

ENGINE

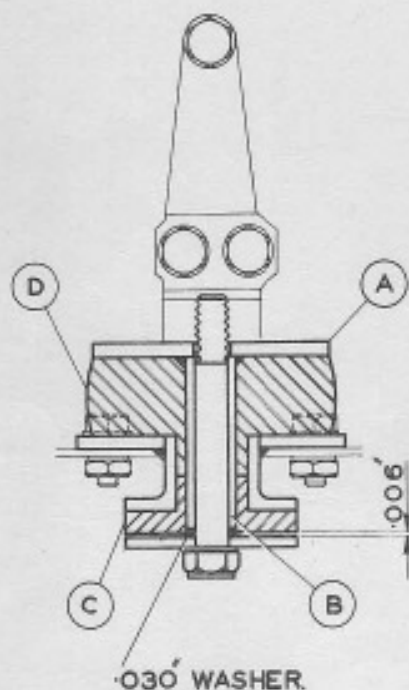
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CATEGORY 2.

ENGINE REAR MOUNTING AND REAR EXTENSION BRACKET.

On certain vehicles it has been found that when the engine rear mounting bolt is fully tightened, the upper washer of the rear mounting distorts slightly to conical form, so that it seats only over an area close around the bolt hole in the undersurface of the bracket. This permits relative movement between the upper washer and the bracket, which may eventually cause fatigue failure of the engine mounting bolt at that point.

This is overcome by machining a counterbore in the undersurface of the rear extension bracket .750" in diameter and .005" - .010" deep, so that should the upper washer distort, the effective seating will not be confined close to the bolt hole, but to the diameter of the counterbore.



Engine Rear Mounting.

- A. Rear Mounting Upper Washer.
- B. Distance Tube (Welded to upper washer).
- C. Rebound Rubber.
- D. Upper Mounting Rubber.

The rear engine mounting is also to be checked to ensure that the lower rebound rubber is not held tight but has .006" vertical clearance, when the assembly is tightened in position with the engine load on. If there is insufficient clearance a .030" thick steel washer is to be placed between the lower steel washer of the assembly, and the distance tube, taking care to ensure that the washer seats directly on the base of the distance tube, and does not foul the inside of the hole in the rebound rubber. Alternatively the distance tube can be lengthened .030" by welding and machining to a length of 2.045".

To remove the engine rear mounting rear extension bracket, the gearbox is supported with the correct cradle and the $\frac{3}{8}$ " UNF engine mounting bolt, the lower steel washer and the rebound rubber removed. The gearbox is then raised slightly to relieve the mounting upper rubber of load, so that the three setscrews retaining the rear extension bracket can be removed and the bracket demounted. If required, it will then be quite simple to remove the assembly of upper steel washer and distance tube.

- 2 -

Some cars may have spacing washers fitted between the foot of the rear extension bracket and the top washer of the rear mounting assembly; the number and position of these are to be noted and the washers replaced in the same position on re-assembly.

The modification to the rear extension bracket and to the assembly of upper washer and distance tube are as illustrated.

Refitting instructions are a precise reversal to those of demounting.

To identify that this work has been done a spot of yellow paint is to be marked on the engine rear mounting bracket.

When the engine mounting bolt has been finally tightened, the rebound rubber should have a .006" minimum vertical clearance.

The time permitted for this work is three hours.

Chassis Numbers Affected.

Silver Cloud.

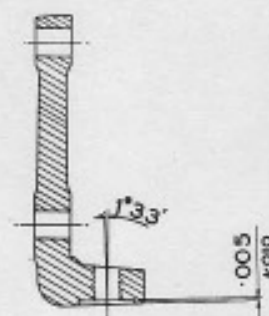
- | | | |
|-------------------|---|----------------------------|
| Standard Saloons | - | All chassis up to LSWA-34. |
| Coachbuilt Models | - | All chassis up to SWA-60. |

Bentley "S" Type.

- | | | |
|-------------------|---|---|
| Standard Saloons | - | All chassis up to B-430-AN. except B-172-AN. |
| Coachbuilt Models | - | All chassis up to B-17-AP. |

Bentley Continental.

- All chassis up to BC-28-AF.



Rear Mounting Rear
Extension Bracket.

FOR INFORMATION

SPARKING PLUGS

The Champion Sparking Plug Co. is amending the designation of their plugs, as follows:

| <u>R.R. Part No.</u> | <u>Champion Designation</u> |
|----------------------|-----------------------------|
| RE.20608 | NA8 now becomes N5 |
| RE.19735 | N8B " " N8 |
| UE.2831 | N8ER " " RN8 |

The designation of the recommended Lodge plug (CLNP) is unaltered.

FOR INFORMATION.

EXHAUST VALVES

Instances of burnt exhaust valves have occurred owing to lack of tappet clearance. Under sustained high speed conditions the recommended .012" setting is insufficient to maintain adequate clearance for large mileages, and unless tappet adjustment is carried out frequently, this will result in burning of the valves.

In view of the difficulties and inconvenience involved in frequent tappet adjustment, it is recommended that exhaust tappet clearance should be increased to .015" (cold) when resetting tappets on cars known to be subjected regularly to sustained high speed driving.

It is not recommended that the .015" setting be employed in general, owing to the increase in engine noise level. For all normal driving conditions, the .012" clearance will be found to be adequate.