

**FUEL SYSTEM
AND CARBURETTORS**

Modification Category 3A.

NOISE FROM PETROL PUMPS.

It is possible for the noise of the petrol pumps to be transmitted to the interior of the car, via the pipe line and frame, due to the rigid mounting of the petrol pipe to the support bracket, which is welded to the right-hand side of the frame ahead of the dash.

When a complaint is received, a modification should be carried out to isolate the union from the support bracket by inserting a rubber grommet.

The supply pipe from the pumps and the flexible pipe to the carburettors should be disconnected from the union, and the existing union removed from the bracket.

Open out the existing hole in the bracket to 15/16" diameter, and install the rubber grommet UR.2657.

Insert the distance piece, UR.2660, in the grommet, and mount the new union, UR.2977, through the distance piece sandwiched between the two flat washers, UR.2658, and using the original lock-nut for retention.

Reconnect the petrol pipes, and check that no metal to metal contact now exists between the new union and the mounting bracket.

The necessary Part Numbers are listed below, and Retailers are requested to order them from The London Service Station as required:-

UR.2977	Union	-	Petrol Pipe Coupling	1 off.
UR.2657	Grommet	-	Petrol Pipe Coupling	1 off.
UR.2658	Washer	-	Union Mounting	2 off.
UR.2660	Distance Piece	-	Grommet	1 off.

Time allowance - 1½ hours.

CATEGORY 3

FOR INFORMATION.

COPPER FUEL PIPES

Copper fuel pipes have superseded those of aluminium on production of later Rolls-Royce and Bentley cars. This action has been taken to obviate the danger of corrosion, resulting from travel over icy roads which have been sprayed with salt.

If the Retailer decides to change the pipes on a car which is used in these conditions, fit new pipes as follows.

PROCEDURE FOR FITTING.

Should any doubts arise, as to whether aluminium pipes are fitted, it is permissible to bare a small area on one of the pipes in order to ascertain this.

Ensure that the fuel pipe support, situated on the right-hand side ahead of the bulkhead, has been modified to eliminate fuel pump noise, as detailed in Service Bulletin No. CB. 5.

Also ensure that the level in the fuel tank is sufficiently low to prevent leakage when removing the pipe between the fuel pump and the fuel filter.

Remove the aluminium pipes and fit new copper ones. When the pipes have been fitted, switch on the ignition and inspect all pipe connections for leakage.

The time allowance for the complete operation is three hours.

MATERIAL REQUIRED.

Petrol pipe - Fuel tank to fuel filter. (Silver Cloud and Bentley 'S' Type only)	UR. 3233 - 1 off.
Petrol pipe - Fuel tank to fuel filter. (Bentley Continental 'S' Type only)	UR. 3256 - 1 off.
Petrol pipe - Fuel filter to fuel pump.	UR. 3254 - 1 off.
Petrol pipe - Fuel pump to mounting bracket.	UR. 3255 - 1 off.
Locknut - union.	UR. 3259 - 1 off.
Tubing nut.	UR. 3262 - 5 off.
Union - petrol pipes.	UR. 3257 - 5 off.
Tubing sleeve.	KB. 3004 - 5 off.
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APPLICABLE TO

Rolls-Royce Silver Cloud chassis up to SZB - 29.

Bentley 'S' Type chassis up to ... B-326-CK.

Bentley Continental 'S' Type chassis up to BC-28-BG.

NOTE: In the case of a few cars (early 'A' series chassis), 4 off only of

Union - Petrol pipes UR. 3257 and

Tubing nut UR. 3262

will be required, the following parts being fitted at the petrol tank connection.

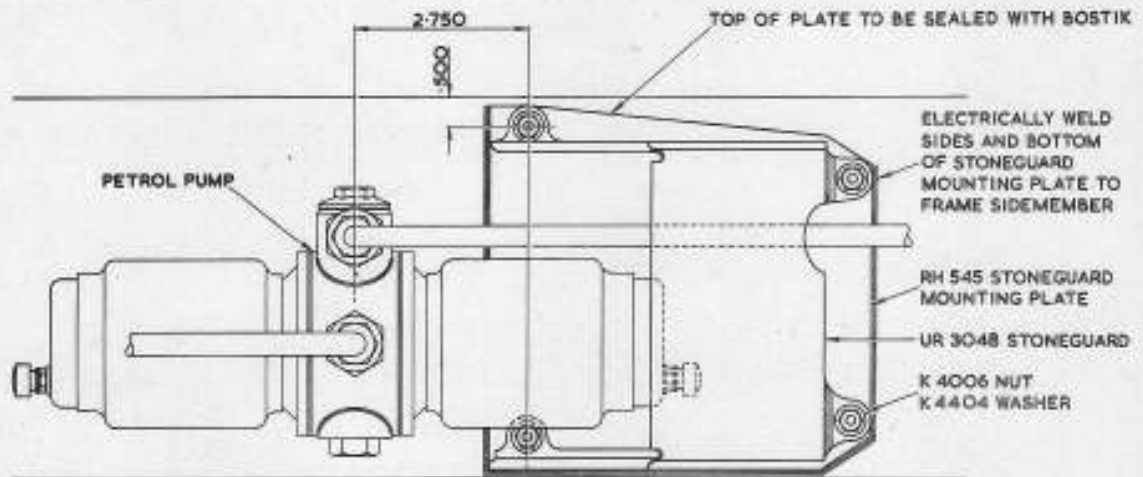
Adaptor	...	KB. 3044	...	1 off.
Nut	...	KB. 3024	...	1 off.
Washer	...	KB. 1087	...	1 off.

CATEGORY 3A

IMPROVED FUEL PUMP STONEGUARD

A more substantial fuel pump stoneguard can be fitted to cars which are obliged to travel over stony terrain and require more protection than the standard stoneguard provides.

The fuel pump and existing stoneguard should be removed and the cap on the fuel tank filter released so that fuel cannot siphon out of the fuel pipe at the pump. The stoneguard mounting plate is then electrically welded in position where illustrated, but sealed with Bostik sealing compound at the top where it cannot be welded owing to the proximity of the coachwork.



STONEGUARD ASSEMBLY

The fuel pump is then replaced, and the stoneguard bolted in position to the mounting plate.

It may be necessary to bend the fuel pipe slightly so that it passes through the stoneguard without fouling.

The time allowance is two hours.

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MATERIALS

UR.3048 - Stoneguard - Petrol Pump	1 off.
RH. 545 - Assembly, Mounting Plate, Stoneguard	1 off.
K.4404 - Plain Washer	4 off.
K.4406 - Nut	4 off.
Bostik Sealing Compound - As required	

CHASSIS NOS:

This modification is fitted to :-

Silver Cloud SZB-27 and onwards.

Bentley 'S' Type B-312-CK and onwards.

Bentley Continental 'S' Type HC-29-BG and onwards.

CATEGORY 3

WATERPROOFING S. U. FUEL PUMPS

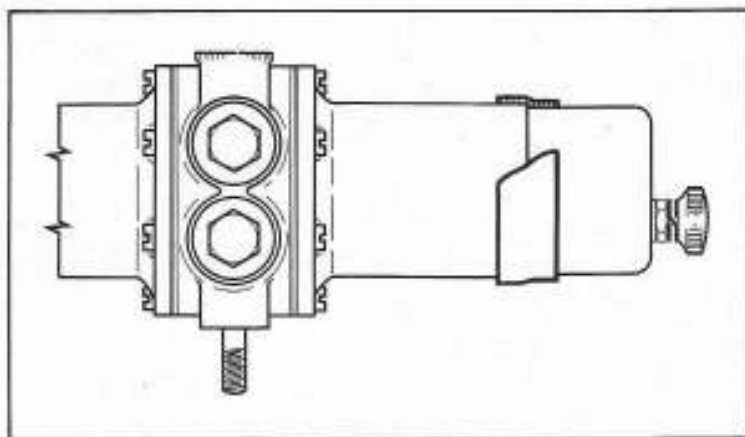
Exhaustive testing of the S U. Fuel Pump for waterproofing under the most severe conditions of "water splashing", has shown that it is possible for water to enter the pump and subsequently cause failure due to corrosion of the contact breaker mechanism.

The existing rubber waterproofing gaiter does not make a satisfactory water seal under these conditions and does in fact hold any water which may collect.

A more efficient means of sealing is achieved by fitting a rubber band (Part number UD.4901) over the joint between the pump body and the end cover.

It is recommended that this new seal is fitted when the pump has failed due to the ingress of water or when the pump has been removed for servicing.

The method of fitting this rubber seal is simple and in addition to being more efficient is less costly than the gaiter; the illustration below shows how the new seal should be fitted.



S. U. Fuel Pump showing new rubber waterproofing seal in position.