec	131mph	22.2	33.7	28.3
820i/Si MANUAL CATALYST		M16 1994CC Mpi	130	174nm @4400	9.8sec	125mph	25.0	46.3	36.3

	1990							
825 DIESEL MANUAL FASTBACK	VM 2500CC	116.3 268nm @2100	10.5sec	117mph	33.8	57.8	45.2	
820 TURBO MANUAL CATALYST	M16 1994CC	177.5 216nm @2000	8.0sec	137mph	22.4	40.6	31.5	
820i/Si AUTO CATALYST	M16 1994CC	135 175nm @4500	11.7sec	121mph	22.1	43.7	34.3	
	1991							
827Sii MANUAL	C27 2675CC	174.5 228nm @4500	7.7sec	137mph	22.9	38.0	31.6	
827Sii MANUAL CATALYST	C27 2675CC	166.6 225nm @4500	7.9sec	133mph	22.1	37.4	32.9	
827Sii AUTO	C27 2675CC	174.5 228nm @4500	8.8sec	134mph	22.2	33.7	28.3	
827Sii AUTO CATALYST	C27 2675CC	166.6 225nm @4500	8.9sec	131mph	21.2	35.6	31.3	
820Sii MANUAL	M16 1994CC	138 178nm @4500	9.2sec	127mph	26.8	42.8	34.3	
820Sii MANUAL CATALYST	M16 1994CC	133 175nm @4500	9.8sec	125mph	25.0	46.3	36.3	
820Sii AUTO	M16 1994CC	138 178nm @4500	11.4sec	122mph	22.1	46.6	35.9	
820Sii AUTO CATALYST	M16 1994CC	133 175nm @4500	11.7sec	121mph	22.1	43.7	34.3	
MK2 ALL CARS NOW CATALYST	1991							
STERLING/827Si/SLi MANUAL	C27 2675CC	166.6 225nm @4500	8.2sec	133mph	22.1	37.4	32.9	
STERLING/827Si/SLi AUTO	C27 2675CC	166.6 225nm @4500	9.0sec	131mph	21.2	35.6	31.3	
820i/Si/SLi MANUAL	T16 1994CC	134 185nm @2500	9.6sec	125mph	24.5	47.6	38.8	
820i/Si/SLi AUTO	T16 1994CC	134 176nm @4500	11.7sec	121mph	21.1	44.8	37.5	
825d.Sd/SLd MANUAL DIESEL	VM 2500CC	116.3 268nm @2100	10.5sec	118mph	35.5	57.6	43.9	
VITESSE MANUAL	T16 1994CC	177.5 216nm @2000	8.0sec	137mph	22.8	42.6	34.7	
	1992							
827 COUPE MANUAL	C27 2675CC	166.6 225nm @4500	8.2sec	133mph	22.1	37.4	32.9	
827 COUPE AUTO	C27 2675CC	166.6 225nm @4500	9.0sec	131mph	21.2	35.6	31.3	
	1994							
827i MANUAL	C27 2675CC	166.6 225nm @4500	8.2sec	133mph	22.1	37.4	32.9	
827i AUTO	C27 2675CC	166.6 225nm @4500	9.0sec	131mph	21.2	35.6	31.3	
VITESSE SPORT	T16 1994CC	197 240nm @2100	7.3sec	143mph	25.6	47.5	38.0	
	1996							
STERLING/Si/Sii/COUPE MANUAL	KV6 2497CC	172.6 240nm @4000	8.2sec	135mph	24.7	45.3	37.3	
STERLING/Si/Sii/COUPE AUTO	KV6 2497CC	172.6 240nm @4000	9.5sec	131mph	22.8	47.2	37.4	
825 Di/Sdi/SLDi MANUAL	VM 2500CC	119.3 268nm @1900	10.7sec	124mph	35.7	60.5	44.9	
VITESSE COUPE	T16 1994CC	197 240nm @2100	7.3sec	143mph	25.8	47.5	38.0	
VITESSE	T16 1994CC	197 240nm @2100	7.3sec	143mph	25.8	47.5	38.0	
820i/Si/SLi	T16 1994CC	134 185nm @2500	10.0sec	125mph	21.8	42.7	31.5	
820i/Si/SLi AUTO	T16 1994CC	134 176nm @4500	12.0sec	121mph	19.2	37.3	27.8	

	1997					*****		
825i MANUAL	KV6 2497CC	172.6 240nm @4000	8.2sec	135mph	21.1	40.8	30.4	
825i AUTO	KV6 2497CC	172.6 240nm @4000	9.5sec	131mph	18.9	37.9	27.8	
820 COUPE MANUAL	T16 1994CC	134 185nm @2500	10.0sec	125mph	21.8	42.7	31.5	
820 COUPE AUTO	T16 1994CC	134 176nm @4500	12.0sec	121mph	19.2	37.3	27.8	

NOTES

These performance figures are for UK models only, however they do give a guide for other world markets where catalyst may have been introduced earlier but please have in mind that fuel consumption figures may have been calculated differently in other markets such as kilometers per litre instead of miles per gallon and a US gallon is different to a UK gallon. There may also have been further emissions capping in certain countries or US States.

Only data from Rover was used in these tables, to ensure some kind of base line accuracy no independent Road Tests were used.

*****1997 was the year fuel consumption was calculated as urban, extra urban and combined as opposed to the previous urban, steady 56mph and steady 75mph industry standard.

Models/specifications are only listed in the year they were introduced however these models/specifications continued in production until dropped or superceded, for example the C25 introduced in 1986 continued in production until superceded by the C27 in 1988

1996 saw the introduction of MEMS 1.9 Wasted spark ignition on the T series

Catalyst were optional extras on Mk1 from 1989 in the UK, from introduction of Mk2 catalyst were fitted as standard

Thought must also be given to the weight gains these cars suffered through the years with such things as airbags, catalysts, abs, cd players etc etc, all standard equipment by 1996.