



Front and rear seats

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Front and rear seats

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

Front seat cushion and valance assembly – To remove and fit (see fig. S13-1)

1. Remove the two screws and cup washers (item 1) securing the squab back panel. Lift the back panel

slightly to disengage the upper retaining brackets then remove.

2. Remove the two screws and cup washers (item 2) securing the cushion valance to the seat base.

3. From underneath the rear of the seat, unhook the cushion retaining strap (item 3). Lift the front of the cushion to disengage the retaining pegs, then unhook the front of the retaining strap and remove the cushion.

4. To fit the cushion reverse the removal procedure



Fig. S13-1 Front seat trim and mounting arrangement

a 370,5 mm (14.600 in)

b 365,0 mm (14.370 in)



ensuring that the retaining pegs locate in the holes situated at the front of the seat base.

Front seat arm rest – To remove and fit

(see fig. S13-1)

1. Remove the two screws and cup washers (item 1) securing the squab back panel. Lift the back panel slightly to disengage the upper retaining brackets then remove.
2. Carefully insert a slim 15/16 A-F spanner between the seat squab and the arm rest, then release the shouldered bolt (item 4). Remove the arm rest.
3. Each arm rest is made up of an upper and lower trimmed section which are clipped together. To open the arm rest, carefully insert a small steel rule, or a similar tool, at the rear of the arm rest between the upper section and the beading attached to the lower section. Carefully prise the two sections apart.
4. To assemble the arm rest, engage the clips at the front of each section, then bring the rear of both sections together. Insert a small steel rule and press the retaining clip downwards until the two sections engage.
5. To fit the arm rest reverse the removal procedure.

Front seat head restraint – To remove and fit

(see fig. S13-1)

1. Remove the two screws and cup washers (item 1) securing the squab back panel. Lift the back panel slightly to disengage the upper retaining brackets then remove.
2. Lift the head restraint to the full extent of its adjustment.
3. Locate the head restraint retaining clips situated at the base of each support tube (item 5). Push both clips clear of the support legs then lift the head restraint out of the seat squab.
4. To fit the head restraint, simply locate the support legs into the top of the seat squab and push down until the retaining clips engage. The head restraint can then be adjusted vertically to a desirable position.

Front seat squab – To remove and fit (see fig. S13-1)

1. Remove the two screws and cup washers (item 1) securing the squab back panel. Lift the back panel slightly to disengage the upper retaining brackets then remove.
2. Remove the four M8 setscrews and washers (item 6) securing the squab frame to the seat base assembly. Carefully withdraw the seat squab assembly.
3. To fit the seat squab reverse the removal procedure.

Front seat complete assembly – To remove

(see fig. S13-1)

1. Remove the two screws and cup washers (item 1) securing the squab back panel. Lift the back panel slightly to disengage the upper retaining brackets then remove.
2. Remove the two screws and cup washers (item 2) securing the cushion valance to the seat base.
3. From underneath the rear of the seat, unhook the cushion retaining strap (item 3). Lift the front of the

cushion to disengage the retaining pegs, then unhook the front of the retaining strap and remove the cushion.

4. Turn the ignition key to the ACC or RUN position. Then, using the seat adjustment controls, move the seat forward to the full extent of its travel.

Warning Ensure that your hands are kept clear of the seat mechanism during this operation.

5. Using a 'Torx' head socket driver, remove the two exposed socket screws (item 7) securing the rear of the seat.

Similarly, move the seat fully rearwards and remove the socket screws (item 8) securing the front of the seat. Note the position and quantity of any spacing washers situated between the seat base and the floor.

6. Switch off the ignition and disconnect the battery.
7. Disconnect the electrical plugs and sockets (item 9).
8. With the help of an assistant, carefully remove the seat assembly from the car.

Front seat complete assembly – To fit

(see fig. S13-1)

Reverse the procedure given for removal noting the following.

1. It is important to ensure that any spacing washers situated between the seat base and the floor are replaced in their original positions.
2. Prior to tightening the seat base securing socket screws, ensure that the distance between the left-hand and right-hand seat slide is correct (see fig. S13-1, inset A).
3. Torque tighten the socket screws (items 7 and 8) to between 48 Nm and 54 Nm (4,9 kgf m and 5,5 kgf m; 36 lbf ft and 40 lbf ft). The socket screws should be tightened in the following sequence. Rear inboard, rear outboard, front inboard, and front outboard.
4. When fitting the seat cushion, ensure that the retaining pegs locate in the holes situated at the front of the seat base.
5. If the seat has been electrically disconnected for more than 4 weeks the seat adjustment memory function (if fitted) will be lost. If this has occurred, it will be necessary to reactivate the memory as follows.

Warning When the seat memory is reactivated, the seat will move immediately and automatically to a set adjustment position. Take care therefore to avoid contact with the seat when carrying out the following procedure.

Ensure that the gear range selector lever is in the park position, then turn the ignition key to either the ACC or RUN position.

Depress the memory (MEM) and the numbered store/recall buttons corresponding to the seat to be activated in the following sequence. MEM five times, 4 once, 3 twice, 4 once. To ensure activation of the memory this operation should be completed within approximately five seconds.

Front seat mechanism assembly – Repair procedure

The operation of each front seat is controlled by four identical electric motors. Each motor is connected, via drive cables, to two gearboxes mounted on opposite



sides of the seat mechanism base. The gearboxes operate in pairs providing four adjustment positions, seat squab rake, front tilt, rear tilt, and forward/rearward

movement. In the event of a fault developing in the operation of a seat mechanism reference should be made to the following fault diagnosis chart.

Fault diagnosis

Fault	Possible cause	Remedy
1. Seat 'twisting' during travel (indicating loss of drive to one gearbox).	<p>a. Broken drive cable.</p> <p>b. Gearbox failure.</p>	<p>a. Renew the drive cables in pairs, i.e. motor set (see Drive cables – To renew). Note On a number of early cars, black coloured inner cables were fitted. It is advisable to replace these with gold coloured inner cables as a complete seat set.</p> <p>b. Renew the gearbox. (see Gearbox – To renew).</p>
2. Loss of movement in any one of the four adjustment positions, e.g. front tilt, rear tilt, etc.	<p>a. Motor failure. Note Each motor is protected by an internal thermal cut-out. Therefore, ensure that the motor has not overheated.</p>	<p>a. Test the motor (refer to TSD 4701 Electrical Manual).</p>
3. Unacceptable gearbox noise.	<p>a. Gearbox failure. Check if the gearbox centre shaft is revolving.</p>	<p>a. If the gearbox centre shaft is revolving, renew the gearbox (see Gearbox – To renew). Note On the front tilt, rear tilt, and forward/rearward gearboxes it may be possible to reduce the noise level by adjusting the centre shaft nut (see fig. S13-2, item 1). Take care not to overtighten the nut during this operation. * If the noise level does not improve, renew the gearbox.</p>
4. Unacceptable motor noise.	<p>a. Motor failure.</p>	<p>a. Renew the motor (see Motor – To renew).</p>
5. General noisy operation of the seat mechanism.	<p>a. Loose motor.</p> <p>b. Loose seat memory electronic control unit (if fitted).</p> <p>c. Incorrectly positioned or unclipped drive cables.</p>	<p>a. Secure correctly.</p> <p>b. Secure correctly.</p> <p>c. Reposition and/or reclip.</p>
6. Excessive free movement of the seat squab.	—	Refer to the information under the heading Seat squab rake adjustment.

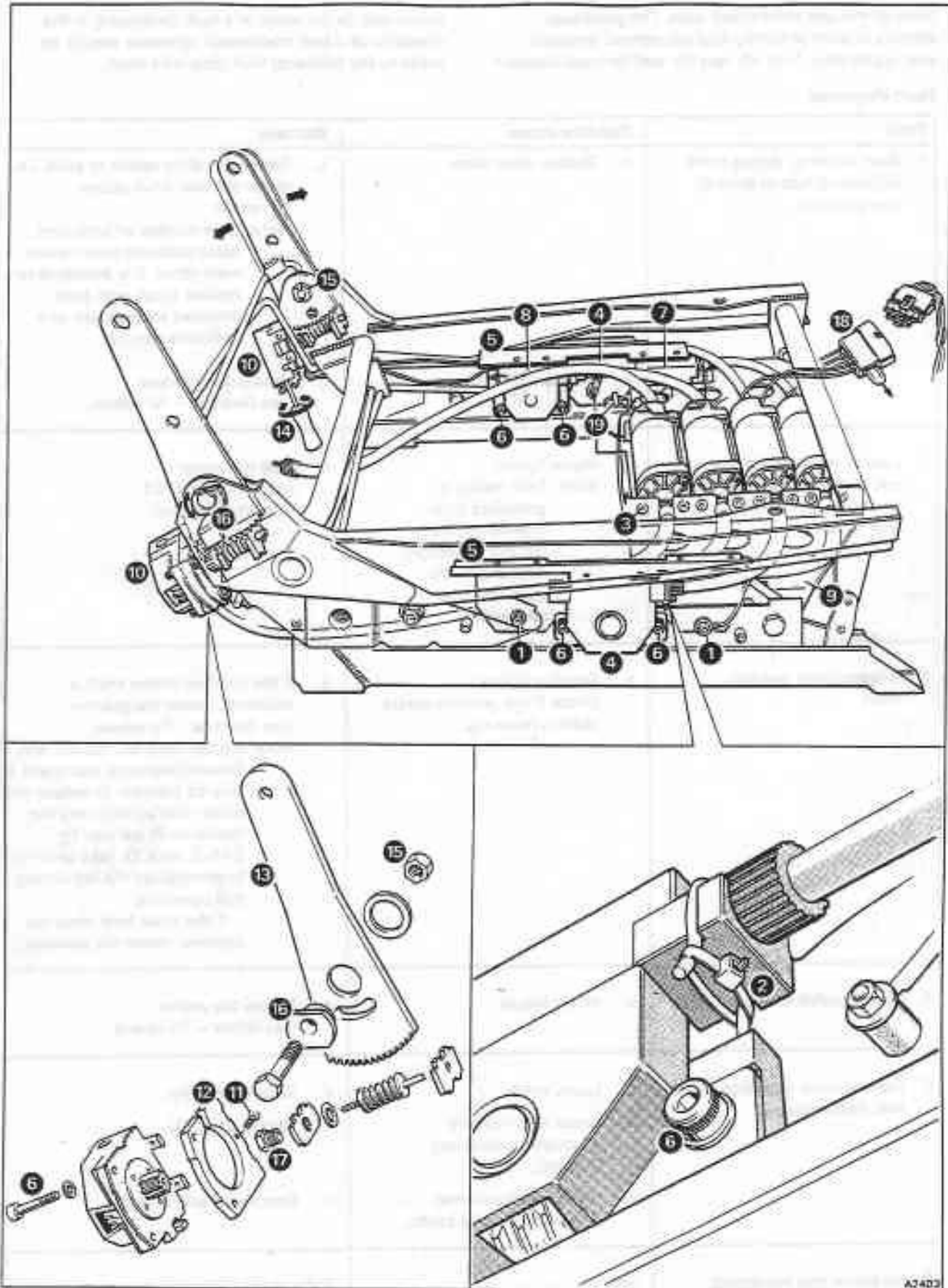


Fig. S13-2 Front seat mechanism

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Drive cables – To renew (see fig. S13-2)

The following procedure can be adopted for any one of the eight drive cables fitted to a seat mechanism.

1. Remove the seat cushion assembly as described under the heading **Front seat cushion and valance assembly – To remove and fit**.
2. Using the seat adjustment controls, operate the seat mechanism to gain access to the drive cable to gearbox connections.
3. Disconnect the battery.
4. Cut and discard the plastic cable ties (item 2) and remove the drive cable securing clips. Note that new cable ties must be fitted on assembly.
5. Withdraw each drive cable from the gearbox.
6. Cut and discard any cable ties situated along the length of the drive cables, noting that on assembly new ties must be fitted in similar positions.
7. Remove the four screws (item 3) securing the appropriate motor.

Lift the motor clear of its mounting bracket and withdraw both drive cable assemblies.

8. To fit new drive cables reverse the removal procedure noting the following.

Failure of a drive cable will almost certainly introduce 'twist' into the seat mechanism as a result of continued operation of the opposite cable/gearbox. **This must be corrected.** Refer to the information under the heading **Seat mechanism twist – To correct**.

Forward and rearward movement gearbox – To renew (see fig. S13-2, item 4)

1. Remove the seat cushion assembly as described under the heading **Front seat cushion and valance assembly – To remove and fit**.
2. Using the seat adjustment controls, operate the seat mechanism to gain access to the gearbox.
3. Disconnect the battery.
4. Unscrew and remove the plastic gearbox cover (item 5).
5. Cut and discard the plastic cable tie (item 2) and remove the drive cable securing clip.

Note that a new cable tie must be fitted on assembly.

6. Withdraw the drive cable from the gearbox.
7. Remove the gearbox centre shaft nut, washer, and spacer (item 1) and release the sensor earth lead (if fitted).
8. Release the Lucar connector securing the signal lead (if fitted) to the gearbox.
9. Remove the gearbox securing bolts, nuts, and washers (item 6).
10. Carefully withdraw the gearbox, noting that a thin thrust washer may be fitted to the centre shaft. The washer, if fitted, must be positioned on the centre shaft of the new gearbox prior to fitting.
11. To fit the new gearbox reverse the removal procedure noting the following.

Failure of a gearbox will almost certainly introduce 'twist' into the seat mechanism as a result of continued operation of the opposite gearbox. **This must be corrected.** Refer to the information under the heading **Seat mechanism twist – To correct**.

Front tilt gearbox/rear tilt gearbox – To renew (see fig. S13-2, items 7 and 8)

1. Remove the seat cushion assembly as described under the heading **Front seat cushion and valance assembly – To remove and fit**.
2. Using the seat adjustment controls, operate the seat mechanism to gain access to the appropriate gearbox.
3. Disconnect the battery.
4. Unscrew and remove the plastic gearbox cover (item 5).
5. If the front tilt gearbox (item 7) is to be renewed, release the motor mounting bracket (item 9) from the seat mechanism slide.
6. Cut and discard the plastic cable tie (item 2) and remove the drive cable securing clip. Note that a new cable tie must be fitted on assembly.
7. Withdraw the drive cable from the gearbox.
8. Remove the gearbox centre shaft nut, washer, and spacer (item 1) and release the sensor earth lead (if fitted).
9. Release the Lucar connector securing the signal lead (if fitted) to the gearbox.
10. Remove the gearbox securing bolts, nuts, and washers (item 6).
11. Carefully withdraw the gearbox, noting that a thin thrust washer may be fitted to the centre shaft. The washer, if fitted, must be positioned on the centre shaft of the new gearbox prior to fitting.
12. To fit the new gearbox reverse the removal procedure noting the following.

Failure of a gearbox will almost certainly introduce 'twist' into the seat mechanism as a result of continued operation of the opposite gearbox. **This must be corrected.** Refer to the information under the heading **Seat mechanism twist – To correct**.

Seat rake gearbox – To renew (see fig. S13-2, item 10)

1. Remove the seat cushion assembly as described under the heading **Front seat cushion and valance assembly – To remove and fit**.
2. Using the seat adjustment controls, operate the seat rake to the fully forward position and the rear tilt to the fully raised position.
3. Disconnect the battery.
4. If fitted, disconnect the sensor earth lead and signal lead from the gearbox.
5. Cut and discard the plastic cable tie (item 2) and remove the drive cable securing clip. Note that a new cable tie must be fitted on assembly.
6. Withdraw the drive cable from the gearbox.
7. Remove the gearbox securing bolts, nuts, washers, and self-tapping screw (items 6 and 11).
8. Carefully withdraw the gearbox and spacer assembly. Unscrew and remove the spacer (item 12) and discard the gearbox.
9. To fit the new gearbox reverse the removal procedure noting the following.

Ensure that the cut-out in the gearbox spacer aligns with the seat rake arm (item 13).

Failure of a gearbox will almost certainly introduce



'twist' into the seat mechanism as a result of continued operation of the opposite gearbox. **This must be corrected.** Refer to the information under the heading Seat mechanism twist – To correct.

Seat mechanism twist – To correct (see fig. S13-2)

1. Disconnect the battery.
2. If necessary, remove the complete seat assembly from the car and rest the mechanism onto a perfectly flat surface.
3. Using a small screwdriver, or a similar tool, (item 14) turn the affected gearbox drive until the twist has been removed.
4. To confirm that the twist has been corrected proceed as follows.

Fit the drive cables. Then, using the seat adjustment controls, operate the appropriate gearboxes to the full extent of their travel, ensuring that both

gearboxes cease operation simultaneously.

If necessary, repeat the above procedure until the twist has been completely removed.

Seat squab rake adjustment (see fig. S13-2)

It should be noted that to ensure the correct operation of the squab rake a small amount of free movement must be present in the seat squab. However, if the movement at the top of the seat squab exceeds 6 mm (0.240 in) then the following adjustment procedure should be carried out.

1. Remove the squab back panel (see Front seat cushion and valance assembly – To remove and fit).
2. Disconnect the battery.
3. Slacken the squab pivot bolt nuts (item 15).
4. Using a suitable tool, turn each eccentric cam (item 16) until the free movement at the top of the squab is reduced to 6 mm (0.240 in). Note that it may be

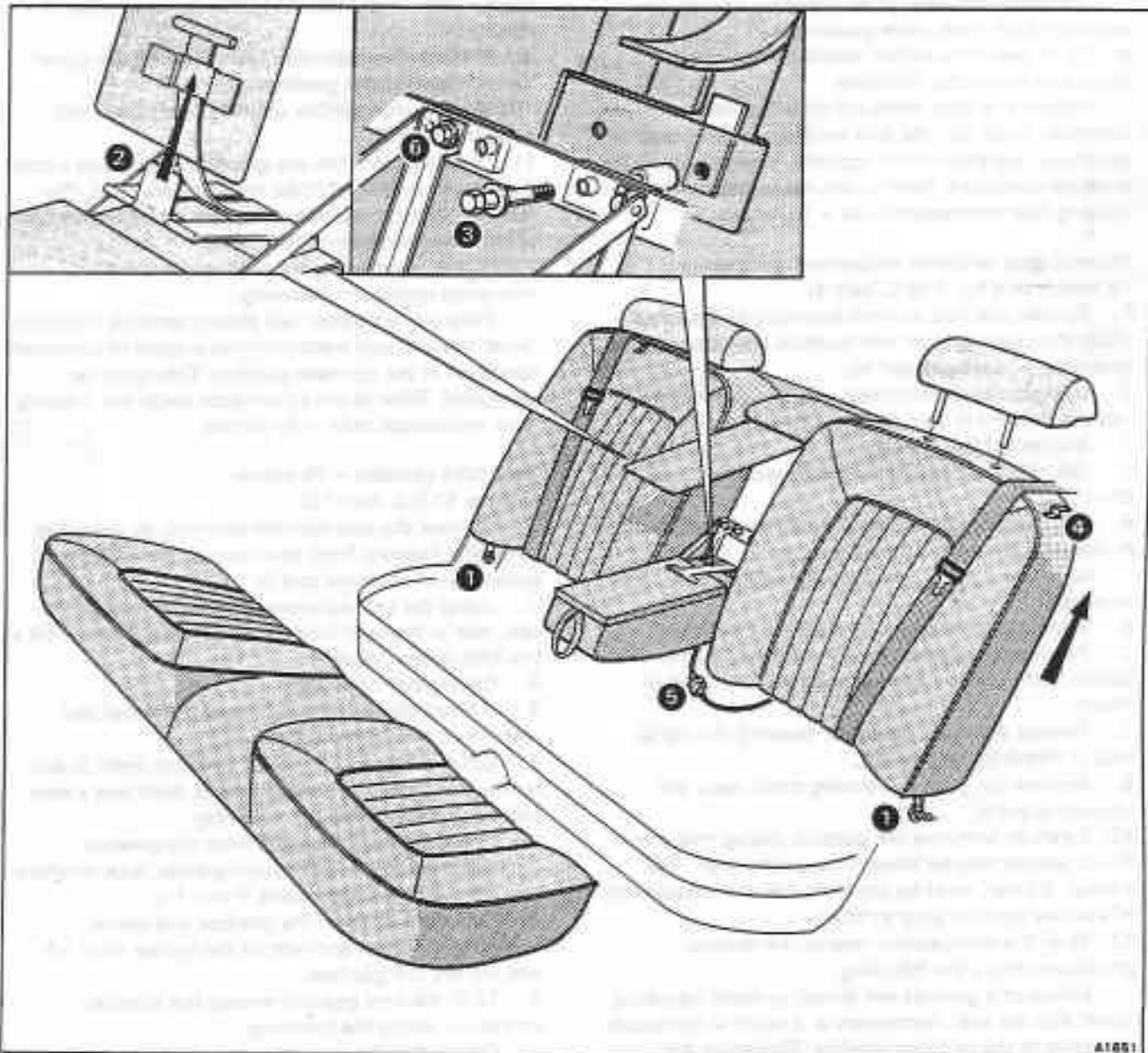


Fig. S13-3 Rear seat trim – Other than Bentley Turbo R

necessary to remove the seat squab to gain access to the cams.

5. If the acceptable limit cannot be achieved by turning the cams, then the seat rake spacer bushes (item 17) should be adjusted as follows.

To gain access to the spacer bushes, remove the seat rake gearboxes (see Seat rake gearbox – To renew).

Using a socket spanner, turn each spacer bush clockwise until all free movement is removed from the seat squab. Then, turn the bush a quarter of a turn anti-clockwise to provide slight squab movement.

Note Ensure that steel spacer bushes are fitted. On a number of early cars nylon bushes were fitted, these should be discarded and replaced by the steel type.

6. Repeat Operation 4 to reset the eccentric cams.

7. Torque tighten the pivot bolt nuts (item 15) to 35 Nm (3,5 kgf m; 26 lbf ft).

Motor – To renew (see fig. S13-2)

The following procedure can be adopted for any one of the four motors fitted to a seat mechanism.

1. Disconnect the battery.
2. Disconnect the motor loom plug and socket (item 18). Withdraw the bright coloured keeper bar from the socket. Then, using a suitable thin rod disengage the spring clips securing the appropriate motor leads. Note the position of the leads to ensure correct assembly.
3. Remove the four screws (item 3) securing the appropriate motor. Lift the motor clear of its mounting bracket and withdraw both drive cable assemblies.
4. To fit a motor reverse the removal procedure.

Seat memory electronic control unit (if fitted) – To renew (see fig. S13-2)

1. Remove the seat cushion assembly as described

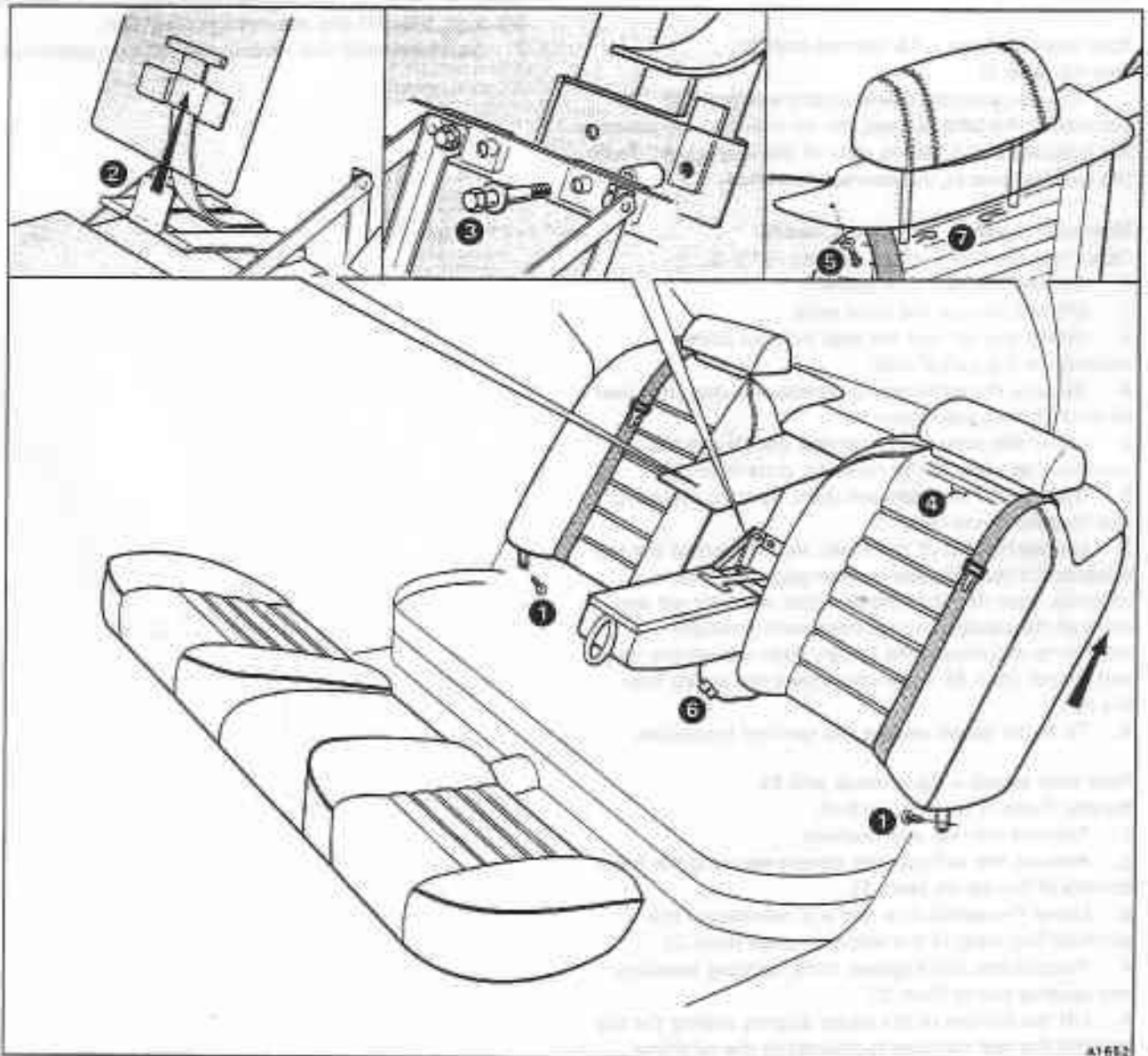


Fig. S13-4 Rear seat trim – Bentley Turbo R



under the heading Front seat cushion and valance assembly – To remove and fit.

2. Using the seat adjustment controls, operate the front and rear tilt to the fully raised position.
3. Disconnect the battery.
4. Trace the looms from the electronic control unit to the plug and socket connectors. Disconnect the plugs and sockets.
5. Cut and discard any cable ties situated along the length of the looms, noting that on assembly new ties must be fitted in similar positions. Manoeuvre the looms clear of the seat mechanism.
6. Turn the electronic control unit (ECU) securing clip (item 19) through 90°. Lower the ECU, then slide it clear of the front mounting bracket and remove.
7. To fit a new seat memory ECU reverse the removal procedure noting the following.

To activate the new seat memory ECU refer to the information under the heading Front seat complete assembly – To fit.

Rear seat cushion – To remove and fit

(see fig. S13-3)

1. The rear seat cushion is simply wedged into position in the seat pan and can be removed by raising the front edge and pulling clear of the seat squab. To fit the cushion reverse the removal operation.

Rear seat squab – To remove and fit

Other than Bentley Turbo R (see fig. S13-3)

1. Remove the rear seat cushion.
2. Lift and remove the head rests.
3. Unclip and remove the seat belt reel covers situated on the parcel shelf.
4. Remove the self-tapping screws securing the lower corners of the squab (item 1).
5. Lower the centre arm rest and manoeuvre the trimmed flap clear of the retaining plate (item 2).
6. Remove the two exposed bolts, spacing washers, and tapping plates (item 3).
7. Lift the bottom of the squab slightly sliding the top towards the rear window to disengage the retaining brackets (item 4). Slide the seat belt webbing off the sides of the squab. On cars fitted with a cellular telephone, disconnect the battery then release the plug and socket (item 5). Carefully remove the squab from the car.
8. To fit the squab reverse the removal procedure.

Rear seat squab – To remove and fit

Bentley Turbo R (see fig. S13-4)

1. Remove the rear seat cushion.
2. Remove the self-tapping screws securing the lower corners of the squab (item 1).
3. Lower the centre arm rest and manoeuvre the trimmed flap clear of the retaining plate (item 2).
4. Remove the two exposed bolts, spacing washers, and tapping plates (item 3).
5. Lift the bottom of the squab slightly sliding the top towards the rear window to disengage the retaining brackets (item 4). Ease the squab forward to gain access to the finishing trim outer securing setscrews

- (item 5). Remove the setscrews to allow the seat belt webbing to be slid off the sides of the squab. On cars fitted with a cellular telephone, disconnect the battery then release the plug and socket (item 6). Carefully remove the squab assembly from the car.
6. To fit the squab reverse the removal procedure.

Centre arm rest – To remove and fit (see fig. S13-3)

1. Remove the four bolts and washers (item 6) securing the arm rest to the squab panel. On cars fitted with a cellular telephone, disconnect the battery then release the plug and socket (item 5). Remove the arm rest.
2. To fit the arm rest reverse the removal operation.

Rear seat head rest – To remove and fit

Bentley Turbo R (see fig. S13-4)

1. Release the rear seat squab.
2. Ease the squab forward and locate the spring clips retaining the head rest support legs (item 7). Withdraw the clips, then lift and remove the head rest.
3. To fit the head rest reverse the removal procedure.



Seat belts

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Seat belts

Introduction

Lap and diagonal retractable seat belts are fitted in the front compartment of the car. The rear compartment has lap and diagonal retractable seat belts fitted to the two outer positions. An additional static lap belt may be fitted to the rear central position.

If a seat belt requires cleaning, sponge the webbing with warm soapy water. Do not use bleaches or dyes as they may impair the efficiency and safety of the seat belts.

Warning In the event of a vehicle being involved in an accident of sufficient severity to cause damage to the front longerons, all the seat belts worn by occupants at the time of the impact **must be replaced**.

If an impact results in local damage to any of the seat belt anchorage points, then that particular seat belt **must be replaced** irrespective of whether the belt was worn or not at the time of the impact.

In the event of a rear impact, the severity of the damage must be judged and if in any doubt the occupied seat belts **must be replaced**.

Front seat belt – To remove (see fig. S14-1)

1. Using the seat adjustment controls, move the front seat forward to the full extent of its travel.
2. Remove the two screws securing the small trim panel (item 1). Lift the trim slightly to disengage the retaining clips and remove.
3. To remove the 'BC' post trim panel proceed as follows.

Unclip and remove the rear compartment floor carpet. Then, remove the two screws (item 2) and carpet retainers.

Peel back the soundproofing material, then remove the two exposed setscrews (item 3).

Loosen the stainless steel sill finishers adjacent to the 'BC' post to enable the ends of the trim to be released.

Release the seat belt webbing from the retaining clip on the 'BC' post panel.

Slide the 'BC' post trim panel upwards to disengage the rear retaining brackets and remove.

4. Remove the anchorage bolt, washers, etc., (item 4) from the top of the reel mechanism cover plate.

5. Remove the setscrews securing the cover plate

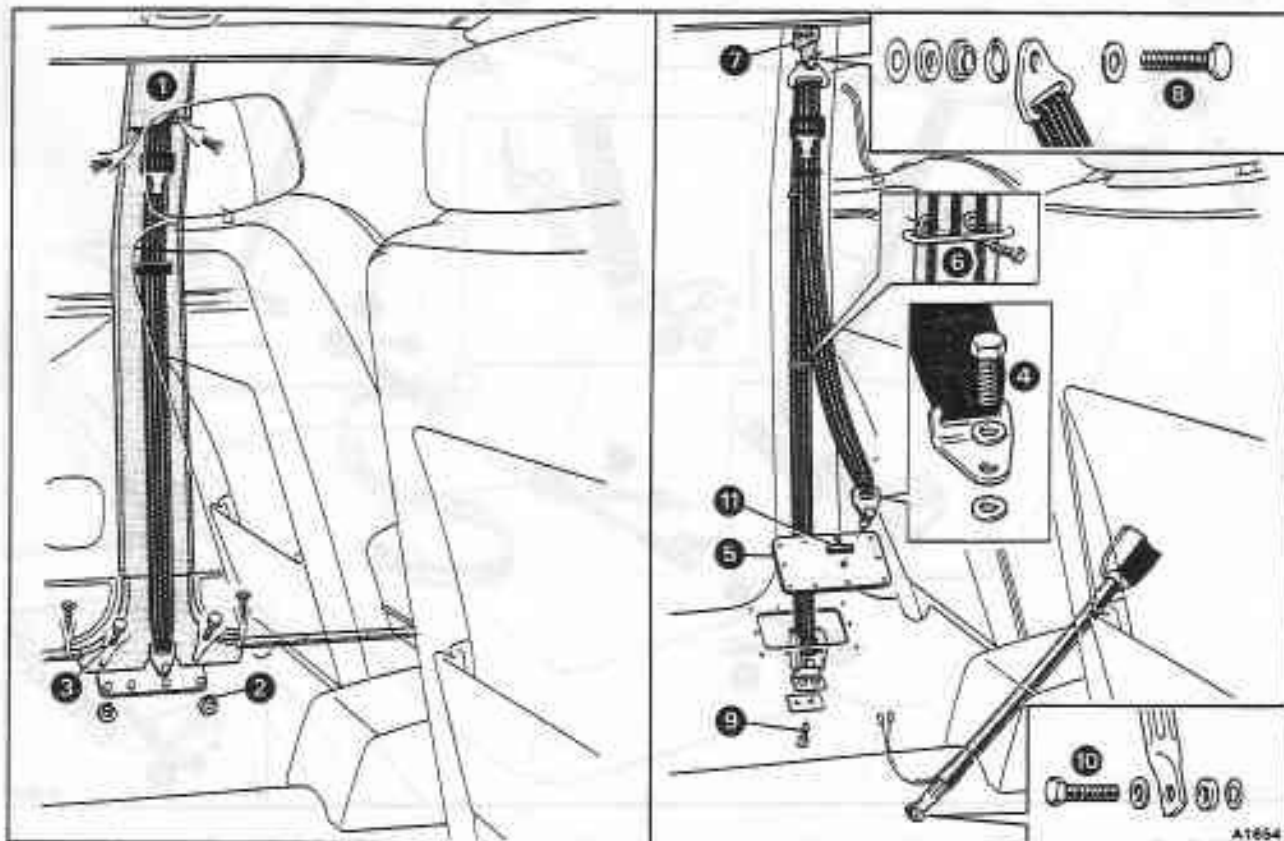


Fig. S14-1 Front seat belt removal



(item 5). Release the seat belt webbing by removing the plastic edge protector and guiding the webbing through the slot provided. Remove the cover plate.

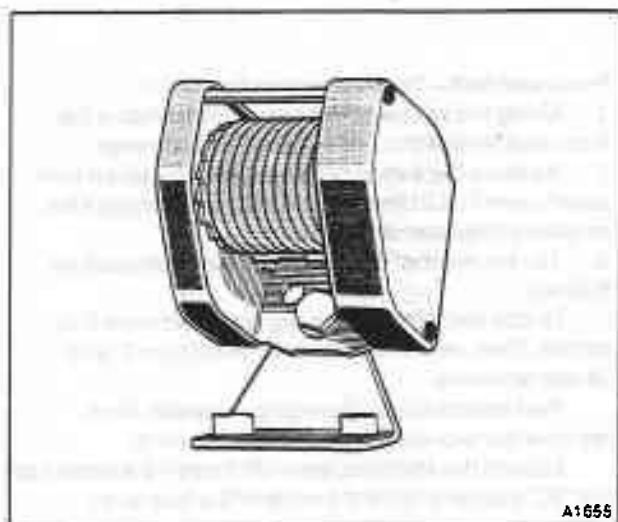


Fig. S14-2 Front seat belt reel to sill mounting arrangement

6. Unscrew and remove the two seat belt guides (item 6).
7. Unscrew and remove the upper trim mounting bracket (item 7).
8. Remove the anchorage bolt, washers, etc., (item 8) securing the seat belt to the top of the 'BC' post. Note that on a number of 1987 model year cars conforming to an Australian specification, the upper trim mounting bracket is positioned underneath the anchorage bolt.
9. Remove the two bolts and strengthening plate (item 9) situated underneath the sill panel. Remove the seat belt mechanism assembly.
10. Peel back the transmission tunnel carpet to expose the seat belt stalk anchorage bolt (item 10). Release the bolt, washers, etc., and remove the stalk. *On cars conforming to a North American specification, disconnect the battery then release the Lucar connectors from the electrical lead protruding from the driver's side seat belt stalk.*

Front seat belt – To fit (see fig. S14-1)

Reverse the procedure given for removal noting the following.

1. Prior to fitting the reel mechanism into the sill

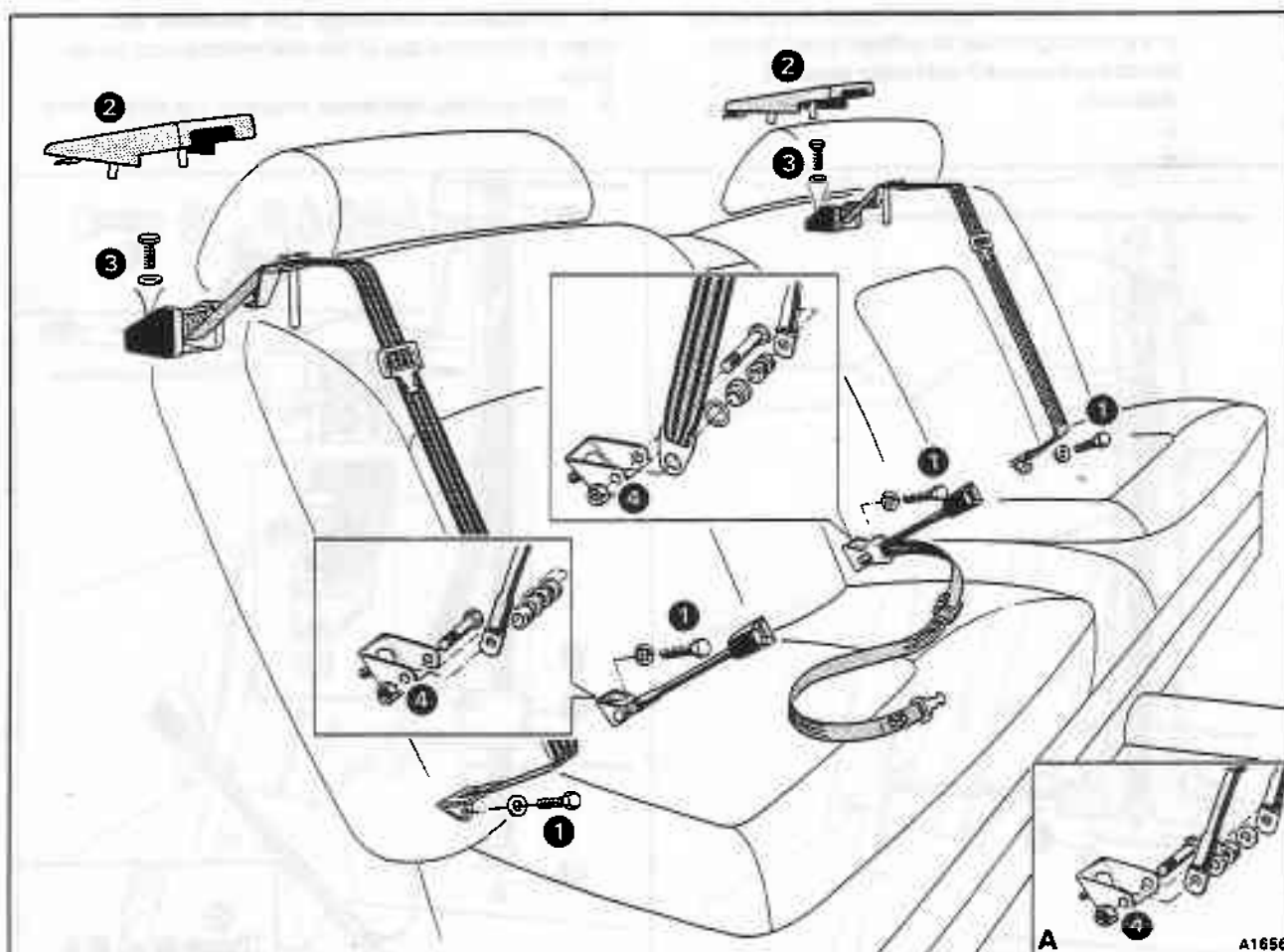


Fig. S14-3 Rear seat belt removal

A Additional stalk for a static lap belt



recess, check that the reel to sill mounting bracket is positioned as shown in figure S14-2. This will ensure that when the reel is mounted in the sill it will be positioned vertically.

2. Torque tighten the seat belt anchorage bolts as follows.

	Nm	kgf m	lbf ft
(items 4, 8, and 10) –	34-41	3,4-4,1	25-30
(item 9) –	22-24	2,2-2,5	16-18

3. Check that the plastic edge protector (item 11) is fitted to the reel mechanism cover plate, preventing possible chafing of the seat belt webbing.

4. Fully extend the seat belt webbing and check that the belt retracts fully when released.

5. *On cars conforming to a North American specification, a warning buzzer device is fitted to remind occupants to fasten their seat belts. The operation of the warning buzzer is as follows.*

If the engine is started without the driver's seat belt fastened, the buzzer will sound and a warning panel on the centre console will illuminate. The buzzer and panel will remain energized for approximately seven seconds. The buzzer will cease immediately the driver's seat belt is fastened.

If the engine is started with the driver's seat belt fastened, the warning panel will illuminate for approximately seven seconds to remind other occupants to fasten their seat belts. The panel will illuminate irrespective of whether the seat belts are fastened or not.

6. To check that the seat belts are operating correctly, select an open stretch of road. Then, when the road is free from any potential danger, accelerate the car to 24 km/h (15 mile/h) and brake sharply. Ensure that the belts lock and subsequently release.

An additional check should be made by fitting the belt and then giving the webbing of the diagonal belt a sharp pull. Ensure that the belt locks, then retracts when the tension is released.

(3, 4 kgf m and 4,1 kgf m; 25 lbf ft and 30 lbf ft).

2. Fully extend the seat belt webbing and check that the belt retracts fully when released.

3. To check that the seat belts are operating correctly, select an open stretch of road. Then, when the road is free from any potential danger, accelerate the car to 24 km/h (15 mile/h) and brake sharply. Ensure that the belts lock and subsequently release.

An additional check should be made by fitting the belt and then giving the webbing of the diagonal belt a sharp pull. Ensure that the belt locks, then retracts when the tension is released.

Retractable rear seat belt – To remove (see fig. S14-3)

1. Lift out the rear seat cushion.
2. Remove the rear head rests.
3. To gain access to the seat belt anchorage bolts, it will be necessary to release the bottom of the rear seat squab (see Section S13).
4. Remove the exposed anchorage bolts and washers (item 1) then release the seat belt and stalk.
5. Unclip and remove the seat belt trim covers (item 2).
6. Release the anchorage bolt and washers (item 3) securing the reel mechanism to the parcel shelf. Release the webbing from the seat belt guide noting that *on cars conforming to an Australian specification* a plastic sleeve will first have to be removed from the guide. Remove the reel mechanism assembly.

Retractable rear seat belt – To fit (see fig. S14-3)

Reverse the procedure given for removal noting the following.

1. Torque tighten the seat belt anchorage bolts and nuts (items 1, 3, and 4) to between 34 Nm and 41 Nm



Interior trim — passenger compartment

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Front header trim panels — To remove and fit	S15-6	S15-6	S15-6	S15-6	S15-6
Parcel shelf, cantrail/quarter panel, and rear header trim panel — To remove and fit	S15-8	S15-8	S15-8	S15-8	S15-8
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Interior trim — passenger compartment

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

Safety procedures

The cleaner and adhesives referred to in this section are classified as highly flammable. For guidance on their use reference **must be** made to Section S3.

Upper instrument facia panels — To remove and fit (see fig. S15-1)

1. Disconnect the battery.

2. On cars fitted with a switchbox protection pad (item 1) proceed as follows.

Using a suitable tool, carefully prise out the three blanking plugs.

Release the exposed screws and remove the protection pad.

3. Release the screws and remove the trimmed beadings (item 2) situated along the lower edge of the instrument facia panel.

4. Release the grub screws (item 3) and remove both facia vent control knobs.

5. Release the three screws and cup washers (item 4) securing the instrument facia panel.

Manoeuvre the panel from underneath the top roll and remove.

6. To remove the instrument facia end panel proceed as follows.

Open the facia stowage compartment.

Lower the fuse compartment door by depressing the release button situated on the top roll side panel.

Remove the end panel lower securing setscrew and washer (item 5).

To gain access to the end panel upper securing nut remove the screws and cup washers (item 6), then fold back the side lining of the stowage compartment.

Remove the nut and washer (item 7), taking care not to damage the soldered connections at the rear of the map lamp/vanity mirror switch.

Withdraw the panel and release the electrical connectors, noting the position of the leads to ensure correct assembly.

7. To fit the instrument facia panels reverse the removal procedure.

Top roll, demister panel, and lower trim panels — To remove and fit (see fig. S15-2)

1. Disconnect the battery.

2. Remove the upper instrument facia panels.

3. Remove the screws and washers (item 1) and lower the parking brake trim panel. Release the Lucar connectors from the footwell lamp (item 2) and remove the panel.

4. Remove the top roll securing screws, nuts,

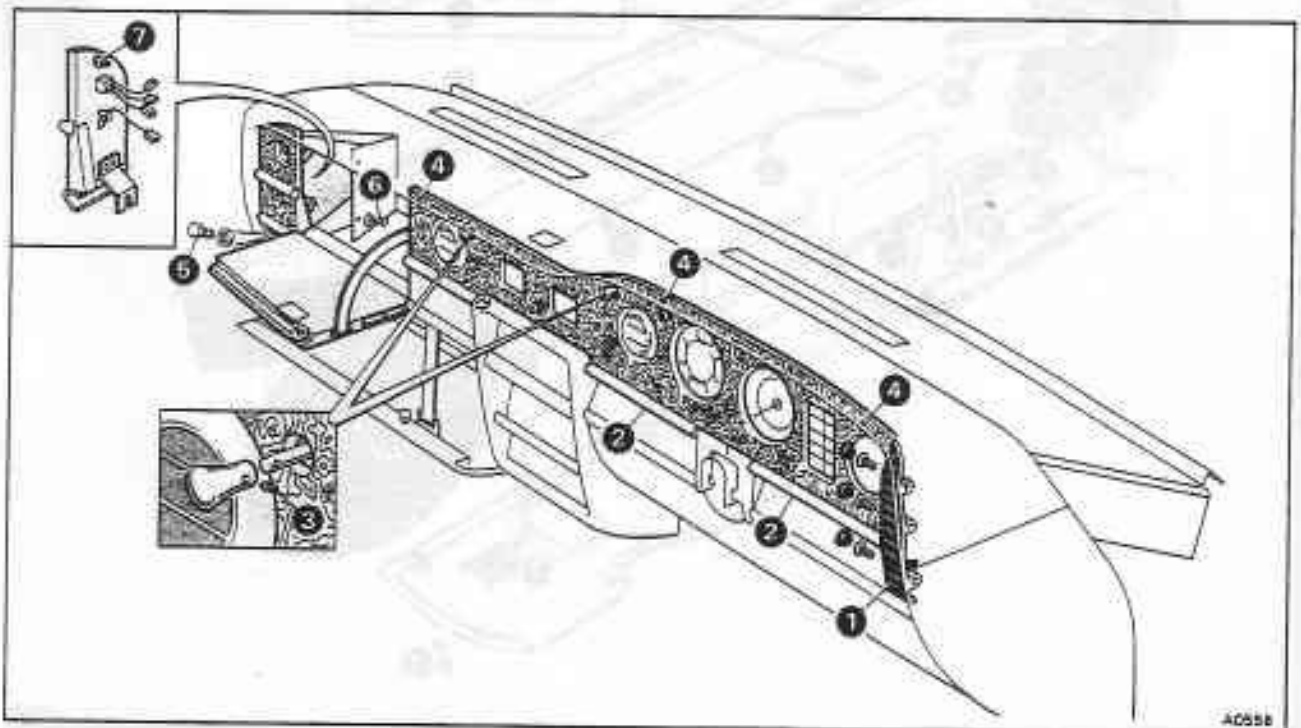


Fig. S15-1 Upper instrument facia panels



bolts, and washers (item 3).

5. Carefully withdraw the top roll assembly horizontally to avoid damaging the solar temperature sensor (item 4).

6. To remove the demister panel proceed as follows.
Remove the bolts, nuts, and washers (item 5).

Raise the front of the panel slightly to clear the windscreen demister ducting. Then, carefully ease the panel from underneath the windscreen finisher trim and remove.

7. Remove the windscreen finisher trim panel (item 6) by pulling it forward to disengage the retaining tabs.

8. To remove the fuse compartment door proceed as follows.

Release the Lucar connectors from the footwell lamp (item 7).

Unhook the support straps then release the nuts and washers (item 8) and remove the fuse compartment door. Note that the fuse compartment lamp switch cancelling bracket is secured underneath the outboard securing nuts.

9. To fit the lower trim panels, demister panel, and top roll reverse the removal procedure.

Facia door and stowage compartment — To remove and fit (see fig. S15-3)

1. Release the screws (item 1) and remove the facia stowage door.

2. To remove the stowage compartment proceed as follows.

Disconnect the battery.

Remove the two screws (item 2). Withdraw the stowage compartment lamp and release the Lucar connectors.

Remove the screws, cup washers, and plastic clips (item 3) securing the stowage compartment to the instrument board.

To gain access to the stowage compartment lamp switch and luggage compartment locking selector switch, fold back the side lining of the stowage compartment (item 4).

Release the Lucar connectors from both switches.

Release the screws and washers (item 5), then remove the switch mounting bracket/door check arm assembly.

Carefully withdraw the stowage compartment.

3. To fit the stowage compartment and facia door reverse the removal procedure.

Centre console — To remove and fit (see fig. S15-4) Other than Bentley Mulsanne S and Turbo R cars

1. Disconnect the battery.

2. Remove the upper instrument facia panel.

3. Loosen the setscrews and washers (item 1) securing the lower sides of the console.

4. Remove the screws (item 2) securing the top of the console to the instrument board. Carefully

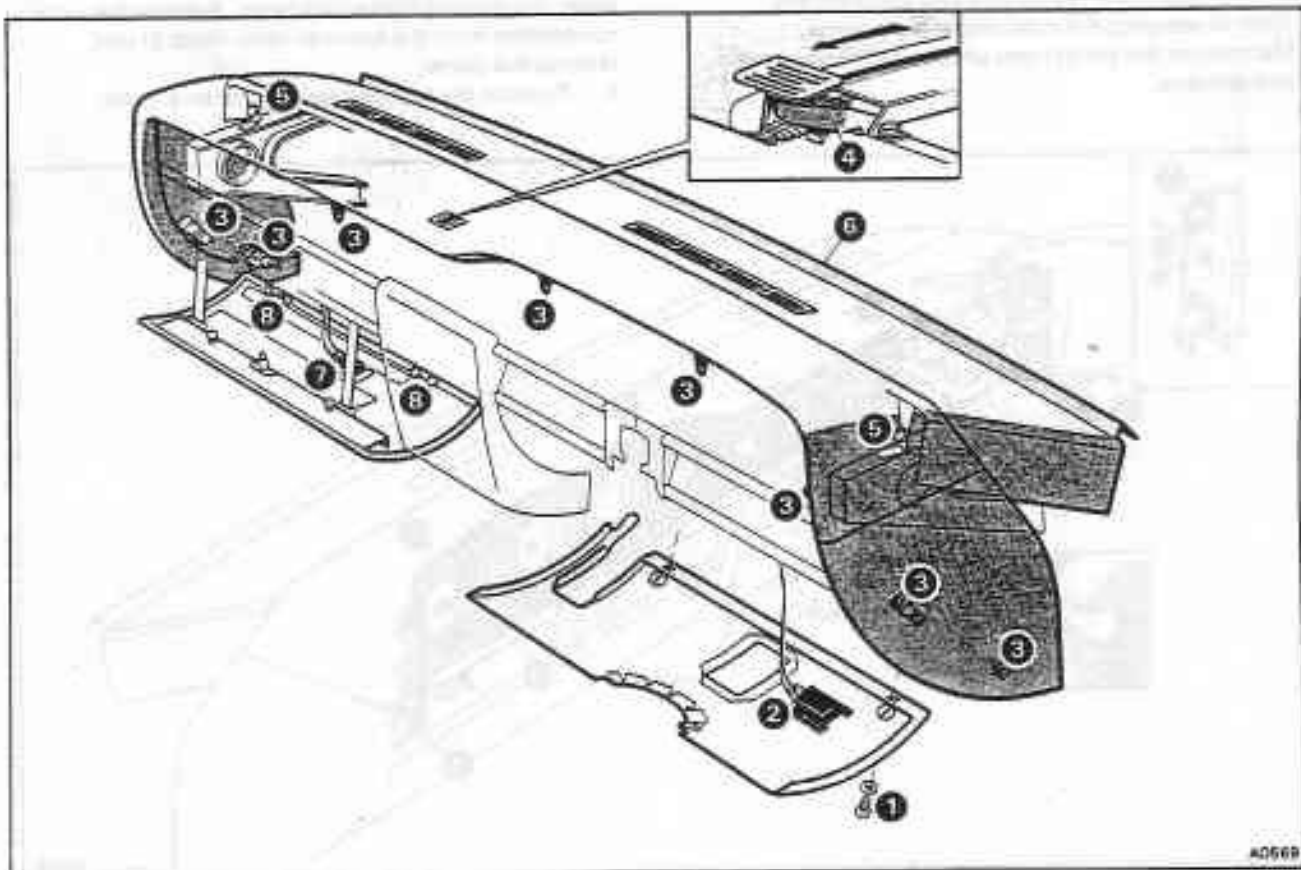


Fig. S15-2 Top roll, demister panel, and lower trim panels

withdraw the console sufficiently to gain access to the electrical connections. Disconnect the various leads, noting their positions to ensure correct assembly.

5. To fit the centre console reverse the removal procedure.

Centre console — To remove and fit (see fig. S15-5) Bentley Mulsanne S and Turbo R cars

1. Remove the upper instrument fascia panel.
2. Remove the screws (item 1) securing the console to the instrument board.
3. Turn the ignition key to the ACC or RUN position. Then, using the seat adjustment controls, move both front seats rearward to the full extent of their travel. Disconnect the battery.
4. To gain access to the console rear securing screws it will be necessary to remove the front seat cushions (see Section S13). Remove the exposed screws (item 2).
5. Lift out the ash tray, then remove the exposed screws (item 3) securing the console to the transmission tunnel.
6. Carefully withdraw the console assembly sufficiently to disconnect the various electrical leads. In view of the large number of connections, it is advisable to label each one as it is disconnected.
7. To fit the console reverse the removal procedure.

Lower instrument fascia panels — To remove and fit (see fig. S15-6)

1. Disconnect the battery.
2. Lower the fuse compartment door by depressing the release button situated on the top roll side panel.
3. Release the setscrews and washers (item 1). Then, unclip and remove the fascia panel adjacent to the centre console.
4. Remove the parking brake trim panel (see Top roll, demister panel, and lower trim panels — To remove and fit, Operation 3).
5. Release the screws and remove the trimmed beadings (item 2) situated along the lower edge of the instrument fascia panel.
6. Release the screws and washers (item 3) securing the air conditioning control panel to the instrument board. Withdraw the panel and release the electrical connections, noting the position of the leads to ensure correct assembly.

Similarly, remove the control panel containing the windscreen wipers switch, fuel filler door release button, etc.

7. To fit the lower instrument fascia panels, reverse the removal procedure.

Instrument board — To remove and fit (see fig. S15-7)

1. Disconnect the battery.
2. Remove the upper and lower instrument fascia panels, fascia stowage door, top roll, lower trim panels, and centre console.
3. Disconnect the electrical leads from all instruments, lamps, switches, etc. In view of the large number of connections, it is advisable to label each

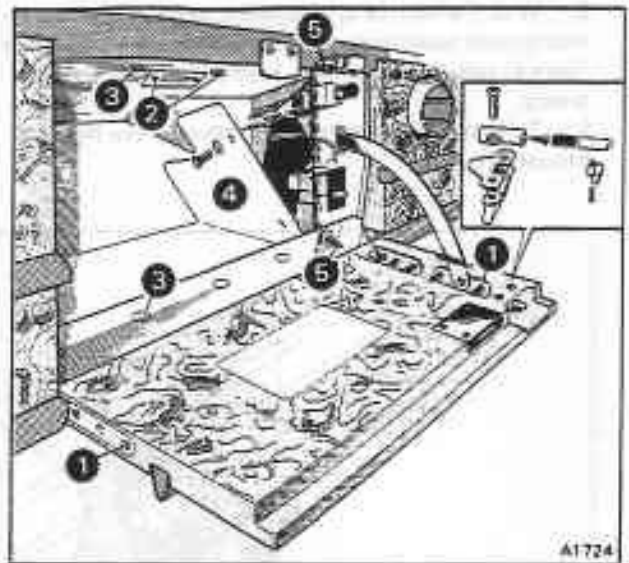


Fig. S15-3 Fascia stowage compartment

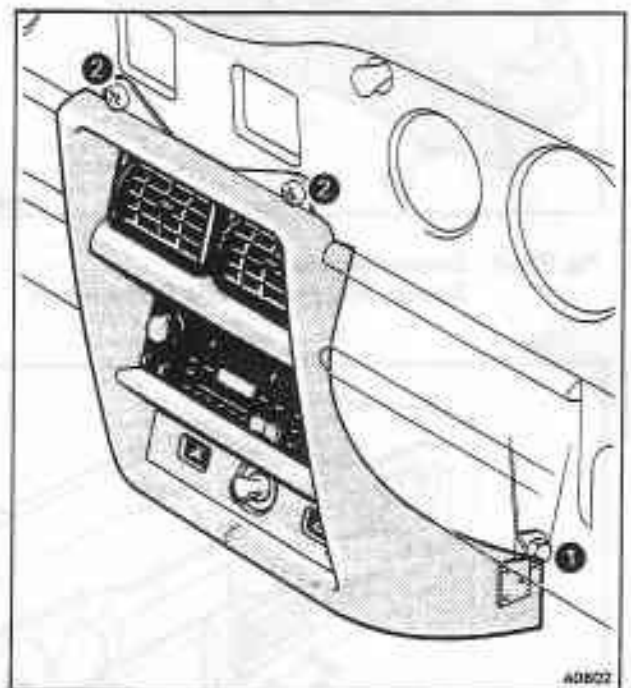


Fig. S15-4 Centre console
Other than Bentley Mulsanne S and Turbo R cars

one as it is disconnected to facilitate assembly.

4. Remove the nuts (item 1) securing the air vent control levers to the instrument board.
5. To remove the circular fascia air outlets and ducts refer to Chapter C.
6. Remove the bolts, nuts, and washers (item 2) securing the lower centre section of the instrument board.
7. Remove the bolts, nuts, and washers (item 3) securing the upper centre section of the instrument board.



8. With the help of an assistant, support the instrument board then release the nuts and washers (item 4) securing each end. Remove the instrument board.
9. To fit the instrument board reverse the removal procedure.

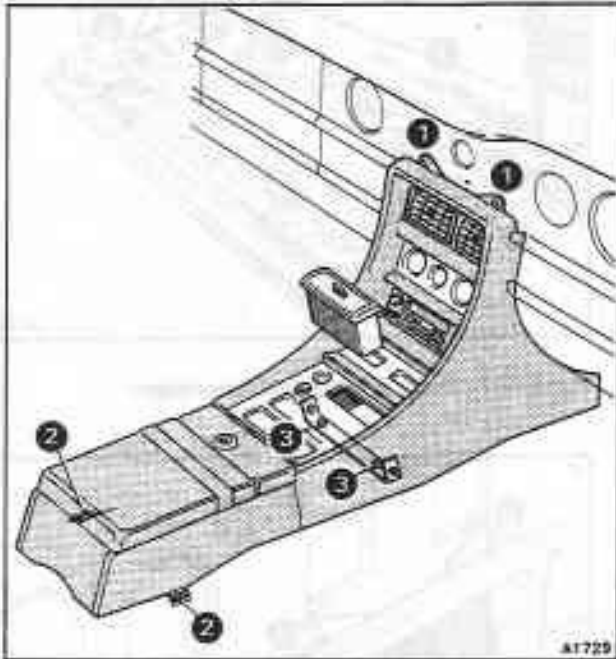


Fig. S15-5 Centre console
Bentley Mulsanne S and Turbo R cars

Front header trim panels — To remove (see fig. S15-8)

1. Disconnect the battery.
2. Unscrew and remove the interior rear view mirror. On cars fitted with a cellular telephone, unclip the microphone mounted on the mirror stem.
3. Pull the sun visors from their inboard retaining clips. Release the screws (item 1) and remove the sun visors.
4. Remove the screws (item 2). Slide back the centre header trim panel and release the Lucar connector (if fitted) from the passenger side visor retaining clip and unplug the cellular telephone microphone (if fitted). Remove the trim panel.
5. Remove the flexible outer covers from the coat hooks situated on the cantrail trim panels. Unscrew the coat hooks and remove the stainless steel trim finishers.
6. Unclip and remove the 'A' post/cantrail trim panels (item 3).
7. Release the screws (item 4) and remove the visor clip retaining brackets and header trim panels.
8. Carefully separate the glued edge of the header trim material and foam (item 5) from the headlining material. Remove the exposed self-tapping screws and washers (item 6), then remove the header trim pieces.

Front header trim panels — To fit (see fig. S15-8)

Reverse the procedure given for removal noting the following.

1. To fit the header trim pieces (item 5) proceed as follows.
Using the self-tapping screws and washers (item

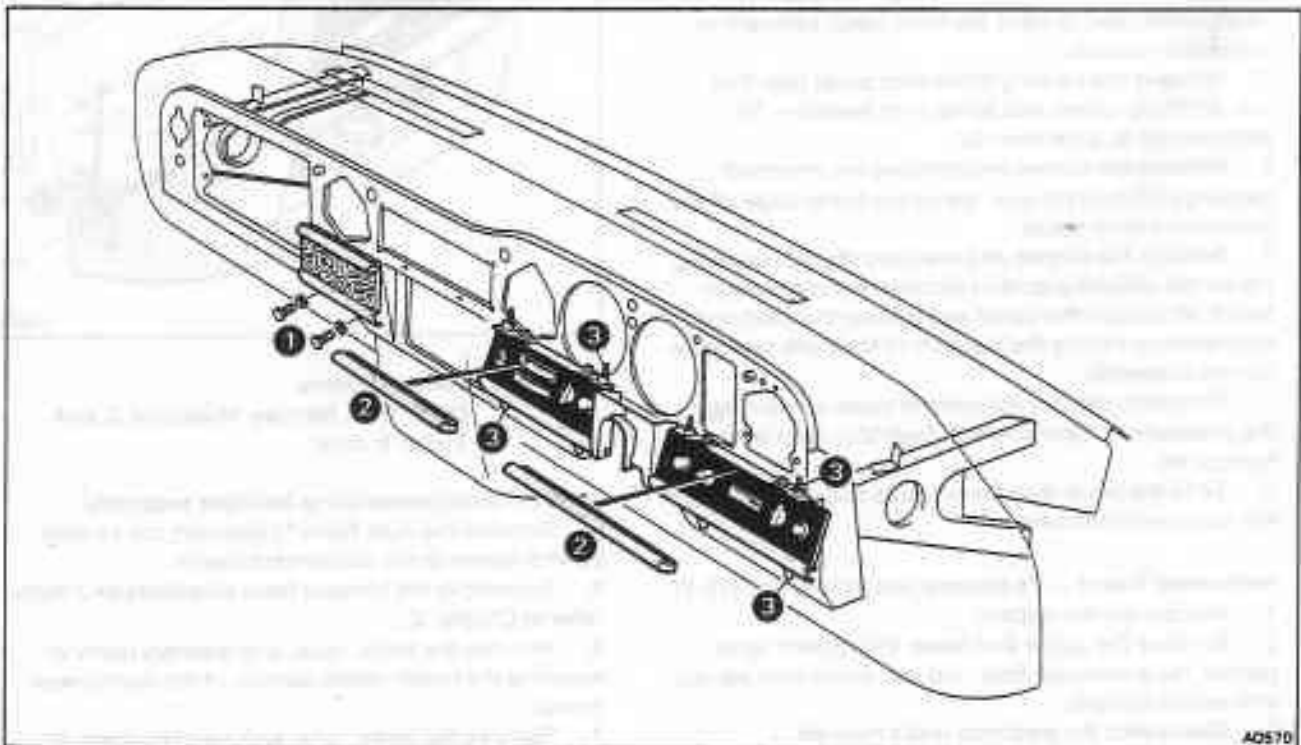


Fig. S15-6 Lower instrument facia panels

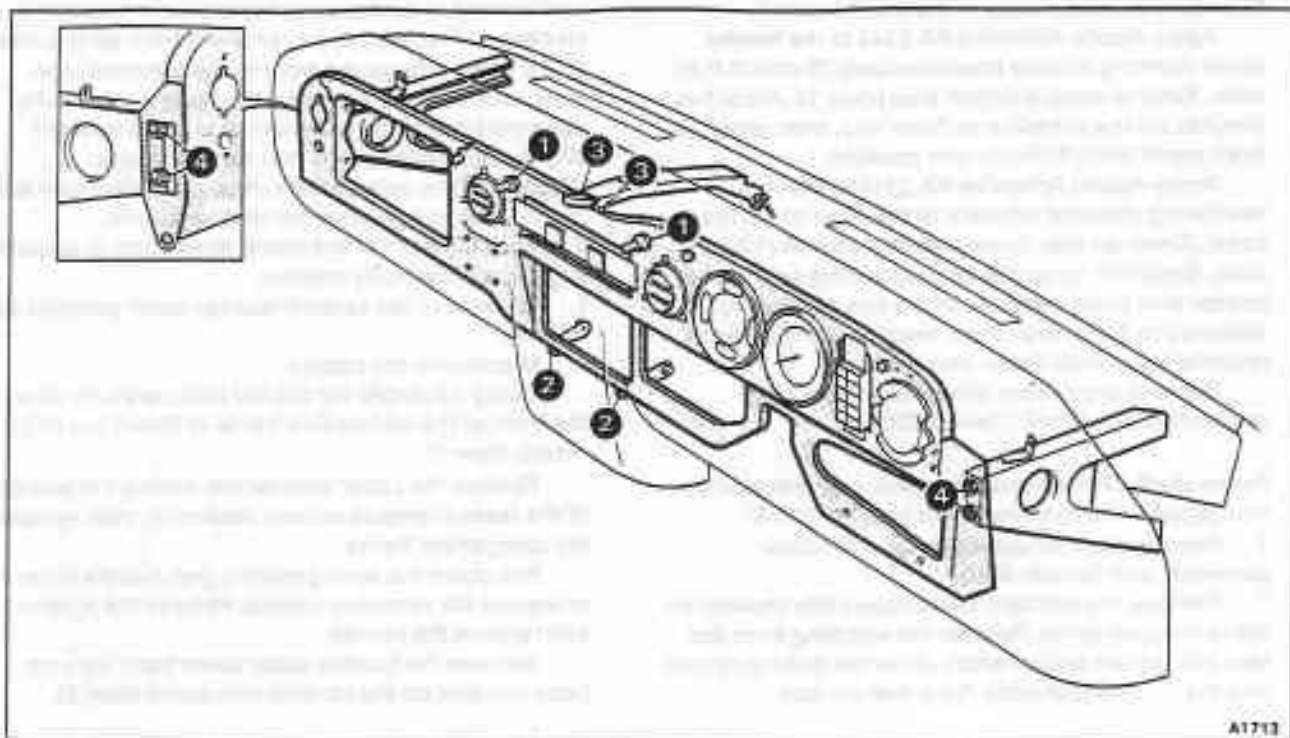


Fig. S15-7 Instrument board

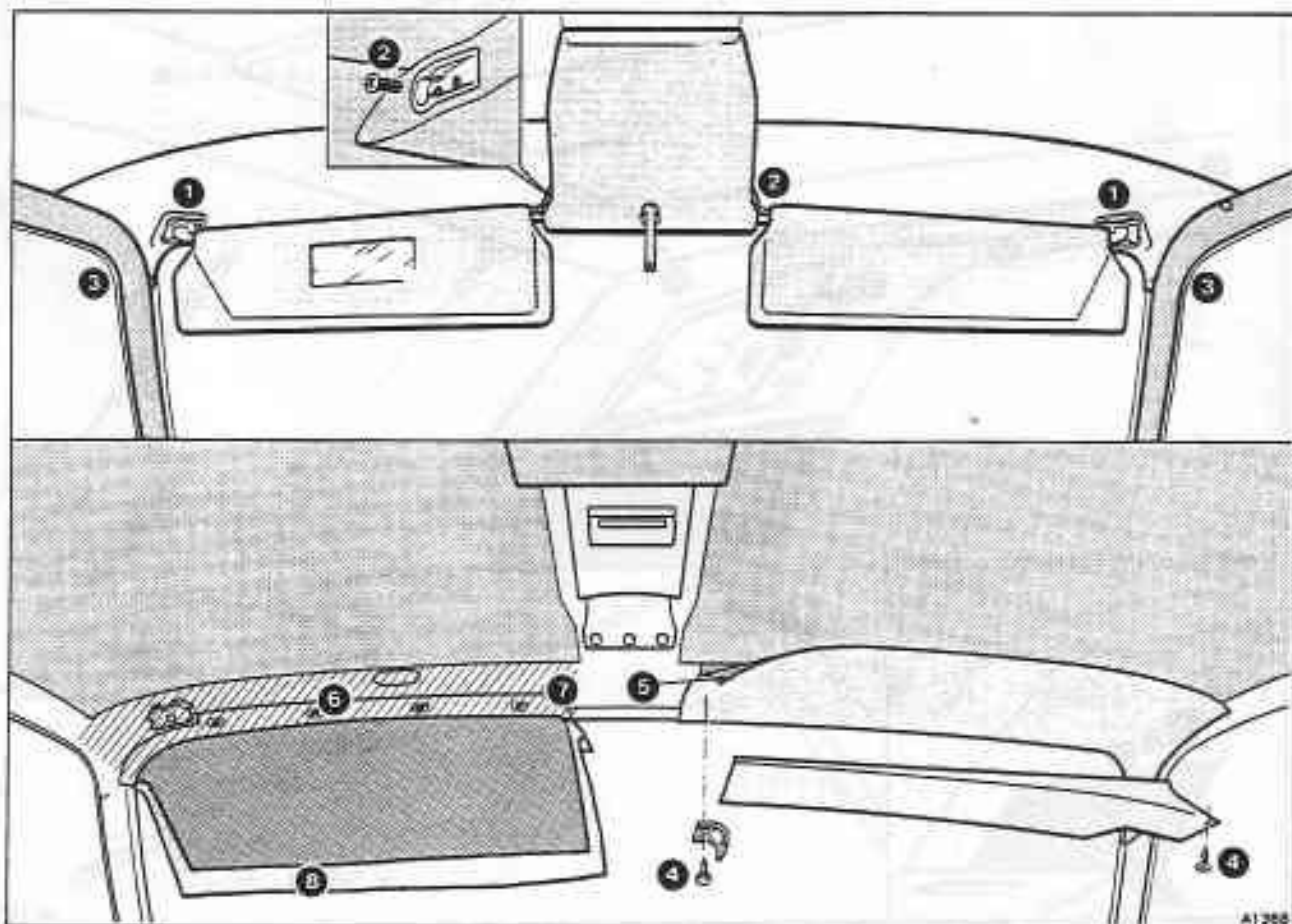


Fig. S15-8 Front header trim panels



6), secure the trim pieces to the header panel.

Apply Apollo Adhesive AX 2344 to the header panel covering an area approximately 75 mm (3.0 in) wide. Refer to cross-hatched area (item 7). Allow five minutes for the adhesive to 'flash' dry, then press the foam panel (item 8) firmly into position.

Apply Apollo Adhesive AX 2344 to the roof headlining material adjacent to the edge of the foam panel. Cover an area approximately 25 mm (1.0 in) wide. Similarly, cover the corresponding area of the header trim piece material. Allow five minutes for the adhesive to 'flash' dry. Then, keeping the trim piece material taut, press firmly into position.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Parcel shelf, cantrail/quarter panel, and rear header trim panel — To remove and fit (see fig. S15-9)

1. Remove the rear seat cushion and squab assembly (see Section S13).
2. Remove the seat belt anchorage bolts situated on the rear squab panel. Release the webbing from the seat belt guides and carefully allow the belts to retract into the reel mechanisms. Note that *on cars*

conforming to an Australian specification a plastic sleeve will first have to be removed from each guide.

3. If fitted, release the front of the trimmed stop lamp unit from the retaining clip (item 1). Carefully raise the front of the lamp unit and pull it forward slightly to disengage the rear retaining lugs. Disconnect the battery then unplug the electrical lead to the lamp and remove the stop lamp unit.

4. Ease the front of the parcel shelf (item 2) upwards slightly and carefully remove.

5. To remove the cantrail/quarter panel proceed as follows.

Disconnect the battery.

Using a suitable flat bladed tool, carefully ease the front of the companion frame (if fitted) out of its recess (item 3).

Release the Lucar connectors, noting the position of the leads to ensure correct assembly, then remove the companion frame.

Pull down the spring loaded grab handle (item 4) to expose the retaining screws. Release the screws and remove the handle.

Remove the flexible outer cover from the coat hook situated on the cantrail trim panel (item 5).

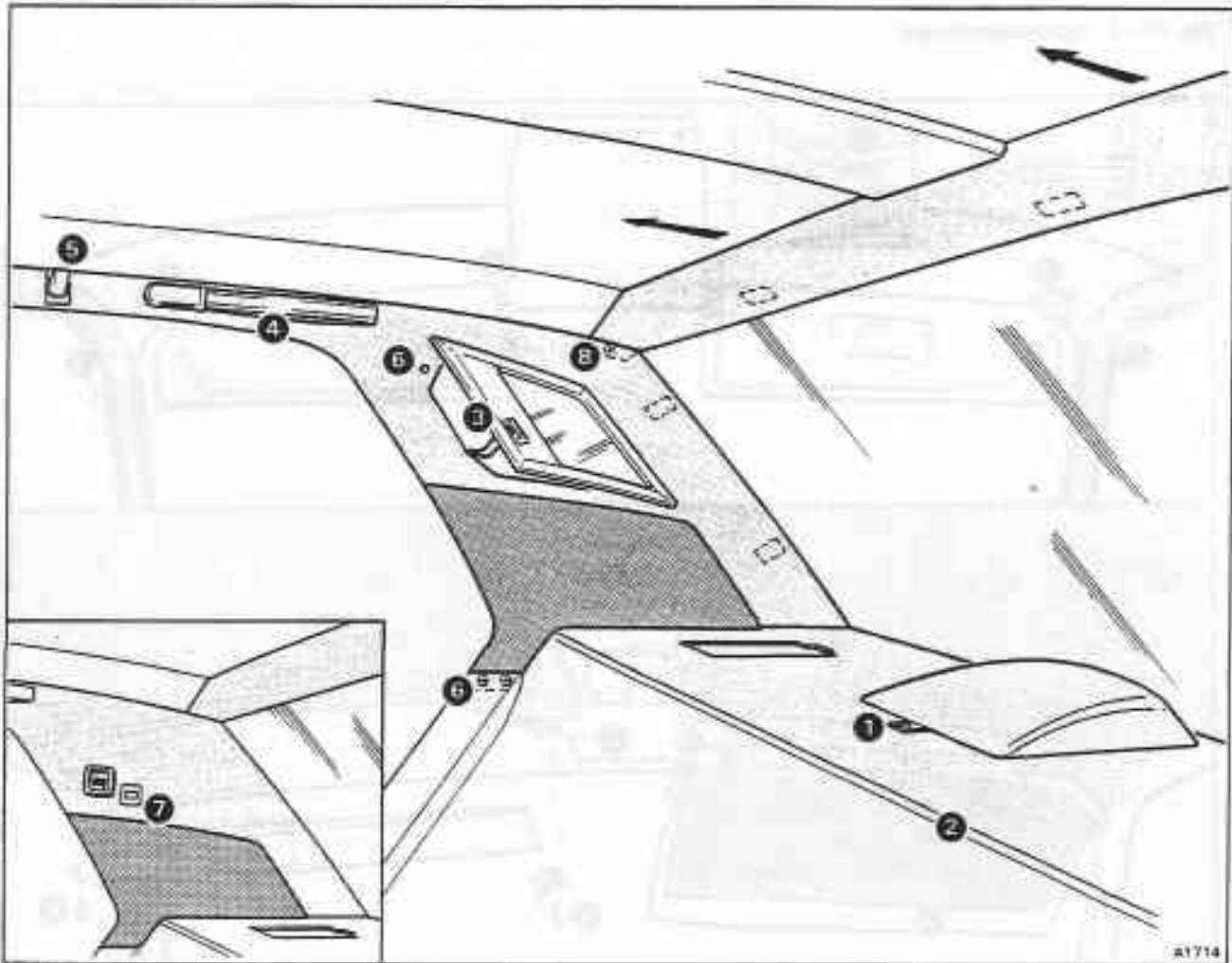


Fig. S15-9 Parcel shelf, cantrail/quarter, and rear header trim panels

Unscrew the coat hook and remove the stainless steel trim finisher.

Remove the self-tapping screws (item 6).

On Bentley Eight cars, carefully ease the escutcheon cover (item 7) from the interior/map lamp switch, release the exposed screws and remove the escutcheon.

Remove the cantrail/quarter panel by pulling it

forward to disengage the rear retaining brackets.

6. Release the self-tapping screw (item 8) from each end of the rear header trim panel. Remove the panel by pulling it forward to disengage the rear retaining brackets.

7. To fit the rear header trim panel, cantrail/quarter panel, and parcel shelf reverse the removal procedure.

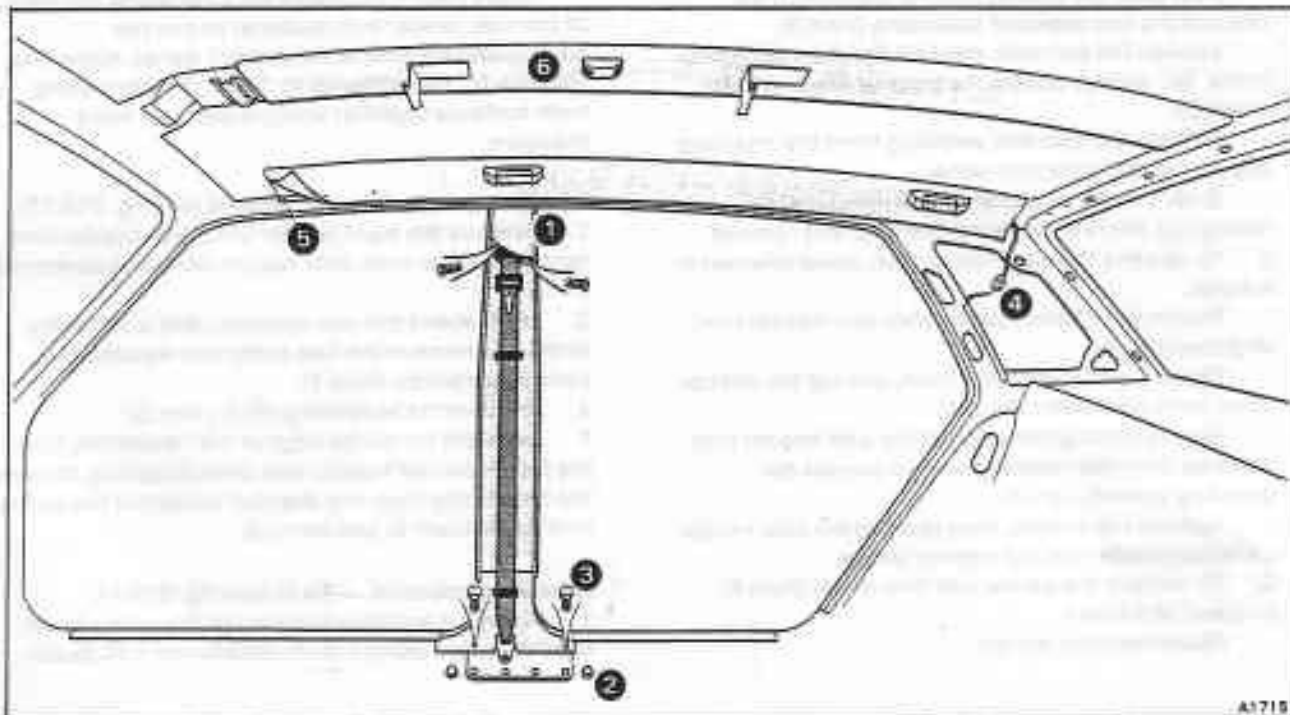


Fig. S15-10 'BC' post, side header, and centre roof trim panels

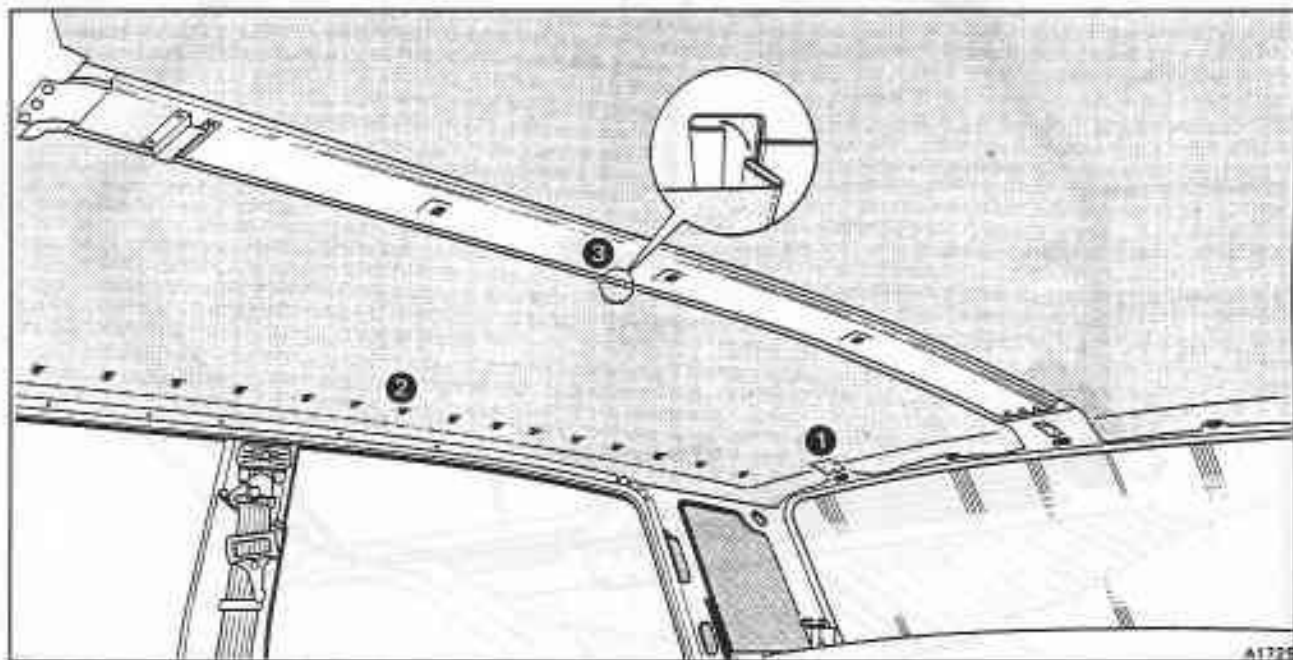


Fig. S15-11 Headlining removal



'BC' post, side header, and centre roof trim panels — To remove and fit (see fig. S15-10)

1. To remove the 'BC' post trim proceed as follows.

Remove the two screws securing the upper trim panel (item 1). Lift the trim slightly to disengage the retaining clips and remove.

Unclip the rear compartment floor carpet and remove the two exposed screws and carpet retainers (item 2).

Peel back the soundproofing material, then remove the two exposed setscrews (item 3).

Loosen the stainless steel sill finishers adjacent to the 'BC' post to enable the ends of the trim to be released.

Release the seat belt webbing from the retaining clip on the 'BC' post trim panel.

Slide the 'BC' post trim panel upwards to disengage the rear retaining brackets and remove.

2. To remove the side header trim panel proceed as follows.

Remove the front header trim, rear header trim, and cantrail trim.

Disconnect the battery. Then, unplug the interior lamp loom connector (item 4).

Separate the glued edge of the side header trim material from the cantrail panel to expose the securing screws (item 5).

Release the screws, then remove the side header panel complete with the interior lamps.

3. To remove the centre roof trim panel (item 6) proceed as follows.

Disconnect the battery.

Remove the front centre header trim panel.

Slide the centre roof trim panel towards the front of the car to disengage the retaining brackets. Release the Lucar connectors at the rear of the panel. Remove the panel complete with the upper air temperature sensor.

4. To fit the centre roof trim panel, side header trim panel, and 'BC' post trim reverse the removal procedure noting the following.

Apply Apollo Adhesive AX 2344 along the edge of the side header trim material and to the corresponding area of the cantrail panel. Allow five minutes for the adhesive to 'flash' dry, then bring both surfaces together using maximum hand pressure.

Headlining material — To remove (see fig. S15-11)

1. Remove the front header trim, rear header trim, cantrail/quarter trim, side header trim, and centre roof trim.

2. From above the rear window, drill out the pop rivets and remove the two outer rear header trim securing brackets (item 1).

3. Remove the headlining clips (item 2).

4. Separate the glued edge of the headlining from the front and rear header and cantrail panels. Release the headlining from the channel formed in the centre roof panel (item 3) and remove.

Headlining material — To fit (see fig. S15-11)

1. Clean the bonding surfaces of the cantrail and header panels using a cloth moistened with Bostik

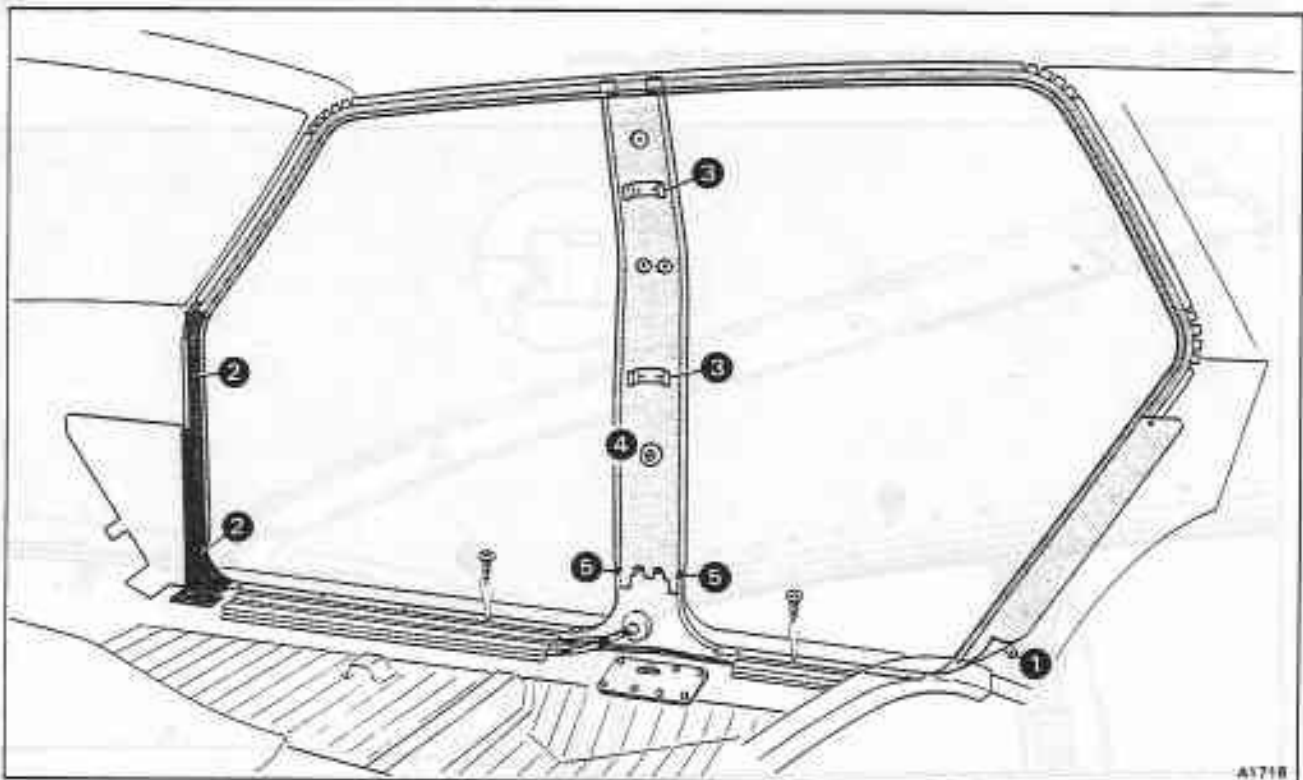


Fig. S15-12 Draught welts

Cleaner 6001. Allow to dry.

2. Lay the headlining panel onto a suitable cloth covered bench. Slide the nylon strip into the sleeve along the inner edge of the headlining.
3. Apply Apollo Adhesive AX 2344 around the outer bonding edges of the headlining to a depth of approximately 75 mm (3.0 in).

Similarly, apply adhesive to the corresponding bonding surfaces of the cantrail and header panels. Allow five minutes for the adhesive to 'flash' dry.

4. Insert the inner edge of the headlining panel containing the nylon strip into the channel formed in the centre roof panel.
5. Keeping the headlining material taut to prevent creasing, press firmly into position along the cantrail and front and rear header panels.
6. Using a trimming knife, remove any excess headlining material.
7. Pierce the headlining material to accept the retaining clips (item 2). Then, press the clips into position along the cantrail panel. Also pierce the headlining material where the cantrail trim securing clips will engage.
8. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Draught welts — To remove (see fig. S15-12)

1. Remove the cantrail trim panels and 'BC' post trim.
2. To remove the lower 'D' post trim panel proceed as follows.

Peel back the trim material and remove the exposed screw (item 1).

Loosen the stainless steel sill finisher to enable the end of the trim to be released.

3. To remove the lower 'A' post trim panel proceed as follows.

Remove the two screws and cup washers (item 2).

Loosen the stainless steel sill finisher to enable the end of the trim to be released.

4. Carefully separate the glued draught welt from around the 'A' post, cantrail, and 'D' post and remove.
5. To remove the draught welt from the 'BC' post it will first be necessary to release the upper seat belt anchorage bolt and remove the seat belt guides (see Section S14).
6. Unscrew and remove the 'BC' post trim panel retaining brackets (item 3).
7. Remove the screw and washer (item 4).
8. Release the retaining clips (item 5), then peel back the top of the draught welt and remove.

Draught welts — To fit (see fig. S15-12)

Reverse the procedure given for removal noting the following.

1. Clean the bonding surfaces of the 'A' post, cantrail, and 'D' post using a cloth moistened with Bostik Cleaner 6001. Allow to dry.
2. Fit the 'BC' post draught welt, ensuring that the seat belt guide holes are aligned.

Apply Apollo Adhesive AX 2344 to the top flap of the 'BC' post draught welt and to the corresponding

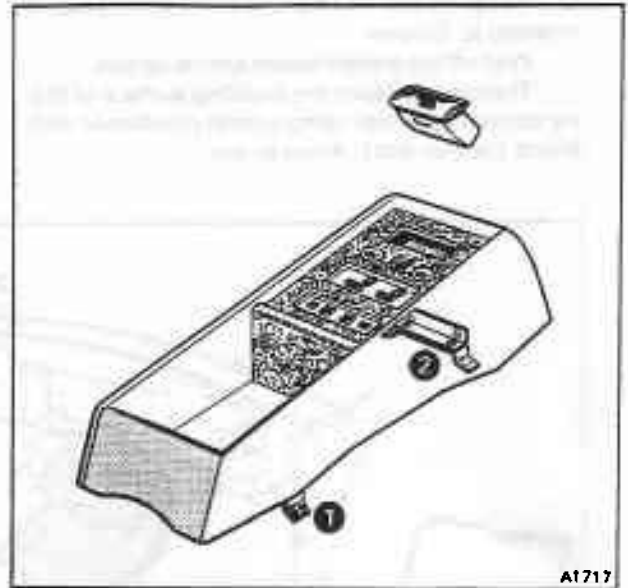


Fig. S15-13 Centre stowage bin

area on the cantrail. Allow five minutes for the adhesive to 'flash' dry, then bring both surfaces firmly together.

3. Lay the draught welt for the 'A' post/cantrail/'D' post onto a suitable cloth covered bench.

Apply Apollo Adhesive AX 2344 along the length of the cloth backing strip.

Similarly, apply adhesive to the corresponding bonding surfaces of the 'A' post, cantrail, and 'D' post. Allow five minutes for the adhesive to 'flash' dry.

Starting at the base of the 'D' post, carefully press the draught welt into position. At each bend, make a series of small cuts in the cloth backing strip to enable the draught welt to easily follow the contour of the door aperture.

Centre stowage bin — To remove and fit (see fig. S15-13)

1. Disconnect the battery.
2. To gain access to the stowage bin rear securing screws it will be necessary to remove the front seat cushions (see Section S13). Remove the exposed screws (item 1).
3. Lift out the ash tray, then remove the exposed screws (item 2) securing the front of the stowage bin.
4. Carefully raise the stowage bin sufficiently to disconnect the various electrical leads. In view of the large number of connections, it is advisable to label each one as it is disconnected.
5. To fit the stowage bin reverse the removal procedure.

Floor and transmission tunnel carpets — To remove and fit (see fig. S15-14)

1. Release the Velcro strips and stud fasteners securing the floor carpets. Remove the carpets.
2. Remove the centre console/stowage bin.
3. Release the Velcro strips and stud fasteners, then remove the front transmission tunnel carpet.



4. To renew the rear transmission tunnel carpet proceed as follows.

Peel off the transmission tunnel carpet.

Thoroughly clean the bonding surface of the transmission tunnel using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the transmission tunnel soundproofing and carpet.

Allow five minutes for the adhesive to 'flash' dry, then bring both surfaces together using maximum hand pressure. Ensure that the carpet is positioned

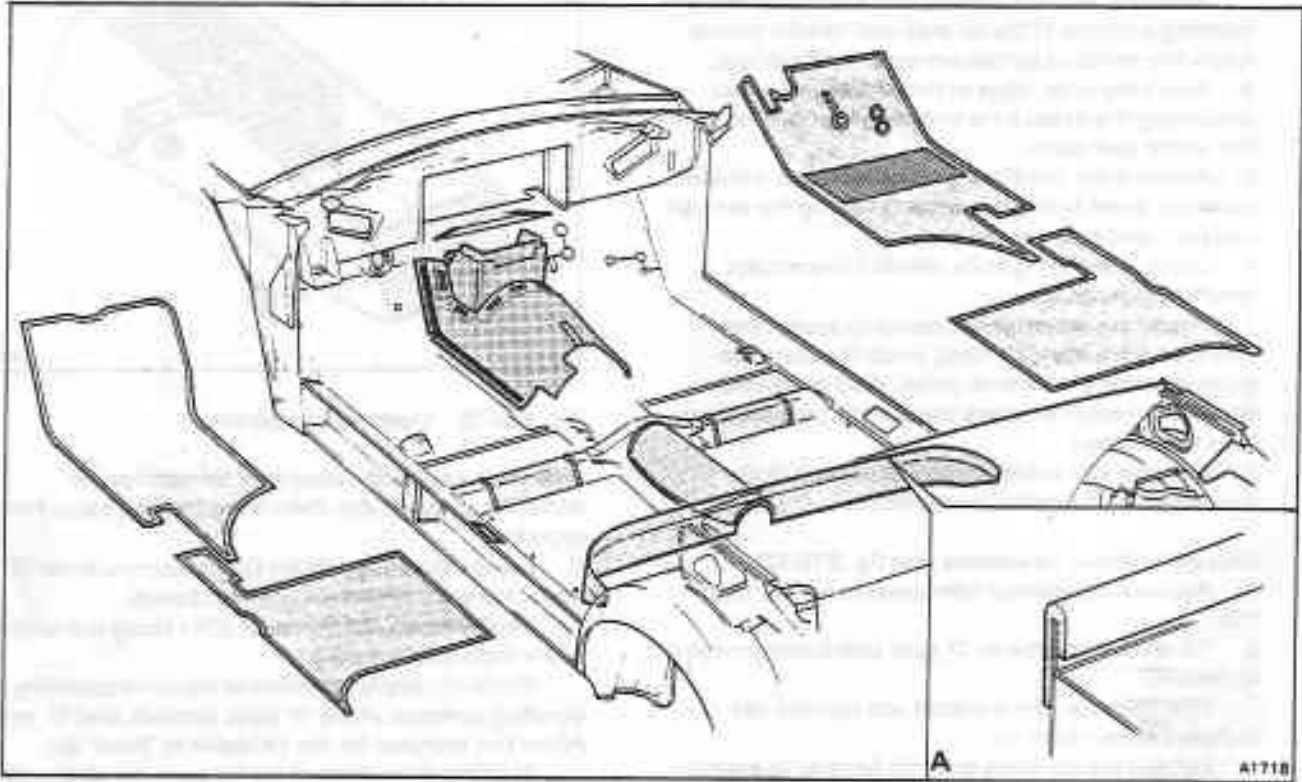


Fig. S15-14 Carpets

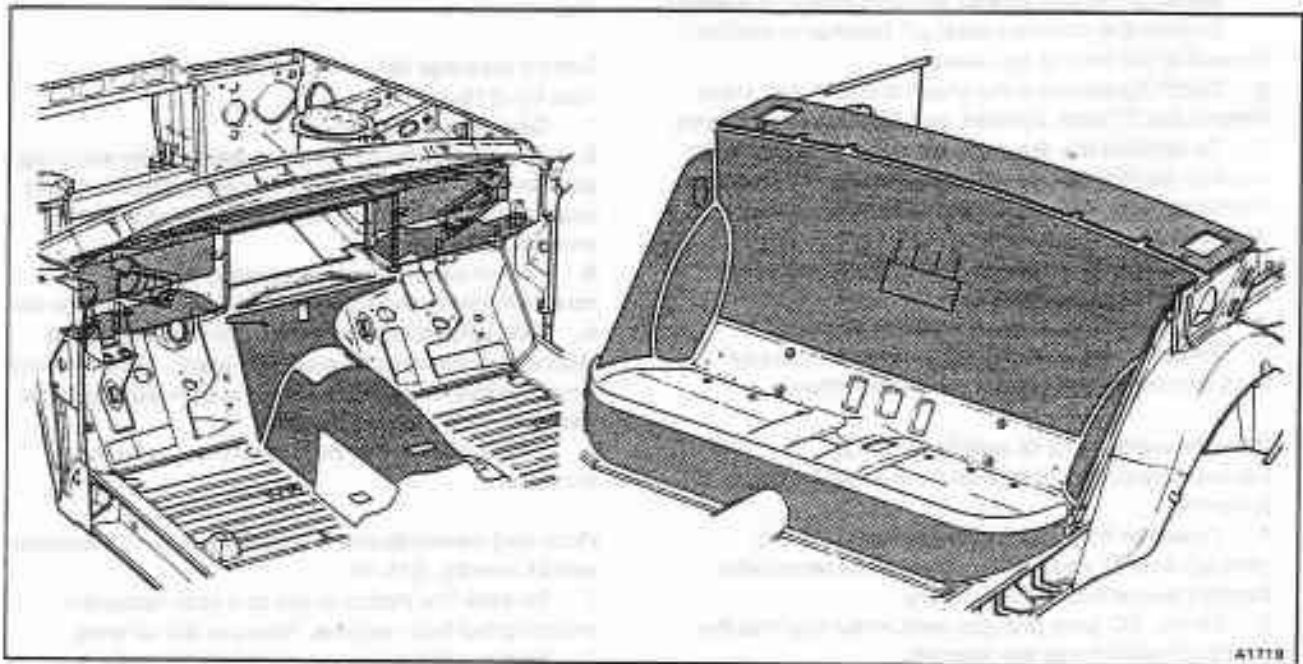


Fig. S15-15 Soundproofing — bulkhead, transmission tunnel, and rear seat area

accurately around the seat belt stalks.

5. If the carpets or rugs require cleaning, refer to Chapter A for full cleaning instructions.

Heelboard carpet trim — To renew (see fig. S15-14)

1. Remove the rear floor carpets.
2. Lift out the rear seat cushion.
3. Peel back the glued rear carpet securing flap from the soundproofing material. Remove the screws and carpet retainers, then fold back the soundproofing material to expose the rear floor area.
4. Disconnect the battery. Then, carefully prise out the heelboard lamps, release the Lucar connectors and remove.
5. Peel back the soundproofing material from the rear seat pan.
6. Carefully peel off the glued heelboard carpet trim. Using a suitable scraper, remove all traces of foam padding from the top section of the heelboard. Then, thoroughly clean the heelboard area using a cloth moistened with Bostik Cleaner 6001. Allow to dry.
7. Apply Apollo Adhesive AX 2344 to the top section of the heelboard and to the foam padding strip. Allow five minutes for the adhesive to 'flash' dry, then press the foam strip into position (see fig. S15-14, inset A).
8. Lay the heelboard carpet trim onto a suitable cloth covered bench.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the trim and to the heelboard soundproofing and foam padding. Allow five minutes for the adhesive to 'flash' dry.

Starting in the centre and working outwards, firmly press the carpeted area of the trim into position around the transmission tunnel.

Stretch the leather trim over the seat base flange ensuring that no creases occur.

9. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Soundproofing — bulkhead, transmission tunnel, and rear seat area — To renew (see fig. S15-15)

A rubberized hessian backed soundproofing material is adhered to the bulkhead, transmission tunnel, and rear seat areas of the car.

1. To renew any of the above soundproofing panels proceed as follows.

Peel off the soundproofing panel.

Thoroughly clean the bonding surface of the body using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surface of the body and to the hessian backing of the soundproofing panel. Allow five minutes for the adhesive to 'flash' dry.

Align the panel, ensuring that any holes or cut-

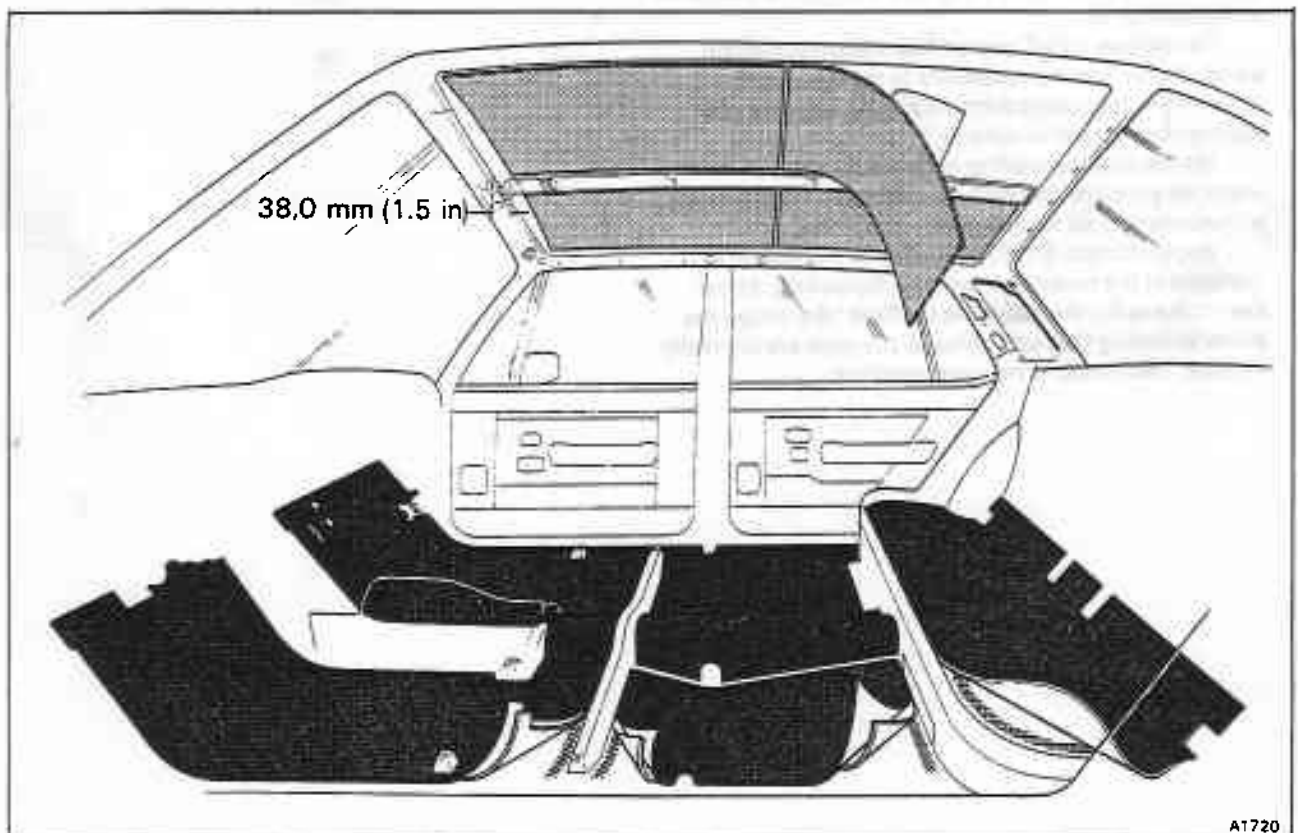


Fig. S15-16 Soundproofing — roof, rear quarter, floor, and rear seat base

On cars conforming to an Australian, Japanese, and North American specification, the dotted line indicates the approximate area covered by insulating material



outs are correctly located, then press firmly into position.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Soundproofing — roof, rear quarter, floor, and rear seat base — To renew (see fig. S15-16)

1. The foam soundproofing panels fitted to the roof panel are self-adhesive and can be easily removed.

Prior to fitting a new soundproofing panel, thoroughly clean the bonding surface of the roof using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

When fitting a panel, remove the backing paper and position as indicated in figure S15-16. Press the soundproofing firmly into position eliminating any air bubbles.

2. The foam soundproofing fitted to each rear quarter is simply wedged behind the inner panel and can be easily renewed if necessary.

3. A PVC coated foam soundproofing material is fitted to the floor and rear seat base areas of the car. Additionally, with the exception of the driver's floor area, a foam underlay is fitted beneath the PVC coated soundproofing.

On cars conforming to an Australian, Japanese, and North American specification, a non inflammable insulating material is fitted beneath the PVC coated soundproofing on the right-hand side of the car. The approximate area covered by this material is indicated in figure S15-16.

To remove a PVC coated foam soundproofing panel, it may first be necessary to unscrew and remove the rear compartment air ducting and the appropriate carpet retainers.

Where soundproofing or foam underlay panels are to be glued to the floor or seat base, the following procedure should be adopted.

Apply Dunlop S1127 Adhesive to the bonding surfaces of the body and the soundproofing. Allow five minutes for the adhesive to 'flash' dry. Align the panel ensuring that any holes or cut-outs are correctly located, then press firmly into position.



Interior trim — luggage compartment

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Soundproofing — To remove and fit	S16-5	S16-5	S16-5	S16-5	S16-5



Interior trim — luggage compartment

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim etc., that are removed.

The trimmed luggage compartment side panels conceal various electrical components. For example, the anti-lock braking system electronic control unit and the automatic radio aerial are housed behind the left-hand side panel. Also, on cars fitted with a cellular telephone, the transceiver unit is mounted on a hinged flap incorporated in the left-hand side panel.

The right-hand side panel conceals the seat/radio memory fuse, and the high mounted stop lamp fuse (if fitted). The earth connection from the battery is also at the rear of this panel.

Incorporated into the right-hand side panel are two containers of hydraulic system mineral oil. Access to the containers can be made by releasing the spring loaded fastener securing the top of the hinged flap.

Safety procedures

The cleaner and adhesive referred to in this section are classified as highly flammable. For guidance on their use reference **must be** made to Section S3.

Luggage compartment carpets and trim panels — To remove and fit (see fig. S16-1)

1. Release the stud fasteners and remove the luggage compartment floor carpet.
2. To remove the luggage compartment front trim panel proceed as follows.

Remove the battery master switch knob (item 1) by releasing the centre screw, ring nut, and instruction plate.

Remove the screws and cup washers (item 2) situated along the top and bottom of the panel.

Release the two press fasteners (item 3).

Withdraw the trim panel.

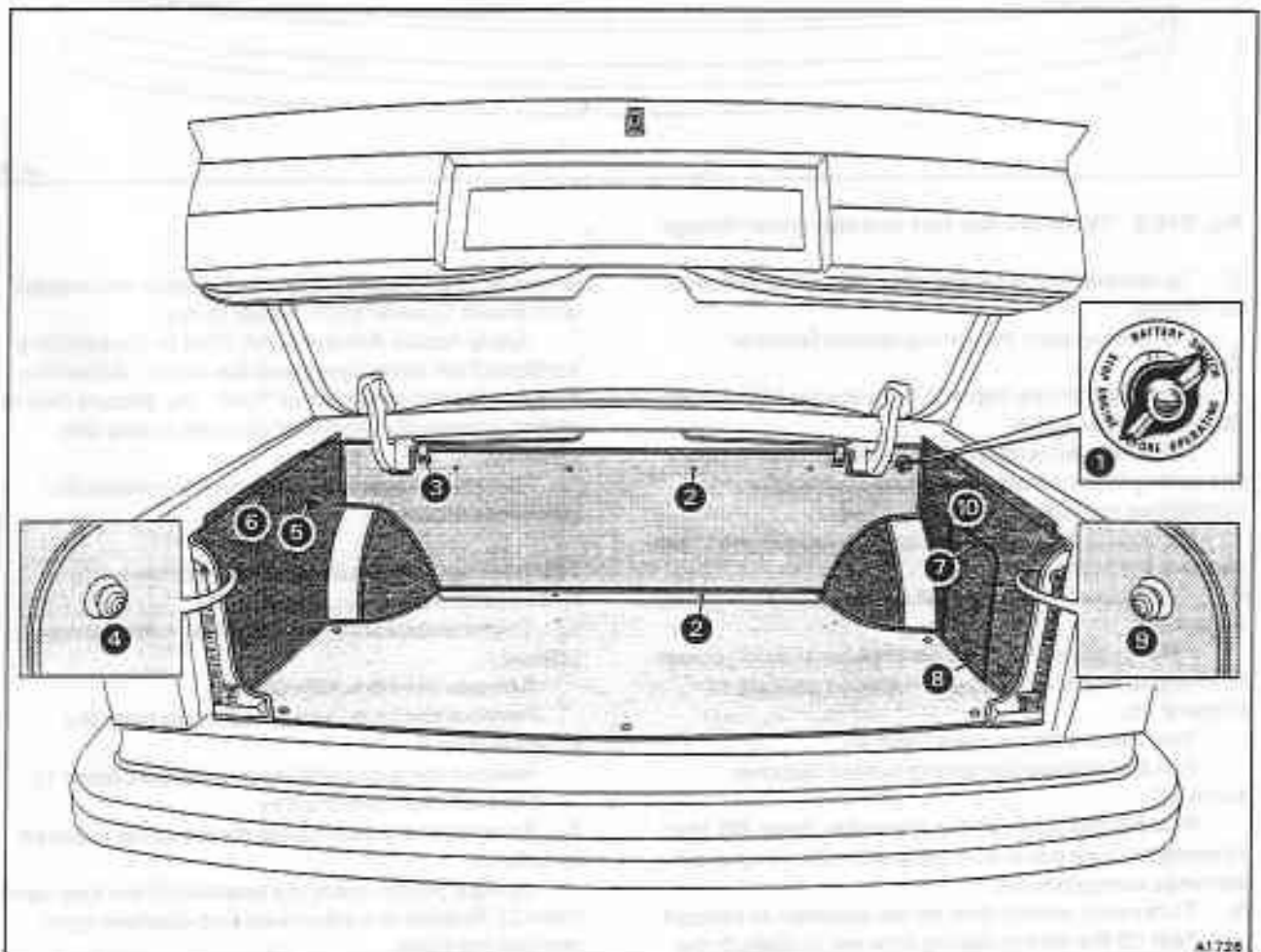
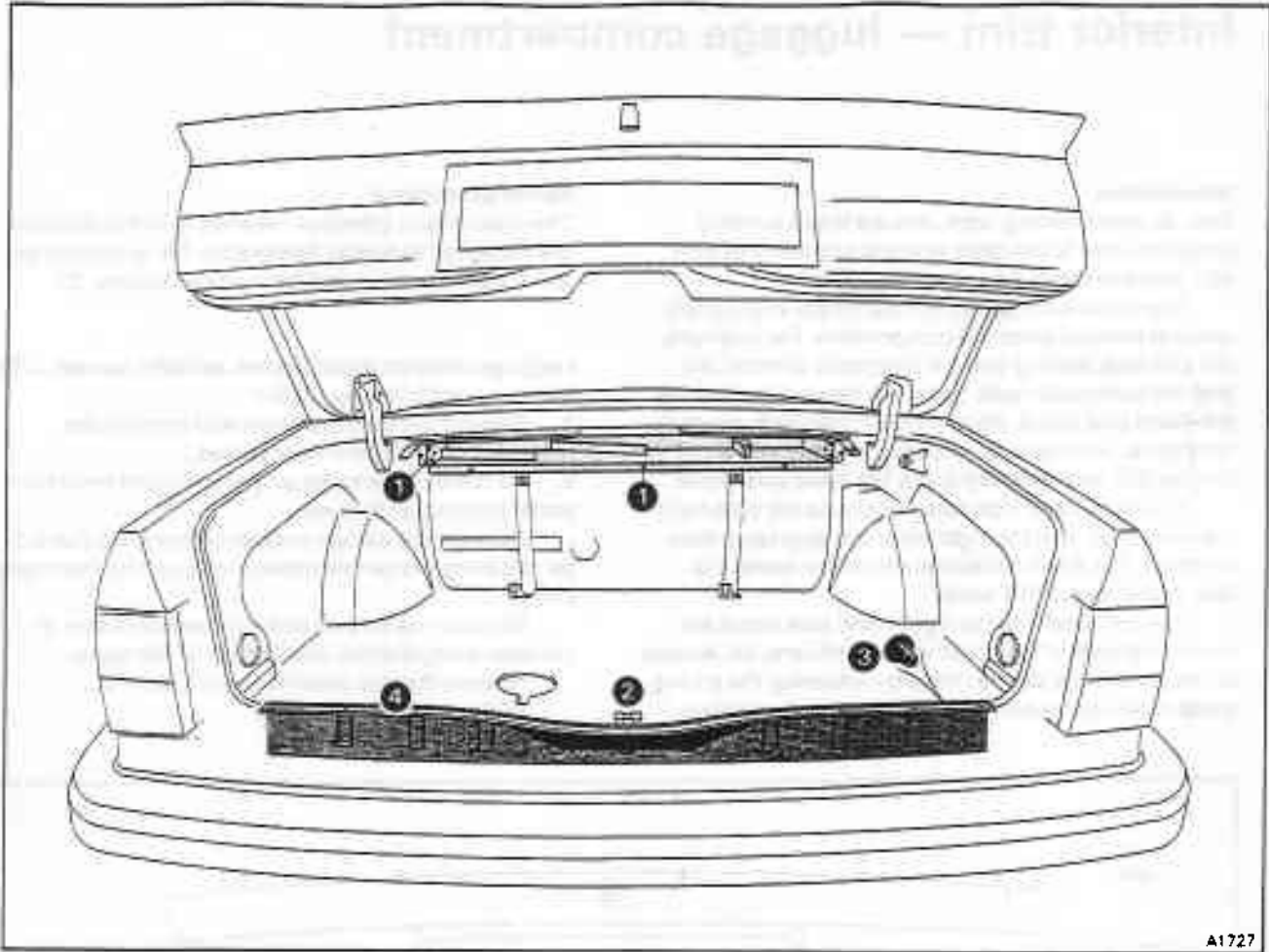


Fig. S16-1 Carpets and trim panels



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Fig. S16-2 Tool storage tray and rear panel fittings

3. To remove the left-hand side trim panel proceed as follows.

Pull and release the spring loaded fastener (item 4).

Remove the ring (item 5) from the fuel filler door manual release cable.

On cars fitted with a cellular telephone, release the spring loaded fastener and lower the flap containing the telephone transceiver.

Release the screws and cup washers (item 6) then remove the side panel.

4. To remove the right-hand side trim panel proceed as follows.

Release the spring loaded fastener (item 7), lower the hinged flap and remove the two containers of mineral oil.

Remove the two screws (item 8).

Pull and release the spring loaded fastener (item 9).

Release the screw and cup washer (item 10), then remove the side panel complete with the mineral oil storage compartment.

5. To renew a wheel-arch carpet proceed as follows.

Peel off the carpet, taking care not to disturb the soundproofing material.

Thoroughly clean the bonding surface of the

wheel-arch soundproofing using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surface of the wheel-arch and the carpet. Allow five minutes for the adhesive to 'flash' dry. Ensure that the carpet is correctly aligned then press firmly into position.

6. To fit the carpets and trim panels reverse the removal procedure.

Tool storage tray and rear panel fittings — To remove and fit (see fig. S16-2)

1. To remove the tool storage tray proceed as follows.

Remove the front trim panel.

Remove the tools and accessories from the storage tray.

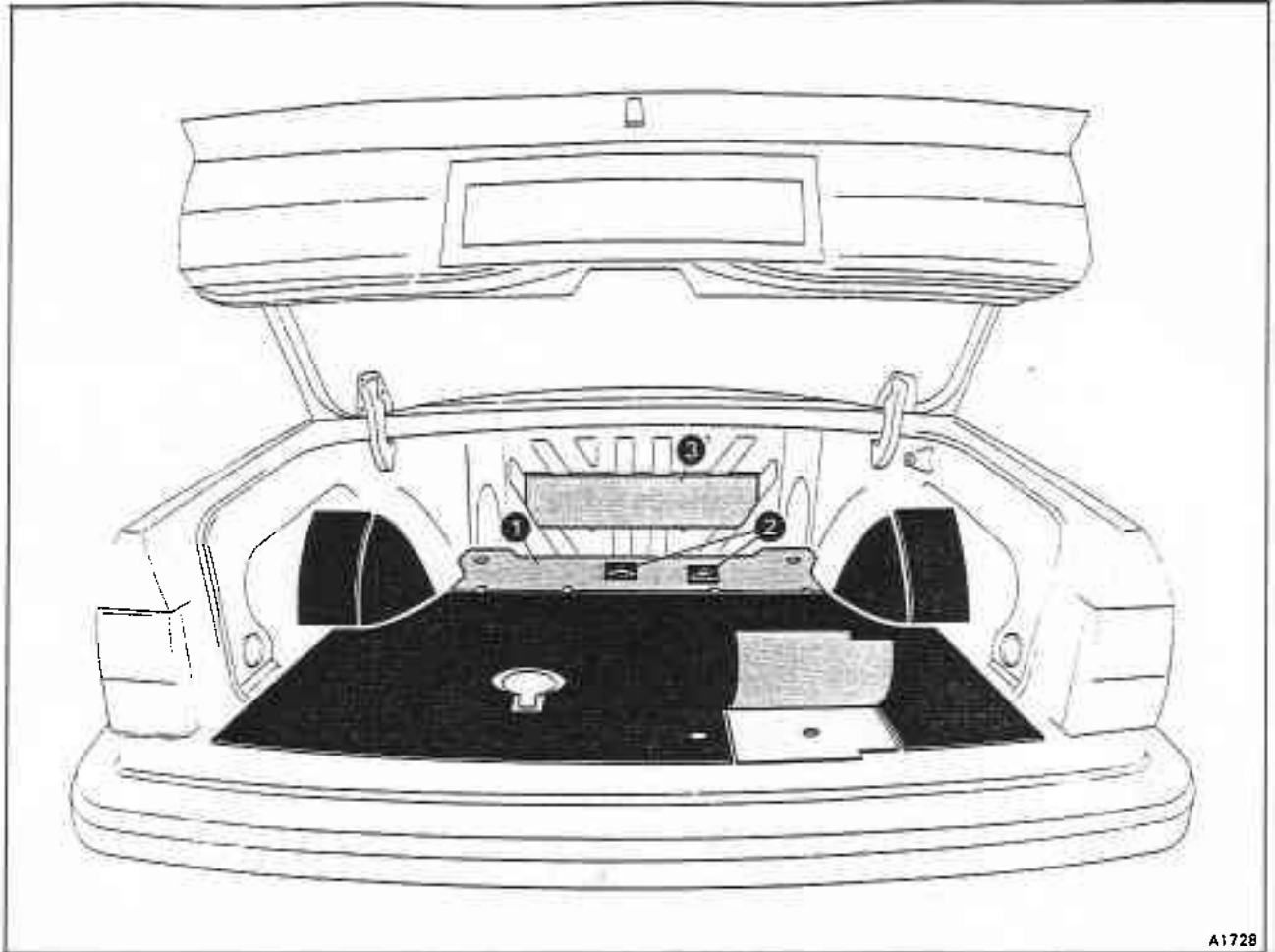
Release the eight self-tapping screws (item 1).

Carefully remove the tray.

2. To remove the rear panel plastic cover proceed as follows.

Using a pencil, mark the position of the lock catch (item 2). Release the setscrews and washers then remove the catch.

Carefully prise out the four plastic fasteners (item 3) situated along the lower edge of the cover.



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Fig. S16-3 Soundproofing

Unscrew and remove the stainless steel finishing strip (item 4).

Remove the plastic cover.

3. To fit the rear panel cover and tool storage tray reverse the procedure given for removal noting the following.

Prior to tightening the setscrews securing the lock catch (item 2) align the marks made during removal.

Soundproofing — To remove and fit (see fig. S16-3)

1. To remove the soundproofing panels fitted to each wheel-arch or to the luggage compartment floor area proceed as follows.

Peel off the appropriate soundproofing panel. Note that a number of strips of soundproofing material are glued into the channels formed in the floor panel beneath the main floor soundproofing panel.

Thoroughly clean the bonding surface of the body using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surface of the body and the soundproofing. Allow five minutes for the adhesive to 'flash' dry. Align the panel, ensuring that any holes or cut-outs are

correctly located, then press firmly into position.

2. If the fuel tank has been removed, check the condition of the self-adhesive soundproofing panel (item 1), Compriband pads (item 2), and squab panel foam moulding (item 3). Renew if necessary.

Ensure that any blanking grommets removed during this operation are refitted on assembly.



Passive restraint – seat belts

Contents	Pages		Bentley		
	Rolls-Royce Silver Spirit	Silver Spur	Eight	Mulsanne/ Mulsanne S	Turbo R
Introduction	S17-3	—	S17-3	S17-3	S17-3
Emergency seat belt tongues – Fitting and removal procedure	S17-3	—	S17-3	S17-3	S17-3
'BC' post and cantrail trim panels – To remove and fit	S17-4	—	S17-4	S17-4	S17-4
Seat belt transporter track – To remove and fit	S17-5	—	S17-5	S17-5	S17-5
'BC' post anchorage point and drive motor assembly – To remove and fit	S17-6	—	S17-6	S17-6	S17-6
Seat belt reel mechanisms – To remove and fit	S17-6	—	S17-6	S17-6	S17-6
Passive seat belt system – Operational check procedure	S17-6	—	S17-6	S17-6	S17-6

Passive restraint – seat belts

Introduction

Passive restraint seat belts are provided for the driver and front seat passenger. Each seat position comprises a diagonal inertia reel belt which travels from its unfastened position on the 'A' post, along a transporter track, to an anchorage point on the 'BC' post. The travel mechanism for the belt is cable driven via an electric motor. The motor being mounted in the sill panel. A manually operated inertia reel lap belt completes the system.

Each seat base incorporates two inertia reel mechanisms. The mechanism for the lap belt is secured to the outboard side of the seat base. The mechanism for the diagonal belt, together with the stalk for the lap belt, is secured to the inboard side of the seat base.

The operation of each diagonal seat belt is independently controlled via an electronic control unit. Each unit is mounted to the underside of a trim panel. The panels being located between the front seats and the centre stowage bin. A check procedure for the system is detailed under the heading Passive restraint system – Operational check procedure.

To reduce the possibility of injury in the event of an accident or if the car is stopped suddenly, it is important that the driver and front seat passenger are restrained by **both** their diagonal belt and manually operated lap belt.

If the travel of a diagonal belt is interrupted the belt will stall and the appropriate seat belt warning panel will illuminate constantly. To reset the system carry out the following procedure.

Ensure that the car is stationary. Then, move the gear range selector lever to the park position and apply the parking brake.

Turn the ignition key to the LOCK position; then back to the RUN position.

The belt should then resume its normal operation.

If after several attempts to reset the system the belt fails to operate then a fault must be suspected.

In the event of a failure, two emergency seat belt tongues are supplied. These provide a **temporary** conventional active restraint system (see Emergency seat belt tongues – Fitting and removal procedure).

If a seat belt requires cleaning, wipe the webbing using warm soapy water and a sponge. Do not use bleaches or dyes, as they may impair the efficiency and safety of the seat belts.

For information on the removal and fitting procedure of the rear seat belts reference should be made to Section S14.

Warning In the event of a vehicle being involved in an accident of sufficient severity to cause damage to the front longerons, all the seat belts worn by occupants at the time of the impact **must be replaced**.

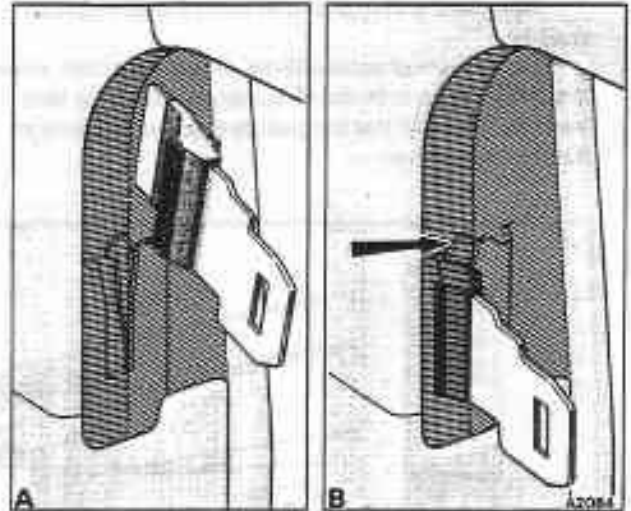


Fig. S17-1 Emergency seat belt tongues

If an impact results in local damage to any of the seat belt anchorage points, then that particular seat belt **must be replaced** irrespective of whether the belt was worn or not at the time of the impact.

In the event of a rear impact, the severity of the damage must be judged and if in any doubt the occupied seat belts **must be replaced**.

Emergency seat belt tongues – Fitting and removal procedure (see fig. S17-1)

Two emergency seat belt tongues are located on the inside of the fuse compartment door. The tongue for the driver's seat belt is marked 'LH top'; the passenger's is marked 'RH top'. In the unlikely event of a failure the appropriate tongue should be inserted into the anchorage point and the diagonal seat belt attached. This will provide a **temporary** conventional active restraint system.

1. To fit an emergency seat belt tongue proceed as follows.

Unclip the appropriate tongue from the fuse compartment door.

Position the tongue as shown in inset A and insert it through the brush seal. Then, slide the tongue downwards into the anchorage point until it 'clicks' into position. When correctly fitted the tongue will be locked into the anchorage point. Remove the plastic protective cover from the emergency tongue.

2. Release the diagonal belt from its travel mechanism by pressing the red button in the retaining clasp. Fasten the belt retaining clasp onto the emergency tongue ensuring that the belt webbing is not twisted.



3. Attach the plastic protective cover to the exposed diagonal seat belt tongue. Care must always be taken when entering or leaving the car to avoid contact with this tongue.

4. To remove an emergency seat belt tongue proceed as follows.

Release the diagonal belt from the emergency tongue.

Using a small screwdriver, or a similar tool, move the securing lever in the direction of the arrow (see inset B). Then, lift the tongue clear of the anchorage point and remove.

'BC' post and cantrail trim panels – To remove and fit (see fig. S17-2)

1. To remove the 'BC' post trim proceed as follows. Ensure that the diagonal seat belt is in its unfastened position.

Turn the ignition key to either the ACC or RUN position. Using the seat adjustment controls, move the seat forward to the full extent of its travel. Disconnect the battery.

Unclip the top of the 'BC' post upper trim panel (item 1) from the cantrail. Manoeuvre the panel to release its lower retaining bracket.

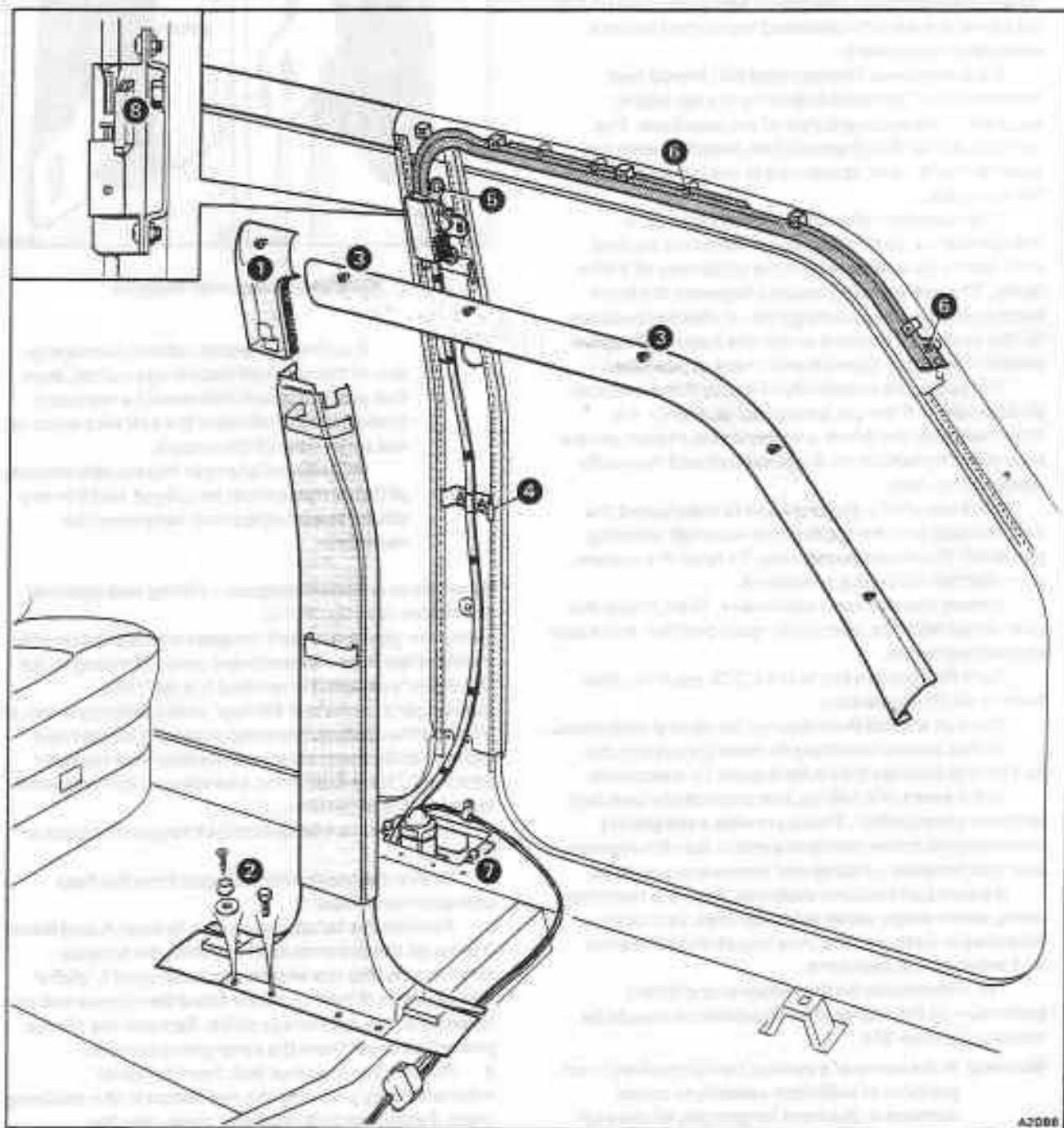


Fig. S17-2 Trim panels, transporter track, and drive motor assembly

Unclip the rear compartment floor carpet. Then, remove the exposed setscrews, screws, and carpet retainers (item 2).

Loosen the stainless steel sill finishers adjacent to the 'BC' post.

Slide the 'BC' post trim panel upwards to disengage the panel from the retaining brackets.

2. Carefully remove the cantrail/'A' post trim panel

by progressively releasing the five retaining clips (item 3), taking care not to distort the panel.

3. To fit the trim panels reverse the procedure given for removal.

Seat belt transporter track – To remove and fit
(see fig. S17-2)

1. Remove the 'BC' post and cantrail trim (see 'BC'

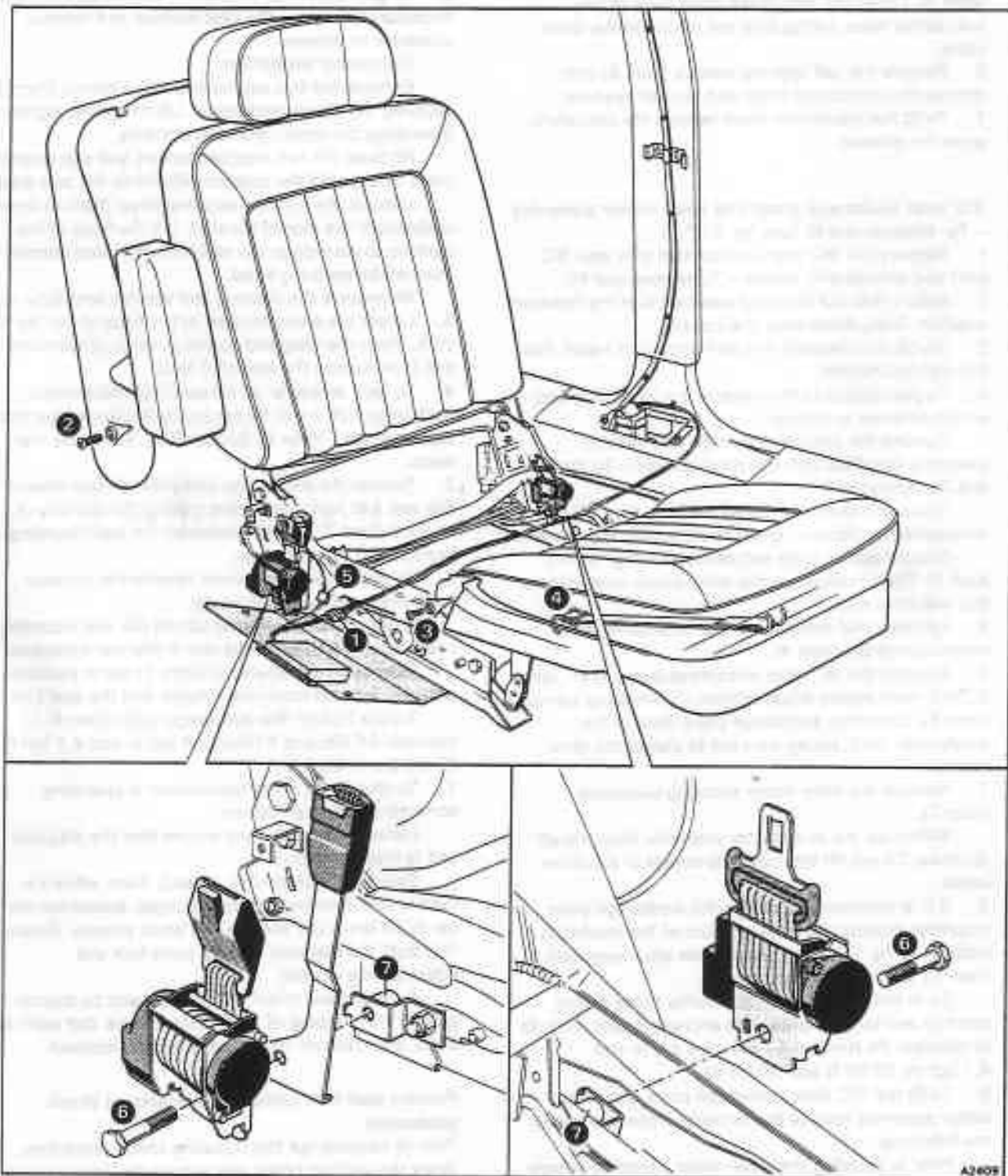


Fig. S17-3 Seat belt reel mechanisms and fittings



- post and cantrail trim panels – To remove and fit).
2. Ensure that the diagonal seat belt is in the fastened position. Then, disconnect the battery.
 3. Unclip the diagonal belt and allow it to return into the reel mechanism.
 4. Unscrew and remove the drive cable retaining bracket (item 4).
 5. Support the 'BC' post anchorage point. Then, using a 'Torx' head socket driver remove the securing screws (item 5). Lower the anchorage point clear of the transporter track, taking care not to distort the drive cable.
 6. Release the self-tapping screws (item 6) then remove the transporter track and cantrail spacers.
 7. To fit the transporter track reverse the procedure given for removal.

'BC' post anchorage point and drive motor assembly – To remove and fit (see fig. S17-2)

1. Remove the 'BC' post and cantrail trim (see 'BC' post and cantrail trim panels – To remove and fit).
2. Ensure that the diagonal seat belt is in the fastened position. Then, disconnect the battery.
3. Unclip the diagonal belt and allow it to return into the reel mechanism.
4. To gain access to the drive motor loom plug and socket proceed as follows.
Remove the front seat cushion and valance assembly (see Seat belt reel mechanisms – To remove and fit, Operation 2).
Unscrew the rear of the air ducting, then lift the soundproofing material to expose the drive motor loom.
Disconnect the plug and socket (see fig. S17-3, item 1). Then, manoeuvre the drive motor loom clear of the seat base area.
5. Unscrew and remove the 'BC' post drive cable retaining bracket (item 4).
6. Support the 'BC' post anchorage point. Then, using a 'Torx' head socket driver remove the securing screws (item 5). Lower the anchorage point clear of the transporter track, taking care not to distort the drive cable.
7. Remove the drive motor securing setscrews (item 7).
Withdraw the drive motor assembly from the sill aperture. Do not lift the motor by means of the drive cable.
8. If it is necessary to remove the anchorage point mounting bracket mark the position of the bracket in relation to the 'BC' post. Release the anchorage bolt (item 8) and remove the bracket.

To fit the bracket align the marks made during removal and torque tighten the anchorage bolt (item 8) to between 34 Nm and 41 Nm (3,4 kgf m and 4,1 kgf m; 25 lbf ft and 30 lbf ft).

9. To fit the 'BC' post anchorage point and drive motor assembly reverse the removal procedure noting the following.

Prior to securing the drive motor assembly ensure that the waterproof cover is trapped between the mounting bracket for the motor and the sill panel.

Torque tighten the seat belt anchorage 'Torx' screws (item 5) to between 27 Nm and 30 Nm (2,8 kgf m and 3,0 kgf m; 20 lbf ft and 22 lbf ft).

Seat belt reel mechanisms – To remove and fit (see fig. S17-3)

1. Unclip the diagonal belt and allow it to return into the reel mechanism.
2. To gain access to the reel mechanisms it will be necessary to remove the seat cushion and valance assembly as follows.

Disconnect the battery.

Remove the two screws and cup washers (item 2) securing the squab back panel. Lift the panel slightly to disengage the upper retaining brackets.

Remove the two exposed screws and cup washers (item 3) securing the cushion valance to the seat base.

Unhook the cushion securing strap (item 4) from underneath the rear of the seat. Lift the front of the cushion to disengage the retaining pegs and unhook the front of the securing strap.

Manoeuvre the cushion and valance assembly clear.

3. Locate the electrical lead at the base of the lap belt stalk. Trace the plug and socket (item 5), disconnect and then release the electrical lead.
4. To gain access to an inboard reel mechanism anchorage bolt it will be necessary to remove the front seat assembly. Refer to Section S13, Front and rear seats.
5. Release the anchorage bolt (item 6) and remove the seat belt reel mechanism, noting the quantity of spacers (item 7) situated between the reel mounting bracket and the seat base.
6. To fit the reel mechanism reverse the removal procedure noting the following.
Ensure that the locating tab on the reel mounting bracket passes through the slot in the reel backplate.
Check that the spacer(s) (item 7) are in position between the reel mounting bracket and the seat base.
Torque tighten the anchorage bolts (item 6) to between 34 Nm and 41 Nm (3,4 kgf m and 4,1 kgf m; 25 lbf ft and 30 lbf ft).
7. To check that a reel mechanism is operating correctly proceed as follows.

Fasten the lap belt and ensure that the diagonal belt is fitted correctly.

Select an open stretch of road. Then, when the road is free from any potential danger, accelerate the car to 24 km/h (15 mile/h) and brake sharply. Ensure that both the diagonal and lap belts lock and subsequently release.

An additional check should be made by sharply pulling the webbing of both belts. Ensure that each belt locks, then retracts when the tension is released.

Passive seat belt system – Operational check procedure

Prior to carrying out the following check procedure, apply the parking brake and remove the engine starter relay situated in the engine compartment.

- If during this check procedure a fault is detected



reference must first be made to TSD 4701, Workshop Manual – Electrical.

1. Close both front doors. Fasten both lap belts (diagonal belts in the unfastened position). Place the gear range selector lever in the park position.

Operation

- a. Turn the ignition key to the RUN or START position.

Check

Ensure that the passenger's diagonal belt immediately travels to its anchorage point.

The driver's diagonal belt should travel to its anchorage point immediately a gear range position other than park is selected.

Both the driver's and passenger's seat belt warning panels should flash for approximately six seconds.

Note If a warning panel continues to flash and is accompanied (for six seconds) by a warning chime, reference must be made to the heading Diagonal belt proximity switch.

- b. Release the driver's lap belt.

A chime should sound for approximately six seconds and the driver's seat belt warning panel should flash for the same duration. Fasten the lap belt.

Repeat this check on the passenger's lap belt.

- c. Release the driver's diagonal belt from its travel mechanism by pressing the red button in the retaining clasp.

The chime should sound for approximately six seconds and the driver's seat belt warning panel should flash for approximately sixty seconds. Fasten the diagonal belt.

Repeat this check on the passenger's diagonal belt.

2. Close both front doors. Fasten both lap belts (diagonal belts in the fastened position). Place the gear range selector lever in a position other than park. Turn the ignition key to the LOCK position.

Operation

- a. Open both front doors.

Check

Ensure that the passenger's diagonal belt

immediately travels to its unfastened position (irrespective of the gear range selector position).

The driver's diagonal belt should travel to its unfastened position immediately the gear range selector lever is moved to the park position.

3. Close both front doors. Fasten both lap belts (diagonal belts in the fastened position). Place the gear range selector lever in the park position. Turn the ignition key to the RUN or START position.

Operation

- a. Release the driver's diagonal belt from the travel mechanism tongue by pressing the red button in the retaining clasp. Open the driver's door. As the mechanism travels towards the unfastened position pull on the tongue to prevent movement, causing the mechanism to stall.

Check

Ensure that the driver's seat belt warning panel illuminates constantly. Release the travel mechanism tongue and close the door. To reset the system proceed as follows.

Turn the ignition key to the LOCK position; then back to the RUN or START position.

The travel mechanism should then resume its normal operation and both warning panels should flash for approximately six seconds, then extinguish.

Repeat this check on the passenger's travel mechanism.

4. Close both front doors. Fasten both lap belts (diagonal belts in the fastened position). The following check procedure must be carried out as the car is being driven. This procedure is only applicable to the passenger's diagonal belt, therefore an assistant will be required to occupy the passenger's seat.

Operation

- a. Select a safe area to carry out the test.

Drive the car forwards at approximately walking speed.

Taking care to avoid any obstruction, partly open the passenger's door.

- b. Stop the car with the passenger's door held in the open position.

Check

Ensure that the passenger's diagonal belt remains in the fastened position whilst the car is in motion.

Approximately three seconds after the car becomes stationary the diagonal belt should travel to its unfastened position.



Diagonal belt proximity switch (see fig. S17-4)

A proximity switch is incorporated into the casing of the motor limit switch situated adjacent to each 'BC' post anchorage point.

On Bentley Eight cars from vehicle identification number *SCBZE02B7JCX22382* and Bentley Mulsanne S cars from *SCBZS02B5JCX22406* an alteration to the position of the proximity switch has been introduced by the fitting of an additional 2 mm (0.080 in) thick spacer and a modified 6 mm (0.240 in) backing spacer (see inset A).

This alteration can also be incorporated on cars prior to the above vehicle identification numbers. However, the proximity switch must first be tested to ensure that no electrical fault is present. To test the switch proceed as follows.

1. Repeat Operation 1a, as described under the heading Operational check procedure.
2. When the diagonal belt has completed its travel to the anchorage point, **immediately** release the belt clasp and hold the magnet closer to the switch assembly.

If the chime and warning panel cancel, and resume operation only when the magnet is moved away, this indicates that the proximity switch is operating correctly and the alteration can be incorporated as described in Operations 3 to 10 inclusive.

Note If the chime and warning panel do not cancel when the magnet is held close to the switch then an electrical fault must be suspected and reference should be made to TSD 4701 Electrical Manual.

3. The part numbers of the items required to

incorporate the alteration are as follows.

- CD 6541 – 2 mm (0.080 in) spacer, right and left-hand switch.
 - CD 6540 – 6 mm (0.240 in) backing spacer, right-hand switch.
 - CD 6539 – 6 mm (0.240 in) backing spacer, left-hand switch.
4. Disconnect the battery.
 5. Unclip the top of the 'BC' post upper trim panel from the cantrail (see fig. S17-2). Manoeuvre the panel to release its lower retaining bracket.
 6. Remove the screw securing the switch assembly to the anchorage point.
 7. Remove and discard the existing 6 mm (0.240 in) backing spacer.
 8. Position the modified 6 mm (0.240 in) backing spacer together with the additional 2 mm (0.080 in) spacer as shown in inset A.
 9. Secure the switch assembly to the anchorage point and fit the 'BC' post trim panel.
 10. Connect the battery and check the operation of the switch.

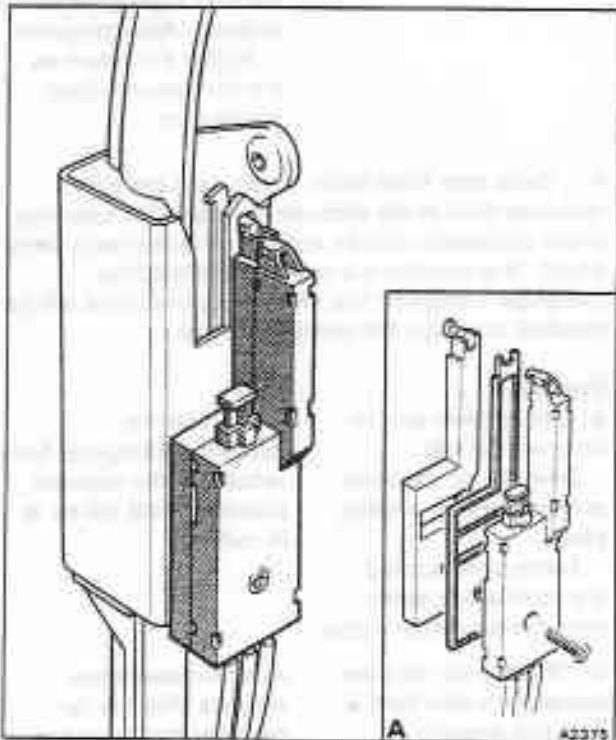


Fig. S17-4 Proximity switch

Special torque tightening figures

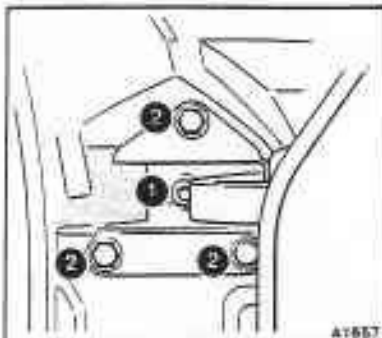
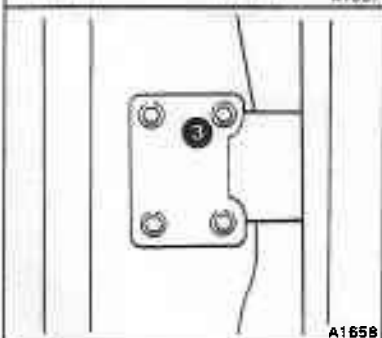
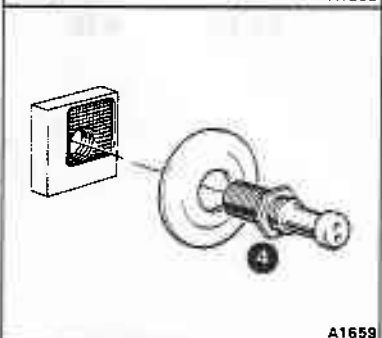
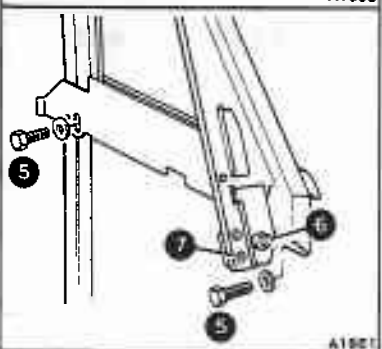
Introduction

This section contains the special torque tightening figures applicable to Sections S4 to S17 inclusive.

For standard torque tightening figures refer to Chapter P.

Components used during manufacture of the vehicle have different thread formations (Metric, UNF, UNC, etc.). Therefore, when fitting nuts, bolts, and setscrews it is important to ensure that the correct type and size of thread formation is used.

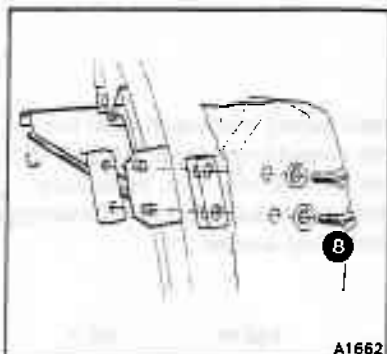
Section S4/S5

	Ref.	Component	Nm	kgf m	lbf ft
	1	Front door hinges – Allen headed setscrews	23-34	2,3-3,4	17-25
	2	Front door hinges – hexagonal headed setscrews	23-34	2,3-3,4	17-25
	3	Rear door hinges – hexagonal headed setscrews	23-34	2,3-3,4	17-25
	4	Striker pin lock-nut – 'B' and 'D' posts	27-33	2,8-3,3	20-24
	5	Front and rear door frame – waist securing setscrews	11-13	1,1-1,4	8-10
	6	Front door frame – ring bolt	22-24	2,2-2,5	16-18
	7	Front door frame – countersunk socket screws	6-8	0,6-0,8	4-5-6

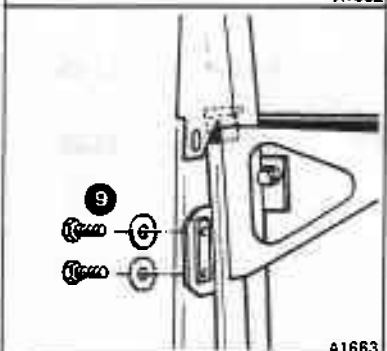


Section S4/S5

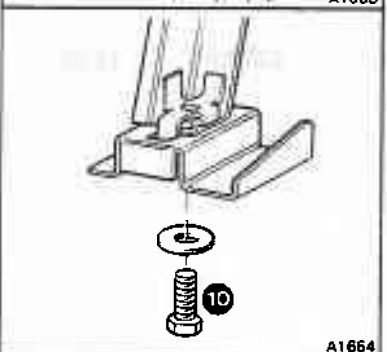
Ref. Component Nm kgf m lbf ft



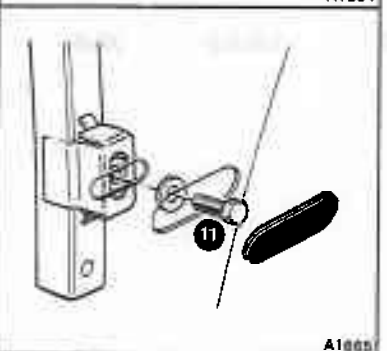
8 Front door frames –
'B' post – setscrews 6-8 0,6-0,8 4-5-6



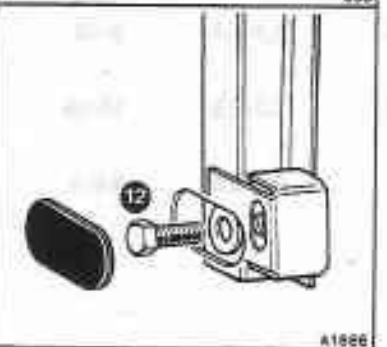
9 Rear door frames –
'C' post – setscrews 11-13 1,1-1,4 8-10



10 Front door frame –
lower securing setscrew 11-13 1,1-1,4 8-10



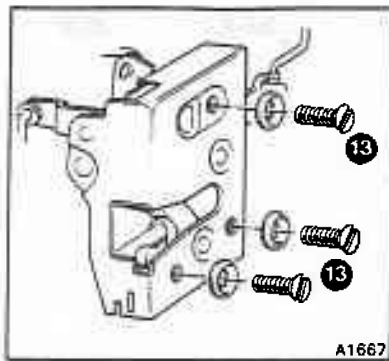
11 Front and rear door frame –
lower rear securing setscrew 11-13 1,1-1,4 8-10



12 Rear door frame –
lower front securing setscrew 11-13 1,1-1,4 8-10

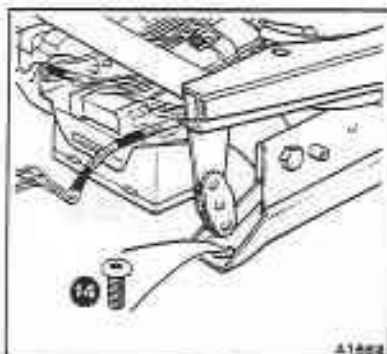


Section S4/S5

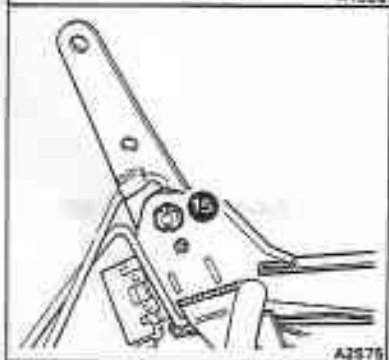


Ref.	Component	Nm	kgf m	lbf ft
13	Front and rear door latch – countersunk setscrews	4,1-6,1	0,4-0,6	3-4,5

Section S13

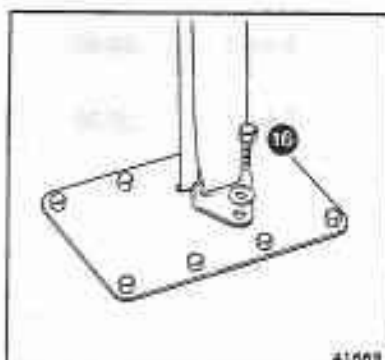


14	Front seat mounting – socket screws	48-54	4,9-5,5	36-40
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15	Front seat rake pivot bolt – nut	35	3,5	26
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Section S14

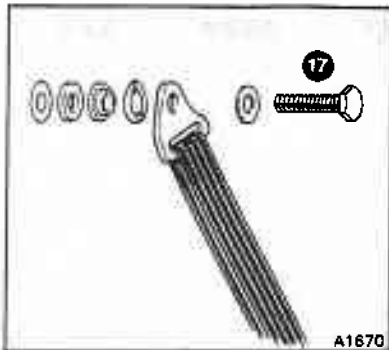


16	Front seat belt to sill cover plate – bolt	34-41	3,4-4,1	25-30
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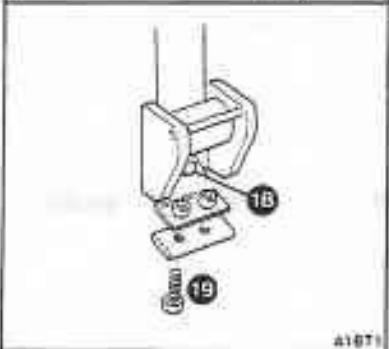


Section S14

Ref. Component Nm kgf m lbf ft

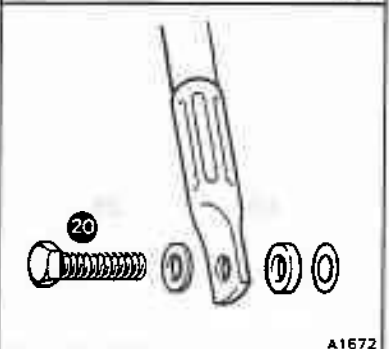
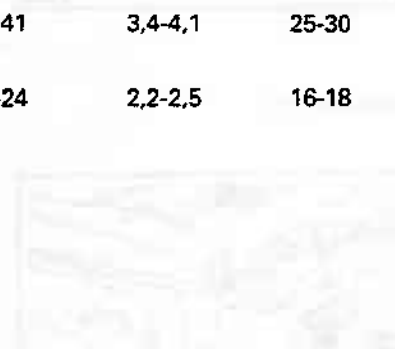


17 Front seat belt to 'BC' post - bolt 34-41 3,4-4,1 25-30

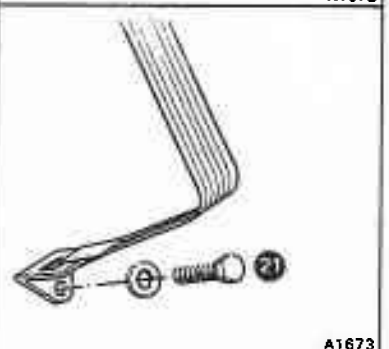


18 Front seat belt reel mounting bracket - bolt 34-41 3,4-4,1 25-30

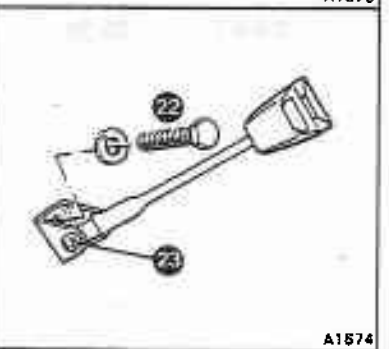
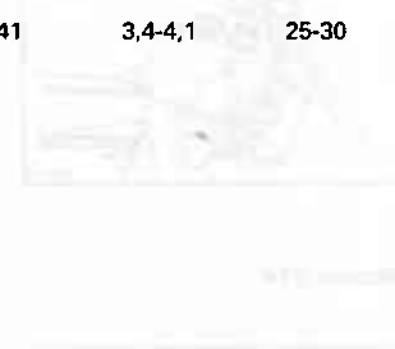
19 Front seat belt reel to sill - bolts 22-24 2,2-2,5 16-18



20 Front seat belt stalk to tunnel - bolt 34-41 3,4-4,1 25-30

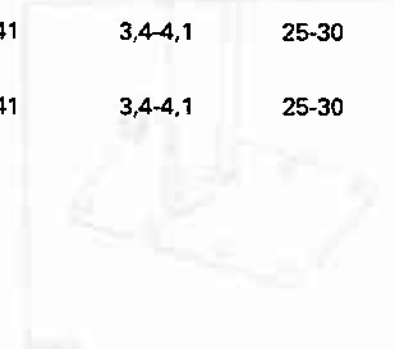


21 Rear seat belt to squab panel - bolt 34-41 3,4-4,1 25-30

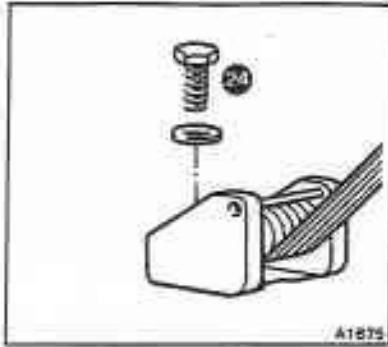


22 Rear seat belt stalk to squab panel - bolt 34-41 3,4-4,1 25-30

23 Rear seat belt stalk to mounting bracket - nut 34-41 3,4-4,1 25-30



Section S14



Ref. Component

Nm

kgf m

lbf ft

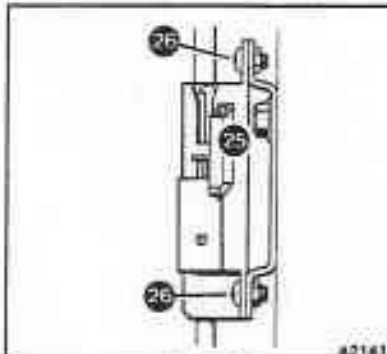
24 Rear seat belt reel to parcel shelf – bolt

34-41

3,4-4,1

25-30

Section S17



25 Passive restraint anchorage point mounting bracket – bolt

34-41

3,4-4,1

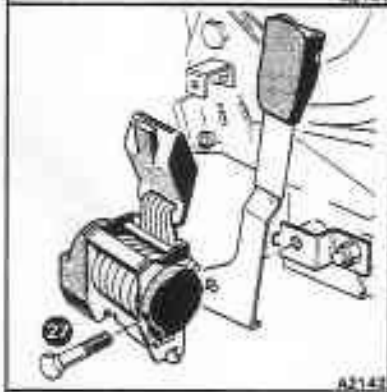
25-30

26 Passive restraint anchorage point – Torx' screws

27-30

2,8-3,0

20-22

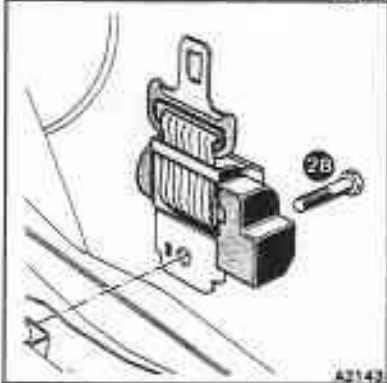


27 Passive restraint inboard seat belt reel mechanism – bolt

34-41

3,4-4,1

25-30



28 Passive restraint outboard seat belt reel mechanism – bolt

34-41

3,4-4,1

25-30



Workshop tools

This section contains the workshop tools applicable to Sections S4 to S17 inclusive.

RH 9623	Windscreen wiper arm extractor tool
RH 9637	Windscreen removal knife
RH 9778	Door latch striker pin holding tool
RH 9779	Door latch striker pin setting piece



Doors

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Solenoid assembly – To remove and dismantle	S20-11	S20-11
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Doors

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

On completion of any work carried out on the inside of the door and prior to the fitting of the door trim, ensure that any loose debris, etc., is removed from the bottom of the door.

If special torque tightening figures are not specified, setscrews, bolts, etc., should be tightened to the standard figures quoted in Chapter P.

Safety procedures

The adhesive and cleaner referred to in this section are classified as highly flammable. For guidance on their use reference **must be** made to Section S3.

Door trim – To remove and fit (see fig. S20-1)

1. Raise the arm rest release catch (item 1), then lift the arm rest clear of its adjustment slide.
2. Unscrew and remove the arm rest adjustment slide.
3. Using a suitable tool, carefully ease the escutcheon covers (item 2) from both door release handles, centralized door locking switch, and window lift switch(es). Then, unscrew and remove the escutcheons.
4. Remove the self-tapping screws (item 3) situated along the carpeted area of the door trim.
5. Carefully manoeuvre the trim panel forward to release the two rear retaining brackets (item 4) and remove.
6. To remove the two smaller door trim panels release the exposed countersunk screws (item 5).
7. If it is necessary to remove the stowage compartment/cocktail box assembly proceed as follows.

Disconnect the battery.

Unclip and lower the lamp (item 6). Release the Lucar connectors and remove the lamp.

Release the self-tapping screws (item 7). Then, withdraw the stowage compartment/cocktail box assembly.

8. To fit the door trim reverse Operations 1 to 7 inclusive.

Waist rail finisher – To remove and fit (see fig. S20-1)

1. Remove the door trim panel.
2. Loosen the exposed waist rail securing screws (item 8).
3. Remove the two screws (item 9) from the top of the waist rail. Then, lift the waist rail finisher assembly clear of the door.
4. To fit the waist rail finisher reverse the removal procedure.

Waist rail finisher seals – To renew (see fig. S20-1)

1. Remove the waist rail finisher.
2. The length of rubber seal (item 10) situated towards the front of the finisher is simply wedged into a retaining channel and can easily be renewed as necessary.
3. To renew the felt strip (item 11) glued along the remaining length of the finisher proceed as follows.
Using a suitable tool, remove and discard the felt strip taking care not to damage the polished surface of the waist rail finisher.

Thoroughly clean the bonding surface of the finisher using a cloth moistened with Bostik Cleaner 6001.

Apply an even coat of Apollo Adhesive AX2344 to the bonding surfaces of the finisher and the felt strip. Allow five minutes for the adhesive to 'flash' dry. Then, bring the bonding surfaces together using maximum hand pressure. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Door – To remove and fit (see fig. S20-1)

1. Disconnect the battery.
2. Remove the door trim panel.
3. Peel back the waterproof cover to expose the door to hinge securing setscrews.
4. Unscrew and remove the carpeted scuttle panel. Then, disconnect the door loom plugs and sockets (see inset A).
5. With the help of an assistant, support the door then remove the setscrews and washers (item 12). Note the position and quantity of any spacing shims situated between the door hinges and the door.
6. Carefully remove the door, releasing the loom through the aperture in the 'A' post panel.
7. To fit the door reverse the removal procedure noting the following.

To ensure that the clearances between the door and the body are correct, reference should be made to Door adjustment.

Door hinges – To remove and fit (see fig. S20-1)

1. Remove the door.
2. To facilitate assembly, mark the position of each door hinge in relation to the 'A' post panel.
3. Remove the setscrews and washers (item 13) securing the hinges to the 'A' post panel. An Allen key and extension bar will be required to remove the setscrews and washers situated inside the 'A' post apertures.
4. Remove the door hinges and stops.
5. To fit the door hinges reverse the removal procedure noting the following.

Ensure that the hinge stops are in position.

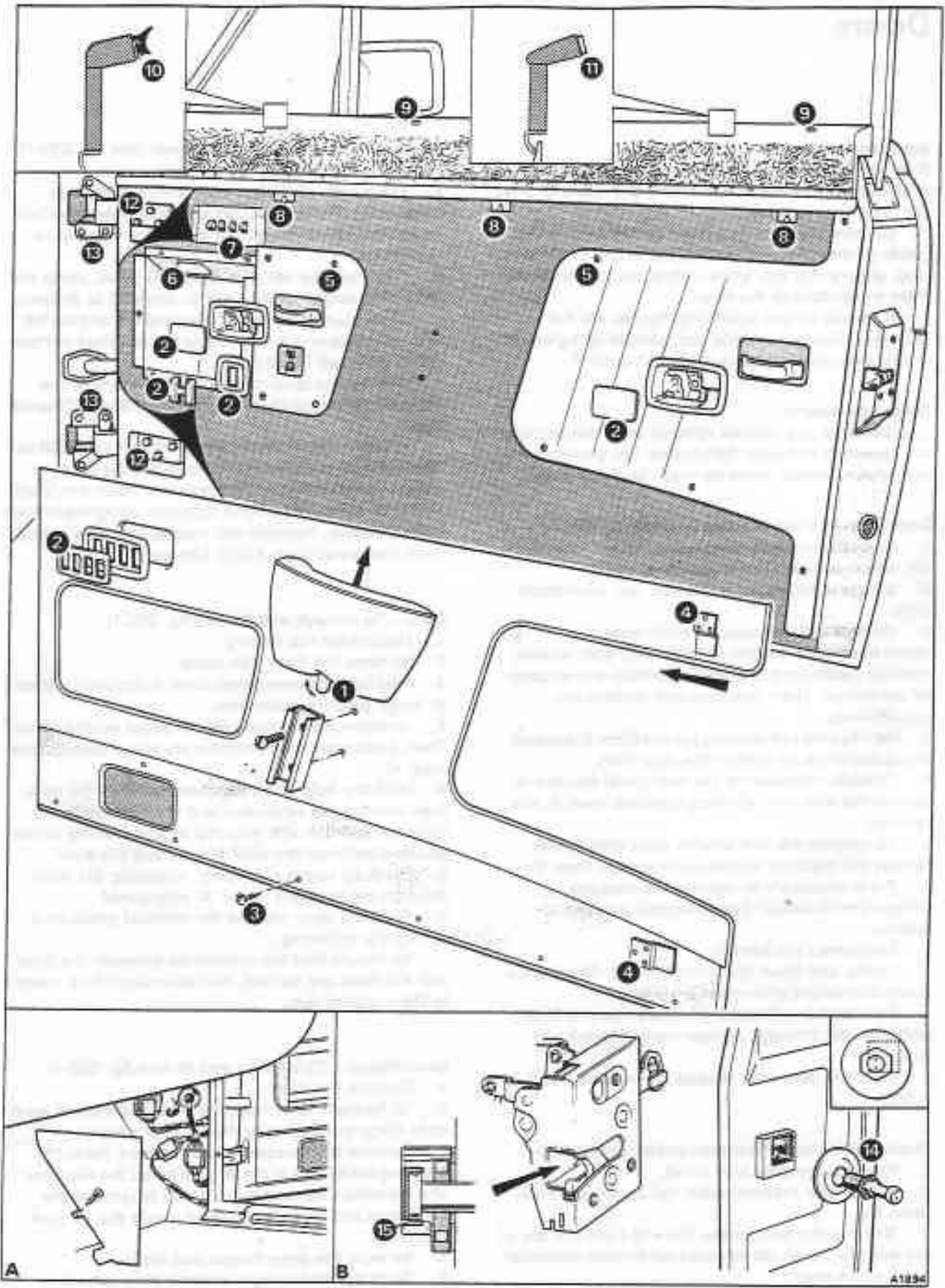


Fig. S20-1 Door trim and door to body mounting arrangement



Torque tighten the hinge securing setscrews as follows.

	Nm	kgf m	lbfft
Hexagonal headed –	23-34	2,3-3,4	17-25
Allen headed –	23-34	2,3-3,4	17-25

Door adjustment (see fig. S20-1)

1. Disconnect the battery.
2. Remove the door trim panel.
3. Peel back the waterproof cover to expose the door to hinge securing setscrews (item 12).
4. Loosen the setscrews sufficiently to allow the door to be moved on its hinges.
5. Release the striker pin lock-nut (see inset B, item 14). Then, unscrew and remove the striker pin and washer.
6. Adjust the position of the door within the aperture until the clearances are as follows.

Door/front wing panel	– 4 mm (0.157 in)
Door/sill panel	– 4 mm (0.157 in)
Door/rearwing panel	– 3 mm (0.118 in)

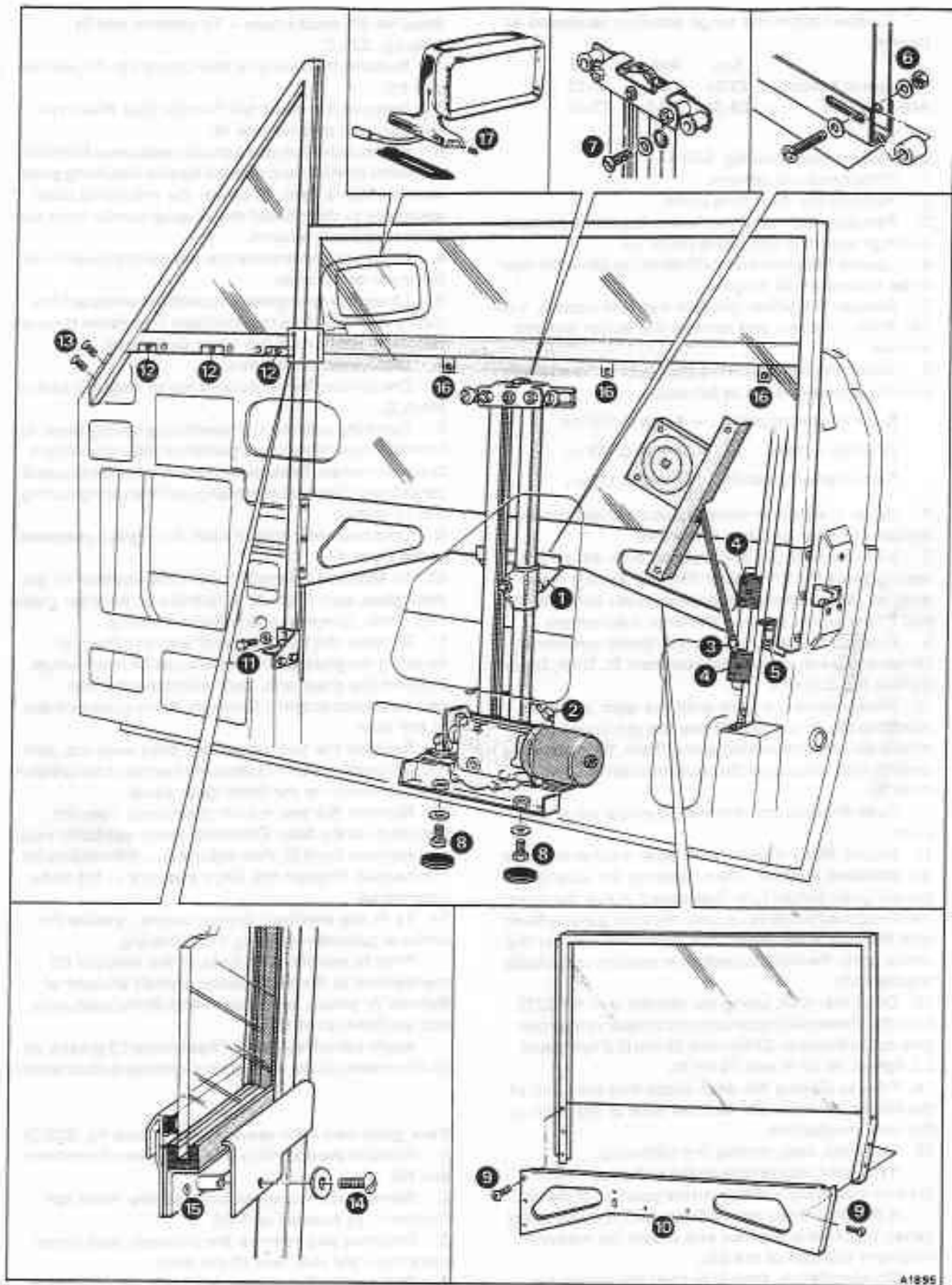
7. When the door is correctly positioned, torque tighten the door to hinge setscrews.
 8. Fit the striker pin and washer, then attach the setting piece RH 9779 (item 15). The setting piece ensures that a suitable clearance exists between the end of the striker pin and the latch mechanism.
 9. Position the striker pin in the lower outboard corner of the adjustment slot (see inset B). Then, finger tighten the lock-nut.
 10. Slowly close the door until the latch is almost touching the striker pin. Screw the pin inwards or outwards until the setting piece (item 15) makes contact with the back of the latch mechanism (see inset B).
 11. Open the door and remove the striker pin setting piece.
 12. Ensure that the door latch claw mechanism is in the **unlocked** position. Then, keeping the exterior handle push button fully depressed, move the door into the closed position i.e. until the door panel is flush with the rear wing panel. This operation will set the striker pin in the correct position in relation to the latch mechanism.
 13. Open the door. Using the special tool RH 9778 hold the striker pin in position and torque tighten the lock-nut to between 27 Nm and 33 Nm (2,8 kgf m and 3,3 kgf m; 20 lbf ft and 24 lbf ft).
 14. Prior to closing the door check that the head of the striker pin does not foul the back of the latch or the claw mechanism.
 15. Close the door, noting the following.
 - If the door rises or falls on the striker pin, loosen the lock-nut and adjust the vertical position of the pin.
 - If the door does not lie flush with the rear wing panel, loosen the lock-nut and adjust the inboard/outboard position of the pin.
- On completion, torque tighten the striker pin lock-nut to between 27 Nm and 33 Nm (2,8 kgf m and 3,3 kgf m; 20 lbf ft and 24 lbf ft).

Window lift mechanism – To remove and fit (see fig. S20-2)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Remove the five countersunk setscrews from the rearward interior door release handle mounting plate (see fig. S20-3, item 1). Lower the mounting plate assembly to disconnect the release handle from the control rod and remove.
4. Peel back and remove the waterproof cover from the inner door panel.
5. Lower the door glass unit until the window lift to door glass mounting bracket (item 1) is visible through the large aperture in the inner door panel.
6. Disconnect the battery.
7. Disconnect the window lift motor plug and socket (item 2).
8. Carefully unhook the tensioning spring (item 3) from the lower door glass guidance slide and allow it to slowly retract. Extreme care must be taken to avoid contact with the very sharp edges of the spring during this operation.
9. Unscrew and remove both door glass guidance slides (item 4).
10. To facilitate assembly, mark the position of the door glass stop (item 5) in relation to the door glass unit. Then, unscrew and remove the stop.
11. Remove the two nuts and washers (item 6) securing the glass unit to the window lift mechanism. Support the glass unit, then withdraw the two setscrews and spacers. Carefully lift the glass unit out of the door.
12. Remove the two setscrews, plain washers, and rubber washers (item 7) securing the top of the window lift mechanism to the inner door panel.
13. Remove the two rubber grommets from the underside of the door. Release the exposed bolts, nuts, and washers (item 8), then manoeuvre the window lift mechanism through the large aperture in the inner door panel.
14. To fit the window lift mechanism, reverse the removal procedure noting the following.
 - Prior to securing the base of the window lift mechanism to the door, apply a small amount of Retinax 'A' grease, or its equivalent, to the bolts, nuts, and washers (item 8).
 - Apply a small amount of Keenomax C3 grease, or its equivalent, to the door glass guidance slide channel.

Door glass unit – To remove and fit (see fig. S20-2)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Unscrew and remove the stainless steel cover plate from the rear face of the door.
4. Remove the five countersunk setscrews from the rearward interior door release handle mounting plate (see fig. S20-3, item 1). Lower the mounting plate



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Fig. S20-2 Window lift mechanism, door glass unit and fittings, and front quarter light frame



assembly to disconnect the release handle from the control rod and remove.

5. Peel back and remove the waterproof cover from the inner door panel.
6. Lower the door glass unit until the window lift to door glass mounting bracket (item 1) is visible through the large aperture in the inner door panel.
7. Disconnect the battery.
8. Carefully unhook the tensioning spring (item 3) from the lower door glass guidance slide and allow it to slowly retract. Extreme care must be taken to avoid contact with the very sharp edges of the spring during this operation.
9. Unscrew and remove both door glass guidance slides (item 4).
10. To facilitate assembly, mark the position of the door glass stop (item 5) in relation to the door glass unit. Then, unscrew and remove the stop.
11. Remove the two nuts and washers (item 6) securing the glass unit to the window lift mechanism. Support the glass unit, then withdraw the two setscrews and spacers. Carefully lift the glass unit out of the door.
12. To fit the door glass unit reverse the procedure given for removal.

Door glass – To remove and fit (see fig. S20-2)

1. Remove the door glass unit.
2. Remove the setscrews (item 9). Then, withdraw the glass support mounting bracket (item 10).
3. Carefully slide the door glass out of the frame.
4. Inspect the glass sealing rubbers and renew if necessary.
5. To fit the glass reverse the removal procedure noting the following.

If the original glass is to be fitted ensure that all traces of sealing compound are removed using a cloth moistened with Bostik Cleaner 6001.

Prior to fitting the glass, apply a continuous bead of Seelastik into the frame channels and glass support mounting bracket.

If new glass sealing rubbers have been fitted any excess rubber should be trimmed flush with the frame channels using a sharp knife.

Front quarter frame assembly – To remove and fit (see fig. S20-2)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Remove the door glass unit (see Door glass unit – To remove and fit).
4. Peel back the waterproof cover to expose the lower frame to door securing setscrews (item 11). Remove the setscrews and washers.
5. Remove the self-tapping screws (item 12) securing the frame to the inner door panel.
6. Remove the countersunk setscrews (item 13) securing the frame to the front face of the door.
7. Carefully withdraw the quarter frame assembly.

8. To fit the quarter frame assembly reverse the procedure given for removal.

Front quarter frame glass – To remove and fit (see fig. S20-2)

1. Remove the front quarter frame assembly (see Front quarter frame assembly – To remove and fit).
2. Release the three setscrews and washers (item 14) then remove the stainless steel trim plate.
3. Drill out the two exposed pop rivets (item 15). Then, remove the angle bracket from underneath the quarter glass.
4. Remove the seal from the lower edge of the glass. Then, carefully slide the glass out of the frame.
5. Inspect the quarter glass seals and renew if necessary.
6. To fit the quarter glass reverse the removal procedure noting the following.

If the original glass is to be fitted ensure that all traces of sealing compound are removed using a cloth moistened with Bostik Cleaner 6001.

Prior to fitting the glass, apply a continuous bead of Seelastik into the quarter glass seals.

Using two 3 mm (0.125 in) diameter pop rivets secure the angle bracket underneath the quarter glass through the existing holes in the quarter frame.

Fence moulding – To remove and fit (see fig. S20-2)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Remove the door glass unit (see Door glass unit – To remove and fit).
4. Remove the front quarter frame assembly (see Front quarter frame assembly – To remove and fit).
5. Peel back the felt strip to expose the fence moulding to door securing screws (item 16). Release the self-tapping screws and carefully remove the fence moulding taking care not to damage the paintwork.
6. Inspect the felt strip and the fence moulding seals. Renew if necessary.
7. To fit the fence moulding reverse the procedure given for removal.

Door mirror – To remove and fit (see fig. S20-2)

1. Disconnect the battery.
2. Ease the rubber flap from the end of the mirror base to expose the mirror retaining grub screw (item 17).
3. Turn the screw anti-clockwise until the mirror assembly can be slid away from the door panel and clear of its mounting plate.
4. Disconnect the mirror loom plugs and sockets then remove the mirror assembly. Secure the sockets with masking tape to ensure that they do not drop inside the door.
5. To fit the door mirror reverse the removal procedure noting the following.

When fitting the mirror, thread the loom into the door in a forwards direction, i.e. towards the front of

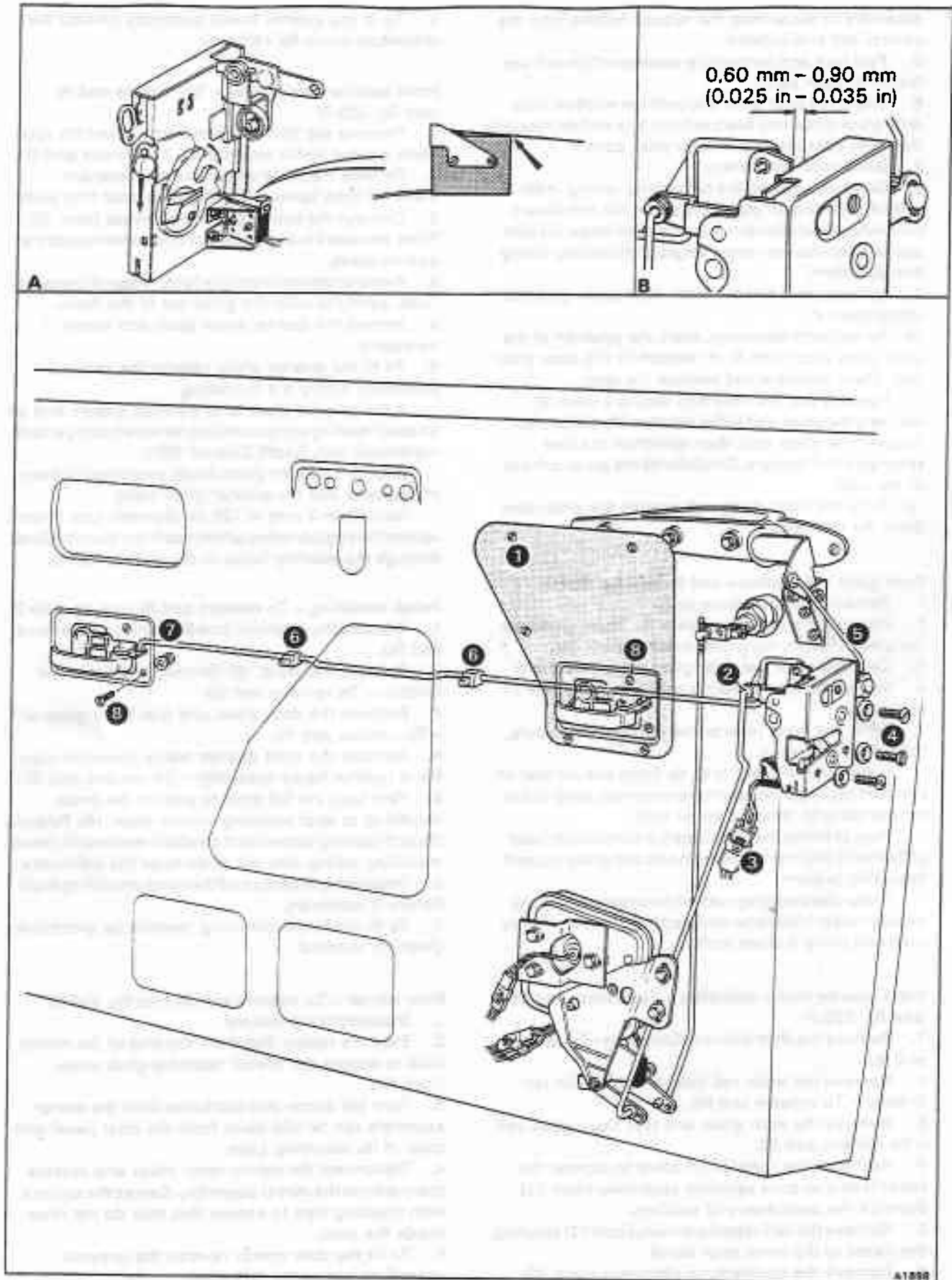


Fig. S20-3 Door latch, interior release handles, and fittings

the car. This avoids the possibility of the plug and socket fouling the window lift mechanism.

Door latch – To remove (see fig. S20-3)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Remove the door glass unit (see Door glass unit – To remove and fit).
4. Disconnect the battery.
5. Peel back the waterproof cover from the inner door panel.
6. Disconnect the exposed relay lever link rod (item 2) from the door latch.
7. Disconnect the courtesy lamp micro-switch plug and socket (item 3).
8. Remove the setscrews and washers (item 4) securing the latch to the door panel.
9. Lower the latch and disconnect the exterior handle control rod (item 5) from the plastic connector on the door latch. Note that a number of spacers are fitted to the control rod.
10. Release the interior door handle control rod from the clips (item 6) situated on the inner door panel. Disconnect the control rod from the forward door release handle (item 7). Then, withdraw the latch/control rod assembly from the door.
11. If necessary, unscrew and remove the courtesy lamp micro-switch from the latch.

Door latch – To fit (see fig. S20-3)

Reverse the procedure given for removal noting the following.

1. If the courtesy lamp micro-switch has been removed from the latch proceed as follows.
Move the claw mechanism of the latch into the 'door closed' position.
Loosely fit the micro-switch assembly to the latch using the screws, nuts, and shakeproof washers.
Release the claw mechanism into the 'door open' position. Then, adjust the position of the switch until the actuator lever is lightly touching the corner of the switch (see inset A, arrowed). Tighten the securing screws.
 2. Place the latch/control rod assembly into the door and connect the control rod to the forward release handle.
- Note** Wherever control rods have been disconnected, it is important that new Fastex bushes are fitted on assembly. This will ensure that the control rods are correctly secured.
3. Fit the exterior handle control rod (item 5), complete with the correct number of spacers, into the plastic connector on the latch.
 4. Secure the latch to the door panel using three new M6 setscrews and washers. Torque tighten the setscrews to between 4,1 Nm and 6,1 Nm (0,4 kgf m and 0,6 kgf m; 3 lbf ft and 4.5 lbf ft). **This torque figure must not be exceeded.**
 5. Connect the relay lever link rod (item 2) to the latch.
 6. Ensure that the interior door handle control rod is

secured by the clips (item 6) situated on the inner door panel.

7. To check the operation of the interior and exterior handles reference should be made to Interior and Exterior handles – To set.

Interior door handles – To remove and fit (see fig. S20-3)

1. Remove the door trim (see Door trim – To remove and fit).
2. To remove the rearward door release handle proceed as follows.
Remove the five countersunk setscrews (item 1) from the release handle mounting plate.
Lower the mounting plate assembly to disconnect the release handle from the control rod and remove.
3. To remove the forward door release handle proceed as follows.
Remove the three screws, nuts, and washers (item 8).
Release the door handle control rod from the clips situated on the inner door panel. Then, disconnect the handle from the control rod.
4. To fit the door handles reverse the removal procedure noting the following.
For information on the correct setting of the interior door handles reference should be made to Interior door handles – To set.

Interior door handles – To set (see fig. S20-3)

1. Loosen the screws (item 8) securing both handle bases to the inner door panel.
2. Move the handle bases forward (i.e. away from the latch) until any free play is removed. Check that both release handles return fully against their stops.
3. Move the handle bases further forward, against latch spring pressure, until the correct clearance is achieved between the lever and the latch body (see inset B). Then, tighten the setscrews securing the handle bases.
4. With the door open, move the claw mechanism of the latch into the 'door closed' position and check the operation of both handles.
Never attempt to close the door with the latch mechanism in the 'door closed' position, or severe damage to the latch may result.

Exterior door handle – To remove and fit (see fig. S20-4)

1. Remove the door trim (see Door trim – To remove and fit).
2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).
3. Remove the door glass unit (see Door glass unit – To remove and fit).
4. Remove the screw and spacer (item 1).
5. Support the door handle, then release the three setscrews, washers, and spacers (item 2). Carefully withdraw the handle taking care not to damage the paintwork.
6. To fit the exterior door handle reverse the removal procedure noting the following.

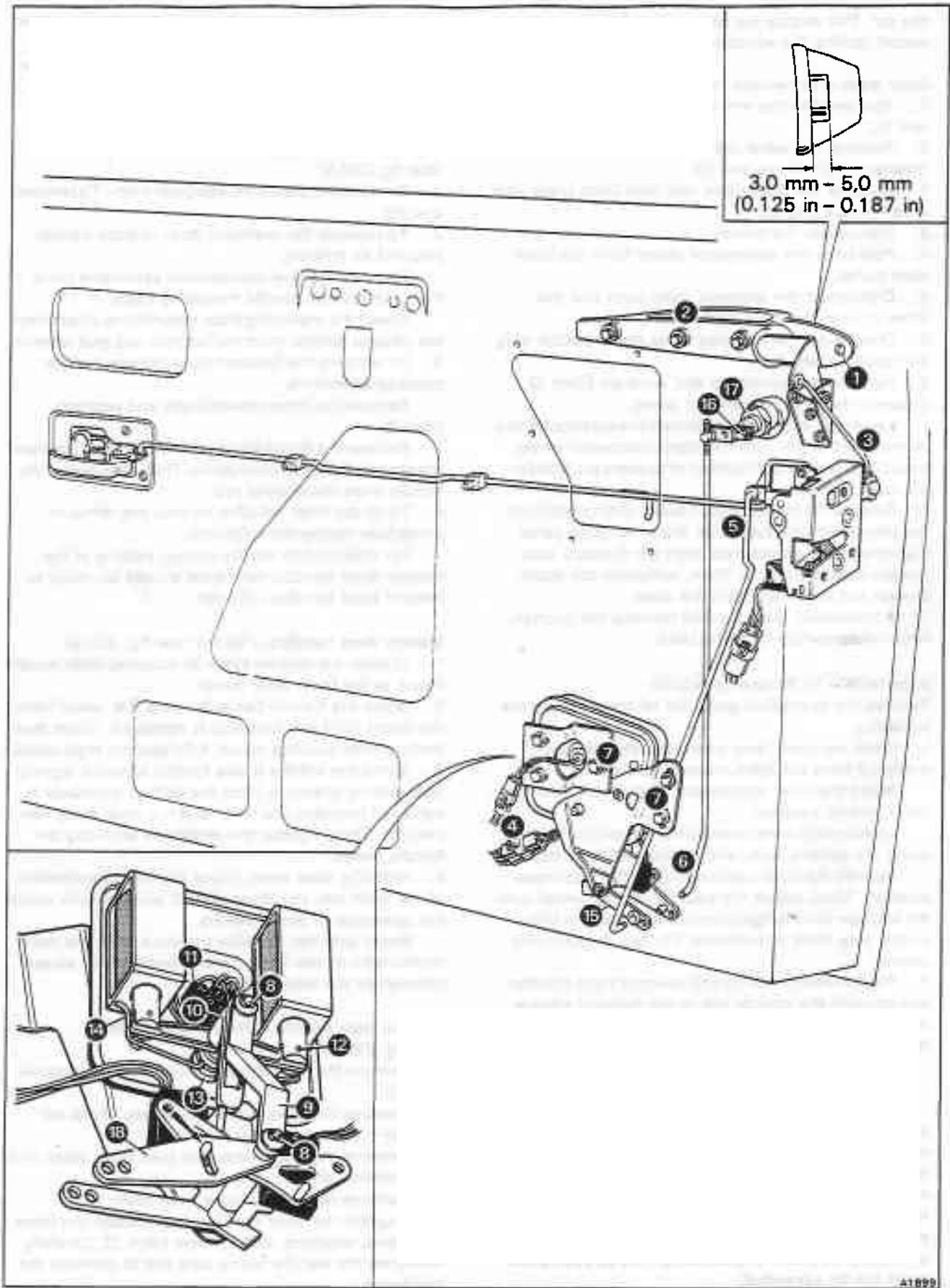


Fig. S20-4 Exterior door handle, solenoid assembly, private lock unit, and fittings



For information on the correct setting of the exterior handle reference should be made to, Exterior door handle push button – To set.

Exterior door handle push button – To set
(see fig. S20-4)

1. With the door open, move the claw mechanism of the latch into the 'door closed' position.

Never attempt to close the door with the mechanism in this position, or severe damage to the latch may result.

2. Depress the push button and check that the latch operates correctly. The latch should operate with between 3 mm and 5 mm (0.125 in and 0.200 in) of push button overtravel.

To adjust the push button overtravel, it will be necessary to lower the door latch and amend the number of spacers on the exterior handle control rod (item 3). Refer to Door latch – To remove.

Solenoid assembly – To remove and dismantle
(see fig. S20-4)

1. Remove the door trim (see Door trim – To remove and fit).

2. Remove the five countersunk setscrews from the rearward interior door release handle mounting plate (see fig. S20-3, item 1). Lower the mounting plate assembly to disconnect the release handle from the control rod and remove.

3. Peel back the waterproof cover from the inner door panel.

4. Fully raise the door glass, then disconnect the battery.

5. Disconnect the plugs and sockets (item 4) from the solenoids and micro-switches.

6. Disconnect the relay lever link rod (item 5) from the door latch.

7. Disconnect the private lock control rod (item 6) from the solenoid assembly.

8. Remove the three setscrews and washers (item 7) securing the solenoid assembly to the inner door panel. Then, carefully manoeuvre the assembly clear of the door.

9. If it is necessary to replace a solenoid proceed as follows.

Remove the circlips and nylon washers (item 8).

Withdraw the tie piece (item 9) and drive lever (item 10). Then, unclip and remove the plastic solenoid cover.

Disconnect the solenoid leads from the terminal block (item 11).

Unscrew and remove the solenoid/connecting link assembly from the base plate. The solenoids can then be separated from the connecting link by removing the roll pins (item 12).

Solenoid assembly – To assemble and fit
(see fig. S20-4)

1. Prior to fitting the solenoid/connecting link assembly to the base plate ensure that two nylon spacers (item 13) are in position on the mounting shaft.

2. Loosely fit the solenoid/connecting link assembly

to the base plate. Align the solenoids to give unrestricted movement of the connecting link, then tighten the solenoid securing screws. Check that the self-centring spring (item 14) is fitted correctly.

3. Connect the solenoid leads to the terminal block, then press the solenoid cover in position.

4. Fit the drive lever and tie piece, then secure using circlips and nylon washers.

5. To fit the solenoid assembly to the door reverse the removal procedure, Operations 1 to 8 inclusive, noting that wherever control/link rods have been disconnected it is important that new Fastex bushes are fitted on assembly.

To set the position of the solenoid assembly in the door, reference should be made to Solenoid assembly – To adjust.

Solenoid assembly – To adjust (see fig. S20-4)

1. Loosen the three setscrews (item 7) securing the solenoid assembly to the inner door panel.

2. Disconnect the relay lever link rod (item 5) from the door latch lever.

3. Press the door latch lever down into the unlocked position.

4. Move the relay lever (item 15) down sufficiently to take up any free play.

5. Adjust the height of the solenoid assembly until the relay lever link rod (item 5) aligns with the hole in the door latch lever. Tighten the solenoid assembly securing setscrews.

6. Connect the relay lever link rod to the door latch, noting that wherever link rods have been disconnected it is important that new Fastex bushes are fitted on assembly.

Private lock – To remove (see fig. S20-4)

1. Remove the door trim (see Door trim – To remove and fit).

2. Remove the waist rail finisher (see Waist rail finisher – To remove and fit).

3. Remove the door glass unit (see Door glass unit – To remove and fit).

4. Remove the balance lever retaining nut (item 16), noting the position and quantity of any spacing washers. Manoeuvre the balance lever and control rod assembly clear of the private lock.

5. Remove the large nut and spacer (item 17) securing the private lock to the door, then withdraw the lock.

Private lock – To fit (see fig. S20-4)

Reverse the procedure given for removal noting the following.

1. Prior to assembly, apply Keenomax C3 waterproof grease, or its equivalent, to the private lock spacer. Fit the spacer with the drain slots facing towards the outer door panel.

2. Ensure that the key slot is vertical, then secure the private lock and spacer to the door using the large nut.

3. Attach the balance lever/control rod assembly and spacing washers.

4. Check that the door locks and unlocks smoothly.



If adjustment is necessary, reference should be made to Private lock control rod – To adjust.

Private lock control rod – To adjust (see fig. S20-4)

1. Set the private lock key slot vertical, then remove the key.
2. Disconnect the private lock control rod (item 6) from the transfer lever.
3. Move the transfer lever (item 18) down until it comes into contact with the peg (arrowed). Ensure that the remaining levers do not move.
4. Turn the private lock control rod, either clockwise or anti-clockwise, until the rod aligns with the hole in the transfer lever. If there are two holes in the transfer lever, align the control rod with the inner hole.
5. Connect the control rod to the transfer lever, noting that wherever rods have been disconnected it is important that new Fastex bushes are fitted on assembly.
6. Check that the door locks and unlocks smoothly when operated by the key. Ensure that the extra force required to activate the micro-switches is equal in both the lock and unlock direction. Operation of the micro-switches can be identified by listening for the 'click' as they activate.

Checking the centralized door locking system

Operation	Check
Door closed. Upper portion of the centralized door locking switch depressed.	Door can be opened using the interior handles and exterior push button.
Door closed. Lower portion of the centralized door locking switch depressed.	Door cannot be opened from the interior handles or the exterior push button until the upper portion of the centralized door locking switch is depressed.
Door open. Lower portion of the centralized door locking switch depressed.	Door lock self-cancels when the door is closed (exterior push button not depressed). Door remains locked when the door is closed (exterior push button depressed).
Door open or closed. Lower portion of the centralized door locking switch depressed.	Both doors and luggage compartment lock.

Operation	Check
Door open or closed. Upper portion of the centralized door locking switch depressed.	Both doors unlock. Luggage compartment will unlock only if the selector switch situated in the facia stowage compartment is in the AUTO position.
Turn key (towards rear of car) to lock position.	Door locks.
Turn key further against spring pressure.	Both doors and luggage compartment lock.
Turn key (towards front of car) to unlock position.	Door unlocks.
Turn key further against spring pressure.	Both doors unlock. Luggage compartment will unlock only if the selector switch situated in the facia stowage compartment is in the AUTO position.



Rear quarter

Contents	Pages	
	Rolls-Royce Corniche/ Corniche II	Bentley Continental
Introduction	S21-3	S21-3
Safety procedures	S21-3	S21-3
Waist rail finisher, 'BC' post trim, and side arm rest trim – To remove and fit	S21-3	S21-3
Waist rail finisher seal – To renew	S21-5	S21-5
Rear quarter window lift mechanism and glass frame assembly – To remove and fit	S21-5	S21-5
Rear quarter frame to door frame seal – To renew	S21-5	S21-5
Quarter glass unit – To remove and fit	S21-5	S21-5
Quarter glass – To remove and fit	S21-5	S21-5
Fence moulding – To remove and fit	S21-5	S21-5

Rear quarter

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

Safety procedures

The adhesives and cleaner referred to in this section are classified as highly flammable. For guidance on their use reference **must be made** to Section S3.

Waist rail finisher, 'BC' post trim, and side arm rest trim – To remove and fit (see fig. S21-1)

1. Remove the screws and cup washers (item 1). Then, carefully lift off the waist rail finisher and trim roll assembly.
2. To remove the 'BC' post trim panel proceed as follows.
 - Carefully prise the plastic cover (item 2) from the lower seat belt anchorage bolt. Remove the bolt and allow the belt to carefully retract.
 - Turn back the floor carpet, then remove the exposed screw and washer (item 3).
 - Remove the two screws and cup washers (item 4) securing the top of the 'BC' post trim panel.
 - Carefully remove the trim panel, noting that the rear of the panel is secured by Velcro fasteners (item 5).

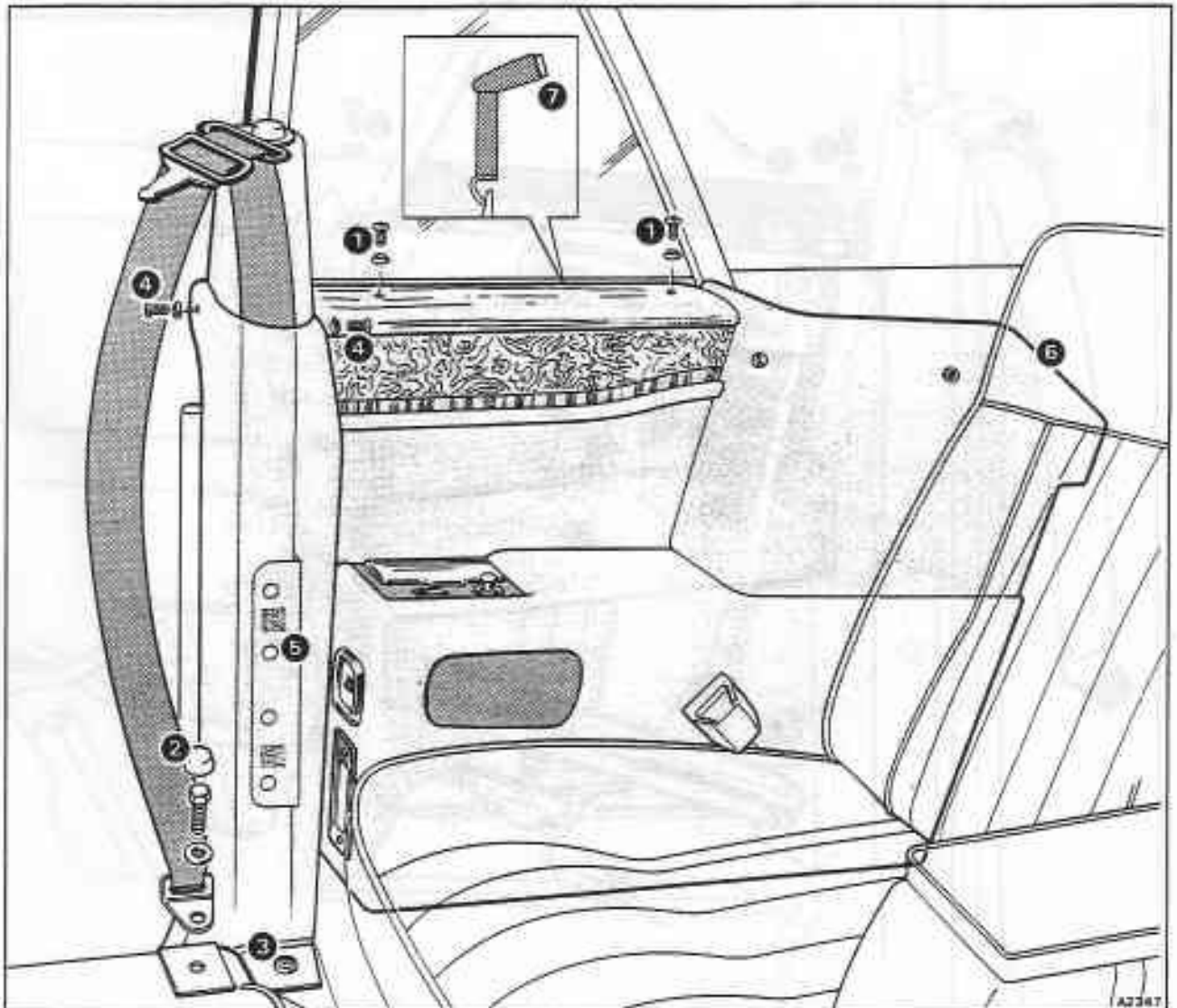
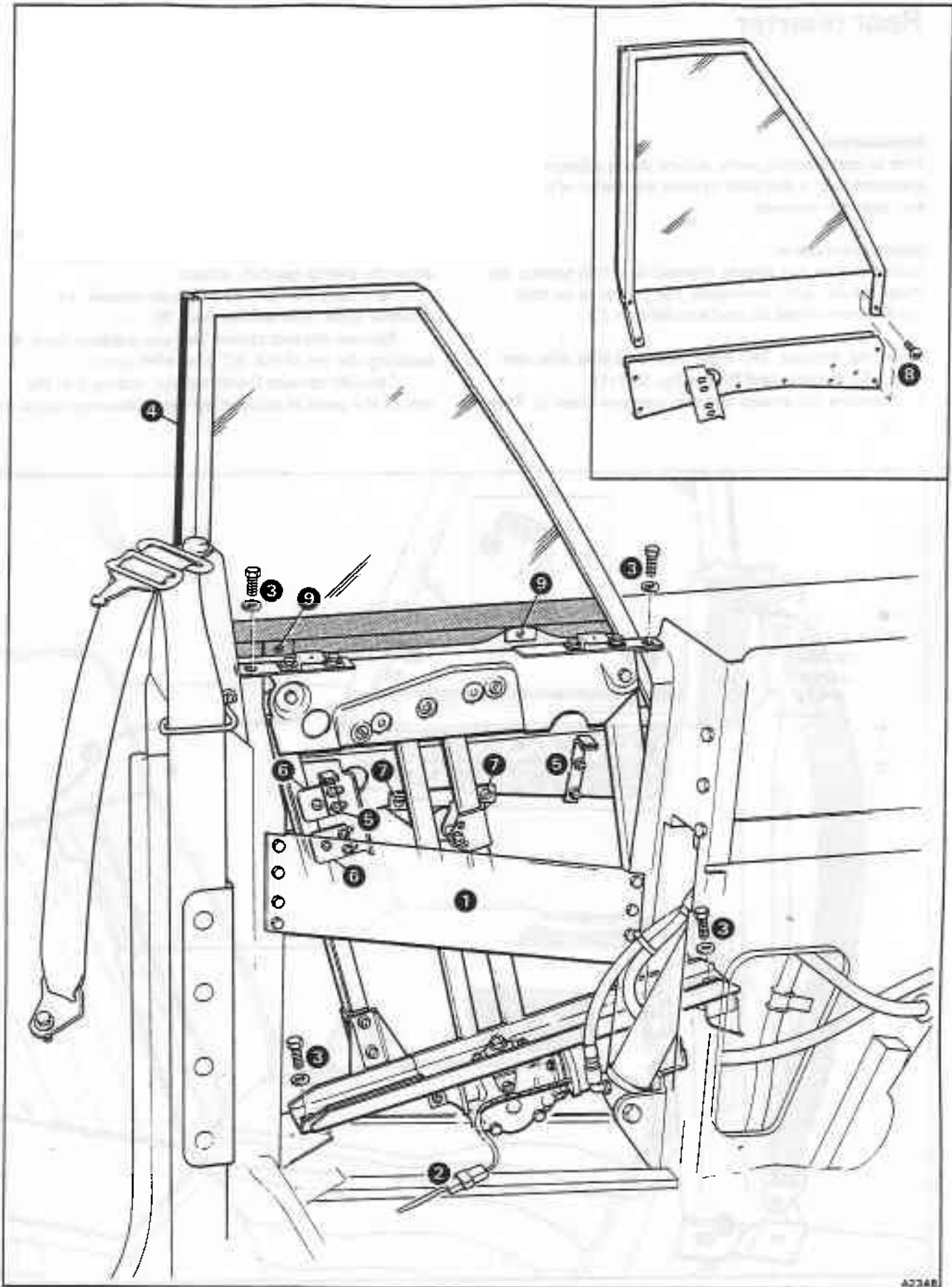


Fig. S21-1 Rear quarter trim



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Fig. S21-2 Window lift mechanism and quarter glass assembly

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3. To remove the side arm rest trim proceed as follows.

Disconnect the battery.

Remove the rear seat cushion and squab assembly (see Section S27).

Lift the rear of the arm rest trim (item 6) clear of the hoodwell. Ease the trim forward to gain access to the rear of the window lift and interior lamp switches, lamp, and cigar lighter. In view of the numerous connections, it is advisable to label each one as it is disconnected.

Remove the side arm rest trim.

4. To fit the trim panels reverse the removal procedure.

Waist rail finisher seal – To renew (see fig. S21-1)

1. Remove the screws and cup washers (item 1). Then, carefully lift off the waist rail finisher and trim roll assembly.

2. To renew the felt sealing strip (item 7) proceed as follows.

Using a suitable tool, remove and discard the glued felt strip taking care not to damage the polished surface of the waist rail finisher.

Thoroughly clean the bonding surface of the finisher using a cloth moistened with Bostik Cleaner 6001.

Apply an even coat of Apollo Adhesive AX2344 to the bonding surfaces of the finisher and the felt strip. Allow five minutes for the adhesive to 'flash' dry. Then, bring the bonding surfaces together using maximum hand pressure. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Rear quarter window lift mechanism and glass frame assembly – To remove and fit (see fig. S21-2)

1. Partly raise the rear quarter window, then disconnect the battery.
2. Remove the rear quarter trim (see Waist rail finisher, 'BC' post trim, and side arm rest – To remove).
3. Peel back and remove the waterproof covering from the window lift mechanism.
4. Unscrew and remove the strengthening plate (item 1).
5. Disconnect the window lift motor plug and socket (item 2).
6. Release the upper and lower fixings (item 3) securing the rear quarter assembly to the body. Then, carefully lift the assembly clear.
7. To fit the window lift mechanism and glass frame assembly reverse the removal procedure.

Rear quarter frame to door frame seal – To renew (see fig. S21-2)

1. Remove the quarter window lift and glass frame assembly (see Rear quarter window lift mechanism and glass frame assembly – To remove and fit).

2. To renew the seal (item 4) proceed as follows.

Using a suitable tool, remove and discard the glued seal taking care not to damage the polished surface of the quarter frame.

Thoroughly clean the bonding surface of the

quarter frame using a cloth moistened with Bostik Cleaner 6001.

Apply an even coat of Bostik Adhesive 1261 to the bonding surfaces of the quarter frame and seal. Allow between 10 and 15 minutes for the adhesive to 'flash' dry. Then, bring the bonding surfaces together using maximum hand pressure. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Quarter glass unit – To remove and fit (see fig. S21-2)

1. Remove the quarter window lift and glass frame assembly (see Rear quarter window lift mechanism and glass frame assembly – To remove and fit).
2. To facilitate assembly, mark the position of the quarter glass stops (item 5). Unscrew and remove the stops.
3. Unscrew and remove the glass guidance slides (item 6).
4. Remove the two nuts and washers securing the glass unit to the window lift mechanism (item 7). Withdraw the setscrews and spacers, then lift the glass unit clear of the mechanism.
5. To fit the glass unit reverse the removal procedure.

Quarter glass – To remove and fit (see fig. S21-2)

1. Remove the quarter glass unit from the window lift mechanism (see Quarter glass unit – To remove and fit).
2. Remove the setscrews (item 8). Then, withdraw the glass support mounting bracket.
3. Carefully slide the glass out of the frame.
4. Inspect the glass sealing rubbers and renew if necessary.
5. To fit the glass reverse the removal procedure noting the following.

If the original glass is to be fitted ensure that all traces of sealing compound are removed using a cloth moistened with Bostik Cleaner 6001.

Prior to fitting the glass, apply a continuous bead of Seelastik into the frame channels and glass support mounting bracket.

If new glass sealing rubbers have been fitted any excess rubber should be trimmed flush with the frame channels using a sharp knife.

Fence moulding – To remove and fit (see fig. S21-2)

1. Remove the rear quarter trim (see Waist rail finisher, 'BC' post trim, and side arm rest trim – To remove).
2. Remove the quarter window lift and glass frame assembly (see Rear quarter window lift mechanism and glass frame assembly – To remove).
3. Peel back the felt strip to expose the fence moulding to body securing screws (item 9). Release the self-tapping screws and carefully remove the fence moulding taking care not to damage the paintwork.
4. Inspect the felt strip and the fence moulding seal. Renew if necessary.
5. To fit the fence moulding reverse the procedure given for removal.



Bonnet

Contents	Pages	
	Rolls-Royce Corniche / Corniche II	Bentley Continental
Introduction	S22-3	S22-3
Bonnet – To remove and fit	S22-3	S22-3
Bonnet hinges – To remove and fit	S22-3	S22-3
Bonnet catch mechanism – To remove and fit	S22-3	S22-3
Bonnet release cable – To renew	S22-3	S22-3
Bonnet pads – To remove and fit	S22-5	S22-5
Bonnet seals – To renew	S22-5	S22-5

Bonnet

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

If special torque tightening figures are not specified, setscrews, bolts, etc., should be tightened to the standard figures quoted in Chapter P.

Bonnet – To remove (see fig. S22-1)

1. Disconnect the battery.
2. Raise the bonnet.
3. Disconnect the bonnet lamp loom plug and socket (item 1).
4. Cut and discard the plastic cable ties (item 2) securing the bonnet lamp loom to the left-hand hinge.
5. Unscrew and release the earth bonding strap (item 3).
6. To facilitate assembly, mark the position of each hinge in relation to the bonnet.
7. With the help of an assistant, support the bonnet and remove the setscrews and washers (item 4). Remove the bonnet.

Bonnet – To fit (see fig. S22-1)

Reverse the procedure given for removal noting the following.

1. Prior to tightening the bonnet securing setscrews, align the marks made during removal.
2. Check that the bonnet to body clearances are equal and that the bonnet opens and closes without difficulty. If necessary, adjust the position of the catch plates situated on the bonnet.
3. Ensure that the bonnet locating pegs align with their respective rubber bushes situated on the bulkhead (see fig. S22-2, item 1).
4. *On cars conforming to a North American specification, check that the protrusions on the bonnet retention brackets align with their respective holes in the brackets situated on the bulkhead.*

Bonnet hinges – To remove and fit (see fig. S22-1)

1. Remove the bonnet (see Bonnet – To remove).
2. Release the clip (item 5) securing the coolant hose to the left-hand hinge.
3. To facilitate assembly, mark the position of each hinge in relation to the body.
4. Release the two setscrews and washers securing each hinge (item 6). Remove the hinges.
5. To fit the hinges reverse the procedure given for removal.

Bonnet catch mechanism – To remove and fit

(see fig. S22-2)

1. Raise the bonnet.
2. Carefully move the countershaft (item 2) into the

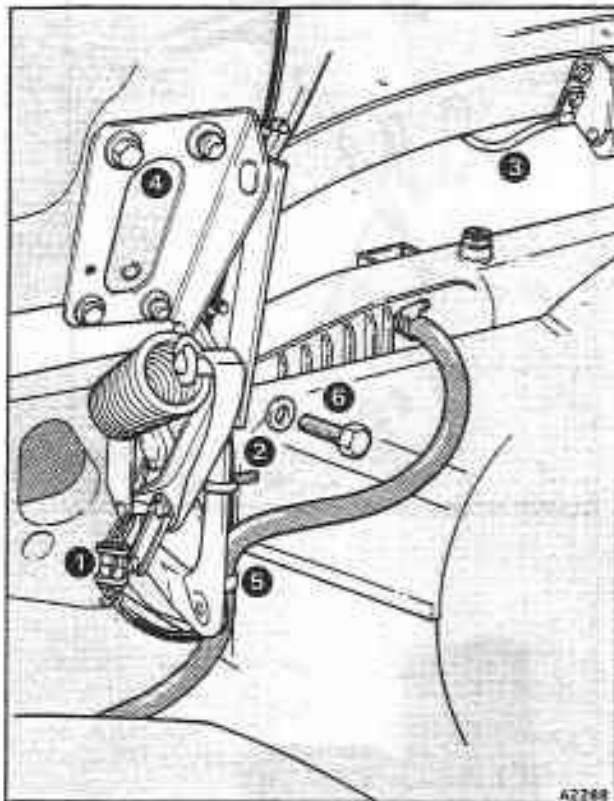


Fig. S22-1 Bonnet and hinge mounting arrangement

'bonnet closed' position, and remove the springs (item 3).

3. Unclip and straighten the looped end of the bonnet release cable. Loosen the grub screw (item 4) and release the cable from the retainer.
4. To facilitate assembly, mark the position of each guide plate (item 5) in relation to its mounting bracket.
5. Remove the guide plate securing setscrews and washers. Note the position of any suppressors that may be secured under the setscrews.
6. Carefully remove the countershaft and guide plates assembly.
7. To fit the catch mechanism, reverse the removal procedure noting the following.

Prior to tightening the countershaft securing setscrews align the guide plates with the marks made during removal. Check that the countershaft is located in the support bracket (item 6).

Do not attempt to close the bonnet until the release cable has been fitted and set (see Bonnet release cable – To renew).

Bonnet release cable – To renew (see fig. S22-2)

1. Raise the bonnet.
2. Unclip and straighten the looped end of the bonnet

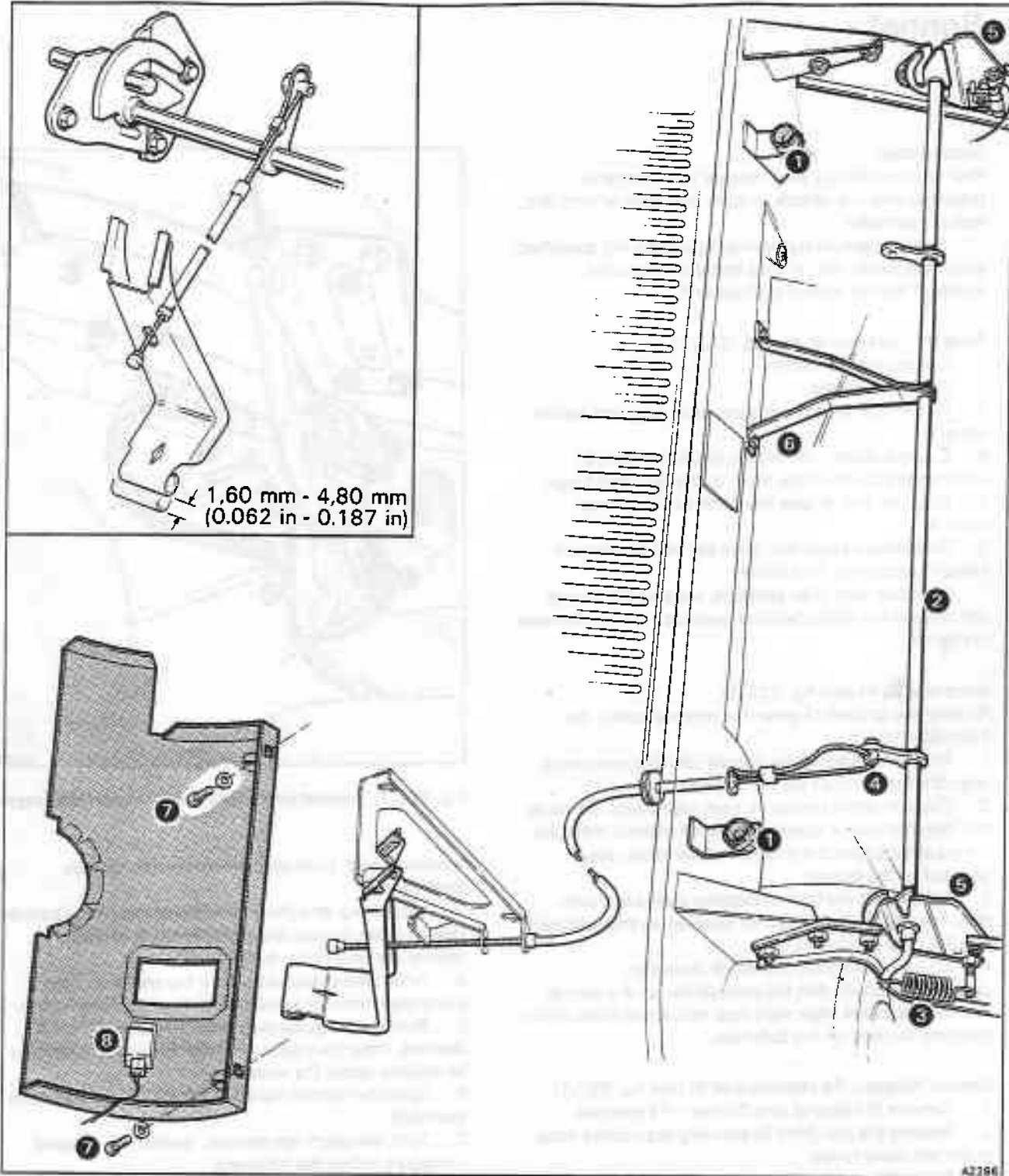


Fig. S22-2 Bonnet release mechanism

release cable. Loosen the grub screw (item 4) and release the cable from the retainer.

3. Remove the screws and washers (item 7) and lower the parking brake trim panel. Release the Lucar connectors from the footwell lamp (item 8) and remove the panel.

4. Completely withdraw the bonnet release cable,

pulling it through the pivot on the release handle.

5. Lightly smear the new cable with Rocol MTS 1000 grease, or its equivalent. Carefully feed the cable into position through the release handle pivot and outer sheath.

6. Place a length of 6,35 mm (0.250 in) diameter bar in the guide plate. Then, carefully move the countershaft

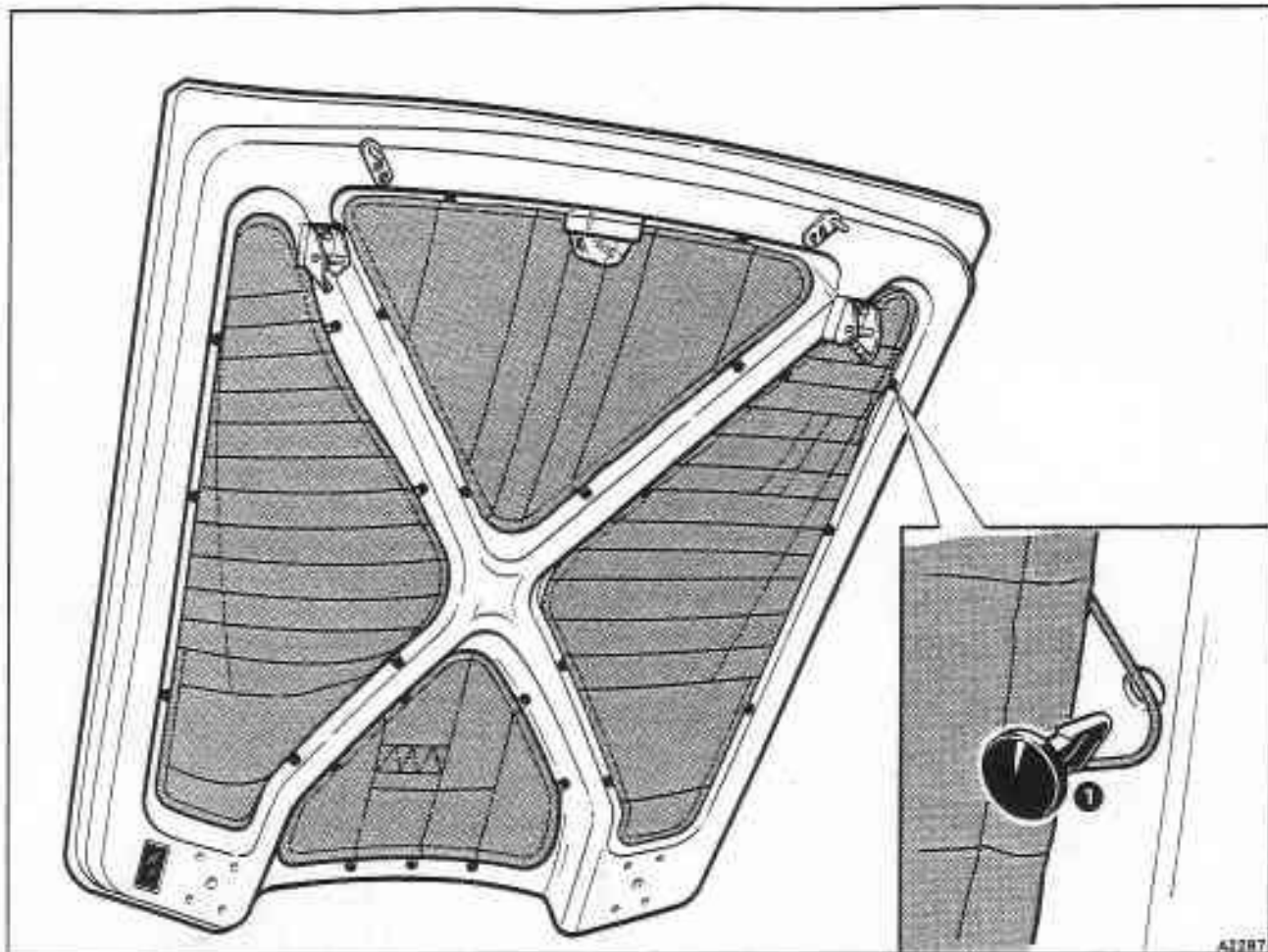


Fig. S22-3 Bonnet pads

into the 'bonnet closed' position (see inset).

7. Thread the release cable through the retainer in the countershaft until the nipple end of the cable fits into the pivot on the release handle. Then, tighten the grub screw.

8. Check that there is between 1,6 mm and 4,8 mm (0.062 in and 0.187 in) of free movement in the release handle (see inset). This movement is measured from the handle resting on its rubber stop to the point when it begins to operate the countershaft. If necessary, loosen the grub screw and adjust the cable.

9. Loop the excess cable and clip into position approximately 38 mm (1.50 in) from the retainer.

10. Remove the length of bar from the guide plate and operate the bonnet release lever. Check that the countershaft moves into the 'bonnet open' position, and that the release handle returns to its stop when released.

11. Check that the bonnet opens and closes without difficulty.

Bonnet pads – To remove and fit (see fig. S22-3)

1. Each bonnet pad is held in position by a number of plastic drive fasteners (item 1). To remove a bonnet pad, simply prise out the drive fasteners taking care not to damage the paintwork.

2. To ensure the correct retention of the bonnet pads it is recommended to fit new drive fasteners on assembly.

Bonnet seals – To renew

1. The bonnet seals are simply a push-on fit over the scuttle panel and front wing flanges and can easily be renewed as necessary, taking care not to damage the paintwork.



Luggage compartment lid

Contents	Pages	
	Rolls-Royce Comiche/ Comiche II	Bentley Continental
Introduction	S23-3	S23-3
Luggage compartment lid – To remove and fit	S23-3	S23-3
Hinges – To remove and fit	S23-4	S23-4
Latch mechanism – To remove and fit	S23-4	S23-4
Lock mechanism – To remove and dismantle	S23-5	S23-5
Lock mechanism – To assemble and fit	S23-5	S23-5
Handle and private lock push button assembly – To remove and dismantle	S23-5	S23-5
Handle and private lock push button assembly – To assemble and fit	S23-5	S23-5



Luggage compartment lid

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

If special torque tightening figures are not specified, setscrews, bolts, etc., should be tightened to the standard figures quoted in Chapter P.

Luggage compartment lid – To remove (see fig. S23-1)

1. Disconnect the battery.
2. Unscrew and remove the hinge cover trim (item 1).
3. To gain access to the luggage compartment lid loom connector it will be necessary to remove the front trim panel as follows.

Unclip and remove the luggage compartment floor carpet.

Remove the battery master switch knob (item 2) by

releasing the centre screw, ring nut, and instruction plate.

Unscrew and remove the side trim panel (item 3).

Remove the screws (item 4) from the hinged tool cover. Release the fastener and carefully remove the tool cover. Withdraw the containers of mineral oil.

Remove the front trim panel securing screws and cup washers (item 5).

Ease the trim panel forward to gain access to the rear of the interior lamp and centralized door locking switch (item 6). Release the exposed Lucar connectors, noting the colour and position of the leads to ensure correct assembly. Then, remove the front trim panel.

4. Cut and discard the cable ties (item 7) securing the electrical loom to the right-hand luggage compartment lid hinge.

5. Disconnect the loom plug and socket (item 8). Then, manoeuvre the loom clear of the hinge mounting area.

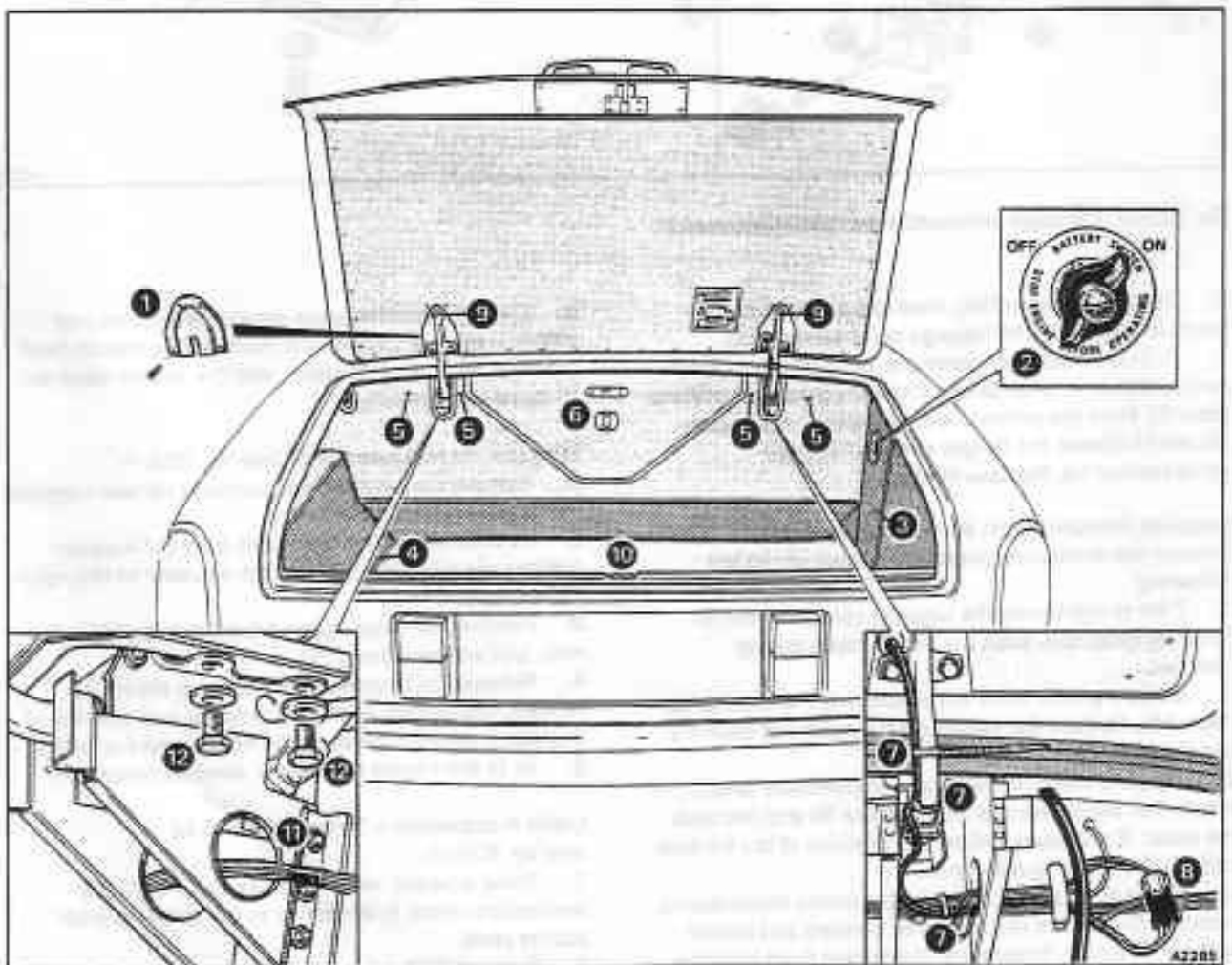
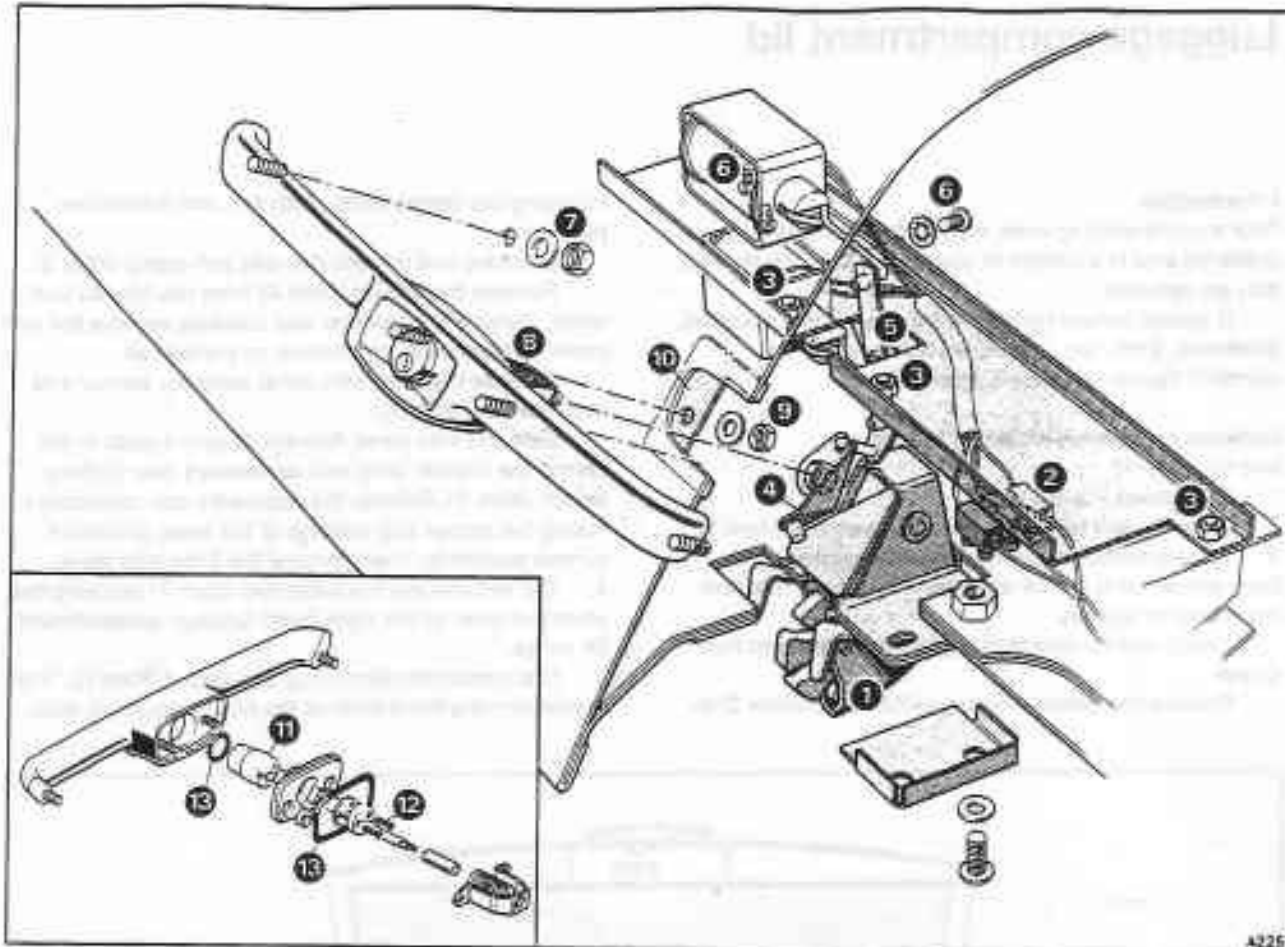


Fig. S23-1 Luggage compartment lid trim and hinge mounting arrangement



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Fig. S23-2 Luggage compartment lock mechanism

6. To facilitate assembly, mark the position of each hinge in relation to the luggage compartment lid.
7. With the help of an assistant, support the luggage compartment lid and remove the setscrews and washers (item 9). Note the position and quantity of any shims situated between the hinges and the luggage compartment lid. Remove the lid.

Luggage compartment lid – To fit (see fig. S23-1)

Reverse the procedure given for removal noting the following.

1. Prior to tightening the luggage compartment lid securing setscrews align the marks made during removal.
2. Using a pencil, mark the position of the latch striker (item 10). Release the securing setscrews and washers, then remove the latch striker.
3. Carefully close the luggage compartment lid and check that the clearances between the lid and the body are equal. If necessary, adjust the position of the lid then tighten the securing setscrews.
4. Fit the latch striker, aligning the marks made during removal. Check that the lid can be opened and closed without difficulty. Ensure that the lid lies flush with the rear wing panels when closed. If necessary, adjust the vertical position of the striker.

5. Check that the luggage compartment lock and unlock solenoids, centralized door locking switch, high mounted stop lamp (if fitted), and the interior lamp are all operating correctly.

Hinges – To remove and fit (see fig. S23-1)

1. Remove the luggage compartment lid (see Luggage compartment lid – To remove).
2. Release the Lucar connectors from the luggage compartment interior lamp switch situated on the right-hand hinge.
3. Remove the hinge support bracket securing bolts, nuts, and washers (item 11).
4. Release the setscrews and washers (item 12). Remove the hinges, noting the position and quantity of any shims situated between the hinges and the body.
5. To fit the hinges reverse the removal procedure.

Latch mechanism – To remove and fit
(see fig. S23-2)

1. Using a pencil, mark the position of the latch mechanism (item 1) in relation to the stainless steel access plate.
2. Support the latch mechanism, then remove the four securing screws and washers. Withdraw the latch mechanism and finishers. Note the position and quantity



of any shims situated between the latch and the access plate.

3. To fit the latch mechanism reverse the removal procedure.

Lock mechanism – To remove and dismantle
(see fig. S23-2)

1. Disconnect the battery.
2. Unscrew and remove the hinge cover trim and the luggage compartment lid inner trim panel.
3. Remove the latch mechanism and stainless steel access plate (see Latch mechanism – To remove and fit).
4. Disconnect the electrical leads from the lock and unlock solenoids at the terminal block (item 2). Note the position of the leads to ensure correct assembly.
5. Remove the four setscrews and washers (item 3). Carefully manoeuvre the lock mechanism clear of the private lock contactor plate (item 4) and withdraw it from the luggage compartment lid.
6. To remove the solenoids from the mounting bracket proceed as follows.

Disengage the solenoid operating rods from the plastic bushes in the pivot lever (item 5).

Remove the screws and spring washers (item 6) then withdraw the solenoid assemblies. The solenoid plungers can be separated from the operating rods by removing the roll pins.

Lock mechanism – To assemble and fit
(see fig. S23-2)

Reverse the procedure given for removal noting the following.

1. Loosely fasten the lock and unlock solenoids to the mounting bracket and align to give unrestricted movement of the pivot lever. Tighten the securing screws.
2. Manoeuvre the lock mechanism into position ensuring that the pin on the pivot lever engages with the slot in the contactor plate (item 4).
3. Apply a small amount of Keenomax C3 waterproof grease, or its equivalent, to the pivot points on the lock mechanism.
4. Check that the lock and unlock solenoids are operating correctly.

Handle and private lock push button assembly – To remove and dismantle (see fig. S23-2)

1. Disconnect the battery.
2. Remove the latch mechanism and stainless steel access plate (see Latch mechanism – To remove and fit).
3. Release the nut and washer securing the contactor plate (item 4) to the private lock unit. Manoeuvre the contactor plate clear of the lock mechanism pivot lever (item 5) and remove.
4. Remove the nuts and washers (item 7) securing each end of the handle.
5. Support the private lock guide bracket (item 8). Then, remove the nuts and washers (item 9) also the clamping plate (item 10). Whilst holding the guide bracket in position on the private lock unit, carefully withdraw the handle/private lock assembly.
6. If necessary, the private lock barrel (item 11) can be

separated from the push button unit by removing the retaining screws (item 12).

Handle and private lock push button assembly – To assemble and fit (see fig. S23-2)

Reverse the procedure given for removal noting the following.

1. To prevent possible water ingress, it is advisable to renew the rubber sealing rings (item 13) prior to fitting the handle.
2. Fit the handle assembly, ensuring that the slot in the contactor plate (item 4) engages with the pin on the lock mechanism pivot lever.
3. Apply a small amount of Keenomax C3 waterproof grease, or its equivalent, to the private lock guide bracket spring.
4. Prior to closing the luggage compartment lid, depress the private lock push button checking that it operates smoothly in both the lock and unlock positions.



Windscreen

Contents	Pages	
	Rolls-Royce Corniche / Corniche II	Bentley Continental
Introduction	S24-3	S24-3
Safety procedures	S24-3	S24-3
Windscreen – To remove	S24-3	S24-3
Windscreen – To fit	S24-4	S24-4

Windscreen

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

Safety procedures

The cleaners referred to in this section are classified as highly flammable. For guidance on their use reference must be made to Section S3.

Windscreen – To remove

1. To lower the power operated hood proceed as follows.

Apply the parking brake and ensure that the gear range selector lever is in the park position.

Switch on the ignition.

Fully release the two hood securing catches situated underneath the sun visors.

Depress the hood operating switch, situated on the centre console, holding it down until the hood has fully lowered.

2. Switch off the ignition and disconnect the battery.
3. Raise the bonnet.
4. Protect any exposed paintwork in the vicinity of the windscreen with clean felt or a similar material.
5. To remove the windscreen wiper arm assemblies

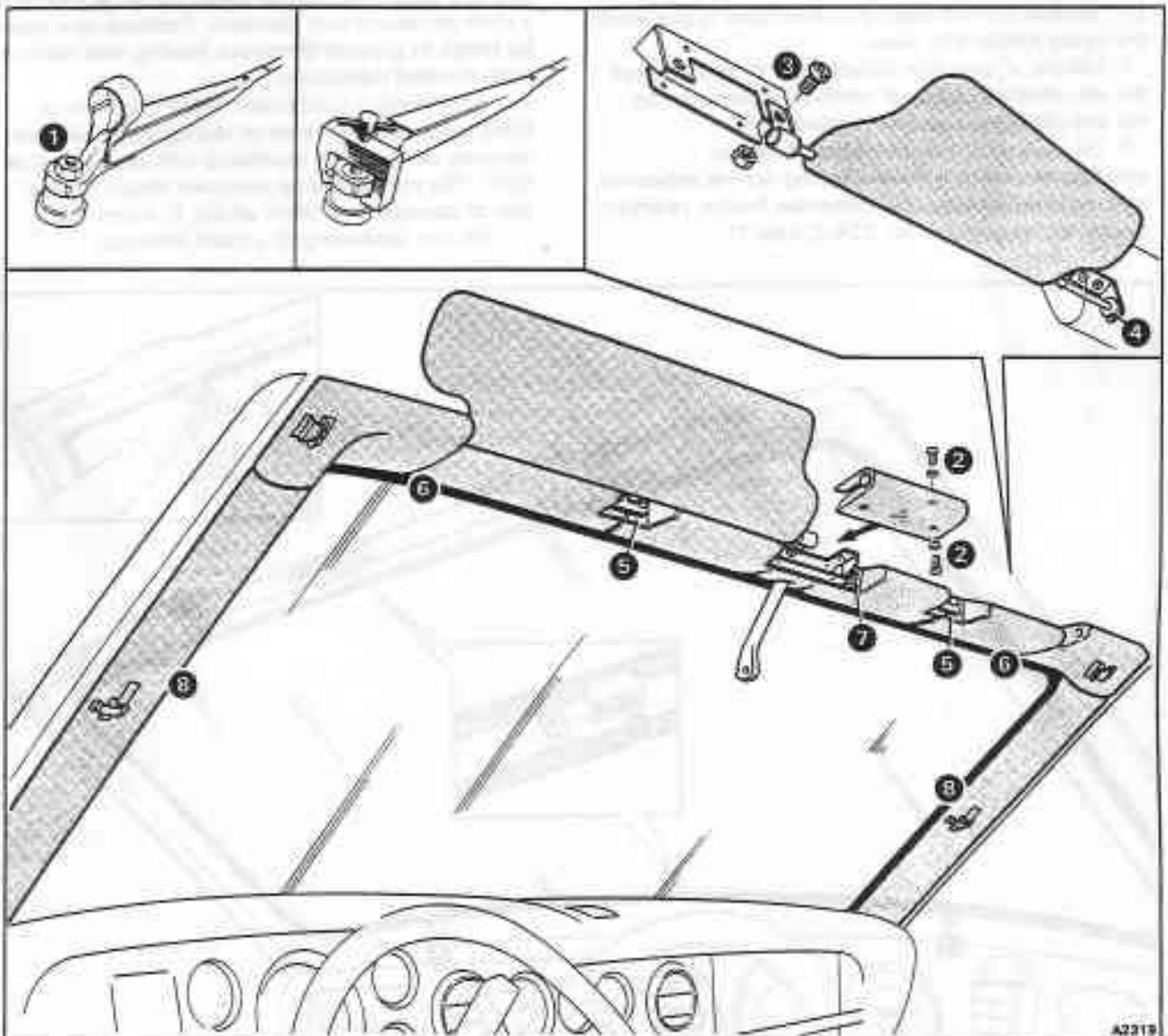


Fig. S24-1 Windscreen interior trim



proceed as follows referring to figure S24-1.

Unclip the plastic covers and remove the wiper arm securing nuts (item 1).

Using extractor tool RH 9623 carefully remove each wiper arm assembly.

6. To remove the sun visors proceed as follows referring to figure S24-1.

Remove the four screws and cup washers (item 2), and withdraw the sun visor centre trim panel. Note that on cars fitted with a cellular telephone a microphone is mounted behind the panel.

Release the inboard end of each sun visor spindle by removing the exposed nuts and bolts (item 3).

Remove each sun visor in turn by pulling the outboard end of the spindle clear of the nylon bush (item 4) mounted behind the side header trim.

7. Unscrew and remove the hood securing catches and polished finishers (item 5).

8. Unclip and remove the side header trim panels (item 6).

9. Unscrew and remove the interior rear view mirror.

10. Remove the self-tapping screws (item 7) and lower the centre header trim panel.

11. Lift the 'A' post trim panels (item 8) to disengage the rear retaining clips and remove. Remove the top roll and demister panel (see Section S29).

12. *On cars conforming to a North American specification*, remove the self-tapping screws, setscrews, and washers securing the windscreen finisher retention plates to the body (see fig. S24-2, item 1).

13. From outside the car, carefully unclip the trim pieces (item 2) covering the windscreen finisher joints.

14. Using a flat bladed tool, carefully ease each half of the windscreen finisher from the moulded seal.

15. From inside the car, ease the lip of the seal over the body aperture flange (see fig. S24-2, inset A). A small steel rule or a similar tool will assist during this operation. Start in the top corners and work towards the centre, simultaneously applying pressure to the glass. An assistant will be required to support the glass/seal assembly as it is pushed out of the aperture. Avoid sharp blows as this may damage the glass or paintwork. A steady pressure is all that is required.

16. Rest the removed glass/seal assembly, external surface uppermost, onto a suitably prepared work surface. Remove the seal from the glass.

Windscreen - To fit

1. Using a plastic or wooden scraper, remove all traces of sealing compound from the windscreen aperture flange. Thoroughly clean the flange area using a cloth moistened with Genklene. **Extreme care must be taken to prevent Genklene coming into contact with finished paintwork.**

2. If the original windscreen and/or seal is to be fitted ensure that all traces of sealing compound are removed using a cloth moistened with Bostik Cleaner 6001. The seal should be examined closely for any sign of damage. If in doubt always fit a new seal.

On cars conforming to a North American

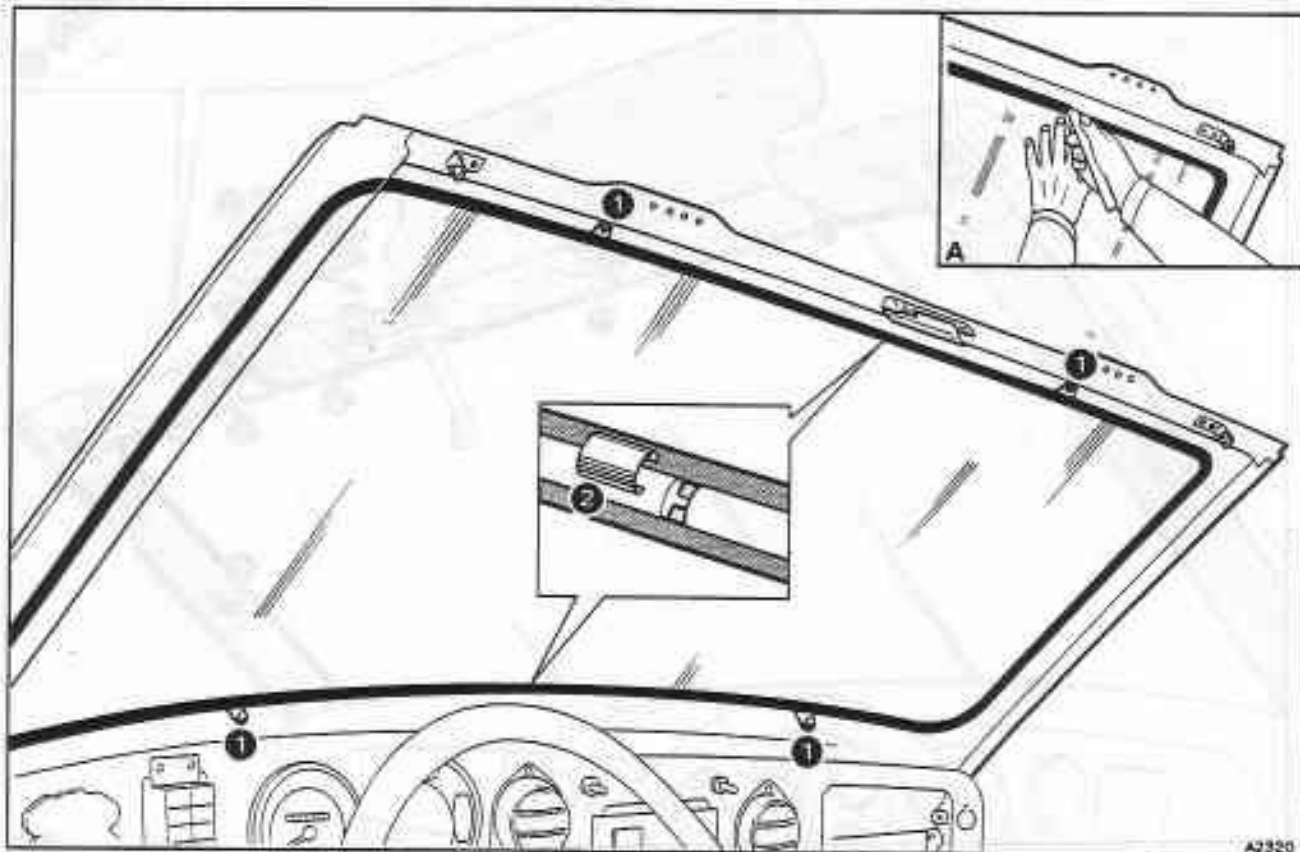


Fig. S24-2 Windscreen removal

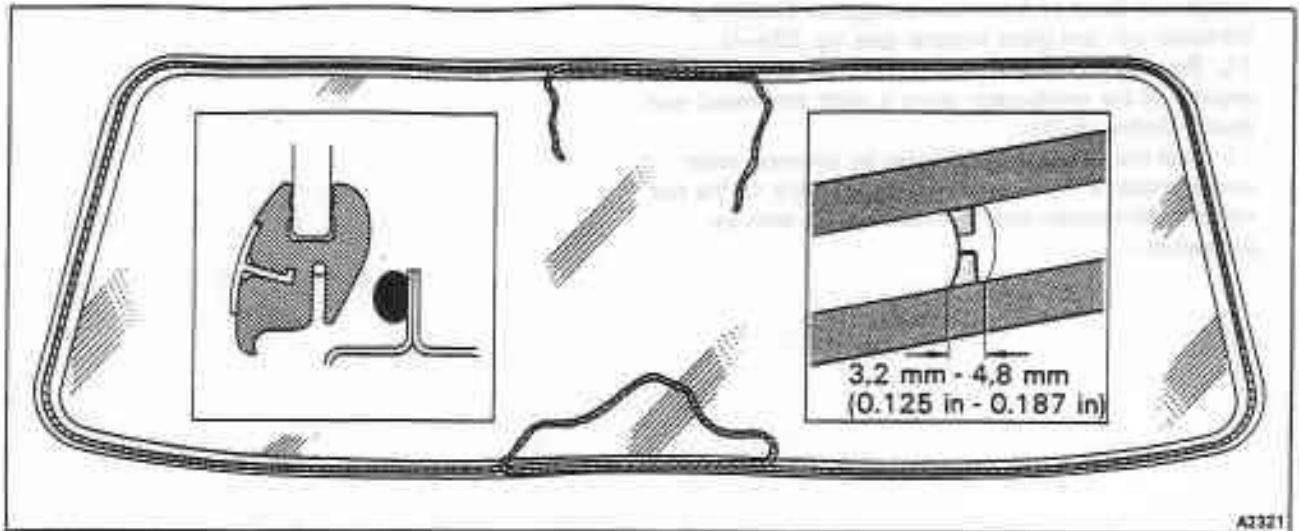


Fig. S24-3 Position of cord and sealing arrangement

specification, it will be necessary to make four cuts in the new seal to accept the windscreen finisher retention plates.

3. Apply a small amount of Palm Grease, or its equivalent, to the base of the windscreen finisher i.e. the section of the finisher that fits into the moulded seal. Press each half of the finisher into the seal. Check that a gap of between 3,2 mm and 4,8 mm (0.125 in and 0.187 in) exists between each half of the finisher (see fig. S24-3).

4. Clip the trim pieces into position, covering the windscreen finisher joints.

5. Turn the windscreen over so that the internal surface is uppermost. Thread a length of cord around the inside lip of the seal (see fig. S24-3). Leave a loop in the cord at the bottom of the windscreen and overlap the two ends of the cord at the top. Secure the loose ends of the cord to the glass with masking tape.

6. Using a sealant cartridge gun, run a continuous 6 mm (0.250 in) diameter bead of Arbomast Autograde Sealant or Seelastik around the windscreen aperture flange. *On cars conforming to a North American specification*, apply an additional bead of sealant over each retention plate slot in the top and bottom of the aperture flange.

7. With the help of an assistant, position the glass/seal/finisher assembly with the lower edge seated in the aperture. *On cars conforming to a North American specification*, align the windscreen finisher retention plates with their respective slots in the aperture flange. Then, using a rubber mallet, apply several sharp blows around the seal/finisher area starting in the centre of the upper edge. The windscreen should then be seated inside the aperture.

8. From inside the car, remove the masking tape securing the cord.

9. With an assistant applying steady pressure to the exterior of the glass, carefully pull the looped cord at the bottom of the windscreen so that the seal is drawn over the aperture flange. Pull the cord alternately to the



Fig. S24-4 Applying sealant between the seal and the glass

right and left, along the bottom of the windscreen and half-way up each side. Similarly, pull each end of the cord along the top of the windscreen until the cord is completely removed. Ensure that the seal is fitted over the flange at all points around the aperture.

10. From outside the car, check that the seal/finisher is seated flush against the body. If necessary, apply further pressure with a rubber mallet.

11. *On cars conforming to a North American specification*, align the holes in the windscreen finisher retention plates with the holes in the body and secure using the self-tapping screws, setscrews, and washers.

12. From outside the car, carefully ease back the seal and insert the nozzle of a sealant cartridge gun between the seal and the glass. Then, apply a



continuous bead of Arbomast Autograde Sealant or Seelastik into the glass channel (see fig. S24-4).

13. Remove any excess sealant from the interior and exterior of the windscreen using a cloth moistened with Bostik Cleaner 6001.

14. Test the windscreen for leaks by applying water under pressure. If the sealing is satisfactory, fit the top roll and windscreen trim by reversing the removal procedure.



Bumpers

Contents	Pages	
	Rolls-Royce Corniche/ Corniche II	Bentley Continental
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Front bumper assembly - To remove and fit	S25-4	S25-4
Front bumper assembly - To dismantle and assemble	S25-4	S25-4
Rear bumper assembly - To remove and fit	S25-4	S25-4
Rear bumper assembly - To dismantle and assemble	S25-4	S25-4
Bumper height - To check	S25-5	S25-5

Bumpers

Introduction

Each bumper assembly is constructed around an aluminium beam. A polished stainless steel finisher covers the upper surface of the beam. Moulded rubber sections secured to the front face of the beam abut with side mouldings to complete the assembly.

Each bumper assembly is secured to the body by two mounting units. The outer end of each unit houses an adapter which is bolted, via a metalastik bush, to the aluminium beam. The inner ends of the units are bolted through the longerons at the front and rear of the car. *On cars conforming to a North American*

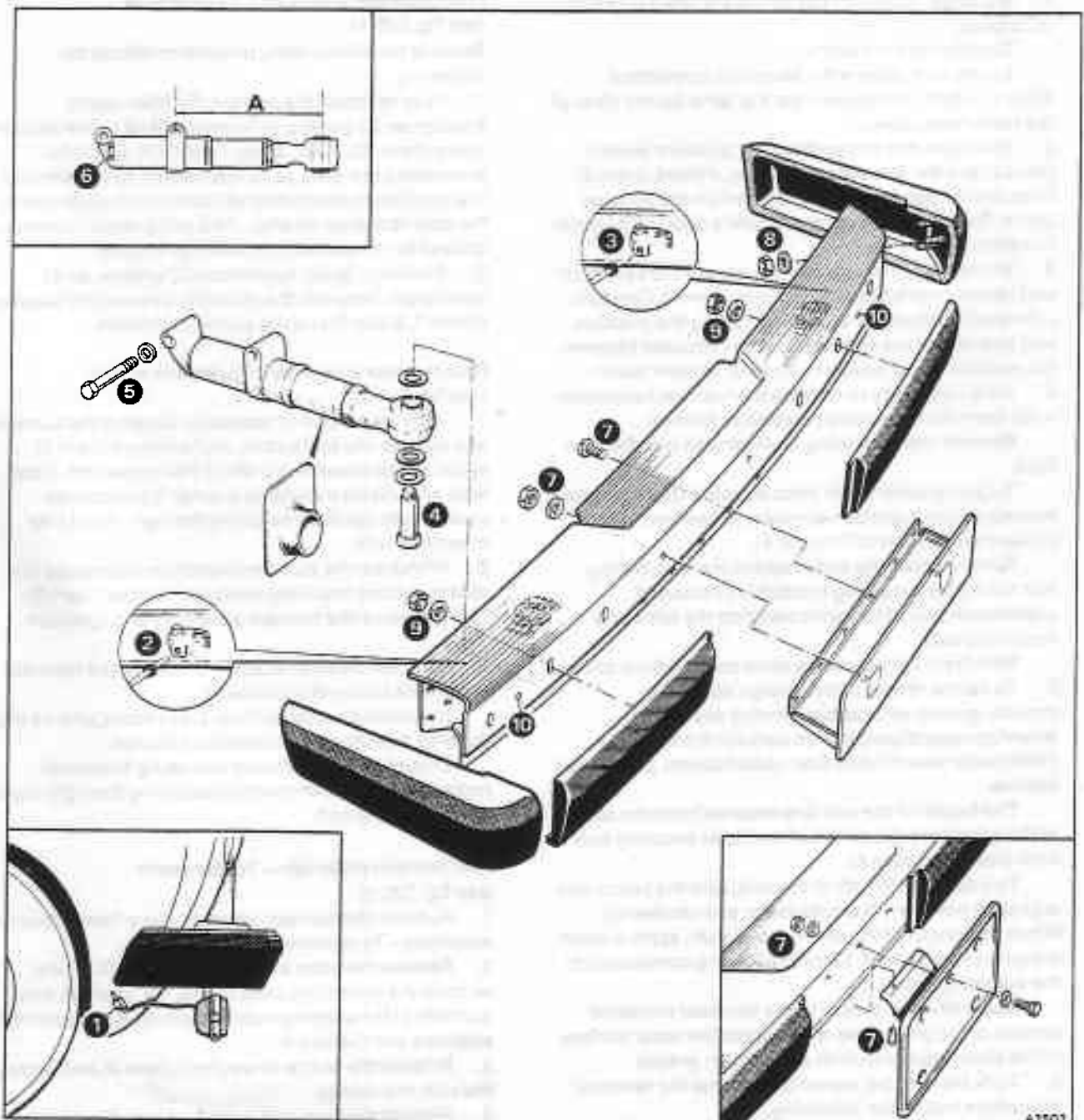


Fig. S25-1 Front bumper assembly
A 178 mm – 179 mm (7.0 in – 7.050 in)



specification; also cars conforming to a 1989 model year Middle East specification, the mounting units are energy absorbing.

Prior to commencing work, a suitably prepared area should be made available where work can be carried out on a removed bumper assembly. Care must be taken to avoid damaging the painted surface of the rubber mouldings and the polished surface of the bumper finisher during the removal and dismantling operations.

Front bumper assembly – To remove and fit

(see fig. S25-1)

1. If bumper mounted fog lamps are fitted proceed as follows.

Disconnect the battery.

Locate and release the electrical connectors (item 1). Then, manoeuvre the fog lamp looms clear of the lower body panel.

2. Withdraw the air conditioning ambient sensor (item 2) and the ice warning sensor, if fitted, (item 3) from their mounting blocks situated on the bumper beam. Secure the sensor leads safely until the bumper is refitted.

3. With the help of an assistant, support the bumper and remove the bolts and washers (item 4). Carefully withdraw the bumper assembly, noting the position and quantity of the spacing washers situated between the mounting unit adapters and the bumper beam.

4. If it is necessary to remove the bumper mounting units from the longerons proceed as follows.

Remove the front wing undersheets (see Section S26).

To gain access to the bolts securing the right-hand mounting unit it will be necessary to remove the oil cooler matrix (refer to Chapter E).

Remove the bolts and washers (item 5), noting that the horns mounting bracket is positioned underneath one of the bolts securing the left-hand mounting unit.

Withdraw the mounting units and aperture seals.

5. To set the length of the energy absorbing mounting units *on cars conforming to a North American specification; also cars conforming to a 1989 model year Middle East specification*, proceed as follows.

The length of the unit is measured from the centre of the adapter to the centre of the outer securing bolt hole (see dimension A).

To adjust the length of the unit, turn the piston rod adjusting nut (item 6) clockwise or anti-clockwise. When the length of the unit has been set, apply a small amount of Casco MLF 13 thread locking compound to the adjusting nut.

Apply silicone grease to the exposed threaded section of the piston rod, and protect the outer surface of the absorption unit with a light oil or grease.

6. To fit the bumper assembly reverse the removal procedure noting the following.

Pack the ambient sensor and ice warning sensor mounting blocks with silicone grease, then slide the sensors into position.

Front bumper assembly – To dismantle

(see fig. S25-1)

1. Remove the bumper assembly (see Front bumper assembly – To remove and fit).

2. Remove the screws, nuts, and washers (item 7) securing the number plate mounting bracket.

3. Release the nuts and washers (item 8) and remove the side mouldings.

4. Release the nuts and washers (item 9) and remove the front mouldings.

5. To remove the polished bumper finisher, it will be necessary to drill out the exposed pop rivets (item 10).

Front bumper assembly – To assemble

(see fig. S25-1)

Reverse the dismantling procedure noting the following.

1. Prior to fitting the bumper finisher, apply Keenomax C3 grease, or its equivalent, to the securing rivets (item 10). Also, apply Tectyl 175 corrosion prevention material, or its equivalent, to the areas of the aluminium beam that will come into contact with the stainless steel finisher. This will prevent corrosion caused by the contact of dissimilar metals.

2. Similarly, apply Keenomax C3 grease, or its equivalent, between the securing screws and washers (items 7, 8 and 9) and the aluminium beam.

Rear bumper assembly – To remove and fit

(see fig. S25-2)

1. With the help of an assistant, support the bumper and remove the bolts, nuts, and washers (item 1) securing the mounting units to the longerons. Note that an exhaust mounting bracket is positioned underneath the bolts securing the right-hand side mounting unit.

2. Withdraw the bumper slightly to disengage the side moulding retaining brackets, if fitted, (item 2). Then, remove the bumper assembly and aperture seals.

3. To fit the bumper assembly reverse the removal procedure noting the following.

If retaining brackets (item 2) are fitted, ensure that the side mouldings are correctly secured.

Ensure that the exhaust mounting bracket is replaced underneath the bolts securing the right-hand side mounting unit.

Rear bumper assembly – To dismantle

(see fig. S25-2)

1. Remove the bumper assembly (see Rear bumper assembly – To remove and fit).

2. Release the bolts and washers (item 3). Then, remove the mounting units noting the position and quantity of the spacing washers situated between the adapters and the beam.

3. Release the nuts and washers (item 4) and remove the side mouldings.

4. Release the nuts and washers (item 5) and remove the front moulding.

5. To remove the polished bumper finisher, it will be necessary to drill out the exposed pop rivets (item 6).

Rear bumper assembly – To assemble (see fig. S25-2)
Reverse the dismantling procedure noting the following.

1. Prior to fitting the bumper finisher, apply Keenomax C3 grease, or its equivalent, to the securing rivets (item 6). Also, apply Tectyl 175 corrosion prevention material, or its equivalent, to the areas of the aluminium beam that will come into contact with the stainless steel finisher. This will prevent corrosion caused by the contact of dissimilar metals.
2. Similarly, apply Keenomax C3 grease, or its equivalent, between the mild steel retaining washers (items 4 and 5) and the aluminium beam.
3. To set the length of the energy absorbing mounting units *on cars conforming to a North American specification; also cars conforming to a 1989 model year Middle East specification*, proceed as follows.

The length of the unit is measured from the centre of the adapter to the centre of the outer securing bolt hole (see dimension A).

To adjust the length of the unit, turn the piston rod

adjusting nut (item 7) clockwise or anti-clockwise. When the length of the unit has been set, apply a small amount of Casco MLF 13 thread locking compound to the adjusting nut.

Apply silicone grease to the exposed threaded section of the piston rod, and protect the outer surface of the absorption unit with a light oil or grease.

Bumper height – To check (see fig. S25-3)

1. Position the car on a level surface.
2. Ensure that the tyres are inflated to the correct pressures (refer to Chapter R).
3. Prior to measuring the bumper height, prepare the car by adopting either of the following procedures.
 - a. Fill the fuel tank.
 - b. Place the gear range selector lever in the park position and switch on the ignition. If the low fuel warning panel illuminates, add 77 kg (170 lb) of ballast to the luggage compartment. The ballast should be positioned as close as possible to the fuel tank trim panel.

If the low fuel warning panel fails to illuminate,

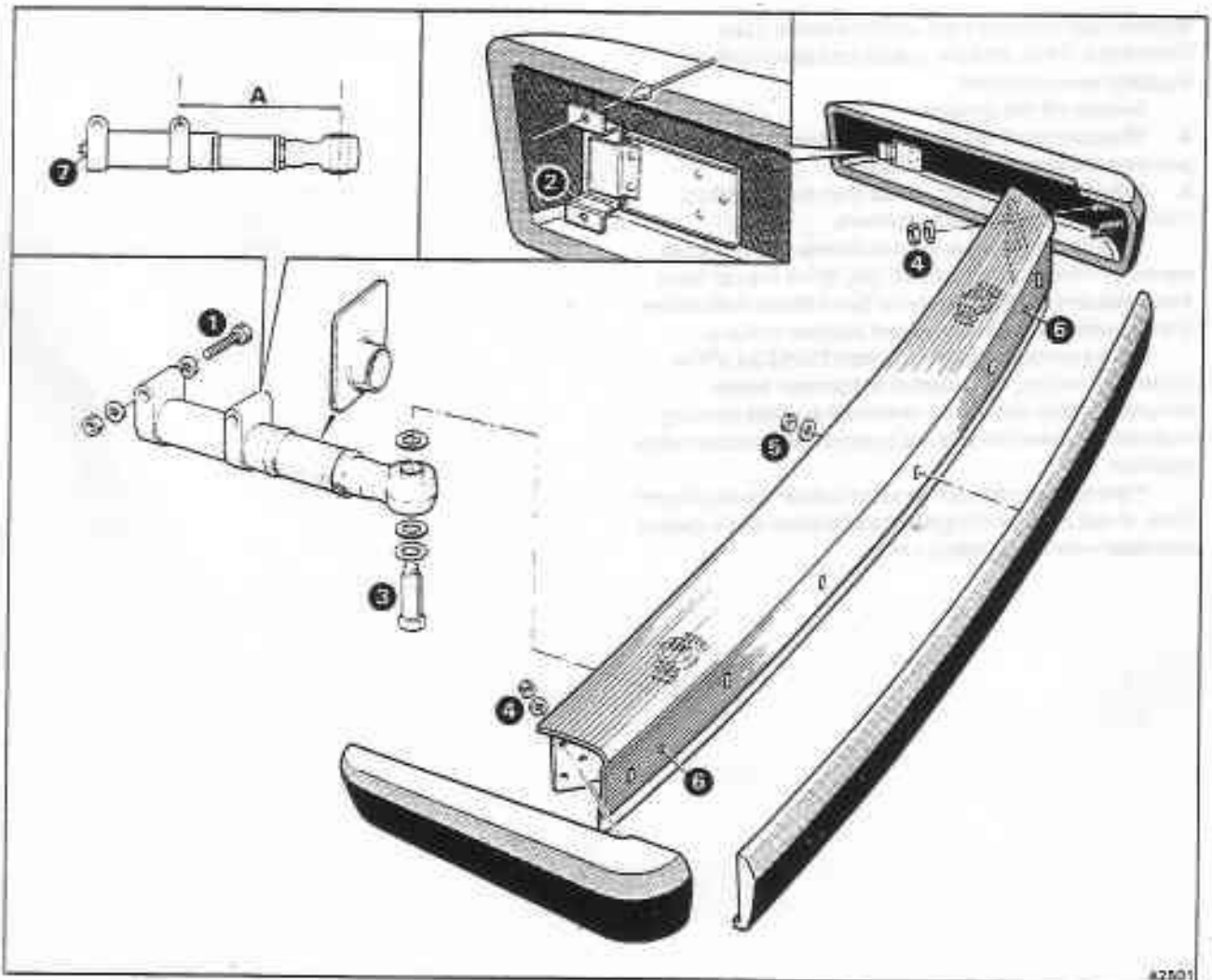


Fig. S25-2 Rear bumper assembly
A 195 mm – 196 mm (7.680 in – 7.730 in)

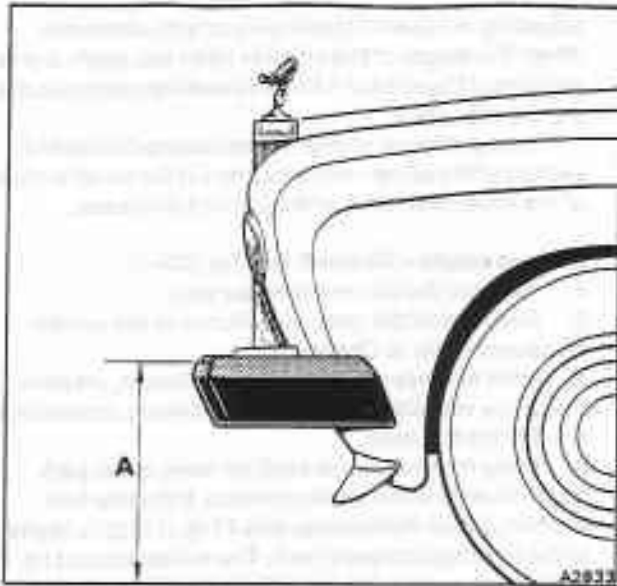


Fig. S25-3 Bumper height

A 474 mm (18.66 in) minimum

syphon fuel from the tank until the panel does illuminate. Then, add the specified ballast to the luggage compartment.

Switch off the ignition.

4. Measure the front and rear bumper height to the position indicated in figure S25-3.
5. If the bumper height is less than the specified minimum limit proceed as follows.

To eliminate suspension stiffness as a possible cause of incorrect bumper height, drive the car both forwards and in reverse two or three times then bring the car gently to rest. Check the bumper height.

If the bumper is within 1,5 mm (0.062 in) of the minimum height, the adapter to bumper beam mounting bolts should be removed and the spacing washer combination altered to produce an acceptable position.

If the bumper height remains below the minimum limit, check the standing height of the car and adjust if necessary (refer to Chapter H).



Exterior fittings

Contents	Pages	
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Safety procedures	S26-3	S26-3
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Rolls-Royce radiator shell – To dismantle and assemble	S26-3	—
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Headlamp surround – To remove and fit	S26-3	S26-3
Air dam – To remove and fit	S26-3	S26-3
Front bumper fairings – To remove and fit	S26-5	S26-5
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Wheel-arch finishers – To remove and fit	S26-5	S26-5
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Exterior fittings

Introduction

Prior to commencing work, ensure that a suitably prepared area is available to store any items of trim, etc., that are removed.

Safety procedures

The cleaner and adhesives referred to in this section are classified as highly flammable. For guidance on their use reference must be made to Section S3.

Radiator shell – To remove and fit (see fig. S26-1)

1. Raise the bonnet.
2. Remove the two setscrews and washers (item 1) securing the radiator shell to the lower mounting brackets.
3. Support the radiator shell, then remove the setscrews and washers (item 2).
4. Remove the radiator shell assembly taking care not to damage the paintwork.
5. To fit the radiator shell assembly reverse the removal procedure noting the following.

Prior to fully tightening the shell securing setscrews, carefully close the bonnet and check the shell to bonnet alignment. Adjust if necessary.

Rolls-Royce radiator shell – To dismantle and assemble (see fig. S26-2)

1. Remove the radiator shell assembly.
2. Protect the polished surface of the radiator shell with masking tape. Then, place it face downwards onto a suitably covered bench.
3. Slacken the Alien headed setscrew (item 1) until the mascot assembly can be withdrawn from the shell.

Warning If a chrome finisher button (item 2) is fitted, care must be taken when unscrewing the setscrew (item 1). A spring is situated underneath the button and could suddenly eject as the setscrew is released.

4. Remove the nuts, bolts, and washers (item 3) securing the vane assembly to the radiator shell. Then, carefully withdraw the vane assembly.
5. To assemble the radiator shell reverse the dismantling procedure noting the following.

Prior to securing the vane assembly, ensure that it is positioned centrally within the radiator shell.

Bentley radiator shell – To dismantle and assemble (see fig. S26-3)

1. Remove the radiator shell assembly.
2. Protect the polished surface of the radiator shell with masking tape. Then, place it face downwards onto a suitably covered bench.
3. Remove the setscrews and washers (item 1) securing each vane assembly to the radiator shell. Then, carefully withdraw both vane assemblies.
4. Release the nuts and spring washers (item 2).

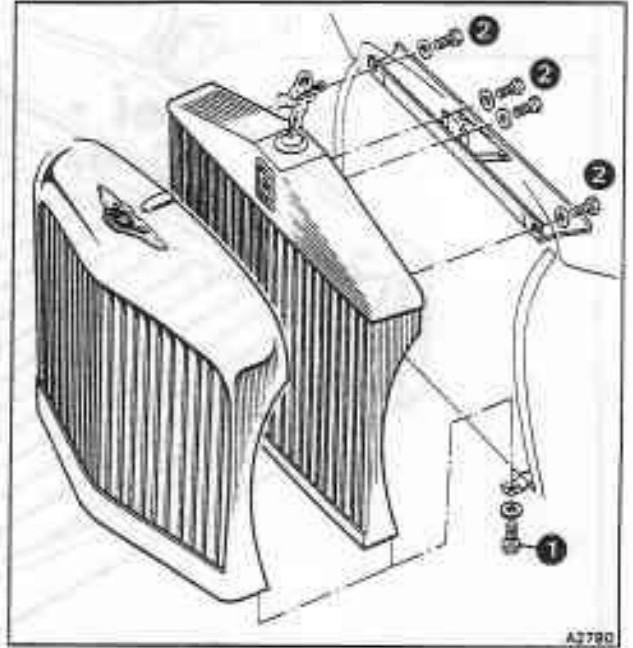


Fig. S26-1 Radiator shell mounting arrangement

Then, remove the Bentley motif and nose trim.

5. To assemble the radiator shell reverse operations 1 to 4 inclusive.

Headlamp surround – To remove and fit (see fig. S26-4)

1. To remove a headlamp surround proceed as follows.

Remove the securing screw (item 1) from the headlamp surround.

Lift the surround and unhook it from the two upper retainers.

2. To fit the surround reverse the removal procedure.

Air dam – To remove and fit (see fig. S26-4)

1. To remove the air dam/seal assembly, release the setscrews and washers (item 2) securing it to the lower body panel.

2. If it is necessary to renew the air dam seal proceed as follows.

Using a suitable scraper, remove and discard the glued seal taking care not to damage the paintwork.

Thoroughly clean the bonding surfaces of the new seal and the air dam using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the seal and air dam. Allow five minutes for the adhesive to 'flash' dry, then press the seal into position using maximum hand pressure.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

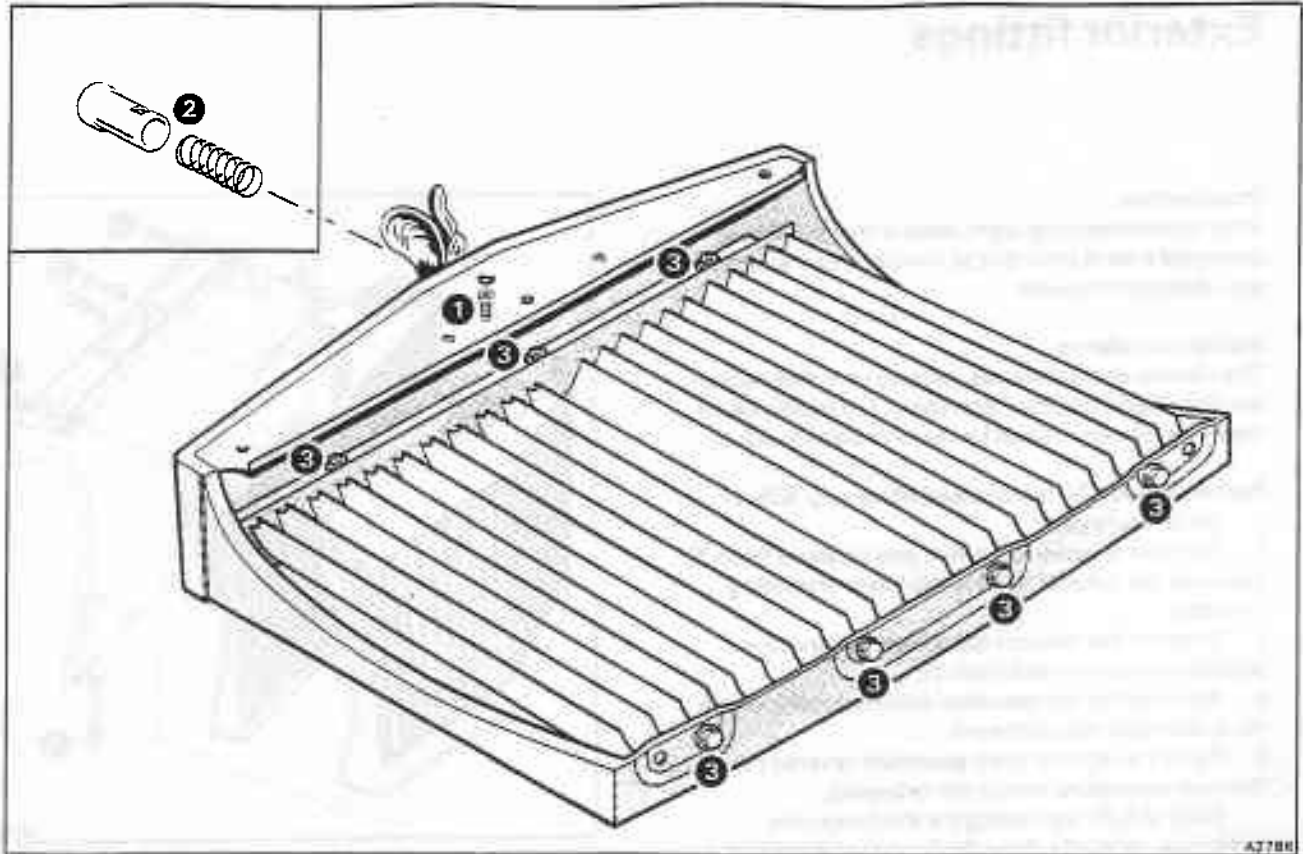


Fig. S26-2 Rolls-Royce radiator shell

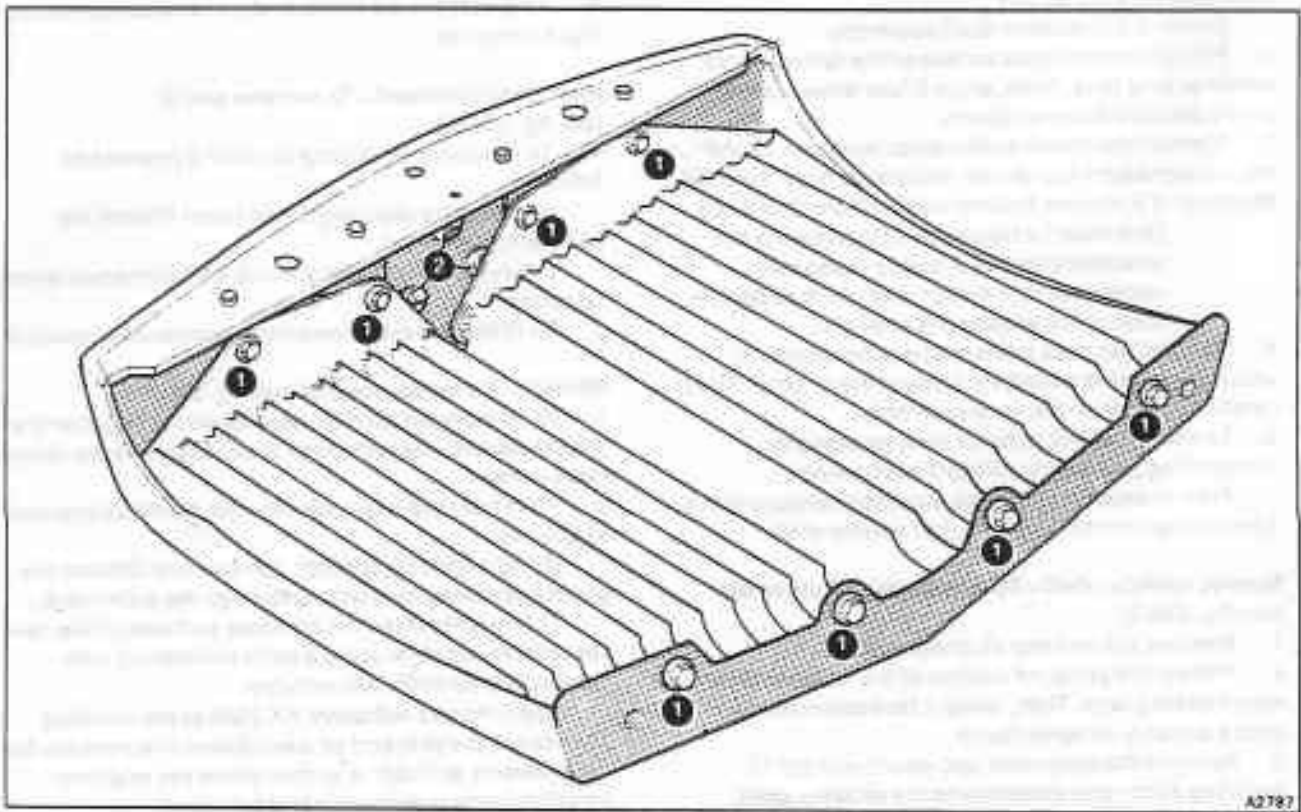


Fig. S26-3 Bentley radiator shell

3. To fit the air dam/seal assembly reverse the removal procedure.

Front bumper fairings – To remove and fit
(see fig. S26-4)

1. To gain access to the fairing securing setscrews (item 3) it may be necessary to remove the bumper assembly (see Section S25).
2. Release the setscrews and washers, then remove the fairing/seal assembly.
3. If it is necessary to renew a fairing seal proceed as follows.

Using a suitable scraper, remove and discard the glued seal taking care not to damage the paintwork.

Thoroughly clean the bonding surfaces of the new seal and the fairing using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the seal and fairing. Allow five minutes for the adhesive to 'flash' dry, then press the seal into position using maximum hand pressure.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

4. To fit the fairing/seal assembly reverse the removal procedure.

Front wing undersheets – To remove and fit
(see fig. S26-4)

1. Raise the front of the car and remove the road wheels (see Chapter R).
2. Remove the self-tapping screws (item 4) securing the rear section of the undersheet to the valance panel. Carefully break the seal between the undersheet and the valance panel, then remove the rear section of the undersheet. Repeat this operation to remove the front section of the undersheet.
3. To fit the undersheets reverse the removal procedure noting the following.

To prevent possible water ingress, ensure that the sealing strips (item 5) are in good condition and that they form a waterproof seal when the undersheets are fitted. Renew if necessary.

Wheel-arch finishers – To remove and fit
(see fig. S26-4)

1. Each wheel-arch finisher is secured to the body

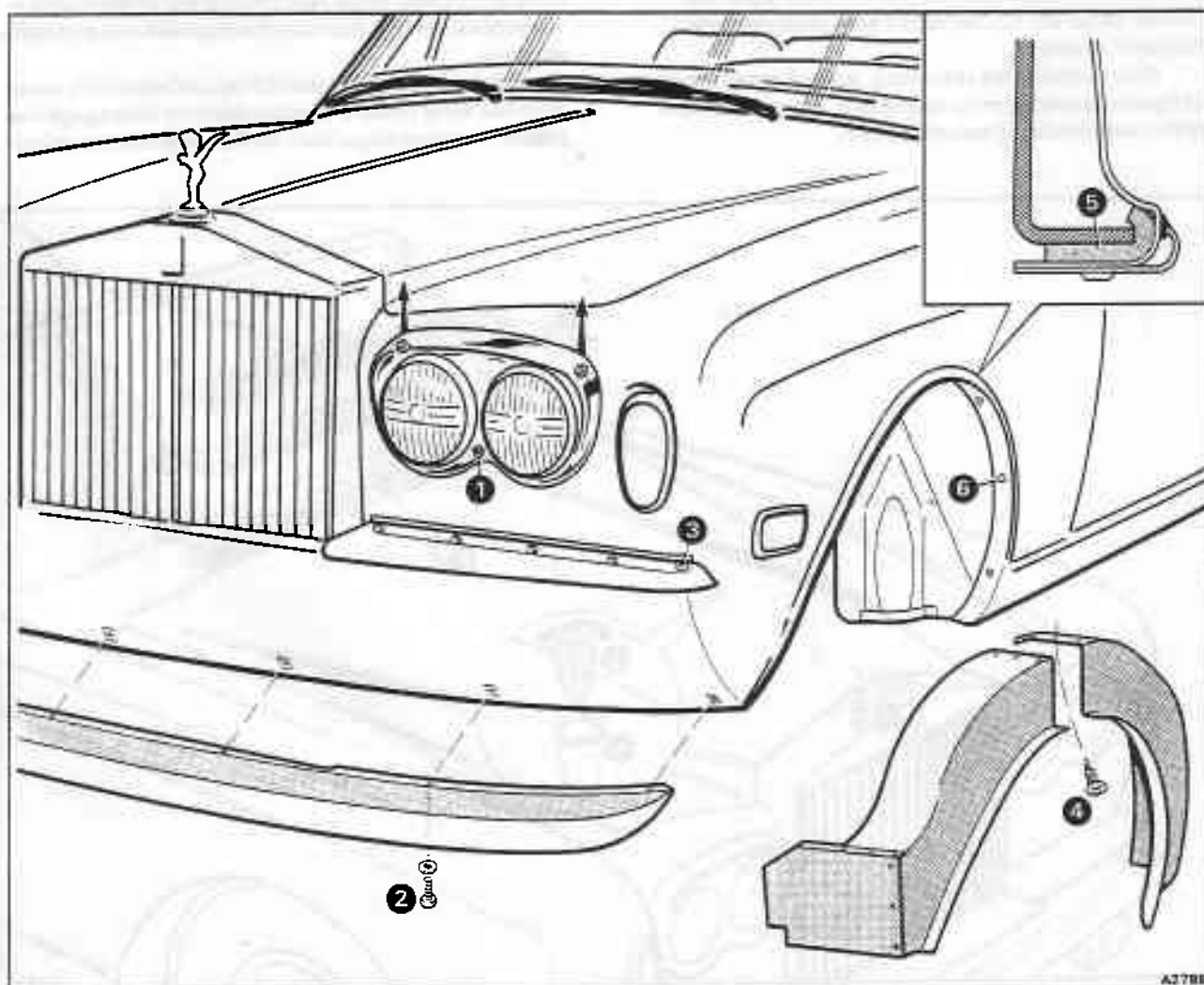


Fig. S26-4 Exterior fittings – Front



using nine 0.125 in (3 mm) diameter stainless steel pop rivets (item 6). To remove a finisher, simply drill out the rivets taking care not to damage the polished surface of the finisher.

2. To fit a finisher reverse the removal procedure noting the following.

Check that the sealing rubber is correctly fitted between the finisher and the body.

Ensure that stainless steel pop rivets are used to secure the finisher.

Bonnet moulding – To remove and fit (see fig. S26-5)

1. Raise the bonnet.
2. Remove the nut and plain washer (item 1) securing the front of the moulding.
3. To gain access to the rear securing nut, it will be necessary to unclip and remove the rear bonnet pad. Remove the exposed nut and plain washer (item 2).
4. Lift the front of the moulding away from the bonnet panel and progressively disengage the plastic retaining clips (item 3). Remove the moulding.
5. To fit the moulding reverse the removal procedure noting the following.

To ensure the correct retention of the moulding check that the clip retainers (item 4) situated in the bonnet panel are not damaged or excessively worn. Renew if necessary.

Prior to fitting the moulding, apply a small amount of Bostik Seelastik, or its equivalent, around the base of the two moulding securing studs.

Air intake grille panel – To remove and fit (see fig. S26-5)

1. Raise the bonnet.
2. Remove the five setscrews and washers (item 5) securing the front of the grille panel.
3. Pull the grille panel forward slightly to disengage the retaining clips (item 6) situated at the rear of the grille aperture.
4. Withdraw the panel to gain access to the windscreen washer hose. Disconnect the hose from the washer jet and remove the grille panel.
5. To fit the grille panel reverse the removal procedure noting the following.

Inspect the foam air intake filter (item 7). If it is found to be damaged or excessively dirty it must be renewed.

Ensure that the grille panel is secured by the rear retaining clips (item 6).

Sill mouldings – To remove and fit (see fig. S26-6)

1. Remove the nut and plain washer (item 1) securing the rear of the sill moulding.
2. To gain access to the front securing nut (item 2) it will be necessary to remove the rear section of the front wing undersheet (see Front wing undersheets – To remove and fit). Remove the exposed nut and plain washer.
3. Lift the front of the moulding/seal assembly away from the wing panel and progressively disengage the plastic retaining clips (item 3). Remove the moulding.

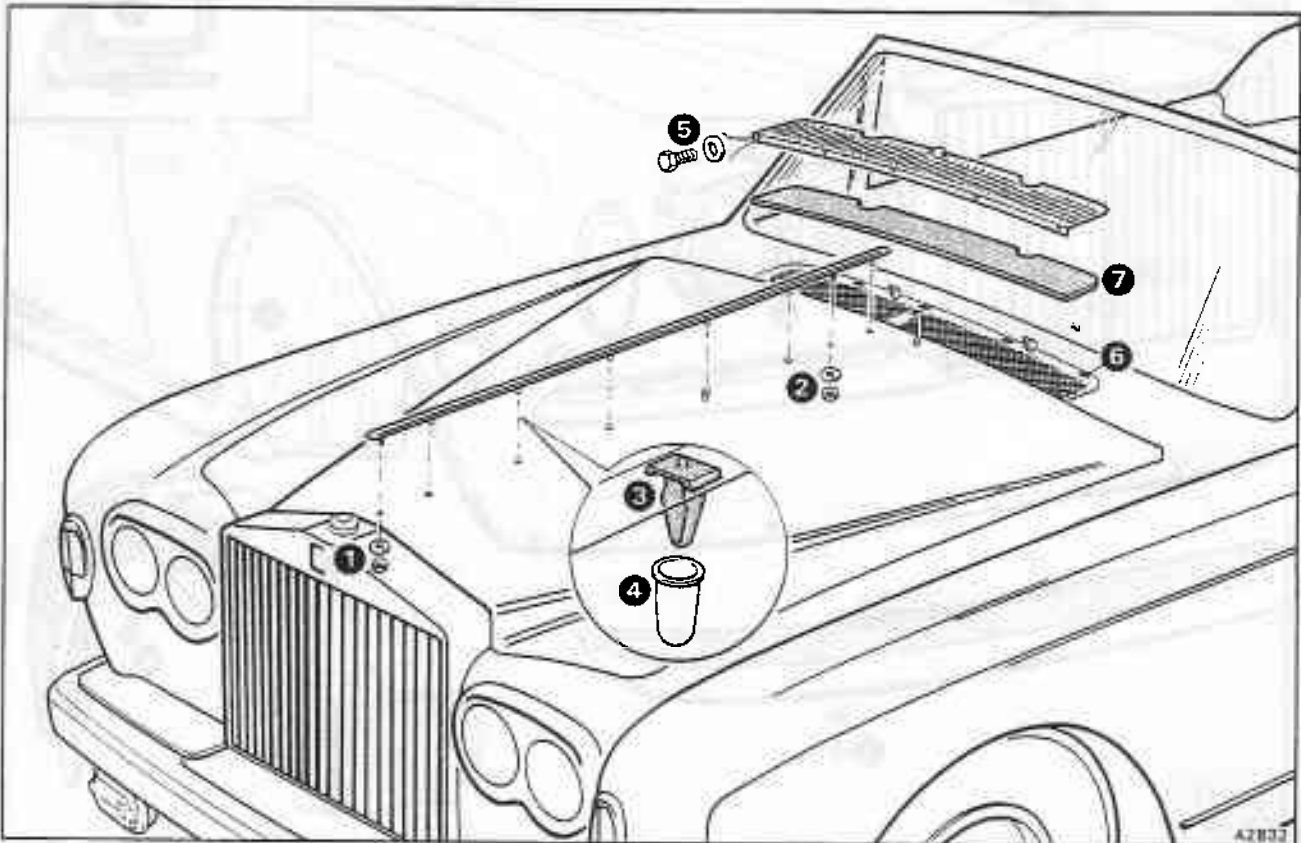


Fig. S26-5 Bonnet moulding and air intake grille

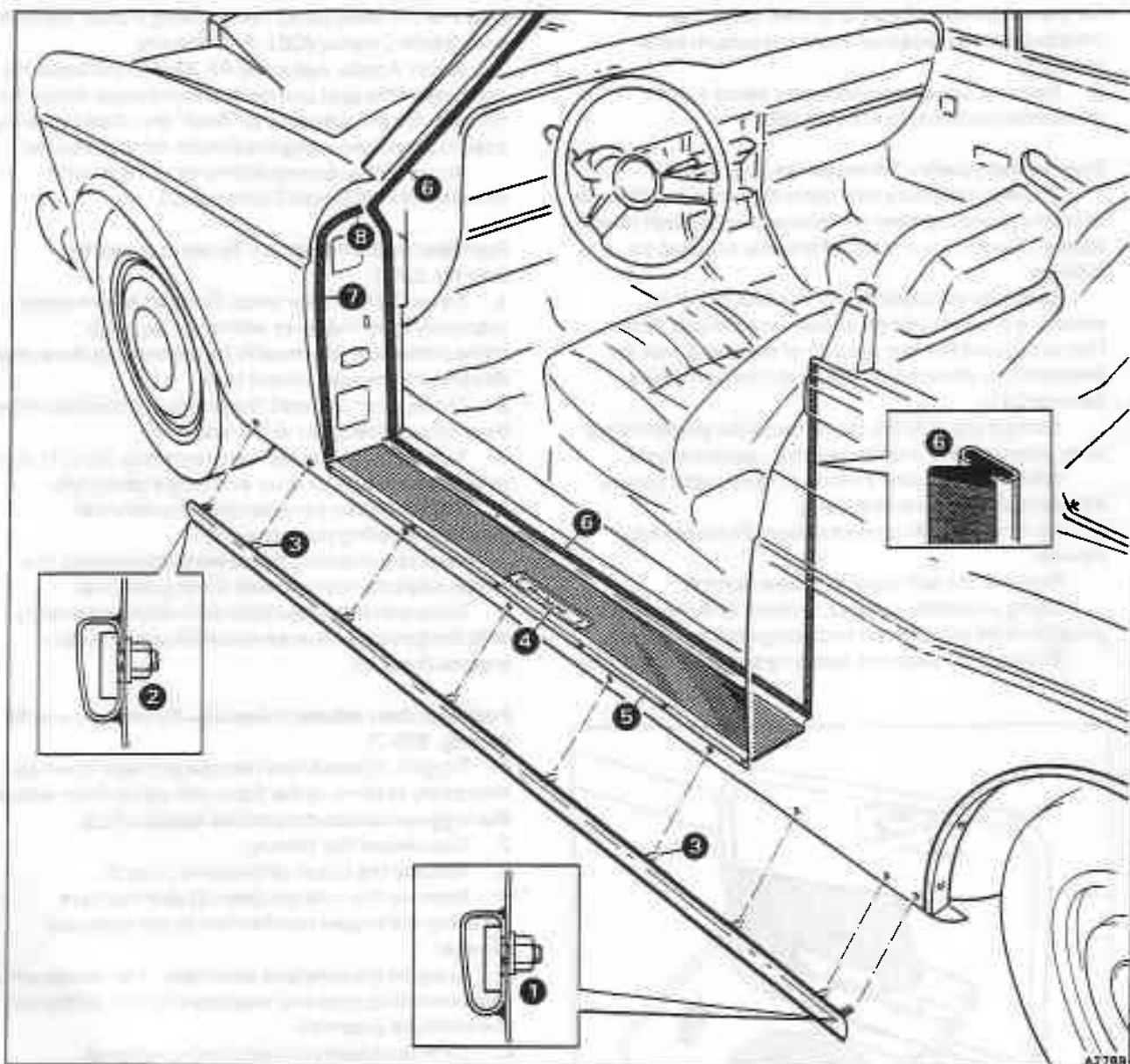


Fig. S26-6 Sill fittings and door to body seals

4. If it is necessary to renew the sill moulding seal proceed as follows.

Using a suitable scraper, remove and discard the glued seal taking care not to damage the paintwork.

Thoroughly clean the bonding surfaces of the new seal and the moulding using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the seal and moulding. Allow five minutes for the adhesive to 'flash' dry, then press the seal into position using maximum hand pressure.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

5. To fit the sill moulding/seal assembly reverse the removal procedure noting the following.

To ensure the correct retention of the moulding, new retaining clips (item 3) should be fitted on assembly.

Prior to fitting the moulding, apply a small amount of Bostik Seelastik, or its equivalent, around the base of the two moulding securing studs.

Sill treadrubbers – To renew (see fig. S26-6)

1. To facilitate assembly, mark the position of the coachbuilder's nameplate (item 4) in relation to the sill panel. Then, unscrew and remove the nameplate.

2. Unscrew and remove the treadrubber retainer (item 5).

3. Using a suitable scraper, remove and discard the glued treadrubber taking care not to damage the paintwork.

4. Thoroughly clean the bonding surfaces of the new treadrubber and sill panel using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

5. Apply Apollo Adhesive AX 2344 to the bonding surfaces of the treadrubber and sill. Allow five minutes



for the adhesive to 'flash' dry, then press the treadrubber into position using maximum hand pressure.

6. Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Door to body seals – To renew (see fig. S26-6)

1. The door aperture seal (item 6) comprises of three sections glued together in a mitred joint at each lower corner. To renew a section of the seal proceed as follows.

Carefully pull a portion of the seal out of its retaining channel and progressively remove. Note that to remove the rear section of the seal it may be necessary to release the 'BC' post trim panel (see Section S21).

Using a sharp knife, cut through the glued mitred joint, then remove and discard the section of seal.

When fitting a new section of seal, apply Loctite 495 adhesive to the mitred joint.

2. To renew the 'A' post seal (item 7) proceed as follows.

Remove the self-tapping screw (item 8).

Using a suitable scraper, remove and discard the glued seal taking care not to damage the paintwork.

Thoroughly clean the bonding surfaces of the new

seal and the body panel flange using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the seal and body panel flange. Allow five minutes for the adhesive to 'flash' dry, then press the seal into position using maximum hand pressure.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

Fuel filler door and hinge – To remove and fit (see fig. S26-7)

1. Open the fuel filler door. This can be achieved manually from the lever within the luggage compartment or electrically by depressing the button situated on the instrument facia.

2. Using a pencil, mark the position of the fuel filler door hinge in relation to the body.

3. Release the setscrews and washers (item 1), then remove the fuel filler door and hinge assembly.

4. To fit the assembly, reverse the removal procedure noting the following.

Prior to tightening the setscrews securing the hinge, align the marks made during removal.

Ensure that the fuel filler door blends perfectly with the body and that an equal clearance exists around the door.

Fuel filler door release solenoid – To remove and fit (see fig. S26-7)

1. To gain access to the release solenoid it will be necessary to remove the front trim panel from within the luggage compartment (see Section S23).

2. Disconnect the battery.

3. Release the Lucar connectors (item 2).

4. Remove the split pin (item 3) and washers securing the trigger mechanism to the solenoid plunger.

5. Support the solenoid assembly, then remove the three retaining nuts and washers (item 4). Withdraw the solenoid assembly.

6. To fit the assembly reverse the removal procedure.

Luggage compartment lid badges – To remove and fit (see fig. S26-8)

1. To gain access to the badge securing nuts it will be necessary to unscrew and remove the luggage compartment lid hinge covers and inner trim panel (item 1).

2. Release the securing nuts and plain washers (item 2) from the appropriate badge. Then, carefully withdraw the badge taking care not to damage the paintwork.

3. Prior to fitting a badge, apply a small amount of Bostik Seelastik, or its equivalent, around the base of the badge securing studs.

Luggage compartment seal – To remove and fit (see fig. S26-8)

The luggage compartment seal is a push-on fit over the body panel flanges and can easily be removed and refitted. To release the rear section of the seal first

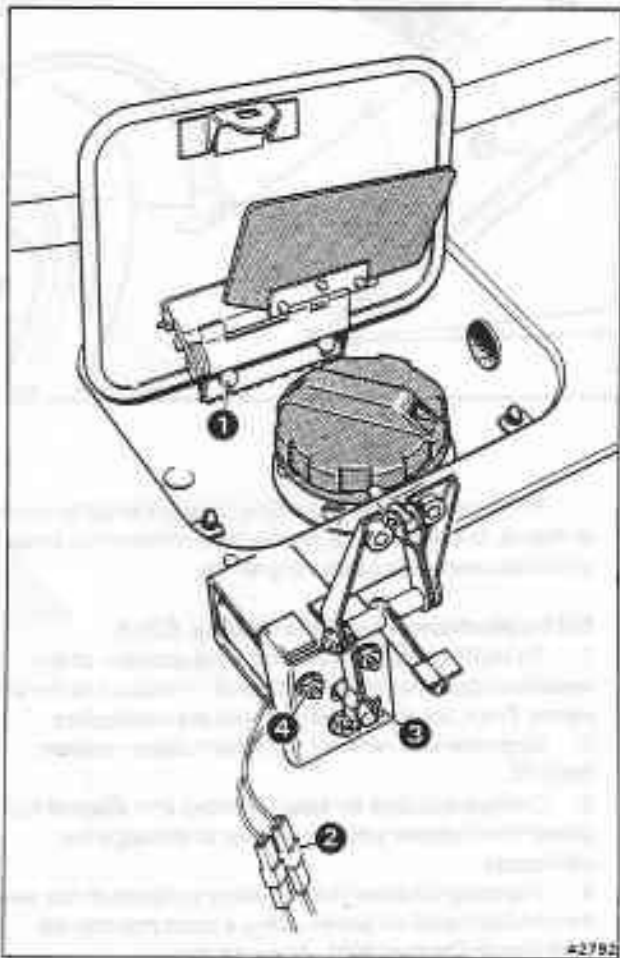


Fig. S26-7 Fuel filler door and release mechanism

unscrew and remove the stainless steel finisher (item 3).

When removing the seal care must be taken not to damage the paintwork.

Rear bumper fairing – To remove and fit (see fig. S26-8)

1. On cars fitted with the number plate lamps mounted on the bumper fairing proceed as follows.

Unscrew and remove the lamp cover (item 4). Carefully prise the chromed shield from each lamp holder and remove the glass lens.

Manoeuvre the rubber lamp holders down through the holes in the bumper fairing.

2. Release the fairing securing setscrews and washers (item 5). Then, remove the fairing/seal assembly.

3. If it is necessary to renew a fairing seal proceed as follows.

Using a suitable scraper, remove and discard the glued seal taking care not to damage the paintwork.

Thoroughly clean the bonding surfaces of the new seal and the fairing using a cloth moistened with Bostik Cleaner 6001. Allow to dry.

Apply Apollo Adhesive AX 2344 to the bonding surfaces of the seal and fairing. Allow five minutes for the adhesive to 'flash' dry, then press the seal into position using maximum hand pressure.

Remove any excess adhesive using a cloth moistened with Bostik Cleaner 6001.

4. To fit the fairing/seal assembly reverse the removal procedure.

Spare wheel carrier – To remove (see fig. S26-9)

1. Remove the rubber access plug situated underneath the luggage compartment floor carpet (item 1).

2. To release the spare wheel retainer (if fitted) proceed as follows.

On cars fitted with pressed steel wheels, turn the retainer locking arm to its horizontal position (see inset A). Then, press the retainer arm to its fully down position.

On cars fitted with aluminium alloy wheels, pull the retainer locking arm fully rearward (see inset B).

3. Using the wheel nut spanner and bar provided in the tool kit, turn the carrier lowering bolt (item 2) anti-clockwise until further rotation is prevented.

4. If a spare wheel carrier lifting tube (item 3) is fitted proceed as follows.

Remove the protective cover from the lifting tube and insert the wheel nut spanner bar.

Lift the rear of the carrier sufficiently to either clear the support hook (item 4) or to allow the lowering tube to be disengaged from the slotted carrier support bracket (item 5).

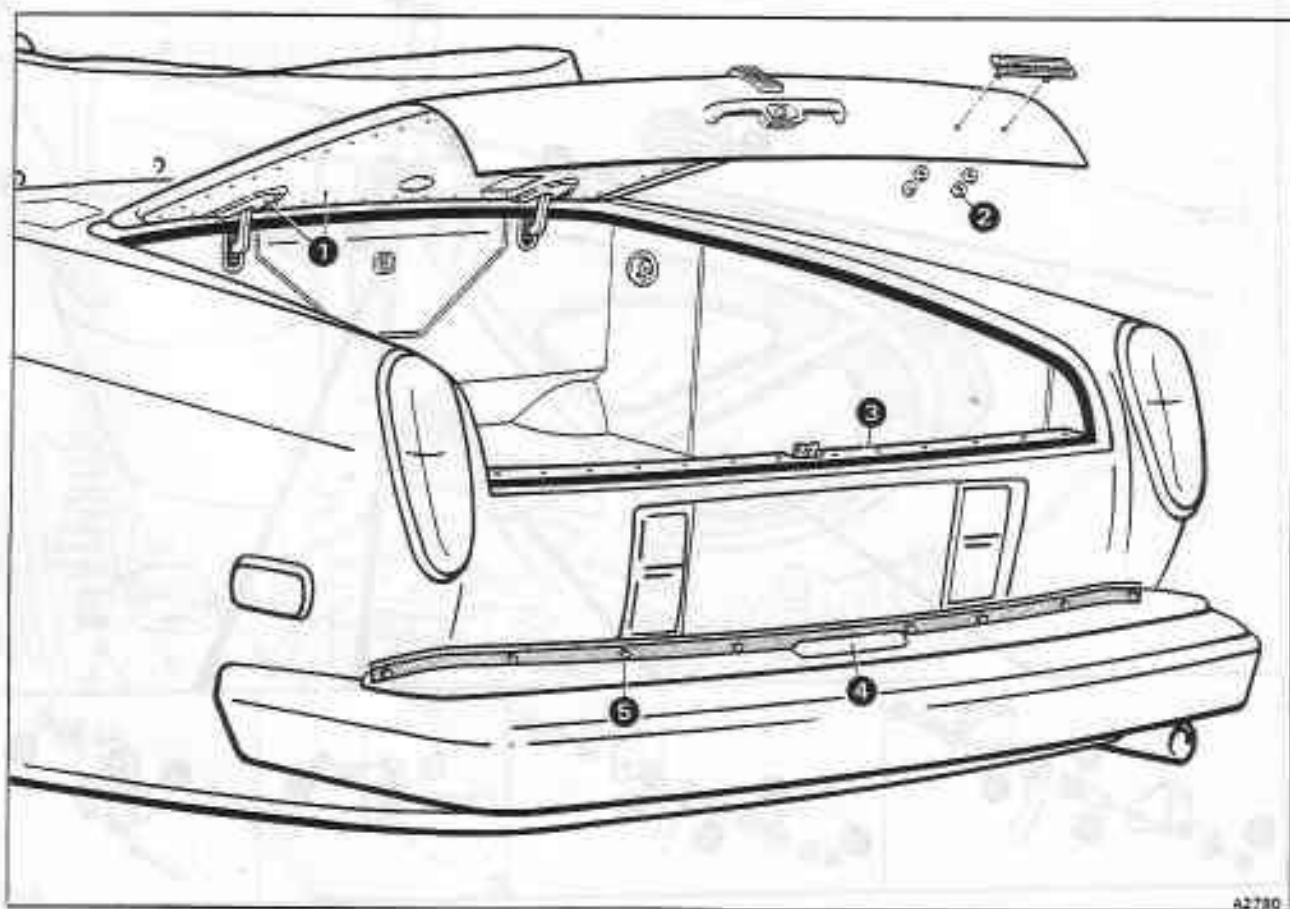


Fig. S26-8 Exterior fittings – Rear



Pivot the lowering tube assembly clear, then lower the rear of the carrier to the ground. Remove the bar and slide the spare wheel from the carrier.

5. On carriers not fitted with a lifting tube proceed as follows referring to inset C.

Slide the spare wheel from the carrier.

To facilitate assembly, scribe the position of the large washer (item 6) onto the lowering tube assembly.

Support the rear of the carrier. Then, remove the nut and washer (item 7). Pivot the lowering tube assembly clear and lower the rear of the carrier to the ground.

6. Remove the nuts and washers (item 8) from the carrier pivot bolts.

7. Support the carrier, then withdraw the pivot bolts and washers. Lower the carrier to the ground.

Spare wheel carrier – To fit (see fig. S26-9)

Reverse the procedure given for removal noting the following.

1. Lubricate the lowering bolt and the two carrier pivot bolts with Rocol MTS 1000 grease, or its equivalent.

2. Check the condition of the rubber bushes (item 9). Renew if necessary.

3. Prior to fitting the carrier, ensure that the distance tubes (item 10) are in position.

4. When the carrier is fully raised, check that the spare wheel is securely clamped against the underside of the luggage compartment floor. If the wheel is not securely held, adjust the position of the carrier as follows.

Carriers fitted with a lifting tube.

Lower the carrier slightly by loosening the

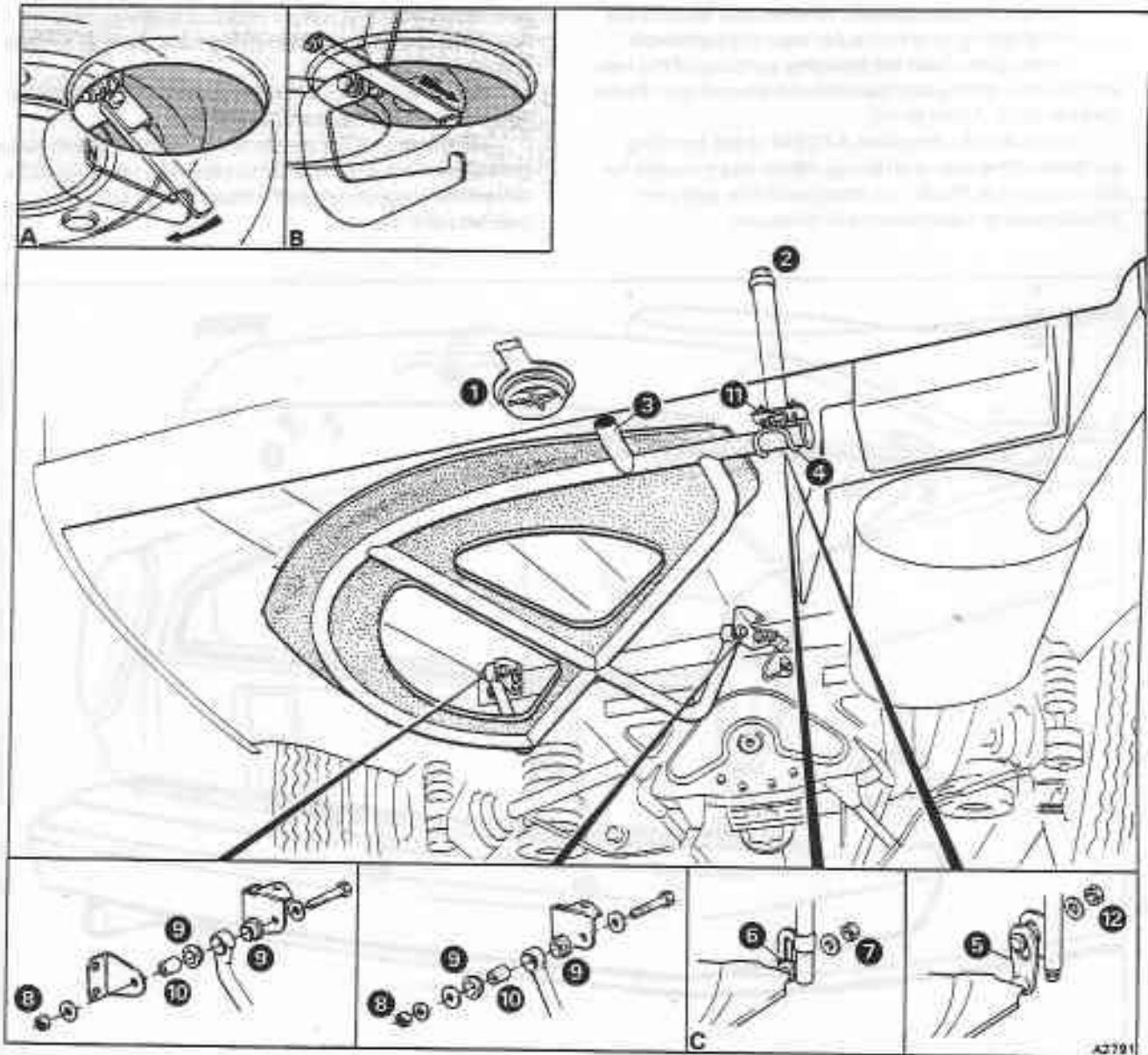


Fig. S26-9 Spare wheel carrier



operating bolt two or three complete turns.

On carriers fitted with a support hook (item 4) proceed as follows.

Support the carrier. Then, raise the support hook by turning each adjusting nut (item 11) clockwise one or two complete turns.

Raise the carrier and check that the spare wheel is securely held. If necessary repeat the adjustment operation.

On carriers fitted with a slotted support bracket (item 5) proceed as follows.

Support the carrier. Then, loosen the support bolt securing nut (item 12). Move the carrier support bolt to a higher position within the adjustment slot. Then, tighten the securing nut.

Raise the carrier and check that the spare wheel is securely held. If necessary repeat the adjustment operation.

Carriers not fitted with a lifting tube.

Lower the carrier slightly by loosening the operating bolt two or three complete turns.

Support the carrier. Then, loosen the securing nut (item 7). Move the carrier securing bolt to a higher position within the adjustment slot. Then, tighten the securing nut.

Raise the carrier and check that the spare wheel is securely held. If necessary repeat the adjustment operation.

5. Check that the spare wheel is positioned with the tyre valve aligned with the access hole in the luggage compartment floor.

6. Ensure that the spare wheel retainer (if fitted) passes through the centre of the wheel and is locked into position.



Seat belts

Contents	Pages	
	Rolls-Royce Corniche / Corniche II	Bentley Continental
Introduction	S28-3	S28-3
Front seat belt – To remove	S28-3	S28-3
Front seat belt – To fit	S28-4	S28-4
Rear seat belt – To remove	S28-5	S28-5
Rear seat belt – To fit	S28-5	S28-5

Seat belts

Introduction

Lap and diagonal retractable seat belts are provided for the driver and front seat passenger. Lap belts are provided in the rear compartment for two rear seat passengers. The lap belts are retractable *on cars conforming to a North American specification*, and static for all other markets.

If a seat belt requires cleaning, sponge the webbing with warm soapy water. Do not use bleaches or dyes as they may impair the efficiency and safety of the seat belts.

Warning In the event of a vehicle being involved in an accident of sufficient severity to cause damage to the front longerons, all the seat belts worn by occupants at the time of the impact **must be replaced**.

If an impact results in local damage to any of the seat belt anchorage points, then that particular seat belt **must be replaced** irrespective of whether the belt was worn or not at the time of the impact.

In the event of a rear impact, the severity of the damage must be judged and if any doubt the occupied seat belts **must be replaced**.

Front seat belt – To remove (see fig. S28-1)

1. Using the seat adjustment controls, move the front seat forward to the full extent of its travel.
2. *On cars other than those conforming to a North American specification*, remove the bolts and washers (item 1) securing the slider bar. Release the belt webbing from the slider and allow the seat belt to carefully retract.
3. *On cars conforming to a North American specification*, carefully prise the plastic cover from the lower anchorage bolt (item 2). Remove the bolt and washer and allow the seat belt to carefully retract.
4. To remove the 'BC' post trim panel proceed as follows.

Remove the two screws and cup washers (item 3). Then, carefully lift off the waist rail finisher and trim roll assembly.

Remove the two screws and cup washers (item 4) securing the top of the 'BC' post trim panel.

Turn back the floor carpet, then remove the exposed screw and washer (item 5).

Carefully remove the trim panel, noting that the rear of the panel is secured by Velcro fasteners (item 6).

5. Unscrew and remove the seat belt guide (item 7).

6. Carefully prise the plastic cover from the upper anchorage bolt (item 8). Remove the bolt and washer and release the belt.

7. Peel back the floor soundproofing material to expose the reel mechanism cover plate (item 9). Then,

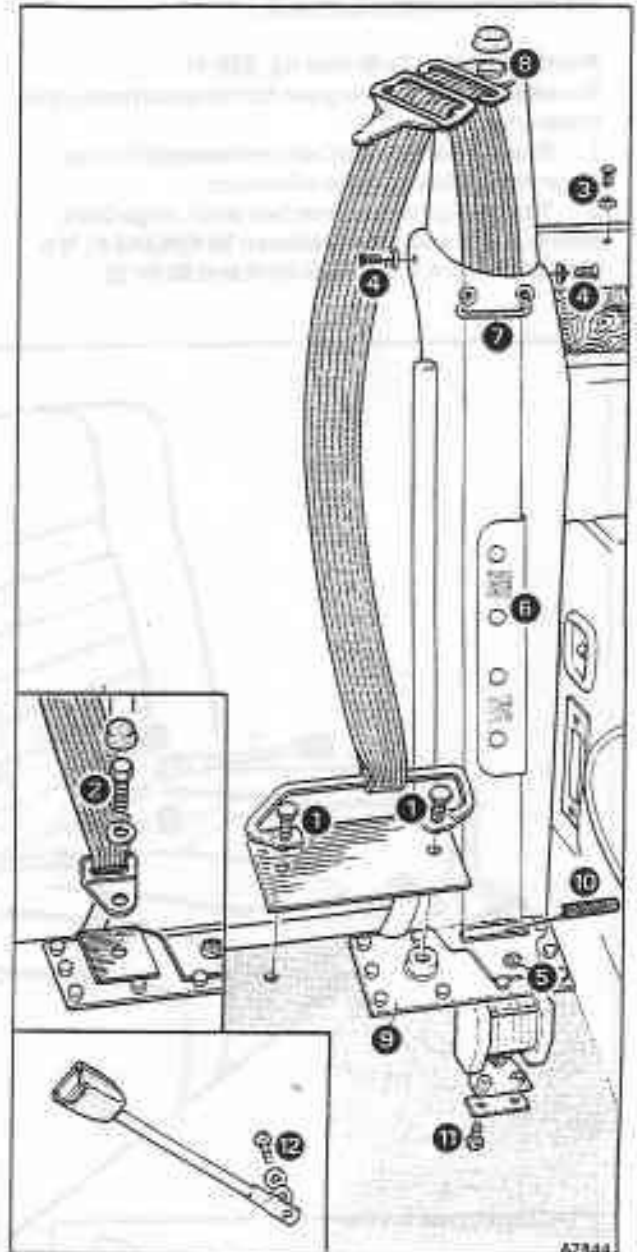


Fig. S28-1 Front seat belt removal

remove the setscrews securing the cover plate.

8. Remove the plastic edge protector (item 10) and guide the webbing through the slot provided. Remove the cover plate.

9. Remove the two bolts and strengthening plate (item 11) situated underneath the sill panel. Then, withdraw the seat belt reel assembly.

10. To remove the seat belt stalks from the transmission tunnel proceed as follows.



Peel back the transmission tunnel carpet to expose the stalk anchorage bolts (item 12). Remove the bolts and washers and withdraw the stalk. *On cars conforming to a North American specification, disconnect the battery then release the Lucar connectors from the electrical lead protruding from the driver's side seat belt stalk.*

Front seat belt – To fit (see fig. S28-1)

Reverse the procedure given for removal noting the following.

1. Ensure that the seat belt reel assemblies are mounted vertically in the sill recess.
2. Torque tighten the seat belt anchorage bolts (items 1, 2, 8, and 12) to between 34 Nm and 41 Nm (3,4 kgf m and 4,1 kgf m; 25 lbf ft and 30 lbf ft).

3. Check that the plastic edge protector (item 10) is fitted to the reel mechanism cover plate, preventing possible chafing of the seat belt webbing.

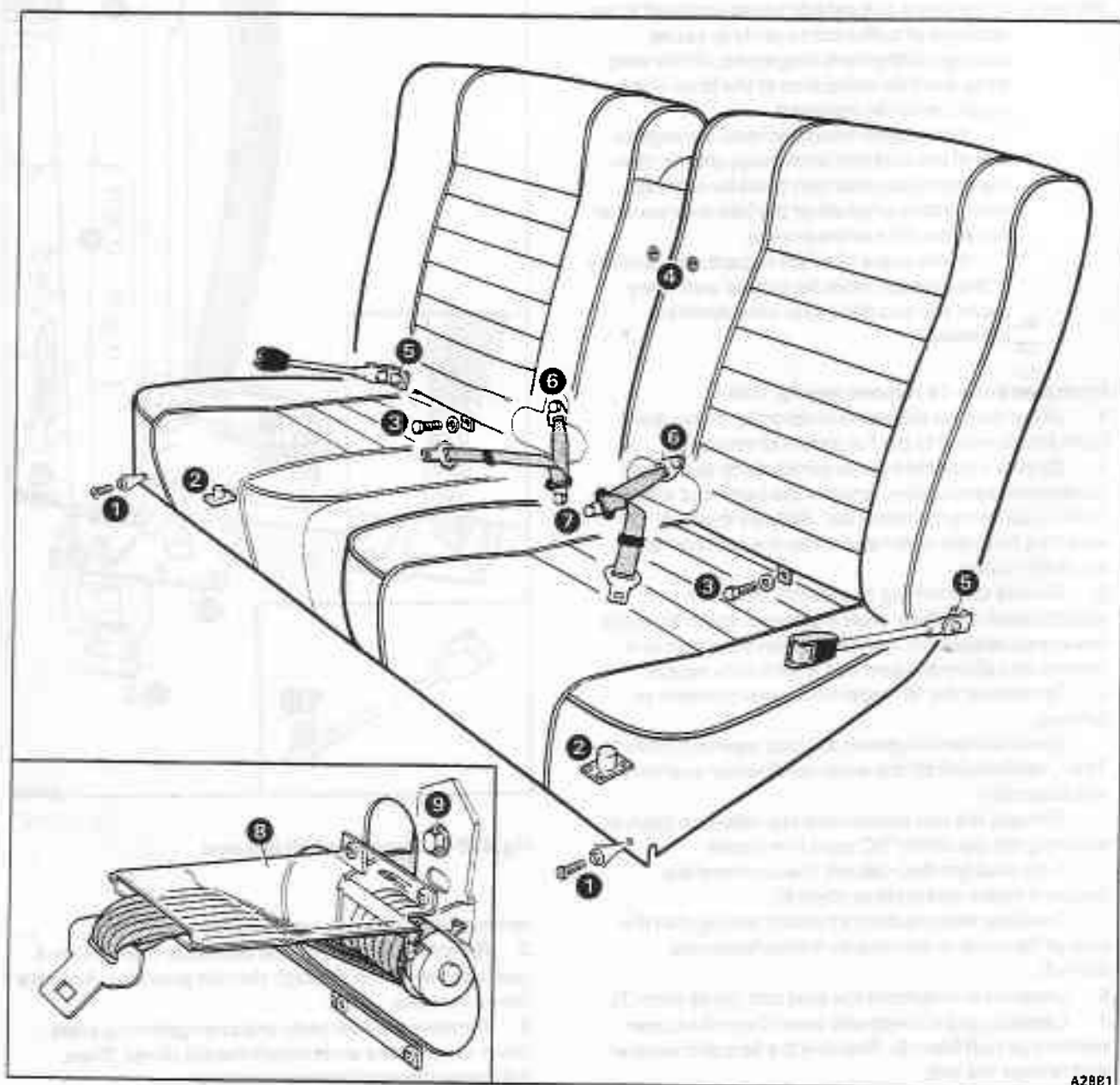
4. Fully extend the seat belt webbing and check that the belt retracts fully when released.

5. To check that the seat belts are operating correctly proceed as follows.

Select an open stretch of road.

Then, when the road is free from any potential danger, accelerate the car to 24 km/h (15 mile/h) and brake sharply. Ensure that the belts lock and subsequently release.

An additional check should be made by fitting the belt and then giving the webbing of the diagonal belt a sharp pull. Ensure that the belt locks, then retracts when the tension is released.



A2881

Fig. S28-2 Rear seat belt removal



Rear seat belt – To remove (see fig. S28-2)

1. To gain access to the rear seat belt anchorage bolts it will be necessary to remove the seat cushion and squab assembly as follows.

Remove the two screws and cup washers (item 1) securing the lower corners of the seat cushion.

Lift the front of the cushion to disengage the retaining pegs (item 2). Then, pull the cushion clear of the squab and remove.

Remove the two exposed setscrews and washers (item 3) securing the base of the squab assembly.

Lower the centre arm rest, then carefully pull down the elasticated backing panel to expose the squab fixings (item 4). Remove the two screws and washers, then carefully allow the elasticated backing panel to retract and raise the arm rest.

Lift the squab slightly to disengage it from the hoodwell flange. Then, manoeuvre the squab clear of the rear quarter trim. When removing the squab from the car, care must be taken to avoid damage to surrounding trim by the protruding brackets fitted to the base of the assembly.

2. Remove the exposed anchorage bolts (item 5) and withdraw the seat belt stalks.

3. *On cars other than those conforming to a North American specification*, remove the seat belt anchorage bolts and washers (item 6). Then, thread the belt webbing through the running loop (item 7) and remove.

4. *On cars conforming to a North American specification*, unscrew and remove the seat belt webbing guide (item 8). Then, remove the exposed anchorage bolt (item 9) and withdraw the reel mechanism.

Rear seat belt – To fit (see fig. S28-2)

Reverse the procedure given for removal noting the following.

1. Torque tighten the seat belt anchorage bolts (items 5, 6 and 9) to between 34 Nm and 41 Nm (3,4 kgf m and 4,1 kgf m; 25 lbf ft and 30 lbf ft).

2. Ensure that the reel mechanisms (if fitted) are mounted vertically.

3. To check the operation of the retractable seat belts proceed as follows.

An assistant will be required to occupy a rear seat position during the test.

Select an open stretch of road.

Then, when the road is free from any potential danger, accelerate the car to 24 km/h (15 mile/h) and brake sharply. Ensure that the belts lock and subsequently release.

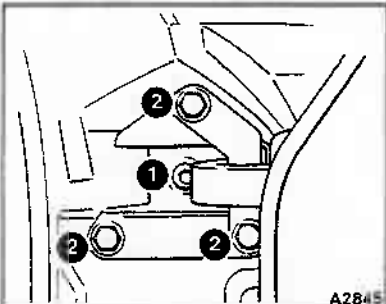
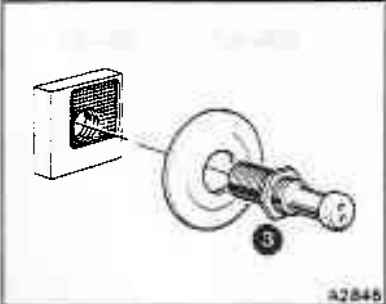
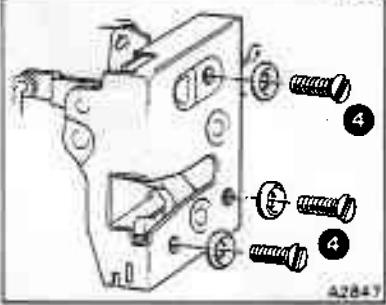
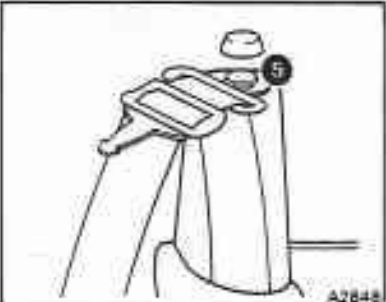
Special torque tightening figures

Introduction

This section contains the special torque tightening figures applicable to Sections S20 to S31 inclusive.

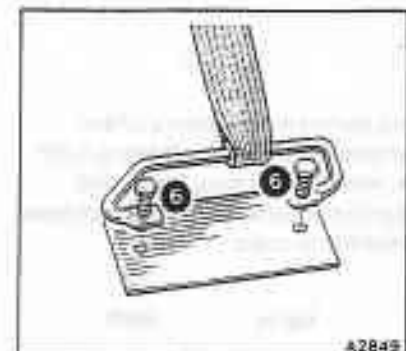
For standard torque tightening figures refer to Chapter P.

Components used during manufacture of the vehicle have different thread formations (Metric, UNF, UNC, etc.). Therefore, when fitting nuts, bolts, and setscrews it is important to ensure that the correct type and size of thread formation is used.

Section S20	Ref.	Component	Nm	kgf m	lbf ft
 A2845	1	Door hinge – Allen headed setscrews	23–34	2,3–3,4	17–25
	2	Door hinge – hexagonal headed setscrews	23–34	2,3–3,4	17–25
	3	Striker pin lock-nut – 'B' post	27–33	2,8–3,3	20–24
	 A2846	4	Door latch – countersunk setscrews	4,1–6,1	0,4–0,6
 A2847		5	Front seat belt to 'B' post – bolt	34–41	3,4–4,1
	 A2848				



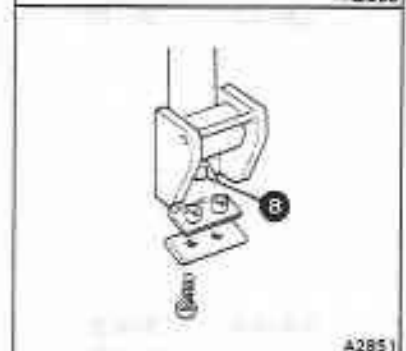
Section S28



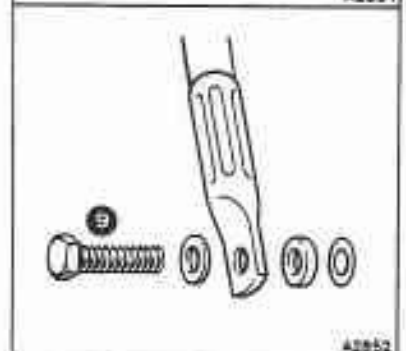
6 Front seat belt slider bar – bolts 34–41 3,4–4,1 25–30



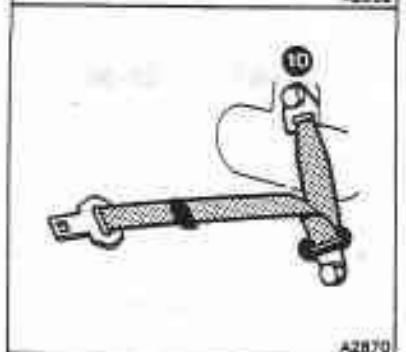
7 Front seat belt to sill – bolt 34–41 3,4–4,1 25–30



8 Front seat belt reel mounting bracket – bolt 34–41 3,4–4,1 25–30



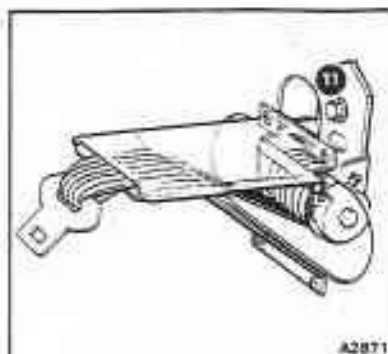
9 Front seat belt stalk to tunnel – bolt 34–41 3,4–4,1 25–30



10 Rear seat belt to squab panel – bolt 34–41 3,4–4,1 25–30



Section S28



A2871



A2872

Ref.	Component	Nm	kgf m	lbft
11	Rear seat belt reel to squab – bolt	34-41	3,4-4,1	25-30
12	Rear seat belt stalk to squab panel – bolt	34-41	3,4-4,1	25-30