FOR INFORMATION

FITTED SUITCASES

Instances have occurred of owners experiencing difficulty in stowing the sets of special suitcases. The cases are designed to be stowed in the manner illustrated in Figures 1 and 2.

The new cases are available in light and dark tan; in nine pieces for standard cars and six pieces for cars fitted with Boot Unit Refrigeration.

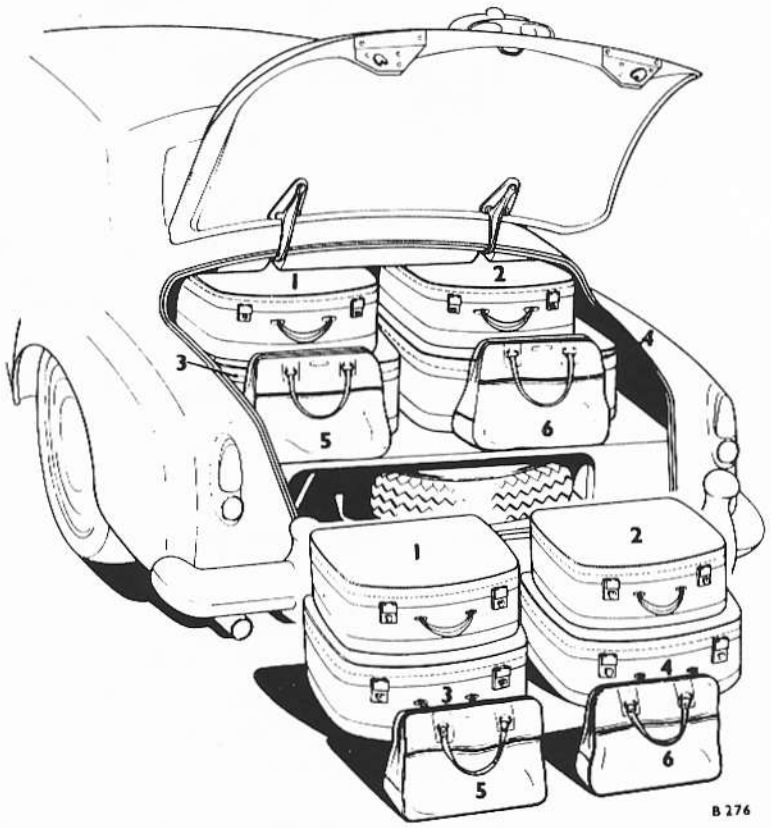

Fig.1. Set of six Suitcases.

Suitcase Dimensions

1 & 2	21 in. x 15 in. x 7 in.
3 & 4	24 in. x 18 in. x 7½ in.
5 & 6	16 in. x 13½ in. x 6½ in.

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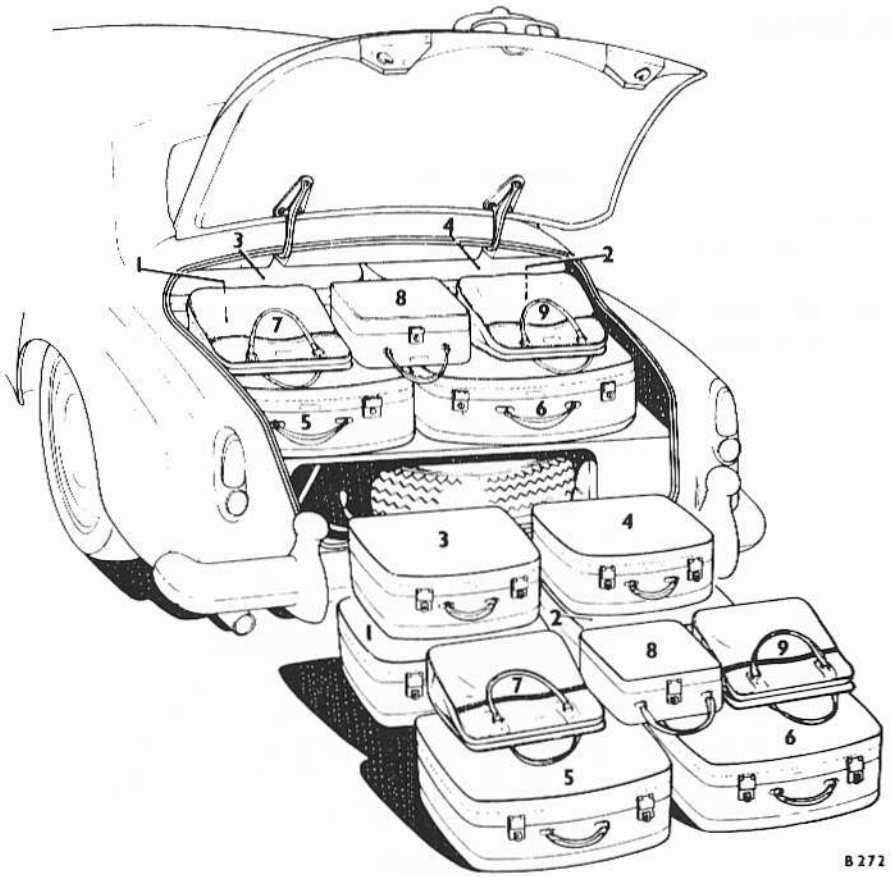

Fig.2. Set of Nine Suitcases.

Suitcase Dimensions

1, 5 & 6	24 in. x 18 in. x 7½ in.
2, 3 & 4	21 in. x 15 in. x 7 in.
8	13 in. x 13 in. x 5½ in.
7 & 9	16 in. x 13½ in. x 6½ in.

To facilitate the ordering of complete sets of the Antler suitcases, the following part numbers are specified -

RH.2112 - Set - Antler Suitcases - Light Tan - Standard Cars
RH.2113 - Set - Antler Suitcases - Dark Tan - Standard Cars
RH.2114 - Set - Antler Suitcases - Light Tan (Cars fitted with Boot
RH.2115 - Set - Antler Suitcases - Dark Tan Refrigeration Units.)

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CATEGORY 3A

MODIFIED LOCKING CAM ASSEMBLY FOR THE LUGGAGE BOOT LID

In order to overcome jamming of the luggage boot lid, a modified locking cam assembly has been introduced on production, it incorporates a new cam form as shown in 'B' Figure 1.

PROCEDURE

Locking Cam Assembly - To Renew

If both locking cam assemblies are to be renewed it is advisable to complete one side at a time to ensure correct assembly of the control rods.

Raise the luggage boot lid and remove the trim pad to gain access to the lock assembly control rods.

Remove the split pin from the left-hand control rod, behind the luggage boot handle, then withdraw the control rod clear of the back plate.

Unscrew and remove the six screws and washers securing the left-hand mounting bracket to the luggage boot lid and remove the bracket, complete with the locking cam assembly and control rod - care should be taken not to bend the control rod when withdrawing the assembly.

Remove the split pin securing the control rod to the locking cam assembly: remove the control rod noting its position so that it may be re-fitted correctly.

Remove the four screws and washers securing the locking cam assembly to the mounting bracket and withdraw the assembly.

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The new locking cam assembly should be fitted by reversing the procedure given for removal noting the following points.

Before fitting smear a little grease on the ends of the control rods.

Fit new split pins.

The right-hand locking cam assembly should be fitted in a similar manner to that described for the left-hand side.

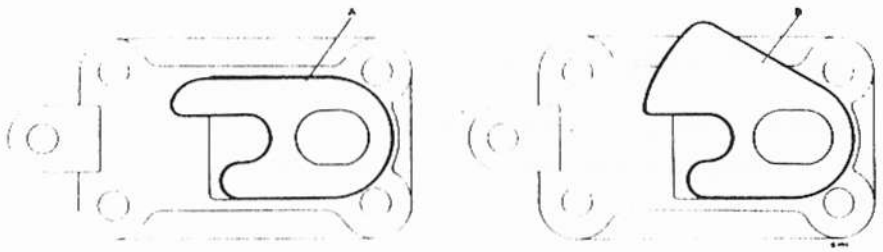

Fig. 1. Locking Cam Assemblies R.H.
A. Old Cam Form.
B. New Cam Form.

PARTS REQUIRED

It will be noted that the Part Numbers used for the old type locking cam assemblies remain unchanged for the modified locking cam assemblies with the new cam form.

Description	Part No.	Quantity
Modified Locking Cam Assembly R.H.	273/190	1 off
Modified Locking Cam Assembly L.H.	273/191	1 off
Split Pin	KB.6851	4 off

No stock is available of the locking cam assemblies with the old cam form.

FOR INFORMATION

INSTRUCTIONS FOR FITTING 'IRVIN' SAFETY BELTS TO SILVER CLOUD II AND BENTLEY S2 CARS

Owing to an increased demand by customers for the fitting of safety belts, the following types of 'Irvin' safety belts have now been approved for use in Silver Cloud II and Bentley S2 cars:-

Front seats:	'Irvin' diagonal and lap safety belt.
Rear seats:	'Irvin' lap safety belt.

DESCRIPTION

'Irvin' safety belts are designed to conform to British Standards Specification 3254 and will withstand shock loads of 3,000 pounds. They are intended solely for fixing to cars with METAL floors and must not be attached to a wooden floor or to car seats.

FRONT SEATS

The 'Irvin' diagonal and lap safety belt comprises two sections of 2 in. wide nylon or terylene webbing and attached to each section is one part of a two-piece light alloy fixing buckle. The two parts of the buckle are designed so that they can be easily connected to form a harness to hold the wearer securely in his seat, and can be quickly released either by the wearer or, in an emergency, by another person. The ends of one section of the belt are securely fixed to shackles bolted to the car floor and the centre door pillar. The other section of the belt is firmly anchored to the car floor on the opposite side of the seat.

REAR SEATS

The 'Irvin' lap belt is manufactured from the same material as the front seat belts and is fitted with the same type of quick-release buckle. The belt comprises two sections which can be buckled across the wearers' lap to form a continuous belt. The two sections of the belt are securely anchored to the rear seat floor.

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PROCEDURE

Front Seat Belts - To Fit.

Move the front seat forward to its fullest extent and pull back the rear carpet so that the positions for drilling the holes are easily accessible.

Working to the dimensions given in Figure.1. drill eight 5/16 in. diameter holes in the car floor. The two outer left-hand holes will pass through the exhaust heat shield and care should be taken not to drill through the front silencer box which is positioned directly below the heat shield.

It is necessary to drill four holes in the plate welded to the centre door post but before this can be accomplished the trim pads must be removed as follows:-

Disconnect the battery.
Prise the rubber seals from both sides of the door posts at a point approximately 4 in. from the underside of the roof sill (cant rail).
Remove the two screws securing the trim pad to each side of the door post, then remove the pad. Before the right-hand trim pad can be removed it will be necessary to remove the roof lamp switch and disconnect the leads.

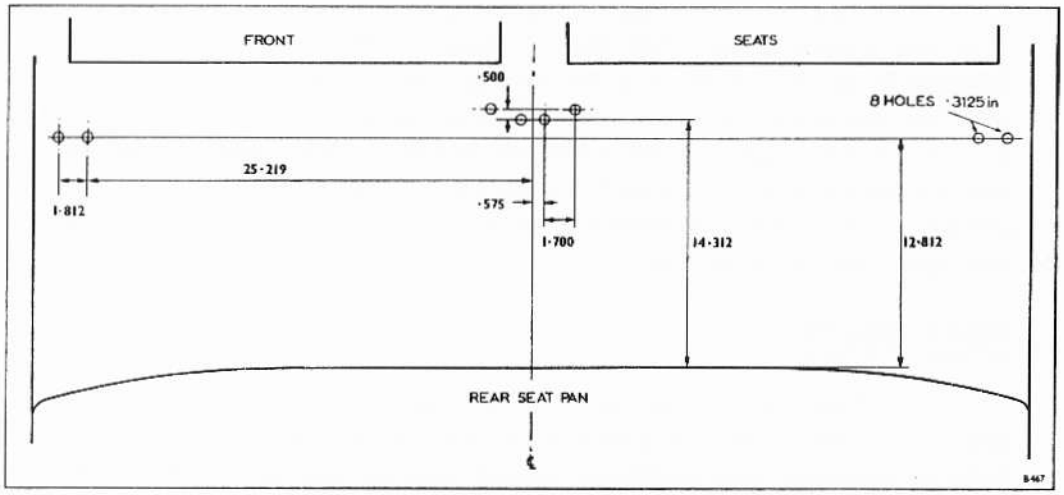

Fig.1. Dimensions for drilling holes for front seat shackles.

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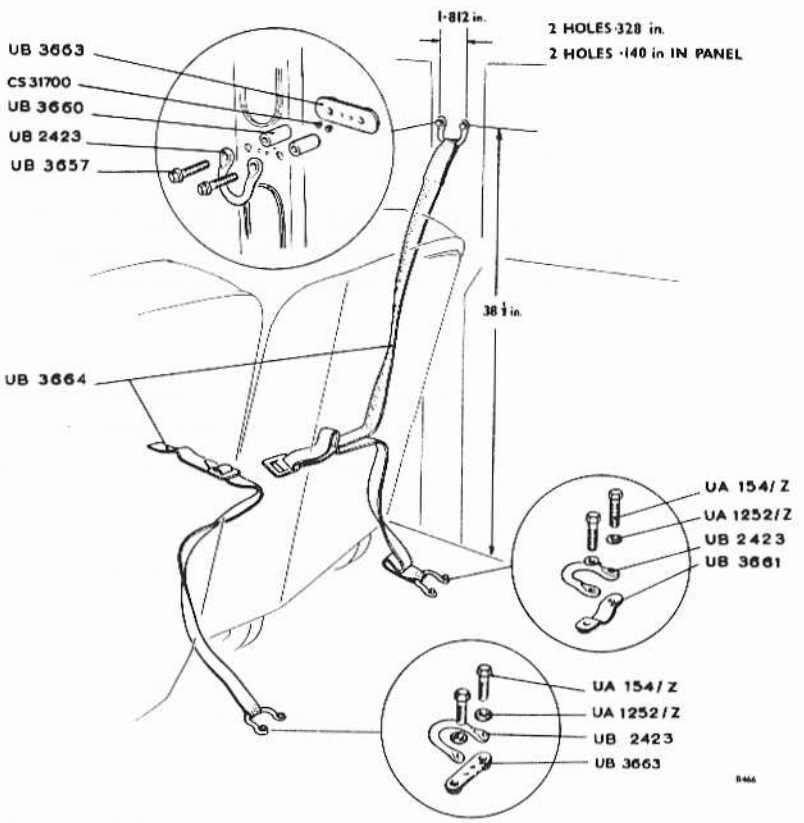

Fig.2. Positions for front seat safety belts and shackles.

Place a cloth in the centre channel of the door post to prevent swarf dropping inside the channel, then working to the dimensions given in Figure.2. drill two 21/64 in. diameter holes in the plate welded to the door post. Drill two further holes, 9/64 in. diameter, at 13/16 in. centres, and equally spaced to the larger holes, so that they correspond with the holes in the anchor plate (UB.3663). When drilling these holes care should be taken to avoid damage to the wiring looms running inside the door posts.

Place the anchor plate inside the door post channel and secure it to the welded plate on the door post with two No.8 self tapping screws.

The trim pad must also be drilled so that two distance pieces can be inserted between the belt shackle and the door post. Screw two short 5/16 U.N.F. studs into the anchor plate, then fit the trim pad into position and press it against the door post and the two studs. When the trim pad is removed, a clear impression of the two studs will be seen. Using these indentations as centres, drill two holes 9/16 in. diameter through the trim pad.

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To ensure that the belts are fitted in their correct position lay them on the seats in the positions that they will occupy when in use.

Fit the six shackles through the loops formed in the belts so that when fitted, the four shackles fitted to the floor will slope forwards and the two shackles fitted to the door posts will slope downwards as shown in Figure.2.

The shackle fitted to the left of the car centre line is to secure the right-hand safety belt and the shackle fitted to the right of the car centre line is to secure the left-hand safety belt; this ensures a more direct pull on the shackles.

To ensure that the shackles seat firmly on the car floor, cut the felt away from the areas around the holes.

Place the two centre shackles over the appropriate holes in the floor and insert the four 5/16 in. U.N.F. fixing bolts and washers from inside the car.

Place the two anchor plates (UB.3663) in position under the floor and screw in the four fixing bolts.

Place the outer left-hand shackle in position then insert a 5/16 in. U.N.F. bolt which is long enough to pass through the shackle, car floor and heat shield. Screw the bolt into the stiffener plate (UB.3661). With the aid of the bolt pull the stiffener upwards until the heat shield touches the underside of the floor. Line up the stiffener plate and screw in a bolt of the correct length through the other hole. Remove the long bolt and replace with a washer and bolt of the correct length.

Similarly position the outer right-hand shackle and screw the two 5/16 in. U.N.F. bolts and washers into the stiffener plate. It should be noted that the two bolts used on the Left-hand shackle are 1/4 in. longer that those used on the right-hand shackle.

Cut three slots in the carpet to accommodate the shackles; one for each outer shackle and one for the two inner shackles. The two outer slots should run to the edge of the carpet so that it can be removed when necessary without removing the safety belts. Bind the edges of the slots with leather to prevent the carpet from fraying.

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Fit the trim pads to the door posts reversing the procedure for their removal. Secure the rubber seals with Bostik '1261' adhesive. Fit the roof light switch and connect the battery. Place the two distance pieces into the holes in the trim pad, then secure the shackles with two 5/16 in. U.N.F. bolts. Ensure that the distance pieces are of the correct length otherwise the wooden trim pad may be crushed when the bolts are tightened.

Rear Seat Belts - To Fit.

To fit the rear seat safety belts it is necessary to remove the rear seats, squabs and centre arm rest.

Remove the felt from the seat pan, then working to the dimensions in Figure 3 drill eight 5/16 in. diameter holes and four 1/4 in. diameter holes in the seat pan. The holes drilled slightly to the left of the car centre line will pass through the rear heat shield.

Fit the two stiffeners (UB.2429) to the underside of the seat pan and secure them in position with four 1/4 in. U.N.F. bolts, washers and nuts.

Place the safety belts in the position they will occupy when in use, as shown in Figure 4 then thread the four 'U' bolts through the loops in the belt.

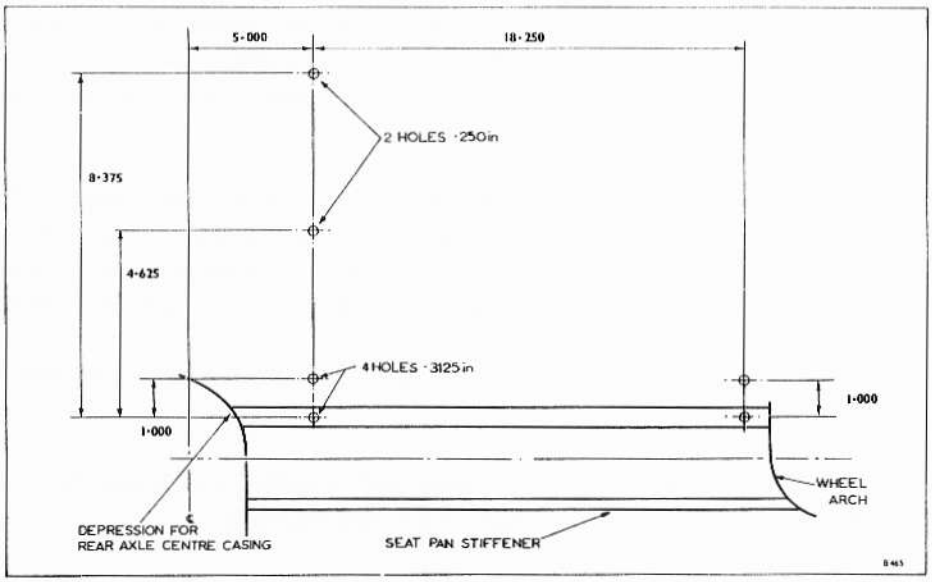

Fig.3. Dimensions for drilling holes for rear seat 'U' bolts.

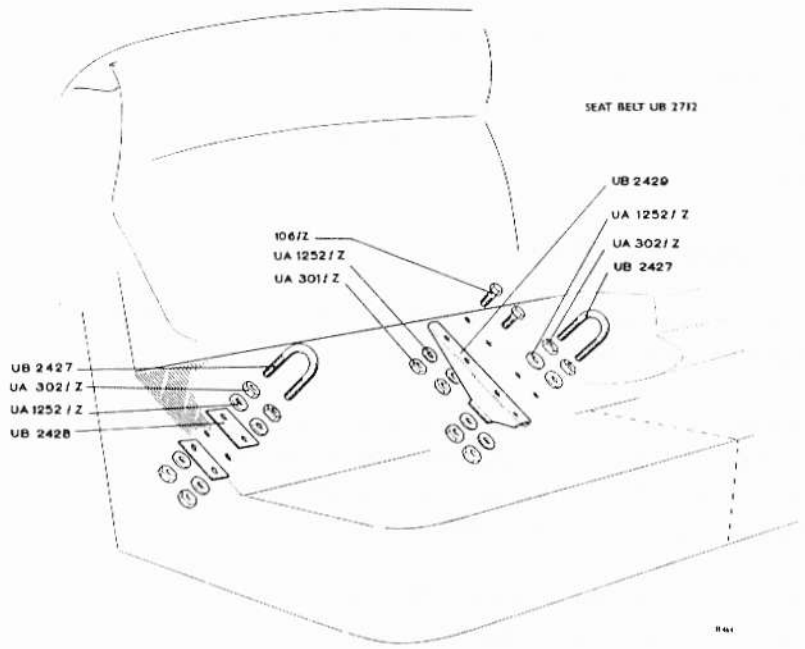

Fig. 4. Positions for rear seat Safety belts and 'U' bolts.

Fit nuts and washers to the 'U' bolts, then insert the two centre 'U' bolts through the seat pan and stiffener brackets. Secure them in postion with further nuts and washers. Ensure that the nuts are tightened both above and below the seat pan and stiffener bracket.

Fit retaining plates (UB.2428) to each of the outer 'U' bolts and then insert them through the appropriate holes in the seat pan. Fit further retaining plates to the 'U' bolts securing them with nuts and washers (see Figure 4). Again ensure that the nuts are tightened both above and below the stiffener plates.

Cut slots in the felt around the 'U' bolts and stick the felt to the seat pan with Bostick '87 AA' adhesive.

Fit the centre arm rest seat and squabs allowing the safety belts to pass between the base of the seat and the squabs.

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MATERIAL REQUIRED

Front Seats

Description	Part No.	Quantity
Shackle	UB.2423	6
Stiffener	UB.3661	2
Anchor Plate	UB.3663	4
Safety Belt	UB.3664	2
Distance Piece	UB.3660	4
5/16 in. U.N.F.Bolt	UB.3657	4
5/16 in. U.N.F.Bolt	UA.154/Z	6
5/16 in. U.N.F.Bolt	UA.156/Z	2 (Left-hand side only)
Plain Washer	UA.1252/Z	8
Self Tapping Screw No.8.	CS.31700	4

Rear Seats

'U' Bolt	UB.2427	4
Retaining Plate	UB.2428	4
Stiffening Bracket	UB.2429	2
Safety Belt	UB.2712	2
5/16 in. U.N.F.Nut	UA.302/Z	16
1/4 in. U.N.F.Bolt	UA.106/Z	4
1/4 in. U.N.F.Nut	UA.301/Z	4
Plain Washer	UA.1252/Z	20

CATEGORY 3

ELECTRIC WINDOW LIFT SWITCHES - WATER DUCTS

DESCRIPTION

A plastic duct has been designed to fit into the two front doors underneath the quarter lights. The duct is simply secured to the door by one self-tapping screw and one 2 B.A. bolt. Its purpose is to prevent any damage to the electric window lift switches by the ingress of rain water through the quarter light pivots. If the electric window lift switches are changed the opportunity should be taken to fit the ducting to both front doors.

APPLICABLE TO:-

All cars fitted with electric window lifts, prior to the following chassis numbers:-

Rolls-Royce Silver Cloud II	SZD.341
Rolls-Royce L.W.B. Silver Cloud II.	LCC.51.
Bentley S.2.	B.415.DV.
Bentley L.W.B. S.2.	LBB.19.

METHOD

With the trim pad, finisher and finisher plate removed, insert the duct under the quarter light in the position as shown in Figure 1. It should be noted that the ducts are right and left-handed, a small piece being cut out of one side to enable it to fit under the finisher mounting bracket.

With the duct held in position, drill a 7/64 in. dia. hole through the duct and the inner skin of the door. Care should be taken, not to drill into the outer skin of the door. Secure the top corner of the duct to the door with a No.8 self tapping screw (See 1. Fig.1.).

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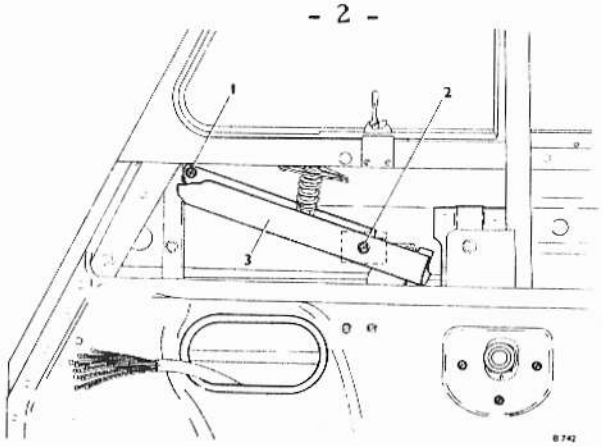

Fig.1. Position of ducting fitted to the R.H. front door.
1. No.8. self-tapping screw 2. Finisher mounting bracket. 3. Ducting.

Hold the lower end of the duct against the finisher mounting bracket and drill a 0.200 in. clearance hole through the duct in line with the weld nut on the bracket.

The lower end of the duct is held in position when the finisher is fitted to the door; the duct being held between the bracket and the finisher plate (See 2. Fig.1.).

MATERIAL REQUIRED

Part No.	Description	Quantity
UB.3658	Water Duct R.H.	1
UB.3659	Water Duct L.H.	1
UA.7142/Z	No.8. Self-tapping screw	1
CS.32024/Z	Washer	1

TIME ALLOWANCE

15 minutes (Per door).

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FOR INFORMATION

SPARE WHEEL COMPARTMENT

INTRODUCTION

Owing to the increased tread width of a number of the latest pattern tyres now available, it is not possible to fit them into the spare wheel compartment on early S2 cars.

To overcome this difficulty an alteration has been introduced to the spare wheel compartment which allows the latest pattern tyres to be accommodated.

This alteration is necessary only if the car is to be equipped with these tyres, and is chargeable to the Owner.

APPLICABLE TO:

Silver Cloud II prior to Chassis No. SZD.139.
Silver Cloud II L.W.B. prior to Chassis No. LCC.34.
Bentley S2 prior to Chassis No. B.279.DV.
Bentley S2 L.W.B. prior to Chassis No. LLB.15.

PROCEDURE

Remove the tyre pump and wheel brace.

Remove the spare wheel.

Remove the spare wheel clamp operating tube by removing the two retaining clips.

Remove and discard the spare wheel stop fitted at the rear L.H. side of the spare wheel compartment.

Modify the cam profile of the spare wheel clamp to the dimensions shown in Figure 1. This can best be achieved by making a suitable template and marking the cam accordingly.

Continued....

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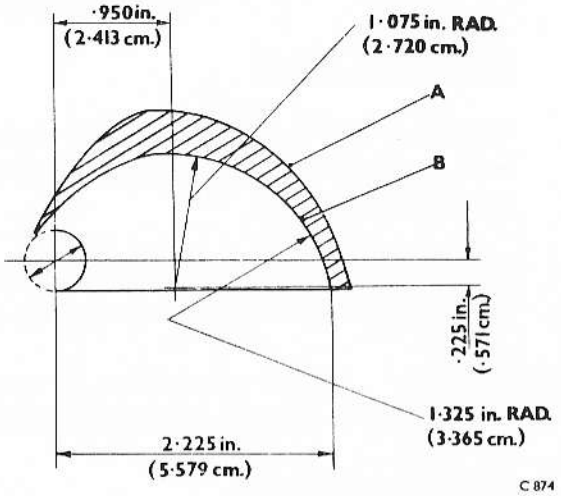
After modifying, the cam should be painted.

Seal the holes left by the removal of the spare wheel stop.

Refit the spare wheel clamp operating tube.

Refit the spare wheel, tyre pump and wheel brace.



Time allowance 2 Hrs.

Fig. 1 Cam profile for spare wheel clamp

A. Existing cam profile

B. Modified cam profile

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