No. S3/MI

FOR INFORMATION

S3 DISTRIBUTOR - TRAPPED L.T. LEAD

On early S3 cars there is a possibility that the L.T. lead, which connects the condenser to the terminal on the side of the distributor, may be trapped between the casing and the cap as the cap is fitted. This braided L.T. wire should be re-routed underneath the P.V.C. coated wire which goes from the condenser to the contact breaker terminal.

All early S3 cars should be checked for this fault at the first opportunity.

On current S3 cars the lead has been re-routed.

ROLLS-ROYCE LIMITED, PYM'S LANE, CREWE, ENGLAND

2.4.1963

RS/SMH.

SECTION

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CATEGORY 3

SPEEDOMETER DRIVE CABLES

DESCRIPTION

An improved type of speedometer cable is at present being fitted to current production cars. The new cable has been designed to improve the operation of the speedometer, and to eliminate the factors that are likely to cause needle fluctuation. These factors are overcome by a new cable incorporating an improved inner cable and indicated clipping areas, which ensure that the run of the cable is kept as smooth and kink free as possible.

In cases of complaint due to speedometer needle fluctuation, the existing cable should be replaced with a new type of cable.

APPLICABLE TO :-

All S3 cars prior to the following chassis numbers.

Bentley S3	B 232 CN
Bentley S3 L.W.B.	BAL 6
Silver Cloud III	SCX 453
Silver Cloud III L.W.B.	CBL 9
Bentley Continental S3	BC 96 XA

In addition to the above cars, the modification is also applicable to cars with the following chassis numbers

Bentley S3

B 238 CN	B 248 CN	B 252 CN
B 254 CN	B 256 CN	B 262 CN
B 264 CN	B 272 CN	

Silver Cloud III

SCX 455	SCX 457	SCX 461
SCX 463	SCX 465	SCX 467
SCX 469	SCX 473	SCX 479
SCX 487	SCX 491	SCX 493
SCX 495	SCX 497	SCX 503
SCX 505	SCX 507	SCX 511
SCX 513	SCX 515	SCX 517

Silver Cloud III L.W.B.

CBL 11	CBL 15	CBL 17
CBL 19		

Bentley Continental S3

BC 98 XA	BC 100 XA	BC 102 XA
BC 104 XA	BC 106 XA	

IDENTIFICATION

The new cable may be identified by two white plastic wrappings placed at approximately 1/4 and 1/2 way along the cable from the gearbox drive end.

PROCEDURE

Speedometer cable - To remove

Access to the drive end of the speedometer cable is gained beneath the car. It is therefore desirable that the car be placed on a ramp or over a pit.

Disconnect the battery.

Remove the facia panel.

Remove the speedometer head, taking care to note the position in which the various warning and illuminating lamp sockets are fitted.

Disconnect the speedometer cable at the gearbox drive end.

Remove the clips which support the speedometer cable on the frame and bulkhead; disconnect the earthing strip.

Withdraw the speedometer cable, together with the bulkhead grommet and seal from the engine side of the bulkhead.

New speedometer cable - To fit

Remove and inspect the clips from the old speedometer cable. Should the clip rubbers show any sign of deterioration, new clips will be required.

Fit the clips to the new cable, ensuring that the two clips nearest to the gearbox drive end are fitted in the positions denoted by the white plastic wrappers.

Fit the speedometer cable to the car by reversing the procedure given for its removal and noting the following points.

The clip on the chassis frame and the lower of the two clips on the bulkhead MUST be fitted in the positions denoted by the white plastic wrappers.

If a kink occurs owing to the speedometer cable having to pass over the front near-side body mount, the clip on the chassis frame may be bent upwards to obviate the kink.

Finally, when fitting the cable to the speedometer head, ensure that the felt washer is in position.

MATERIAL REQUIRED

Description	Part No.	Quantity
Assembly - Flexible drive - Speedometer	UD 8675	1

When fitting the above new speedometer cable, would Retailers and Service Personnel please note that upon removal, the old speedometer cable MUST be returned to :-

Messrs Rolls-Royce Limited.,
Spares Central Stores,
Pym's Lane,
Crewe

Guarantee claims will be accepted for the material and labour utilised.

Time allowance 2 Hrs 15 Mins.

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FOR INFORMATION

AIMING THE FOUR HEADLAMPS

DESCRIPTION

To provide a satisfactory standard of lighting with the four headlamp system, it is essential to aim the headlamps correctly. To do this, two methods are available as follows

1 Using the Lucas Lev-L-Lite mechanical beam aimer.

2 Using the visual method, aiming the headlamps against a suitably marked screen or against a wall.

Of the two methods, the Lucas Lev-L-Lite mechanical beam aimer is recommended, as this provides quicker and more accurate beam aiming.

APPLICABLE TO

Ben ley S3
Bentley S3 L.W.B.
Silv r Cloud III
Silver Cloud III L.W.B.

METHOD 1 - TO AIM THE HEADLAMPS USING THE LUCAS LEV-L-LITE BEAM AIMER

To enable Retailers and Service Personnel to identify the various pieces mentioned in the procedure, the Lev-L-Lite beam aiming kit comprises the following components.

2 Lev-L-Lite beam aimers, right and left-hand.

1 Transit, used to obtain the floor level correction factor.

1 Target, used in conjunction with the transit.

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PROCEDURE

Drive the car onto a flat area where the lamps are to be aimed. This area need not be level BUT must be flat.

Before aim ng the headlamps it is necessary to adjust the two beam aimers to compensate for any out of level of the floor.

Floor correction figure - To determine

Place the target on the floor by the right-hand rear wheel, with the 'TOP' mark uppermost.

Place the transit on the floor by the right-hand front wheel. Look through the viewer and adjust the transit until the target is visible.

Adjust the knurled screw on the back of the transit until the split image is aligned.

Turn the dial on the side of the transit until the spirit level on top of the transit is centred.

Read off the floor correction figure from the transit dial.

Using a screwdriver, adjust the compensating dial in the end of the right-hand beam aimer to read the same as the dial on the transit.

The right-hand beam aimer is now corr ected for any out of level of the floor.

Repeat the operation on the left-hand side of the car.

Settings

Using the Lucas Lev-L-Lite beam aimer the headlamps should be set as follows

	Horizontal dial settings	Vertical dial settings
Two inner lamps (main beam)	Zero	Zero
Two outer lamps (dipped beam)	Zero	1 division down

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Headlamps To aim

Check the tyre pressures; these should be set at the recommended pressures.

Rock the car to equalise the suspension.

Check the headlamp units to ensure correct operation, then switch off the headlamps.

Remove the headlamp fairings and clean each headlamp lens with a damp cloth.

Position the two aimers on the outer two lamps ensuring that the smooth inner ring of the aimer is located squarely on the three aiming pads on each headlamp lens.

Rotate each aimer so that the sight openings face each other. Secure the aimers to the headlamp lens by pushing forward the sliding handle until the suction cup engages the headlamp lens. Draw the handle back until the spring catch locates.

Horizontal aim - To set

Set the RIGHT-LEFT dials on the aimers to zero.

Look through the viewing port of the right-hand aimer and check the alignment of the split image. If necessary rotate the aimer slightly to locate the target.

(i) If the split images are aligned, the horizontal aim is correct.

(ii) If the split images are not aligned, the horizontal aim is incorrect.

If the split image is not aligned, then turn the headlamp horizontal beam adjusting screw until the split image is aligned. To remove backlash make the final adjustment by turning the screw clockwise.

Repeat the above operations on the left-hand aimer and recheck the split image alignment in the right-hand aimer.

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Vertical aim - To set

Set the DOWN-UP dial at 1 division down.

Turn the headlamp vertical aim adjusting screw until the bubble in the spirit level is on the car side of the spirit level centre line. Turn the adjusting screw clockwise until the bubble is centred for correct aim and elimination of backlash

Repeat the setting procedure for horizontal and vertical aiming on the inner two lamps noting that the DOWN-UP reading for the inner lamp should be zero.

To remove the aimer, release the spring catch and push the sliding handle towards the headlamp.

Fit the headlamp fairings ensuring that the fairing does not foul the headlamp bezels.

After fitting the fairings, check the headlamp aim with the Lev-L-Lite beam aimers.

Important If the Lev-L-Lite beam aimers are dropped or damaged, they should be returned to the manufacturers for recalibration.

METHOD 2 - TO AIM THE HEADLAMPS BY THE VISUAL METHOD

This method requires either a suitably marked wall and floor, or a movable screen. Of the two methods it is recommended that if possible the movable screen should be used, as it provides a more accurate means of positioning the car at right-angles to the aiming target.

Recommended method

The apparatus for use with this method should be constructed as follows

1 A matt white painted screen marked and made to the dimensions as shown in Figure 1. The screen should be movable and be provided with aiming blocks and cords, also shown in Figure 1

2 A cord anchorage peg which fits into the hole in the rear axle shaft. The peg should be made to the dimensions shown in Figure 1.

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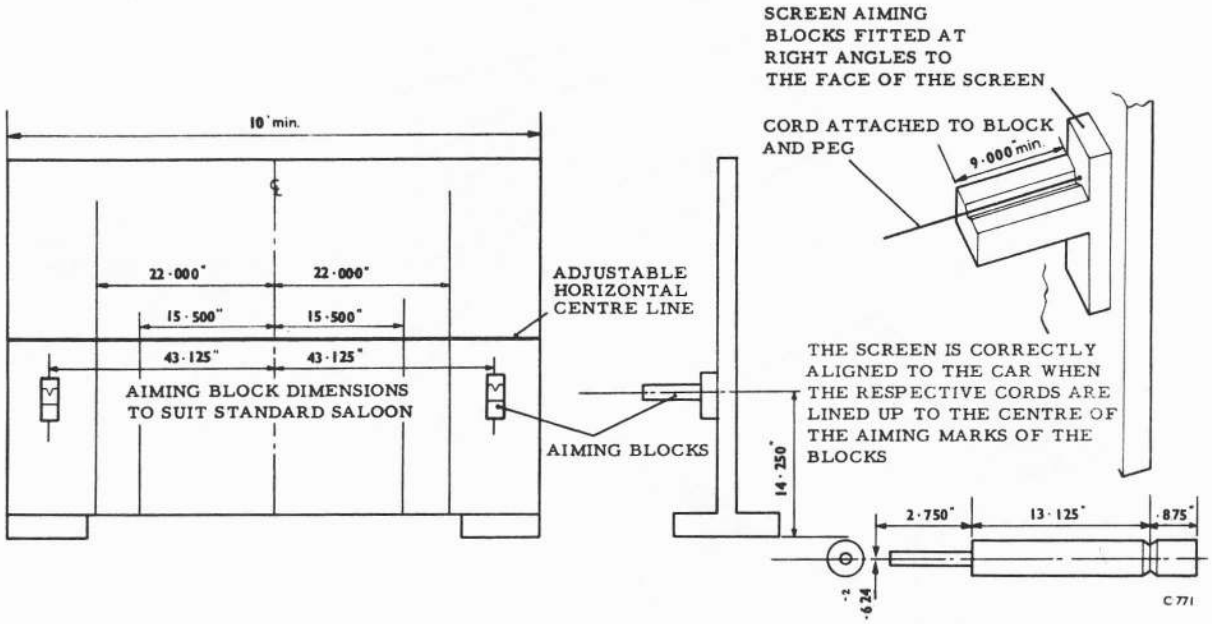

Fig.1 Headlamp aiming screen

Alternative method

A flat wall surface should be selected preferably with a light coloured matt finish, with a flat but not necessarily level area of floor extending to 40 ft. in front of the wall. The wall and floor should be marked out as shown in Figure 2.

Headlamps - To aim

1 Check the tyres for recommended pressure and correct if necessary.

2 Remove the headlamp fairings.

3 Clean each headlamp lens with a damp cloth.

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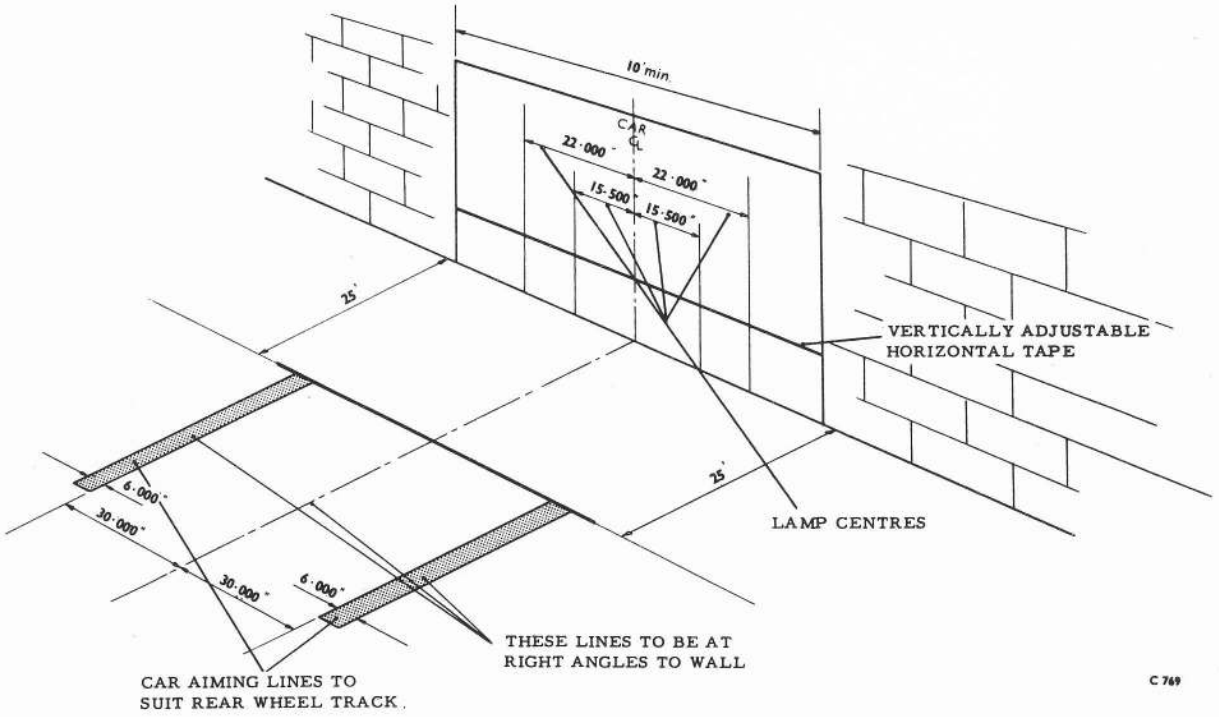

Fig. 2 Headlamp aiming - wall markings

4a Using the recommended method, the screen should be placed square to the front of the car at a distance of 25 ft. as shown in Figure 3. This is achieved by removing the rear wheel discs and pushing the cord anchorage pegs into the holes in the rear axle shafts. The screen is moved back until the cords are taut and then sideways until the cords line up with the grooves in the aiming blocks.

4b Using the alternative method, manoeuvre the car onto the site selected until the headlamps are 25 ft. from the wall and the road wheels are correctly aligned with the lines on the floor. Because of the difference in front and rear wheel tracks, it should be noted that each front wheel should be 3/4 in. further inboard than the rear wheel.

5 Rock the car to equalise the suspension.

6 Measure the height of the centre of the headlamps above the ground and adjust the horizontal tape on the screen or wall to this height.

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The car is now ready for the headlamps to be aimed.

The lamps should be aimed in pairs, i.e. the two outer lamps for the dipped beam, and the two inner lamps for the main beam. The outer pair of lamps must be covered over when aiming the main beam.

Inner lamps (main beam) - To aim

Vertical aim: The centre of the high intensity zone should be on the horizontal centre line, which represents the height of the lamp centres from the floor on which the car is standing.

Lateral aim: The centre of the high intensity zone should be on the vertical line straight ahead of the lamp centres.

Outer lamps (dipped beam) - To aim

Vertical aim: The top edge of the high intensity zone should be on the horizontal centre line, or not more than 1 in. below it.

Lateral aim: The right-hand edge of the high intensity zone should be 2 in. to the left of the vertical centre line, straight ahead of the lamp centres.

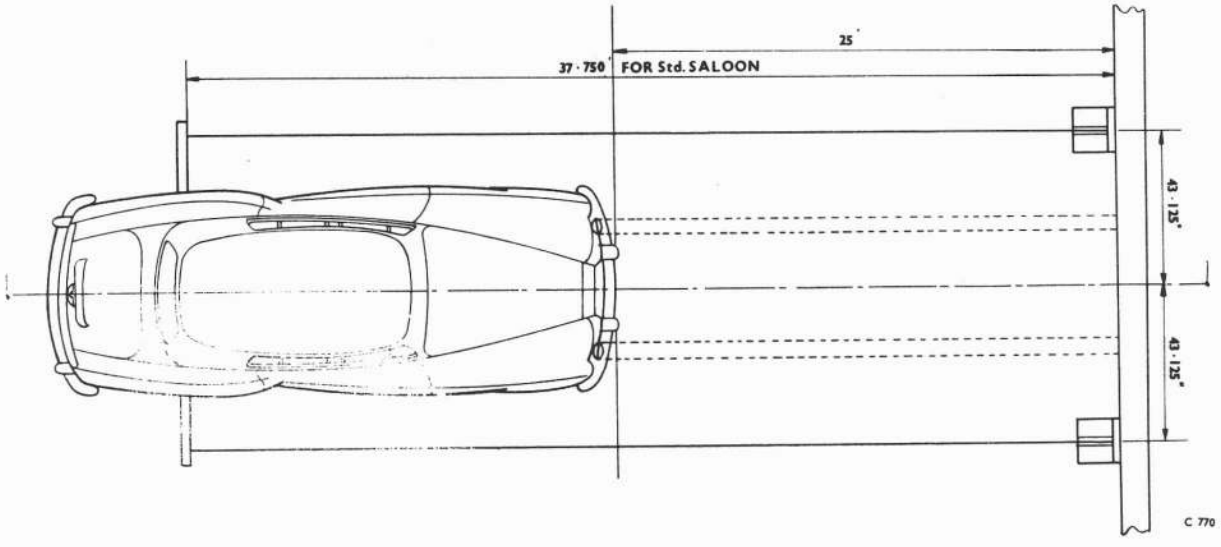

Fig. 3 Car and screen in position for aiming the headlamps

These beam aiming instructions cover right-hand drive cars. The lateral aim of the dipped beam is symmetrically opposite for left-hand drive cars.

It should be noted that when aiming the headlamps, any backlash on the adjusting screws should be eliminated by making the final adjustment in a clockwise direction.

Fit the headlamp fairings.

After fitting the headlamp fairings, check the aim of the headlamps.

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FOR INFORMATION

S3 DISTRIBUTOR - LOOSE RIVET

Several S3 distributors have been found to have a loose rivet on the 'lubrication pad spring/earth wire' post. Bad contact for the earth wire at this point can cause misfiring.

The rivet can be tightened 'in situ' by squeezing it with grips.

All S3 cars up to the following chassis numbers should be checked for this fault at the first opportunity:

	Chassis No.
Silver Cloud III	SEV.177
Silver Cloud III L.W.B.	CCL.61
Bentley S3	B.98.LDF
Bentley S3 L.W.B.	LBAL.12
Bentley Continental S3	BC.34.XC
Phantom V	5.VB.21

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CATEGORY 2

S3 STARTER MOTORS

APPLICABLE TO :

Silver Cloud III Standard and L.W.B. Saloons
Bentley S3 Standard and L.W.B. Saloons
Bentley Continental S3
Phantom V

DESCRIPTION

Since a number of starter motors have failed on S3 cars, it has been decided to modify all S3 starter motors.

The failures are attributed to faulty brush material, and the symptoms are similar to those of a flat battery. The starter engages normally when the ignition key is turned, and then it either turns the engine sluggishly or else it refuses to turn at all. This loss of torque is thought to be due to high brush resistance, caused by the deterioration of the running surfaces of the positive insulated brushes. This surface has a rough sandy appearance with only one or two shiny spots, suggesting that there is very little rubbing contact between the brush and commutator.

A modified starter motor incorporating a new, reliable brush is now available. Retailers are requested to install the new starter motor on all cars in their territory at the next possible opportunity.

PROCEDURE

Starter motor - To remove

Place the car on a ramp or over a pit.

Disconnect the battery lead.

Remove the undershield attached to the frame side member beneath the starter motor.

If the car is a standard right-hand drive model with a chassis number later than B.738.CN, SDW.485 or CCL.43, remove the handbrake pulley bracket. Remove

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the four 2BA. screws securing the pulley bracket to the frame then slide the pulley rearward along the cable.

Pull back the rubber cover which shrouds the terminal at the front end of the solenoid casing, then detach the heavy duty lead only.

Unscrew the setscrews retaining the starter motor and remove the motor by lowering it between the engine and the chassis frame.

ACTION TO BE TAKEN

United Kingdom

New starter motors should be ordered direct from the Spares Department, Rolls-Royce Limited, Crewe. Displaced starter motors must be returned immediately to Rolls-Royce Service Depot, Hythe Road, Willesden, London N.W.10 or, if more convenient, to the Spares Department, Rolls-Royce Limited, Crewe. Stocks of old starter motors held by Retailers should be returned to Hythe Road for exchange.

Overseas

New starter motors should be ordered from the local Lucas agent. Displaced starter motors should be returned to him together with stocks of old starter motors.

PART NUMBERS

The part number of the new motor with the modified brush gear is UD.8973. This will replace the defective UD.5692 on all S3 cars.

IDENTIFICATION

The new motor will have the Lucas part number 26209 A stamped on the casing, visible from underneath the car.

TIME ALLOWANCE

1 hour.

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CATEGORY 2

S3 STARTER MOTORS

Further to Service Bulletin S3/M5, it should be noted that the chassis affected by the defective starter motor are

Silver Cloud III

SAZ 1 to SAZ 62
SCX 1 to SCX 877
SDW 1 to SDW 601
SEV 1 to SEV 285

Silver Cloud III L.W.B.

CAL 1 to CAL 83
CBL 1 to CBL 61
CCL 1 to CCL 59

Bentley S3

B 2 AV to B 26 AV
B 2 CN to B 828 CN
B 2 DF to B 160 DF

Bentley S3 L.W.B.

BAL 2 to LBAL 14

Bentley Continental S3

BC 2 XA to BC 174 XA
BC 2 XB to BC 100 LXB
BC 2 XC to BC 46 XC

Phantom V

5 VA 1 to 5 VA 123
5 VB 1 to 5 LVB 27

Continued ....

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There will be a few exceptions to this list among the more recently produced chassis; e.g. around SEV 285 or B 160 DF. A more accurate identification is that every engine after crankcase number S 1775 is fitted with a modified starter motor, UD 8973, before leaving the factory. The crankcase number is stamped on the top of the crankcase at the front left-hand side end, and is situated approximately underneath the thermostat housing. Retailers should replace the starter motor on any S3 engine prior to crankcase number S 1776, with a modified starter motor.

Action to be taken overseas

Further to Service Bulletin S3/M5, Retailers should order their modified starter motors direct from the local Lucas agent. Displaced S3 starter motors and S3 motors already held in stock should be returned to the agent for exchange.

The Lucas agents are

U.S.A.
Lucas Electrical Services Inc.,
501 West 42nd Street,
New York 36,
N.Y.

Canada
Joseph Lucas (Canada) Ltd.,
1030 Birchmount Road,
P.O. Box 603,
Scarborough,
ONTARIO.

France
Societé Industrielle et Commerciale,
Marçeau-Leclerc,
96 Boulevard du General Leclerc,
NANTERRE (SEINE).

Switzerland
Joseph Lucas (Switzerland) A.G.,
Hornegg,
Seefeldstrasse 224,
ZURICH 8.

Italy
B.R.B. S.p.A.,
Via G.B. Pirelli 9,
MILAN.

Continued ....

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South Africa — Joseph Lucas (Pty) Ltd.,
P.O. Box 161,
Cnr. Marine and Neptune Streets,
Paarden Eiland,
CAPE TOWN.

Australia — Joseph Lucas (Aust.) Pty. Ltd.,
81-85 Bouverie Street,
(P.O. Box 1628),
MELBOURNE N.3.

IDENTIFICATION

After fitting a new or modified starter motor, UD 8973, to any chassis in service, Retailers should paint a light blue mark on the rear end of the starter solenoid casing, so that it may be seen from under the bonnet when looking down past the rear branch of the A bank exhaust manifold.

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FOR INFORMATION

GENERATOR (COLONIAL TERRITORIES)

APPLICABLE TO:

All S3 cars used in the following territories

Central and South America

East and West Indies

Africa

Middle and Far East

All islands in the Pacific and Indian Oceans

DESCRIPTION

A number of cars have suffered premature generator commutator and brush wear owing to the dusty conditions in which they operate. In view of this, it has been decided to include a visual inspection of the generator commutator and brush gear at the 6,000 mile (10,000 km.) Service Schedule.

The amended Electrical Section of the Service Schedule reads as follows

6,000 MILES (10,000 KM.) SCHEDULE

Electrical system checks

1 Check that the heater controls are operating satisfactorily.

2 Check that all lights, flasher units and instruments are operating satisfactorily.

3 Check the condition of the generator commutator and brush gear. Renew brushes if necessary.

FOR INFORMATION

RECOMMENDED SPARKING PLUGS FOR S3 CARS

U.S.A.

9 : 1 Compression ratio engines - Champion RN 8

Australia

8 : 1 Compression ratio engines - Champion N 16 Y
Champion UN 12 Y (if N 16 Y are not available)

All other countries

9 : 1 Compression ratio engines - Champion N 16 Y
Champion RN 8 (if N 16 Y are not available)

8 : 1 Compression ratio engines - Champion N 16 Y
Champion RN 8)
Champion RN 13 P) (if N 16 Y are not available)
Lodge CLNP)

The Champion N 16 Y is an extended nose type of plug which has been successful in alleviating many misfire complaints on cars used constantly in congested town conditions. Following further service and development experience, this plug is considered to be the best all-round plug for use on S3 cars in all countries other than the U.S.A.

Servicing

6,000 miles (10,000 Kms.) Clean and reset gaps.
12,000 miles (20,000 Kms.) Plugs should be renewed.

Note Platinum electrode plugs (Champion RN 13 P, Lodge CLNP) can be lightly cleaned on an abrasive blasting machine.

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No. S3/M8

FOR INFORMATION

STARTER MOTOR CONNECTIONS - RIGHT-HAND DRIVE S3 CARS WITH PULLEY TYPE HANDBRAKE CABLE

APPLICABLE TO:

All S3 cars after the following chassis numbers

Silver Cloud III	SDW 485	Bentley S3	B 738 CN
Silver Cloud III L.W.B.	CCL 43	Bentley S3 L.W.B.	BAL 16
	Bentley Continental S3	BC 100 XC	

DESCRIPTION

With the introduction of the pulley type handbrake system, it is possible for the handbrake cable to run so close to the main starter motor solenoid lead that it fouls the lead when the engine rocks over on its mounts during starting, causing fretting between the cable and the lead and resulting in a short circuit. This usually happens when the starter motor or handbrake cable is removed and refitted in a manner which causes a foul between the handbrake cable and the main starter lead. Retailers and Service Personnel should ensure that these parts are fitted correctly, especially at the present time when many starter motors are being changed, as instructed by Service Bulletin S3/M5.

To ensure sufficient clearance at all times, the starter motor solenoid lead should be fitted in such a way that the starter lead leaves the solenoid in an almost vertical direction and is then bent round to ensure adequate clearance between itself and the exhaust manifold. It should also be noted that the starter lead MUST be fitted rearward of the handbrake cable, otherwise there will be a severe foul as soon as the handbrake is applied. As an additional precaution, the insulation on the starter lead should be examined to ensure that the conductor core is not exposed at a point between the cable insulation and the rubber boot covering the terminal connection.

Each car to which this Bulletin is applicable, should be checked for this complaint by Service Personnel, when the car is next available. Particular attention should be paid to the possibility of this foul during any subsequent work on the starter motor or handbrake cable.

CATEGORY 2

STARTER MOTOR LINK CABLE - S3 CARS

APPLICABLE TO:

All S3 cars prior to the following chassis number:-

Silver Cloud III	SAZ.37
Silver Cloud III L.W.B.	CAL.7
Bentley S3	B.16.AV
Bentley S3 L.W.B.	BAL.2
Bentley Continental S3	BC.24.LXA
Phantom V (from chassis No.5.VA.1)	5.VA.23

DESCRIPTION

There have been a few failures of the link cable which connects the starter motor solenoid to the starter motor relay.

The failure usually takes the form of a fracture across the lug portion of the cable eye which is attached to the starter motor solenoid. It is probably caused by the bending to which the cable eye is subjected during the initial build and during subsequent work on the starter motor in Service.

Because of these failures, it has been decided to replace the link cable for one of an improved pattern. The old link cable was 7½ inches long between the centres of the eyes and the cable eyes were formed by crushing a tube to a compressed thickness of 1/16 inch. The new link cable is 10 inches long between eye centres and the cable eyes are forged from tube to a lug thickness of ⅛ inch. Retailers and Service Personnel are requested to fit the new link cable to all affected S3 cars in their territory at the next possible opportunity.

Continued....

PROCEDURE

Disconnect the battery.

Remove the existing link cable connecting the starter motor solenoid to the starter relay.

Fit the new link cable.

Reconnect the battery.

TIME ALLOWANCE ¾ hr.

MATERIAL REQUIRED

Part number	Description	Quantity
UD 4484	Cable - Starter solenoid to relay	1

FOR INFORMATION

ELECTRIC ACTUATORS

It has been noticed recently that intermittent failures have occurred on electric actuators. These failures have been due to a partially open circuit caused by faulty connecting of the Lucar connectors. This difficulty in assembly is due to the rubber cover fitted around the four Lucar connectors.

To ensure that each Lucar blade is firmly located in its respective connector, the rubber cover has now been eliminated.

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CATEGORY C

KIENZLE CLOCK

APPLICABLE TO:

S2, S3 and Phantom V cars

INTRODUCTION

The Kienzle clock which is fitted to the Rolls-Royce Silver Shadow and Bentley T Series cars, is now available for use on S2, S3 and Phantom V cars, at Customers' requests, as an alternative to the Smith's clock.

In order to fit a Kienzle clock in place of the Smith's unit, it is necessary to fit two distance pieces between the clock mounting lugs and the instrument board, and to fit a different type of terminal to the clock feed cable.

The distance pieces cannot be obtained from Rolls-Royce Limited but are readily manufactured from a short length of $\frac{3}{8}$ in. (9,53 mm.) diameter bar to the dimensions given in Figure 1. The Lucar terminal and sleeve required are standard items which should be readily obtainable. Two 3 B.A. screws, 1 in. (2,54 cm.) in length, are also required.

It is imperative that a good electrical connection is achieved between the clock casing and the instrument board, therefore, the contact faces of the distance pieces should not be painted.

It should be noted that Kienzle clocks should be fitted at Customers' expense only, and that no allowance will be given by Rolls-Royce Limited in respect of the displaced Smith's clock.

PROCEDURE

1. Disconnect the battery.

2. Remove the facia panel.

3. Remove the Smith's clock from the instrument board, at the same time disconnecting the purple feed cable and removing the instrument lamp from its holder.

Continued...

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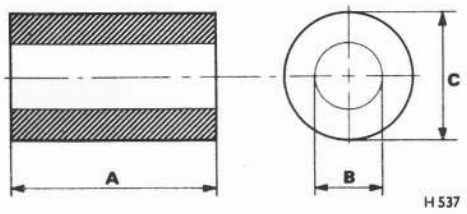
Fig.1 Dimensions - Distance piece

A 9/16 in. (14.3 mm.)
B 3/16 in. (4.76 mm.)
C 3/8 in. (9.5 mm.)



4. Cut the flag terminal from the end of the purple feed cable; in its place fit a 17½ amp. Lucar terminal and sleeve.

5. Connect the purple feed cable to the insulated terminal at the rear of the Kienzle clock. Fit the instrument lamp to its holder.

6. Fit the Kienzle clock to the instrument board using the two distance pieces and two 3 B.A. screws 1 in. (2,54 cm.) in length.

7. Fit the facia panel.

8. Connect the battery.

MATERIAL REQUIRED

Distance pieces - Brass or aluminium (to give good earthing points)	2 off
Lucar terminal and sleeve	1 off each
3 B.A. screws 1 in. (2,54 cm.) long	2 off

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No. S3/M12
Circulation - All Distributors and Retailers

CATEGORY C

RECOMMENDED SPARKING PLUGS

APPLICABLE TO:

Rolls-Royce Silver Cloud II and III cars.
Bentley S2 and S3 cars.
Bentley S2 and S3 Continental cars.
Rolls-Royce Phantom V cars.

DESCRIPTION

The list of sparking plugs approved for use in the above cars has been revised and is now as follows:-

ROLLS-ROYCE PART NUMBER	CHAMPION PLUG TYPE	APPLICATION	GAP SETTING
RH 7712	N.14.Y	Rolls-Royce Silver Cloud II and III. Bentley S2 and S3 Rolls-Royce Phantom V.	0.025 in. (0,635 mm.)
RE 20608	N.5	Bentley S2 and S3 Continental	0.025 in. (0,635 mm.)

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No. S3/M13
Circulation - All Distributors and Retailers
This Service Bulletin cancels Service Bulletin S3/M12 dated 17.6.70. and S3/M13 dated 27.7.70.

CATEGORY C

RECOMMENDED SPARKING PLUGS

APPLICABLE TO:

Rolls-Royce Silver Cloud II and III Standard and Coachbuilt cars.
Bentley S2 and S3 Standard and Coachbuilt cars.
Rolls-Royce Phantom V cars.

DESCRIPTION

The list of sparking plugs approved for use in the above cars has been revised and is now as follows:-

ROLLS-ROYCE PART NUMBER	CHAMPION PLUG TYPE	APPLICATION	GAP SETTING
RH 7712	N.14.Y.	Rolls-Royce Silver Cloud II and III Standard and Coachbuilt.	
		Bentley S2 and S3 Standard and Coachbuilt.	0.025 in. (0,635 mm.)
		Rolls-Royce Phantom V.	

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No. S3/M14

Circulation - All Distributors and Retailers

CATEGORY C

DIRECTION INDICATOR SWITCH

APPLICABLE TO:

All Rolls-Royce Silver Cloud II and III cars and all Bentley S2 and S3 cars.

DESCRIPTION:

The direction indicator switch UR 5273 is no longer available. For replacement purposes, the switch used on Silver Shadow cars (UR 16530) will be fitted. When it is fitted, the terminal connectors must be changed.

PARTS REQUIRED

UR 16530 - Direction Indicator Switch	- 1 off)	
X 4401 - Washer	- 2 off)	
UD 6072 - Lucars	- 5 off)	Kit number RH 2725
UD 19094 - Lucar Sleeves (clickfit)	- 5 off)	

PROCEDURE:

1. The removal and replacement procedure for the new switch remains the same as for the old. However, there is a small modification to be carried out on the new switch as follows:

2. Remove the two screws and discard the brown insulation board (see Fig. 1). Replace the screws with a washer (X 4401) behind each screw head (see Fig 2).

3. Cut the 7 pin plug off and withdraw the insulation board along with the green/yellow and green/blue wires.

4. Fit 'Lucar' connectors to all the wires except the black one to which a bullet connector is fixed. Connect the wires as follows.

New Colour	Existing Colour	Connected To
Green/Red	Pink	Left-hand Flasher
Green/Brown	Green/Yellow	Supply
Green/White	Purple	Right-hand Flasher
Black	Black	Extension to Earth
Blue/Black	Purple/Green	Flick Relay W/L

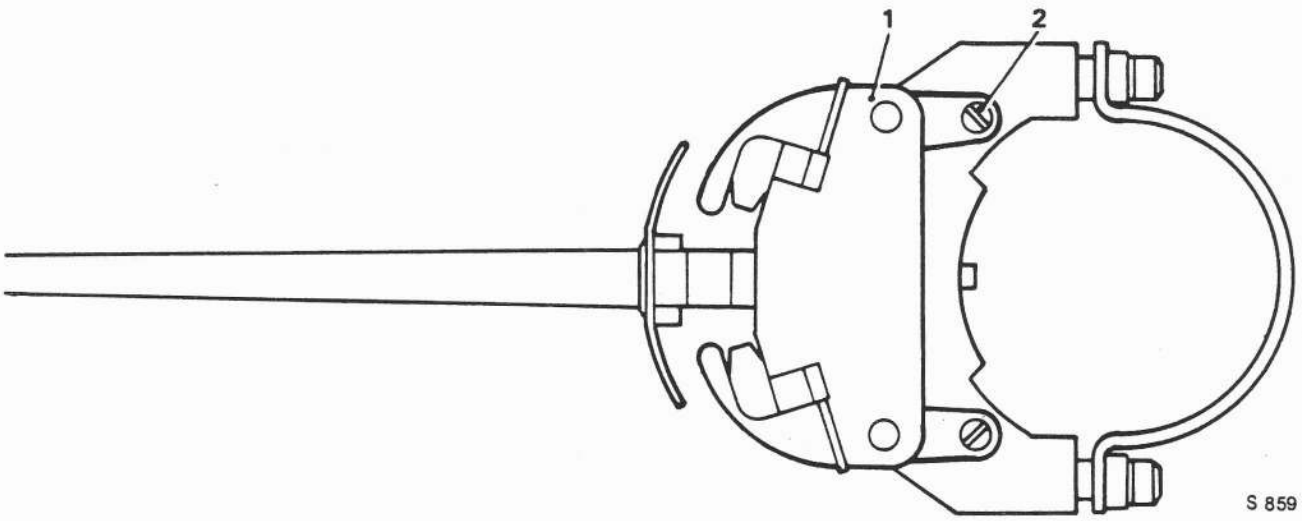

Figure 1. Direction indicator switch (UR 16530)

1. Insulation board
2. Screw

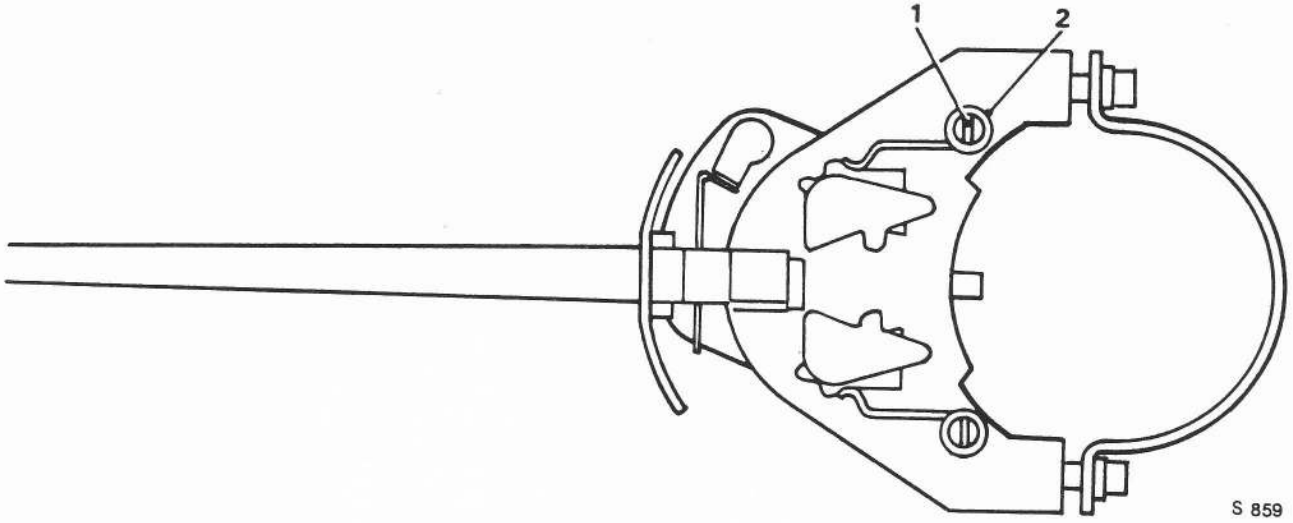

Figure 2. Modified component

1. Screw
2. Washer