

Gearchange actuator

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Gearchange actuator

Wiring diagram and component location

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Operation of the system

The gearchange actuator is mounted on a bracket secured to the transmission rear extension.

When the ignition key is turned to the RUN position and the gear range selector lever is moved to one of the gear range positions, current from the circuit breaker situated on the fuseboard flows via the gearchange actuator slip ring through relays to operate the actuator motor.

This causes the motor to rotate until the insulated portion of the slip ring (on the output shaft) is aligned

with the energised contact, thereby causing the motor to stop.

The output shaft, driven by a worm gear from the motor, drives an actuating lever (to select the required gear range), and also a cam.

The cam (dependent on gear range position) actuates micro-switches within the actuator to control auxiliary circuits.

The auxiliary circuits controlled by the micro-switches are the starter circuit (see Section M4), the reversing lamps circuit (see Section M14), and the

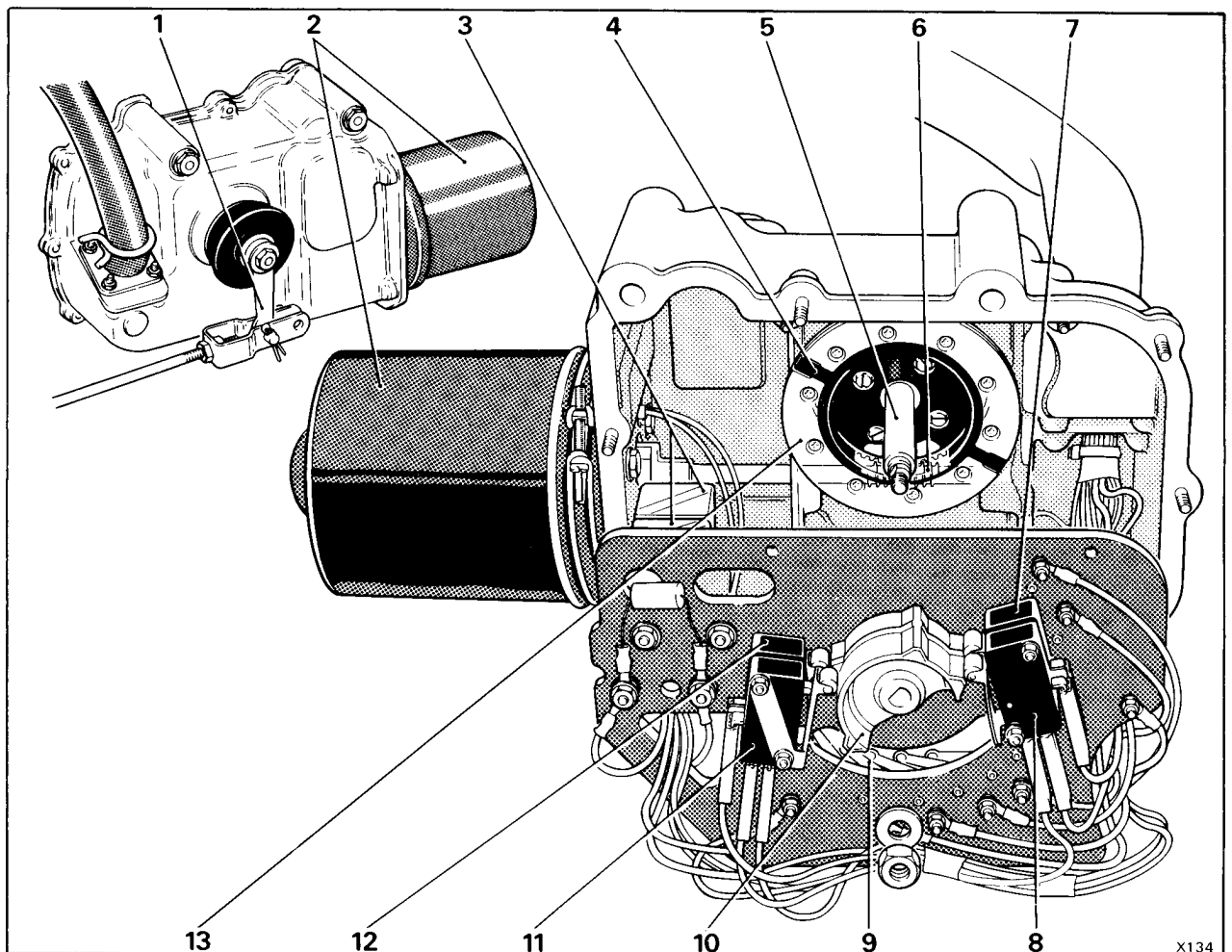
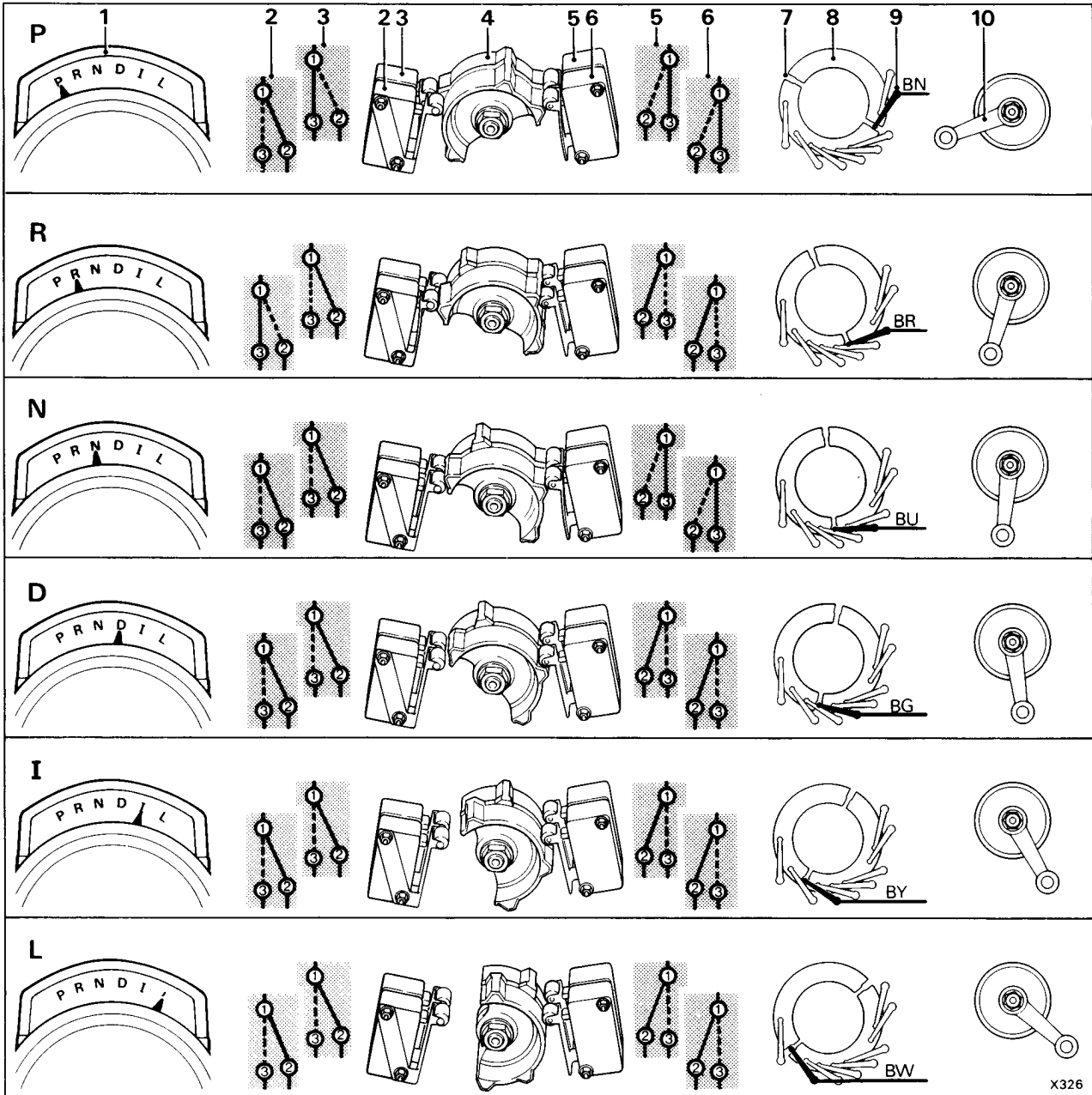


Fig. M7-1 Gearbox actuator

- | | | |
|----------------------------------|----------------------------------|-----------------------------------|
| 1 Actuating lever | 6 Worm gear | 11 Micro-switch - reversing lamps |
| 2 Motor | 7 Micro-switch - starter circuit | 12 Micro-switch - hood |
| 3 Relays | 8 Micro-switch - speed control | 13 Actuator slip ring |
| 4 Insulated portion of slip ring | 9 Contacts | |
| 5 Output shaft | 10 Cam | |



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Fig. M7-2 Position of the cam, micro-switches, energised contact and actuator lever in each gear

- | | | |
|----------------------------------|----------------------------------|----------------------|
| 1 Gear range selector quadrant | 5 Micro-switch - starter circuit | 8 Actuator slip ring |
| 2 Micro-switch - reversing lamps | 6 Micro-switch - speed control | 9 Energised contact |
| 3 Micro-switch - hood | 7 Insulated portion of slip ring | 10 Actuating lever |
| 4 Cam | | |

speed control circuit (see Section M8), and the hood lift circuit on convertible cars.

The positions of the cam, micro-switch operating levers, actuating lever and also the energised contact (supplied by the gear range selector switch) in each gear range position are shown in figures M7 - 1 and M7 - 2.

With the ignition switched either on or off the transmission can be locked by moving the gear range selector lever to the Park position.

Removing the ignition key from the switchbox

causes the gearchange actuator to move to the Park position irrespective of the position of the selector lever, thereby locking the transmission. However, to move the transmission out of the Park position the ignition has to be switched on.

Note

The car can only be started with the gear range selector lever in either Park or Neutral position.

For further details of the actuator, including removal, how to dismantle, assembly, and how to fit the actuator refer to Chapter T Section T5.