

CATEGORY 2

REAR HYDRAULIC BRAKE HOSE

S2 CARS AND PHANTOM V

On certain S2 cars it is possible for the rear brake hose to become trapped on top of the road spring and chafe against the brass poundage plate.

This can only occur if the hose has been fitted so that it is positioned with a bias towards the spring.

It is therefore essential to check the clearance of the hose relative to the spring and also to examine the hose for signs of chafing.

If the hose is found to be in a position with a bias towards the spring but is not damaged, proceed as follows :-

Slacken the unions and reposition the hose so that its loop falls in a vertical plane.

Bleed the braking system.

Time allowance 1 hr.

If the hose is found to be damaged it must be renewed as follows :-

Slacken the unions and remove the damaged hose.

The 'Tee' junction bracket which is welded to the axle tube must be set away from the tube approximately 10°.

Fit the new hose, ensuring that when the unions are tightened, its loop falls in a vertical plane.

Bleed the braking system.

Time allowance 1.1/4 hrs.

CATEGORY 3S2 BRAKE SERVO

If for any reason it becomes necessary to remove a servo, the opportunity should be taken to incorporate the following modification on all cars built prior to the following Chassis Numbers.

Bentley S2	B-166-BS
Bentley Continental S2	BC-128-AR
Silver Cloud II	SVB-351
Silver Cloud II LWB	LLCA-66
Phantom V	5-LAT-42

The three pins (UG.771), which drive the lined servo friction plate, should be modified by removing .075 in. from the slotted ends, this increases the internal working clearance between the pin ends and pressure plate.

Unscrew the pins from the end of the servo drive shaft.

Using suitable clamps, hold each pin in a vice and file off the required amount, ensuring that the face is kept square to the centre line of the pin.

Remove any burrs, particularly in the slots. Refit the pins in the servo drive shaft and ensure that they are fully tightened.

On completion of the modification, the gearbox rear extension must be marked with a spot of blue paint for future identification that the modification has been carried out.

FOR INFORMATION

BRAKE FLUID

It has become necessary to acquaint all Retailers and Service Personnel with the fact that all brake fluid is hygroscopic, i. e. that the fluid will absorb and chemically combine with water from the atmosphere.

Brake fluid which is contaminated by water will boil at a much lower temperature than fluid with no water content; e.g. fluid which has a water content of 5% will boil at 134°C as opposed to brake fluid with no water content which boils at 206°C.

If the fluid is contaminated and the car is braked excessively or braked hard from very high speeds, there will be a tendency for the heat generated by the brakes to boil the fluid, finally resulting in vaporisation of the brake fluid and in ineffective brakes.

To eliminate the possibility of contaminating the brake fluid it is most essential that the brake fluid is not exposed to the atmosphere for more than the absolute minimum. It should always be stored in and used direct from small sealed containers and when the braking system is replenished, immediately replace the covers both on the brake reservoirs and the container.

IMPORTANT :- Use only Castrol-Girling Brake Fluid (6293) -
Crimson.

CATEGORY 3BRAKE CLEVIS PINS

If for any reason it is necessary to carry out any work on the front brakes or to relined the brake shoes, the opportunity should be taken to replace the wheel cylinder clevis pins on all cars built prior to the following chassis numbers.

Bentley S.2	B 475 DV
Silver Cloud II	SZD 503
Bentley S.2. L. W.B.	LBB 25
Silver Cloud II L.W.B.	LCC 71
Phantom V	5 CG 33

PROCEDURE

Remove the wheel discs, then slacken the wheel nuts.

Jack up the front end of the car and place it on suitable stands.

Remove the road wheels.

Remove the screws securing the brake drums to the wheel hubs, then remove the drums.

Remove the split pin and washer securing the clevis pin between the brake shoe and the wheel cylinder link. Using a 5/16 in. diameter steel bar push the clevis pin out of the brake shoe and link. The bar should be pushed through so that as the clevis pin falls out the shoe is held to the wheel cylinder by the bar.

Insert the new clevis pin from the back of the brake, pushing out the bar. Fit the washer and split pin.

Repeat this operation for the remaining three clevis pins.

Fit the brake drums, road wheels and wheel discs.

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MATERIAL REQUIRED

UG.4160 Clevis Pin - Front Brake 4 off

IDENTIFICATION

The new clevis pin is bronze in colour where as the original pin was cadmium plated.

TIME ALLOWANCE

1½ hours.

FOR INFORMATIONHAND BRAKE - WARNING LIGHTDESCRIPTION

A warning light is fitted to all present production cars to indicate to the driver that the handbrake is either 'on' or 'off'. The warning light is operated by a microswitch mounted on a bracket on the chassis frame behind the handbrake operating lever. For the warning light to function correctly, it is essential that when the handbrake is pulled 'on', the light comes on before the handbrake reaches the first notch on the ratchet. Any incorrectly set warning lights should be adjusted as follows.

HANDBRAKE WARNING LIGHT - ADJUSTMENT

With the handbrake in the 'off' position and with the button on the microswitch held down, the microswitch should be adjusted so that a 0.060 in. gap is obtained between the button and the handbrake operating lever.

After carrying out this adjustment, check that the warning light comes on before the first notch on the handbrake ratchet is reached.

FOR INFORMATION

SHORTENED BRAKE LININGS - S2 CARS

Since October 1963 all S3 series cars have been fitted with shortened brake linings to alleviate brake squeal problems in service.

It should be noted that all brake linings and brake shoe/lining assemblies supplied in the future by the Spares Central Stores for S2 cars will be of the shortened type. For details of these linings and fitting procedure, all the information contained in Service Bulletin S3/G1 applies to S2 brakes.

FOR INFORMATION

RENEWAL OF RUBBER COMPONENTS FOR THE S2 BRAKING SYSTEM

APPLICABLE TO:

All S2 cars.

In the interest of safety, it has been decided to re-specify mileages at which the rubber components of the braking system should be renewed. These mileages and action required are as follows.

48,000 miles

Renew the high and low pressure hoses and wheel cylinder seals.

60,000 miles

Renew the brake master cylinder seals.

The above mentioned seals should be renewed at the brake reline nearest to the mileage quoted. Dust and water excluders should be changed as and when necessary, that is, after examination at a brake reline or if the shoes are removed for any reason.

The cost of renewing all rubber components is chargeable to the customer. However, it must be emphasised that it should not be a normal function to renew such components unless other work is being undertaken at the same time; also, the approval of the customer must be obtained as to the charges to be incurred.