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

T.S.D. Publication 4171
Service Bulletins

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B Special Processes
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Service Bulletin

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
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G. Hydraulic Systems
SY/G63 Flexible brake hoses
SY/G64 General precautions

H. Sub-frames and Suspension
No bulletins issued
J. Final Drive  
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K. Fuel System and Carburetters  
SY/K12 Fuel cooler installation - U.S.A. only  
SY/K13 Fuel level gauge tank unit floats

L. Engine Cooling System  
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M. Electrical System  
SY/M98 Replacement blower motors  
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SY/M100 18W 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 Step lamp switch adjustment  
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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  
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SY/R38 Force variation marking - Avon tyres  
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S. Body  
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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 surafacer
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
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.
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

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.

When any of the previously mentioned vehicles are undergoing a service operation the following procedures should be observed.

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.

Cars Fitted with Torque Convertor 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.

ECK/MB
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/MH
Service Bulletin

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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 predetermined 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.
Figure 1 Fuel system (USA and Canada only)

1 Fuel pumps
2 Fuel pipe
3 Fuel filter
4 Fuel tank
5 Fuel vapour valve
6 Fuel flow check valve
7 Vapour line
8 Evaporative loss canister
9 Fuel cooler
10 Refrigeration compressor
Figure 2 Fuel Flow (USA and Canada only)

1 Throttle damper
2 'A' bank carburetter
3 Idle stop
4 'B' bank carburetter
5 Choke bi-metal assembly housing
6 Anti-run on solenoid
7 Mixture weakening device
8 Fuel cooler
9 Full throttle EGR lock-out
10 Fuel flow direction
Figure 3 Tamperproof devices (fitted to an SU carburettor)

1 Tamperproof device shown fitted to mixture screw.
The cap (shown open) is firmly pressed home when adjustment is complete.
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.
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.)
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
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 1/8 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 7/8 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 7/8 turns clockwise.

   Should the adjuster be rotated more than 1 and 7/8 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.
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**

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CORNICHE CARS

North American markets

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### United Kingdom and Other Markets

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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 (iii) 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
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.
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 carburetter 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.
<table>
<thead>
<tr>
<th>Model Year</th>
<th>From Car Serial No</th>
<th>Engine Capacity (L)</th>
<th>Compression Ratio</th>
<th>Ignition Distributor</th>
<th>Ignition Timing (B.T.D.C. Rpm)</th>
<th>Static Premium Fuel:</th>
<th>Modification Required</th>
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<tbody>
<tr>
<td>1975</td>
<td>SRH 20797</td>
<td>6.75</td>
<td>7.3:1</td>
<td>UE 39224</td>
<td>15</td>
<td>1600</td>
<td>4 B.T.D.C</td>
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<tr>
<td>1974/1973</td>
<td>SRH 15250</td>
<td>6.75</td>
<td>8:1</td>
<td>UE 36307</td>
<td>15</td>
<td>1500</td>
<td>T.D.C</td>
</tr>
<tr>
<td>1972</td>
<td>SRH 12895</td>
<td>6.75</td>
<td>9:1</td>
<td>UE 38009</td>
<td>5</td>
<td>800</td>
<td>4 B.T.D.C</td>
</tr>
<tr>
<td>1971</td>
<td>SRH 8742</td>
<td>6.75</td>
<td>9:1</td>
<td>UE 37735</td>
<td>5</td>
<td>800</td>
<td>T.D.C</td>
</tr>
</tbody>
</table>

**1975/76**
- **1975** Premium Fuel: 95RON., 0.2g/L
- **1976** Premium Fuel: 95RON., Unleaded

**1977**
- Retard ignition by 2 B.T.D.C at 1700 r.p.m. (equivalent to 2 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)
**Service Bulletin**

وروأي: "Bulletin number SY/E31 Date 17/6/76 Page 1 of 2"

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 |
| SRX 23978 | SRX 24177 | SRH 24245 | SRE 24321 |
| LRE 24028 | SRE 24179 | SRH 24246 | SRH 24322 |
| LRE 24029 | SRH 24180 | SRE 24247 | SRE 24323 |
| LRE 24030 | SRH 24181 | SRE 24248 | SRE 24324 |
| LRE 24033 | SRH 24182 | SRH 24249 | SRH 24325 |
| LRE 24036 | SRH 24184 | SRH 24250 | SRH 24326 |
| SRH 24045 | SRE 24186 | SRE 24251 | SRE 24328 |
| LRE 24104 | SRE 24211 | SRX 24252 | SRH 24329 |
| LRE 24108 | SRE 24215 | SRX 24253 | SRE 24330 |
| SRH 24136 | SRE 24219 | SRE 24255 |  
| SRH 24145 | SRH 24220 | SRE 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 |  
| SRE 24173 | SRH 24240 | SRH 24318 |  

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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.
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.
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
CRA 14278
LRA 14332
LRA 14333
LRA 14384
LRA 14386
LRA 14388
LRA 14389
LRA 14391
SRA 14409
SRA 14415
SRA 14420
SRA 14424
SRA 14430

LRA 14443
LRA 14444
LRA 14445
LRA 14446
SRA 14453
SRA 14456
SRA 14464
SRA 14467
SRA 14475
SRA 14478
SRA 14487
SRA 14490
SRA 14510
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.
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 9:1 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°.
Service Bulletins

Chapter F
Propeller Shaft
and Universal Joints
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.

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.
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            JRR 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 gearlever 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 K
Fuel System
and Carburetters
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 i.e. 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 e.g. 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 (saloon) and 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 DRX 22781 (convertible) RH 2690

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 ½ 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 ¼ 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 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 ½ 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 carburetter 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 carburetter 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 carburetter 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 ½ 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 carburetter 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
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
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 CE 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
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 refractometer 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 refractometers are available from:

British American Optical Co Ltd
Instrument Group
920 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
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.
## 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.
Service Bulletin

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
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 PW 11120 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 onto the lower sprocket.

* 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 RH 2691

TIME ALLOWED:
Remove and renew one switch - 0.3 hour.

*Re-issued to amend an incorrect part number quoted for original switch.
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. (1.000 in.)
Y 2 x 4 BA clearance holes per switch
W Centre line of switch plunger scribed on sprocket
16W WIPER MOTOR
PARKING SWITCH ADJUSTMENT

APPLICABLE TO:
All Silver Shadow, T Series and Corniche motor cars fitted with an intermittent 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.
Figure 1

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

Figure 2

Early gear

Later gear
Figure 3

1. On-screen parking switch
2. Circuit tester
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 11865.

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.

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

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.

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

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 VA 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.
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.

TIME ALLOWED

Fitting complete kit - 7.0 hours
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.

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:

<table>
<thead>
<tr>
<th>AIR TEMPERATURE BELOW 32°C (90°F)</th>
<th>CONDITION OF BATTERY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPECIFIC GRAVITY</td>
<td></td>
</tr>
<tr>
<td>1.270 to 1.290</td>
<td>Fully charged</td>
</tr>
<tr>
<td>1.180 to 1.200</td>
<td>Half discharged</td>
</tr>
<tr>
<td>1.090 to 1.110</td>
<td>Fully discharged</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIR TEMPERATURE ABOVE 32°C (90°F)</th>
<th>CONDITION OF BATTERY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPECIFIC GRAVITY</td>
<td></td>
</tr>
<tr>
<td>1.220 to 1.240</td>
<td>Fully charged</td>
</tr>
<tr>
<td>1.150 to 1.170</td>
<td>Half discharged</td>
</tr>
<tr>
<td>1.070 to 1.090</td>
<td>Fully discharged</td>
</tr>
</tbody>
</table>

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.
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.)
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-lucair 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  
 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.
TO ALL DISTRIBUTORS AND RETAILERS

OTTER MOTOR GUARD - 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 motor guard' 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 9159/50).

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.

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**Figure 1.** Right-hand drive cars

1. Otter switch.
2. Mounting plate.
3. Cables.
Figure 2. Left-hand drive cars

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

Raise the car on a hoist and remove the brake distribution and actuation cover.

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.

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 the gearbox housing.

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.

Connect the 'Green/Blue' and 'Green' cables to the outer terminals of the stop lamp switch as shown in Figures 2 and 7.

Fit the brake distribution and actuation cover.

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.

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 'P' 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 Lucas 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 carburetters 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 converter 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 WI 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 WI 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 convertor 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 'D' 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
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 carburettor

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
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:

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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.
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 facia.

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 carburetter 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.
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

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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.

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
FIGURE 2

C4 Steering wheel to hub countersunk setscrews.
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Service Bulletin

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.

*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
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
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
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.
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<th>Rolls-Royce Silver Wraith II without division</th>
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* 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

Bulletin number SY/R37
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:**

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Hly/SW
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
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

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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 - CRH 18564 and onwards
Corniche Convertible - DRH 18563 and onwards
Camargue - JPH 14674 and onwards

DESCRIPTION

The Dunlop HR70 HR15 SP Sport Formula '70' T/L tyres have previously been subject to possible 'flattening' problems. In order to eliminate this potential problem the same tyre is now being manufactured with a 'rayon' carcase replacing the previous 'nylon' carcase. 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 carcased 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

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.
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
Front Carpet

Seat Pedestal

\[\frac{3}{4}\]" Wide strip of 'Hook' Velcro stitched to Underside of Front Carpet (9.5 long)

Carpet Studs (Removed)

Rear Carpet

Seat Pedestal

Anti-slooger Mounting Plate

Air Outlet

Section AA

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

* (May be stapled)
Remove material from clamp as shown.

Brake connector block moved hole pitch of mounting bracket towards centre of car.

Forward Exhaust Mount
CAR SERIAL NUMBERS
SILVER SHADOW SALOON
REQUIRING FLOOR INSULATION PAD

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ROLLS-ROYCE CORNICHE SALOON
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### CAR SERIAL NUMBERS

**SILVER SHADOW LONG WHEELBASE REQUIRING FLOOR INSULATION PAD**

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*Denotes Canadian car*
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.

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
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 facia top roll and the demister grille/windscreen 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 paint work.

**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 satisfactorily 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.
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.
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.
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.

ECK/MB
TO ALL DISTRIBUTORS AND RETAILERS

REPAIR PRIMER SUFFACER

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

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.
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.

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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

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**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

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).

DRH 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.
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
Figure 2 - Rear door capping finisher

A - Finisher to fit flush at both points
Service Bulletins

Chapter U

Emission Control Systems
Service Bulletins

Chapter P VI

Phantom VI
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.