



Service Bulletins 1976-1978

**Rolls-Royce Silver Shadow,
Long Wheelbase,
Corniche and Camargue
Bentley T Series and Corniche
Rolls-Royce Silver Shadow II
and Silver Wraith II
Bentley T2**

**Printed and Published by
Rolls-Royce Motor Cars Limited
Crawe Cheshire
CW1 3PL England**

**This publication is a reprint of the original. Whilst
the information is given in good faith Rolls-Royce
Motor Cars Limited gives no warranty or
representation concerning the information and
such information must not be taken as forming
part of or establishing any contractual or other
commitment by Rolls-Royce Motor Cars Limited**

©Rolls-Royce Motors Limited 1976

Reprinted by Rolls-Royce Motor Cars Limited 1988

Service Bulletins

Contents

A	General Information
B	Special Processes
C	Air Conditioning
D	Lubrication and Maintenance
E	Engine
F	Propeller Shaft and Universal Joints
G	Hydraulic Systems
H	Sub-frames and Suspension
J	Final Drive
K	Fuel System and Carburettors
L	Engine Cooling System
M	Electrical System
N	Power Assisted Steering
P	Torque Tightening Figures
Q	Exhaust System
R	Wheels and Tyres
S	Body
T	Transmission
U	Emission Control Systems
PVI	Phantom VI

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	Index	Date	31 12 78	Page	1 of 3
Circulation list					

Category

All Franchise Holders

Service Bulletin Index for T.S.D. 4171

Applicable To:

Rolls-Royce Silver Shadow, Rolls-Royce Long Wheelbase, Bentley T Series, Rolls-Royce and Bentley Corniche, Rolls-Royce Camargue, Rolls-Royce Phantom VI, Rolls-Royce Silver Shadow II, Rolls-Royce Silver Wraith II and Bentley T2.

The following list contains all relevant Service Bulletins issued from 1st January 1976 up to and including 31st December 1978.

A. General Information

SY/A23	General precautions including towing
SY/A27	Workshop tools
SY/A28	1976 Regulations specification changes

B. Special Processes

No bulletins issued

C. Air Conditioning

SY/C8	Automatic air conditioning expansion valves
SY/C10	Automatic air conditioning system temperature selector potentiometer resistance values

D. Lubrication and Maintenance

SY/D22	Propeller shaft universal joint lubrication and maintenance
--------	---

E. Engine

SY/E29	Engine modification to meet Japanese fuel regulations
SY/E31	Crankshaft front main bearing
SY/E33	Engine oil filters
SY/E34	Air pump - Exhaust emission control
SY/E35	Non-availability of 100 (RON) octane fuel

F. Propeller Shaft and Universal Joints

No bulletins issued

G. Hydraulic Systems

SY/G63	Flexible brake hoses
SY/G64	General precautions

H. Sub-frames and Suspension

No bulletins issued

J. Final Drive

No bulletins issued

K. Fuel System and Carburettors

SY/K12 Fuel cooler installation - U.S.A. only
 SY/K13 Fuel level gauge tank unit floats

L. Engine Cooling System

SY/L20 Measurements of anti-freeze concentration
 SY/L22 Coolant pump seals
 SY/L23 Heater tap feed hose

M. Electrical System

SY/M98 Replacement blower motors
 SY/M99 Issue 2 Piper window lift motor limit switches
 SY/M100 16W Wiper motor parking switch adjustment
 SY/M101 Wiring instructions for caravan/trailer towing equipment
 SY/M102 Issue 3 Chloride battery 369/6 - TWZ13R - other than the U.S.A. and Canada
~~SY/M103~~ ~~Stop lamp switch adjustment~~
 SY/M104 Issue 2 Testing the electronic automatic speed control system
~~SY/M105~~ ~~Replacement ice warning lamp sensor kits~~
 SY/M106 Otter motorguard - Thermal switch (Headlamp flash)
~~SY/M107~~ ~~Direction indicator switch~~
 SY/M108 Electronic speed control
 SY/M109 Issue 2 Electronic speed control modification
 SY/M110 Changes to specification

N. Power Assisted Steering

SY/N13 Steering box pendulum lever securing nut
 SY/N15 Steering checks
 SY/N16 Track rod adjuster clamp bolts

P. Torque Tightening Figures

No bulletins issued

Q. Exhaust System

No bulletins issued

R. Wheels and Tyres

SY/R35 Tyre/Wheel assembly vibration problems - Dunlop tyres only - UK only
 SY/R36 Tyre Pressures
 SY/R37 Michelin wide X HR 70 - 15 tyres
 SY/R38 Force variation marking - Avon tyres
 SY/R39 Avon 235/70 HR15 R-R turbosteel 70 101H tyre
 SY/R40 Dunlop rayon/rayon tyres

S. Body

SY/S30 Issue 2 Floor insulation pad - U.S.A. and Canada only
 SY/S31 Paint film thickness
 SY/S33 Interchangeable thinners
 SY/S35 Front and rear screen removal and fitting
 SY/S38 Camargue facia control knob removal
 SY/S39 Repair primer surfacer

SY/S41	Body panels
SY/S42	Front and rear windscreens
SY/S43	Repair primer surfacer
SY/S45	Manually operated 'Bulls eye' flap
SY/S46	Kangol Euroflex seat belts with pressure relief device (PRD)
SY/S48	Silver Wraith II door capping finishers

T. Transmission

No bulletins issued

U. Emission Control Systems

No bulletins issued

PVI. Phantom VI

PVI/RI	Tyre sidewall marking
--------	-----------------------



Service Bulletins

Chapter A

General Information

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/A23	1	3	76	Date	Page	1	of	2
Circulation list									

Category

TO ALL DISTRIBUTORS AND RETAILERS

GENERAL PRECAUTIONS INCLUDING TOWING

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars and all Bentley 'T' series and Corniche cars.

DESCRIPTION:

This Service Bulletin is issued to inform you of the general precautions to adopt in towing and servicing the above-mentioned vehicles.

TOWING:

- 1 The maximum towing weight must not exceed 1 778 kilogrammes (35 cwt).

NOTE The energy absorbing bumpers fitted to cars built for use in North America should not be fitted with any form of towing attachment or used as a load bearing member whilst towing.

- 2 In order to maintain optimum pressure in both power braking systems of the towed vehicle, it is necessary to run the engine. However, as running the engine at idling speeds for prolonged periods is not recommended it is essential that where cars are towed for a prolonged period a solid tow bar or a suspended towing apparatus is used.

- 3 The above-mentioned cars can be towed at speeds up to 72 kph (45 mph) for distances of up to 80 kilometers (50 miles).

For faster speeds or longer distances the propeller shaft must be disconnected or the rear wheels raised from the ground.

- 4 When towing, always ensure that the transmission is in Neutral.

- 5 If any damage to the transmission components is suspected or if the transmission fluid level is low, the propeller shaft must be disconnected or the rear wheels raised from the ground.

SERVICE OPERATIONS

- 6 Should a service operation necessitate depressurisation of the hydraulic system of an all-power brakes car, sufficient pressure to operate the brakes will be available immediately the engine is cranked.
- 7 When any of the previously mentioned vehicles are undergoing a service operation the following procedures should be observed.

7a Cars Fitted with Four Speed Automatic Gearboxes

When carrying out service work on these cars the 'R' position should be selected on the gear selector lever. Always ensure that the 'R' position has been selected at the gearbox actuator by listening for the audible click. The handbrake should be firmly applied and the gearbox isolator removed.

7b Cars Fitted with Torque Converter Transmission

On these cars the 'P' position should be selected on the gear selector lever. Always ensure that the 'P' position has been selected at the gearbox actuator by listening for the audible click, the handbrake (foot operated parking brake if fitted) should be firmly applied and the gearbox isolator removed.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/A27					Date	17 6 76					Page	1 of 1				
Circulation list																	

Category C

ALL DISTRIBUTORS AND RETAILERS

WORKSHOP TOOLS

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars.

INTRODUCTION:

It is apparent that the correct workshop tools are not being used by franchise holders. As a result, damage is being caused to components including service exchange parts. In some instances the damage has been so severe that it has been impossible to rework the components.

DESCRIPTION:

Carrying out any operation on Rolls-Royce and Bentley motor cars is made easier when the correct workshop tools are utilised.

In future, any parts returned under warranty or service exchange which are found to have been damaged as a result of incorrect or careless workshop practice will be made chargeable to the franchise holder.

Hly/ME

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/A28				14 Dec 1976				Page 1 of 11			
Circulation list												

Category C

TO ALL DISTRIBUTORS AND RETAILERS

1976 REGULATIONS SPECIFICATION CHANGES

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue cars, and all Bentley T Series and Corniche cars from the following car serial numbers:

Four door saloon - USA and Canada - SRE 25565 and onwards
All other countries - SRX 25625 onwards
Long Wheelbase - USA and Canada - LRE 25596 and onwards
All other countries - LRX 25741 and onwards
Camargue - To be announced
Corniche Saloon
and Convertible - All countries DRE 25958 and onwards

INTRODUCTION:

This Service Bulletin contains the specification changes arising from the introduction of the 1976 Regulations together with any new service procedures,

DESCRIPTION:

The 1976 Regulation changes contain the following:

1 FUEL SYSTEM - USA and CANADA ONLY

The fuel tank is situated behind the rear seat and between the rear spring housings (see Fig. 1). This change has been made in order to comply with Fuel Integrity Regulation FSS 301. This has also necessitated siting the fuel filler door in the left-hand rear quarter panel, and on Rolls-Royce and Bentley Corniche Convertible cars, on the left-hand side of the rear decking panel.

The fuel tank fitted to Rolls-Royce and Bentley Corniche Convertible cars has a larger base area and is shorter in height to allow for the hood stowage.

Both types of fuel tank are retained by metal straps. The fuel capacity of both types of fuel tank is 18.5 Imperial Gallons (22.5 US Gallons).

The fuel filler cap incorporates a combined pressure and vacuum relief valve.

The interior trim of the left-hand rear quarter panel and parcel shelf is changed to accommodate the filler neck (this change does not apply to Rolls-Royce and Bentley Corniche Convertible cars).

The pipe and hose runs at the rear of the car for evaporative loss and fuel tank venting have changed due to the repositioning of the fuel tank. Also, a vapour (anti-rollover) valve is fitted into the evaporative loss line adjacent to the fuel tank (see Fig. 1).

The fuel cooler is situated in the engine compartment adjacent to the refrigeration system compressor. The fuel cooler utilises the refrigerant of the air conditioning system to cool the fuel before it enters the carburetter float chambers (see Fig. 2).

2 FUEL SYSTEM - OTHER THAN USA AND CANADA

Devices are now fitted to the carburetter mixture control and idle speed adjusting screw to discourage unnecessary alterations to the factory settings. (see Fig. 3). This has been introduced to comply with European legislation. However, should it become necessary to carry out any adjustments the factory fitted seal (coloured black or dark blue) will have to be broken and replaced after adjustment by a new one available for service use (coloured red).

3 LUGGAGE COMPARTMENT - USA and CANADA

The space occupied by the previous fuel tank has been made into an additional stowage area (see Fig. 4).

On Rolls-Royce and Bentley Corniche Convertible cars part of this space is used to house the hood motor and fluid reservoir.

Access to either the additional stowage area or the hood motor and reservoir is by lifting out the cover in the luggage compartment floor.

4 LUGGAGE COMPARTMENT LAMP - USA AND CANADA

The luggage compartment lamp on Rolls-Royce and Bentley Corniche Convertible cars is fitted to the fuel tank sealing panel.

5 TOOL STOWAGE

Tool stowage is now provided by the provision of an upholstered cover on the right-hand side of the luggage compartment. Access to the tools (lifting jack) is gained by peeling back the top edge of the upholstered cover.

6 WINDSCREEN INTRUSION PREVENTION - USA AND CANADA

Changes to the body have been made to comply with Windscreen Intrusion Regulation FSS 219.

When fitting a bonnet moulding which is secured by nuts both front and rear, care should be taken to ensure that premature collapsing does not occur. The bonnet and the bonnet moulding are both designed to collapse in a pre-determined manner in a frontal impact.

Two special bonnet retainers are secured to the engine bulk head and two to the bonnet. A gap of 1,58 mm, to 3.17 mm (0.062 in. to 0.125 in.) must be maintained between the two (see Fig. 5).

When ordering all bonnet and bonnet moulding replacements reference must be made to the car serial number.

7 INTERIOR MIRROR

Certain cars with the exception of those destined for USA, Canada, Australia, Japan, Norway and Sweden will have a 20,32 cm. (8.0 in.) interior mirror with a radiused surround fitted.

8 INSTRUMENTS

New 'air cored' instruments are fitted. They perform the same functions as before and differ only in their internal construction and outward appearance. The instrument boards of all four door and Rolls-Royce Camargue cars have been changed to accommodate the new instruments.

The oil level and fuel level units have been changed to suit the new 'air cored' instruments as have the oil pressure and coolant temperature transmitters on Rolls-Royce and Bentley Corniche cars.

The new instruments and respective units are not interchangeable with the previous types.

9 ENGINE OVERHEAT TEMPERATURE BUZZER

The engine hot metal buzzer no longer sounds when the oil level/test button is depressed. The buzzer should now be checked by earthing the cylinder head mounted transmitter feed cable.

The buzzer operation should be checked at the 10,000 Km. (6,000 mile) service.

10 REAR SEAT ARM REST

All rear seat centre arm rest fittings are accessible from within the car interior.

11 EVERFLEX ROOFS

Cars with factory Everflex roof coverings will have a fuel filler door manufactured from fibreglass covered with Everflex. This has been initiated to aid trimming.

SERVICE PROCEDURES

12 FUEL TANK - TO REMOVE - USE AND CANADA (see Fig. 6)

- 1 Disconnect the battery.
- 2 Remove the luggage compartment floor covering and the carpeted sealing panel fitted to the rear of the luggage compartment. The panel is retained by four screws.
- 3 Drain the fuel from the fuel tank into a clean receptacle by disconnecting the fuel outlet pipe at the fuel filter.
- 4 Disconnect the following pipes:
 - a) Vent dome to vent pipe
 - b) Vent dome to vapour (rollover) valve
 - c) Vent dome to filler neck
 - d) Main filler neck hose
- 5 Disconnect the fuel tank unit leads.
- 6 Remove the sealing panel top strut and the vapour (rollover) valve.
- 7 Release the fuel tank securing straps at the adjustable bolts.
- 8 Carefully manoeuvre the fuel tank out from its location and disconnect the fuel outlet pipe. Remove the tank.

13 FUEL TANK - TO FIT - USA AND CANADA

To fit the fuel tank reverse the procedure given for its removal.

14 INSTRUMENTS

Fuel gauge - To test (in situ)

- 1 Disconnect the tank unit feed cable at the tank unit and with the ignition 'on' quickly and momentarily place the feed cable to a suitable earth and observe that the instrument reads 'full'. If it does not, the instrument should be renewed.

Fuel gauge tank unit - To remove

- 1 Proceed with Operations 1, 2 and 3 as described in Fuel tank - To remove.
- 2 Remove the tank unit securing screws.
- 3 Withdraw the tank unit.

Fuel gauge tank unit - To fit

Fit the tank unit by reversing the removal procedure noting the following:

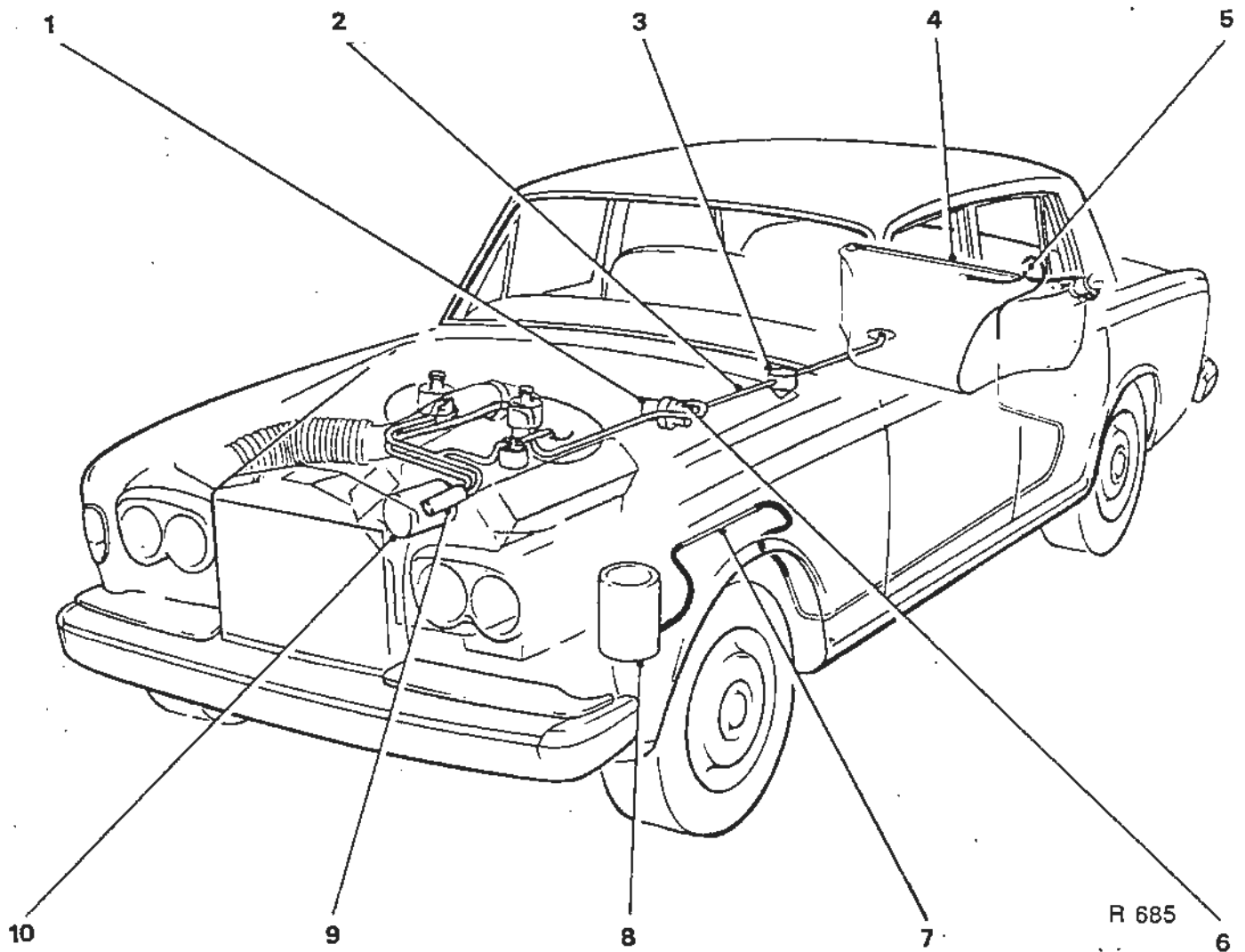
- 1 Renew the gasket.
- 2 Check for fuel leaks.

15 FUEL FILLER

Fuel filler neck pipes - To remove

- 1 Access to the upper section of the fuel filler neck is by removal of the shaped trim panel. This panel is retained by the rear quarter panel trim and rear screen finisher.
- 2 Access to the lower sections is from within the luggage compartment after the fuel tank carpeted sealing panel has been removed.
- 3 Take precautions to prevent foreign matter falling down the neck into the fuel and fuel tank.

Hly/MB



R 685

Figure 1 Fuel system (USA and Canada only)

- | | |
|---------------------|-----------------------------|
| 1 Fuel pumps | 6 Fuel flow check valve |
| 2 Fuel pipe | 7 Vapour line |
| 3 Fuel filter | 8 Evaporative loss canister |
| 4 Fuel tank | 9 Fuel cooler |
| 5 Fuel vapour valve | 10 Refrigeration compressor |

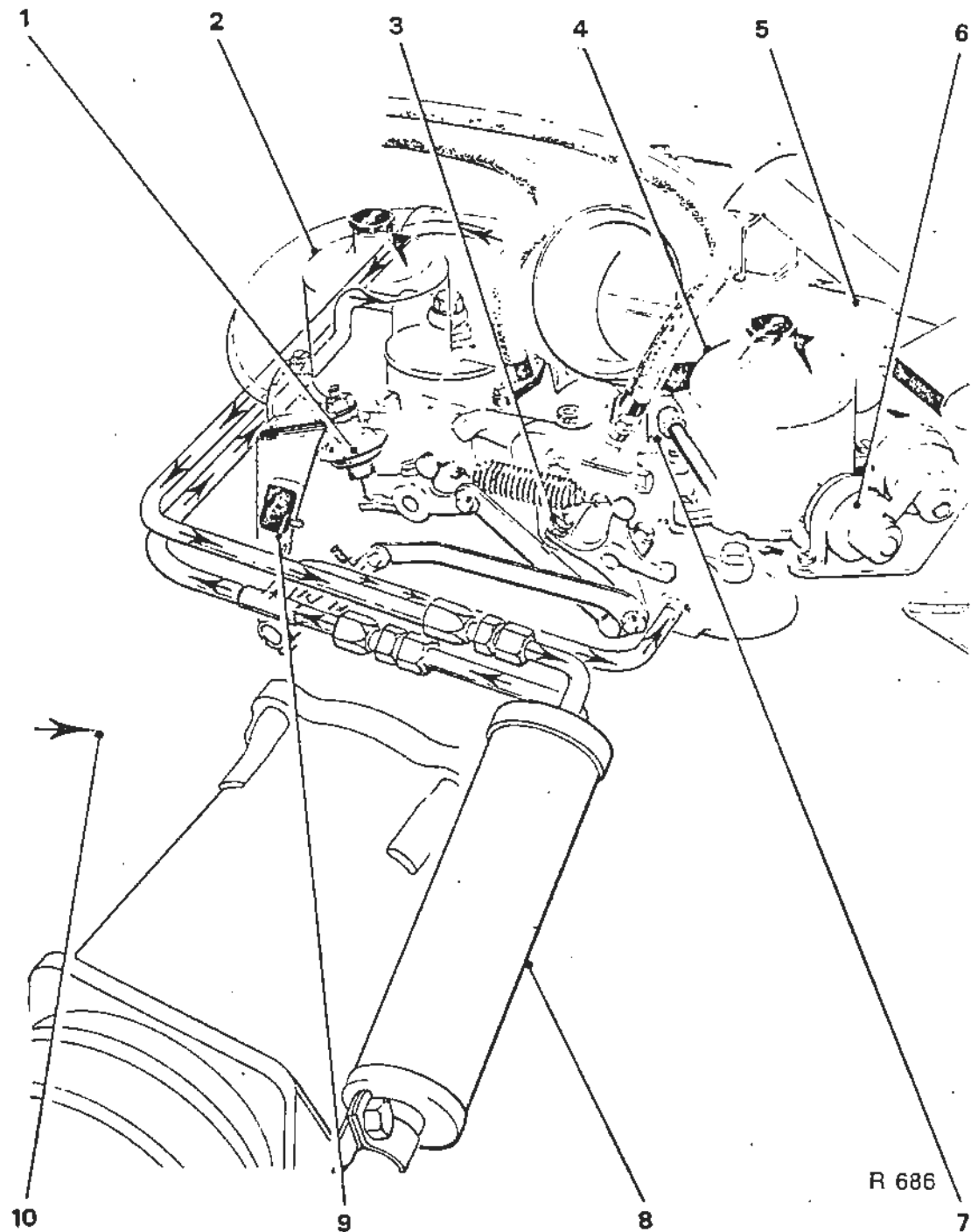
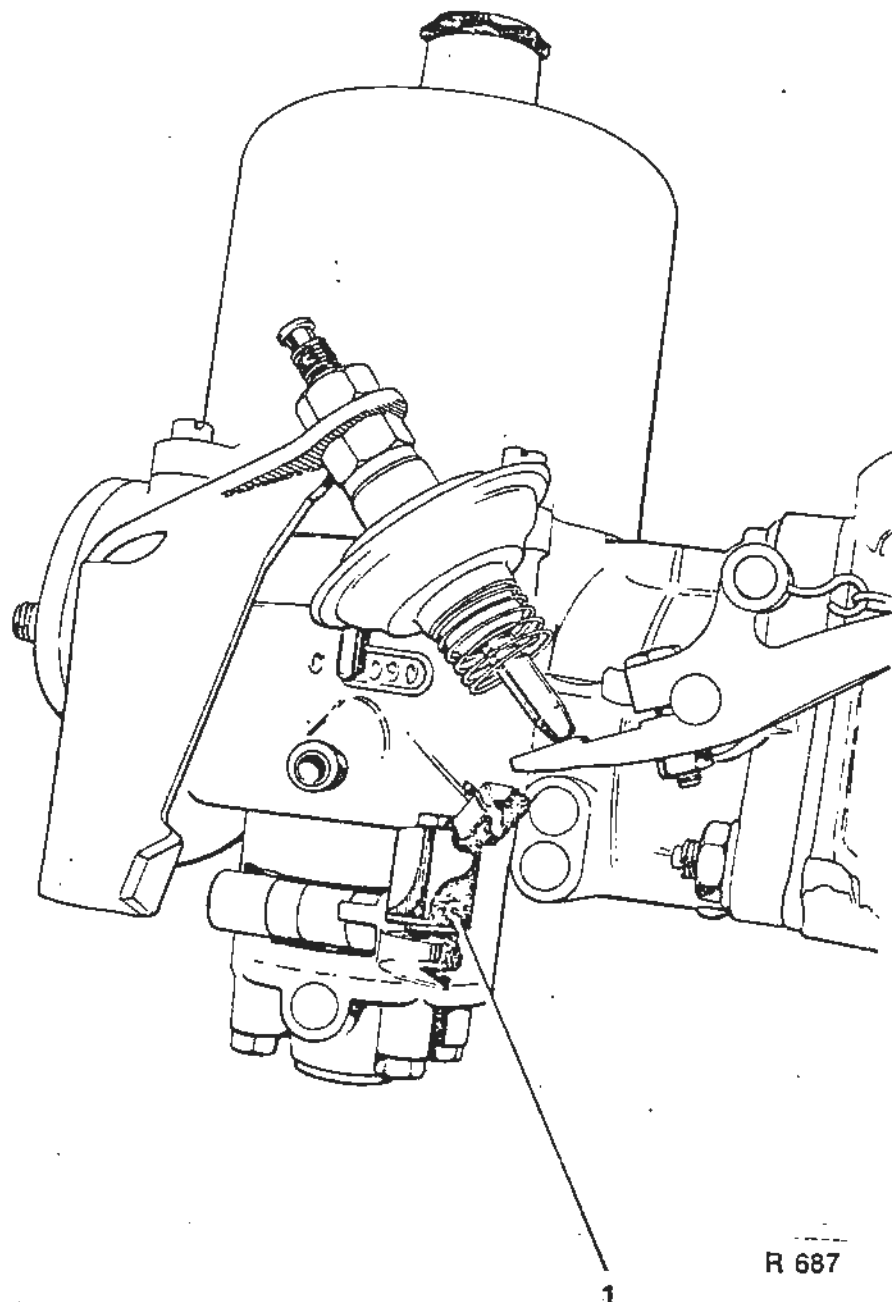


Figure 2 Fuel Flow (USA and Canada only)

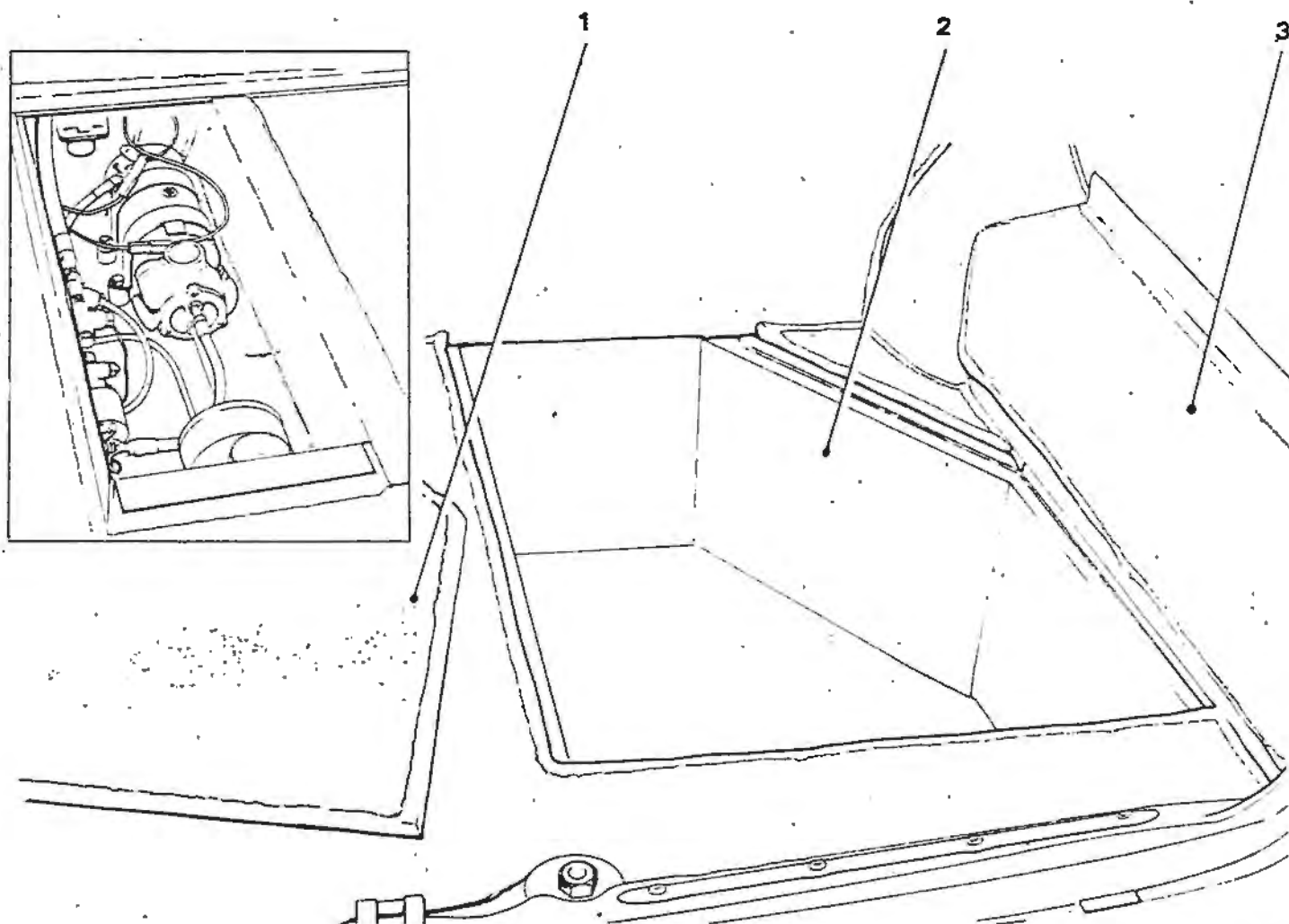
- | | |
|-----------------------------------|------------------------------|
| 1 Throttle damper | 6 Anti-run on solenoid |
| 2 'A' bank carburetter | 7 Mixture weakening device |
| 3 Idle stop | 8 Fuel cooler |
| 4 'B' bank carburetter | 9 Full throttle EGR lock-out |
| 5 Choke bi-metal assembly housing | 10 Fuel flow direction |



R 687

Figure 3 Tamperproof devices (fitted to an SU carburetter)

- 1 Tamperproof device shown fitted to mixture screw. The cap (shown open) is firmly pressed home when adjustment is complete.



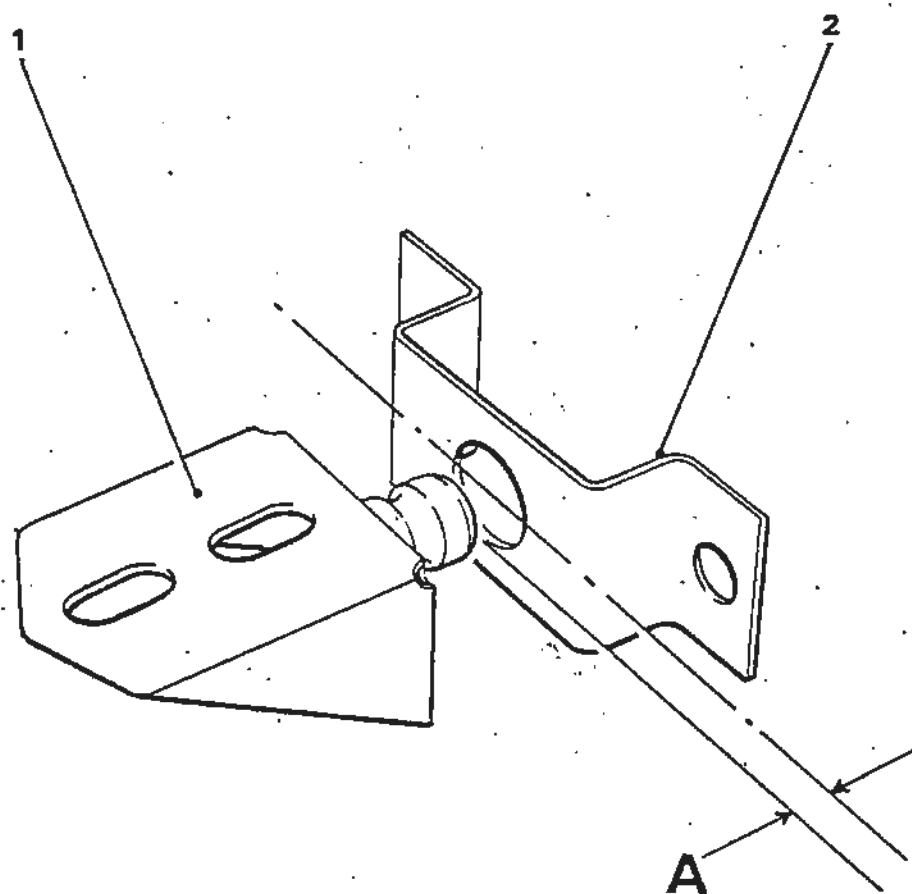
R 688

Figure 4 Additional luggage stowage compartment

- 1 Compartment cover
- 2 Compartment
- 3 Revised tool stowage, access being achieved by peeling back the carpeted cover which is retained by 'Velcro'.

Inset

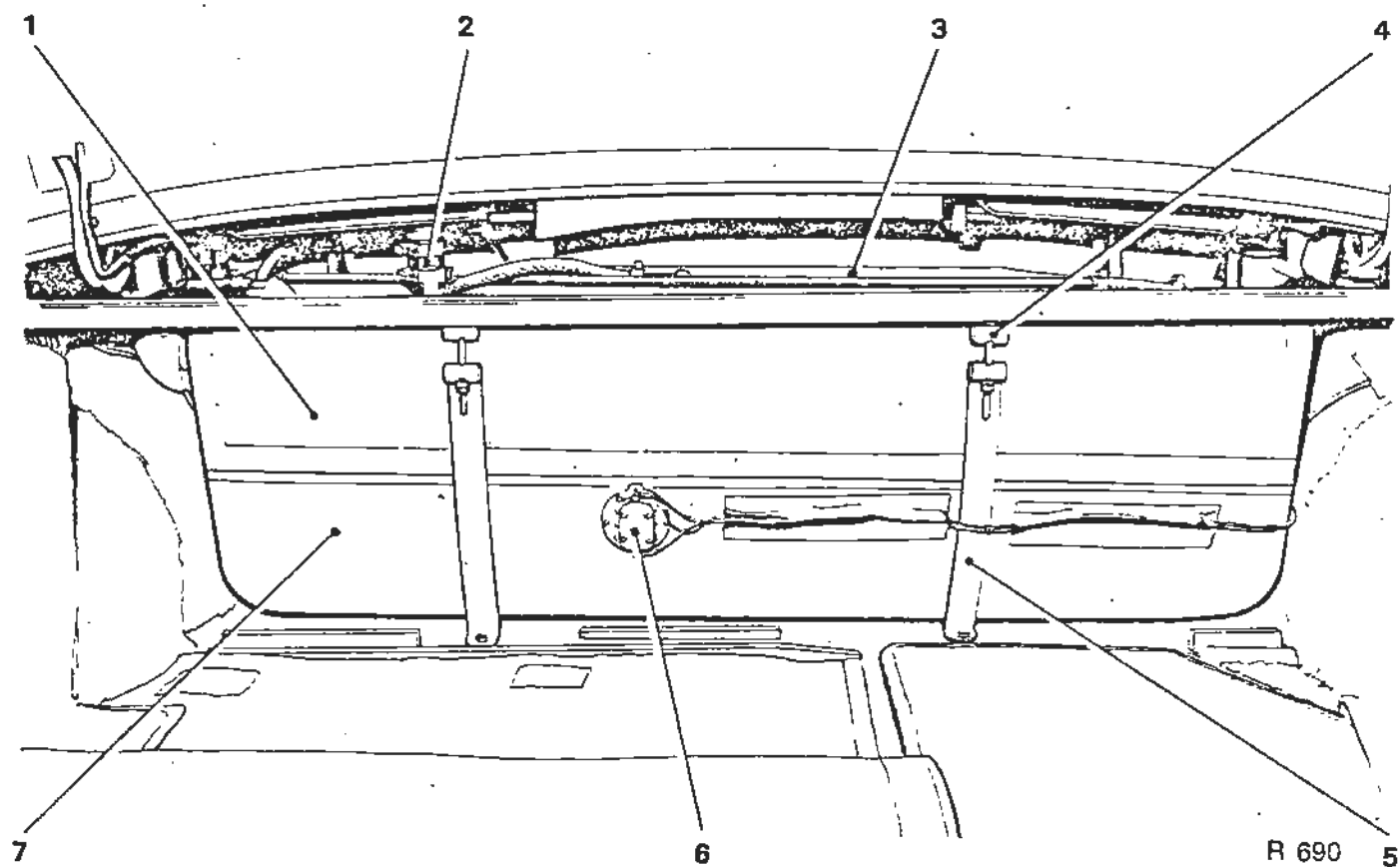
The inset shows the hood motor and reservoir fitted to Corniche Convertible cars.



R 689

Figure 5 Bonnet intrusion

- 1 Peg bracket on bonnet lid
- 2 Dash bracket on bulkhead
- A 1,58 mm. to 3,17 mm. (0.062 in. to 0.125 in.)



R 690 5

Figure 6 Fuel tank in situ (USA and Canada only)

- 1 Tank cover (four door cars only)
- 2 Rollover/vapour valve
- 3 Right-hand vent dome pipe
- 4 Tank retaining strap
- 5 Lower strap secured to floor
- 6 Fuel level gauge tank unit
- 7 Fuel tank



Service Bulletins

Chapter B

Special Processes



Service Bulletins

Chapter C

Air Conditioning

Service Bulletin

TSD 4171

Bulletin number	SY/C8										Date	12	10	76	Page	1	of	8
Circulation list																		

Category B

ALL DISTRIBUTORS AND RETAILERS

AUTOMATIC AIR CONDITIONING EXPANSION VALVES

APPLICABLE TO:

All Rolls-Royce Camargue cars and all Rolls-Royce and Bentley Corniche cars (fitted with automatic air conditioning system) listed on pages 6 to 8 of this Service Bulletin.

INTRODUCTION:

To increase the performance of the automatic air conditioning system in conditions of high ambient temperatures a new expansion valve has been fitted to all Camargue and Corniche cars from the following car serial numbers.

Rolls-Royce Camargue cars - 24129

Rolls-Royce and Bentley Corniche cars - 24625

The new valve (Part No. UD 21851) is physically identical to the old valve (Part No. UD 15423) but is readily identifiable by a white painted identification spot on the valve body (see Fig. 1).

NOTE 1 A few isolated cars prior to the above car serial numbers may have the new valve fitted.

NOTE 2 Valve UD 15423 is still used on cars not fitted with automatic air conditioning.

Valve UD 21851 must not be fitted to any cars which do not have automatic air conditioning.

In order that those cars listed in the rear of this Service Bulletin may be up-dated to the current specification an adjustment to the expansion valve is required.

DESCRIPTION:

To adjust the expansion valve it is necessary to discharge the refrigeration system and detach the inlet and outlet pipes of the valve. This allows the valve body to be inverted for adjustment to be carried out.

PROCEDURE:

Expansion valve - to adjust

1. Discharge the automatic air conditioning system (see TSD 2939 - Workshop Manual - Camargue - Chapter C - Section C5).
2. Detach the outlet and inlet pipes of the expansion valve and carefully invert the valve. This allows access for the adjustment to be carried out. Ensure absolute cleanliness during these operations.
3. Obtain or manufacture a 9/32 AF Allen key as shown in Figure 2 and mark with two scribe marks, the first scribe mark representing one revolution of the key, the second representing 1 and $1/8$ revolutions of the key ($1/8$ turn represents 45° travel).
4. Insert the Allen key into the valve outlet port as shown in Figure 2 so that the key engages into the hexagonal adjuster. Scribe a mark on to the valve outlet port outer periphery to correspond with the scribed line, Item 5 of Figure 2.

Rotate the Allen key in a clockwise direction one full turn and then an $1/8$ of a turn so that the scribed line item 4 of figure 2 corresponds with the mark on the valve outlet port.

This operation means the hexagonal adjuster has been rotated 1 and $1/8$ turns clockwise.

Should the adjuster be rotated more than 1 and $1/8$ turns the valve must be renewed; on no account should the valve adjuster be turned anti-clockwise.

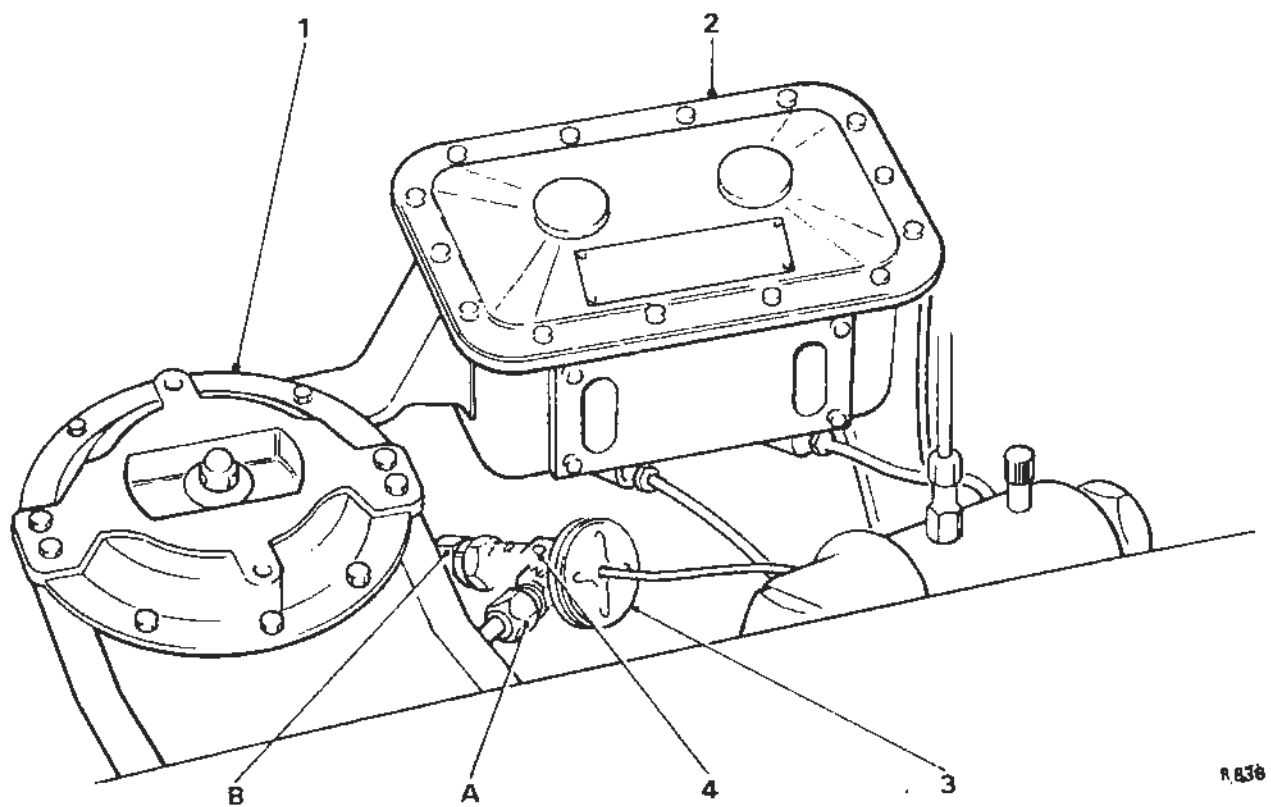
5. Assemble the valve to its original position, renewing the 'O' rings as necessary.

Paint a white identification spot where indicated in Figure 1.

6. Evacuate, sweep and charge the system as described in
TSD 2939 - Workshop Manual - Camargue - Chapter C -
Section C5.

TIME ALLOWED

Time allowed for completing all operations including testing -
4.25 hours, chargeable to Warranty.



R.836

Figure 1 - Expansion valve in position

- 1 Left-hand spring housing
- 2 Hydraulic systems reservoir
- 3 Expansion valve
- 4 White painted identification spot
- A Inlet port
- B Outlet port

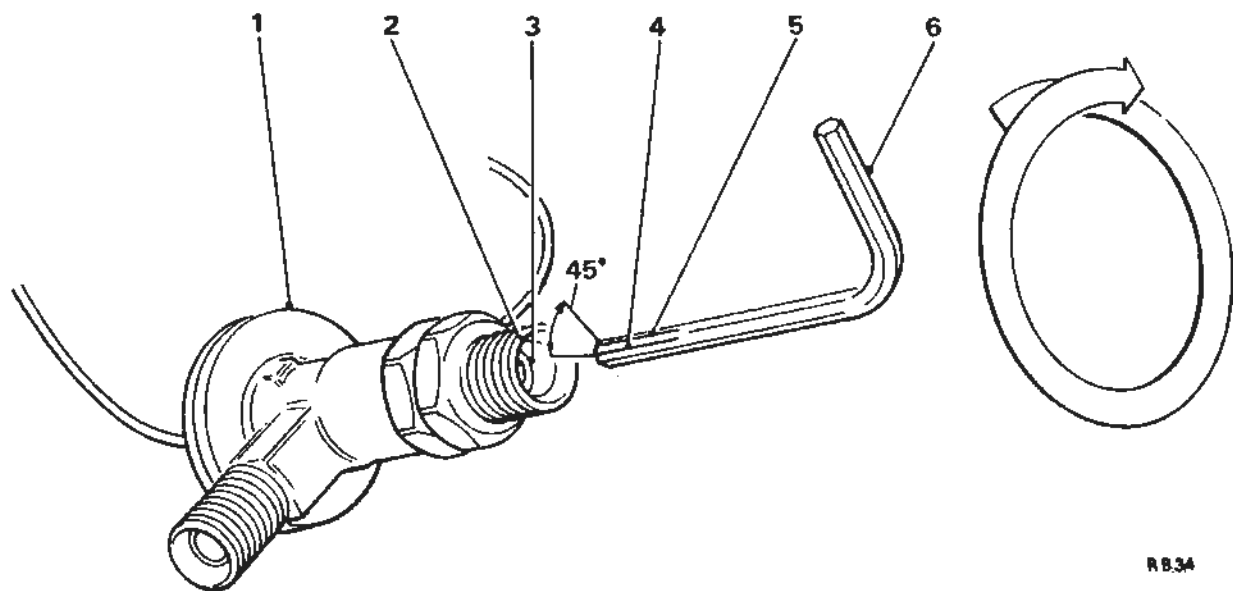


Figure 2 - Adjusting the expansion valve

- 1 Expansion valve
- 2 Start mark scribed on valve outlet
- 3 Hexagonal adjuster
- 4 Finish mark scribed on allen key
- 5 Start mark scribed on allen key
- 6 Allen key

The following are the car serial numbers to which the expansion valve adjustment is to be completed.

NOTE

Among the car serial numbers given on the following pages, odd isolated cars will have been completed at the Factory. Subsequently, prior to valve adjustment visually inspect the valve for the white painted identification spot as Figure 1.

CAMARGUE CARS

North American markets

19094	22588	22786	23331	23610
22192	22589	22853	23401	23681
22193	22590	22914	23404	23900
22194	22722	22992	23606	24129
22448	22785	23330	23609	

Pacific markets

19549	21867	23682
21866	22723	

European markets

18876	20784	22854	23187	23607
19808	21868	22915	23260	
19862	22446	23062	23405	

United Kingdom and Other Markets

14674	17349	19089	19740	22587	23680
16298	17350	19090	19741	23186	23784
16648	17363	19091	19925	23251	23901
16847	17364	19092	20170	23260	23977
17106	18157	19093	20783	23400	
17246	18624	19670	21401	23402	
17247	18625	19671	21409	23403	
17303	18626	19672	21865	23605	
17304	19088	19673	22586	23608	

CORNICHE CARS

North American markets

Saloons	Convertibles			
22715	23059	23531	23830	24290
23056	23122	23532	23834	24292
23121	23123	23534	23835	24295
23253	23125	23599	23899	24297
23256	23190	23602	23970	24362
23257	23191	23603	23974	24363
23327	23252	23672	23976	24365
23393	23254	23675	24037	24366
23470	23255	23676	24040	24432
23600	23258	23745	24123	24433
23601	23259	23748	24124	24435
23975	23325	23750	24126	24436
24212	23326	23776	24207	24438
24361	23328	23779	24210	24503
24498	23329	23780	24211	24568
24501	23394	23781	24213	24569
	23395	23783		

Pacific Markets

Saloons	Convertibles	
23530	22778	24499
23679	23468	24502
23778	23598	24573
23782	23777	
23897	23831	
24043	23833	
24431	24044	
24504	24121	

European Markets

Saloons			Convertibles		
22779	23502	24125	22781	23466	24208
22919	23533	24128	22989	23469	24294
22986	23677	24214	22990	23678	24368
23120	23969	24293	23054	23744	24500
23124	23972	24364	23057	23898	24570
23193	24038	24367	23058	23971	
23324	24041	24434	23126	24039	
23471	24122	24437	23465	24127	

United Kingdom and Other Markets

Saloons			Convertibles		
21998	22983	23746	21729	22721	22985
22648	23053	23749	22583	22777	22987
22651	23188	23832	22584	22780	22988
22654	23189	23973	22585	22846	23055
22718	23192	24566	22649	22848	23397
22720	23323	24567	22650	22849	23398
22782	23392	24571	22652	22852	23399
22847	23396		22653	22916	23528
22850	23467		22655	22918	23747
22851	23535		22716	22920	23973
22917	23604		22717	22921	24042
22922	23674		22719	22923	

Hly/MB

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/C10	Date	3 3 77	Page	1 of 1
Circulation list					

Category C

ALL DISTRIBUTORS AND RETAILERS

AUTOMATIC AIR CONDITIONING SYSTEM TEMPERATURE SELECTOR POTENTIOMETER RESISTANCE VALUES

APPLICABLE TO:

All Rolls-Royce Camargue cars from and including car serial number 19741.

INTRODUCTION:

This Service Bulletin details the changes to the UPPER and LOWER temperature selectors potentiometer resistance values which are checked during the Fault Diagnosis given in TSD 2939 - Workshop Manual - Camargue - Chapter C - Section C6 - Operation 14 and Operation 21.

DESCRIPTION:

Temperature selector potentiometer resistance values should now read

Operation 14b (111)	440 + or - 180 ohms
Operation 21c	370 + or - 150 ohms

The original readings for those cars prior to car serial number 19741 still apply.

Hly/MB



Service Bulletins

Chapter D

Lubrication and Maintenance

Service Bulletin

Bulletin number	SY/D22				Date	29 3 77				Page	1 of 1			
Circulation list														

Category C

ALL DISTRIBUTORS AND RETAILERS

PROPELLER SHAFT UNIVERSAL JOINT LUBRICATION AND MAINTENANCE

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue motor cars, and all Bentley T series and Corniche motor cars.

DESCRIPTION:

All cars now leaving the factory are fitted with a propeller shaft which has a grease nipple on each of the Hardy Spicer universal end joints.

The joints should be lubricated every 40 000 Km. (24,000 miles) using Retinax 'A' grease.

Should it be necessary to replace a propeller shaft in service ensure that the Hardy Spicer universal joint has a grease nipple fitted.



Service Bulletins

Chapter E

Engine

Service Bulletin

Bulletin number	E29	Date	4 2 76	Page	1 of 2
Circulation list					

Category C

TO ALL DISTRIBUTORS AND RETAILERS IN JAPAN ONLY

ENGINE MODIFICATIONS TO MEET JAPANESE FUEL REGULATIONS

APPLICABLE TO:

All Silver Shadow, T Series and Corniche cars.

DESCRIPTION:

Owing to the reduced amounts of lead specified in the 1975/76 Japanese Fuel Regulations and the complete removal of lead from the fuel during 1977, it will be necessary to make certain modifications to engines built prior to 1975.

A list of the modifications together with the original specification appears at the end of this bulletin.

Basically for the 1975/76 Regulations it will mean the retarding of the ignition timing on all cars built prior to 1975.

During 1977 with the complete removal of lead from fuels it will be necessary, on 1972 and earlier cars, to not only modify the ignition timing, but also reduce the compression ratio by changing from 9:1 to 8:1 compression ratio pistons.

Although reducing the compression ratio tends to result in the engine running weaker, it should not be necessary to change the carburettor needles. However, should driving problems arise due to weak running, the slightly richer needles UE 40043 (Code BDD) can be used or the next richer stage again UE 37088 (Code BAM). This applies to the 6.75 litre engines except for Corniche which already uses the UE 37088 (Code BAM) needles.

For the 6.25 litre engines no problem should exist with regards to weak running as the UE 36062 (Code BAE) needles are suitable for both 9:1 and 8:1 compression ratios.

CARS IN SERVICE IN JAPAN - ENGINE MODIFICATIONS TO MEET FUEL REGULATIONS

STANDARD SPECIFICATION								MODIFICATION REQUIRED	
Model Year	From Car Serial No	Engine Capacity Litres	Compression Ratio	Ignition Distributor	Ignition Timing B.T.D.C.	Rpm	Static	1975/76 Premium Fuel: 95 RON., 0.2 g/L lead	1977 Premium Fuel: 95 RON., Unleaded
1975	SRH 20797	6.75	7.3:1	UE 39224	15	1600	4 B.T.D.C	NONE	NONE
1974 1973	SRH 15250	6.75	8:1	UE 38307	15	1500	T.D.C	Retard ignition by 2 ie. 15 B.T.D.C at 1700 r.p.m. (equivalent to 2 A.T.D.C static)	Retard ignition a further 2 ie. at 1900 r.p.m. (equivalent to 4 A.T.D.C static)
1972	SRH 12895	6.75	9:1	UE 38009	5	800	4 B.T.D.C	Retard ignition by 5 ie. B.T.D.C at 1350 r.p.m. (equivalent to 1 A.T.D.C static)	Alter C.R. to 8:1 by fitting piston assembly UE 38200. Set ignition timing to 5 B.T.D.C at 1000 r.p.m. (equivalent to 2 B.T.D.C static)
1971 mid 1970	SRH 8742	6.75	9:1	UE 37735	5	800	T.D.C	Retard ignition by 7 ie. to 5 B.T.D.C at 1150 r.p.m. (equivalent to 7 A.T.D.C static)	Alter C.R. to 8:1 by fitting piston assembly UE 38200. Set ignition timing to 5 B.T.D.C at 1000 r.p.m. (equivalent to 4 A.T.D.C static)
1969/70 1968 1967 1966	SRH 1001	6.25	9:1	UD 6304	5	650	2 B.T.D.C	Retard ignition by 7 ie. to 5 B.T.D.C at 950 r.p.m. (equivalent to 5 A.T.D.C static)	Alter C.R. to 8:1 by fitting piston assembly UE 33157. Set ignition timing to 5 B.T.D.C at 800 r.p.m. (equivalent to 2 A.T.D.C static)

Service Bulletin

ROLLS-ROYCE
MOTORS
Car Division

TSD 4171

Bulletin number	SY/E31					Date	17 6 76					Page	1 of 2				
Circulation list																	

Category C

ALL DISTRIBUTORS AND RETAILERS

CRANKSHAFT FRONT MAIN BEARING

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars and all Bentley Corniche and 'T' series cars from car serial number SRH 24331 and including:

LRE 23958	SRH 24175	SRH 24242	SRE 24319
LRX 23964	SRH 24176	SRH 24244	SRH 24320
LRX 23966	SRX 24177	SRH 24245	SRX 24321
SRX 23978	SRH 24178	SRH 24246	SRH 24322
LRE 24028	SRE 24179	SRH 24247	SRE 24323
LRE 24029	SRH 24180	SRE 24248	SRH 24324
LRE 24030	SRH 24181	SRH 24249	SRH 24325
LRX 24033	SRH 24182	SRH 24250	SRH 24326
LRE 24036	SRH 24184	SRE 24251	SRE 24328
SRH 24045	SRH 24186	SRH 24252	SRH 24329
LRE 24104	DRE 24211	SRX 24253	SRX 24330
LRE 24108	SRX 24215	SRH 24254	
SRH 24136	SRX 24219	SRE 24255	
SRH 24145	SRH 24220	SRH 24256	
SRH 24153	SRE 24221	SRH 24259	
SRH 24155	SRH 24224	SRH 24262	
SRE 24156	SRH 24226	SRH 24263	
SRH 24158	SRH 24227	SRH 24264	
SRH 24161	SRH 24228	SRH 24265	
SRH 24164	SRH 24231	SRH 24267	
SRH 24166	SRX 24232	SRX 24268	
SRH 24168	SRH 24233	SRH 24269	
SRH 24169	SRH 24234	SRE 24270	
SRH 24170	SRH 24236	SRH 24271	
SRH 24171	SRH 24238	DRE 24290	
SRE 24172	SRE 24239	DRE 24297	
SRH 24173	SRH 24240	SRH 24318	

INTRODUCTION:

A new front main bearing is fitted to the above cars. The bearing has a greater load bearing area but the bearing material itself remains unchanged.

The increased area has been achieved by using a bearing without a centre groove. The overall dimensions of the bearing remain unchanged.

DESCRIPTION:

In order to avoid oil starvation it is essential that the new bearing shells are fitted only to the above cars and only to the front main bearing journals. To reduce the possibility of these shells being fitted to other journals, the locating tang has been slightly offset on the front main bearing shells, the front main bearing housing and the main bearing cap.

Due to these dimensional changes it will not be possible to retrospectively fit these bearings to earlier cars and reference should be made when ordering parts to Spares Information Sheet Number 4 A 72.

Hly/DC

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

Bulletin number	SY/E33				Date	4 2 76				Page	1 of 1			
Circulation list														

Category C

TO ALL DISTRIBUTORS AND RETAILERS

ENGINE OIL FILTERS

APPLICABLE TO:

All Silver Shadow, T Series, Corniche and Camargue cars.

DESCRIPTION:

It is known that engine oil filter elements which do not conform with Rolls-Royce Motors recommendations are available and have been fitted.

Tests recently completed confirm that the restriction to oil flow through these oil filters is sufficiently high to risk lubrication breakdown under certain conditions.

It is essential that the only filter element used is the British Filters element which is available from Rolls-Royce Motors under part number RH 2543.

The use of any other filter element may invalidate the engine warranty.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/E34										Date	17	6	76	Page	1	of	2
Circulation list																		

Category C

ALL DISTRIBUTORS AND RETAILERS

AIR PUMP - EXHAUST EMISSION CONTROL

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars and all Bentley Corniche and 'T' series cars from car serial number SRA 14521 and including:

LRA 14095	LRA 14443
CRA 14278	LRA 14444
LRA 14332	LRA 14445
LRA 14333	LRA 14446
LRA 14384	SRA 14453
LRA 14386	SRA 14456
LRA 14388	SRA 14464
LRA 14389	SRA 14467
LRA 14391	SRA 14475
SRA 14409	SRA 14478
SRA 14415	SRA 14487
SRA 14420	SRA 14490
SRA 14424	SRA 14510
SRA 14430	SRA 14513

INTRODUCTION:

The three vane type air pump has been replaced by a two vane type. The new pump has different mountings and hose connections. The two vane pump will be supplied for all replacement purposes.

DESCRIPTION:

When replacing a three vane pump with a two vane pump the following procedure should be followed.

Remove the existing air pump.

Also remove, hose - air pump to 4-way connection mounting bracket, bridge and adjusting strut to air pump. Pump intake silencer, hoses and brackets. Bobbin - induction manifold to coolant pump. Elbow - bypass coolant pump.

Retain bolts and washers - all other parts to be discarded.

Remove fan and alternator drive belt as described in Workshop Manual Chapter L in order to remove the air pump drive belt. Discard the air pump drive belt.

All new parts required to carry out the change from a three vane to a two vane air pump, except the drive belt (Part No VE 36363), are supplied in Kit No RH 2565. No intake silencer is needed with the new pump.

Assemble using new parts as follows:

Fit the bobbin and elbow into the manifold and coolant pump.

Fit the mounting bracket, mounting bridge and adjusting strut loosely onto the engine.

Fit the pulley onto the air pump using the 2 set screws supplied.

Fit the air pump onto the mounting units (using 2 washers and bolt supplied for the adjusting strut).

Fit the new drive belt, tighten the mounting units and tension belt as described in Chapter L of the Workshop Manual.

Fit the hose from the air pump to the 4-way connector.

Refit the alternator drive belt and fan and adjust the belt to the correct tension as described in Chapter L of the Workshop Manual.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/E35							Date	15	12	78	Page	1	of	2
Circulation list															

Category C

ALL FRANCHISE HOLDERS OTHER THAN THOSE IN NORTH AMERICA

NON-AVAILABILITY OF 100 (RON) OCTANE FUEL

APPLICABLE TO:

All Rolls-Royce and Bentley Cars.

INTRODUCTION

100 (RON) Octane Fuel (known in the United Kingdom as Five Star Fuel) is becoming increasingly difficult to obtain. 97 (RON) Octane Fuel is available in most territories and current engines with 8:1 compression ratios have been designed to cope with these lower octane fuels. This bulletin has been issued to describe the procedure which should be adopted to enable earlier engines to run satisfactorily on these lower octane fuels.

DESCRIPTION

9:1 compression ratio engines will normally run satisfactorily on 97 to 99 Octane Fuel and the ignition timing on the above cars should therefore be set to the standard setting.

There is the possibility, dependent upon operating conditions and the general condition of the engine, that detonation may occur. Detonation is a condition which manifests itself as a "tinkling" noise from the engine under conditions of heavy load at medium engine speeds. In the event of a complaint of detonation, the following procedure should be adopted.

PROCEDURE

1. Set the ignition timing to the standard setting.
2. Determine whether or not detonation is evident, by accelerating the car up a steep incline in top gear without engaging kick-down. Detonation will usually occur at engine speeds between 2,000 and 3,000 rpm.

3. If detonation is present, retard the ignition 7° . Check to ensure that this has eliminated the detonation. Retarding the ignition may result in a deterioration of performance. Carry out Operations 4 and 5 to obtain the best performance.
4. Advance the ignition timing 2° and repeat Operation 2.
5. Continue to advance the ignition in increments of 2° repeating Operation 2 until detonation occurs.
6. Retard the ignition 2° .

Hly/DC



Service Bulletins

Chapter F

Propeller Shaft and Universal Joints



Service Bulletins

Chapter G

Hydraulic Systems

Service Bulletin



Car Division

TSD 4171

Bulletin number	SY/C63										Date	2 3 76										Page	1 of 1									
Circulation list																																

Category **C**

TO ALL DISTRIBUTORS AND RETAILERS

FLEXIBLE BRAKE HOSES

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue cars and all Bentley T Series and Corniche cars from the following car serial numbers.

© 1976 Rolls-Royce Motors Limited	Silver Shadow saloon	SRE 22788, 22794, 22805, 22811 and onwards
	Long Wheelbase	LRE 22772, 22773, 22774, 22776, 22832, 22833, 22835, 22845, 22900, 22903 and onwards
	Corniche	CRE 23056 and onwards, DRE 23059 and onwards
	Camargue	JRE 22192 and onwards

DESCRIPTION:

Your attention is drawn to Spares Information Sheet 4.K.12 Issue 2 describing new flexible brake hoses and their respective part numbers.

The new hoses are identifiable by two longitudinal moulded off-white stripes in the surface herringbone finish together with a marker band with the manufacturers 'insignia'. Also the date of manufacture is let into the hose surface (eg 12/25/75).

The new hoses are fitted as original equipment to the above cars to comply with the appropriate FMVSS regulations. In the unlikely event of any of these hoses having to be renewed prior to the car being handed over to the first owner, then the replacement must be of the same type as the one removed.

The stock displaced (previous type) hoses may be used for replacements on all cars until such time as they are used up.

Eck/MB

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/G64	Date	20 8 76	Page	1 of 1
Circulation list					

Category C

ALL DISTRIBUTORS AND RETAILERS

GENERAL PRECAUTIONS

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue cars and all Bentley 'T' series and Corniche cars.

INTRODUCTION:

All cars from the following car serial numbers are fitted with all power brakes.

4 Door Saloon SRD 22118 (including SRH 21515 and SRD 21693).

Long Wheelbase LRD 22073.

Corniche Convertible DRH 22583 (Right-hand drive).
DRX 22781 (Left-hand drive).

Corniche Saloon CRH 22648 (Right-hand drive).
CRX 22919 (Left-hand drive).

Camargue JRH 21866.

The pressure for the braking system is provided by the two hydraulic accumulators, which are charged by the engine operated hydraulic pumps.

Braking can only be obtained for a limited number of brake pedal applications if the engine is not running. Continued operation of the pedal will eventually exhaust the accumulator pressures.

When manoeuvring a motor car fitted with all power brakes the engine should always be running. If for any reason this is not possible then certain precautions must be observed.

It is advisable to follow the same precautions when manoeuvring all cars.

:
DESCRIPTION:

1 TOWING

When towing or recovering a Rolls-Royce Silver Shadow, Corniche, Camargue, or Bentley T Series or Corniche, even for short distances, a solid tow bar must be used or the car must be low loaded. Towing can only be used for distances up to 80 kilometres (50 miles) and maximum towing speeds of 72 k.p.h. For greater distances the propeller shaft must be disconnected or the vehicle must be transported.

2 DRIVING

Never coast a motor car in 'Neutral' whether the engine is running or not.

Never free-wheel downhill with the engine not running.

When starting the engine of a motor car parked on an incline ensure that the handbrake is firmly applied and leave the gear-lever in the 'Park' position. Start the engine before operating either of these two controls. On earlier cars fitted with the four speed transmission ensure that the handbrake is firmly applied before moving the gearlever to 'N' to start the engine.

3 MANOEUVRING

- 1 The motor car must always be winched off a transporter.
- 2 Do not push the vehicle down any steep inclines unless the engine is running.
- 3 If a vehicle is being manoeuvred without the engine running, the footbrake will not stop the motor car, if the hydraulic systems are exhausted.



Service Bulletins

Chapter H Sub-frames and Suspension



Service Bulletins

Chapter J

Final Drive



Service Bulletins

Chapter K

Fuel System and Carburettors

Service Bulletin

TSD 4171

Bulletin number	SY/K12										Date	23 7 76			Page	1 of 14		
Circulation list																		

Category C

ALL DISTRIBUTORS AND RETAILERS
IN THE USA ONLY

FUEL COOLER INSTALLATION

APPLICABLE TO:

All Rolls-Royce Corniche and Silver Shadow cars and all Bentley Corniche and 'T' series cars built to the 1975 and 1976 emission control regulations ie cars bearing the suffix 'D' or 'E' in the car serial number.

INTRODUCTION:

It has been found that fuel evaporation may occur in high ambient temperatures, at high altitudes or in conditions of slow city driving. Also, this condition may occur when requiring large throttle openings with relatively low vehicle speeds eg. long steep inclines.

These conditions can result in poor engine performance similar to that caused by fuel starvation.

Once vapourisation has occurred it is necessary to allow the car to cool for some considerable time before normal running can again be achieved.

The fitting of a fuel cooler in conjunction with other alterations to the fuel system will overcome fuel vapourisation.

DESCRIPTION:

The fuel cooler utilises the refrigeration gas as a cooling agent and is incorporated in a new refrigeration return pipe. This pipe replaces the original.

The fuel cooler is mounted on the left-hand side of the refrigeration compressor.

The original engine fuel pipe is discarded and replaced by two separate pipes, one of which supplies petrol from the main fuel pipe to the fuel cooler. The other supplies petrol from the cooler to the carburettor float chambers.

Other alterations involve interchanging the positions of the fuel pump and fuel filter with minor alterations to hoses and connections.

It is also necessary to fit a new longer fuel pump wiring loom to Silver Shadow, Bentley 'T' series and early Corniche cars.

The later Corniche cars fitted with the automatic air conditioning system obtain the electrical supply for the fuel pumps and height control solenoid valve from within the luggage compartment adjacent to the left-hand spring not. This utilises a shorter wiring loom with an additional lead for the height control solenoid valve.

Two kits of the necessary parts are available. These are:

All Rolls-Royce and Bentley Corniche cars	)	
built prior to Car Serial Number CRX 22919	)	
	)	RH 2689
All Rolls-Royce Silver Shadow and Bentley	)	
'T' series cars	)	
All Rolls-Royce and Bentley Corniche cars	)	
built after Car Serial Number CRX 22919 (saloon) and	)	RH 2690
DRX 22781 (convertible)	)	

Procedure:

1 Removing the Fuel Filter

- 1.1 Position the car on a ramp ensuring the right-hand detroit coupling is in the vertical position.
- 1.2 Discharge the refrigeration system as detailed in Chapter C of the Workshop Manual.

Place the gear range selector lever in the 'Park' position, remove the gear change isolator and disconnect the battery.

- 1.3 Disconnect and remove both fuel hoses from the fuel filter.

Note: If the outlet pipe from the tank exits from the side it will be necessary to change the pipe for the shorter one supplied in the kit.

Pipes which exit from the front of the tank should be left in position.

- 1.4 To remove the fuel pipe from 'side exit' fuel tanks it is necessary to cut the pipe in two at a point as close as possible to the rear axle crossmember. Remove the clip in front of the axle crossmember, remove the union from the tank and manipulate the pipe from above the axle crossmember.

From the kit, fit the shorter fuel feed pipe to the fuel tank and secure to the luggage compartment floor using a 'p' clip as close as possible to the axle crossmember (see Fig. 5).

Ensure the pipe is well clear of the axle crossmember.

- 1.5 Remove the two retaining setscrews from the mounting bracket and then remove the filter assembly from the car.

2 Removing and Re-fitting the Fuel Pump

- 2.1 Remove the self-tapping screws from the fuel pump stone guards, remove and discard the guards. Remove both inlet and outlet hoses, disconnect the feed cables, remove the breather pipes and the four mounting setscrews. Remove the complete pump assembly from the car.
- 2.2 Remove from the pump the inlet stub pipe, the centre blanking plug and in the case of 1975 specification cars the outlet stub pipe. 1976 specification cars are fitted with a flow check valve which should also be removed.

From the kit fit the two fuel pump unions and 'O' rings to the two upper holes of the pump. The top hole remains as the pump outlet whilst the centre hole acts as the pump inlet. Fit the blanking plug together with a new 'O' ring to the lower hole.

- 2.3 Release the two clamp bolts from the pump mounting brackets and remove both brackets and mounting rubbers from the pump. From the kit fit the new rubbers and mounting clips as shown in Figure 1.
- 2.4 Fit the right-angled plate and earth strap to the forward mounting clip leaving both the clamping bolts slack. Offer the mounting plate to the clip studs and rotate the pump within the clips so that the small hexagon headed bolt, situated in the centre of the rear of the pump, is positioned centrally in the scallop of the mounting plate and 1/16 in. to 1/8 in. from the scallop edge. This ensures maximum clearance between the pump and other components.

With the mounting plate correctly positioned, tighten the rear clip clamp bolt and remove the mounting plate.

- 2.5 Offer the fuel pump mounting plate to the position previously occupied by the fuel filter above the drive shaft. Loosely fit the screws and mark off the contact area of the mounting bracket. Remove the bracket and scrape off all traces of underseal from the marked area to ensure a good earth. Fit the mounting plate ensuring the 'Allen' countersunk screw is used on the forward hole, the rear hole utilises a normal hexagon headed bolt and washer.

- 2.6 To give adequate clearance for the fuel pump it is necessary to move the hydraulic pipe connection just forward of the mounting bracket approximately 1 inch further forward.

This is best achieved by slackening the hydraulic connection securing bolt, removing the self-tapping securing screws and turning the hydraulic mounting plate through 180°. Carefully push the whole assembly forward, fit the self-tapping screws and tighten the securing bolt.

- 2.7 Fit the pump assembly to the mounting plate, 'nip' the 5/16 in. UNF mounting bolts and carefully mark the position of the hole to be made in the luggage compartment floor through the right-angled bracket on the forward mounting clip. Remove the pump assembly, the carpets from inside the luggage compartment in the proximity of the hole and drill through using a 1/4 in. clearance drill.

From the centre of the scallop in the mounting plate measure forward 3 inches and 4 inches, mark the centre of the underside box section. Centre punch the positions and drill two 5/16 in. holes. From the kit fit the two plastic plugs and stub pipes.

- 2.8 Connect the wiring harness supplied in the kit to the fuel pump. Ensure that the end of the loom with the capacitor fitted is connected to the front of the fuel pump and that the loom is passed above the pump.
- 2.9 The breather system is modified. In place of the four separate breathers entering the box section there are now only two; this is achieved by the use of 'Tee' pieces from the kit (see Fig. 1).

For the end cap breather system cut two 8 inch lengths of plastic piping, one end of each should be cut obliquely and inserted into the rubber end caps. The obliquely cut ends ensure the minimum blanking effect should the pipe be butted against the fuel pump end caps. Run the pipes over the top of the pump and connect both ends to one of the 'Tee' pieces.

Cut a further length of approximately 10 inches and connect to the third leg of the 'Tee' piece. This length should run down the rear of the pump.

Connect two 4 inch lengths to the two centre breathers and connect to the remaining 'Tee' piece. A further length of 10 inches should be connected to the third leg of the 'Tee' piece and run down the rear of the pump.

- 2.10 Remount the fuel pump assembly and secure the right-angled bracket through the hole in the luggage compartment floor.

Mount the capacitor on the forward mounting clip stud, check the relative position of the hexagon headed bolt at the rear of the pump to the scallop in the mounting plate. Tighten the forward clamp bolt and the two mounting nuts.

Fit the inlet and outlet stub pipes from the kit to the fuel pump noting the inlet stub pipe is the longer of the two and has a more acute bend. Position the pipes to give the maximum clearance from the cross-member and tighten the union nuts.

Connect the fuel outlet from the tank by means of the 5 inch hose supplied in the kit.

Connect the pump outlet to the main supply line using the original hose.

Trim the breather pipes to a length as short as possible without the pipes 'kinking'; connect them to the short plastic stub pipes previously fitted to the underside of the box section.

Ensure the fuel pump and pipework has the maximum clearance from the crossmember and drive-shafts (see Fig. 2).

3 Fitting the Fuel Filter Assembly

Fit the triangulated bracket to the innermost holes on the centre crossmember. These holes were previously used for mounting the fuel pump.

When fitted correctly the bracket should point towards the rear right-hand road wheel. (See Fig. 3).

- 3.1 Using the small grommets from the kit, blank off the four holes previously occupied by the breather stub pipes. Blank off the remaining fuel pump mounting holes with the $\frac{1}{4}$ in. UNF setscrews previously used for retaining the fuel pump.

Cars which were fitted with a flow check valve in the fuel pump i.e. 1976 specification cars, now require the check valve to be fitted to the fuel filter outlet. This is achieved by use of a special adapter and 'O' ring supplied in the kit. Remove the outlet stub pipe and fit the adapter using the existing aluminium sealing washer. Lightly smear the 'O' ring with lubricant and then fit the fuel flow check valve to the adapter.

Remove the filter inlet stub pipe and fit the union supplied in the kit.

Cars not fitted with a fuel flow check valve retain the filter outlet stub pipe, only the inlet stub pipe being changed for the union from the kit.

- 3.2 Slacken the filter mounting clip clamp bolt so as to enable the filter to be rotated within the clip. Fit the short 'U' shaped stub pipe from the kit to the inlet union on the filter.

Loosely mount the filter assembly to the right-hand side of the triangulated bracket and rotate the filter assembly within the clip so that the 'U' shaped inlet stub pipe is within a $\frac{1}{2}$ inch of the centre body crossmember. Tighten the mounting clip clamp bolt and the mounting clip to triangulated bracket bolts.

Connect the fuel inlet pipe using the original flexible hose.

When connecting the flow check valve to the main supply pipe it is necessary on cars fitted with this type of valve to use the rigid hook shaped pipe and the two short hoses supplied with the kit.

To connect the filter outlet to the main supply on cars not fitted with the flow check valve use the spare flexible hose supplied in the kit.

- 4 Fitting the Wiring Loom to all Silver Shadow and Bentley 'T' Series Cars. Also Corniche Cars Built Prior to CRX 22919 (Saloon cars) and DRX 22781 (Convertible cars).

- 4.1 (a) Clip the new wiring loom to the hydraulic pipe above the fuelpump and across as far as the main battery cable. Run the loom forwards, clipping where necessary to the main cable. At the point where the battery cable enters through a hole in the body just forward of the rear sub-frame, transfer the pump loom to the height control solenoid loom which runs forward along the right-hand side of the transmission tunnel. Clip the two looms together running forward into the engine compartment to the point where the height control solenoid valve loom enters the main loom

adjacent to the right-hand toe board socket. Disconnect the white/slate lead from the top row of the toe board socket and re-connect the new feed wire.

Cut short the disconnected white/slate lead at the point where it enters the main loom, also cut short the original disconnected petrol pump loom where it enters the height control solenoid loom adjacent to the transmission tunnel and tape over where the disjointed leads previously entered the loom.

- 4.1 (b) Fitting the wiring loom to Corniche cars built from CRX 22919 (Saloon cars) and DRX 22781 (Convertible cars).

The fuel pump wiring loom on the later Corniche cars differs from earlier cars with respect to the source of the supply. Unlike the earlier cars the supply now comes from within the luggage compartment, adjacent to the left-hand spring pot. It will be necessary to remove the two trim panels adjacent to the rear left-hand spring pot to gain access to the wiring connections.

Remove the original loom from the car after first disconnecting the green/black wire from the height control solenoid valve, also the green/black and the white wire adjacent to the left-hand spring pot inside the luggage compartment.

From the pump run the new loom slightly forward of the pump to just rearwards of the hydraulic pipes which partially run across the width of the car. Secure the loom to the floor using the clips supplied in the kit. Run the loom across the car approximately 1 inch rearwards of the hydraulic pipes to the point at which the original loom was fitted; ensure the loom is adequately clipped. Run the green/black lead forwards to the height control solenoid valve, utilising the original clip holes to retain the loom and re-connect the height control solenoid valve.

Run the white fuel pump lead and solenoid lead rearwards, clipping the leads in the positions previously used for the original loom.

Feed the wire through the grommet in the luggage compartment floor, adjacent to the main battery feed cable. Connect the two leads to the fuel pump, and solenoid valve supply connections.

Fit the spring pot trim covers and replace the carpet.

5 Fitting the Fuel Cooler Assembly

- 5.1 Remove the carburettor air intake hose, ensure that the refrigeration system is fully discharged, disconnect the refrigeration return hose at the compressor and also at the rear of the left-hand spring pot. Remove and retain the two clips which retain the pipe to either side of the left-hand spring pot and remove the pipe from the car.
- 5.2 Remove the alternator mounting bracket bolt from the front of the compressor and then fit the cooler assembly mounting bracket to the front of the compressor.
- 5.3 Having ensured the refrigeration pipe 'O' rings are in good condition, fit the cooler/pipe assembly. The pipe assembly is clamped at the forward end of the cooler to the previously fitted mounting bracket using the two clips from the kit.

Using the original clips, clamp the pipe to the original position either side of the left-hand spring pot. Ensure that both connections are tight.

- 5.4 Disconnect the petrol supply pipe at the rear of the engine and at the carburettor float chambers then remove the pipe. From the kit, fit the petrol supply pipe from the rear of the engine to the fuel cooler assembly and the petrol supply pipe from the cooler to the carburettor float chambers (see Fig. 4). The connections to the fuel cooler utilises the two unions supplied in the kit.

Fit the small right-angled bracket (item 5. of Fig. 4) to the $\frac{1}{2}$ in. UNF tapped hole which will be found to lie directly between the two pipes on 'A' bank cylinder head. Using two 'P' clips clamp the two petrol feed pipes to the right-angled bracket and tighten all connections.

- 5.5 Reconnect the battery and switch on the ignition, ensure the fuel pumps are operating and check for any signs of petrol leaks.

Note: In the case of cars being fitted with a fuel flow check valve, changes to the electrical circuit ensure that the fuel pumps will not operate until engine oil pressure is present or the engine is cranking,

it is therefore necessary on these cars to disconnect the oil pressure switch during this test.

5.6 Fit the carburettor air intake hose, reconnect the oil pressure switch (on those cars affected) and start the engine, once again check for and rectify any signs of leakage.

5.7 Re-charge the refrigeration system as detailed in Chapter C of the Workshop Manual.

6 TIME ALLOWED

The time allowed for completing this operation is 14 hours.

Hly/DC

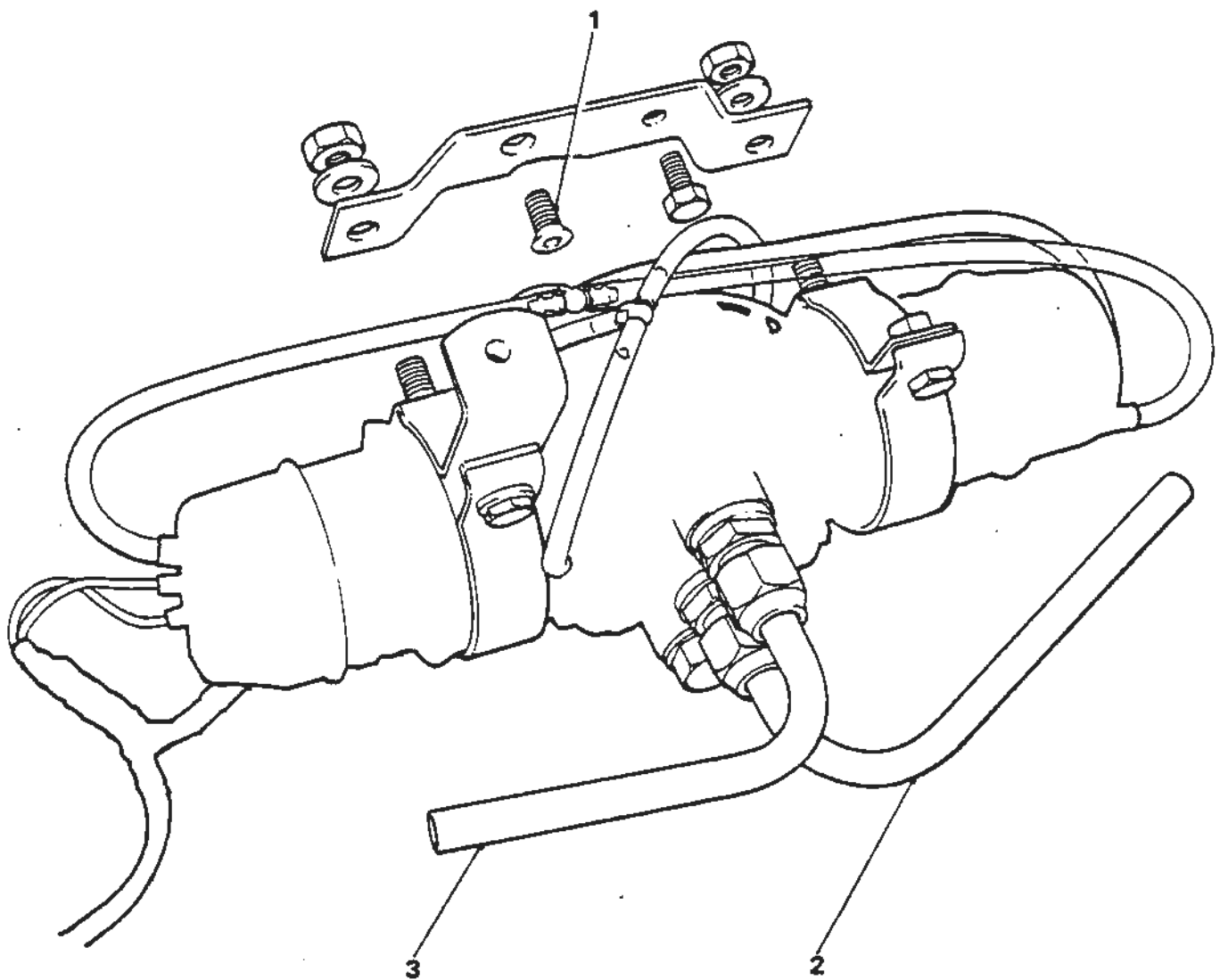


Fig. 1 Fuel pump with new mountings and breather system

- 1 Countersunk 'Allen' screw
- 2 Fuel inlet pipe
- 3 Fuel outlet pipe

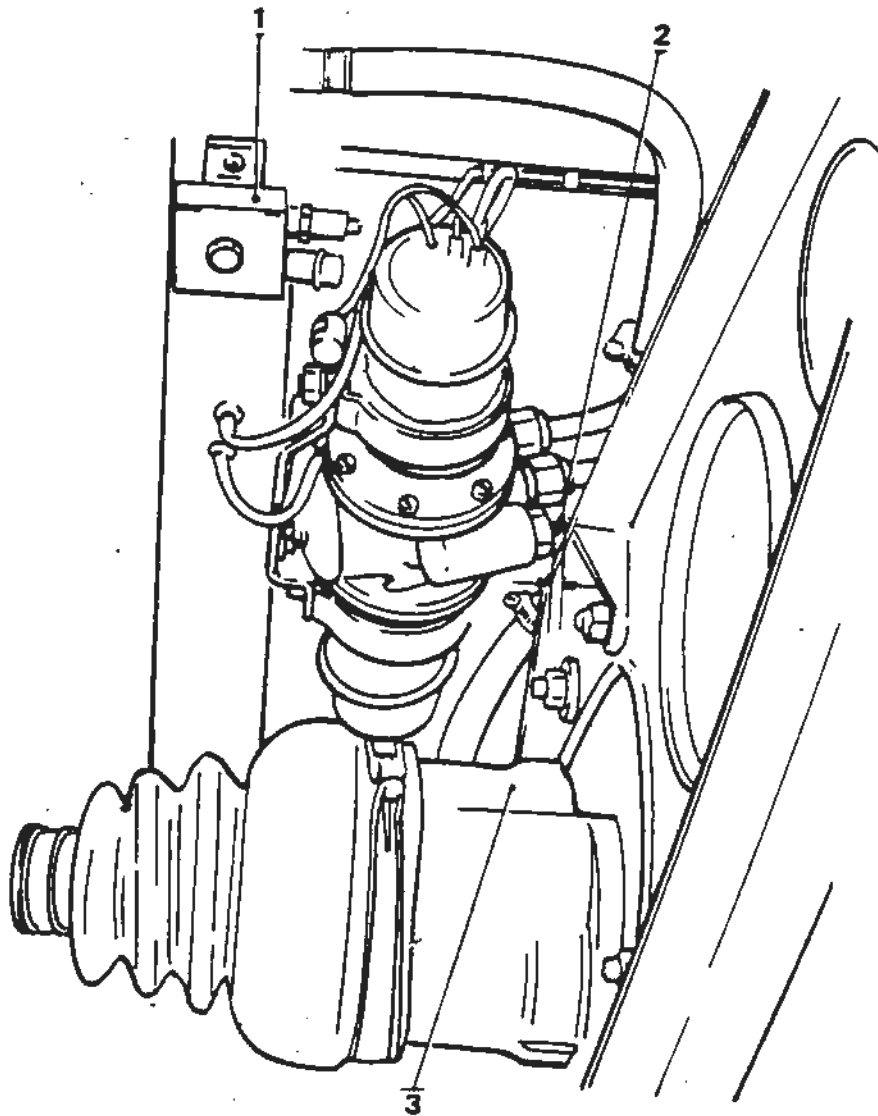


Fig. 2 Fuel pump in new position

- 1 Hydraulic connection
- 2 Ensure adequate clearance
- 3 Right-hand drive-shaft

3 7 76

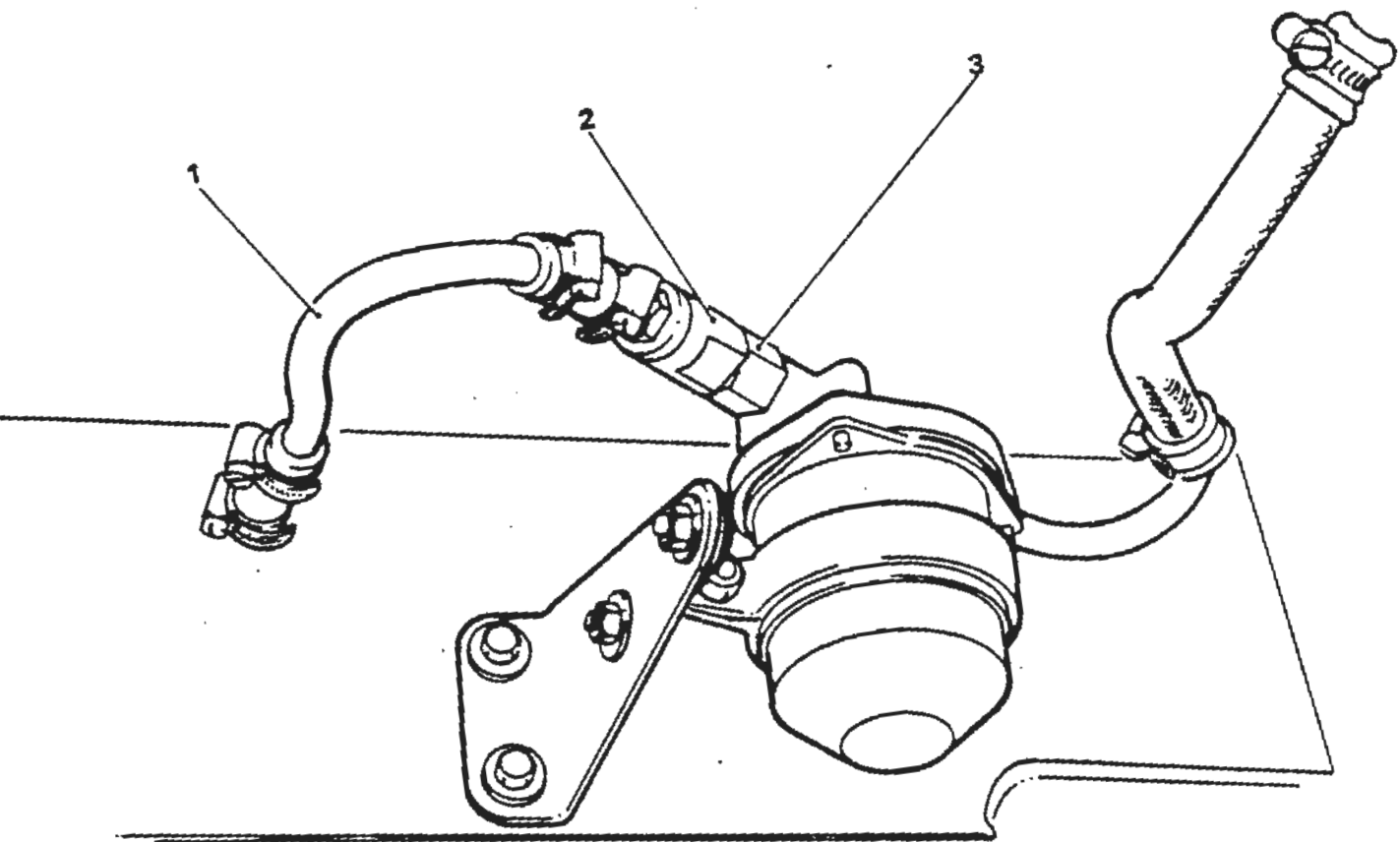


Fig. 3 Fuel filter in new position

- 1 Rigid hook-shaped pipe
- 2 Fuel flow check valve
- 3 Adapter

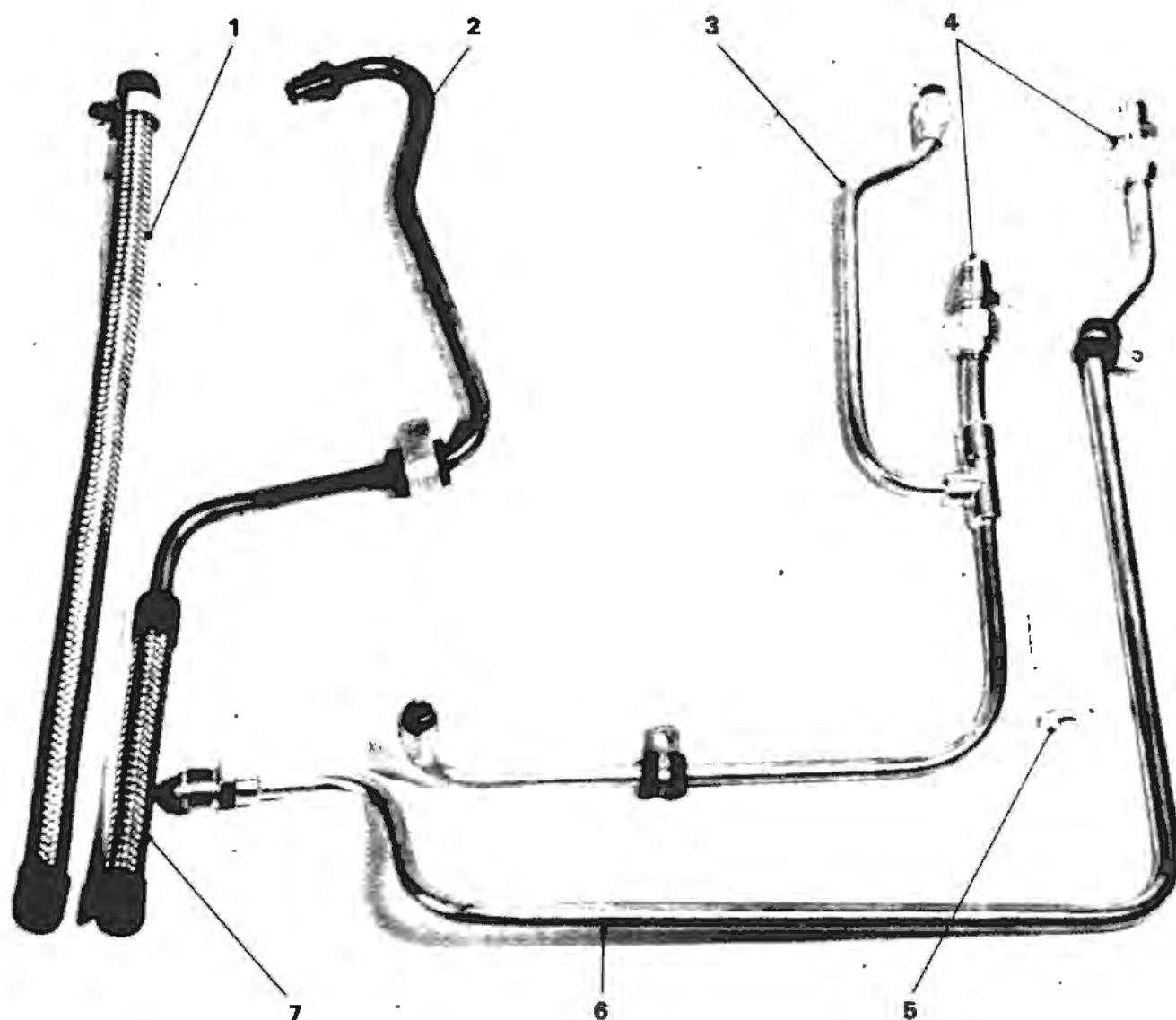


Fig. 4 New fuel pipes

- 1 Flexible pipe
- 2 Fuel pipe from tank to pump
- 3 Fuel pipe from cooler to float chambers
- 4 Unions
- 5 Fuel feed pipe securing bracket
- 6 Fuel pipe from rear of engine to fuel cooler
- 7 Flexible pipe

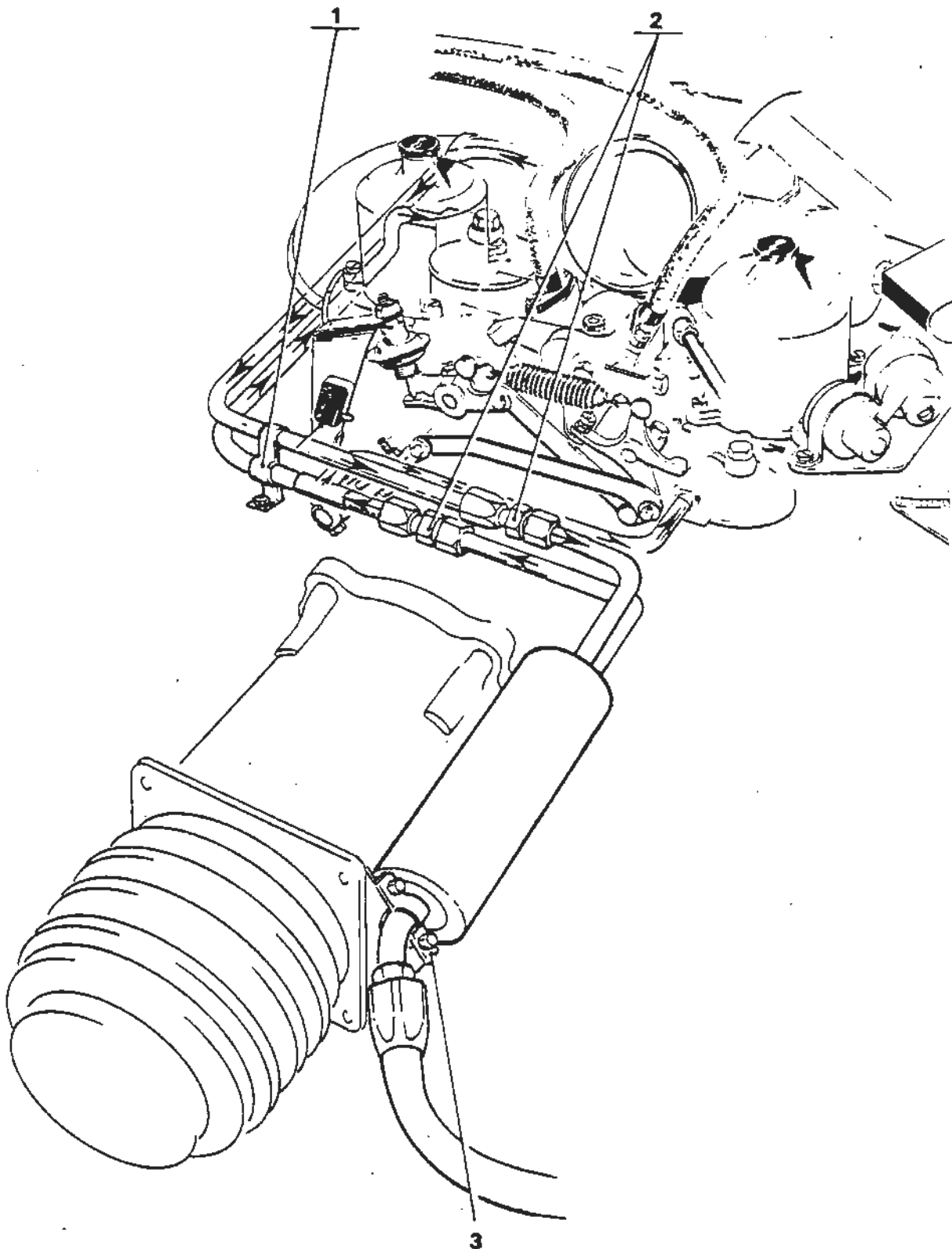


Fig. 5 Fuel cooler and pipes

- 1 Fuel feed pipes securing bracket
- 2 Unions
- 3 Fuel cooler mounting to compressor

Arrows denote fuel flow

Service Bulletin

ROLLS
ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/K13					Date	8 3 77					Page	1 of 1				
Circulation list																	

Category C

ALL DISTRIBUTORS AND RETAILERS

FUEL LEVEL GAUGE TANK UNIT FLOATS

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Camargue and Corniche cars,
and all Bentley T series and Corniche cars.

INTRODUCTION:

Replacement floats are now available for service use and obviate
the necessity to change the entire tank unit.

DESCRIPTION:

When a punctured plastic float is diagnosed it can now be replaced
with a metal float part number UE 40493.

This corrective action will prevent the unnecessary
replacement of complete tank units.

A displaced punctured plastic float should be returned to
the factory in the normal manner for warranty consideration.

TIME ALLOWED:

- 1 Underfloor fuel tank - to replace tank unit float including
removing and refitting the tank unit and
all other associated work necessary -
0.5 hours.
- 2 Behind rear seat tank - 1.0 hour.



Service Bulletins

Chapter L

Engine Cooling System

Service Bulletin



Bulletin number	SY/L20				Date	4 2 76				Page	1 of 3			
Circulation list														

Category^c

TO ALL DISTRIBUTORS AND RETAILERS

MEASUREMENTS OF ANTI-FREEZE CONCENTRATION

APPLICABLE TO:

All Silver Shadow, T Series, Corniche and Camargue cars.

DESCRIPTION:

In the majority of cases hydrometers, used for checking anti-freeze concentration in the cooling system, are inaccurate due to their incapability of measuring more than a 40% concentration.

The acceptable service range of concentration is 45% to 55%.

A more suitable instrument for measuring a 50% solution is a refractrometer called the 'AO Duo-check' which is temperature compensated and also combines as a battery electrolyte tester.

There are two models available which read in either Fahrenheit (Model No 7181) or Centigrade (Model No 7182).

These refractrometers are available from:

British American Optical Co Ltd
Instrument Group
820 Yeovil Road
Slough
Bucks

Tel: Slough 31351
Telex: 847234

The graph at the end of this Service Bulletin will enable conversion of degrees of frost protection to a percentage concentration and also the necessary amount of coolant to be drained from the vehicles full cooling system to be replaced with 100% anti-freeze, should the system be less than the acceptable service limits.

Using 100% anti-freeze for topping up, in the amount indicated on the graph, will re-establish a 50% solution.

It should be noted that after adding a quantity of 100% anti-freeze and prior to re-checking the solution concentration, the engine should be run at a fast idle for approximately 5 minutes to enable the 100% anti-freeze to be completely mixed with the existing solution. Failure to observe this operation will result in an incorrect reading.

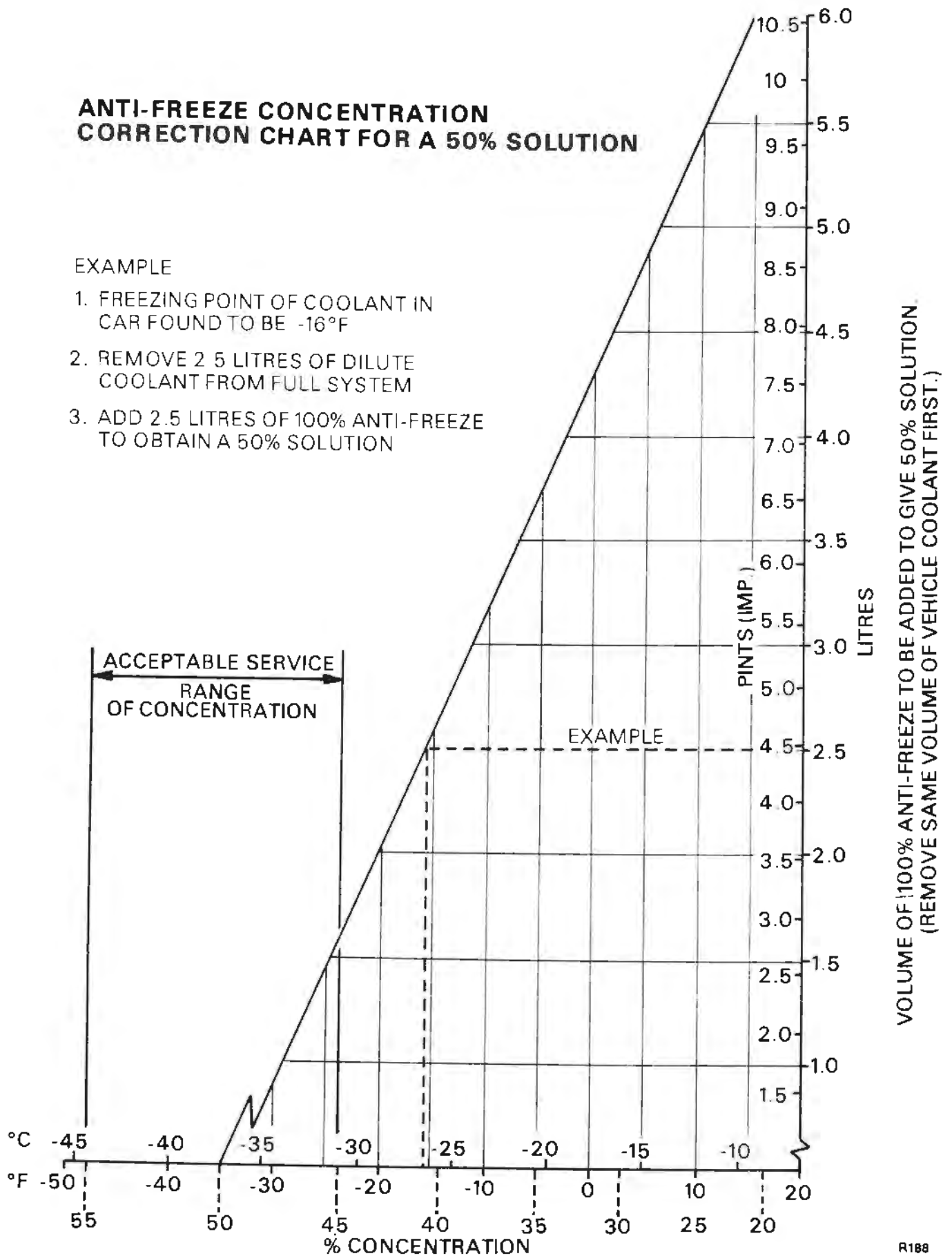
It should be noted that all cars after those listed in Service Bulletin SY/L19 should only be topped up using Prestone UT-184 anti-freeze. Prestone UT-184 is supplied in 1 gallon containers marked "Prestone" with no reference to UT-184, for the present this will continue until the introduction of metric containers when the designation UT-184 will be displayed on the side of the container.

Prestone UT-184 and anti-freeze solutions to BS 3150 can be interchanged providing the cooling system is thoroughly flushed.

ANTI-FREEZE CONCENTRATION CORRECTION CHART FOR A 50% SOLUTION

EXAMPLE

1. FREEZING POINT OF COOLANT IN CAR FOUND TO BE -16°F
2. REMOVE 2.5 LITRES OF DILUTE COOLANT FROM FULL SYSTEM
3. ADD 2.5 LITRES OF 100% ANTI-FREEZE TO OBTAIN A 50% SOLUTION



Service Bulletin



TSD 4171

Bulletin number	SY/L 22	Date	7 10 77	Page	1 of 2
Circulation list					

Category C

COOLANT PUMP SEALS

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars.

INTRODUCTION:

The coolant pump seal part number UE 5352 is now sealed inside the seal cover part number CK 385 with Silastic 732 RTV sealant part number G2/131.

DESCRIPTION:

To minimise potential leakage around the outer edge of the seal the coolant pump seal is now sealed within its cover.

In the event of leakage or coolant pump overhaul the seal and thrust collar should be examined for scoring, cracks or damage. In the event of any doubt as to the serviceability of these components they should be changed.

PROCEDURE:

1. Remove and strip the coolant pump as detailed in Chapter L Section L4 of the Workshop Manual TSD 2476 for cars prior to car serial number 30001 and TSD 4200 for cars from car serial number 30001.
2. Examine the carbon seal face and bellows for cracks, splits, scoring or damage. Also examine the steel thrust collar for any evidence of scoring.

3. Lightly degrease the outer edge of the seal and the inner edge of the seal cover.

Note Ensure that the seal is not saturated in degreaser as this could have a detrimental effect on the rubber and the bonding of the carbon seal to the rubber bellows.

4. Apply a thin coat of "Silastic" to the inner edge of the seal cover, allow approximately 10 minutes before pressing the seal into the seal cover.
5. Reassemble the coolant pump as described in Section L4 of the relevant Workshop Manual.

Hly/DC

Service Bulletin



TSD 4171

Bulletin number	SY/L23										Date	17	11	77	Page	1	of	1
Circulation list																		

Category C

ALL DISTRIBUTORS AND RETAILERS

HEATER TAP FEED HOSE

APPLICABLE TO: All Rolls-Royce and Bentley motor cars
from car serial number SRF 30001

INTRODUCTION:

It is recommended that the heater tap feed hose is changed at 40,000 km. (24,000 mile) intervals. It is important to ensure that the flow through the heater hose connecting the engine to the heater tap is completely unrestricted.

Restriction can be caused by a sharp radius or bend in the hose, contact with other adjacent pipework, or poor alignment.

DESCRIPTION:

During seasonal servicing which franchise holders should now be recommending, ensure that the heater hose is at least 12.7 mm. (0.500 inches) clear of any other adjacent pipework. If necessary carefully re-align the hose to ensure these clearances are correctly maintained and the hose is free from any sharp bend or radius.

Hly/DC



Service Bulletins

Chapter M

Electrical System

Service Bulletin

Bulletin number	SY/M98				Date	4 2 76				Page	1 of 2			
Circulation list														

Category C

TO DISTRIBUTORS AND RETAILERS

REPLACEMENT BLOWER MOTORS

APPLICABLE TO:

All Rolls-Royce Silver Shadow and Coachbuilt cars and all Bentley T Series and Coachbuilt cars produced prior to car serial number SRX 6000.

DESCRIPTION:

The above cars are fitted with two wire wound field blower motors, part number UD 8909. Replacement motors of this type are no longer available and permanent magnet field motors will be supplied for all replacement purposes.

However, due to certain internal differences between the two types of motor, it is not possible to fit one of each type on the same car. It will therefore be necessary to replace both blower motors, and as the motor shafts are not the same size, it will be necessary to change the rotors.

To ensure correct operation it will also be necessary to fit a special relay to the right hand blower motor.

All necessary components to replace an early type of motor are contained in kit number RH 2650.

PROCEDURE:

1. Replace both motors and rotors. Retain the motor which has not failed for future use.
2. Connect the cables to the left hand motor such that the motor will operate in a clockwise direction.
3. Fit the relay provided in a convenient location adjacent to the right hand motor.
4. Of the two cables originally connected to the motor, connect one cable to terminals 7 and A of the relay. Connect the second cable to terminal 9 of the relay.
5. Using a suitable length of cable connect terminal B of the relay to a suitable earth point.

6. Connect the 'positive' motor terminal to terminals 3 and 4 of the relay.
7. Connect the negative motor terminal to terminals 1 and 6 of the relay.
8. Reconnect the battery and check the operation of both blower motors.

Parts required

Blower motor kit - PH 2650

Time allowed

50 minutes.

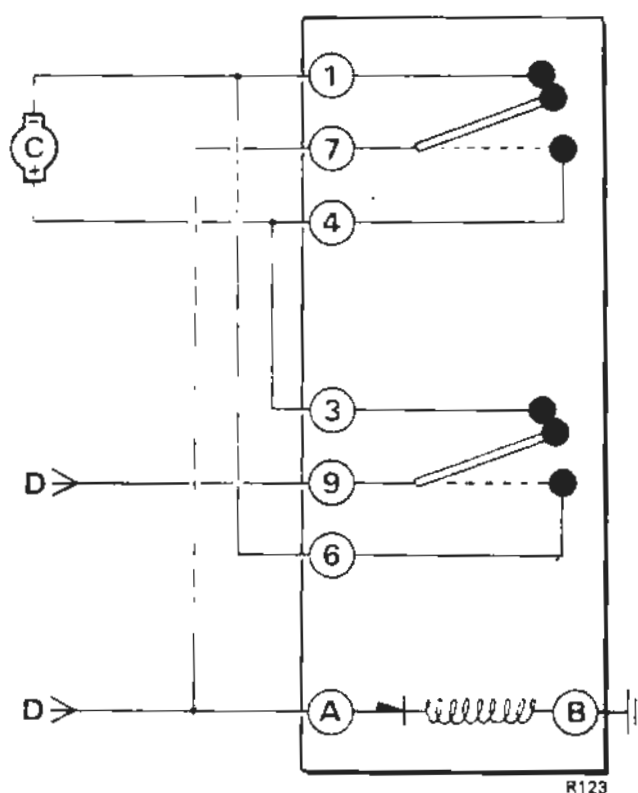


Fig. 1 Connections to the Relay

- A Positive terminal of relay coil
- B Negative terminal of relay coil
- C Right hand blower motor
- D Original two cables to blower motor

Service Bulletin

TSD 4171

Bulletin number	SY/M99 (Issue 2)										Date	1	7	77	Page	1	of	3
Circulation list																		

Category C

TO ALL DISTRIBUTORS AND RETAILERS

PIPER WINDOW LIFT MOTOR LIMIT SWITCHES

APPLICABLE TO:

All Rolls-Royce 2 door and Corniche cars, and all Bentley T Series 2 door and Corniche cars prior to car serial numbers CRH 22648, CRX 22919, DRH 22583, DRX 22781 but including CRH 21998 and CRX 21729.

DESCRIPTION:

* The existing switch PW11120 is to be replaced by switch UG 4049 which is included in kit RH 2691 together with the necessary washers.

The following procedure should be carried out with the window lift motor assembly removed from the car as described in Chapter S - Body, of the Workshop Manual TSD.2476.

PROCEDURE:

Figure 1 shows the new UG 4049 switches fitted to the window lift assembly. However, variances of the window lift motor assembly are available i.e. opening rear quarter light, but the same general principles can be applied to all cases in the positioning of the switch.

- 1 Using Figure 1 as a guide, mark the centre line of the existing switch (PW 11120) plunger on to the lower sprocket.
- 2 Remove the faulty switch.
- 3 Using Figure 1 as a guide, mount the switch allowing 2,8mm. to 1,4mm. (0.100in. to 0.050in.) clearance between the stainless steel switch plunger and the chain. No part of the switch should overhang the base plate.

- 4 Clamp the switch to the assembly base plate and drill two 4BA clearance holes 25,4mm. (1.00in) between centres.
- 5 Fit the switch using setscrew UA 11485 (2 off), washers X8811 (4 off) and nuts UA 11403 (2 off).

Use washers X4404 as spacers between the switch and base plate to ensure correct switch plunger to chain alignment. Lubricate the switch plunger with an approved grease.

- 6 The wiring remains unchanged. Cables to switches B and C (see Fig. 1) are attached to terminals 1 and 2 marked on each switch.

PARTS REQUIRED:

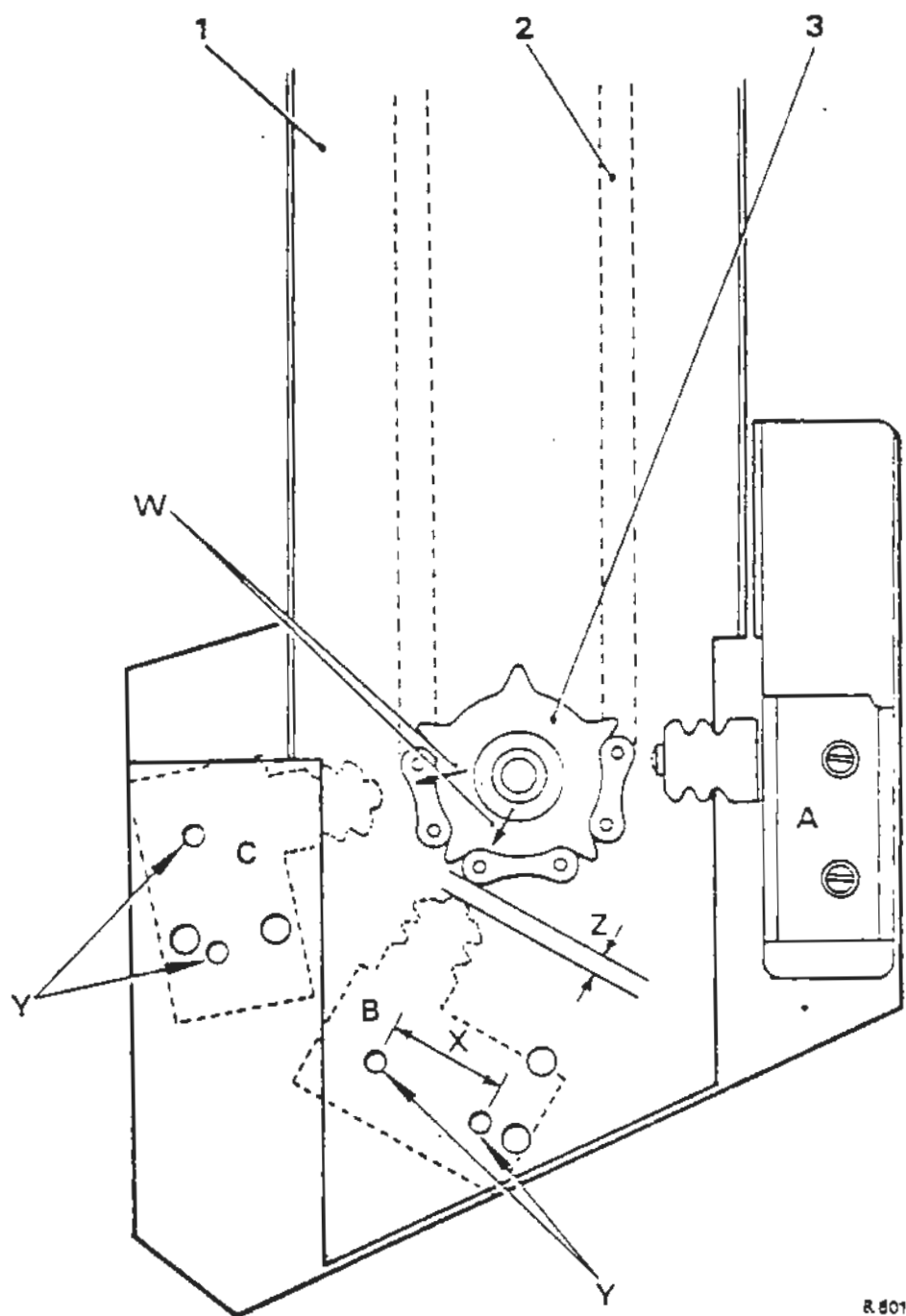
Switch Kit PH 2691

TIME ALLOWED:

Remove and renew one switch - 0.3 hour.

*Re-issued to amend an incorrect part number quoted for original switch.

Hly/MB



R 801

Figure 1 - Renewing limit switches

- 1 Assembly back plate
- 2 Chain
- 3 Lower sprocket

A, B & C are new limit switches UG 4049

Z 2,8mm. to 1,4mm. (0.100 in. to 0.050 in.)

X 25,4mm. (1.00 in.)

Y 2 x 4 BA clearance holes per switch

W Centre line of switch plunger scribed on sprocket

Service Bulletin



TSD 4171

Bulletin number	SY/M100		16 2 76		Date		Page 1 of 5	
Circulation list								

Category C

16W WIPER MOTOR PARKING SWITCH ADJUSTMENT

APPLICABLE TO:

All Silver Shadow, T Series and Corniche motor cars fitted with an intermitten wipe device.

DESCRIPTION:

For some time the wiper motor type 16W has been reduced for spares purposes to three sub-assemblies, as described in Service Bulletin SY/M49. The 16W motor can be recognised by the round motor casing as opposed to the flat sided casing of the previous motor.

For general fault diagnosis of this wiper motor, consult Service Bulletin SY/M88.

The parking switch of this motor is provided with an adjustment to allow for slight dimensional differences in motor and drive gear assemblies. When replacing a drive gear assembly it may be necessary to re-adjust the parking switch to suit the new assembly. Failure to do this may result in one of the following faults:

- 1 With the wiper switch in the INTERMITTENT position and the blades parked on the screen, moving the switch to the OFF position does not cause the blades to move to the off screen position.
- 2 When moving the wiper switch from OFF to INTERMITTENT, there is an 8 to 10 second delay before the wiper motor operates.

If a new gear assembly has been fitted and the wiper motor exhibits one of the above faults the relevant following procedure should be adopted.

NOTE Always ensure that the metal top plate is in position and the parking switch securing screws are tight before operating the motor.

PROCEDURE FOR FAULT 1

- 1 Unscrew the rack tube nut and release the clamp from the wiper motor.
- 2 Rotate the motor until the parking switch is accessible (see Figure 1). Tighten the rack tube nut. This will allow the motor to be operated and also permit adjustment of the switch.
- 3 Switch on the ignition and slacken the parking switch securing screws and move the parking switch fully inwards towards the gearwheel. Select INTERMITTENT wipe, and once the blades have moved, select OFF. The motor will not reverse and park.
- 4 Carefully move the limit switch outwards to a position where the motor will reverse and move the blades to the correct parking position. Scribe a line on the motor casing at this point as shown in Figure 1.
- 5 Move the limit switch 0,51 mm (0.2 in.) further outwards from the scribe line and tighten the switch securing screws.
- 6 Switch off the ignition and re-fit the wiper motor to the mounting bracket.
- 7 Check all of the wiper functions for correct operations.

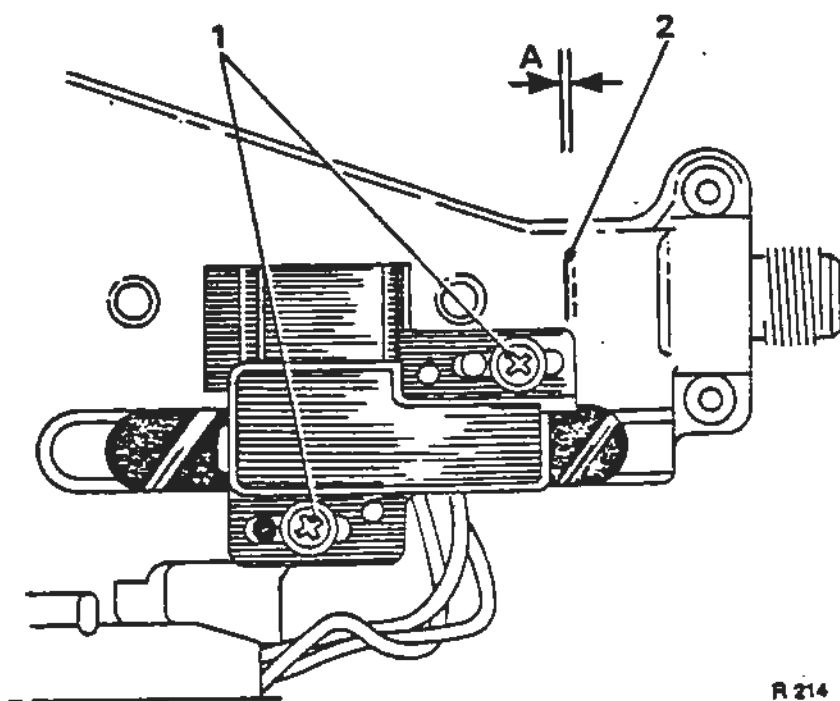
PROCEDURE FOR FAULT 2

Before attempting to correct this fault, ensure that the gear assembly fitted is of the latest type. The identification of the two gears is shown in Fig. 2.

To adjust the parking switch, proceed as follows:

- 1 Unscrew the rack nut and release the clamp from the wiper motor.
- 2 Rotate the motor until the parking switch is accessible. Tighten the rack nut. This will allow the motor to be operated and also permit adjustment of the switch.
- 3 Switch on the ignition and slacken the parking switch securing screws and move the switch fully inwards towards the gearwheel. Select INTERMITTENT wipe, and once the blades have moved, select OFF. The motor will not reverse and park.

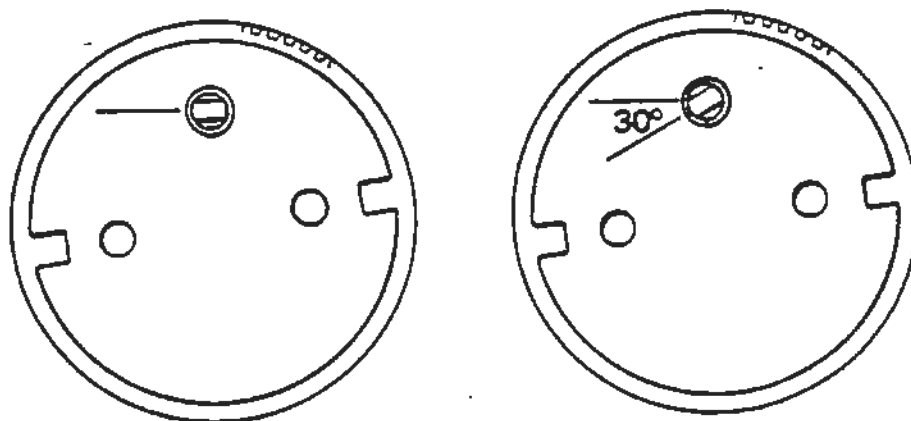
4. Carefully move the limit switch outwards to a position where the motor will reverse and move the blades to the correct parking position. Scribe a line on the motor casing at this point as shown in Fig 1.
5. Disconnect the socket to the non-adjustable parking switch situated beneath the main gearwheel casing.
6. Move the limit switch fully outwards, select SLOW wipe and once the blades have moved, select OFF and allow the motor to reverse and stop.
7. Connect a circuit continuity tester across the non-adjustable switch terminals 2 and 4 (see Fig. 3).
8. If the previous test indicates a circuit, scribe a line on the motor casing at that point.
9. If no circuit exists move the parking switch slightly inwards and select SLOW followed by OFF.
10. Repeat this operation until circuit continuity is indicated and scribe a line on the casing.
11. Secure the parking switch at a point midway between the two scribed lines.
12. Switch off the ignition and replace the socket in the parking switch and refit the motor to the securing bracket.
13. Check all wiper functions for correct operation.



R 214

Figure 1

1. Parking switch securing screws
2. Point at which motor operates



R 215

Figure 2

Early gear

Later gear

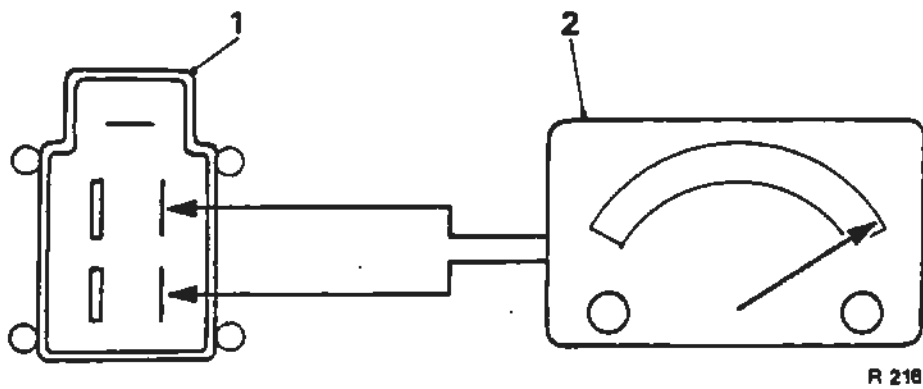


Figure 3

1. On-screen parking switch
2. Circuit tester

Service Bulletin



TSD 4171

Bulletin number	SY/M101						Date	26 5 76			Page	1 of 7		
Circulation list														

Category C

WIRING INSTRUCTIONS FOR CARAVAN/TRAILER TOWING EQUIPMENT

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue cars, and all Bentley T Series and Corniche cars.

DESCRIPTION:

Legislation dictates that when towing a caravan/trailer the side lamps, stop lamps and direction indicator lamps are automatically operated from the towing vehicle.

This Service Bulletin describes the wiring procedures necessary.

NOTE: Should the car being worked upon be fitted with dual intensity rear lighting it should be deleted as described in Service Bulletin SY/M78.

PROCEDURE:

A LUGGAGE COMPARTMENT AREA (see Fig. 1)

- 1 Disconnect the battery.
- 2 Remove the luggage compartment side trim panels.
- 3 Remove the rear bumper.
- 4 Using a 'Lucar' multi-connector connect an RY-P cable to the left-hand side lamp connection. Route the cable behind the battery, across the luggage compartment roof to eventually terminate at the right-hand tail lamp.
- 5 Using a 'Lucar' multi-connector connect a GR-P cable to the left-hand direction indicator lamp and route as Operation 4.
- 6 Break the WP-P cable to the stop lamp relay (near to the relay) and join in a WG-P cable using a suitable connector and route to the right-hand lamp assembly.

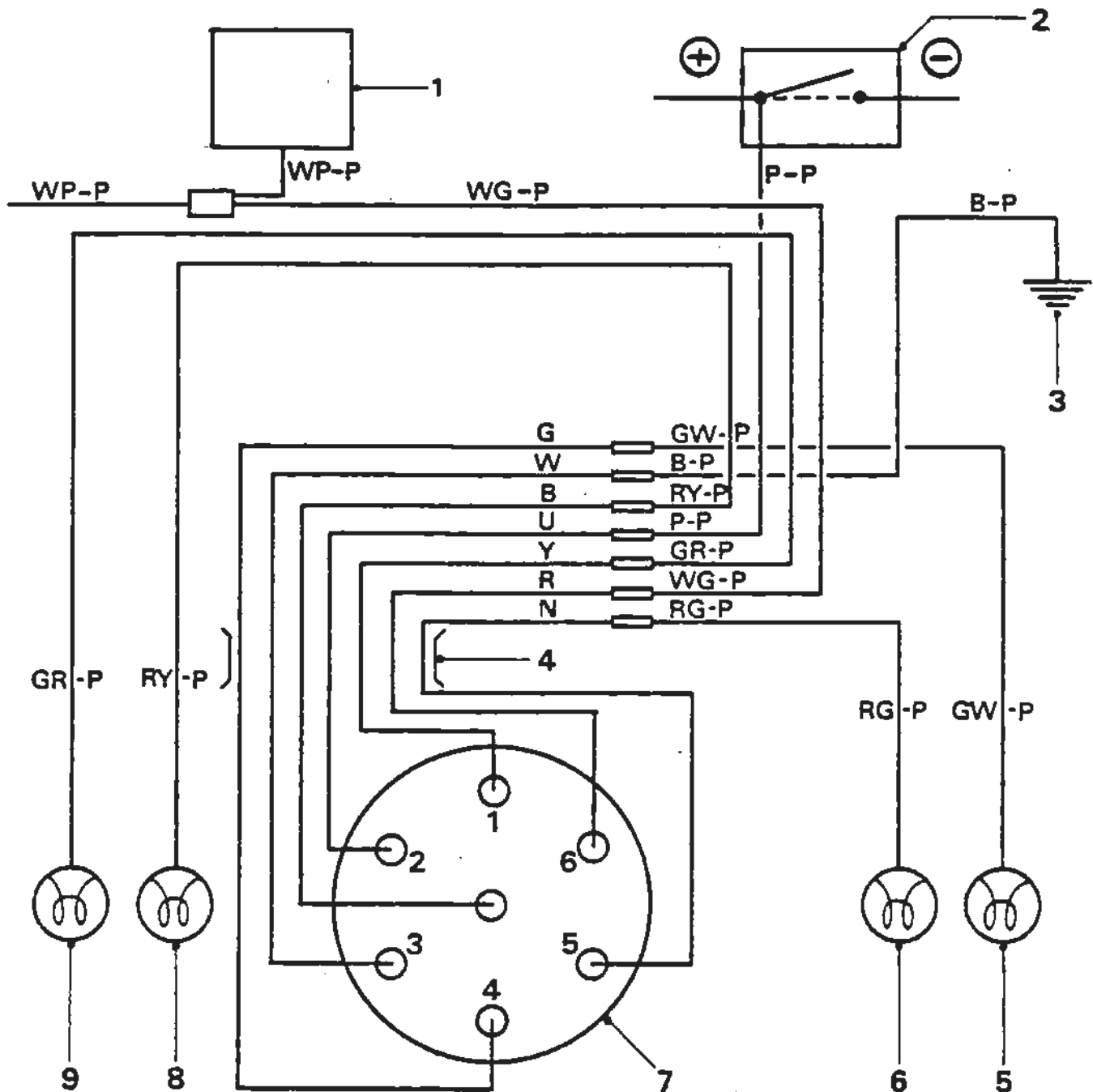


FIGURE 1 - WIRING DIAGRAM

- 1 Stop lamp relay
- 2 Luggage compartment lamp switch
- 3 Earth point
- 4 7 core cable
- 5 Right-hand direction indicator (flasher) lamp
- 6 Right-hand tail lamp
- 7 Caravan/trailer socket
- 8 Left-hand tail lamp
- 9 Left-hand direction indicator (flasher) lamp

- 7 Connect a P-P cable to the luggage compartment switch '+' positive terminal and route to the right-hand lamp assembly.
- 8 Connect a B-P cable to the right-hand luggage compartment earth point, a GW-P cable to the right-hand direction indicator lamp and an RG-P cable to the right-hand side lamp.

At this point you should now have seven (7) cables at the right-hand tail lamp assembly.

Figure 1 illustrates the wiring and terminations of the additional wiring described previously.

- 9 Carefully drill a 7,93 mm, (0.31 in.) diameter hole alongside the main loom grommet situated near the right-hand rear bumper mounting bracket. Suitably protect the hole from corrosion and then fit grommet UD 11866.

Take the seven core cable of the proprietary plug/socket being fitted to the car (see figure 1) through the grommet previously fitted and connect the cables as given in the following table.

Clip the cable to the inner skin of the luggage compartment.

CABLE	ROUTING	SOCKET 7 CORE CONNECTION
14-RY (Red/Yellow)	From Left-hand side lamp	To B - (Black)
14-GR (Green/Red)	From Left-hand direction indicator	To Y - (Yellow)
14-GW (Green/White)	From Right-hand direction indicator	To G - (Green)
14-RG (Red/Green)	From Right-hand side lamp	To N - (Brown)
28-P (Purple)	From Positive (+) luggage compartment lamp	To U - (Blue)
28-WG (White/Green)	From stop lamp relay WP (White/Purple)	To R - (Red)
28-B (Black)	From right-hand earth point	To W - (White)
Use with Figure 1		

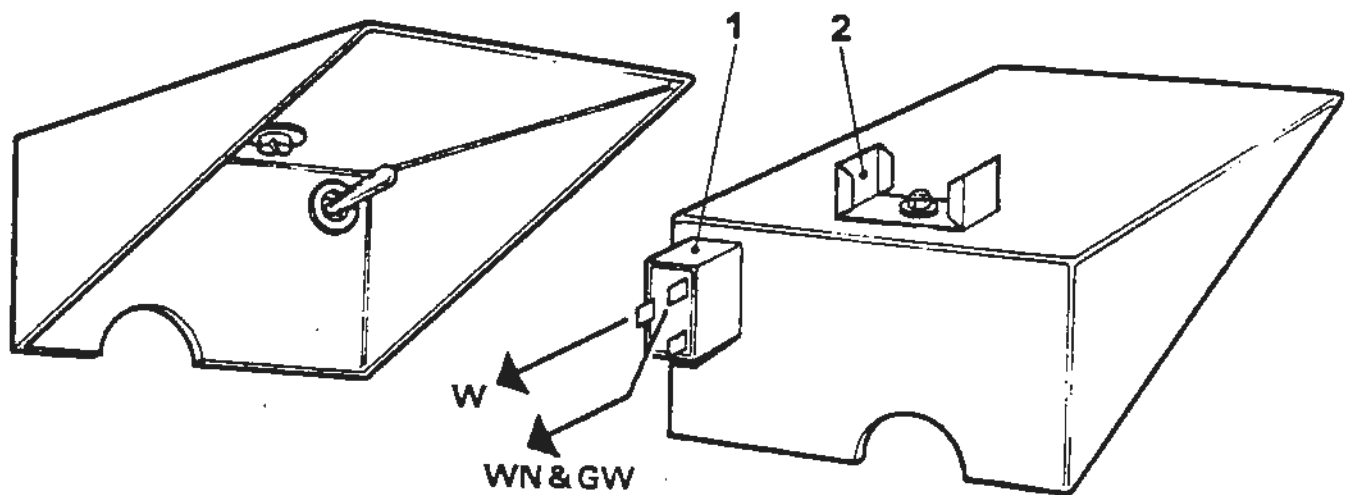


FIGURE 2 - FITTING ADDITIONAL FLASHER UNIT AND SWITCH

- 1 Switch - UD 15249
- 2 Flasher bracket UA 8982/Z

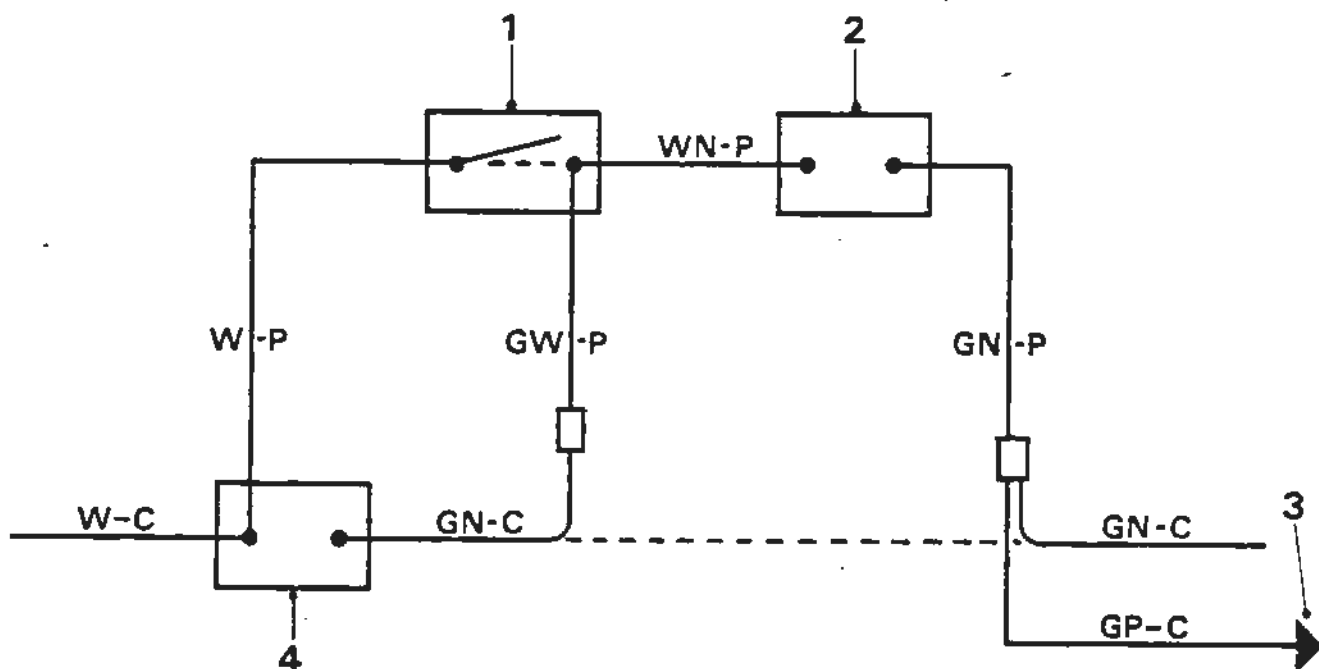


FIGURE 3 - WIRING ADDITIONS IN FUSEBOARD AREA

- 1 Switch UD 15249 - open - normal
closed - towing
- 2 Flasher unit 8FL type 53
- 3 To warning lamp
- 4 Existing flasher unit

- 10 Fit the socket mounting plate between the tow ball and tow bracket with the bulge for the socket positioned to the underside of the tow bracket (this prevents water ingress into the socket).

Connect the seven (7) core cable as following table.

PLUG AND SOCKET PIN NUMBERS		CABLE COLOUR	CIRCUIT
PLASTIC	METAL		
1	L	Y - (Yellow)	Left-Hand direction indicator lamps
2	54G	U - (Blue)	Auxiliary
3	31	W - (White)	Earth
4	R	G - (Green)	Right-Hand direction indicator lamps
5	58R	N - (Brown)	Right-Hand side/ number plate lamps
6	54	R - (Red)	Stop Lamps
7	58L	B - (Black)	Left-Hand side/ number plate lamps

B FUSEBOARD AREA (See Fig. 2)

- 1 Lower the fuseboard.
- 2 Remove the handbrake surround trim securing screws (3) and remove the trim.
- 3 Separate the fuseboard from its support assembly.
- 4 Using Figure 2 as a guide fit a UD 15249 switch ('off' position uppermost) to the top right-hand corner of the front facing vertical panel. Ensure the off-set terminal is to the left when viewed from the front of the car.
- 5 Fit mounting bracket UA 8982/Z (required for an additional 'Lucas' flasher unit (direction indicators) 8FL type 53) onto the top of the handbrake surround trim as Figure 2. Secure the mounting bracket with suitable chromed headed bolts ensuring that the bolts are sufficiently shortened to prevent them fouling the flasher unit.

C FUSEBOARD CHANGES (See Fig. 3)

- 1 Using Figure 3 as a guide break the GN-C cable and solder female Lucar connectors to the bared ends.
- 2 Take a GW-P cable fitted with female 'Lucar' connections from the flasher unit end of the GN-C cable. Route this cable to terminate above the handbrake.
- 3 With a suitable connection connect the remaining end of the GN-C cable to a GN-P cable and route this to terminate above the handbrake.
- 4 Connect a W-P cable to a W-C cable at the flasher unit terminal and take the remaining end to terminate above the handbrake.

At this point you should now have three (3) cable ends above the handbrake.

- 5 Disconnect the GP-C wire from the flasher unit plug and, using a suitable connection, connect it to the GN-P cable from the additional flasher unit.

Connect the switch and additional flasher unit as follows:

- 6 Fit the 8FL type 53 (green) flasher unit into its bracket fitted to the handbrake surround trim.
- 7 Connect a short WN-P cable between one terminal of the flasher unit and the centre terminal of the switch (use a double 'Lucar' connector).
- 8 Connect the three cables completed at Operation 4 as follows:
 - a) GW-P cable to the double 'Lucar' (see Operation 7) at switch.
 - b) GN-P cable to the remaining flasher unit connection.
 - c) W-P cable to the switch top connection.

D TESTING

Connect the battery and, using a 12 Volt 21 Watt. lead lamp, earth the lamp into terminal number 3 of the socket. Check all connections/functions described in the wiring chart, noting that when the direction indicators (flashers) operate the rate of 'flash' is between 60 and 120 per minute with the change-over switch operative.

With the test lamp removed and the change-over switch in the 'off' position, check that all the lamps function.

Disconnect the battery.

E FINISHING

- 1 Fit the luggage compartment side panels.
- 2 Fit the rear bumper.
- 3 Fit the handbrake surround trim and fuseboard.
- 4 Connect the battery.

The foregoing information has been written based on a right-hand drive four door saloon. The siting of various components may have to be varied for other models, but the wiring in the main remains the same. For instance on the Camargue the flasher unit for the direction indicators is not situated on the fuseboard but on a bracket adjacent to the steering column. Also, left-hand drive models have a parking brake fitted instead of the handbrake mentioned in the instructions. It is essential however on coachbuilt cars, that the relevant wiring diagrams are consulted, as the cable colours differ on these cars from those on the four door saloon.

F TIME ALLOWED

Fitting complete kit - 7.0 hours

Service Bulletin

TSD 4171

Bulletin number	SY/M102 (Issue 3)							Date	22 4 77			Page	1 of 6		
Circulation list															

Category C

ALL DISTRIBUTORS AND RETAILERS
OTHER THAN USA AND CANADA

CHLORIDE BATTERY 369/6-TWZ13R

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue motor cars,
and all Bentley T Series and Corniche motor cars.

INTRODUCTION:

The Dagenite Demon battery has been superseded by the Chloride 369/6-TWZ13R battery on all motor cars from car serial number 25662. However it should be noted that certain earlier motor cars may be fitted with Chloride batteries.

DESCRIPTION:

The new Chloride battery is similar in appearance to the Lucas Pacemaker battery. It has a similar polypropylene type case, but it has a black top and six white vent plugs, as opposed to a red top and filler trough cover.

The case of the new Chloride battery is smaller in dimension than that of the now superseded Dagenite Demon battery, and may be used for all replacement purposes, providing the procedures given on Page 3 are carried out. However, it is recommended that when using a Chloride battery for replacement purposes, the label is removed from the battery box cover, as the information on this label relates only to the Dagenite Demon battery.

* Re-issued to delete reference to label now no longer available.

The rating of the Chloride battery is 68 ampere hours at the 20 hour rate.

The recommended initial and normal charge rate is 7 amps. It should be noted that THE SIX VENT PLUGS SHOULD ALWAYS BE IN POSITION, WHENEVER THE BATTERY IS BEING CHARGED, otherwise excessive amounts of gas would be lost to the atmosphere, instead of being condensed and returning to the battery acid.

Should it ever become necessary to give the battery a boost charge, THE BATTERY SHOULD BE REMOVED FROM THE MOTOR CAR AND THE SIX VENT PLUGS REMOVED WHILST CHARGING.

IMPORTANT: The battery must never be connected or disconnected whilst the engine is running.

The specific gravity values for the Chloride battery are the same as for the Dagenite Demon battery and are as follows:

AIR TEMPERATURE BELOW 32°C (90°F)

SPECIFIC GRAVITY	CONDITION OF BATTERY
1.270 to 1.290	Fully charged
1.180 to 1.200	Half discharged
1.090 to 1.110	Fully discharged

AIR TEMPERATURE ABOVE 32°C (90°F)

1.220 to 1.240	Fully charged
1.150 to 1.170	Half discharged
1.070 to 1.090	Fully discharged

TOPPING-UP PROCEDURE - EVERY 10 000 Km. (6 000 miles) OR 6 MONTHS

- 1 Remove the trim panel, tool tray and battery box cover situated in the luggage compartment.
- 2 Remove the six vent plugs and examine the electrolyte level in each of the cells.
- 3 Restore the electrolyte level, if necessary to 5mm. (0.200 in.) above the plates in each cell by adding distilled or deionised water.
- 4 Replace the six vent plugs.

5 Replace the battery box cover, tool tray and trim panel.

CHLORIDE BATTERY - TO FIT (AS A REPLACEMENT FOR THE PREVIOUS TYPES OF BATTERY)

A Motor cars with battery clamping plate UD 18712 (see Fig. 2)

- 1 Remove the trim panel, tool tray, battery box cover and luggage compartment floor covering.
- 2 Disconnect the battery connections and remove the battery clamping plate and battery.
- 3 Secure the two locally manufactured wooden spacing blocks (see Fig. 1 inset B) to the sides of the battery box as shown in Figure 1 inset A, with a suitable impact adhesive.
- 4 Fit the new Chloride battery. Connect the battery connections and fit the battery box cover, tool tray, trim panel and floor covering.

B Motor cars with either battery clamping plate UD 10534 or UD 15921 (see Fig. 3).

- 1 Remove the trim panel, tool tray, battery box cover and luggage compartment floor covering.
- 2 Disconnect the battery connections and remove the battery clamping plate and battery.
- 3 Secure the two locally manufactured wooden spacing blocks (see Fig. 1 inset B) to the sides of the battery box as shown in Figure 1 inset A, with a suitable impact adhesive.
- 4 Referring to Figure 3, mark out the areas of metal to be removed from the clamping plate. (Without this metal removed, the clamping plate would not fit the new Chloride battery).
- 5 Using a hacksaw, remove the appropriate areas; smooth all sharp edges.
- 6 Paint all bare metal edges using a suitable proprietary black paint.
- 7 Fit the new Chloride battery, and secure with the modified clamping plate. Connect the battery connections and fit the battery box cover, tool tray, trim panel and floor covering.

C Time allowed:

- 1 Manufacturing and fitting wooden spacing blocks - 0.25 hours.

22 4 77

4 of 6

SY/M102 Issue 3

2 Modifications to clamping plate -

0.5 hours.

Hly/SW

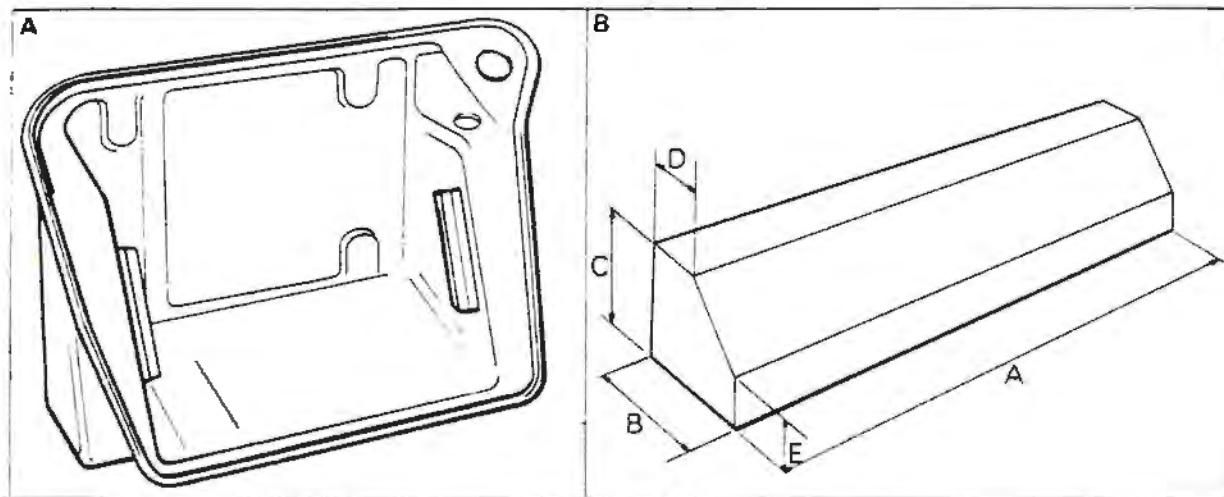


Figure 1 - Wooden spacer blocks in battery box

A Blocks affixed to battery box

B Locally manufactured spacer

- a) 127mm (5.0 in.)
- b) 25mm (1.0 in.)
- c) 25mm (1.0 in.)
- d) 12,5mm (0.5 in.)
- e) 12,5mm (0.5 in.)

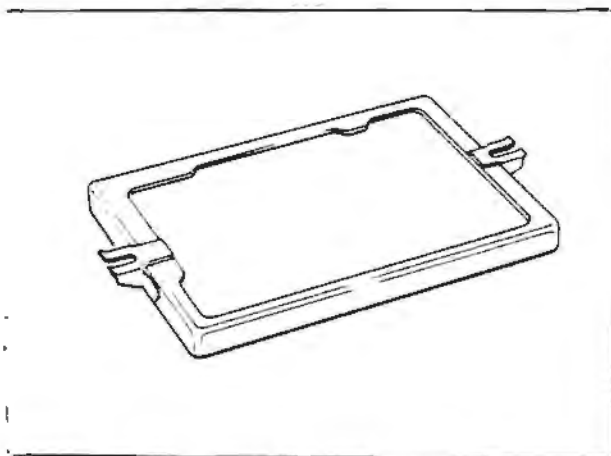


Figure 2 - Clamping plate UD 18712

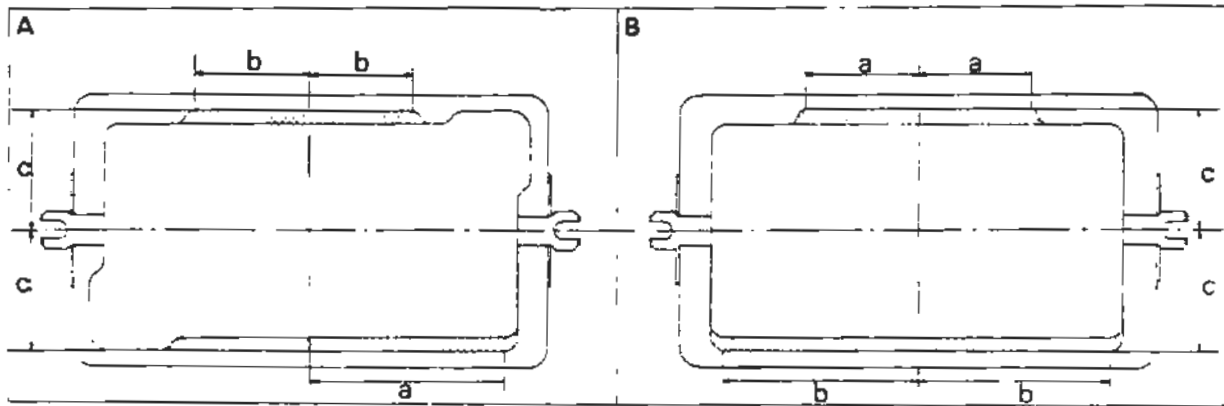


Figure 3 - Battery clamping plate shaping

A Plate UD 15921

- a) 127mm (5.0 in.)
- b) 71,4mm (2.8125 in.)
- c) 79,3mm (3.125 in.)

B Plate UD 10534

- a) 71,4mm (2.8125 in.)
- b) 127mm (5.0 in.)
- c) 79,3mm (3.125 in.)

Service Bulletin



Car Division

TSD 4171

Bulletin number	SY/M104 (Issue 2)						Date	2 11 77			Page	1 of 6		
Circulation list														

Category C

ALL DISTRIBUTORS AND RETAILERS

TESTING THE ELECTRONIC AUTOMATIC SPEED CONTROL SYSTEM

APPLICABLE TO:

All Rolls-Royce Silver Shadow II, Corniche and Camargue Cars, and all Bentley T2 and Corniche Cars.

INTRODUCTION:

The following is a test and fault diagnosis sequence to use on the electronic speed control system to determine problems.

In the near future a test box will be available to carry out all checks.

DESCRIPTION:

In the event of a speed control system failure, fuse number 9 should be checked. This fuse supplies power to the speed control system and also to the direction indicators, brake lights, height control solenoid and reversing lights. If the fuse is blown and it continues to blow, then the above circuits must be checked to establish the cause before proceeding further with the speedometer. Assuming that the replacement fuse does not blow, then the speed-control system may be road tested for correct operation. If it is still inoperative or if the fuse was intact initially, then the speedometer generator may also be checked.

When the speedometer instrument is operating satisfactorily, it is unlikely that there is a fault in the generator sufficient to cause a complete failure of the speed control. However, any incorrect operation of the speedometer should be rectified and a further road test given before proceeding with the speed control fault diagnosis.

The bellows actuator should be inspected for obvious faults such as a disconnected vacuum pipe, throttle chain, or electrical connections, and if no fault is found it may be tested for operation. Both wires to the wiring loom should be disconnected and one of them (from the actuator) connected to a good chassis earth. Start the car engine and ensure that the gear range selector lever is in the 'PARK' position and the cut-out removed. Briefly touching the other actuator wire to a known + 12V source, should cause the throttle to open momentarily, (care should be taken not to overspeed the engine by holding the wire to the + 12V source).

If this test reveals no faults, then the actuator wires may be reconnected to the wiring loom after which the switch, car wiring, and electronic control box must be tested.

PROCEDURE:

The following procedure should be used when the top roll is removed:

1. Disconnect the electronic control unit from the wiring loom.
2. Carry out the following checks on the wiring systems, testing the appropriate pins of the multi-lucar loom socket.
3.
 - (i) Connect a test lamp between the green/blue wire (pin 8), and a known chassis earth point.
 - (ii) Check that there is a link on the loom socket between pins 9 and 4, thus linking the Green and Blue cables together
4.
 - (i) Turn the ignition switch to the RUN position and move the gear selector lever to 'LOW', then 'INTERMEDIATE', then 'DRIVE'.
 - (ii) In each position the test lamp should be illuminated but it should be extinguished when 'PARK', 'REVERSE' or 'NEUTRAL' are engaged.
 - (iii) Switch off the ignition.
 - (iv) Repeat 4 (i) and (ii) but with a test lamp connected between pin 2 and earth.
 - (v) If these tests are successful proceed to 6.
5.
 - (i) If the lamp is not illuminated in 4 (ii) switch off the ignition and again check the condition of fuse number 9.

*Re-issued to change to correct pins being checked.
(see PROCEDURE item 3 (ii) above).

- (ii) If this is still intact then there is a discontinuity in the circuit which runs from fuse number 9 to the speed control via the micro-switches in the transmission actuator. The cause of this fault should be investigated and eliminated.
6. (i) Switch off the ignition.
- (ii) Connect a test lamp between the black loom wire (pin 1) and a known + 12V ignition fed source.
 - (iii) Switch on the ignition and check that the ON/OFF/RESUME switch is in the OFF position. The lamp should not illuminate.
 - (iv) Move the switch to ON when the lamp should illuminate.
 - (v) Move the switch to RESUME when the lamp should stay on.
 - (vi) If (iii) to (v) show no faults switch off the ignition, disconnect the lamp and proceed to (8).
7. (i) If in 6 (iv) and (v) the lamp fails to illuminate, re-check fuse number 9.
- (ii) If this is intact then there is an open circuit in the black wire or a fault with the speed control switch.
 - (iii) If in 6 (iii) the lamp illuminates then there is a short-circuit between the black wire and the chassis.
 - (iv) Rectify any faults found, switch off the ignition, and disconnect the test lamp.
8. (i) Connect the test lamp between the green/brown wire (pin 4) and a known earth point.
- (ii) Switch on the ignition; the lamp should stay off.
 - (iii) Depress the brake pedal when the lamp should illuminate.
 - (iv) If 8 (ii) and (iii) are correct, switch off the ignition, disconnect the test lamp and proceed to 9.
 - (v) If in 8 (ii) the lamp illuminates then there is either a short circuit to + 12V from the green/brown wire, or the brake lights switch has failed in the closed position. Switch off the ignition and investigate any faults.

- (vi) If in 8 (iii) the lamp does not illuminate, check fuse number 9 for continuity. If this is correct then there is an open circuit between the switch brake light feed and pin 4. Switch off the ignition and rectify any faults before proceeding to 9.
- 9. (i) Connect the test lamp between a known + 12V ignition fed source and the blue/purple wire (pin 7).
- (ii) Switch on the ignition and ensure that the gear selector lever is in a forward gear with the ON/OFF/RESUME switch in the OFF position. The test lamp should not be illuminated. If it is proceed to 9 (vi).
- (iii) Press the SET button on the function switch. The lamp should remain off. If it illuminates proceed to 9 (vii).
- (iv) Release the SET button and move the ON/OFF/RESUME switch to RESUME. The lamp should be illuminated while the switch is held in this position. If it is not, proceed to 9 (viii).
- (v) Proceed to 9 (ix).
- (vi) If in 9 (ii) the lamp is illuminated then:
 - either a) there is a short-circuit between the blue/purple wire and the chassis
 - or b) there is a short circuit between the blue/brown wire connecting the relay to the function switch and the chassis
 - or c) the function switch is faulty with the RESUME contacts in a constantly closed condition.

Rectify any faults before proceeding to 9 (iii).

- (vii) If in 9 (iii) the lamp is illuminated then:
 - either a) There is a short-circuit to the chassis on the blue/white wire connecting the speed control relay to the function switch
 - or b) The speed control relay is faulty with the normally open contacts continually in a closed condition
 - or c) The function switch is faulty with the blue/white wire being given a constant earth path.

Rectify any faults before proceeding to 9 (iv).

- (viii) If in 9 (iv) the lamp is not illuminated, check fuse 9 then:
 - either a) There is an open circuit in the blue/brown wire connecting the relay and the function switch
 - or b) The RESUME contacts of the function switch are faulty and not providing an earth path.

Rectify any faults before proceeding to 9 (ix).

- (ix) Return the ON/OFF/RESUME switch to the ON position. The lamp should be extinguished. If it remains illuminated then there is a short circuit in the function switch between the ON and RESUME contacts. Rectify any faults, switch off the ignition, disconnect the test lamp, and proceed to 10.
10. (i) Connect a test lamp between a +12V ignition fed source and the blue/yellow loom wire (pin 9). Move the ON/OFF/RESUME switch to the OFF position.
- (ii) Switch on the ignition. The lamp should not illuminate. If the lamp does illuminate, proceed to 10 (v).
 - (iii) Press the SET button on the function switch. This should illuminate the lamp while the switch is held in. If the lamp is not illuminated proceed to 10 (vi).
 - (iv) Switch off the ignition and disconnect the test lamp. Proceed to 10 (iii).
 - (v) If in 10 (ii) the lamp illuminates, then there is a short circuit between the blue/yellow wire and the chassis. Rectify and proceed to 10 (iii).
 - (vi) If the lamp is not illuminated in 10 (iii) then:
 - either a) The normally closed contacts of the speed control relay are faulty (open-circuit)
 - or b) There is an open-circuit in the blue/yellow wire connecting the control box to the relay.
 - (vii) Rectify, switch off the ignition, disconnect the test lamp, and proceed to 11.
11. (i) Disconnect the actuator from the wiring loom and join together the two loom wires.
- (ii) At the electronic box loom socket, connect a test lamp between the blue/green wire (pin 6) and a known chassis earth point.
 - (iii) Check that the gear selector lever is in 'PARK'.
 - (iv) Switch on the ignition when the lamp should remain off.
 - (v) Move the gear selector lever to 'DRIVE' when the lamp should illuminate.
 - (vi) If the lamp does not illuminate then there is an open-circuit in one of the leads connecting the electronic unit to the actuator. This should be investigated and rectified.
 - (vii) Switch off the ignition and re-connect the actuator to the wiring loom. Disconnect the test lamp.

12. (1) Using an electrical test instrument such as an 'Avometer' check the continuity of the red/green wire which connects the electronic speedometer to the speed-control electronic box (pin 3). (NB It is important that MEGGER and similar generator type instruments are not used for this test). An open-circuit in this wire should be rectified.
13. The above tests have verified the correct operation of the wiring system. If no fault has been found then the electronic control box should be checked by the substitution of a proven unit.

Time allowed - 1.5 hours.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/M106	Date	1 11 77	Page	1 of 3
Circulation list					

Category C

TO ALL DISTRIBUTORS AND RETAILERS

OTTER MOTORGUARD - THERMAL SWITCH (HEADLAMP FLASH)

APPLICABLE TO:

All Rolls-Royce Silver Shadow and Corniche cars, and all Bentley 'T' Series and Corniche cars prior to car serial numbers SRX 9001 and DRX 9040.

DESCRIPTION:

The 'otter motorguard' thermal cut-out switch (UD 11675) is no longer available.

Thermal switch RH 9161 is a suitable replacement and is supplied in two kits.

RH 2715 Switch Kit Right-hand drive Cars

RH 2716 Switch Kit Left-hand drive Cars

Kits consist of

RH 9161 Switch 1 off

RH 9158 Plate 1 off

RH 9159/60 Cable 2 off

PROCEDURE OF ASSEMBLY

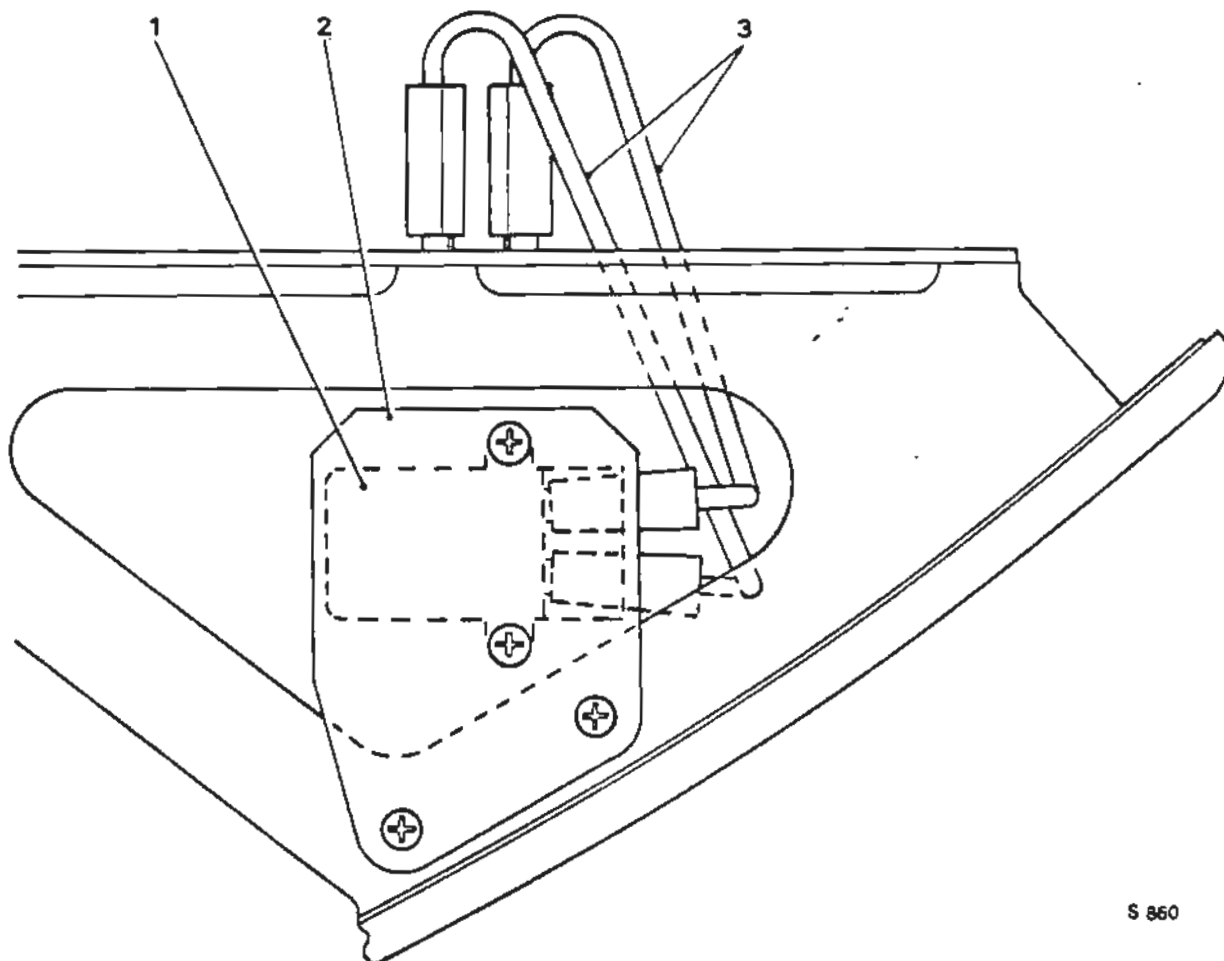
Refer to Figure 1 - Right-hand drive cars

1. Place the mounting plate (RH 9158) against the left-hand side of the hinged mounting bracket (UB 15383) as shown in Figure 1 and mark two holes. Drill the 3.4mm (0.134 in) holes in the mounting bracket.

2. Fit the 'otter' switch (RH 9161) to the mounting plate using the following:
UA 6863/Z Screw 2 off
UA 1402/Z Nut 2 off
X4401/Z Washer 2 off
3. Connect the 'otter' switch to the distribution board using blue cables (RH 9159/60).
4. Fasten the mounting plate to the mounting bracket using two self tapping screws (UA 7335/Z).

NOTE

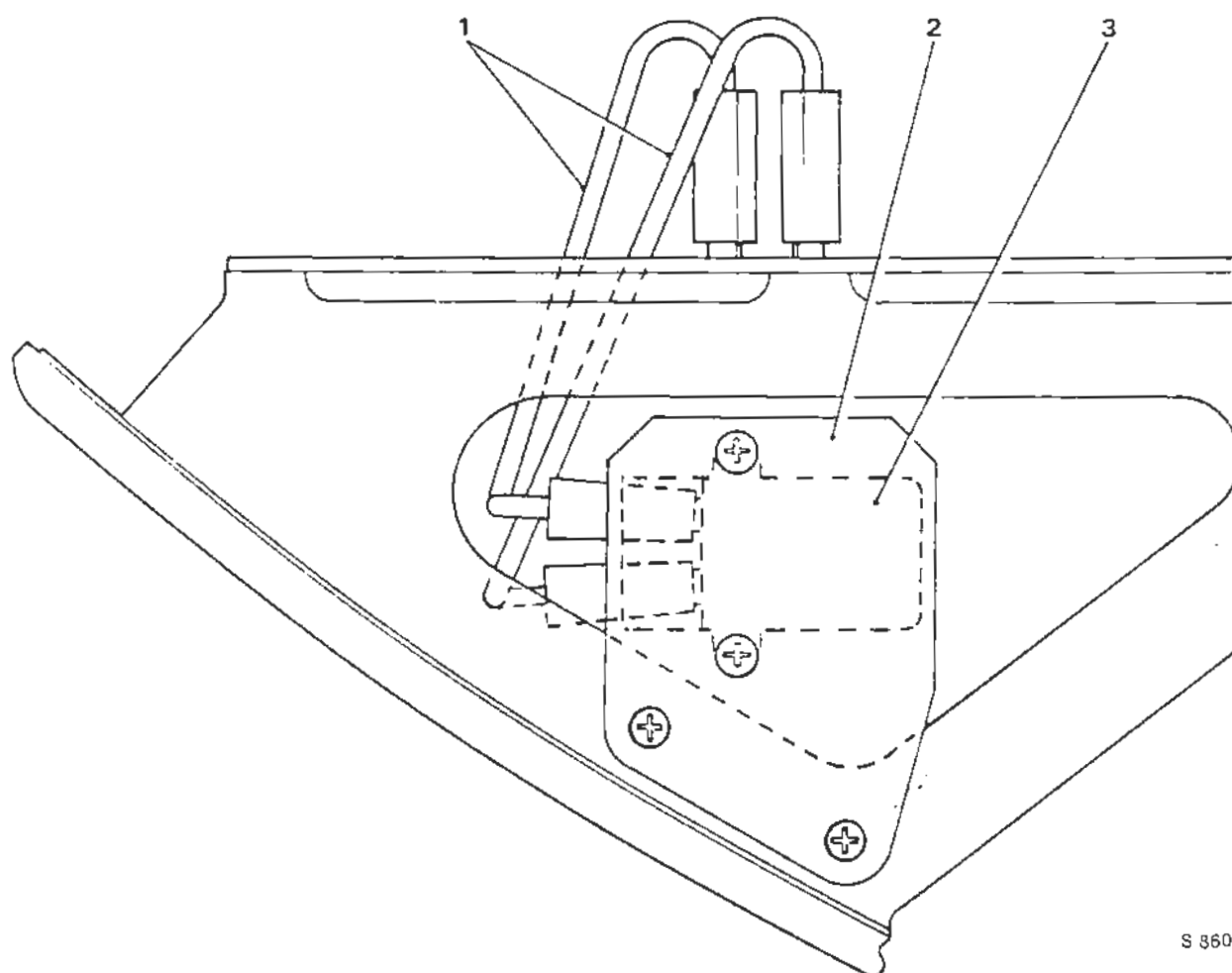
The mounting plate is fixed on the right-hand side of the mounting bracket on left-hand drive cars (see Fig. 2). The method of installation is the same as that described in the procedure of assembly for right-hand drive cars.



S 860

Figure 1. Right-hand drive cars

1. Otter switch.
2. Mounting plate.
3. Cables.



S 360

Figure 2. Left-hand drive cars

1. Cables.
2. Mounting plate.
3. Otter switch.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

Bulletin number SY/M108 Date 6 1 78 1 of 1

Category A

ALL FRANCHISE HOLDERS



ELECTRONIC SPEED CONTROL

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars from car serial number 30001.

INTRODUCTION:

It has been determined that a malfunction can occur in the electronic speed control system circuitry resulting in a failure to disengage when the brake pedal is applied.

An engineering solution will be available shortly, but as a temporary measure the chain connecting the speed control bellows to the throttle linkage must be removed.

A further Service Bulletin will be issued when the permanent engineering solution to correct the malfunction becomes available.

PROCEDURE:

1. Remove the chain connecting the servo bellows to the engine throttles. The chain should be retained by the franchise holder until further notice from the Factory.
2. Complete one of the pink cards supplied (a sample is attached) with the date the work is carried out, the serial number of the car and your own name and address. These cards must be returned as quickly as possible to the Rolls-Royce Motors Warranty Controller, as they provide the basis of the recording system for completion of the campaign. Claims for the cost of completing this work will only be reimbursed on completion and submission of a warranty claim in the normal way.

TIME ALLOWED

To carry out SY/M108 - 0.25 hours.

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/M109	Issue 2	Date	22 5 78	Page	1 of 24
Revision list						

Category B

ALL FRANCHISE HOLDERS

ELECTRONIC SPEED CONTROL MODIFICATION

APPLICABLE TO:

All Rolls-Royce Silver Shadow II, Silver Wraith II, Corniche and Camargue motor cars and all Bentley T2 and Corniche motor cars from car serial number 30001 to 34685 inclusive.

INTRODUCTION:

This Service Bulletin instructs the fitting procedure for a modification to overcome the possibility of a malfunction within the speed control system as outlined in category 'A' Service Bulletin SY/M108.

The bulletin describes five different procedures which are required to cover different types of motor cars.

Each group of motor cars is listed at the beginning of each procedure to ease identification of the correct procedure for any motor car.

*Reason for re-issue: To add procedures and car serial numbers not previously included.

DESCRIPTION:

Two inhibit circuits have been introduced which operate independently from the main electronic speed control circuit integral inhibit systems.

One is a circuit which de-activates the speed control bellows for as long as the brake pedal is applied; this circuit complements the main speed control brake inhibit and 'resume' circuit.

A second circuit has been introduced which will enable the speed control to operate only when the motor car is in top gear; this is achieved by a switch, within the gearbox, sensing top gear hydraulic pressure.

On receipt of this bulletin the Franchise Holder should inform owners whose cars have had the speed control chain disconnected, as per Service Bulletin SY/M108, of the availability of this modification.

Owners should be advised that automatic selection of second gear will render the speed control inoperative, eg a road speed below approximately 40 m.p.h. (60 K.p.h.) on a steep gradient.

PROCEDURE FOR LEFT-HAND DRIVE CARS BUILT TO COMPLY WITH USA,
CANADIAN AND JAPANESE REGULATIONS FROM CAR SERIAL NUMBER 30001
UP TO AND INCLUDING:

SBG 33833 - Silver Shadow II and Bentley T2
LRG 32864 - Silver Wraith II
DRG 32556 - Corniche
JRG 32036 - Camargue

Refer to Figures 1 and 2

- 1 Fit UD 9270 relay provided to the speed control bellows mounting bracket, utilising the 2BA setscrews, washers and nuts provided as shown in Figure 3.

- 2 Disconnect and completely remove the existing right-hand valance to speed control bellows link loom. This loom contains 'Green/Blue' and 'Blue/Green' cables and is secured externally to the engine loom.
- 3 At the right-hand valance, establish that the 'Green/Blue' wire is a 'positive' feed by connecting a test lamp between the 'Green/Blue' and a good earth, and then switching the ignition 'on'. Moving the gear range selector to the 'D' position should cause the test lamp to illuminate. Return the gear range selector to the 'P' position and switch off the ignition.
- 4 Connect the new loom double 'Green/Blue' connection to the existing 'Green/Blue' cable and the new loom 'Blue/Green' connection to the existing 'Blue/Green' cable at the right-hand valance. These connections are shown in Figures 2 and 5.
- 5 Connect the 'Blue/Green flying loom' connection to the bellows 'Blue' cable connection. The 'Red Flying Loom' connection is connected to the bellows 'Red' cable as shown in Figures 2 and 3. The 'flying loom' should be firmly secured (to avoid any possible loom to throttle linkage foul) to the relay bracket with insulated clip CK 3321 provided, as shown in Figure 3.
- 6 Connect the loom to the relay connections as follows:

Green/Blue connection to W2
Black/Green connection to W1
Green connection to C2
Red connection to C3
As shown in Figure 2.
- 7 With UE 35610 tie wrap clips provided, neatly secure the new loom to the engine loom between the valance connections, the relay and bellows ensuring that the loom branch leading to the relay is positioned adjacent to the gearbox dipstick/filler tube. It is essential that the clipping is secure and adequate to avoid any possible contact with the throttle linkage or other moving parts.
- 8 Following the engine loom, pass the loom to the rear of the ignition distributor and ballast resistor and to the left of the gearbox torque convertor housing as shown in Figure 6.
- 9 Raise the car on a hoist and remove the brake distribution and actuation cover.
- 10 Allow the loom to follow the gearbox actuator loom and stop lamp switch loom but do not secure at this stage.

- 11 Disconnect the gearbox kick-down connection at the side of the gearbox. Cut the 'White/Green' cable as close to the moulded connector plug as possible and fit the UD 13859 right-angled Lucar connector and SPC 1297 right-angled sleeve provided to the 'White/Green' cable.
 - 12 Connect the 'Green/Blue' and 'Green' cables to the outer terminals of the stop lamp switch as shown in Figures 2 and 7.
 - 13 Following the existing stop lamp loom, run the new loom unit out of the brake actuation mechanism clipping it securely to the existing stop lamp loom using the UE 35610 tie wrap clips provided.
 - 14 Fit the brake distribution and actuation cover.
 - 15 Using Figure 8 as a guide, clip the loom to the brake distribution cover leading inboard edge, with the edge clip UD 13664 provided, and clip the loom to the cover using insulated loom clip CK 3321 provided.
 - 16 Connect the 'White/Green' cable previously fitted with the right-angled Lucar connection, to the vertical male connection of the gearbox connector. Connect the 'Black/Green' cable connection to the horizontal male connection of the gearbox connector.
- NOTE: The 'Black/Green' cable utilises the top gear pressure switch and circuitry which is fitted within the gearbox but not previously used by Rolls-Royce Motors.
- 17 Ensure that the loom is well clear of the gearbox actuator linkage and, allowing for the natural movement of the engine and gearbox during running, secure any excess loom length to the gearbox actuator loom with the UE 35610 tie wrap clips provided.

STATIC TESTING OF CIRCUIT CHANGES

- 18 Ensure that the speed control bellows to throttle linkage connecting chain has NOT yet been fitted.
- 19 With an assistant observing the speed control bellows, switch the speed control switch to 'on', start engine and move the gear range selector to the 'D' position. The assistant must observe NO contraction of the speed control bellows; switch the speed control off, return the gear range selector to the 'P' position and switch the engine off.

- 20 Disconnect the 'Red' wire in-line Lucar connection at the bellows and connect a test lamp between the 'Red' loom connection and earth.
- 21 Disconnect the 'Black/Green' wire from the relay W1 connection.
- 22 Do not start the engine. Switch the ignition 'on' and move the gear range selector to the 'D' position; depressing the brake pedal should not illuminate the test lamp. Releasing the brake pedal should illuminate the test lamp. Switch the ignition off.

NOTE: This check has proved the function of the speed control brake switch inhibit circuit.

- 23 Re-connect the 'Black/Green' wire to the relay W1 connection. Switch the ignition 'on' (the gear range selector will still be in the 'D' position) and ensure that depressing and releasing the brake pedal does not illuminate the test lamp. Return the gear range selector to the 'P' position and switch the ignition off.

NOTE: This check has proved the function of the top gear pressure switch.

- 24 Disconnect the test lamp and re-make the 'Red' loom connection to the bellows 'Red' wire connection.
- 25 Fit the speed control chain (UE 41066) provided, between the bellows and throttle linkage, ensuring the carburettors are off the fast-idle cam and the chain adjusted to give minimum slack.
- 26 Carry out a Road Test of the car ensuring that all normal speed control functions operate.

TIME ALLOWED:

- 1 To carry out SY/M109 Service Bulletin on motor cars covered by this procedure - 2 hours.
- 2 Costs incurred should be claimed on a warranty claim using the reference SY/M109.

KIT OF PARTS:

RH 2734 - For use on left-hand drive cars built to USA, Canadian and Japanese specifications.

PROCEDURE FOR RIGHT-HAND DRIVE CARS BUILT TO COMPLY WITH
JAPANESE AND AUSTRALIAN REGULATIONS FROM CAR SERIAL NUMBER
30001 UP TO AND INCLUDING:

SBG 33833 - Silver Shadow II and Bentley T2
LRG 32864 - Silver Wraith II
DRG 32556 - Corniche
JRG 32036 - Camargue

Refer to Figures 1 and 2.

- 1 Fit UD 9270 relay provided to the speed control bellows mounting bracket, utilising the 2BA setscrews, washers and nuts provided as shown in Figure 3.
- 2 Disconnect and completely remove existing right-hand valance to speed control bellows link loom. This loom contains 'Green/Blue' and 'Blue/Green' cables and is secured externally to the engine loom.
- 3 At the right-hand valance establish that the 'Green/Blue' wire is a 'positive' feed by connecting a test lamp between the 'Green/Blue' and a good earth, and then switching the ignition 'on'. Moving the gear range selector to the 'D' position should cause the test lamp to illuminate. Return the gear range selector to the 'P' position and switch off the ignition.
- 4 Connect the new loom double 'Green/Blue' connection to the existing 'Green/Blue' cable and the new loom 'Blue/Green' connection to the existing 'Blue/Green' cable at the right-hand valance. These connections are shown in Figures 2 and 5.
- 5 Connect the 'Blue/Green flying loom' connection to the bellows 'Blue' cable connection. The 'Red flying loom' connection is connected to the bellows 'Red' cable as shown in Figures 2 and 3. The flying loom should be firmly secured (to avoid any possible loom to throttle linkage foul) to the relay bracket with insulated clip CK 3321 provided, as shown in Figure 3.
- 6 Connect the loom to the relay connections as follows:

Green/Blue connection to W2
Black/Green connection W1
Green connection to C2
Red connection to C3
As shown in Figure 2.

- 7 With the UE 35610 tie wrap clips provided neatly secure the new loom to the engine loom between the valance connections, the relay and bellows ensuring that the loom branch leading to the relay is positioned adjacent to the gearbox dipstick/filler tube. It is essential that the clipping is secure and adequate to avoid any possible contact with the throttle linkage or other moving parts.
 - 8 Raise the car on a hoist and remove the brake distribution and actuation cover.
 - 9 Pass the loom containing the 'Green' and 'Green/Blue' cables down towards the brake actuation and distribution mechanism routing the loom between the hydraulic pipes and the body longeron. Pass the loom under the bridge formed by the bracket which supports the hydraulic pipe junction block. Pass the loom into the brake mechanism along with the existing stop lamp loom.
 - 10 Pass the single sleeved 'Black/Green' wire to the rear of the ignition distributor and ballast resistor and to the left of the gearbox torque convertor housing; allow the loom to lie on the gearbox housing.
 - 11 Disconnect the gearbox kickdown connection at the side of the gearbox. Cut the 'White/Green' cable as close to the moulded connector plug as possible and fit the UD 13859 right-angled Lucar connector and SPC 1297 right-angled sleeve provided to the 'White/Green' cable.
 - 12 Connect the 'Green/Blue' and 'Green' cables to the outer terminals of the stop lamp switch as shown in Figures 2 and 7.
 - 13 Fit the brake distribution and actuation cover.
 - 14 Connect the 'White/Green' cable previously fitted with the right-angled Lucar connector to the vertical male connection of the gearbox connector. Connect the 'Black/Green' cable connection to the horizontal male connection of the gearbox connector.
- NOTE: The 'Black/Green' cable utilises the top gear pressure switch and circuitry which is fitted within the gearbox but not previously used by Rolls-Royce Motors.
- 15 Ensure that the loom is well clear of the gearbox actuator linkage and secure any excess loom length to the actuator loom with the UE 35610 tie wrap clips provided.

STATIC TESTING OF CIRCUIT CHANGES

- 16 Ensure that the speed control bellows to throttle linkage chain has NOT yet been fitted.
- 17 With an assistant observing the speed control bellows, switch the speed control switch to 'on', start the engine and move the gear range selector to the 'D' position. The assistant must observe NO contraction of the speed control bellows; switch the speed control off, return the gear range selector to the 'P' position and switch the engine off.
- 18 Disconnect the 'Red' wire in-line Lucar connection at the bellows and connect a test lamp between the 'Red' loom wire and earth.
- 19 Disconnect the 'Black/Green' wire from the relay W1 connection.
- 20 Do not start the engine. Switch the ignition 'on' and move the gear range selector to the 'D' position; depressing the brake pedal should not illuminate the test lamp. Releasing the brake pedal should illuminate the test lamp. Switch the ignition off.

NOTE: This check has proved the function of the speed control brake switch inhibit circuit.
- 21 Re-connect the 'Black/Green' wire to the relay W1 connection. Switch the ignition 'on' (the gear range selector will still be in the 'D' position) and ensure that depressing and releasing the brake pedal does not illuminate the test lamp. Return the gear range selector to the 'P' position and switch the ignition off.

NOTE: This check has proved the function of the top gear pressure switch.
- 22 Disconnect the test lamp and re-make the 'Red' loom wire to the bellows 'Red' wire connection.
- 23 Fit the speed control chain (UE 41066) provided between the bellows and throttle linkage, ensuring the carburettors are off the fast-idle cam and the chain adjusted to give minimum slack.
- 24 Carry out a Road Test of the car ensuring that all normal speed control functions operate.

TIME ALLOWED:

- 1 To carry out SY/M109 Service Bulletin on motor cars covered by this procedure - 2 hours.
- 2 Costs incurred should be claimed on a warranty claim using the reference SY/M109.

KIT OF PARTS:

RH 2738 - For use on right-hand drive cars built to Australian and Japanese specifications.

PROCEDURE FOR LEFT-HAND DRIVE CARS OTHER THAN THOSE BUILT TO COMPLY WITH USA, CANADIAN AND JAPANESE REGULATIONS FROM CAR SERIAL NUMBER 30001 UP TO AND INCLUDING:

SRH 33863 - Silver Shadow II and Bentley T2
LRX 33017 - Silver Wraith II
DRH 32491 - Corniche
JRH 31962 - Camargue

Refer to Figures 1 and 2

- 1 Fit UD 9270 relay provided to the speed control bellows mounting bracket utilising the 2BA setscrews, washers and nuts provided as shown in Figure 3.

NOTE: For Corniche and Camargue cars fit the UD 9270 relay to the right-hand inner wing as shown in Figure 4, utilising the self-tapping screws and washers provided.

- 2 Disconnect and completely remove the existing right-hand valance to speed control bellows link loom. This loom contains 'Green/Blue' and 'Blue/Green' cables and is secured externally to the engine loom.
- 3 At the right-hand valance establish that the 'Green/Blue' wire is a 'positive' feed by connecting a test lamp between the 'Green/Blue' and a good earth, and then switching the ignition 'on'. Moving the gear range selector to the 'D' position should cause the test lamp to illuminate. Return the gear range selector to the 'P' position and switch off the ignition.

- 4 Connect the new loom double 'Green/Blue' connection to the existing 'Green/Blue' cable and the new loom 'Blue/Green' connection to the existing 'Blue/Green' cable at the right-hand valance. These connections are shown in Figures 2 and 5.
- 5 Connect the 'Blue/Green flying loom' connection to the bellows 'Blue' cable connection. The 'Red flying loom' connection is connected to the bellows 'Red' cable as shown in Figures 2 and 3. The flying loom should be firmly secured (to avoid any possible loom to throttle linkage foul) to the relay bracket with insulated clip CK 3321 as shown in Figure 3.
- 6 Connect the loom to the relay connections as follows:

Green/Blue connection to W2
Black/Green connection to W1
Green connection to C2
Red connection to C3
As shown in Figure 2.
- 7 With UE 35610 tie wrap clips provided neatly secure the new loom to the engine loom between the valance connections, the relay and bellows ensuring that the loom branch leading to the relay is positioned adjacent to the gearbox dipstick/filler tube. It is essential that the clipping is secure and adequate to avoid any possible contact with the throttle linkage or other moving parts.

NOTE: For Corniche and Camargue cars the loom branch to the relay positioning does not apply due to the relay location difference.
- 8 Following the engine loom, pass the loom to the rear of the ignition distributor and ballast resistor and to the left of the gearbox torque convertor housing as shown in Figure 6.
- 9 Raise the car on a hoist and remove the brake distribution and actuation cover.
- 10 Allow the loom to follow the gearbox actuator loom and stop lamp switch loom but do not secure at this stage.
- 11 Disconnect the gearbox kick-down connection at the side of the gearbox. Cut the 'White/Green' cable as close to the moulded connector plug as possible and fit the UD 13859 right-angled Lucar connector and SPC 1297 right-angled sleeve provided to the 'White/Green' cable.

- 12 Connect the 'Green/Blue' and 'Green' cables to the outer terminals of the stop lamp switch as shown in Figures 2 and 7.
- 13 Following the existing stop lamp loom run the new loom out of the brake actuation mechanism clipping it securely to the existing stop lamp loom using the UE 35610 tie wrap clips provided.
- 14 Fit the brake distribution and actuation cover.
- 15 Using Figure 8 as a guide, clip the loom to the brake distribution cover leading inboard edge, with the edge clip UD 13664 provided, and clip the loom to the cover using insulated loom clip CK 3321 provided.
- 16 Drain the gearbox fluid and remove the gearbox sump and filter as described in Chapter T - Part 2, of Workshop Manual T.S.D. 2476.
- 17 Remove the pressure switch blanking plug shown in Figure 9 and screw in the top gear pressure switch GM 6462286 supplied.

NOTE: Threads on top gear pressure switch are tapered (torque tighten to 6 to 10 lbf. ft.).
- 18 Remove the existing gearbox connector by squeezing inwards the three locating legs and pushing the connector out of the gearbox casing. Fit the new connector GM 8626579 and 'O' ring GM 8619568 supplied.
- 19 Connect the top gear pressure switch to the connector block lead GM 8626426 supplied, between the switch and the large Lucar blade of the connector block. This lead must be routed as shown in Figure 10.
- 20 Ensure the kick-down solenoid connection has been re-connected to the small Lucar blade of the connector block.
- 21 Fit the filter and sump, using sump gasket supplied, as described in Chapter T - Part 2, of Workshop Manual T.S.D. 2476.
- 22 Connect the 'White/Green' cable previously fitted with the right-angled Lucar connector to the vertical male connection of the gearbox connector. Connect the 'Black/Green' cable connection to the horizontal male connection of the gearbox connector.
- 23 Ensure that the loom is well clear of the gearbox actuator linkage, and allowing for the natural movement of the engine and gearbox during running secure any excess loom length to the gearbox actuator loom with the UE 35610 tie wrap clips provided.

STATIC TESTING OF CIRCUIT CHANGES

- 24 Ensure that the speed control bellows to throttle linkage connecting chain has NOT yet been fitted.
- 25 With an assistant observing the speed control bellows, switch the speed control switch to 'on', start engine and move the gear range selector to the 'D' position. The assistant must observe NO contraction of the speed control bellows; switch the speed control off, return the gear range selector to the 'P' position and switch the engine off.
- 26 Disconnect the 'Red' wire in-line Lucar connection at the bellows and connect a test lamp between the 'Red' loom connection and earth.
- 27 Disconnect the 'Black/Green' wire from the W1 connection of the relay.
- 28 Do not start the engine. Switch the ignition 'on' and move the gear range selector to the 'D' position; depressing the brake pedal should not illuminate the test lamp. Releasing the brake pedal should illuminate the test lamp. Switch the ignition off.

NOTE: This check has proved the function of the speed control brake switch inhibit circuit.

- 29 Re-connect the 'Black/Green' wire to the relay W1 connection. Switch the ignition 'on' (the gear range selector will still be in the 'D' position) and ensure that depressing and releasing the brake pedal does not illuminate the test lamp. Return the gear range selector to the 'P' position and switch the ignition off.

NOTE: This check has proved the function of the top gear pressure switch.

- 30 Disconnect the test lamp and re-make the 'Red' loom connection to the bellows 'Red' wire connection.
- 31 Fit the speed control chain (UE 41066) provided, between the bellows and throttle linkage, ensuring the carburetters are off the fast-idle cam and the chain adjusted to give minimum slack.

NOTE: Cars fitted with Solex carburetters have speed control chain UE 36757 and chain sleeve UE 36551 fitted.

- 32 Carry out a Road Test of the car ensuring that all normal speed control functions operate.

TIME ALLOWED:

- 1 To carry out SY/M109 Service Bulletin on motor cars covered by this procedure - 2.85 hours.

- 2 Costs incurred should be claimed on a warranty claim using the reference SY/M109.

KIT OF PARTS:

RH 2746 - for use on left-hand drive cars fitted with SU carburetters.

RH 2748 - for use on left-hand drive cars fitted with Solex carburetters.

PROCEDURE FOR RIGHT-HAND DRIVE CARS OTHER THAN THOSE BUILT TO COMPLY WITH JAPANESE AND AUSTRALIAN REGULATIONS FROM CAR SERIAL NUMBER 30001 UP TO AND INCLUDING:

SRH 33863 - Silver Shadow II and Bentley T2
LRX 33017 - Silver Wraith II
DRH 32491 - Corniche
JRH 31962 - Camargue

Refer to Figures 1 and 2

- 1 Fit UD 9270 relay provided to the speed control bellows mounting bracket, utilising the 2BA setscrews, washers and nuts provided, as shown in Figure 3.

NOTE: For Corniche and Camargue cars fit the UD 9270 relay to the right-hand inner wing as shown in Figure 4 utilising the self-tapping screws and washers provided.

- 2 Disconnect and completely remove the existing right-hand valance to the speed control bellows link loom. This loom contains 'Green/Blue' and 'Blue/Green' cables and is secured externally to the engine loom.
- 3 At the right-hand valance, establish that the 'Green/Blue' wire is a 'positive' feed by connecting a test lamp between the 'Green/Blue' and a good earth, and then switching the ignition 'on'. Moving the gear range selector to the 'D' position should cause the test lamp to illuminate. Return the gear range selector to the 'P' position and switch off the ignition.
- 4 Connect the new loom double 'Green/Blue' connection to the existing 'Green/Blue' cable and the new loom 'Blue/Green' connection to the existing 'Blue/Green' cable at the right-hand valance. These connections are shown in Figures 2 and 5.
- 5 Connect the 'Blue/Green' flying loom connection to the bellows 'Blue' cable connection. The 'Red flying loom' connection is connected to the bellows 'Red' cable as shown in Figures 2 and 3. The flying loom should be firmly secured (to avoid any possible loom to throttle linkage foul) to the relay bracket with insulated clip CK 3321 provided, as shown in Figure 3.

- 6 Connect the loom to the relay connections as follows:

Green/Blue connection to W2
Black/Green connection to W1
Green connection to C2
Red connection to C3
As shown in Figure 2.

- 7 With the UE 35610 tie wrap clips provided neatly secure the new loom to the engine loom between the valance connections, the relay and bellows. It is essential that the clipping is secure and adequate to avoid any possible contact with the throttle linkage or other moving parts.

NOTE: On motor cars fitted with SU type carburetters ensure that the loom branch leading to the relay is positioned adjacent to the gearbox dipstick/filler tube.

- 8 Raise the car on a hoist and remove the brake distribution and actuation cover.
- 9 Pass the loom containing the 'Green' and 'Green/Blue' cables down towards the brake actuation and distribution mechanism routing the loom between the hydraulic pipes and the body longeron. Pass the loom under the bridge formed by the bracket which supports the hydraulic pipe junction block. Pass the loom into the brake mechanism along with the existing stop lamp loom.
- 10 Pass the single sleeved 'Black/Green' wire to the rear of the ignition distributor and ballast resistor and to the left of the gearbox torque converter housing; allow the loom to lie on gearbox housing.
- 11 Disconnect the gearbox kick-down connection at the side of the gearbox. Cut the 'White/Green' cable as close to the moulded connector plug as possible and fit the UD 13859 right-angled Lucar connector and SPC 1297 right-angled sleeve provided to the 'White/Green' cable.
- 12 Connect the 'Green/Blue' and 'Green' cables to the outer terminals of the stop lamp switch as shown in Figures 2 and 7.
- 13 Fit the brake distribution and actuator cover.
- 14 Drain the gearbox fluid and remove the gearbox sump and filter as described in Chapter T - Part 2 of Workshop Manual T.S.D. 2476.
- 15 Remove the pressure switch blanking plug shown in Figure 9 and screw in the top gear pressure switch GM 6462286 supplied.

NOTE: Threads on top gear pressure switch are tapered (torque tighten to 6 to 10 lbf.ft.).

- 16 Remove the existing gearbox connector by squeezing inwards the three locating legs and pushing the connector out of the gearbox casing. Fit the new connector GM 8626597 and 'O' ring GM 8619568 supplied.
- 17 Connect the top gear pressure switch to connector block lead GM 8626426 supplied between the switch and the large Lucar blade of the connector block. This lead must be routed as shown in Figure 10.
- 18 Ensure the kick-down solenoid connection has been re-connected to the small Lucar blade of the connector block.
- 19 Fit the filter and sump, using sump gasket supplied, as described in Chapter T - Part 2 of Workshop Manual T.S.D. 2476.
- 20 Connect the 'White/Green' cable previously fitted with the right-angled Lucar connector to the vertical male connection of the gearbox connector. Connect the Black/Green cable connection to the horizontal male connection of the gearbox connector.
- 21 Ensure that the loom is well clear of the gearbox actuator linkage, and allowing for the natural movement of the engine and gearbox during running, secure any excess loom length to the gearbox actuator loom with the UE 35610 tie wrap clips provided.

STATIC TESTING OF CIRCUIT CHANGES

- 22 Ensure that the speed control bellows to throttle linkage connecting chain has NOT yet been fitted.
- 23 With an assistant observing the speed control bellows, switch the speed control switch to 'on', start the engine and move the gear range selector to the 'D' position. The assistant must observe NO contraction of the speed control bellows; switch the speed control off, return the gear range selector to the 'P' position and switch the engine off.
- 24 Disconnect the 'Red' wire in-line Lucar connection at the bellows and connect a test lamp between the 'Red' loom connection and earth.
- 25 Disconnect the 'Black/Green' wire from the W1 connection of the relay.
- 26 Do not start the engine. Switch the ignition 'on' and move the gear range selector to the 'D' position; depressing the brake pedal should not illuminate the test lamp. Releasing the brake pedal should illuminate the test lamp. Switch the ignition off.

NOTE: This check has proved the function of the speed control brake switch inhibit circuit.

- 27 Reconnect the 'Black/Green' wire to the relay W1 connection. Switch the ignition 'on' (the gear range selector will still be in the 'D' position) and ensure that depressing and releasing the brake pedal does not illuminate the test lamp. Return the gear range selector to the 'P' position and switch the ignition off.

NOTE: This check has proved the function of the top gear pressure switch.

- 28 Disconnect the test lamp and re-make the 'Red' loom connection to the bellows 'Red' wire connection.
- 29 Fit the speed control chain (UE 41066) provided between the bellows and throttle linkage, ensuring the carburetters are off the fast-idle cam and the chain adjusted to give minimum slack.

NOTE: Cars fitted with Solex carburetters have speed control chain UE 36757 and chain sleeve UE 36551 fitted.

- 30 Carry out a Road Test of the car ensuring that all normal speed control functions operate.

TIME ALLOWED:

- 1 To carry out SY/M109 Service Bulletin on motor cars covered by this procedure 2.85 hours.
- 2 Costs incurred should be claimed on a warranty claim using the reference SY/M109.

KIT OF PARTS:

RH 2747 - for use on right-hand drive cars fitted with SU carburetters.

RH 2749 - for use on right-hand drive cars fitted with Solex carburetters.

PROCEDURE FOR FITTING TOP GEAR PRESSURE SWITCH ON RIGHT AND LEFT-HAND DRIVE CARS OTHER THAN THOSE BUILT TO COMPLY WITH USA, CANADIAN, JAPANESE AND AUSTRALIAN REGULATIONS FROM CAR SERIAL NUMBERS:

SRH 33866 to SRH 34651	- Silver Shadow II and Bentley T2
LRH 33018 to LRH 34685	- Silver Wraith II
CRH 32552 to CBH 34474	- Corniche
JRX 32035 to JRX 32336	- Camargue

Motor cars within the above car serial ranges have the modification external to the gearbox fitted; this procedure allows for the completion of the speed control modification.

- 1 Drain the gearbox fluid and remove the gearbox sump and filter as described in Chapter T - Part 2 of Workshop Manual T.S.D. 2476.
- 2 Remove the pressure switch blanking plug shown in Figure 9 and screw in the top gear pressure switch GM 6462286 supplied.

NOTE: Threads on top gear pressure switch are tapered (torque tighten to 6 to 10 lbf. ft.).

3. Remove the existing gearbox connector by squeezing inwards the three locating legs and pushing the connector out of the gearbox casing. Fit the new connector GM 8626597 and 'O' ring GM 8619568 supplied.
- 4 Connect the top gear pressure switch to the connector block lead GM 8626426 supplied between the switch and the large Lucar blade of the connector block. This lead must be routed as shown in Figure 10.
- 5 Ensure the kick-down solenoid connection has been re-connected to the small Lucar blade of the connector block.
- 6 Fit the filter and sump, using sump gasket supplied, as described in Chapter T - Part 2 of Workshop Manual T.S.D. 2476.
- 7 Re-connect the 'White/Green' cable connection to the vertical male connection of the gearbox connector.
- 8 Connect the 'Black/Green' cable connection to the horizontal male connection of the gearbox connector.

NOTE: The 'Black/Green' cable will have been installed on the car and left loose adjacent to the gearbox connector block.

STATIC TESTING OF CIRCUIT CHANGES

- 9 Ensure that the speed control bellows to throttle linkage connecting chain has NOT yet been fitted.
- 10 With an assistant observing the speed control bellows, switch the speed control to 'on', start the engine and move the gear range selector to the 'D' position. The assistant must observe NO contraction of the speed control bellows; switch the speed control off, return the gear range selector to the 'P' position and switch the engine off.

- 11 Disconnect the 'Red' wire in-line Lucar connection at the bellows and connect a test lamp between the 'Red' loom connection and earth.
- 12 Disconnect the 'Black/Green' wire from the W1 connection of the additional speed control relay. (Refer to Figures 3 and 4 for relay location).
- 13 Do not start the engine. Switch the ignition 'on' and move the gear range selector to the 'D' position; depressing the brake pedal should not illuminate the test lamp. Releasing the brake pedal should illuminate the test lamp. Switch the ignition off.

NOTE: This check has proved the function of the speed control brake switch inhibit circuit.

- 14 Re-connect the 'Black/Green' wire to the relay W1 connection. Switch the ignition 'on' (the gear range selector will still be in the 'D' position) and ensure that depressing and releasing the brake pedal does not illuminate the test lamp. Return the gear range selector to the 'P' position and switch the ignition off.

NOTE: This check has proved the function of the top gear pressure switch.

- 15 Disconnect the test lamp and re-make the 'Red' loom connection to the bellows 'Red' wire connection.
- 16 Fit the speed control chain (UE 41066) provided between the bellows and throttle linkage; ensuring the carburetters are off the fast-idle cam and the chain adjusted to give minimum slack.

NOTE: Cars fitted with Solex carburetters have speed control chain UE 36757 and chain sleeve UE 36551 fitted.

- 17 Carry out a Road Test of the car ensuring that all normal speed control functions operate.

TIME ALLOWED:

- 1 To carry out SY/M109 Service Bulletin on motor cars covered by this procedure 0.85 hours.
- 2 Costs incurred should be claimed on a warranty claim using the reference SY/M109.

KIT OF PARTS:

RH 2750 - for use on cars fitted with SU carburetters.

RH 2751 - for use on cars fitted with Solex carburetters.

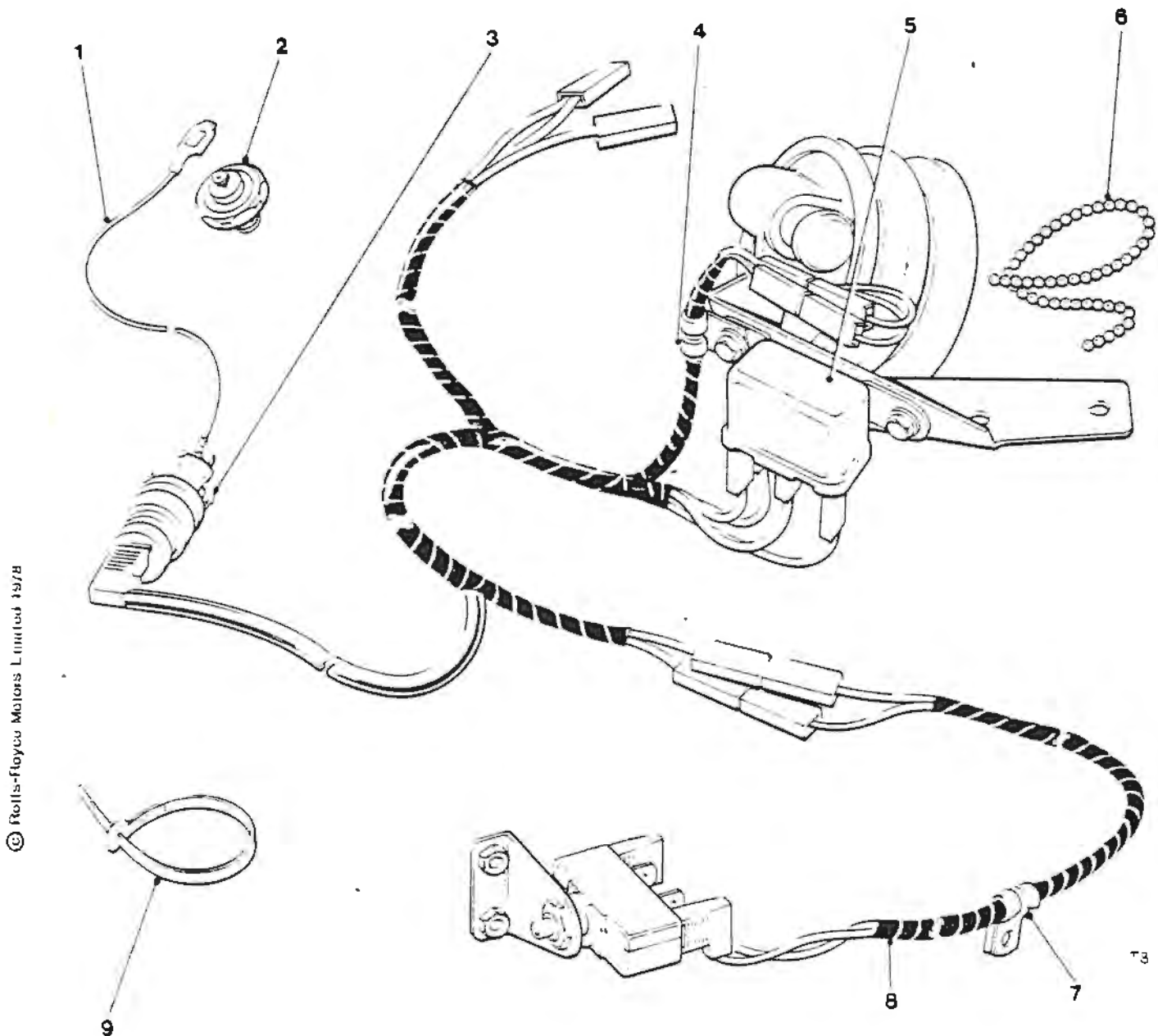
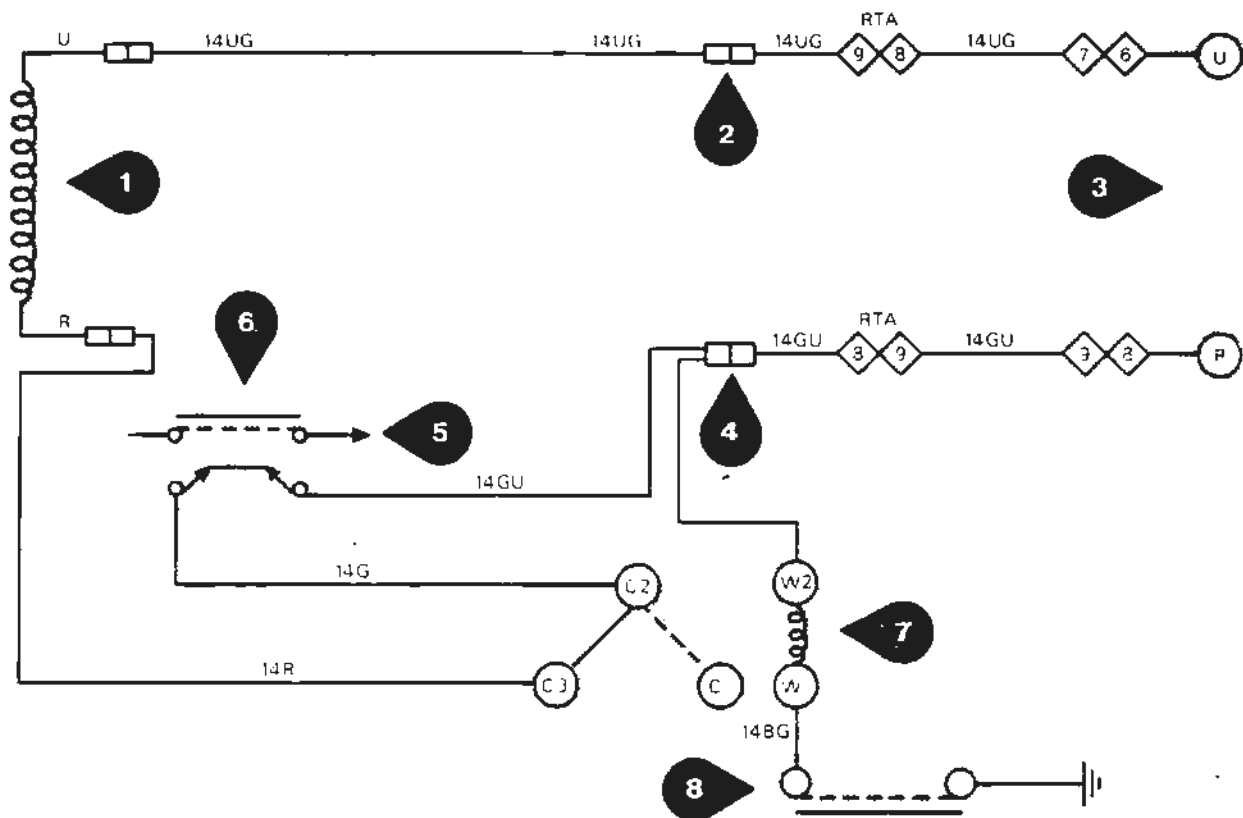


Figure 1 - System Layout

- 1 Top gear pressure switch lead
- 2 Top gear pressure switch
- 3 Gearbox connector
- 4 Insulated loom clip
- 5 Relay
- 6 Speed control chain
- 7 Insulated loom clip
- 8 Loom
- 9 Tie wrap clips



T7

Figure 2 - Wiring Diagram

- 1 Speed control bellows unit
- 2 Valance connection
- 3 Speed control 'blue box'
- 4 Valance connection
- 5 Positive feed to stop lamps
- 6 Stop lamp switch
- 7 Relay
- 8 Top gear pressure switch

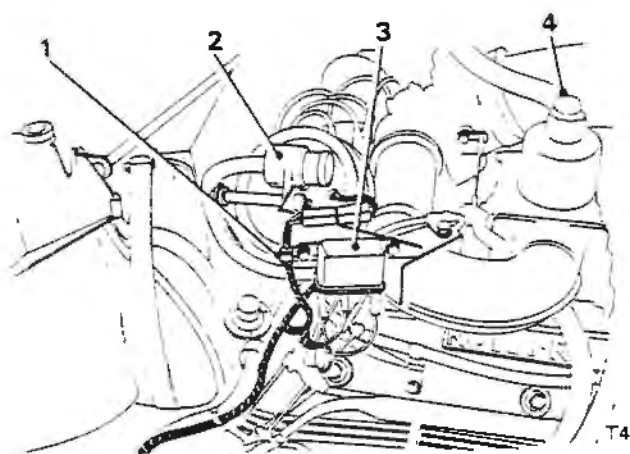


Figure 3 - Fitting Relay to Servo Bellows Bracket

- 1 Insulated clip CK 3321
- 2 Servo bellows unit
- 3 Relay UD 9270
- 4 'A'bank carburetter

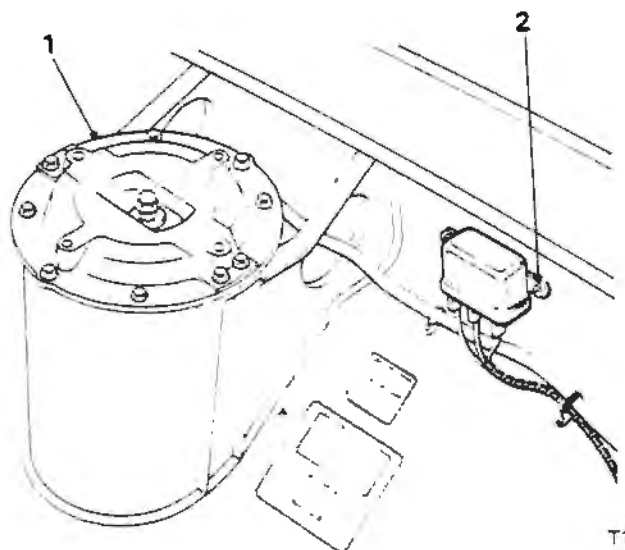


Figure 4 - Fitting Relay to Right-Hand Inner Wing

- 1 Right-hand spring pot
- 2 Relay UD 9270 secured with two self-tapping screws and washers

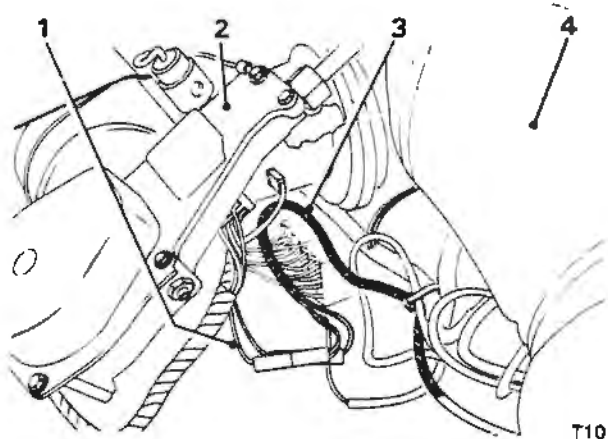


Figure 5 - Valance Connections

- 1 Existing cable from loom connected to the new loom
- 2 Wiper motor
- 3 New loom to servo bellows unit
- 4 Air conditioning ducting



Figure 6 - Loom Positioned Behind Ignition Distributor

- 1 Ignition distributor
- 2 New loom
- 3 Ballast resistor unit

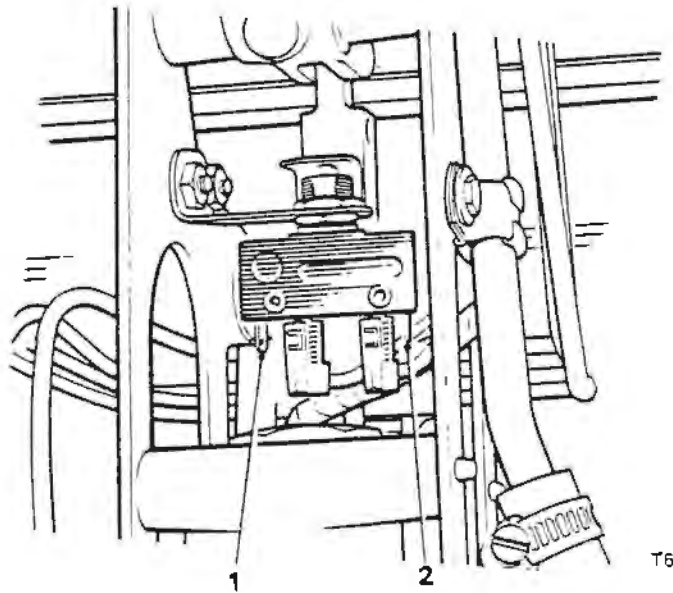


Figure 7. - Stop Lamp Switch Connections

- 1 Green/Blue cable connection
- 2 Green cable connection

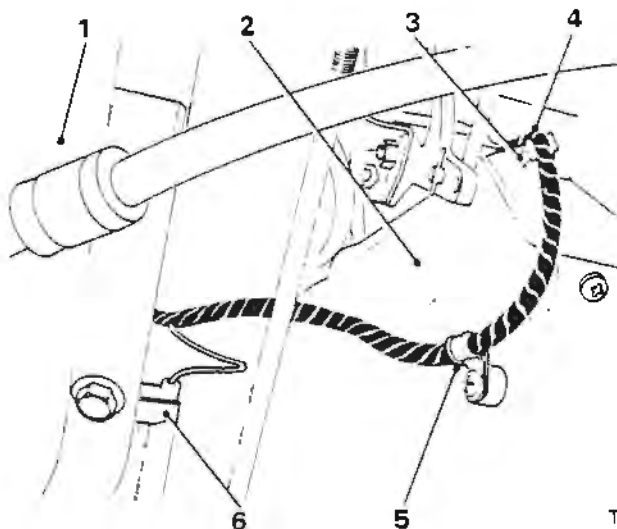


Figure 8 - Clipping Arrangement at Distribution Cover

- 1 Transmission sump
- 2 Brake distribution cover
- 3 Edge clip UD 13664
- 4 Loom (passes through grommet into assembly)
- 5 Insulated clip CK 3321
- 6 Transmission (gearbox) connections

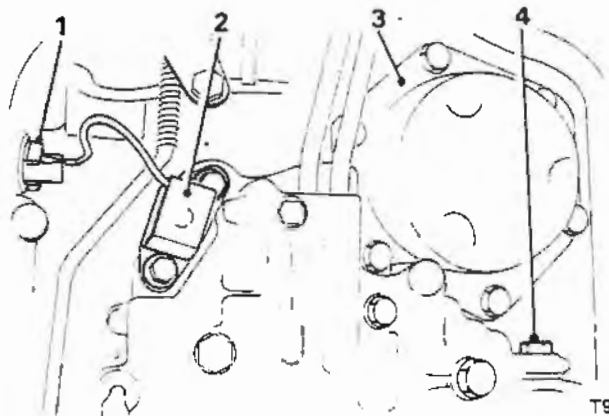


Figure 9 - Gearbox Connection and Blanking Plug to be Changed and Removed

- 1 Gearbox connection to be changed
- 2 Kick-down solenoid
- 3 Front servo
- 4 Blanking plug to be removed and top gear pressure switch fitted

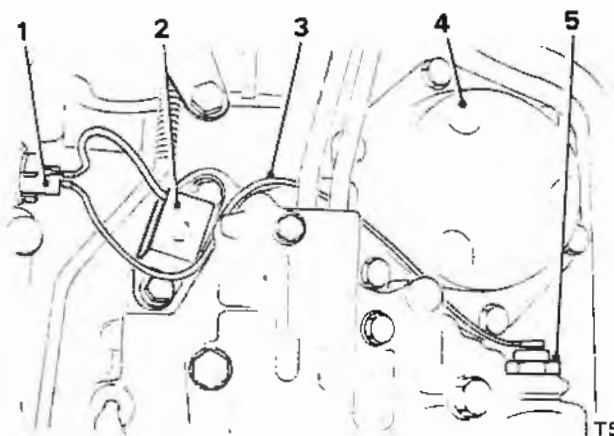


Figure 10 - Top Gear Pressure Switch and Wire Route

- 1 Gearbox connection
- 2 Kick-down solenoid
- 3 Connecting lead
- 4 Front servo
- 5 Top gear pressure switch

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

Bulletin number	SY/M110	Date	22 9 78	ie	1 of 4

Category c

ALL FRANCHISE HOLDERS

CHANGES TO SPECIFICATION

APPLICABLE TO:

All Rolls-Royce Silver Shadow II, Silver Wraith II and Corniche cars and all Bentley T2 and Corniche motor cars from car serial numbers:

Silver Shadow II	-	34573
Silver Wraith II	-	34601
Bentley T2	-	34775
Corniche Saloon	-	34830
Corniche Convertible	-	33029

INTRODUCTION:

This bulletin describes changes which have been made to the above motor cars.

Full technical details and workshop procedures will shortly be issued in a Workshop Manual Supplement.

The following new features have been introduced:

- 1 Headlamp wash/wipe.
- 2 Automatic radio aerial control.
- 3 Manual override for preferential selection of ACU screen or facia airflow.

The following existing features have been revised:

- 1 Gearbox actuator and loom assembly.
- 2 Front foglamp switch and circuit.
- 3 Rear foglamp circuit
- 4 Refrigerant compressor circuit.
- 5 Full throttle cut-out control on cars fitted with exhaust gas recirculation.

DESCRIPTION:

1 Headlamp wash/wipe

Headlamp wash/wipe has been introduced on all cars except those built to the USA and Canadian specification.

The headlamp and windscreen wash/wipe systems can both be activated by depressing the wash/wipe button on the end of the indicator lever. Whilst the windscreen wash/wipe will operate at any time when the ignition is switched on, the headlamp wash/wipe will only operate if the headlamps are also switched on.

The headlamps are cleaned by brushes wiping an arc across the headlamp lenses. The brushes are operated by a conventional wiper motor and rack. The motor is situated beneath the left-hand front wing.

The reservoir under the left-hand front wing provides water for both the headlamp and windscreen washers. There are two independent pumps to feed the two washer systems.

2 Automatic radio aerial

An automatic radio aerial has been introduced on all cars.

The ignition must be in the 'ON (RUN)' or 'ACCESSORY (ACC)' position for the aerial to operate. Switching on the radio will raise the aerial. Switching off the radio lowers it.

3 ACU mode override

A manual override for preferential selection of the airflow through the facia outlets, instead of the screen outlets, has been introduced on all cars.

Operation of the mode override switch, located on the facia in the position previously occupied by the aerial switch, will redirect the airflow from the screen outlets to the facia outlets.

Two important points should be noted:

- 1 The temperature of the air, if redirected, will still be controlled by the upper servo position. Dependent upon the prevailing conditions and the upper temperature selector position, the temperature of air may be either cold or warm.
- 2 The mode flap override will be deactivated and the ACU will revert to full automatic control if either the ACU function switch or the ignition switch is turned to the 'OFF' position.

4 Gearbox actuator and loom assembly

Changes have been made to the actuator and loom on all cars.

The screwed plug and socket on the actuator has been deleted. The loom is now an integral part of the actuator and passes through the left-hand side of the transmission tunnel into the car interior.

The loom is connected to the gear selection wiring by a multi-pin plug and socket mounted adjacent to the top left-hand side of the ACU servo unit. Access to the plug and socket is gained by removing the ACU servo trim cover.

The gearchange mode of operation remains unchanged.

5 Front foglamp switch and circuit

The front foglamp switch and circuit have been revised on all cars except those built to USA, Canadian, Australian and Japanese specification, where foglamps are not included.

The foglamps are now controlled from a switch panel incorporating a warning light which is illuminated when the foglamps are switched on. The switch panel is situated on the lower facia.

The foglamps will only illuminate when the foglamp switch is on and the main lighting switch is in the 'PARK' or 'HEAD' position.

6 Rear foglamp circuit

The rear foglamp circuit has been revised on all cars, except those built to the USA, Canadian, Australian and Japanese specification where foglamps are not included.

The rear foglamps are controlled from a switch panel incorporating a warning light, which is illuminated when the foglamps are switched on. The switch panel is situated in the lower fascia.

The rear foglamps will only illuminate when the foglamp switch is in the 'ON' position, and side lamps or dipped headlamps are in use. Switching to main beam will extinguish the rear foglamps.

7 Refrigerant compressor circuit

This change is applicable to all cars.

The compressor electrical circuit is now permanently earthed so that it is always operating provided that:

- 1 The engine is running
- 2 The ambient temperature is above 0°C.
- 3 The air conditioning unit function switch is not in the 'OFF' position.

This change has been introduced to reduce the possibility of interior windscreen misting under adverse conditions.

8 Exhaust gas recirculation cut-out control

This change only applies to cars built to USA, Canadian, Australian and Japanese specification.

The switch, mounted on the carburettor assembly, which cuts out the exhaust gas recirculation system under full throttle conditions has been deleted.

The exhaust gas recirculation system is now cut out under full throttle conditions by the kickdown switch.



Service Bulletins

Chapter N

Power Assisted Steering

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/N13										Date	20	12	76	Page	1 of 7
Circulation list																

Category A

A

ALL DISTRIBUTORS AND RETAILERS

STEERING BOX PENDULUM LEVER SECURING NUT

APPLICABLE TO:

All Rolls-Royce, Silver Shadow and Bentley 'T' series four door saloon and long wheelbase cars listed in this bulletin.

INTRODUCTION:

It is normal production procedure to check certain fastenings on cars before they leave the factory. The steering box pendulum lever securing nut is included in this check.

In the course of such checks insecure nuts have been found on pendulum levers of two new cars not yet released. In both cases the threads of the securing nuts were damaged.

The cause of the problem has been identified and if it exists in service it will be limited to the cars listed in this bulletin.

Although no such fault has been recorded on any car in service we are instructing Distributors and Retailers to carry out a check; the check is a simple torque tightness one.

Service Managers are therefore asked to ensure that the owners of cars whose chassis numbers are listed be contacted immediately and asked to bring their car to be checked. In those cases where cars sold by your company are serviced elsewhere, the owner should be requested to take the car to his nearest Rolls-Royce franchise holder.

Satisfactory completion of this work should be identified by two white paint spots on the epaulette on the right hand corner of the radiator top tank and on the lower end of the steering box rocker shaft.

The procedure for the check is as follows:

PROCEDURE:

- 1 Place the car on a ramp.
- 2 Torque tighten the nut, which secures the pendulum lever, to 13,8 kgf.m. (100 lbf. ft.).
- 3 Check to ensure that the nut tightens satisfactorily to 13,8 kgf.m. (100 lbf. ft.). If not carry out operation 4, otherwise carry out operation 5.
- 4 Remove the securing nut. Fit a new nut and torque tighten to 13,8 kgf.m. (100 lbf.ft.). Return the nut on a service label to Rolls-Royce Motors in the normal manner.
- 5 Paint spot the radiator and steering box rocker shaft and face to provide visual evidence that the check has been carried out.

Any cost involved in this check should be claimed on a warranty claim form which should be completed in the normal manner. The reference SY/N13 should be used in place of a manhour schedule number.

TIME ALLOWED: 0.40 hours

Hly

SRH 21621	SRH 25223	SRE 25276	SRX 25331	LRE 25378
SRH 22667	SRH 25224	SRH 25277	SBH 25332	LRH 25379
LRE 24853	SRH 25225	SRH 25278	SRX 25333	LRE 25380
SRX 24867	SRH 25226	SRH 25279	SBH 25334	LRE 25381
LRE 24900	SRE 25227	SRH 25280	SRE 25335	LRE 25382
LRE 24906	SRH 25228	SRE 25281	SRH 25336	LRE 25383
LRE 24908	SRH 25229	SRH 25282	SRH 25337	LRH 25384
DRH 25043	SRH 25230	SRH 25283	SRE 25338	LRE 25385
LRE 25100	SRE 25231	SRH 25284	SRH 25339	LRE 25386
LRE 25102	SRH 25232	SRH 25285	SRH 25340	LRE 25387
LRE 25103	SRH 25233	SRH 25286	SRX 25341	LRE 25388
LRX 25104	SRH 25234	SRH 25287	SRH 25342	LRE 25389
LRX 25105	SRH 25235	SRE 25288	SRE 25343	LRX 25390
LRE 25106	SRH 25236	SRH 25289	SRH 25344	LRE 25391
LRE 25107	SRH 25237	SRH 25290	SRE 25345	LRX 25392
LRX 25108	SRH 25238	SRH 25291	SRH 25346	LRH 25393
SRX 25109	SRH 25239	SRH 25292	SRX 25347	SRX 25401
SRH 25138	LRE 25240	SRH 25293	SRH 25348	SBH 25402
SRH 25162	LRH 25241	SRH 25294	SRE 25349	SRX 25403
LRH 25169	LRE 25242	SRH 25295	SRH 25350	SBH 25404
LRE 25170	LRX 25243	SRH 25296	SRH 25351	SRH 25405
LRE 25171	LRE 25244	SRE 25297	SRH 25352	SRE 25406
LRH 25172	LRE 25245	SBH 25298	SRX 25353	SRH 25407
LRE 25173	LRE 25246	SRH 25299	SRH 25354	SRE 25408
LRE 25174	LRH 25247	SRH 25300	SRE 25355	SRH 25409
LRH 25175	LRE 25248	SRH 25301	SRH 25356	SRH 25410
LRE 25176	LRE 25249	SRE 25302	SRE 25357	SRX 25411
LRE 25177	LRE 25250	SRH 25303	SRH 25358	SRH 25412
LRE 25178	LRH 25251	SRH 25304	SRH 25359	SRE 25413
LRE 25179	LRE 25252	SRH 25305	SRE 25360	SRH 25414
LRX 25180	LRE 25253	SBH 25306	SRH 25361	SRH 25415
LRE 25181	LRX 25254	SRH 25307	SRH 25362	SRE 25416
LRE 25182	LRE 25255	LRE 25308	SRH 25363	SRH 25417
LRE 25183	SRH 25256	LRE 25309	SRH 25364	SRH 25418
LRX 25184	SRX 25263	LRX 25310	SRE 25365	SRX 25419
SRX 25186	SRH 25264	LRE 25311	SRH 25366	SRH 25420
SRX 25189	SRH 25265	LRE 25312	SRH 25367	SRH 25421
SRE 25194	SRH 25266	LRE 25313	SRH 25368	SRE 25422
SBH 25196	SRH 25267	LRE 25314	SRH 25369	SRH 25423
SRH 25201	SRH 25268	LRH 25315	SRH 25370	SRE 25424
SRH 25207	SRH 25269	LRX 25316	SRH 25371	SRE 25425
SRH 25209	SRH 25270	LRE 25318	SRE 25372	SRH 25426
SRH 25213	SRH 25271	LRE 25319	SRH 25373	SRH 25427
SRH 25214	SRH 25272	LRE 25320	SBX 25374	SRH 25428
SRE 25215	SRH 25273	LRH 25321	SRH 25375	SRH 25429
SRH 25218	SRH 25274	LRE 25322	SRX 25376	SRH 25430
SRH 25222	SRE 25275	LRX 25323	SRH 25377	SRE 25431

SRH 25432	SRH 25493	LRX 25541	LRX 25598	SRE 25659
SRH 25433	SRX 25494	LRE 25542	LRE 25599	SRH 25660
LRX 25434	SRH 25495	LRH 25543	LRE 25600	SRH 25661
SRE 25435	SRH 25496	LRE 25544	LRE 25601	SBX 25662
SRH 25436	SRX 25497	LRX 25545	LRE 25602	SRH 25663
SRH 25437	SRH 25498	LRE 25546	LRX 25603	SRH 25664
SBX 25438	SRH 25499	LRE 25547	LRE 25604	SRH 25665
SBX 25439	SRE 25500	LRE 25548	LRE 25605	SRE 25666
SRE 25440	SRH 25501	LRX 25549	LRE 25606	SRH 25667
SRH 25441	SRH 25502	LRE 25550	LRX 25607	SRH 25669
SRE 25442	SRX 25503	LRE 25551	LRE 25608	SRE 25670
SRH 25443	SRH 25504	SRH 25559	LRE 25609	SRH 25671
SRH 25444	SRH 25505	SRH 25560	LRE 25610	LRE 25672
LRE 25445	SRX 25506	SBH 25561	LRE 25611	LRX 25673
LRE 25447	SRH 25507	SRX 25562	SRX 25625	LRE 25674
LRE 25448	SRH 25508	SRH 25563	SBH 25626	LRE 25675
LRE 25449	SRE 25509	SRH 25564	SRE 25627	LRE 25676
LRE 25450	SRH 25510	SRE 25565	SBH 25628	LRH 25677
LRX 25452	SRH 25511	SRH 25566	SRX 25629	LRE 25679
LRE 25453	SRX 25512	SRH 25567	SRH 25630	LRE 25681
SRH 25454	SRH 25513	SRE 25568	SRE 25631	LRX 25682
LRE 25455	SRH 25514	SRH 25570	SRH 25632	LRH 25683
LRE 25458	SRX 25515	SRH 25571	SRH 25633	LRE 25684
LRX 25459	SRH 25516	SRH 25572	SRH 25634	LRE 25685
LRH 25460	SRE 25517	SRH 25573	SRH 25635	SRE 25687
SRX 25470	SRH 25518	SRH 25575	SRE 25636	SRE 25693
SBH 25471	SRX 25519	SRH 25576	SRH 25637	SBH 25694
SBH 25472	SRH 25520	SRH 25577	SRX 25638	SBH 25695
SRX 25473	SRX 25521	SRH 25578	SRH 25639	SRX 25696
SRH 25474	SRH 25522	SRH 25579	SRE 25640	SRH 25697
SRH 25475	SRX 25523	SRH 25580	SRH 25641	SRH 25698
SRX 25476	SRH 25524	SRE 25581	SRH 25642	SRE 25699
SRH 25477	SRH 25525	SRH 25582	SRH 25643	SRH 25700
SRH 25478	SRH 25526	SRH 25583	SRH 25644	SRH 25701
SRE 25479	SRH 25527	SRE 25584	SRE 25645	SRE 25702
SRH 25480	SRH 25528	SRH 25585	SRH 25646	SRH 25703
SRX 25481	SRH 25529	SRH 25586	SRH 25647	SRH 25704
SRH 25482	SRH 25530	SRX 25587	SRX 25648	SRH 25705
SRX 25483	SRH 25531	SRH 25588	SRH 25649	SRH 25706
SRH 25484	SRH 25532	SRE 25589	SRH 25650	SRH 25707
SRH 25485	SRH 25533	SRH 25590	SRE 25651	SRH 25708
SRX 25486	LRX 25534	SRE 25591	SRE 25652	SRH 25709
SRH 25487	LRE 25535	SRH 25592	SRH 25653	SRH 25710
SRH 25488	LRH 25536	SRH 25593	SRH 25654	SRE 25711
SRE 25489	LRE 25537	SRH 25594	SRH 25655	SRH 25712
SRH 25490	LRX 25538	SRE 25595	SRH 25656	SRE 25713
SRH 25491	LRE 25539	LRE 25596	SRH 25657	SRH 25714
SRX 25492	LRE 25540	LRE 25597	SRH 25658	SRX 25715

SRH 25716	SRE 25774	SBH 25834	LRE 25885	SRH 25938
SRH 25717	SRH 25775	SRE 25835	LRE 25886	SRH 25939
SRE 25718	SRE 25776	SBH 25836	LRE 25888	SRH 25940
SRH 25719	SRH 25777	SRE 25837	LRE 25889	LRE 25941
SRH 25720	SRE 25778	SRH 25838	LRE 25890	LRX 25942
SRE 25721	SRH 25779	SRH 25839	LRE 25891	LRE 25943
SRH 25722	SRE 25780	SRH 25840	LRE 25892	LRE 25944
SRH 25723	SRH 25781	SRH 25841	LRH 25893	LRE 25945
SRH 25724	SRH 25782	SRE 25842	LRE 25894	LRE 25946
SRH 25725	SRH 25783	SRH 25843	SRX 25895	LRX 25947
SRH 25726	SRE 25784	SRE 25844	SRH 25896	LRE 25948
SRE 25727	SRH 25785	SRH 25845	SBH 25897	LRE 25949
SRH 25728	SRH 25786	SRE 25846	SBH 25898	LRE 25950
SRH 25729	SRE 25787	SRH 25847	SRE 25899	LRH 25951
SRE 25730	SRH 25788	SRX 25848	SBH 25900	LRE 25952
SRH 25731	SRH 25789	SRH 25849	SRH 25901	LRH 25954
SRH 25732	SRH 25790	SRE 25850	SRE 25902	LRE 25955
SRX 25733	SRE 25791	SRH 25851	SRH 25903	LRE 25956
SRH 25734	SRH 25792	SRE 25852	SRH 25904	SRH 25965
SRH 25735	SRH 25793	SRH 25853	SRH 25905	SBH 25966
SRE 25736	SRH 25794	SRH 25854	SRH 25906	SBH 25968
SRH 25737	SRH 25795	SRH 25855	SRE 25907	SRE 25969
SRH 25738	SRH 25796	SRH 25856	SRH 25908	SRH 25970
LRE 25739	SRH 25797	SRH 25857	SRE 25909	SRH 25972
LRE 25740	SRE 25798	SRE 25858	SRH 25910	SRX 25973
LRX 25741	SRH 25799	SRH 25859	SRH 25911	SRE 25976
LRE 25742	SRH 25800	SRH 25860	SRE 25912	SRH 25977
LRE 25743	SRE 25801	SRE 25861	SRH 25913	SRX 25978
LRE 25744	SRH 25802	SRH 25862	SRH 25914	SRH 25979
LRH 25745	SRH 25803	SRH 25863	SRH 25915	SRH 25980
LRE 25746	SRE 25804	SRX 25864	SRE 25916	SRE 25981
LRE 25747	SRH 25805	SRH 25865	SRH 25917	SRH 25982
LRX 25748	SRH 25806	SRH 25866	SRH 25918	SRX 25984
LRE 25749	SRH 25807	SRE 25867	SRH 25920	SRH 25986
LRE 25750	SRH 25808	SRH 25868	SRH 25921	SRE 25987
LRE 25751	SRH 25809	SRE 25869	SRE 25922	SRH 25988
LRE 25752	LRE 25810	SRH 25870	SRH 25923	SRH 25989
LRE 25754	LRH 25811	SRH 25871	SRH 25924	SRH 25990
SBX 25762	LRE 25812	SRH 25872	SRH 25925	SRH 25992
SRX 25763	LRX 25813	SRH 25873	SRE 25926	SRE 25993
SBH 25764	LRE 25814	SRH 25874	SRH 25927	SRH 25994
SRE 25765	LRE 25815	SRE 25875	SRH 25928	SRE 25995
SRX 25766	LRH 25816	SRH 25876	SRE 25929	SRH 25996
SBH 25767	LRE 25817	SRH 25877	SRH 25930	SRH 25997
SRE 25768	LRX 25818	SRE 25878	SRE 25931	SRH 25998
SRH 25769	LRE 25820	LRE 25879	SRH 25932	SRE 25999
SRE 25770	SRE 25821	LRE 25880	SRH 25933	SRH 26000
SRH 25771	SRE 25822	LRE 25882	SRH 25934	SRH 26001
SRX 25772	LRE 25823	LRE 25883	SRH 25936	SRH 26003
SRH 25773	LRX 25824	LRE 25884	SRH 25937	SRH 26004

SRH 26005	SRE 26076	LRE 26145	SRE 26235	SRH 26326
SRE 26006	SRH 26077	LRH 26146	SRH 26236	SRH 26327
LRX 26007	SRH 26078	LRE 26148	SRH 26237	SRE 26328
LRE 26008	SRH 26079	LRE 26149	SRH 26239	SRH 26329
LRE 26011	SRE 26080	LRE 26150	SRH 26240	SRH 26330
LRH 26012	SRH 26081	LRE 26151	SRH 26243	SRH 26331
LRE 26013	SRE 26083	SRE 26161	SRE 26244	LRE 26334
LRE 26014	SRH 26084	SBH 26162	SRH 26245	LRX 26346
LRE 26015	SRH 26085	SBH 26163	SRH 26246	SBH 26355
LRX 26016	SRH 26087	SRE 26164	SRH 26250	SRH 26356
LRE 26017	SRH 26089	SRH 26165	SRH 26252	SRH 26358
LRE 26019	SRH 26091	SRH 26167	SRH 26253	SRH 26359
LRE 26020	SRH 26093	SRH 26168	SRH 26254	SRE 26360
LRE 26021	SRE 26094	SRE 26169	SRH 26255	SRH 26361
SRH 26028	SRH 26095	SRH 26170	SRH 26257	SRH 26362
SRE 26029	SRH 26097	SRH 26172	SRH 26258	SRH 26364
SRE 26030	SRH 26098	SRH 26173	SRH 26260	SRH 26366
SBH 26031	SRH 26099	SRX 26174	SRH 26262	SRH 26369
SRE 26032	SRE 26100	SRH 26175	SRH 26264	SRE 26370
SBH 26034	SRH 26101	SRH 26176	SRH 26266	SRH 26371
SRE 26035	SRE 26102	SRH 26178	LRE 26268	SRH 26377
SRE 26036	SRH 26103	SRH 26179	LRX 26275	SRE 26378
SBH 26037	SRH 26104	SRH 26181	LRE 26276	SRH 26379
SRE 26038	SRH 26105	SRH 26186	LRE 26281	SRH 26381
SRX 26039	SRH 26107	SRH 26188	SRE 26286	SRH 26387
SRH 26040	SRE 26108	SRE 26189	SBH 26287	SRE 26397
SRE 26042	SRH 26109	SRH 26190	SRE 26288	SRH 26400
SRH 26043	SRH 26111	SRH 26193	SBH 26289	LRE 26406
SRX 26044	SRH 26112	SRH 26195	SRH 26291	LRX 26411
SRH 26045	SRH 26113	SRH 26197	SRH 26292	SRE 26421
SRX 26046	SRH 26115	SRH 26199	SRH 26294	SRE 26423
SRH 26047	SRH 26117	SRH 26201	SRH 26295	SRE 26425
SRE 26049	SRH 26118	SRX 26202	SRH 26297	SRE 26427
SRH 26050	SRH 26119	SRH 26203	SRX 26299	SRE 26430
SRE 26051	SRE 26122	SRX 26204	SRH 26300	SRH 26431
SRH 26053	SRH 26123	LRE 26206	SRH 26302	SRX 26432
SRX 26054	SRH 26124	LRE 26208	SRH 26304	SRH 26436
SRH 26055	SRH 26125	LRE 26209	SRH 26305	SRE 26445
SRH 26056	SRE 26126	LRE 26212	SRE 26306	SRH 26447
SRE 26057	SRH 26127	LRX 26213	SRH 26307	SRH 26454
SRE 26060	SRH 26128	LRE 26216	SRH 26308	SRH 26456
SRH 26061	SRH 26130	LRE 26217	SRX 26309	SRH 26457
SRE 26062	SRH 26131	LRE 26218	SRX 26310	SRH 26459
SRH 26063	SRH 26132	SBH 26222	SRE 26311	SRH 26466
SRH 26065	SRH 26133	SRX 26223	SRH 26313	LRX 26471
SRE 26066	SRE 26135	SBH 26224	SRH 26315	LRE 26474
SRH 26067	SRH 26137	SRH 26226	SRH 26316	LRE 26483
SRH 26069	SBX 26138	SRH 26229	SRH 26318	SRE 26507
SRX 26070	SRH 26139	SRH 26230	SRH 26321	SRH 26508
SRE 26073	LRE 26140		SRE 26322	SRH 26512
SRE 26074	LRE 26141	SRX 26232	SRH 26323	SRE 26514
SRH 26075	LRE 26143	SRH 26234	SRH 26324	SRE 26518

SRE 26526

LRX 26537

LRE 26539

LRE 26540

LRE 26542

LRH 26543

LRE 26544

LRE 26545

LRE 26547

SRH 26558

SRX 26564

SRX 26566

SRH 26568

SRE 26569

SRE 26581

SRE 26583

SRE 26590

SRE 26597

SRH 26599

LRX 26621

SRE 26647

SRE 26653

SRH 26657

SRE 26661

SRX 26663

LRE 26673

LRE 26690

LRE 26697

SRE 26700

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/N15										Date	27 5 77			Page	1 of 10		
Circulation list																		

Category A

ALL DISTRIBUTORS AND RETAILERS



STEERING CHECKS

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars listed in pages 6 to 10 inclusive in this Service Bulletin.

INTRODUCTION:

This Service Bulletin has been issued to instruct certain visual and torque tightness checks which must be carried out on a group of car types listed above, the chassis numbers of which are given at the end of this bulletin.

The checks are given in no particular order of importance or priority and some of the checks do not necessarily apply to all of the cars listed. However for simplicity we have decided to apply them generally to all of the cars listed.

There is a slight exception regarding one check and this is noted in the bulletin text.

DESCRIPTION:

The checks to be carried out are as follows:

- C1 The torque tightness of the four setscrews securing the two steering rack mounting feet to the front sub-frame.
- C2 The torque tightness of the four nuts and bolts securing the engine front mount crossmember to the front sub-frame.
- C3 A visual examination of the two setscrews securing the inner ball joint bracket to the steering rack.
- C4 The torque tightness of the three countersunk setscrews securing the steering wheel to its hub.

Figures 1 and 2 show details of the areas where these checks and visual examinations are to be carried out.

PROCEDURE:

Check C1

Steering Rack Mounting Feet to Front Sub-frame

The four setscrews fastening the steering rack to the sub-frame are torque tightened on assembly to between 5,8 kg.m. and 6,2 kg.m. (42 lb.ft. and 45 lb.ft.). The following procedure should be used to ensure that the torque tightness is correct:

1. Raise the car on a hoist.
2. Check the torque of the four setscrews shown in Figure 1, item C1. The correct figures are 5,8 kg.m. to 6,2 kg.m. (42 lb.ft. to 45 lb.ft.) and the check should be made using a 5/8 in. A/F socket and universal joint, extension bar and normal torque spanner.

Check C2

Front Engine Mount Crossmember to Sub-frame Nuts and Bolts

Torque figure for the four engine mount crossmember nuts and bolts should be 11,7 kg.m. to 12,5 kg.m. (85 lb.ft. to 90 lb.ft.). This is a revised figure from the previous one which was 8,3 kg.m. to 9,0 kg.m. (60 lb.ft. to 65 lb.ft.).

1. Raise the car on the hoist.
2. Check the torque of the four nuts and bolts shown in Figure 1 item C2 using a normal torque spanner and socket, and raise to the revised torque figure if necessary.

Check C3

Visual Inspection of the Inner Ball Joint Bracket to Steering Rack Setscrews

Using the procedure outlined below, a visual check must be carried out on the fasteners of the steering rack and pinion inner ball joint bracket. The two setscrews should carry the marking "GKN M 8.8". If the marking is incorrect then the setscrews must be removed and returned with a service label quoting this Service Bulletin Number. If the marking is correct do not disturb the locking plate or setscrews.

1. With the car raised on the hoist.

2. Visually inspect the two setscrews securing the inner ball joint bracket to the steering rack as shown in Figure 1, item C3. The setscrews should carry the wording "GKN M 8.8". If the wording is incorrect then the setscrews must be renewed as follows.
3. Knock back the locking tabs.
4. Unscrew and remove the incorrectly worded setscrews.
5. Fit new setscrews part number SPM 1278 and new lock plate SPM 1279.
6. The setscrews should be torque tightened to 3,8 kg.m. to 4,1 kg.m. (27.5 lb.ft. to 30 lb.ft.) and the lock tabs correctly turned over.
7. Any incorrectly worded setscrews should be returned to R-RM on a service label quoting this Service Bulletin number.

Check C4

Steering Wheel to Hub (Excluding Camargue and Corniche cars)

Using the procedure outlined below check the torque tightness of the three countersunk setscrews shown in Figure 2 item C4 which secure the steering wheel to the hub.

The correct torque figure is 0,8 kg.m. to 1,1 kg.m. (6 lb.ft. to 8 lb.ft.).

1. Disconnect the battery.
2. Feed 31 cm. (12.0 in.) of strong thin cord in a loop into the gap between the horn button and steering wheel inner rim to lie against the spindle.
3. Simultaneously pull both ends of the cord sharply and pull the horn button from the wheel. Remove the contact plate.
4. Check the torque tightness of the three countersunk steering wheel to hub setscrews. The correct figure is 0,8 kg.m. to 1,1 kg.m. (6 lb.ft. to 8 lb.ft.). Should any of the screws be below these figures then the screws must be removed and any locking material removed from the threads of the screws and hub.
5. The screws should then be re-fitted using Loctite 602 and correctly torque tightened.
6. Refit the contact plate.
7. Fit the horn button and connect the battery.

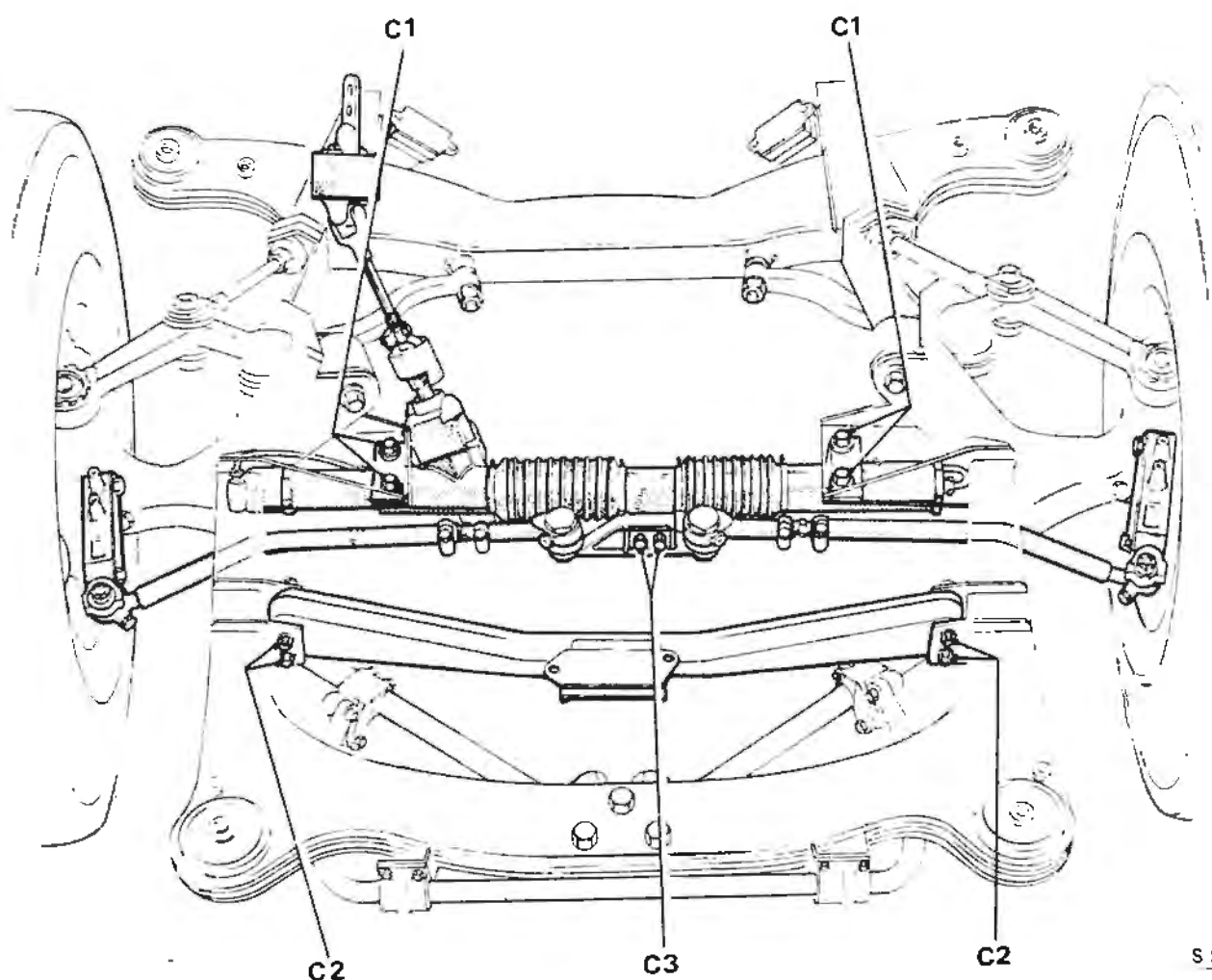
GENERAL

When the four checks have been completed a red spot should be painted on the right-hand spring pot adjacent to the stamped chassis number on the spring pot bracket.

TIME ALLOWED

To carry out check SY/N15 - (0.75 hours).

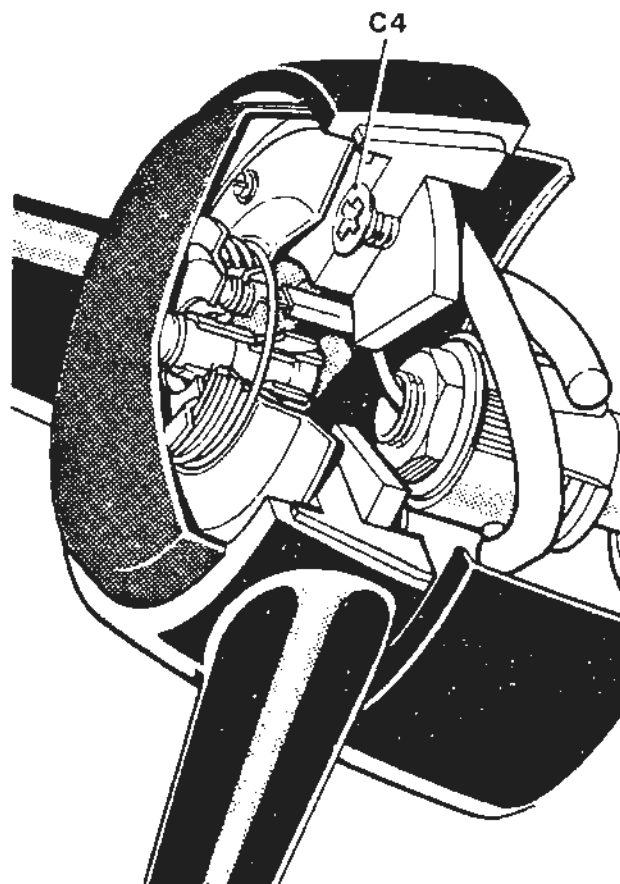
The above work to be submitted through normal warranty procedure on separate claim forms quoting the reference SY/N15.



S 214

FIGURE 1

- C1 Steering rack mounting feet to front sub-frame setscrews.
- C2 Front engine mount crossmember to front sub-frame setscrews.
- C3 Two setscrews securing the inner ball joint bracket to the rack.
- C denotes check



S 243

FIGURE 2

C4 Steering wheel to hub countersunk setscrews.

SRF 30001	SRX 30051	DRH 30101	SRF 30151	SRH 30201
SRF 30002	SBH 30052	CRH 30102	SRH 30152	SRX 30202
DRH 30003	SBH 30053	DRX 30103	SRH 30153	SRH 30203
SRH 30004	SBH 30054	DRF 30104	SRH 30154	SRH 30204
SRF 30005	SBH 30055	DRF 30105	SRH 30155	SRF 30205
SRF 30006	SRF 30056	CRF 30106	LRF 30156	SRH 30206
SRH 30007	SRH 30057	SRX 30107	LRF 30157	SRF 30207
SRX 30008	SRH 30058	SRF 30108	LRF 30158	SRH 30208
DRX 30009	SRH 30059	SRH 30109	LRX 30159	SRX 30209
DRX 30010	SRF 30060	SRF 30110	LRX 30160	SRH 30210
CRX 30011	SRH 30061	SRH 30111	LRF 30161	SRF 30211
DRX 30012	SRH 30062	SRF 30112	LRF 30162	SRH 30212
DRX 30013	SRF 30063	SRH 30113	LRF 30163	SRF 30213
CRX 30014	SRH 30064	SRF 30114	LRH 30164	SRH 30214
JRH 30015	SRF 30065	SRF 30115	LRF 30165	SRX 30215
DRX 30016	SRH 30066	SRH 30116	LRF 30166	SRH 30216
DRX 30017	SRH 30067	SRF 30117	LRF 30167	SRF 30217
CRX 30018	SRH 30068	SRF 30118	LRF 30168	SRH 30218
CRX 30019	SRH 30069	SRH 30119	LRX 30169	SRF 30219
DRX 30020	SRH 30070	SRF 30120	LRF 30170	SRH 30220
CRH 30021	SRH 30071	SRH 30121	LRF 30171	SRX 30221
DRH 30022	SRH 30072	SRF 30122	CRF 30172	SRH 30222
CRX 30023	SRH 30073	SRH 30123	DRF 30173	SRH 30223
CRX 30024	SRF 30074	SRX 30124	DRF 30174	SRF 30224
CRX 30025	SRH 30075	SRF 30125	CRH 30175	SRH 30225
CRX 30026	SRH 30076	SRH 30126	DRF 30176	SRH 30226
CRH 30027	SRF 30077	SRX 30127	DRF 30177	SRF 30227
DRX 30028	SRH 30078	SRF 30128	DRF 30178	SRH 30228
DRH 30029	SRH 30079	SRH 30129	CRX 30179	SRH 30229
JRX 30030	SRH 30080	SRF 30130	JRX 30180	LRF 30230
CRX 30031	SRH 30081	SRH 30131	SRF 30181	LRF 30231
CRX 30032	SRH 30082	SRH 30132	SRX 30182	LRF 30232
DRX 30033	SRH 30083	SRF 30133	SRH 30183	LRH 30233
CRX 30034	SRH 30084	SRH 30134	SRF 30184	LRF 30234
JRH 30035	SRH 30085	SRF 30135	SRH 30185	LRF 30235
JRX 30036	SRH 30086	SRH 30136	SRF 30186	LRF 30236
CRX 30037	SRH 30087	SRH 30137	SRH 30187	LRF 30237
DRH 30038	SRH 30088	SRF 30138	SRX 30188	LRX 30238
CRX 30039	SRH 30089	SRH 30139	SRH 30189	LRF 30239
JRX 30040	SRH 30090	SRH 30140	SRF 30190	LRF 30240
SRX 30041	SRH 30091	SRF 30141	SRF 30191	LRF 30241
SRX 30042	LRH 30092	SRF 30142	SRH 30192	LRH 30242
SRX 30043	LRF 30093	SRH 30143	SRF 30193	LRF 30243
SRX 30044	LRF 30094	SRH 30144	SRH 30194	LRF 30244
SRX 30045	LRF 30095	SRF 30145	SRX 30195	LRF 30245
SBX 30046	LRF 30096	SRH 30146	SRF 30196	CRF 30246
SRX 30047	LRX 30097	SRF 30147	SRH 30197	DRX 30247
SRX 30048	LRF 30098	SRH 30148	SRF 30198	DRF 30248
SRX 30049	CRX 30099	SRF 30149	SRH 30199	CRX 30249
SRX 30050	DRF 30100	SRH 30150	SRF 30200	DRF 30250

DRF 30251	SRF 30301	SRX 30351	SRH 30401	SRF 30451
DRF 30252	SRF 30302	SRX 30352	SRF 30402	SRH 30452
CRF 30253	SRX 30303	SRH 30353	SRH 30403	LRF 30453
JRX 30254	LRF 30304	SRF 30354	SRX 30404	LRF 30454
SRH 30255	LRF 30305	SRX 30355	SRH 30405	LRX 30455
SRF 30256	LRH 30306	SRH 30356	SRF 30406	LRF 30456
SRH 30257	LRF 30307	SRX 30357	SRF 30407	LRF 30457
SRX 30258	LRF 30308	SRF 30358	SRH 30408	LRF 30458
SRH 30259	LRF 30309	SRH 30359	SRX 30409	DRF 30459
SRF 30260	LRF 30310	SRX 30360	SRH 30410	DRF 30460
SRH 30261	LRX 30311	SRH 30361	SRF 30411	CRX 30461
SRF 30262	LRF 30312	SRH 30362	SRH 30412	DRF 30462
SRH 30263	LRF 30313	SRF 30363	SRX 30413	CRF 30463
SRH 30264	LRF 30314	SRX 30364	SRH 30414	DRF 30464
SRH 30265	LRF 30315	LRF 30365	SRX 30415	CRX 30465
SRF 30266	LRF 30316	LRF 30366	SRH 30416	JRX 30466
SRH 30267	LRH 30317	LRX 30367	SRF 30417	SRX 30467
SRF 30268	LRH 30318	LRF 30368	SRH 30418	SRH 30468
SRH 30269	LRH 30319	LRF 30369	SRX 30419	SRF 30469
SRX 30270	JRH 30320	LRF 30370	SRF 30420	SRH 30470
SRH 30271	JRX 30321	LRF 30371	SRH 30421	SRX 30471
SRF 30272	SRH 30322	LRF 30372	SRF 30422	SRH 30472
SRH 30273	SRF 30323	LRF 30373	SRH 30423	SRF 30473
SRF 30274	SRX 30324	LRF 30374	SRX 30424	SRH 30474
SRH 30275	SRH 30325	LRH 30375	SRH 30425	SRX 30475
SRX 30276	SRF 30326	LRF 30376	SRF 30426	SRH 30476
SRH 30277	SRX 30327	LRF 30377	SRH 30427	SRF 30477
SRF 30278	SRH 30328	DRH 30378	SRX 30428	SRX 30478
SRH 30279	SRF 30329	DRF 30379	SRH 30429	SRH 30479
SRF 30280	SRX 30330	CRX 30380	SRH 30430	SRH 30480
SRH 30281	SRH 30331	DRF 30381	SRF 30431	SRH 30481
SRH 30282	SRF 30332	DRF 30382	SRH 30432	SRF 30482
SRX 30283	SRX 30333	CRH 30383	SRX 30433	SRH 30483
SRH 30284	SRH 30334	DRH 30384	SRH 30434	SRX 30484
SRF 30285	SRF 30335	CRF 30385	SRF 30435	SRH 30485
SRH 30286	SRX 30336	JRX 30386	SRH 30436	SRF 30486
SRF 30287	SRX 30337	JRX 30387	SRX 30437	SRH 30487
SRH 30288	SRH 30338	SRX 30388	SRH 30438	SRX 30488
SRX 30289	SRF 30339	SRH 30389	SRX 30439	SRH 30489
SRH 30290	SRX 30340	SRX 30390	SRH 30440	SRH 30490
SRF 30291	SRH 30341	SRH 30391	SRF 30441	SRH 30491
SRH 30292	SRX 30342	SRX 30392	SRH 30442	SRF 30492
SRF 30293	SRF 30343	SRH 30393	SRH 30443	SRH 30493
SRH 30294	SRH 30344	SRF 30394	SRH 30444	SRF 30494
SRH 30295	SRX 30345	SRX 30395	SRH 30445	SRH 30495
SRH 30296	SRF 30346	SRX 30396	SRF 30446	SRH 30496
SRF 30297	SRH 30347	SRH 30397	SRH 30447	SRH 30497
SRH 30298	SRX 30348	SRF 30398	SRH 30448	SRF 30498
SRF 30299	SRF 30349	SRH 30399	SRH 30449	SRH 30499
SRX 30300	SRH 30350	SRX 30400	SRH 30450	SRX 30500

SRH 30501	SRH 30551	LRH 30601	SRF 30651	SRH 30701
SRH 30502	SRX 30552	LRX 30602	SRH 30652	SRF 30702
SRF 30503	SRF 30553	LRX 30603	SRH 30653	SRH 30703
SRH 30504	SRH 30554	LRF 30604	SRX 30654	SRX 30704
SRH 30505	SRX 30555	LRX 30605	SRH 30655	SRH 30705
SRX 30506	SRH 30556	SRF 30606	LRF 30656	SRH 30706
SRH 30507	SRH 30557	SRX 30607	LRH 30657	SRF 30707
SRH 30508	SRX 30558	SRH 30608	LRF 30658	SRH 30708
SRF 30509	SRH 30559	SRH 30609	LRX 30659	SRF 30709
SRH 30510	SRF 30560	SRF 30610	LRF 30660	SRH 30710
SRH 30511	SRH 30561	SRH 30611	LRX 30661	SRX 30711
SRH 30512	SRX 30562	SRH 30612	LRF 30662	SRH 30712
SRH 30513	SRH 30563	SRF 30613	LRH 30663	SRF 30713
SRH 30514	SRF 30564	SRH 30614	LRF 30664	SRH 30714
SRF 30515	SRH 30565	SRH 30615	LRX 30665	SRH 30715
SRH 30516	SRH 30566	SRX 30616	LRF 30666	SRH 30716
DRF 30517	SRX 30567	SRH 30617	LRX 30667	SRH 30717
CRF 30518	SRH 30568	SRH 30618	LRF 30668	SRF 30718
DRH 30519	SRX 30569	SRF 30619	LRX 30669	SRH 30719
DRF 30520	SRH 30570	SRX 30620	LRF 30670	SRF 30720
CRX 30521	SRF 30571	SRH 30621	LRF 30671	SRH 30721
DRX 30522	SRH 30572	SRH 30622	DRF 30672	SRH 30722
JRX 30523	SRX 30573	SRF 30623	DRX 30673	SRH 30723
SRX 30524	SRH 30574	SRH 30624	DRH 30674	SRH 30724
SRH 30525	SRH 30575	SRH 30625	DRF 30675	SRF 30725
SRX 30526	SRF 30576	SRX 30626	DRF 30676	SRH 30726
SRH 30527	SRH 30577	SRH 30627	DRX 30677	SRF 30727
SRF 30528	SRX 30578	SRH 30628	CRF 30678	SRH 30728
SRH 30529	SRH 30579	SRF 30629	CRH 30679	SRH 30729
SRX 30530	SRF 30580	SRH 30630	JRX 30680	SRH 30730
SRH 30531	SRH 30581	SRX 30631	JRX 30681	SRH 30731
SRX 30532	SRH 30582	SRH 30632	SRX 30682	LRF 30732
SRH 30533	SRH 30583	SRF 30633	SRH 30683	LRF 30733
SRF 30534	SRH 30584	SRH 30634	SRX 30684	LRH 30734
SRH 30535	SRH 30585	SRH 30635	SRH 30685	LRF 30735
SRX 30536	LRF 30586	SRX 30636	SRF 30686	LRF 30736
SRX 30537	LRH 30587	SRH 30637	SRH 30687	LRX 30737
SRH 30538	LRX 30588	SRH 30638	SRH 30688	LRF 30738
SRF 30539	LRF 30589	SRF 30639	SRX 30689	LRH 30739
SRH 30540	LRX 30590	SRH 30640	SRH 30690	LRF 30740
SRX 30541	LRF 30591	SRH 30641	SRF 30691	LRX 30741
SRH 30542	LRX 30592	SRH 30642	SRH 30692	LRF 30742
SRX 30543	LRF 30593	SRF 30643	SRX 30693	LRF 30743
SRH 30544	LRX 30594	SRH 30644	SRH 30694	LRF 30744
SRF 30545	LRF 30595	SRH 30645	SRX 30695	LRH 30745
SRX 30546	LRX 30596	SRX 30646	SRH 30696	LRF 30746
SRH 30547	LRH 30597	SRH 30647	SRF 30697	LRX 30747
SRX 30548	LRF 30598	SRH 30648	SRH 30698	DRF 30748
SRH 30549	LRX 30599	SRF 30649	SRX 30699	DRX 30749
SRF 30550	LRF 30600	SRH 30650	SRH 30700	DRH 30750

CRX 30751	SRH 30801	SRH 30851	CRX 30901	SRH 30951
DRF 30752	SRH 30802	SRF 30852	DRF 30902	SRH 30952
DRF 30753	SRF 30803	SRF 30853	DRX 30903	SRH 30953
JRH 30754	SRH 30804	SRH 30854	CRX 30904	SRH 30954
JRF 30755	SRF 30805	SRH 30855	JRF 30905	SRF 30955
SRX 30756	LRF 30806	SRH 30856	SRH 30906	LRF 30956
SRH 30757	LRF 30807	SRF 30857	SRH 30907	LRH 30957
SRX 30758	LRH 30808	SRH 30858	SRH 30908	LRF 30958
SRH 30759	LRF 30809	SRH 30859	SRH 30909	LRX 30959
SRH 30760	LRH 30810	SRX 30860	SRF 30910	LRF 30960
SRF 30761	LRF 30811	SRH 30861	SRH 30911	LRF 30961
SRH 30762	LRX 30812	SRF 30862	SRH 30912	LRH 30962
SRX 30763	LRF 30813	SRH 30863	SRH 30913	LRF 30963
SRH 30764	LRX 30814	SRX 30864	SRF 30914	LRX 30964
SRF 30765	LRF 30815	SRH 30865	SRH 30915	LRF 30965
SRH 30766	LRX 30816	SRF 30866	SRH 30916	LRX 30966
SRH 30767	LRF 30817	SRH 30867	SRH 30917	LRF 30967
SRH 30768	LRX 30818	SRH 30868	SRH 30918	LRX 30968
SRF 30769	LRF 30819	SRX 30869	SRH 30919	LRX 30970
SRH 30770	LRX 30820	SRH 30870	SRF 30920	LRF 30971
SRH 30771	LRF 30821	SRH 30871	SRH 30921	SRH 30982
SRF 30772	CRX 30822	SRF 30872	SRH 30922	SRH 30983
SRH 30773	DRX 30823	SRH 30873	SRH 30923	SRH 30985
SRX 30774	DRF 30824	SRH 30874	SRH 30924	SRH 30986
SRH 30775	CRH 30825	SRH 30875	SRH 30925	SRH 30987
SRF 30776	DRF 30826	SRH 30876	SRF 30926	SRH 30989
SRH 30777	DRX 30827	SRH 30877	SRH 30927	SRH 30990
SRX 30778	CRX 30828	SRF 30878	SRH 30928	SRH 30992
SRH 30779	DRF 30829	SRH 30879	SRH 30929	SRH 30993
SRF 30780	JRH 30830	SRF 30880	SRH 30930	SRH 30995
SRH 30781	SRH 30831	LRF 30881	SRF 30931	SRH 30996
SRH 30782	SRH 30832	LRX 30882	SRH 30932	SRX 30997
SRF 30783	SRF 30833	LRF 30883	SRH 30933	SRH 30998
SRH 30784	SRH 30834	LRF 30884	SRH 30934	SRH 30999
SRH 30785	SRX 30835	LRX 30885	SRH 30935	SRF 31001
SRH 30786	SRX 30836	LRH 30886	SRH 30936	SRH 31002
SRH 30787	SRH 30837	LRF 30887	SRH 30937	SRH 31004
SRH 30788	SRF 30838	LRX 30888	SRH 30938	SRH 31005
SRX 30789	SRH 30839	LRF 30889	SRF 30939	SRH 31006
SRH 30790	SRH 30840	LRF 30890	SRH 30940	SRH 31007
SRH 30791	SRX 30841	LRX 30891	SRH 30941	SRX 31010
SRF 30792	SRH 30842	LRH 30892	SRH 30942	SRH 31011
SRH 30793	SRH 30843	LRF 30893	SRH 30943	SRH 31012
SRX 30794	SRF 30844	LRF 30894	SRF 30944	SRF 31013
SRH 30795	SRH 30845	LRX 30895	SRH 30945	SRH 31016
SRH 30796	SRX 30846	LRF 30896	SRH 30946	SRH 31018
SRF 30797	SRH 30847	DRH 30897	SRH 30947	SRX 31019
SRH 30798	SRX 30848	CRH 30898	SRH 30948	SRF 31022
SRH 30799	SRH 30849	DRF 30899	SRF 30949	SRH 31023
SRH 30800	SRF 30850	DRX 30900	SRH 30950	SRF 31024

SRH 31025	LRF 31101	SRH 31309
SBH 31026	LRX 31102	SRH 31311
SBH 31029	LRX 31105	SRH 31365
SRX 31030	LRF 31106	
SBX 31031	LRF 31109	
LRF 31032	LRF 31110	
LRF 31033	LRH 31125	
LRF 31036	LRX 31127	
LRF 31037	LRH 31128	
LRF 31039	LRH 31131	
LRF 31040	LRF 31132	
LRF 31041	LRF 31135	
LRH 31042	LRF 31137	
LRF 31043	LRX 31138	
LRX 31046	LRH 31139	
SBF 31048	LRF 31140	
SRH 31049	LRF 31148	
SRH 31051	LRF 31150	
SRH 31052	LRX 31154	
SRH 31055	SRF 31167	
SRH 31056	SRF 31168	
SRF 31057	SRH 31169	
SRX 31058	SRF 31170	
SRH 31059	SRH 31171	
SRH 31060	SRH 31173	
SRH 31062	SRX 31174	
SRX 31063	SRF 31176	
SRH 31064	SRH 31178	
SRF 31065	SRH 31181	
SRH 31067	SRH 31182	
SRH 31068	SRX 31185	
SRF 31069	SRF 31190	
SRH 31070	SRH 31191	
SRX 31071	SRH 31194	
SRH 31074	SBH 31197	
SRH 31075	SBH 31199	
SRH 31076	SRX 31200	
SRH 31079	SRX 31202	
SRH 31080	LRF 31203	
SRH 31082	LRF 31215	
SRH 31085	SRX 31236	
SRF 31086	SRH 31237	
SRH 31087	SRH 31241	
SRH 31088	SBX 31264	
SRX 31089	SRH 31265	
SBH 31094	LRF 31269	
SRX 31095	LRF 31271	
SRH 31096	SRX 31292	
LRF 31097	SRH 31296	
LRF 31100	SRX 31299	

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/N16										Date	17	10	77	Page	1	of	3
Circulation list																		

Category A
All Distributors and Retailers



TRACK ROD ADJUSTER CLAMP BOLTS

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars between car serial numbers 30001 and 32304 inclusive.

STEERING TRACK ROD ADJUSTER CLAMP BOLTS

INTRODUCTION:

During normal inspection procedures within the factory, a small number of track rod adjuster clamp bolts have been found below the specified torque figure.

Although we have not yet received any reports from service of lower than specified torque readings, we have decided to carry out checks on cars with chassis numbers in the range listed above. It should be noted that a number of these cars have not yet left the factory and will therefore be checked and identified as such prior to delivery.

Owners of any cars within the range of chassis numbers should be contacted and asked to bring their cars to be checked. In any cases where cars sold by your Company are domiciled or serviced elsewhere distributors should advise the owner to take the car to the nearest Rolls-Royce franchise holder.

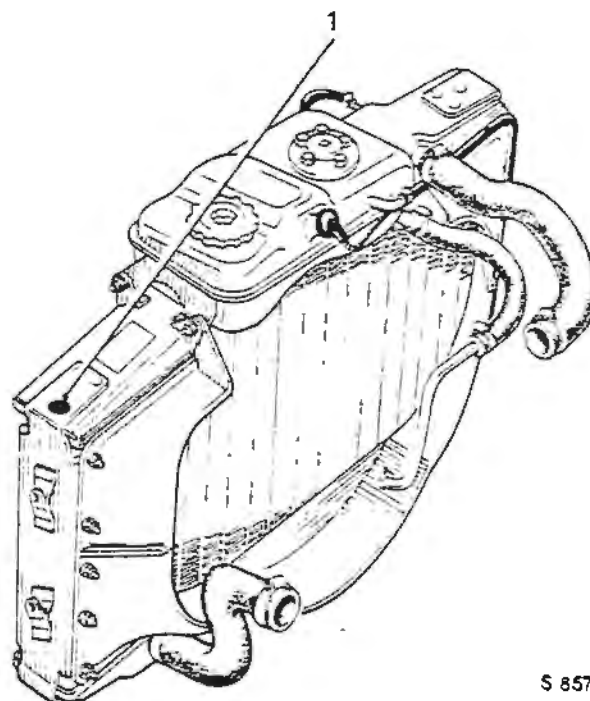
PROCEDURE:

The track rod adjusting clamp bolts should be tightened to 2,2 Kgf m (16 lbf ft). When tightening the nut, if the split pin hole is not aligned correctly then the nut should be tightened further only to the next castellation to allow the split pin to be fitted and secured.

PROCEDURE (CONTINUED)

- 1 Check the car for a white spot marking on the top left-hand corner of the radiator top tank (see Figure 1).
- 2 If the car is not marked as being checked then place it on a hoist.
- 3 Remove and discard the split pins fitted to the four nuts and bolts (see Figure 2).
- 4 Check the torque of each nut in the tightening direction up to 2,2 Kgf m (16 lbf ft). If necessary tighten up to the correct figure.
- 5 Fit new split pins.
- 6 Paint a white spot on the top left-hand corner of the radiator top tank (see Figure 1).

Warranty claims should be submitted in the normal way. The claims should not contain other work but of course several checks can be submitted on the same claim to ease administration and paperwork. *If several cars are checked at the same time warranty claims for this work must not be delayed by the franchise holder pending the checking of several cars. SY/N16 must be quoted in the space provided for the Manhour Schedule operation number.



S 857

Figure 1 RADIATOR

1 White spot identification

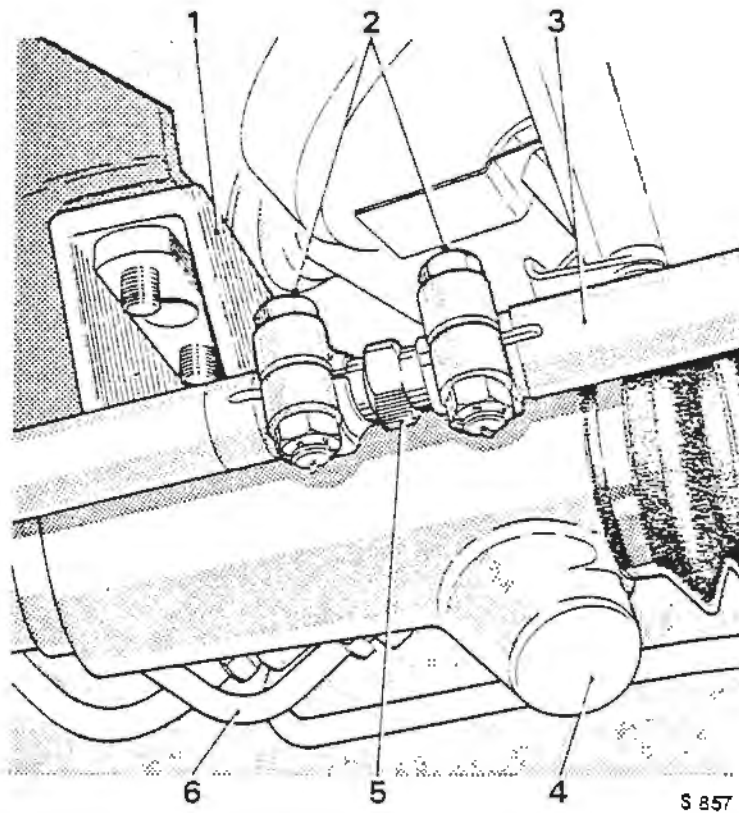


Figure 2 - TRACK ROD ADJUSTER CLAMP BOLT

- 1 Steering rack mounting foot
- 2 Adjuster clamp bolts
- 3 Track rod (inner)
- 4 Pinion housing
- 5 Track rod adjuster
- 6 Hydraulic pipework.

TIME ALLOWED:

To carry out check SY/N16 - 0.3 hours.



Service Bulletins

Chapter P

Torque Tightening Figures



Service Bulletins

Chapter Q

Exhaust System



Service Bulletins

Chapter R Wheels and Tyres

Service Bulletin



TSD 4171

Bulletin number	SY/R35					Date 5 10 76					Page 1 of 3				
Circulation list															

Category C

TO ALL DISTRIBUTORS AND RETAILERS
IN THE UNITED KINGDOM

TYRE/WHEEL ASSEMBLY VIBRATION PROBLEMS - DUNLOP TYRES ONLY

APPLICABLE TO:

All Rolls-Royce Silver Shadow, Corniche and Camargue cars,
and all Bentley T Series and Corniche cars.

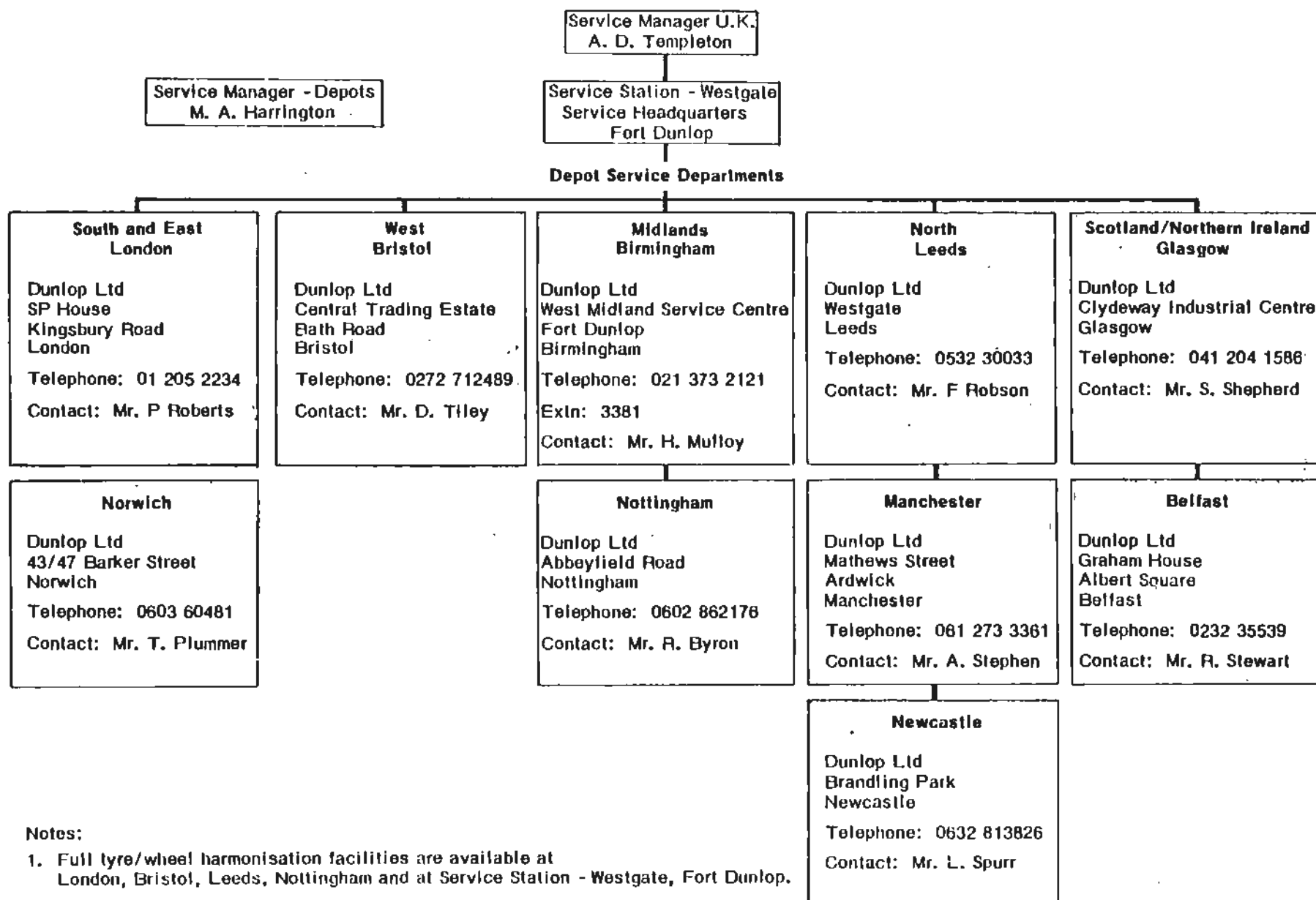
INTRODUCTION:

When vibration problems with tyre/wheel assemblies are encountered and normal corrective actions have proved to be unsatisfactory the Dunlop Tyre Customer Organisation offer a tyre/wheel assembly harmonisation service. This service is available on an appointment basis only and may be chargeable. These charges will not be accepted under Rolls-Royce Motors Warranty.

The chart shown on page 2 indicates the nearest Dunlop Depot Service Department to your area.

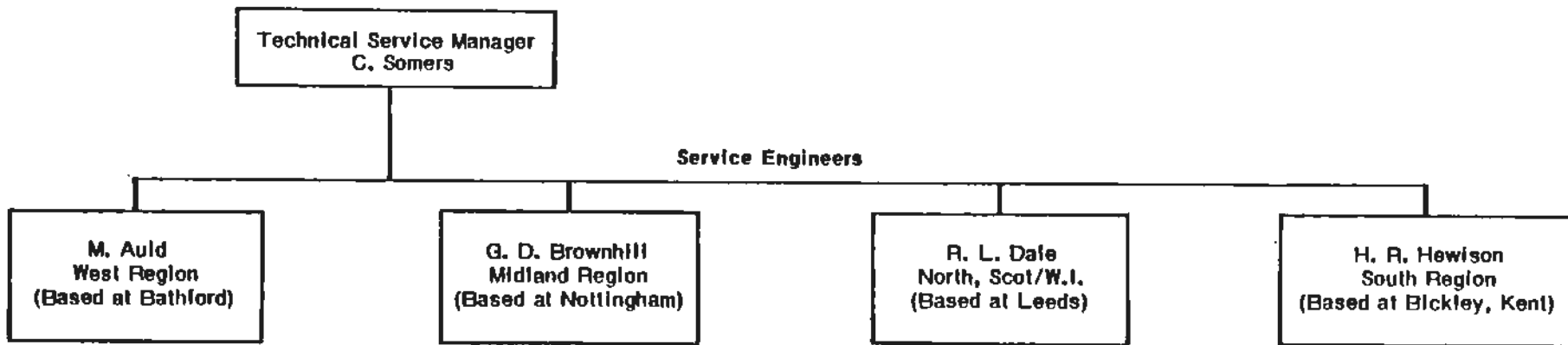
Hly/MB

**Dunlop Ltd U.K. Tyre Group
Service Organisation
Customer Reception Facilities**



Notes:

1. Full tyre/wheel harmonisation facilities are available at London, Bristol, Leeds, Nottingham and at Service Station - Westgate, Fort Dunlop.
2. Limited facilities are available at other Depots.
3. Customers with car vibration problems can only be seen by appointment.



Note: Contact with Service Engineers through Mr. C. Somers - Technical Service Manager
Telephone: 021 373 2121 Extension: 2115

Service Bulletin



Car Division

TSD 4171

Bulletin number	SY/R36										Date	7 10 77			Page	1 of 2		
Circulation list																		

Category C

TYRE PRESSURES

APPLICABLE TO:

All Rolls-Royce Silver Shadow II, Camargue and Corniche cars, Bentley T2 and Corniche cars and Rolls-Royce Silver Wraith II cars.

DESCRIPTION:

It is the purpose of this bulletin to stress the importance of correct tyre pressures to gain the maximum possible advantage from the rack and pinion steering and other, suspension changes.

The following table gives the correct tyre pressures and it is of the utmost importance that they are strictly adhered to. It should also be noted that tyre pressures should only be checked with "cold" tyres.

Hly/DC

Market	Rolls-Royce Camargue		Rolls-Royce and Bentley Corniche		Rolls-Royce Silver Wraith II without division		Rolls-Royce Silver Wraith II with division		Rolls-Royce Silver Shadow II and Bentley T2		
USA, and Canada	*	Front tyres 1,7kg/sq cm (24lb/sq in)	Rear tyres 2,0kg/sq cm (28lb/sq in)	Front tyres 1,7kg/sq cm (24lb/sq in)	Rear tyres 2,0kg/sq cm (28lb/sq in)	Front tyres 1,7kg/sq cm (24lb/sq in)	Rear tyres 2,0kg/sq cm (28lb/sq in)	Front tyres	Rear tyres	Front tyres 1,7kg/sq cm (24lb/sq in)	Rear tyres 2,0kg/sq cm (28lb/sq in)
Japan and Australia	*	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,8kg/sq cm (26lb/sq in)	2,25kg/sq cm (32lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)
	○	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)	2,0kg/sq cm (28lb/sq in)	2,25kg/sq cm (32lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,5kg/sq cm (36lb/sq in)	2,0kg/sq cm (28lb/sq in)	2,25kg/sq cm (32lb/sq in)
All countries other than above	*	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,1kg/sq cm (30lb/sq in)	1,7kg/sq cm (24lb/sq in)	2,0kg/sq cm (28lb/sq in)
	○	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,5kg/sq cm (36lb/sq in)	2,1kg/sq cm (30lb/sq in)	2,4kg/sq cm (34lb/sq in)

* Speeds up to 180km/hr (110mph) with up to 5 occupants in the Silver Shadow II and Silver Wraith II and 4 occupants in Corniche and Camargue and 113,5kgs (250lbs) of luggage.

○ For sustained speeds above 180km/hr (110mph) with up to 5 occupants in the Silver Shadow II and Silver Wraith II and 4 occupants in Corniche and Camargue and 113,5kgs (250lbs) of luggage.

Service Bulletin

TSD 4171

Bulletin number	SY/R37										Date	29 8 77			Page	1 of 2		
Circulation list																		

Category C

ALL DISTRIBUTORS AND RETAILERS

MICHELIN WIDE X HR70-15 TYRES

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars from the following car serial numbers.

Four door saloon	-	SRC 18269 and onwards.
Long wheelbase	-	LRC 19581 and onwards.
Corniche saloon	-	CRC 18680 and onwards.
Corniche convertible	-	DRC 18678 and onwards.
Camargue	-	JRD 19094 and onwards.

INTRODUCTION:

Motor cars currently leaving the factory on direct export to North America, are being fitted with Michelin Wide X HR70-15 tyres.

The tyre is of similar construction and hence is compatible with the Michelin Wide X HR70-15 tyre currently available in North America. The tyre is not compatible with Dunlop HR70 HR15, or Firestone HR70 HR15 tyres previously fitted. It is therefore recommended that, in the case of fitting Michelin Wide X HR70-15 tyres as replacements for previous tyres, they are fitted in sets of five.

The tyre must not, under any circumstances be fitted to any motor cars other than those for use in North America.

The radial force variation low spot colour on the Michelin tyre is green and when fitting, the spot should be fitted adjacent to the high spot marked with the letter 'H' on the wheel rim.

TYRE PRESSURES:

	FRONT	REAR
Four door saloon	1.69 kg/sq.cm.	1.97 kg/sq.cm.
Long wheelbase without division	(24 lb/sq.in.)	(28 lb/sq.in.)
Corniche saloon		
Corniche convertible		
Camargue		

Hly/SW

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/R38										Date	29 8 77				Page	1 of 1			
Circulation list																				

Category C

FORCE VARIATION MARKING - AVON TYRES

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche, Silver Wraith II and Silver Shadow motor cars.

All Bentley Corniche and T series cars.

INTRODUCTION:

Avon tyres will shortly be changing the colour of the marking which indicates the force variation low spot on radial-ply tyres.

DESCRIPTION:

All recommended radial-ply tyres for the above motor cars are marked with a red spot to indicate the force variation low spot of the tyre. Avon tyres supplied for service replacements may be marked with a green spot instead of a red one. When fitting the tyre to a wheel rim the red or green spot must be aligned with the letter 'H' stamped in the well of the rim to ensure optimum harmonisation of the wheel tyre assembly.

Hly

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

TSD 4171

Bulletin number	SY/R39	Date	2 5 78	Page	1 of 2
Circulation list					

Category C

ALL FRANCHISE HOLDERS OTHER THAN THOSE IN NORTH AMERICA, SOUTH AMERICA AND SOUTH AFRICA

AVON 235/70 HR15 R-R TURBOSTEEL 70 101H TYRE

APPLICABLE TO

All Rolls-Royce and Bentley motor cars from the following car serial numbers.

Four door saloon	SRC 18269 and onwards
Long wheelbase saloon	LRH 19577 and onwards
Corniche	DRH 18563 and onwards
Camargue	JRH 14674 and onwards

INTRODUCTION

From the following car serial numbers, cars leaving the factory equipped with Avon tyres, will have a new type of tyre fitted.

Silver Shadow II and Bentley T2	SBH 33712 and onwards
Silver Wraith II	LRX 33017 and onwards
Corniche	DRH 32491 and onwards
Camargue	JRX 32035 and onwards

This new tyre is suitable for use in all countries other than North America, South America and South Africa.

DESCRIPTION

The new tyre is of steel braced construction and is an all round improvement over its textile equivalent.

The main advantages are:

- 1 Improved stability.
- 2 More responsive handling.
- 3 Improved cornering power with increased grip on wet surfaces.
- 4 Potential improvement in tyre life.

The new tyres are marked "R-R TURBOSTEEL 70 235/70 HR15 101H". The marking '101H' conforms with the new European standards. '101' is the load index referring to the maximum tyre loading and the 'H' mark confirms the speed rating of 130 mph.

FITTING INSTRUCTIONS

The radial force variation low spot colour on the Avon Turbosteel 70 tyre is red. When fitting these tyres the red spot should be aligned with the highest point of the wheel, marked with the letter 'H' on the wheel rim.

The new tyre may be used as a service replacement on all cars which were equipped with either HR70 HR15 or 235/70 HR15 marked tyres as original equipment; i.e. all cars after the car serial numbers listed at the beginning of this bulletin.

As the tyre is of steel braced construction and not textile it is recommended that they are fitted in car sets. However, if for some reason this is not possible the legal requirement concerning the mixing of tyres should be considered.

'TYRES OF TEXTILE CONSTRUCTION MAY BE MIXED WITH TYRES OF STEEL BRACED CONSTRUCTION ONLY IF THEY ARE FITTED IN PAIRS, WITH THE PAIR OF STEEL BRACED TYRES FITTED TO THE REAR WHEELS.'

It should be noted that if two different types of tyre were fitted, then the spare tyre would be suitable for use on one pair of wheels only.

TYRE PRESSURES

Tyre pressures remain unchanged.

Hly/SW

Service Bulletin

TSD 4171

Bulletin number	SY/R40	Date	18 4 78	Page	1 of 2
Circulation list					

Category C

ALL FRANCHISE HOLDERS

DUNLOP RAYON/RAYON TYRES

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars from the following car serial numbers.

Four door saloon	- SRC 18269 and onwards
Long wheelbase saloon	- LRH 19577 and onwards
Corniche Saloon	- CRE 18564 and onwards
Corniche Convertible	- DRH 18563 and onwards
Camargue	- JRH 14674 and onwards

DESCRIPTION

The Dunlop HR70 HR15 SP Sport Formula '70' T/L tyres have previously been subject to possible 'flatting' problems. In order to eliminate this potential problem the same tyre is now being manufactured with a 'rayon' carcass replacing the previous 'nylon' carcass. The tread pattern of the tyre remains the same. The only visible changes to the tyre are:

- 1) The word 'nylon' on the tyre sidewall is replaced with the word 'rayon', and
- 2) The outer sidewall now has a raised rib instead of one which is undercut or inset.

The new tyre has been introduced at car serial number SRX 33310.

This tyre may be fitted on all the above motor cars as a direct service replacement for the nylon carcassed tyre, but, due to the different sidewall appearance it may be desirable to fit the tyre in car sets. However, no adverse results would arise if nylon tyres and rayon tyres are fitted on the same axle.

The radial force variation low spot colour on the new tyre is red and when fitting, the spot should be aligned with the highest point of the wheel, marked with the letter 'H' on the wheel rim.

Tyre pressures remain unchanged.

Hly/SW



Service Bulletins

Chapter S

Body

Service Bulletin



TSD 4171

Bulletin number	SY/S30	Iss	2	Date	10 3 76	Page	1 of 8
Circulation list							

Category

ALL DEALERS IN USA AND CANADA

FLOOR INSULATION PAD

APPLICABLE TO:

All Rolls-Royce Silver Shadow and Corniche cars from the following Car Serial Numbers.

Silver Shadow saloon - SRD 20378 to 22427
Long Wheelbase saloon - LRD 20592 to 22437
Corniche - CRD 20171 to 22385
- DRD 20176 to 22322

For full details refer to rear of this Bulletin.

PROCEDURE:

1. Disconnect battery.
2. Remove the three carpet clips from floor (see Fig. 1).
3. Securely staple or stitch the Velcro to carpets (see Fig. 1).
4. Raise car on hydraulic ramp (hoist).
5. In order to enable the floor insulation pad to be fitted correctly on cars prior to Car Serial Numbers SRD 22118 and LRD 22073 the brake pipe connector block must be slightly repositioned. Figure 2 gives details of the re-location of this block. DO NOT DISCONNECT THE BRAKE PIPES since this will result in the need to bleed the system.
6. Remove the exhaust clamp and modify as Figure 2.
7. Offer up to the floor the thick insulation pad, the thin insulation pad and the alloy cover. Ensure that the insulation pads are encapsulated in the cover and that the cover-forward-flange abuts the crossmember. Figure 2 shows the cover in position.
8. Drill and secure the cover with the screws provided. It may be found necessary to slacken and move the grass shield round whilst drilling the floor.
9. Fit the clamp previously removed.
10. Fit the carpets to the car and connect the battery.

10 3 76

2 of 8

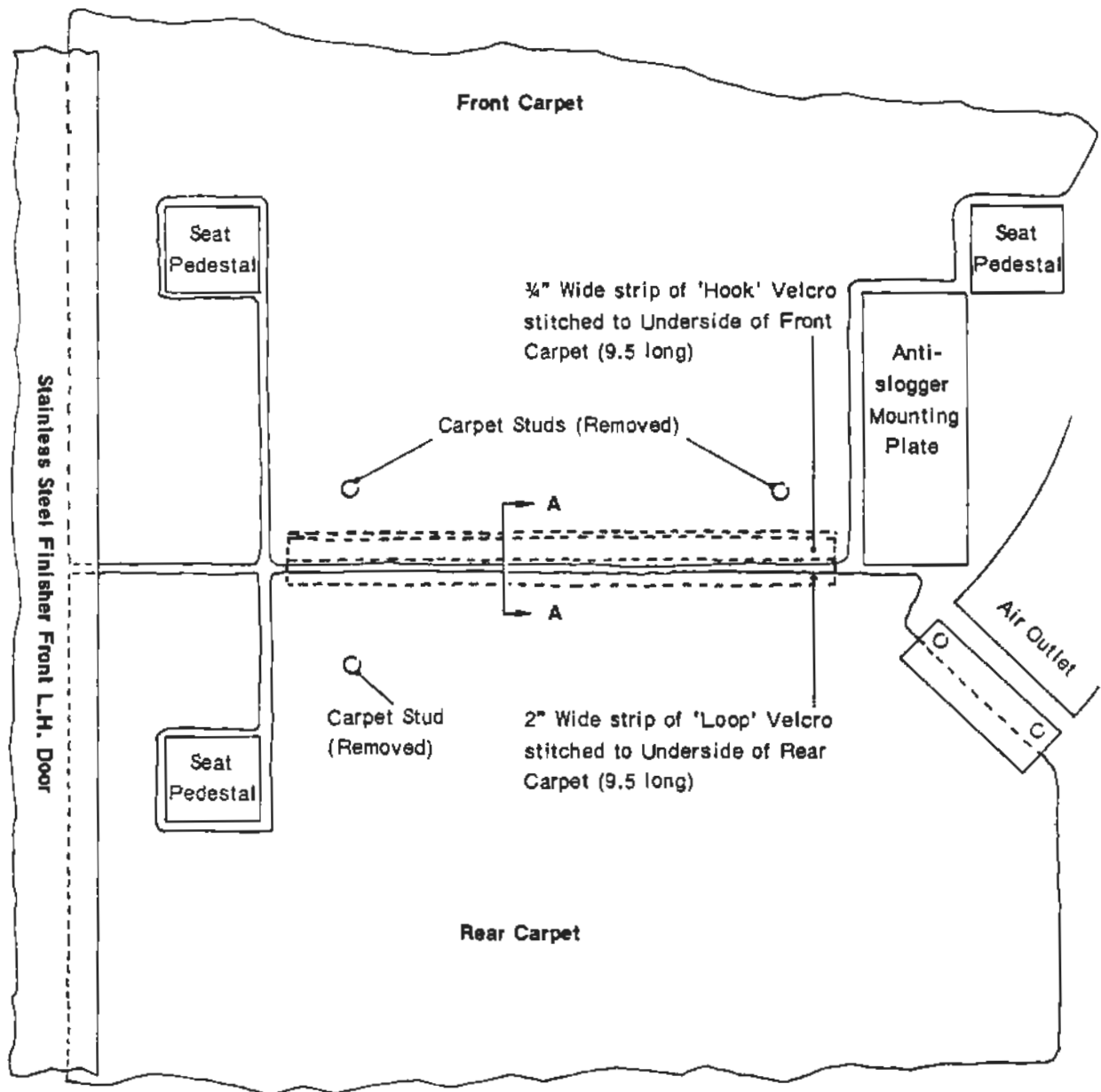
SY/S30 Iss 2

TIME ALLOWED

Total time allowed - 1.5 hours.

The kit RH 2649 contains the following items:

1 off	Alloy shield	-	UR 19830
1 off	Insulator	-	UR 19831
1 off	Insulator	-	UR 19832
10 off	Screw	-	UA 9487/Z
1 off	Velcro 'hook'	-	UW 15497
1 off	Velcro 'loop'	-	UW 15498
		-	



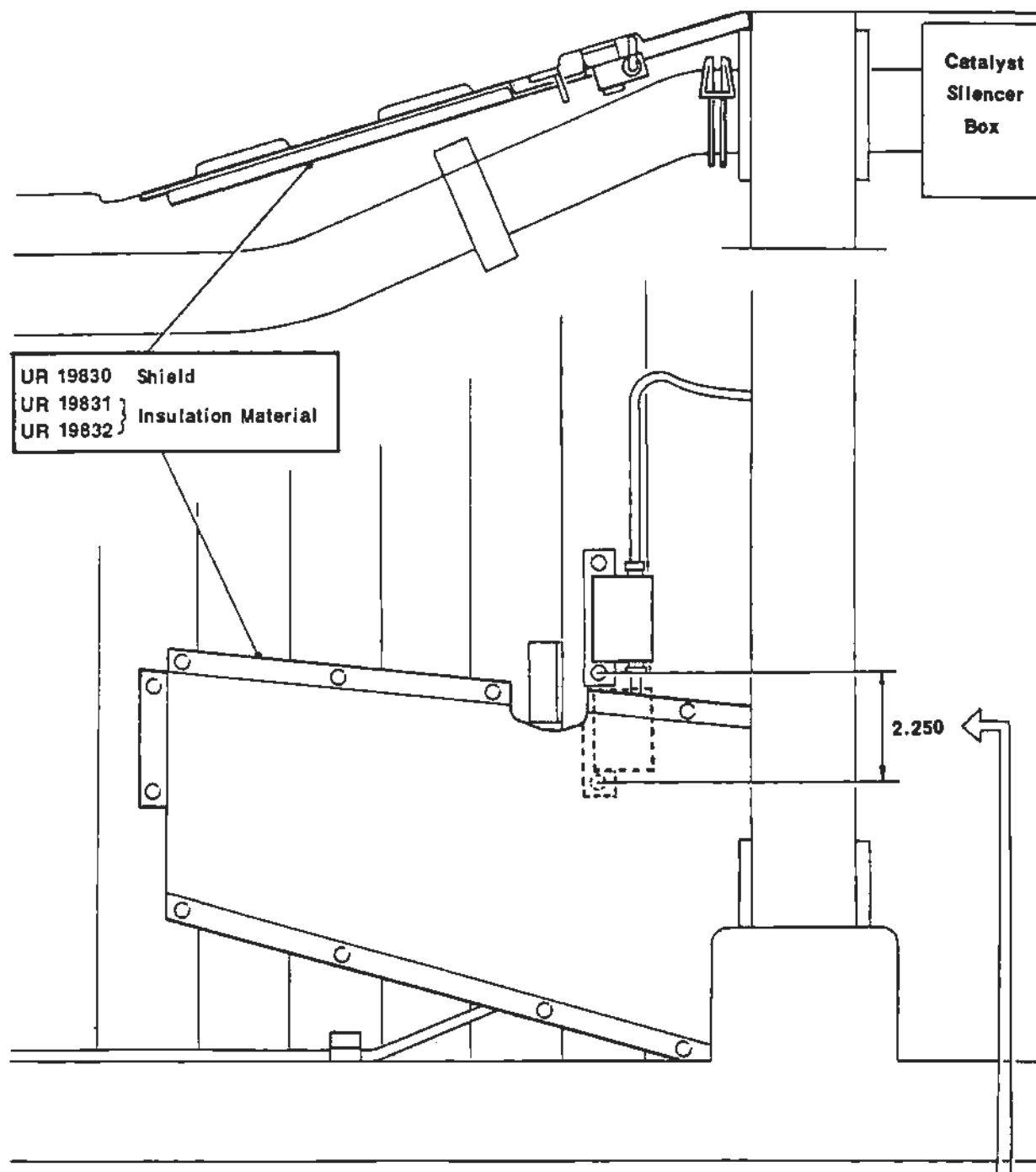
Section AA



* Hook Velcro stitched to Front Carpet * Loop Velcro stitched to Rear Carpet

* (May be stapled)

Q 803



CAR SERIAL NUMBERS
SILVER SHADOW SALOON
REQUIRING FLOOR INSULATION PAD

SRD 20755	21303	21938	22360
20758	21305	21943	22363
20759	21316	21951	22366
20761	21317	21960	22369
20763	21414	21976	22390
20766	21423	22003	22393
20770	21431	22031	22396
20771	21441	22041	22399
20777	21448	22045	22402
20780	21478	22117	22406
20782	21488	22130	22409
*20787	21496	22135	22412
*20791	21502	22144	22414
*20794	21508	22152	22417
20800	21516	*22155	22419
*20804	21532	22163	22422
20808	21537	22167	*22424
*20822	21540	22171	22427
20831	21555	22197	
20834	21558	22200	
*20899	21561	22205	
*20908	21587	22208	
20917	*21609	22213	
20924	21617	22224	
*20964	21625	22226	
*20970	21633	22230	
*20973	21645	22233	
*20981	21669	22237	
21086	21676	22262	
21092	21679	22265	
*21100	21693	22268	
21159	21707	22271	
21168	21738	22274	
21170	21741	22277	
21173	21749	*22283	
21175	21756	22286	
21177	*21759	22292	
21187	21761	22295	
21197	21764	22300	
21215	21766	*22303	
21226	21772	22307	
21236	21774	22327	
21238	21776	22330	
21256	21803	22333	
21258	21805	22336	
21264	21809	22339	
21269	*21812	*22348	
21271	21876	22351	
21278	21900	22354	
21282	21910	22357	

*Denotes Canadian car

CAR SERIAL NUMBERS
ROLLS-ROYCE CORNICHE SALOON
REQUIRING FLOOR INSULATION PAD

CRD 20171	
*20175	21860
20283	21862
20285	21864
20340	21916
20345	21920
20475	21922
20715	21999
20871	*22000
*21402	22001
*21405	22008
21407	22121
21522	22122
21523	22188
21595	22189
21661	22253
21732	22258
21794	22326
21799	22382
	22385

*Denotes Canadian car

CAR SERIAL NUMBERS
ROLLS-ROYCE CORNICHE CONVERTIBLE
REQUIRING FLOOR INSULATION PAD

DRD 20178	21666
20179	21727
20284	21728
20287	21730
20290	21731
*20342	*21792
*20344	21793
*20347	21795
20405	21863
20467	21915
20469	21916
20713	21918
*20717	21919
20718	21921
*20868	*21995
20937	21997
20940	22119
21003	22120
21005	22123
21252	22124
21255	22184
21327	22185
21404	22187
21406	22190
*21408	22191
21465	22254
21467	22255
21469	22257
21470	22259
21524	22319
21600	22321
21660	22322
21662	
21663	
21665	

*Denotes Canadian car

CAR SERIAL NUMBERS
SILVER SHADOW LONG WHEELBASE
REQUIRING FLOOR INSULATION PAD

LRD 20628	21457	22242
20630	21464	22243
20631	21517	22244
20633	21521	22246
20637	21578	22247
20644	21583	22248
20648	21585	22249
20650	*21592	22251
20680	21645	22252
*20701	21648	22309
*20703	21649	*22310
20704	21651	22312
*20706	21656	22313
20724	21659	22314
20727	21713	22315
20729	*21725	22316
*20809	21784	22317
20811	21786	22318
20812	21849	22372
*20814	*21850	22373
20816	21851	22374
20820	21853	22375
20879	21924	22376
20880	21943	22377
20882	21983	22378
20883	21984	22379
20885	21990	22380
*20886	22048	22417
20889	22049	22433
20890	22060	22435
20946	22064	22436
20950	22066	22437
20952	22068	
20953	*22069	
20954	22071	
21369	22072	
21370	22073	
21375	22171	
21383	22173	
*21384	22174	
*21385	22177	
21387	22178	
21388	22179	
21390	22181	
*21391	22182	
*21395	22183	
*21455	22240	

*Denotes Canadian car

Service Bulletin

TSD 4171

Bulletin number	SY/S31										Date	21 4 76				Page	1 of 1			
Circulation list																				

Category C

ALL DISTRIBUTORS AND RETAILERS

PAINT FILM THICKNESS

APPLICABLE TO:

All Rolls-Royce and Bentley motor cars painted with (FTA)
FULL THERMOPLASTIC ACRYLIC PAINT.

DESCRIPTION:

This Service Bulletin is issued to inform you of the correct paint film thickness control procedures to adopt when re-finishing with (FTA) FULL THERMOPLASTIC ACRYLIC PAINT.

It is an essential requirement that the thickness of the (FTA) Full Thermoplastic Acrylic paint colour coat is restricted to a maximum of 0,1016 mm.(0.004 in.).

It is therefore important that as much as possible of the original paintwork thickness is removed before the application of further quantities of new colour.

This is to ensure that the total colour paint thickness remains below the maximum of 0,1016 mm.(0.004 in.) and that the maximum service durability is maintained.

Before carrying out any paintwork rectification work always consult Service Bulletin SY/S19 Issue 3. The Service Bulletin to consult for Camargue motor cars is SY/S28.

Eck/MH

Service Bulletin



TSD 4171

Bulletin number	SY/S33										Date	3 3 76			Page	1 of 1		
Circulation list																		

Category C

TO ALL DISTRIBUTORS AND RETAILERS

INTERCHANGEABLE THINNERS

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars, and all Bentley Corniche and 'T' Series motor cars.

DESCRIPTION:

When ordering modified cellulose thinners, part number 851-1141, it is possible to be supplied with modified cellulose thinners, part number 851-732.

Either of the above mentioned thinners can be used when a modified cellulose thinners appertaining to the M151 or the M062 is called for.

For details of thinners to use with paint material consult the following Service Bulletins:

Camargue - SY/S28
Corniche - SY/S34
Silver Shadow - SY/S37

ECK/MH

Service Bulletin

ROLLS-ROYCE
MOTORS

Car Division

Bulletin number	SY/S35	Date	4 2 76	Page	1 of 12
Circulation list					

Category C

TO ALL DISTRIBUTORS AND RETAILERS

FRONT AND REAR SCREEN REMOVAL AND FITTING

APPLICABLE TO:

All Rolls-Royce Camargue cars.

DESCRIPTION:

This Service Bulletin lists the procedures for removing and fitting front or rear screens. Both screens are sealed and retained with Bostic Solbit Thermoelectric sealing strip. This sealing compound has a shelf life of approximately six months and is available from Rolls-Royce Motors Limited, (KIT NUMBER RH 8975).

This kit includes a length of Solbit, a length of cutting wire, a bottle of Bostic primer and two rubber spacers.

The Solbit sealing strip is circular in section, supplied in lengths, sufficient to seal either a windscreen or a rear window.

A wire running through the centre of the sealing strip enables the Solbit to be heated during the fitting procedure by passing an electrical current through it. The power required to heat the Solbit correctly is 24 volts at 11 amps and a suitable transformer should be used.

If a transformer capable of giving the correct current is not available, two fully charged 12 volt batteries connected in series (ie '+' to '-') may be used instead.

NOTE Always use the specified power supply to heat the Solbit sealing strip as the heating times given in the following fitting procedures are based on this supply. Also a lower current will be insufficient to effect a satisfactory curing of the Solbit strip.

PROCEDURES:

WINDSCREEN TO REMOVE

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the screen with thick felt or similar.

3. Remove the wiper arms and blades.
4. Remove the sun visors and interior mirror.
5. Remove 'A' post trim panels from each side of screen.

These panels are retained by a screw, cup washer and a spring clip.

6. Remove the four screws securing the front roof finisher panel above the screen; remove the panel.

NOTE To gain access to the rear securing screw of each panel it will be necessary to first detach the front ends of the rear quarter upper trim panels from the cant-rail; these panels being retained with spring clips.

7. Remove the fascia top roll and the demister grille/wind-screen lower finisher panel assembly: (see Bulletin SY/S29).
8. Using a screwdriver, carefully lever the chromed moulded finisher and seal out of the aperture; start at one corner, then progressively lift the combined finisher and seal out of the recess. If the chromed finisher lifts out of the seal during this operation, it will be necessary to first remove the finisher and then the seal.

Care must be exercised to avoid damaging the paintwork, screen or chromed finisher.

9. From inside the car, carefully detach the finisher strip from the upper and side flanges of the screen aperture.
10. Before the glass can be removed it will be necessary to break the Solbit seal as follows:

From inside the car, cut or pierce a hole through the Solbit seal (see Fig. 1). Thread one end of the wire provided in the kit through the hole in the seal. Attach a small piece of wood to each end of the wire to act as a handle (see Fig. 1), or alternatively, form a handle by threading the wire through a small hole drilled in the end of an old screwdriver or length of metal bar. With an assistant holding the interior handle such that the wire inside the car is lying along the line of the seal, firmly pull the exterior handle so that the wire is drawn along between the glass and the flange, cutting through the Solbit seal. Repeat this cutting action around the periphery of the glass until it is free. Use long steady pulls otherwise the wire will break. When the cutting operation is almost complete the glass should be supported to prevent slipping.

NOTE To avoid damage to the paintwork, keep the ends of the wire as close as possible to the glass when cutting through the Solbit seal.

11. When the glass is freed remove the windscreen.
12. Using a sharp knife, remove the old Solbit seal from the flange to ensure an even surface but take care to avoid damaging the paintwork.

WINDSCREEN - TO FIT

1. Remove all traces of dirt and sealing compound from around the screen aperture using Bostik Cleaner 6001.
2. Clean the sealing area on the inner face of the new screen glass with Bostik Cleaner 6001.
3. Apply Solbit Primer 1058 to the aperture flanges and to the mating surface of the windscreen; apply the primer to a strip around approximately 9,5 mm. the periphery of the glass.
4. Using masking tape, protect the area of the paintwork at the left-hand corner of the scuttle where the exposed wires will be during the heating of the Solbit.
5. Locate the screen in the correct vertical position in the aperture. This is best done by placing two 9,5 mm. (0.375 inch) thick distance pieces on the bottom face of the aperture, some 23 cm (9 inches) inboard from each edge.
6. Locate the screen onto the distance spacers then centrally position the windscreen in the aperture. Adjust the thickness of the distance spacers if necessary until this condition is obtained. (see Fig. 2).
7. Mark the centre point of the glass and top flange using masking tape; this is to facilitate accurate re-location of the windscreen in the aperture when it is finally installed.
8. Remove the windscreen from the aperture.
9. Without removing the Solbit sealing strip from its plastic container, expose the ends of the wire running through the sealing strip and connect them to the 24 volt power source, (refer to Description - Solbit). Allow the current to pre-heat the sealing strip until it is sufficiently 'tacky' to adhere to the aperture flange, then disconnect the power source.

Do not overheat the Solbit as this will tend to make it difficult to handle.

NOTE The time required to pre-heat the Solbit seal will take between 15 and 90 seconds, dependant on the

temperature and age of the Solbit. If the Solbit fails to soften sufficiently during this pre-heating period, it will indicate that the Solbit seal has exceeded its useful shelf life. In this event discard the seal and begin the pre-heating process again using a new Solbit sealing strip.

10. Starting at the lower left-hand corner of the screen aperture, fit the Solbit strip around the entire aperture flange using light finger pressure only to locate the strip onto the flange.

Ensure that the sealing strip is positioned approximately 1,5 mm (0.625 in) from the inner edge of the aperture flange so that it will finish exactly level with the inner edge of the flange when the glass is pressed into position at a later stage in this fitting procedure.

11. Using light finger pressure, level and smooth the seal where the two ends join to eliminate any possible source of leaks.

Retain any superfluous Solbit compound removed from the joint for future use.

12. Lift the windscreen onto the distance blocks on the lower flange of the body aperture then locate the glass precisely to its pre-marked position (refer to Operation 7).

Do not apply pressure to the glass at this stage of the fitting procedure.

13. Connect the 24 volt supply to the ends of the wire running through the Solbit seal then insert the depth control blocks between the glass and the flange, suitably spaced around the periphery of the glass (see Fig. 2). Allow the current to flow through the seal. Press the glass onto the Solbit until it comes into contact with the depth control blocks; start by applying hand pressure at the centre and working outwards towards the pillars until the glass is sealed evenly on the blocks (see Fig 2).

The function of the depth control blocks is to ensure a satisfactory seal seating dimension. Suitable blocks can be produced from wood or similar easily shaped material. Refer to Fig 2 which shows a depth control block in position and the required glass to flange dimension; ensure that the glass seating ledge of the block does not intrude into the Solbit by more than 3,2 mm (0.125 in).

14. Allow the current to flow through the Solbit strip for between 1½ to 2 hours to effect cure of the seal then disconnect the power supply from the seal and allow the glass to cool down.
15. When the glass has cooled, trim the ends of the exposed wire in the Solbit seal and fold them back level with the seal.
16. Remove the depth control blocks from around the windscreen and using superfluous Solbit compound which has undergone the heat treatment specified in operation 14, fill in any small indentations in the Solbit seal created by the blocks.
17. From inside the car, trim and smooth the Solbit seal until it finishes exactly level with the inner edge of the flange around the entire periphery of the aperture.

A timber or plastic spatula will facilitate this operation.
18. Remove the masking tape used to centralise the windscreen in the aperture then wipe off any excess Solbit from the exterior paintwork, and also from the body flanges and glass inside the car, using a cloth moistened with Bostik Cleaner 6001.
19. Clean the whole screen aperture recess and also the periphery of the screen with a clean cloth moistened with Bostik Cleaner 6001 to remove any dirt or grease.
20. Pre-fit the moulded rubber seal to the exterior of the screen aperture and check for a satisfactory fit around entire periphery of the glass. Remove the seal from the aperture, fit the chromed finisher to the seal then clean the rubber seal with Bostik Cleaner 6001 to remove all traces of dirt and wax.
21. Clean the mating area around the outer edge of the glass for the rubber face seal using Bostik Cleaner 6001.
22. Allow the cleaner to completely dry then apply Dunlop Adhesive S1240 to the face seal and to its mating surface on the windscreen glass. Apply the adhesive in an approximately 9,5 mm (0.375 in) wide strip around the edge of the glass.
23. Allow between 10 and 30 minutes for the adhesive to become 'tacky' then locate the face seal to the glass, starting and finishing at the centre of the upper edge of the glass. Butt-joint the seal at the upper centre position, then press the seal firmly into position; remove any excess adhesive using Bostik Cleaner 6001.

24. Apply Dunlop Adhesive S1240 or a similar black Neoprene adhesive to the screen aperture around the entire periphery of the glass and also to the moulded rubber seal; allow between 10 and 30 minutes for the adhesive to become 'tacky', then position the combined finisher and moulded seal to the aperture and press the seal firmly into the recess surrounding the glass.

The outer lip of the moulded seal should seat evenly against the body panels and the inner edge of the finisher should seat evenly against the face seal rubber (see Fig 3).

25. Trim the exposed edge of the face seal so that it is parallel to, but slightly under the inner edge of the chromed finisher moulding (see Fig. 3).
26. Test the screen for water leaks by applying water, under pressure, to the outside of the windscreen.

If the screen sealing is satisfactory, fit the rubber finisher seal to the upper and side flanges of the screen aperture inside the car as follows.

27. Clean the bonding surfaces of the windscreen flanges inside the car and the finisher strip with Bostik Cleaner 6001; allow the cleaner to dry.
28. Apply Boscoprene Primer 9252 or a similar primer to the adhesive used in operation 24, to the bonding areas of the windscreen flanges only and allow one hour for the primer to dry.
29. Apply Boscoprene Adhesive 2402 (parts 1 and 2) or a similar black adhesive to the bonding surfaces of the windscreen flanges and the finisher strip. Allow between 10 and 15 minutes for the adhesive to partly dry, then fit the finisher strip to the upper and side flanges of the windscreen aperture (see Fig. 3); bond the seal by pressing it firmly to the flanges.
30. Trim the ends of the finisher strip to fit neatly into the lower corners of the windscreen aperture.
31. Finally, fit the interior trim panels surrounding the windscreen by reversing the procedure given for their removal.
32. Reconnect the car battery.

REAR WINDOW (rear screen) - To remove

1. Disconnect the battery.
2. Cover the paintwork in the vicinity of the rear window to prevent possible damage.
3. Remove the rear seat cushion by slightly raising in a forward direction, remove the four $\frac{1}{2}$ in. AF bolts located under the seat backrests and pull the seat backrests out in a downward direction, remove the two screws holding the centre arm rest to the rear seat cushion back board, and pull the arm rest in a slightly forward/downward position.
4. Remove the left and right-hand rear quarter trim panels (see Bulletin SY/S29).
5. Remove the four screws securing the sides of the trim panel situated above the rear window; pull the panel downwards to detach the four spring clips securing it to the roof bracket then remove the trim panel.
6. Remove the trim panel situated below the rear window by pulling the panel towards the front of the car until the four spring clips, attached to the rear window by pulling the panel towards the front of the car until the four spring clips, attached to the rear of the panel are freed from the body.

A strip of metal or strong wire, bent at one end to form a hook, will assist in removing the panel but care must be taken to avoid damaging the trim.

7. Using a screwdriver, carefully prise the screen finisher and moulded rubber seal of the aperture; start at one corner of the finisher then progressively lift the finisher and seal out of the recess until they are removed from the aperture. If the chromed finisher lifts out of the seal during removal it will be necessary to first remove the finisher and then the seal.

Take care during this operation to avoid damage to the paintwork, screen or finisher.

8. Disconnect the electrical leads to the rear window heater element at their 'bullet' type snap connectors then draw the cables through the two grommets.

Both cable connectors are accessible from inside the luggage compartment and are located one behind each hinge torsion bar assembly.

9. Carefully detach the rubber finisher seal from the flanges of the rear window aperture inside the car; remove the finisher strip.
10. The rear window is sealed to the aperture flange by Solbit strip. To free the glass from the flange, follow the same procedure described previously to free the windscreen (refer to 'WINDSCREEN - To remove', Operation 10).

IMPORTANT When freeing the Solbit seal, take care to avoid damaging the two electrical cables to the rear window heater element.

11. When the glass is freed from the flange, carefully remove the rear window from the aperture.
12. Using a sharp knife, remove the old Solbit seal from the flange to ensure an even surface. Do not damage paintwork.

REAR WINDOW - To fit

To fit the rear window, follow the same basic procedure already described for fitting the windscreen (refer to 'Windscreen - To fit' Operations 1 to 25) but note the following points:-

1. Prior to locating the glass into the Solbit seal, relieve the seal locally on the lower flange in two places to allow the two rear window heater cables to pass through the Solbit strip.
2. When fitting the rear window glass into the aperture (Operation 12 in the basic procedure), thread the two heater cables into the interior of the car ensuring that they are aligned with the relief slots in the Solbit seal.
3. After filling in any small indentations in the Solbit seal (Operation 16 in the basic procedure), check that the rear window heater cables are aligned with the two cut-outs in the inner lip of the aperture flange then plug any gaps around the cables with superfluous Solbit compound.

NOTE Ensure that the Solbit compound used to repair the seal has undergone the heat treatment described in Operation 14 of the basic procedure.

4. If the windscreen is sealing satisfactory after completing the basic procedure, fit the rubber finisher strip to the rear aperture flanges inside the car as follows.

5. Clean the bonding surface of the rear window aperture flanges and the finisher strip with Bostik Cleaner 6001 allow the cleaner to dry.
6. Apply Boscolite Primer 9253 or a similar primer to the adhesive used in operation 8 to the banding areas of the rear window flanges only and allow one hour for the primer to dry.
7. If a new finisher seal is being fitted, cut the seal into two lengths; one length to fit the upper and side flanges, one length to fit the lower flange. Mitre one corner only, then locate the mitred joint; clean up the joint as necessary to obtain a neat fit.
8. Apply Boscoprene Adhesive 2402 (Parts 1 and 2) or a similar black adhesive to the bonding surfaces of the screen aperture flanges and the finisher strips; leave approximately 12,7 cm (5 in). at the unmitred end of the strips free from adhesive to allow cutting and fitting of the remaining joint.
9. Allow between 10 and 15 minutes for the adhesive to partly dry, then fit the finisher strips to the aperture flanges commencing at the mitred joint. Press the sealing strips firmly to the flanges.
10. Cut and fit the mitre joint in the remaining corner of the aperture and seal the strips by repeating the process detailed in operations 8 and 9.
11. When the interior finisher strip is fitted satisfactory connect the two rear window heater leads at their cable connectors and fit the trim panels surrounding the rear window by reversing the procedure given for their removal.
12. Reconnect the car battery.

Eck/MH

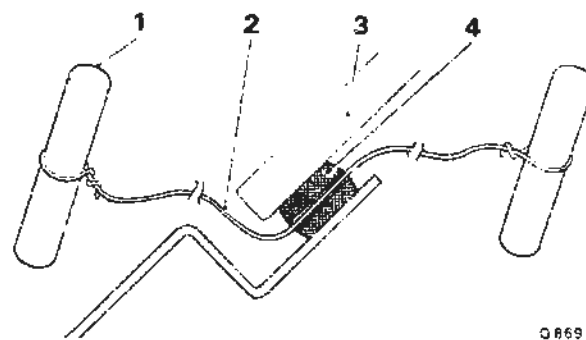


FIG 1 WIRE IN POSITION FOR FREEING THE SOLBIT STRIP

1. Handle (2 off)
2. Wire
3. Windscreen glass
4. Solbit seal (the dotted line indicates the hole bored through the seal)

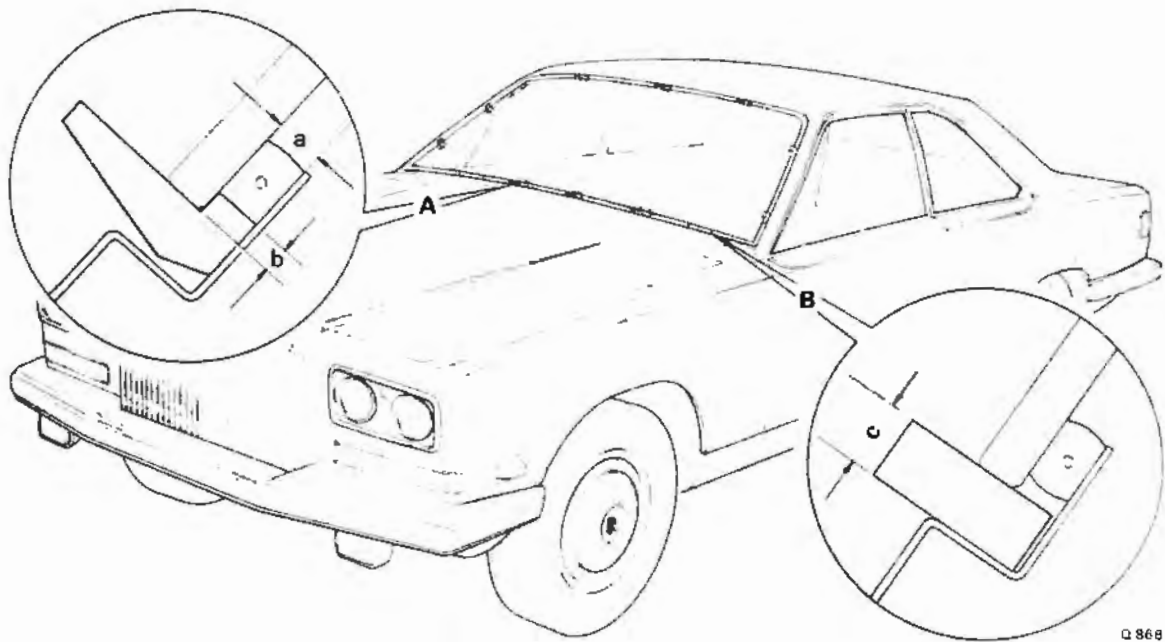


FIG 2 SPACERS AND DEPTH CONTROL BLOCKS IN POSITION

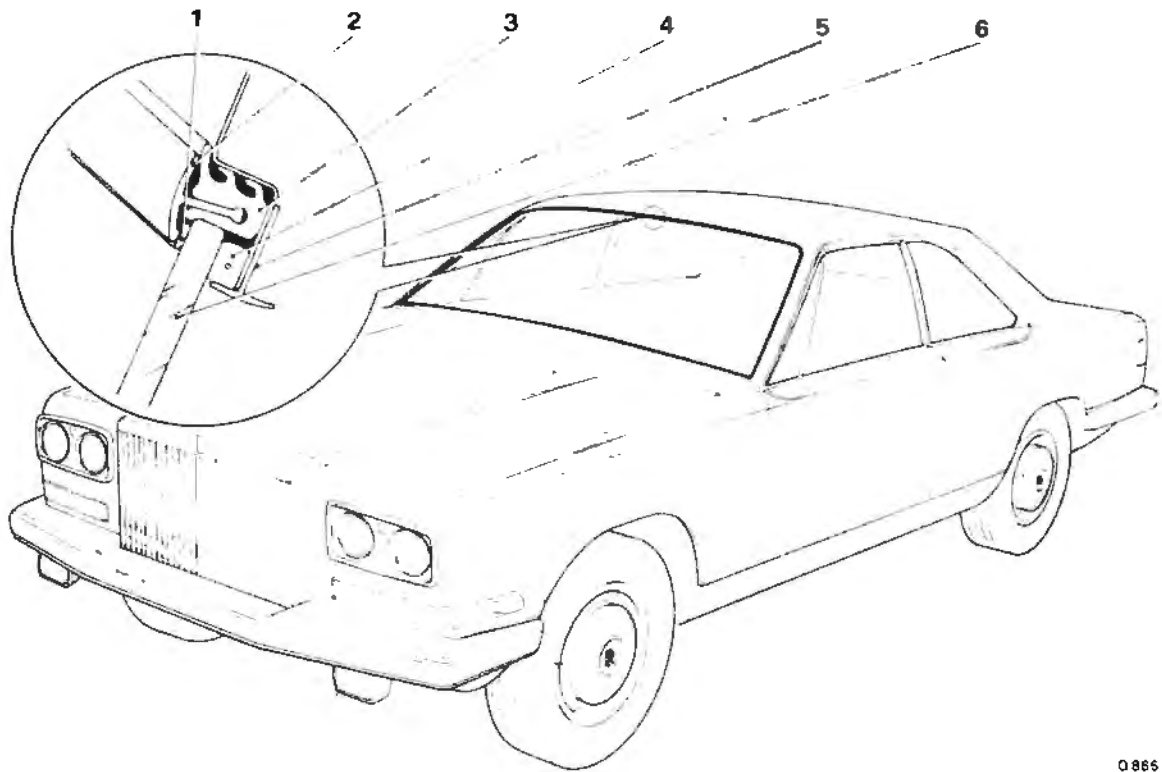
A. Depth control block in position

a) 3,2 mm (0.125 in)

b) 4,7 mm (0.185 in)

B. Spacer in position

c) 9,5 mm (0.375 in.) approximately. Adjust this dimension to produce an equal gap at the top of the glass.



0865

FIG 3 WINDSCREEN SEALING ARRANGEMENT

1. Rubber face seal.
2. Chromed finisher.
3. Moulded rubber seal.
4. Solbit seal.
5. Finisher seal (interior)
6. Windscreen glass.

Service Bulletin

Bulletin number	SY/S38				Date	4 2 76				Page 1 of 2			
Circulation list													

Category C

TO ALL DISTRIBUTORS AND RETAILERS

CAMARGUE FACIA CONTROL KNOB REMOVAL

APPLICABLE TO:

All Rolls-Royce Camargue cars.

DESCRIPTION:

Figure 1 describes a tool to facilitate removal of the recessed rotary control knobs on the facia (e.g. Aerial).

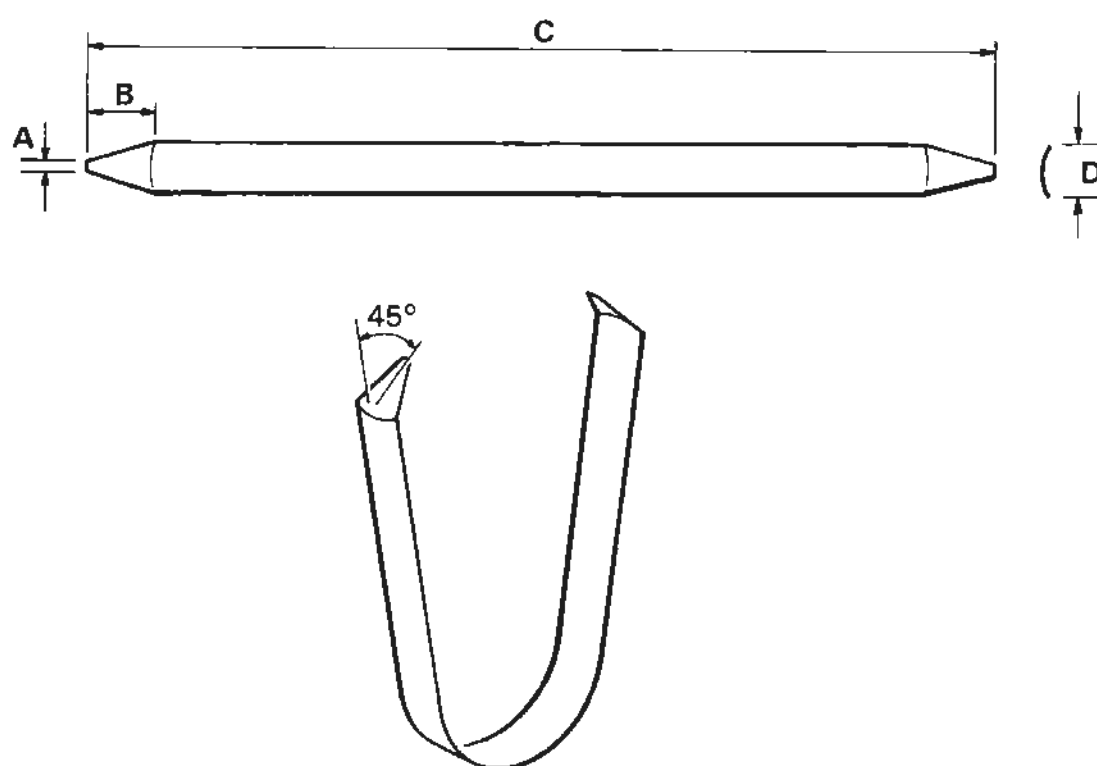
When using the tool, exercise great care to prevent damage to either the facia bezel or the knob periphery.

When fitting the control knob, engage it sufficiently for it to be flush with the facia bezel.

NOTE

Over-engagement will make future removal difficult and may also cause knob-to-facia foul.

To use the tool, carefully insert the ears behind the knob.



R 213

Figure 1 - Removal Tool

- A - 3,18 mm. (0.125 in.)
- B - 31,8 mm. (1.25 in.)
- C - 27,94 cm. (11.0 in.)
- D - 2,54 cm. (1.0 in.)

Tool is fabricated from locally obtained mild steel strip to dimensions given.

Radius of strip to match circumference of knob. All edges to be smooth.

Service Bulletin



Bulletin number	SY/S 39			Date	4 2 76			Page 1 of 1									
Circulation list																	

Category C

TO ALL DISTRIBUTORS AND RETAILERS

REPAIR PRIMER SURFACER

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars and all Bentley Corniche and 'T' Series cars.

DESCRIPTION:

Inmont light grey acrylic repair primer surfacer (U34 AV016 Rolls-Royce code 9502921) has now been replaced by Inmont grey green acrylic repair primer surfacer (U34 GV004 Rolls-Royce code 9202922).

This change has been made to avoid confusion between the cellulose and acrylic repair primers which are currently both light grey in colour.

We stress that the change is in colour only and the new material can be used as a direct replacement in all applications.

Service Bulletin



Bulletin number	SY/S41	Date	16 2 76	Page	1 of 1
Circulation list					

Category C

ALL DISTRIBUTORS AND RETAILERS

BODY PANELS

APPLICABLE TO:

All Silver Shadow, T Series, Corniche and Camargue motor cars.

DESCRIPTION:

In the event of exterior body panels having to be changed, it should be noted that replacement panels may need localised hand trimming to ensure an exact fit.

This trimming plus any other adjustments must be carried out to the panel being painted.

Service Bulletin

TSD 4171

Bulletin number	SY/S 42	1 3 76	Date	Page	1 of 2
Circulation list					

Category C

TO ALL DISTRIBUTORS AND RETAILERS

FRONT AND REAR WINDSCREENS

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow cars
and all Bentley Corniche and T Series cars.

DESCRIPTION:

Should it be intended to change a front or rear windscreen under the terms of the Rolls-Royce Motors Warranty which covers body items for a period of one year, authorisation must always be obtained from Rolls-Royce Motors Ltd before removing the glass from the car.

Having obtained authorisation the faulty glass can be removed and scrapped. Do not return the glass to Rolls-Royce Motors Ltd, unless requested to do so.

In order to expedite any resulting Warranty Claims would you please ensure that the Service Label and Warranty Claim Form, are correctly completed and include the glass date code. Failure to include the glass code will result in the Warranty Claim Form being returned.

It should be noted that the inclusion of the glass code applies to front and rear windscreen only.

The year and month of glass manufacture are determined by a series of dots above and below the words 'Triplex Laminated' which are etched in the left hand lower corner of the glass.

The year of manufacture is determined by where the dot is situated beneath the word Laminated. As this word has only nine letters, for the tenth year, the dot is placed beneath an invisible tenth letter as shown in the example for 1970.

EXAMPLE 1969 = LAMINATED
1970 = LAMINATED.
1974 = LAMINATED

The month of manufacture is determined by the dots placed above the word TRIPLEX as shown below.

January	• TRIPLEX	July	• TRIPLEX
February	• TRIPLEX	August	• TRIPLEX
March	• TRIPLEX	September	• TRIPLEX
April	• TRIPLEX	October	• TRIPLEX
May	• TRIPLEX	November	• TRIPLEX
June	• TRIPLEX	December	• TRIPLEX

Service Bulletin

TSD 4171

Bulletin number	SY/S43	Date	27 5 76	Page	1 of 1
Circulation list					

Category **C**

ALL DISTRIBUTORS AND RETAILERS

REPAIR PRIMER SURFACER

APPLICABLE TO:

All Rolls-Royce Camargue, Corniche and Silver Shadow motor cars and all Bentley Corniche and 'T' Series motor cars finished in Full Thermoplastic Acrylic Paint.

DESCRIPTION:

To avoid confusion between Cellulose and Acrylic Repair Primers which are currently both 'Light Grey' in colour, the colour of the Acrylic repair primer has been changed to 'Grey - Green'. The chemical specification of the primer remains unchanged.

'GREY - GREEN' Acrylic Repair Primer Surfacer

UB 33665 U34GV004 9502022 - INMONT

REPLACES

'LIGHT GREY' Acrylic Repair Primer Surfacer

UB 33278 U34AV016 9502921 - INMONT

Hly/MH

Service Bulletin



TSD 4171

Bulletin number	SY/S45	Date	17 6 76	Page	1 of 1
Circulation list					

Category C

ALL DISTRIBUTORS AND RETAILERS

MANUALLY OPERATED 'BULLS EYE' FLAP

APPLICABLE TO:

All Rolls-Royce Camargue motor cars after car serial number JRH 23608.

INTRODUCTION:

There have been minor alterations to the Camargue facia from the above car serial number.

DESCRIPTION:

The manual flap in the circular outlets (commonly known as the 'bulls eyes') is no longer fitted, and the airflow through these outlets is now controlled automatically.

Hly/MH

Service Bulletin



Car Division

TSD 417*

Bulletin number	SY/S46										Date	13	7	77	Page	1	of	1
Circulation list																		

Category C

ALL DISTRIBUTORS AND RETAILERS

KANGOL EUROFLEX SEAT BELTS WITH PRESSURE RELIEF DEVICE (PRD)

APPLICABLE TO:

All Rolls-Royce and Bentley Corniche cars given in the following list, with the exception of cars destined for the State of California and Europe (UK excepted).

DRE 25043 to DRE 26284 - Convertible cars

CRH 25044 to CRH 30021 - Two door saloons

INTRODUCTION:

A seat belt incorporating a pressure relief device ('window shade' retractor type) has been fitted to a number of cars between the car serial numbers previously quoted.

The pressure relief device assists in reducing the chest/shoulder pressure which is a normal feature of inertia reel seat belts.

To obtain the benefits of the device, the wearer(s) should fasten and adjust the seat belt to the desired requirement of the individual as with conventional inertia reel seat belts, then withdraw the shoulder strap between 6,4mm and 13mm (0.25 in. and 0.50 in.) and release. The PRD device will then maintain the selected pressure until a deliberate forward movement of the wearer exceeds approximately 2,5cm to 5,0cm (1.0 in. to 2.0 in.). At this point the seat belt will revert to the higher retraction load normally associated with conventional inertia reel belts.

Should the wearer(s) lean forward an abnormal amount or, completely unwind the webbing off the reel, the belt may not retract. In this case the small release lever situated on the seat belt reel housing at the base of the B post should be operated. This allows the belt to retract.

Service Bulletin

TSD 4171

Bulletin number	SY/S48	Date	25 1 78	Page	1 of 3
Circulation list					

Category C
ALL FRANCHISE HOLDERS

SILVER WRAITH II DOOR CAPPING FINISHERS

APPLICABLE TO:

All Rolls-Royce Silver Wraith II cars.

DESCRIPTION:

This Service Bulletin details the procedures for the renewal/fitting of the stainless door capping finishers.

PROCEDURE:

CAPPING FINISHER - TO REMOVE (ALL DOORS)

1. Drill out the rivet securing the capping finisher front edge to the door.
2. Pull the finisher away from the door until it assumes an angle of 45° to the door. Move the finisher rearwards so that it unclips itself from the door trailing edge. Do not damage the rubber seal.

CAPPING FINISHER - TO FIT (FRONT DOOR)

1. Clean the door painted surface and the underside of the finisher.

If a new capping finisher is to be fitted it will be supplied in spares form in two pieces - the finisher and the forward edge retainer. The finisher should be measured to the individual door, cut to size and then the finisher and forward edge retainer must be Argon gas welded, dressed and polished.

2. Apply a suitable lubricant to the underside of the rubber sealing strip eg Hellerine Rubber Lubricant (Grade M Formula 66).

Coat the underside of the finisher and the door surfaces with Bostick 1261 or similar.

3. Hook the rear of the finisher to the door rear edge, and, using a blunt instrument under the rubber sealing strip, fit the finisher to the door simultaneously allowing the finisher to fit under the rubber.
4. When the strip is flush to the door, rivet the finisher forward edge retainer to the door forward edge.

CAPPING FINISHER - TO FIT (REAR DOOR)

Use the same procedure given for the front door noting the following difference.

1. The finisher is supplied in two pieces - the finisher and the rear edge retainer. The finisher should be measured to the individual door, cut to size and then the finisher and rear edge retainer must be Argon gas welded, dressed and polished.

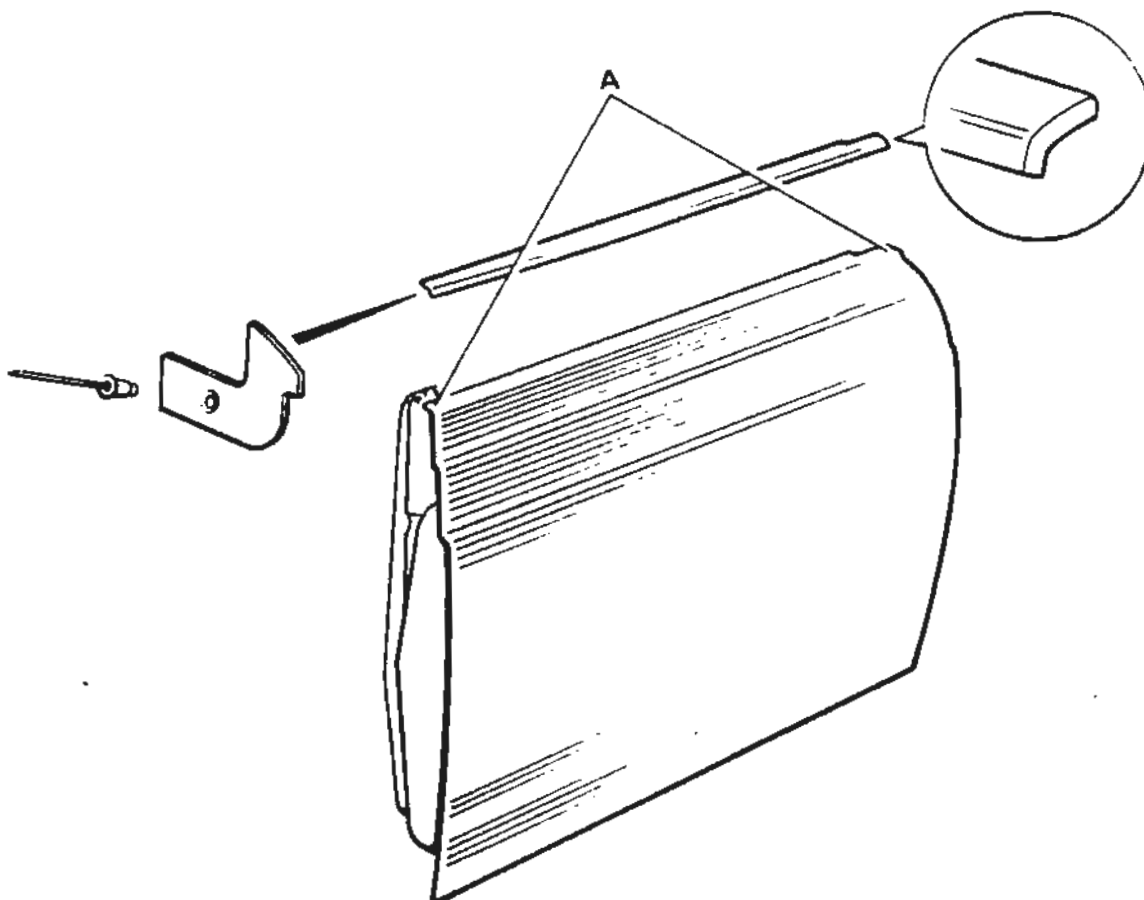
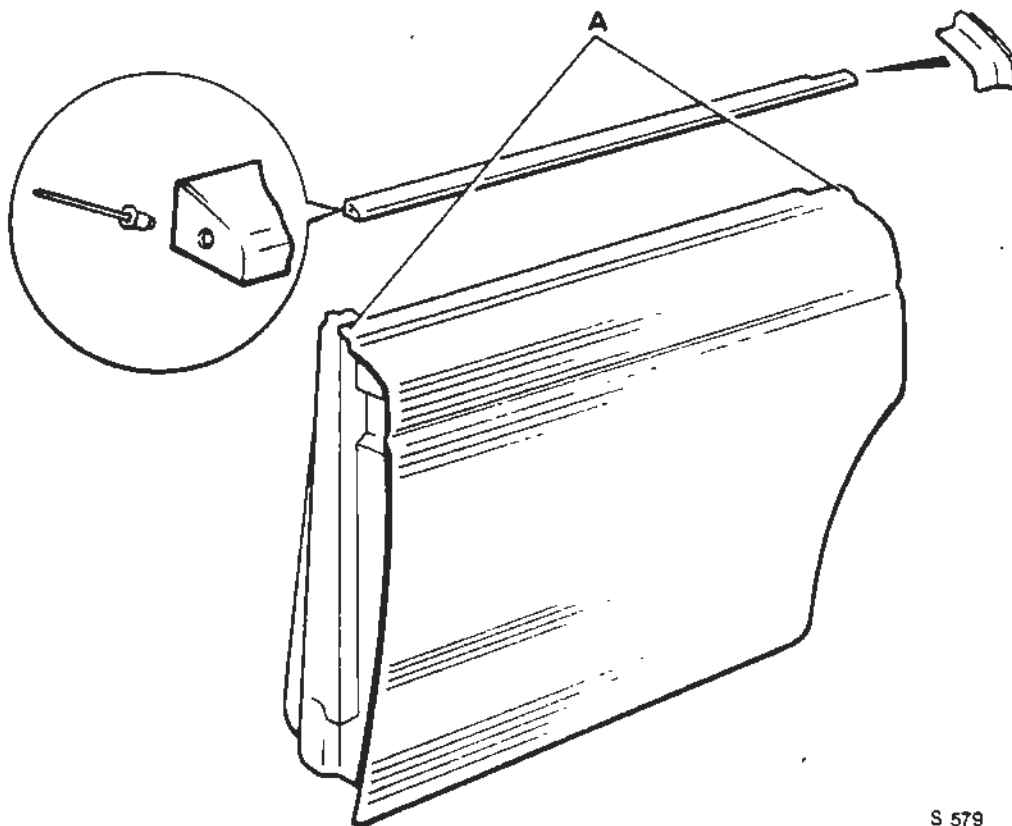


Figure 1 - Front door capping finisher

A - Finisher to fit flush at both points



S 579

Figure 2 - Rear door capping finisher

A - Finisher to fit flush at both points

Hly/MB



Service Bulletins

Chapter T **Transmission**



Service Bulletins

Chapter U

Emission Control Systems



Service Bulletins

Chapter P VI Phantom VI

Service Bulletin



Car Division

Bulletin number	PVI/RI	Date	7 10 77	Pa .	1 of 1
Circulation list					

Category C

ALL DISTRIBUTORS AND RETAILERS

APPLICABLE TO ROLLS-ROYCE PHANTOM V AND VI CARS

TYRE SIDEWALL MARKING

INTRODUCTION

The sidewall marking on tyres fitted to Phantom V and VI cars, is to be changed in anticipation of forthcoming legislation.

DESCRIPTION

The previous marking 8.90 H-15 Dunlop Fort C will be changed to 8.90 S-15 Dunlop Fort. The tyre size and construction will remain unchanged. It is inevitable that as tyres are replaced on motor cars, some cars will have tyres with the two different markings. The performance and handling of the cars will not be affected in any way.

Hly