



# Ignition circuits

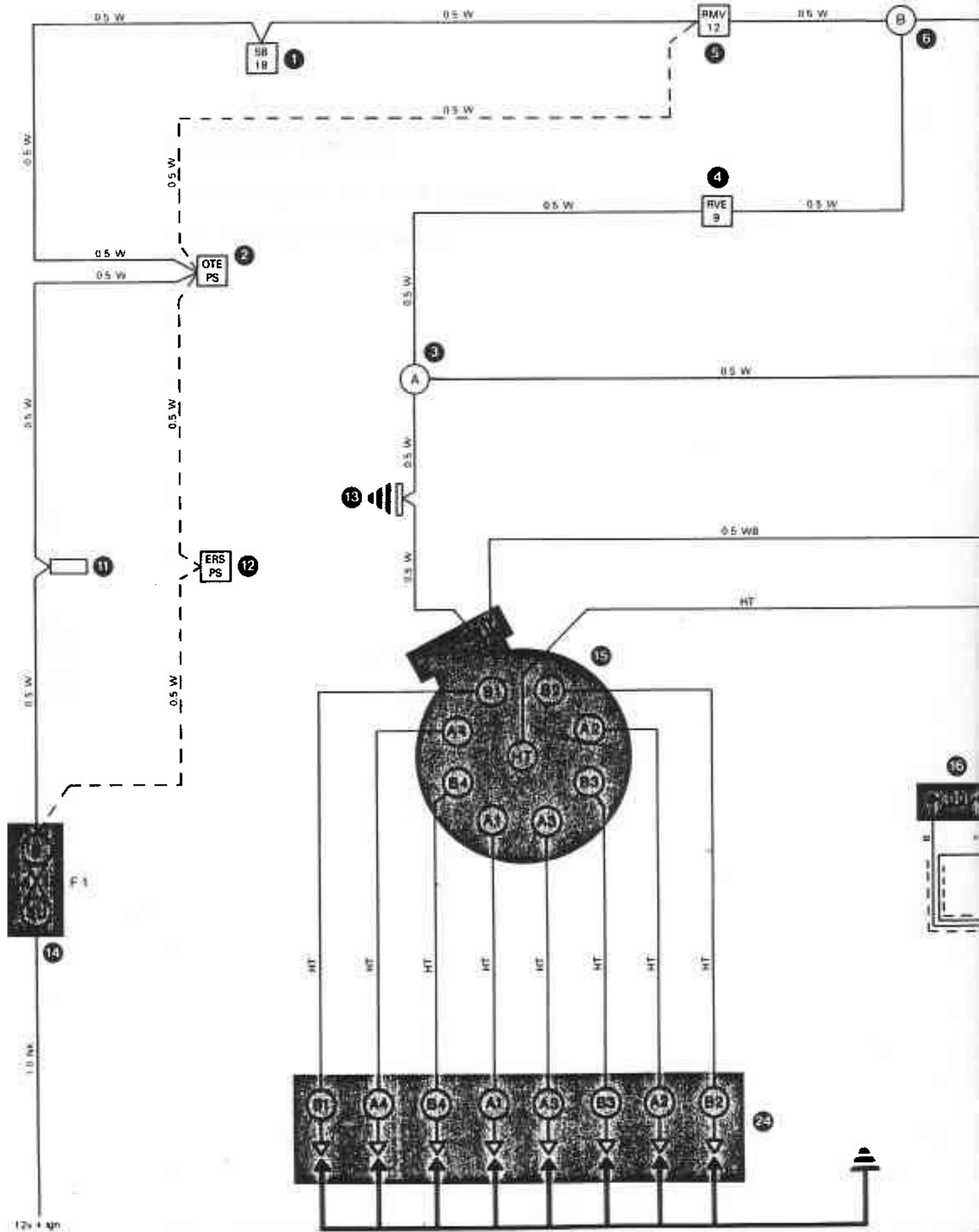
## Contents

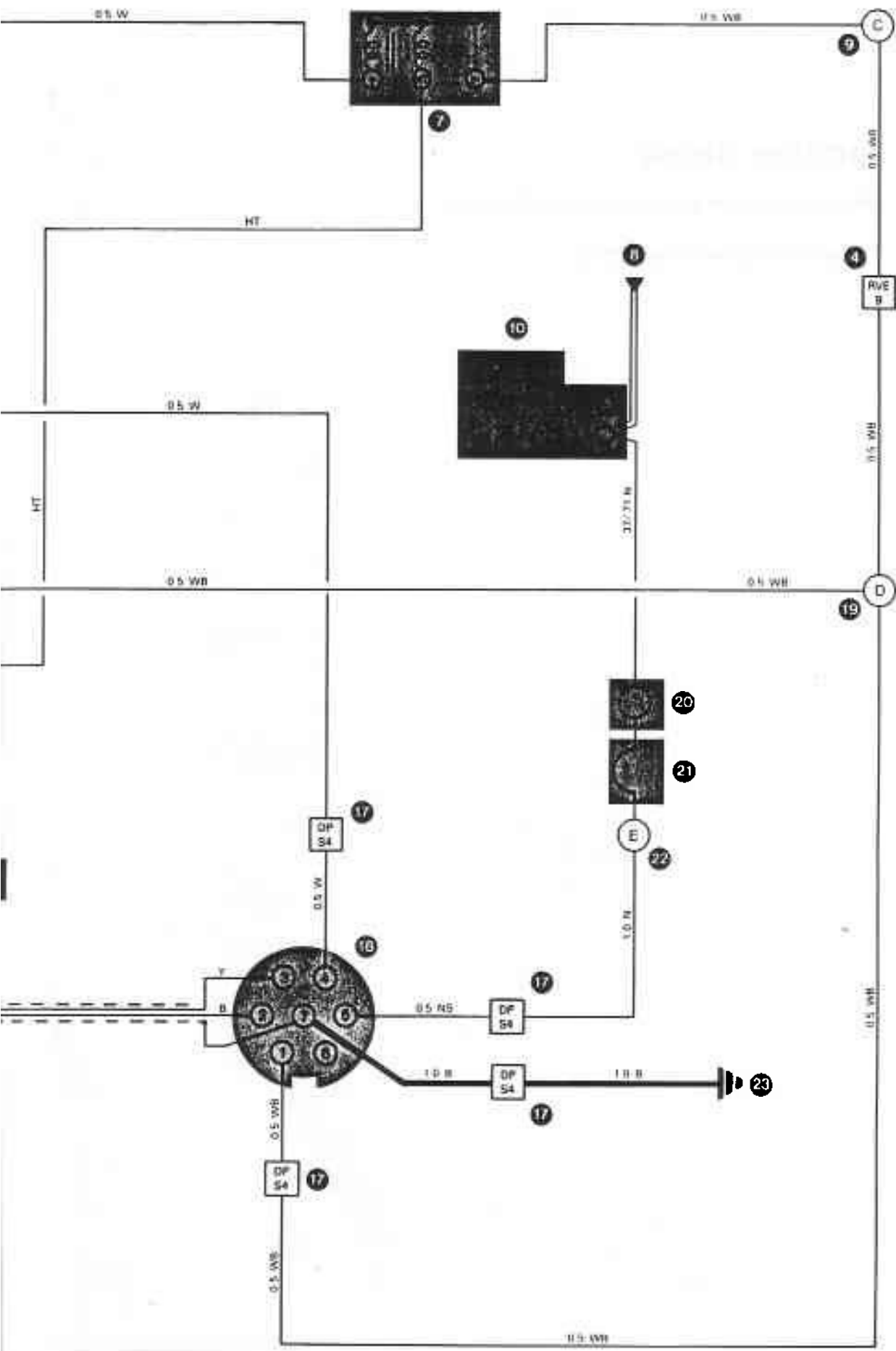
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Wiring diagram and component location	E7-3	E7-3	Corniche / Corniche II	E7-3	Turbo R	E7-3

## **Ignition circuit**

**Wiring diagram and component location**

**Naturally aspirated engines**





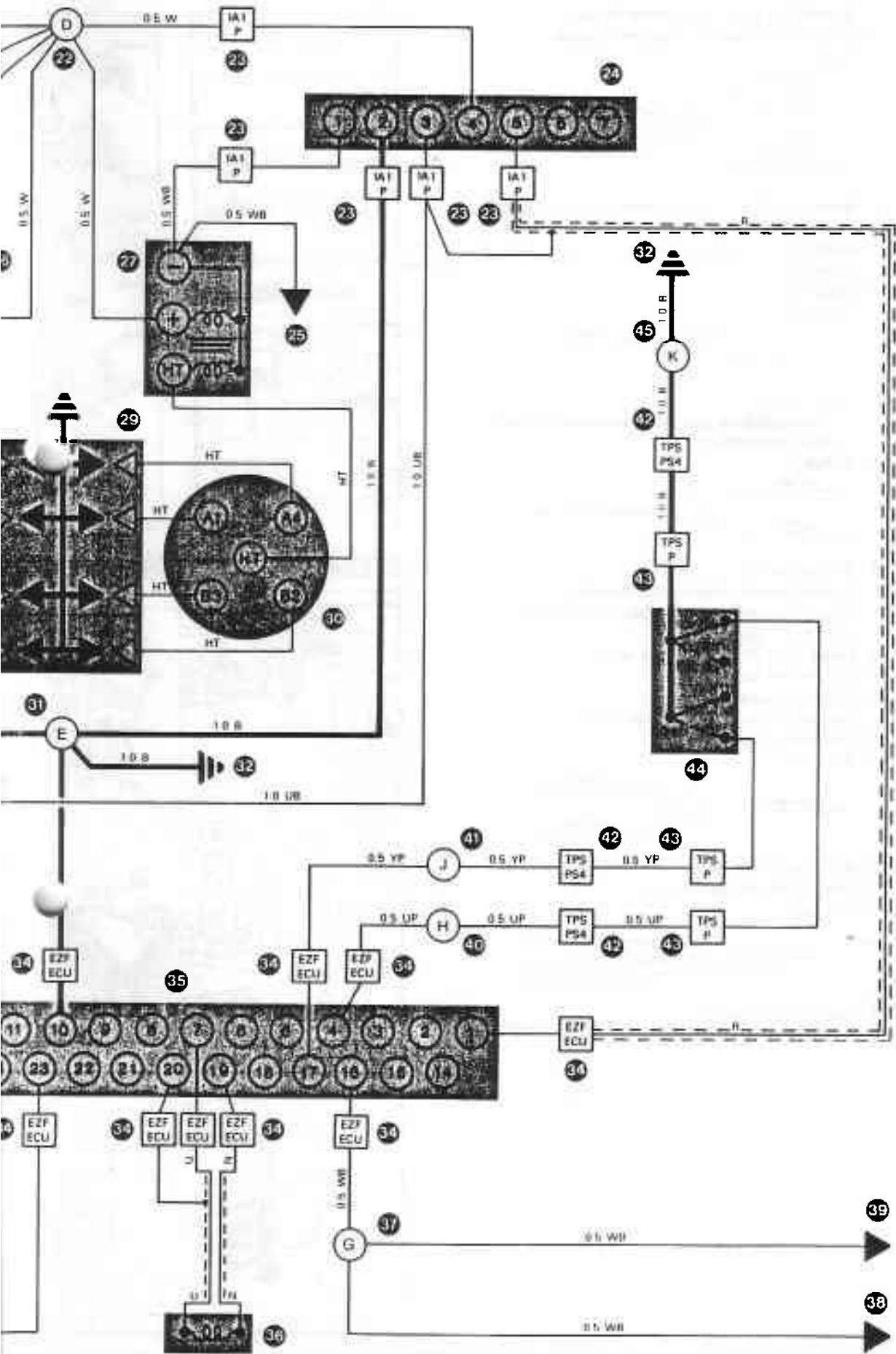


## **Ignition circuit**

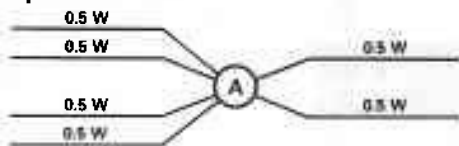
**Wiring diagram**

**Turbocharged engines**

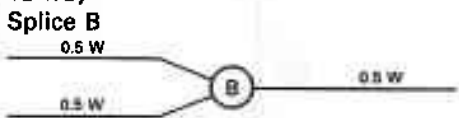




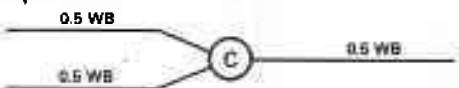
- 1 Switchbox plug and socket 18-way
- 2 'Other than Europe' plug and socket
- 3 Splice A



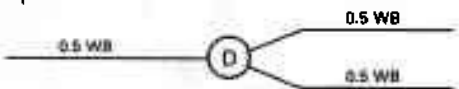
- 4 Right-hand valance to engine loom plug and socket 9-way
- 5 Right-hand main to valance loom plug and socket 12-way
- 6 Splice B



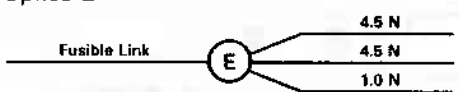
- 7 Ignition coil
- 8 12 volts positive supply from battery master switch connection
- 9 Splice C



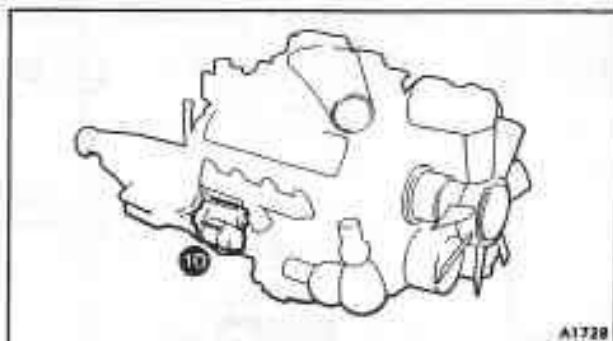
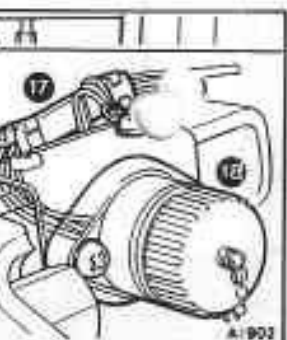
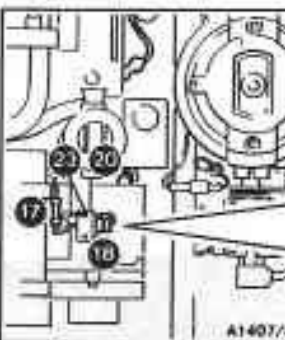
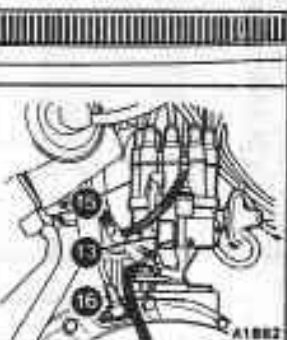
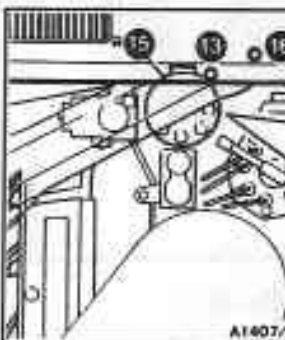
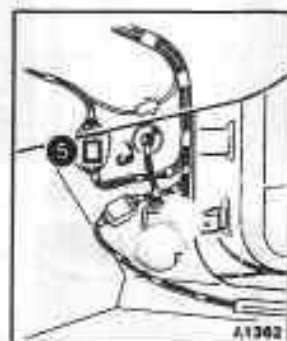
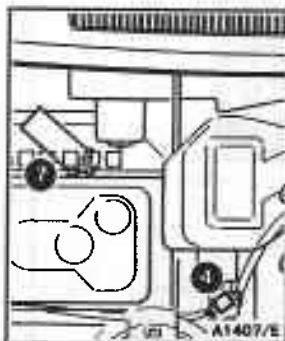
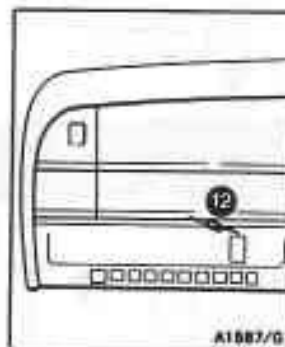
- 10 Starter motor
- 11 Speedometer connection – positive
- 12 Engine running sensor plug and socket
- 13 Distributor suppressor
- 14 Fuseboard F1, fuse B3, 10 Amp
- 15 Distributor assembly
- 16 Engine crankshaft sensor
- 17 Diagnostic plug and socket 4-way
- 18 Diagnostic socket
- 19 Splice D



- 20 Alternator connection
- 21 Fusible link (at alternator)
- 22 Splice E



- 23 Engine earth point
- 24 Sparking plugs



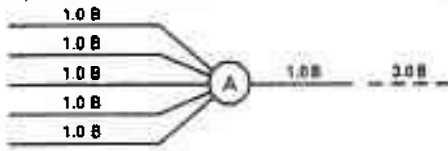


## **Ignition circuit**

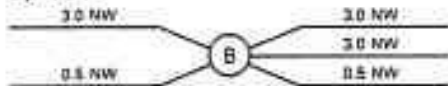
Component location

Turbocharged engines

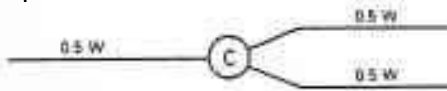
- 1 Battery earth point
- 2 Battery
- 3 Memory fuse, 20 Amp (located in the luggage compartment)
- 4 'A' post earth point
- 5 Cranking interlock relay
- 6 Splice A



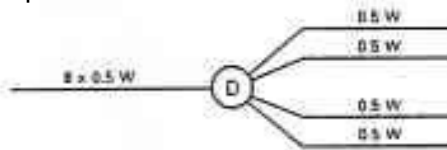
- 7 Splice B



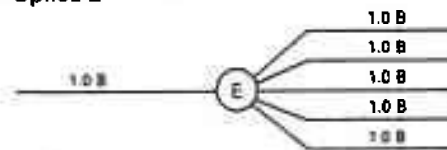
- 8 Right-hand 'A' post main to body loom plug and socket 5-way
- 9 Engine coolant temperature sensor
- 10 Fuseboard F1, fuse B3, 10 Amp
- 11 12 volts positive supply when engine is cranking
- 12 Turbo ignition link connection
- 13 Engine running sensor plug and socket
- 14 Speedometer connection — positive
- 15 'Other than Europe' plug and socket
- 16 Switchbox plug and socket 18-way
- 17 Right-hand main to valance loom plug and socket 12-way
- 18 Splice C



- 19 Right-hand valance to engine loom plug and socket 9-way
- 20 Group 2 ignition amplifier
- 21 Group 2 ignition amplifier plug
- 22 Splice D

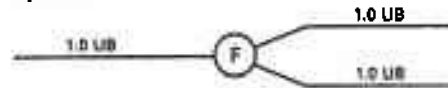


- 23 Group 1 ignition amplifier plug
- 24 Group 1 ignition amplifier
- 25 To tachometer
- 26 Group 2 ignition coil
- 27 Group 1 ignition coil
- 28 Group 2 ignition distributor
- 29 Sparking plugs
- 30 Group 1 ignition distributor
- 31 Splice E

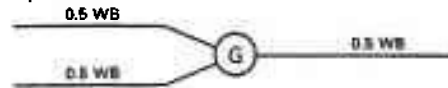


- 32 Engine earth point

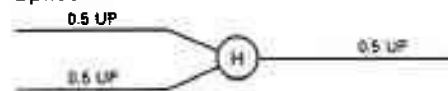
- 33 Splice F



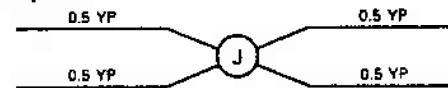
- 34 EZ 58F electronic control unit plug
- 35 EZ 58F electronic control unit
- 36 Engine crankshaft sensor
- 37 Splice G



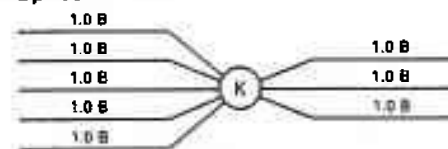
- 38 To fuel injection system electronic control unit
- 39 To knock sensor electronic control unit
- 40 Splice H

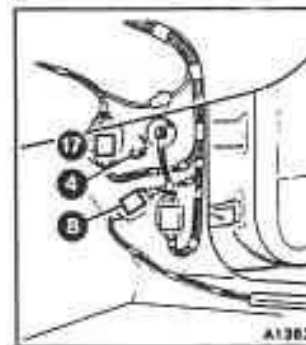
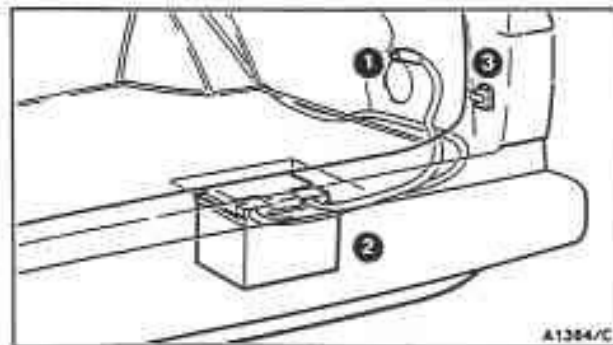
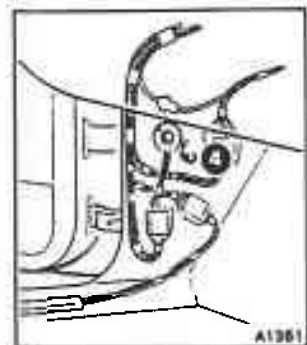
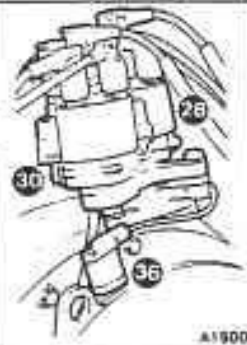
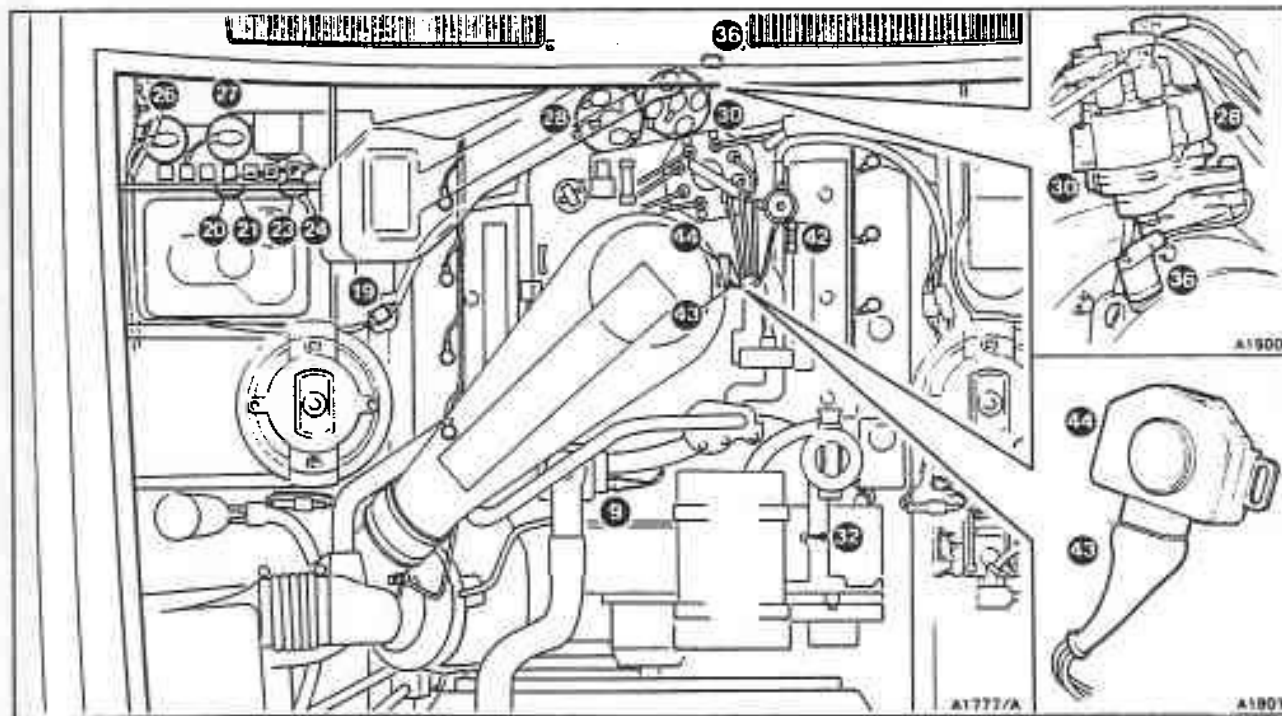
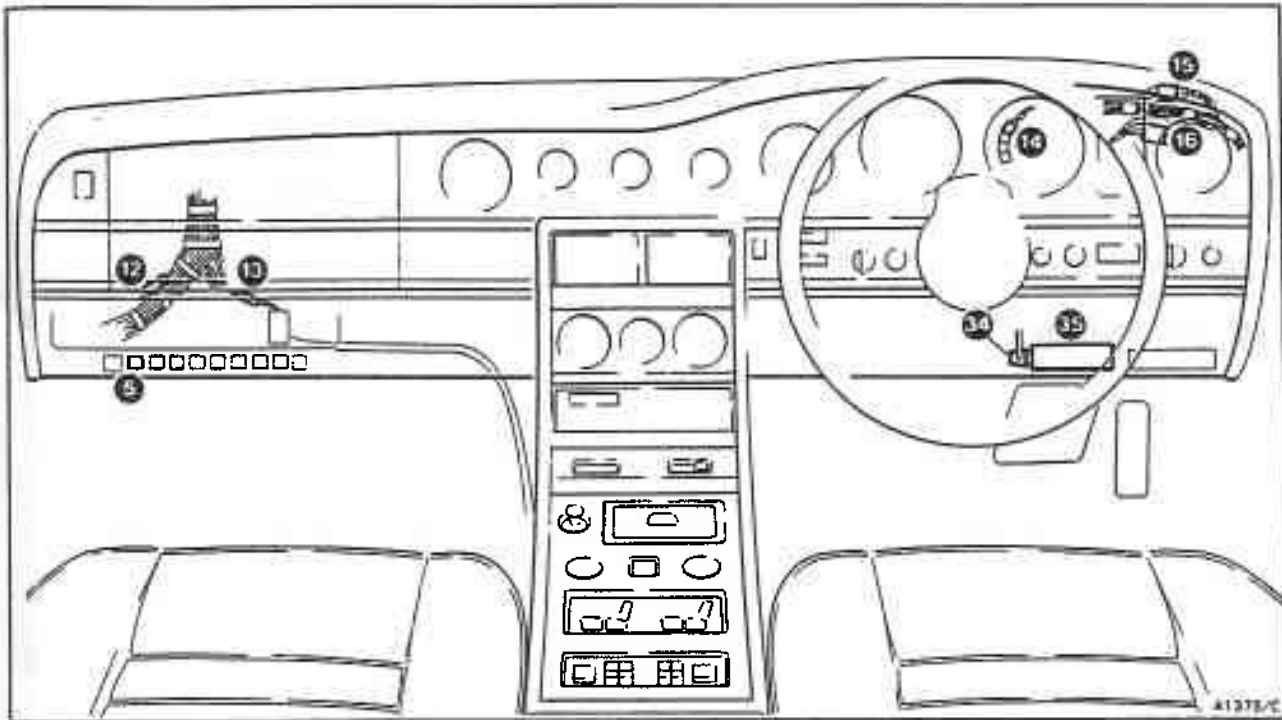


- 41 Splice J



- 42 Throttle position switch plug and socket 4-way
- 43 Throttle position switch plug
- 44 Throttle position switch
- 45 Splice K





## Twin Ignition Distributor Belt Replacement

rht Nov 14 2008

To ensure continued reliability of the dual distributor, renewal of the internal drive belt is included in the service schedule of all cars equipped with dual (tandem) distributors.

The drive belt, part number UE 46127 should be renewed during scheduled maintenance every 30,000 miles (50,000 km) or 36 months which ever is the sooner.

### Applicable to:-

All Rolls-Royce and Bentley motor cars within the following vehicle identification numbers (VIN):-

#### Bentley

Continental	*SCBZD02A4LCX30002* to *SCBZD02D4PCX40531
Continental R	*SCBZB03D5NCX42001* to *SCBZB04D3PCH42728
Turbo R	*SCBZS0T03HCX20001* to *SCBZR03A3PCH46782
Turbo R LWB	*SCBZN0T03HCX20068* to *SCBZP03A8PCH46783
Eight	*SCBZE00A6LCH31008* to *SCBZE02A9NCH44562
Mulsanne S	*SCBZS00A5LCX31006* to *SCBZS02D5NCX44588
Mulsanne SL	*SCBZN02A7LCX31223* to *SCBZN02A4NCH44582
Brooklands	*SCBZE02D4PCX46004* to *SCBZE02A5PCH46778
Brooklands LWB	*SCBZF02D4PCX46260* to *SCBZF02D8PCX46701

#### Rolls-Royce

Corniche III	*SCAZD00AXLCH30001* to *SCAZD02A4MCX30636
Corniche IV	*SCAZD02A9NCX40001* to *SCAZD02A1PCH40533
Silver Spirit II	*SCAZS00A7LCH31001* to *SCAZS00A6PCX46740
Silver Spur II	*SCAZN02A7LCX31002* to *SCAZN00AXPCX46781
Silver Spur II Limousine	*SCAZW02D5NCX80001* to *SCAZW00AXPCH80056

#### Introduction.

This Product Support Information Sheet details the procedure to use when replacing the drive belt in tandem ignition distributors.

#### Procedure

See the diagramme below: Twin Distributor Belt Replacement.

- 1. Carry out Workshop Safety Procedures.
- 2. Removal the distributor.
- 3. Using a 3mm hexagon key remove both rotor arm hexagon screws. Both must be removed before the rotor arms can be removed.
- 4. Remove both dust covers.
- 5. Remove the upper, inner and outer circlips from the group 1 spindle
- 6. Remove the group 1 spindle. This will remove the lower bearing and spindle from the distributor case. Remove the group 1 drive belt gear and spacing washer, noting the position of gear and washer on removal.
- 7. Remove the upper bearing and lower circlip from the group 1 opening.
- 8. Remove the old drive belt (if still intact) through the top of the group 2 opening and enter the new belt through the same opening. Do not engage into the group 2 gear at this time.

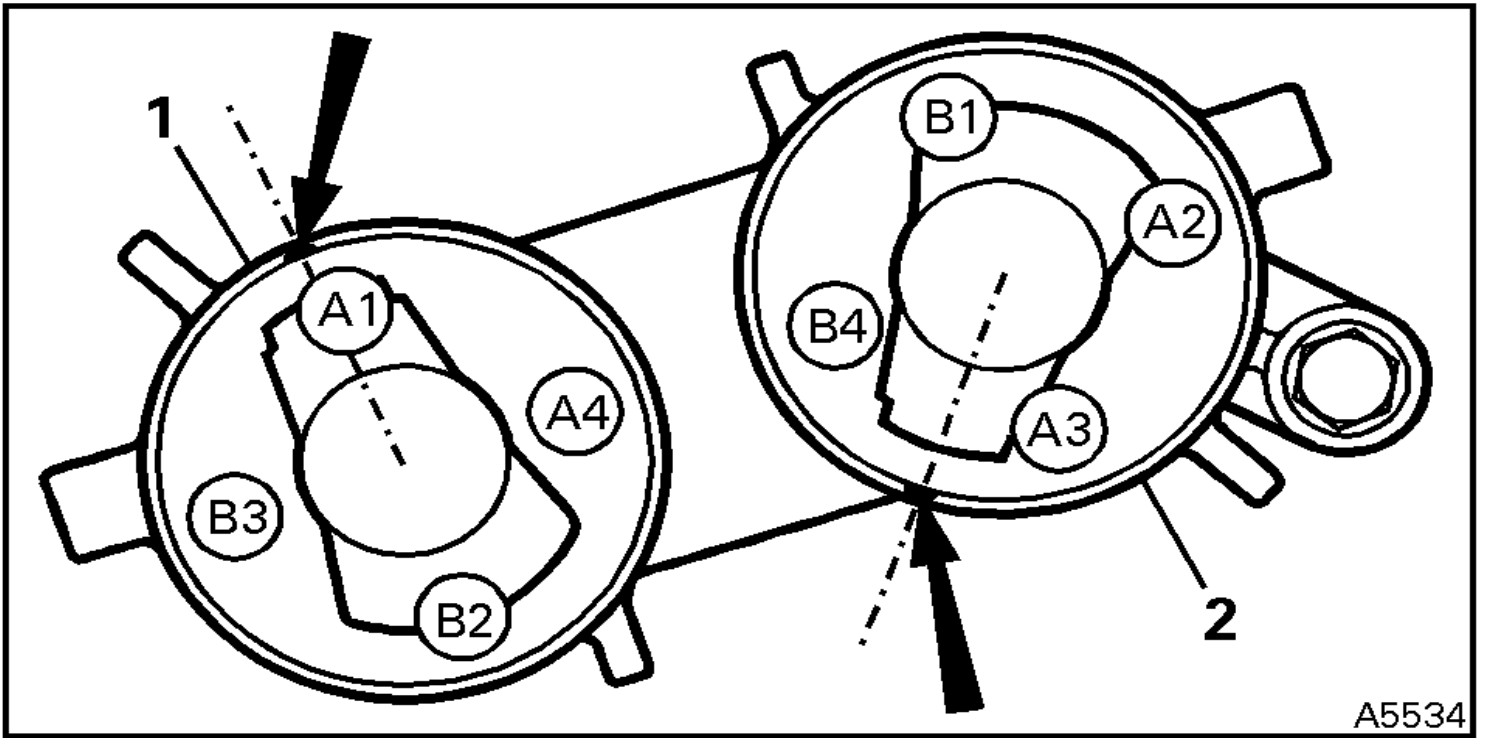
- 9. With the drive gear engaged on the group 1 spindle key, fit the spindle and lower bearing up into the bottom group 1 opening; engage the new belt.
- 10. From the top of the group 1 opening, place the spacing washer in place on the spindle. Refit the lower circlip and the top bearing. Refit the top circlip.  
**Note:** The threaded end of the hexagon screw hole should be opposite to the spindle from the notch.
- 12. While held in the aligned position, apply pressure to the top of the drive belt to engage the belt into the group 2 drive gear. Slowly rotate both spindles until the drive belt is fully engaged.
- 13. Confirm that the belt timing is correctly located by checking that both spindle holes align with their respective slots.
- 14. Refit both dust covers.
- 15. Refit both rotor arms.
- 16. Confirm rotor arm timing is as Fig. B4-1. If incorrect, remove both rotor arms and dust covers, disengage the drive belt from the group 2 drive gear by rotating while applying upward pressure. Repeat operations 11 to 13 to re-engage.
- 17. With the distributor held in the position indicated in operation 2, the engine timing should still be correct and the distributor fitted directly.

**Part Number Required**

UE 46127 Drive belt 1 Off

**Repair and Defect Code Manual**

Defect Code Repair 3701050056 37010500 Code S Time 1 Hour



A5534

