BODY

S

FOR INFORMATION.

VACUUM OPERATED WINDSCREEN WASHER.

The unit fitted to these cars has a capacity of approximately 60 ccs. of fluid for each operation.

The time taken for the expulsion of the fluid through the two jets and onto the screen is approximately 30 seconds.

It is not possible to alter this time.

Category 3A.

SUN VISORS.

Complaints of the sun visor being either too-stiff or too-loose, can be rectified by fitting a wave washer in place of the Belleville washer on the pivot pin. This modification allows the "friction loading" on the sun visor pivot to accurately set.

The sun visor should be removed and the pivot pin dismantled, the Belleville washer discarded, and replaced by the wave washer, and a plain washer as shown below.

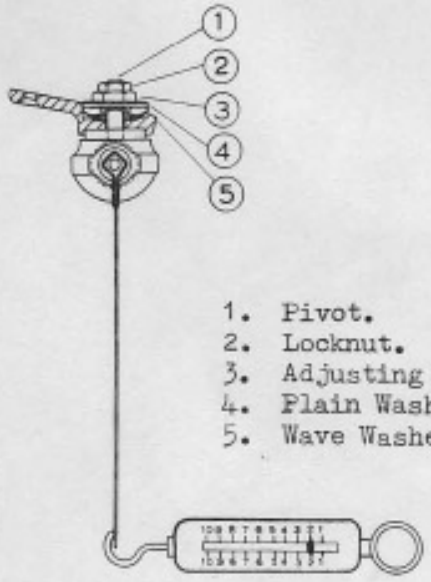
The correct assembly and adjustment is most important.

Liberally smear the pivot spindle and eyebolt with Retinax 'A' grease, also lightly smear the Ferodo friction pad with grease to prevent surface chafing, and assemble as shown.

With the sun visor bracket suitably held in a vice, hook a spring balance onto the edge of the blade, and measure the pull required for movement. The correct load on the spring balance should be 2½ lbs. The adjusting nut should first be set so that the spring balance reads about 2 lbs., the action of tightening the locknut increases the loading.

The necessary part numbers are listed below, and Retailers are requested to order these from the London Service Station as required:-

UB.1805	Wave Washer	1 off.
UB.1808	Plain Washer	1 off.



1. Pivot.
2. Locknut.
3. Adjusting Nut.
4. Plain Washer.
5. Wave Washer.

CATEGORY 3A.

DOOR SEALS FOR 'S' TYPE BENTLEY AND SILVER CLOUD.

Some instances have occurred where customers have complained of draughts coming from the joints between the rear door and fixed waist rail finishers.

These draughts are not normally noticeable but if all the windows are closed and one of the front door ventilators opened, thus causing a depression inside the body, they become objectionable.

To obviate the discomfort caused by these draughts, it has been decided, in complaint cases, to fit a rubber compression seal behind the fixed waist rail finisher as shown in Fig.1.

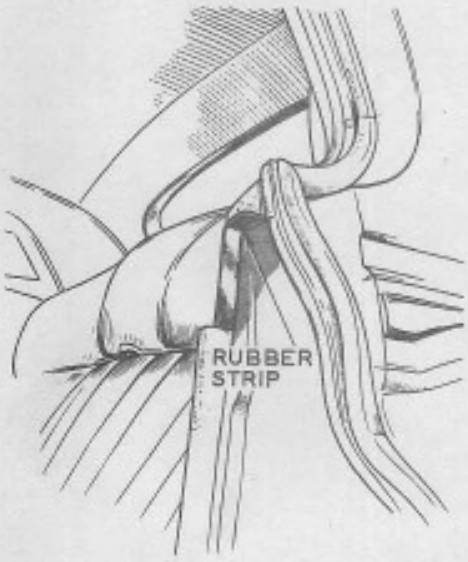


Fig.1. Rubber Seal in position.

PROCEDURE.

1. Pull back rubber door seal to expose finisher retaining screws, which can then be removed. The finisher is then only held by a spring clip.
2. Position a piece of 0.032" thick rubber (UW.1635), approximately 1" x 3" between the inner side of the waist finisher and the body pillar, so that it just seats against the waist finisher fitted to the door.
3. Mark with a pencil and apply Bostik 252 adhesive to the rubber and fixed finisher contact areas.
4. Allow Bostik to become tacky, then fit into position finally.
5. Clean off any excess Bostik.

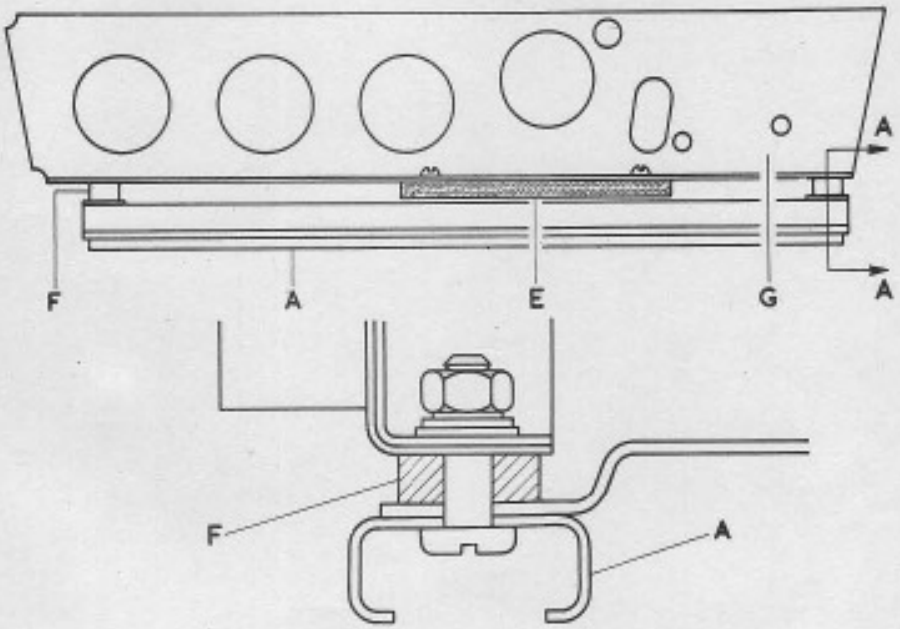
The necessary materials can be obtained from the Rolls-Royce Service Station, Hythe Road, London, N.W.10.

Part No.	Material.
UW.1635.	7" Rubber Strip.

CATEGORY 3.

RATTLE FROM FRONT SEAT SLIDES.

A rattle from the seat runner assembly can be due either to the woodscrews and setscrews securing the seat slides to the seats becoming loose owing to shrinkage of the hardwood mounting, or, the setscrews securing the slides to the floor becoming loose due to the localised setting of the leather trim around the screw holes in the hardwood mounting blocks during service.



SECTION AA

Fig.1.

A. Seat Runner.

E. Short Hardwood Mounting Block (UW.1634).

F. Aluminium Distance Piece (UB.1934).

G. Seat.

The former fault can be overcome by fitting a shorter hardwood mounting block in the centre (E, Fig.1), and aluminium distance pieces (F, Fig.1) at the ends of the slides between the seat slides and the seat. The latter fault is rectified by bushing the holes in the hardwood mounting blocks, so that the floor slides, when tightened down, are set on the ends of the bushes, (D, Fig.2) and not on the leather trimmed hardwood.

The seat should be demounted and the seat slides removed. Replace the existing hardwood mounting with the two aluminium distance pieces and the short hardwood block using the existing woodscrews and setscrews (Fig.1).

The floor seat slides are then removed, the holes in the existing hardwood mounting block widened out to .500" and the mild steel bushes pressed into position. The seat slides are then refitted using .250" UNF Allen screws (B, Fig.2) instead of the existing setscrews, which will provide greater security, (Fig.2).

The time allowed for this work is two hours.

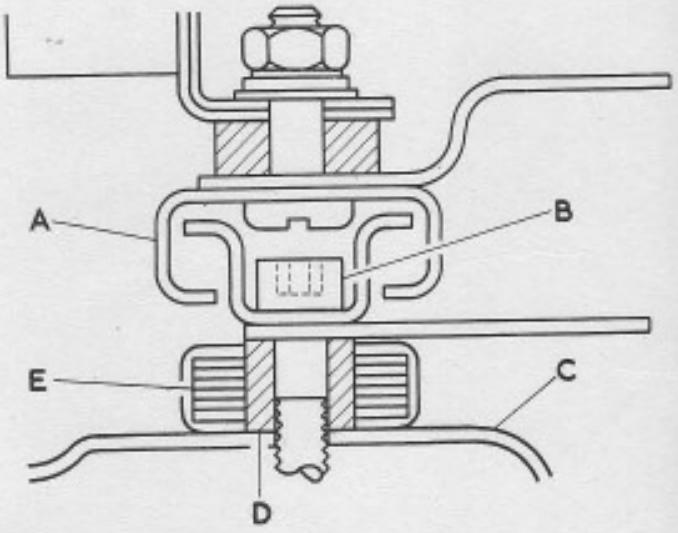


Fig.2.

A. Seat Runner.
B. Allen Screw (UG.1422).
C. Car Floor.
D. Mild Steel Bush (UB.1935).
E. Hardwood Mounting Block.

Chassis Affected:

R.R.Silver Cloud - All Chassis.
Bentley "S" Type - All Chassis.

The necessary part numbers are listed below and Retailers are requested to order from The London Service Station as required:

Seat Slides.

Short Hardwood Mounting Block	-	UW.1634.	2 off.
Aluminium Distance Pieces	-	UB.1934 or RF.3537.	4 off.

Floor Slides.

Mild Steel Bushes	-	UB.1935.	4 off.
.250" Allen Screws	-	UC.1422.	4 off.

FOR INFORMATION.

ROOF LUGGAGE RACK.

Should certain owners require even more luggage accommodation than that provided by the boot, luggage racks are available for attachment to the roof of the car.

The rack is despatched dis-assembled in components consisting of the rack itself, the mounting rails, the four rubber cushions and the four rack securing clips.

Assemble the rack by inserting the mounting rails into the front and rear tubes of the rack to the dimensions indicated, which are measured from the end of the tubes outwards to the centre line of the mounting rail at the cushion registers. When this has been done, lightly screw in the four mounting rail securing Allen screws with the key provided (Fig.1).

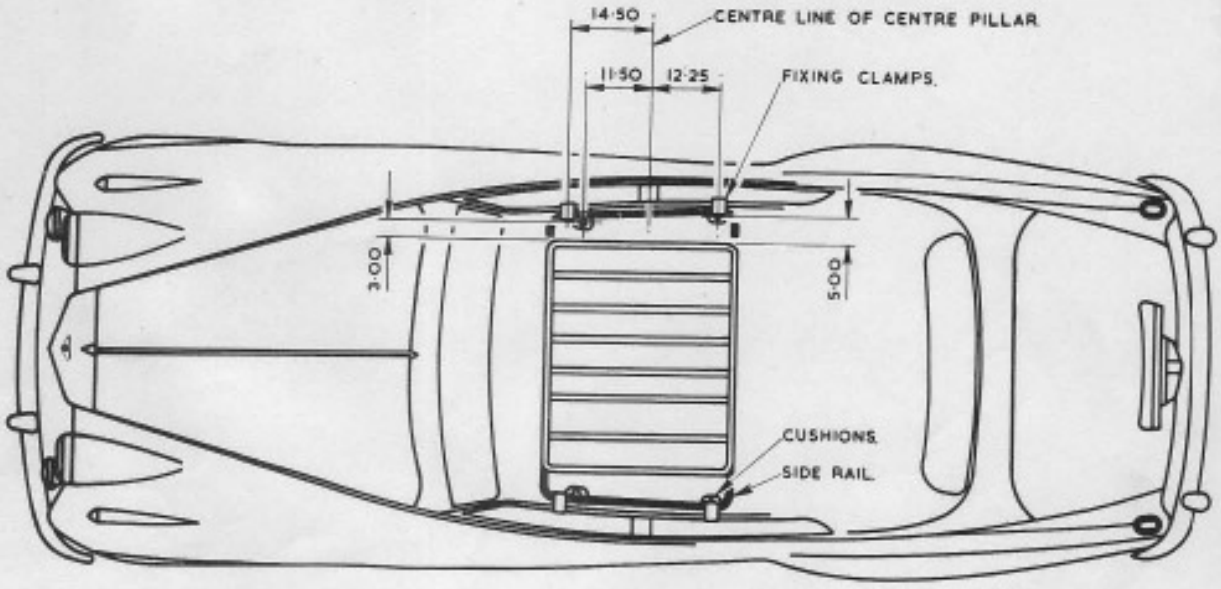


Fig.1.

Fit the assembly with the rubber cushions on the roof of the vehicle and adjust to obtain the correct position as indicated. Finally tighten the four Allen screws and attach and secure the four rack securing clips. These clips must be fitted and adjusted by moving the lower part in or out, so that

they do not foul the top of the doors.

If the rack is fitted properly no damage can occur to the finish of the car as the rack is entirely separated from the coachwork by rubber.

The rack is available finished in chromium plate and primer, or chromium plate and finished to match the coachwork, from Rolls-Royce Ltd., Hythe Road, Scrubs Lane, Willesden, London, N.W.10. If a matching finish is desired, delivery of the rack will be delayed a few days and it is required to be informed of the chassis number.

The price of the rack will be advised on request.

INFORMATION

YALE LOCKS FITTED TO ROLLS-ROYCE SILVER CLOUD AND BENTLEY 'S' TYPE CARS

In the event of failure of either the Yale boot lock or the door lock, necessitating replacement, the new lock can be made to fit the original key so that an extra key with a different number is not necessary.

OPERATION OF THE YALE LOCK

The Yale lock consists simply of the body (A Fig.1), the barrel (B Fig.1), tumblers located in the barrel (E Fig.1) and plungers and springs located in the body (B and C Fig.2). The barrel is restrained from axial movement by the plungers in the annular groove (C Fig.2).

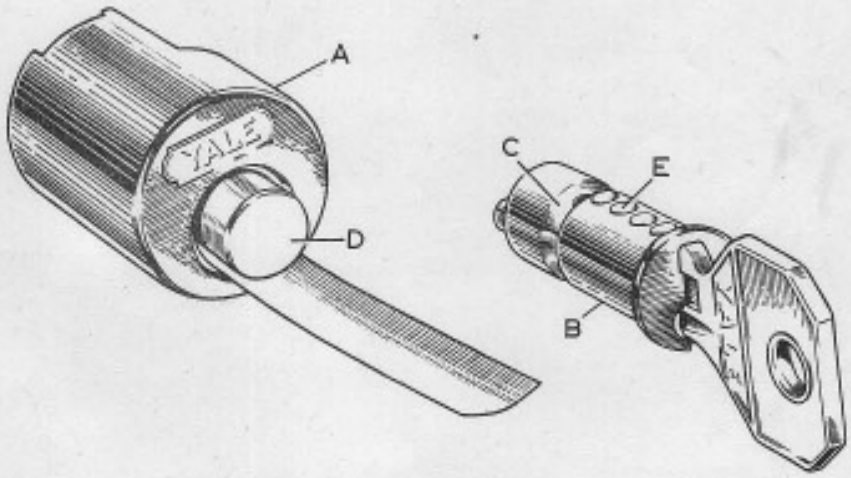


FIG. 1.

A. Body B. Barrel
C. Annular Groove D. Metal Rod
E. Tumbler

When the key is inserted into the lock, the tumblers are pushed up so that they are flush with the circumference of the barrel, permitting the barrel to rotate and unlock the door (Fig.2). When the key is withdrawn the tumblers are forced

into the barrel by the plungers and springs and so prevent rotary movement. An incorrect key will not allow the tumblers to rise flush with the barrel and either the tumblers or plungers will prevent rotation of the barrel.

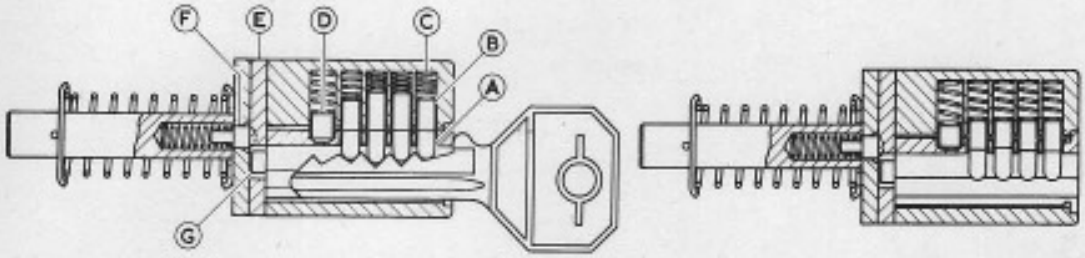


FIG. 2.
A. Tumbler B. Plunger C. Spring
D. Barrel Locating Plunger in Annular Groove
E. Mortice F. Mortice Locating Plunger (See Fig.3)
G. Mortice Operating Peg (See Fig.3)

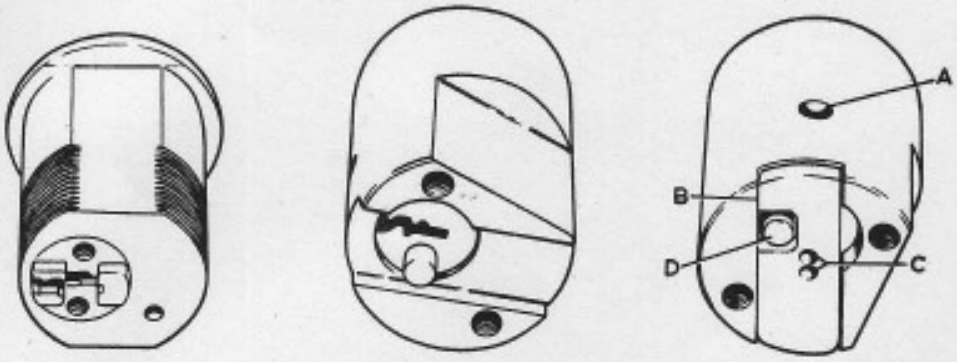
It is possible for any lock to be made to fit any key of that type of lock, simply by fitting the original key into the barrel then inserting new and uncut tumblers into the holes in the barrel and filing them flush (Fig.1). Plungers are then made to correspond with the tumblers so that the combined length of the tumbler and corresponding plunger does not exceed 3/8". The lock is re-assembled and will then operate with the original key.

DIS-ASSEMBLY

Dismantle the lock until it is in the state as shown in one of the illustrations in Fig.3 taking care to note the order of dis-assembly. Note that locks (ii and iii) are boot locks and lock (i) is a door lock. Obtain a 2" length of metal rod 23/64" in diameter, (D Fig.1) a .0015" feeler gauge and a length of stiff wire.

Insert the wire through the hole in the lock body (A iii Fig.3) and push against the plunger which retains the barrel in the lock, slip the feeler between the barrel and the body, easing it between the plunger and the groove: this will enable the barrel to move lengthwise. Insert the key and push

the feeler gauge the full length of the barrel to prevent the plungers from entering the barrel retaining groove, and withdraw the barrel complete with tumblers from the body.



(i) (ii) (iii)

FIG. 3.

A. Hole for Wire
B. Mortice (Slides to engage and lock the door or boot)
C. Indentations (See Fig.2)
D. Mortice Operating Peg

The drivers lock is dismantled in a slightly different manner. Remove the spring clip and integral peg which retains the barrel axially in the lock body, insert the key and rotate the barrel through exactly 90° and pull. The barrel will then withdraw.

MODIFICATION TO THE LOCK

Discard the existing tumblers and plungers and fit the key from the original lock into the barrel. Place four new uncut tumblers into the holes in the barrel and file them until they are flush with the circumference. Remove them from the barrel, carefully noting their position and cut new plungers to match so that the total length of tumbler and plunger does not exceed 3/8". The new plungers must always go with their matched tumblers.

ASSEMBLY

Fit the key into the barrel and place the tumblers in position ensuring that they are all flush with the circumference. Try the barrel in the body for full and free rotation.

Boot Lock

Withdraw the barrel and fit the springs and plungers in the body. This is best done by arranging the body with the nameplate YALE uppermost, inserting the rod from below, placing the spring and correct plunger in position in the relevant hole and sliding the rod up to prevent them from coming out again until all the springs and plungers are in position. The .0015" feeler gauge is then inserted between the barrel and the body adjacent to the plungers. Gently push the rod out of the lock body with the barrel complete with key and tumblers, making certain that the feeler gauge is not pushed out at the same time, otherwise the plungers will fall into the annular groove which takes the barrel retaining plunger. When the barrel is finally in position, remove the feeler gauge and refit the remaining components of the lock ensuring that the mortice is fitted with the two indentations facing away from the lock.

Door Lock

The door lock on re-assembly does not require the feeler gauge, as the barrel can be inserted, but rotated so that the tumblers are at 90° to the plungers and then pushing the rod out. Note that the stiffer spring and spigotted plungers go the rearmost position and do not register with a tumbler in the barrel. The barrel is retained in the body by the large spring clip with integral peg.

NOTE: The plungers and tumblers should be made from 0.100" dia brass rod. Note that one end of the tumblers is rounded allowing the key to slide easily into the lock (A Fig.1).

FOR INFORMATION.

METHOD OF MOUNTING THE COACHWORK OF STANDARD ROLLS ROYCE SILVER CLOUD AND BENTLEY 'S' TYPE CARS

The coachwork of Rolls-Royce and Bentley cars is fitted to the chassis on sixteen rubber mountings with no metal contact between body and frame in order to ensure the minimum transference of sound and vibration from the chassis.

To provide satisfactory results, each rubber mounting must carry its designed proportion of body weight, and not be either under, or overloaded. An overloaded body mounting will behave similarly to a metal to metal contact depending on the degree of overloading, and an underloaded body mounting places extra load on the remaining mountings. Body noises will therefore be greatly amplified in the event of incorrect mounting.

Special mounting procedure and equipment are necessary to enable each mounting to takes its correct share of the total load. The main body mounting (No.1) which fixes the datum of the body, is situated immediately below the scuttle (Fig.1).

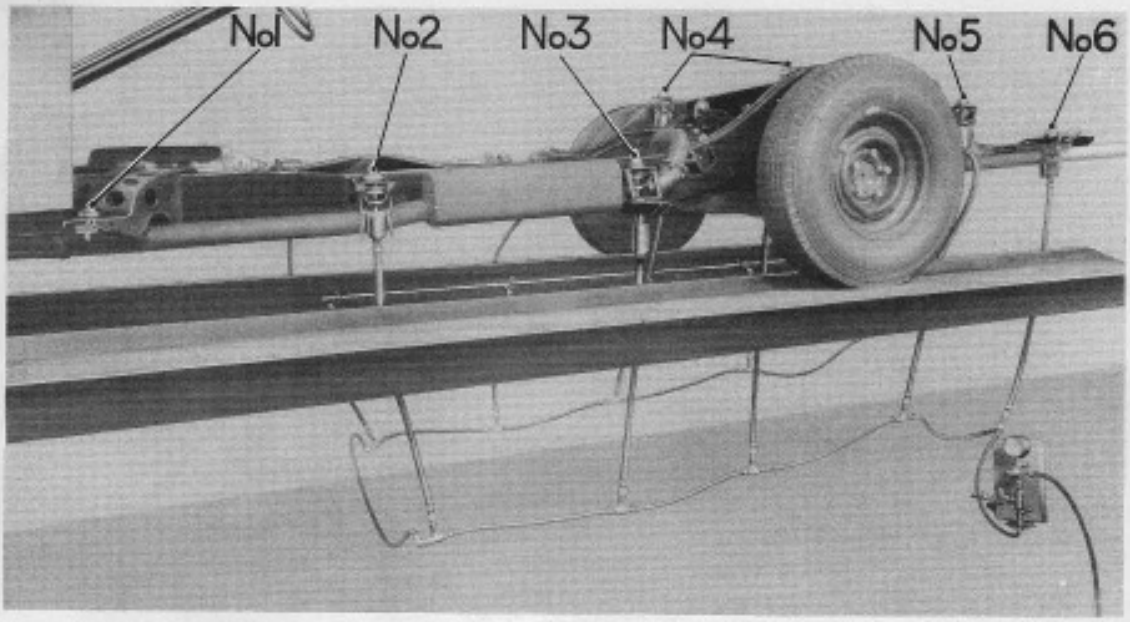


FIG. 1.

The remaining side mountings Nos.2, 3, 4, 5 and 6 (Fig.1 and 7) are fitted in cradles which are capable of vertical movement in the chassis brackets. The vertical movement is permitted by slotted holes in the chassis brackets which allow the body mounting cradles to assume the correct position before being secured in position (C Fig.2).

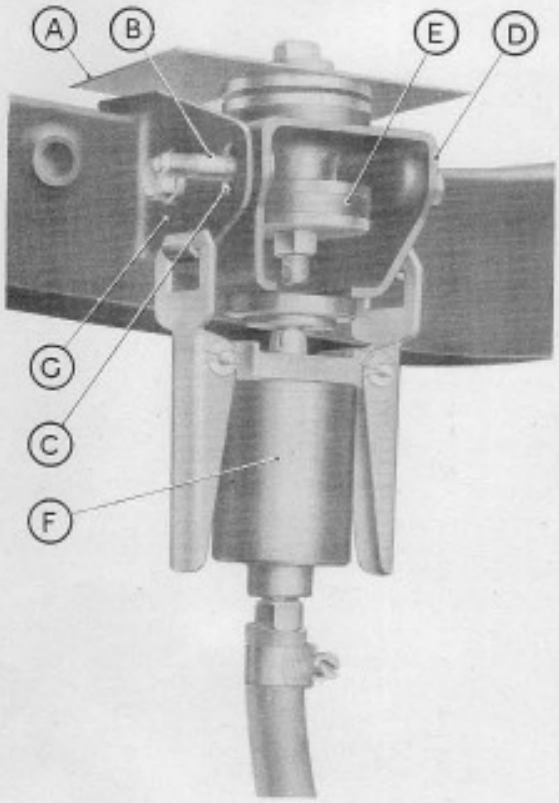


FIG. 2.
A. Body Floor
B. Indicator Stud
C. Elongated Slot
D. Cradle
E. Body Mounting Rubber
F. Pneumatic Ram
G. Frame mounting

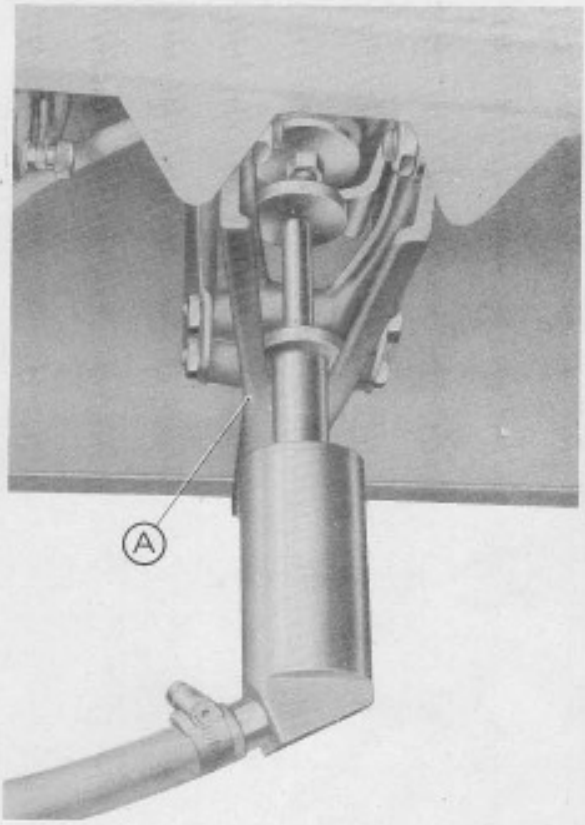


FIG. 3.
A. Jacking Slide

A centre mounting forward of the front pan carries the radiator, wings, valances, etc., and articulation at the scuttle is provided by slotted holes at the valance securing bolts for adjustment purposes whilst mounting the body.

The procedure for mounting consists of making the body free to pivot up and down about No.1 mounting, and attaching pneumatic rams to Nos.2, 3, 4, 5 and 6 mountings, (Figs.1, 2, and 3). The pneumatic rams are connected in series to a compressed air supply and therefore an equal load is placed on each body mounting enabling it to assume its correct position within the vertical limits of the slots in the chassis brackets. The mountings are locked in position with four setscrews each, the rams removed, and the body mounting centre bolts tightened with the lower rubbers on Nos.1, 2 and 4 mountings given the correct vertical clearance (Fig.4). The three centre body mountings (A and B Fig.7), are then fitted with the requisite number of packing washers in a

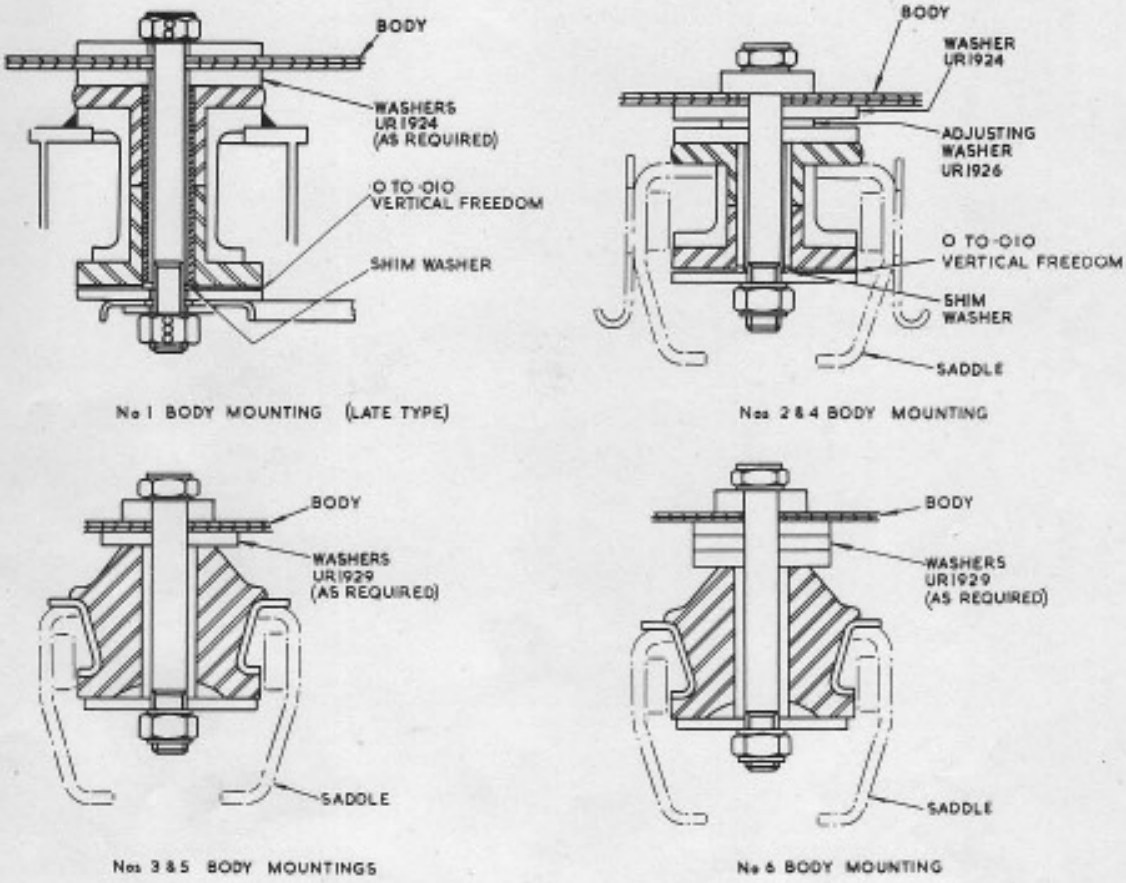


FIG. 4.

similar fashion to Nos.3, 5 and 6 body mountings, to leave the mountings unloaded. The centre bolts are then finally tightened leaving the body correctly mounted.

Previously, where doors have fitted poorly, adjustment to the body mounting beneath the door pillar has been the standard method of rectifying the fault; however, after the body mounting procedure detailed herein has been completed, the body mountings must not be disturbed in any way without the body being re-mounted again.

Retailers requiring to use this special equipment should refer to the London Service Depot.

PROCEDURE

Attach mounting assemblies to the frame ensuring the cradles are completely free to move within the chassis brackets. Use only three setscrews in each case, inserting a short stud in place of the fourth setscrew to serve as a float indicator (B Fig.2). Great care must be taken to ensure that no lubricant of any description comes in contact with the rubbers at any time.

Lower the body on to the frame. Ensure that the body is sufficiently central to allow the pedal gap plate to be moved until it is central with the steering column.

For untrimmed bodies, load the body with ballast to simulate its final unladen weight.

Example: For the standard saloon completely without trim, the weights required total 672 lbs. distributed as follows :-

2 - 56 lbs. weights on front floor as near as possible to the toeboard.

4 - 56 lbs. weights in a line between the two B & C posts.

4 - 56 lbs. weights on the rear seat pan lining its front edge.

2 - 56 lbs. weights on the boot floor, immediately forward of the battery and tool tray aperture.

NOTE: Bodies which are trimmed do not require ballast but if the car is complete and re-mounting is necessary, the body must be disconnected from the bonnet, front wings and valances of the car, by loosening the bolts securing it at the scuttle, disconnecting the steering column from the body and chassis frame, and removing the setscrews which retain the wings to the body at the front door post, requiring the front doors to be removed. This will allow the body to be raised, pivotted freely about No.1 mounting and not restrained by those components mounted to the front. The bonnet panels may require re-fitting by hand after the body mounting procedure has been completed.

Fit, but do not fasten the No.1 mounting centre bolts, inserting adjusting washers UR.1924 or RH.492 where necessary on later type No.1 mountings, and UR.1926 on earlier No.1 type mountings (Fig.5), to give approximately $\frac{5}{8}$" clearance between the brackets on body and frame. If the body to frame clearance is greater on one side than the other, initial correction should be made at No.1 mounting.

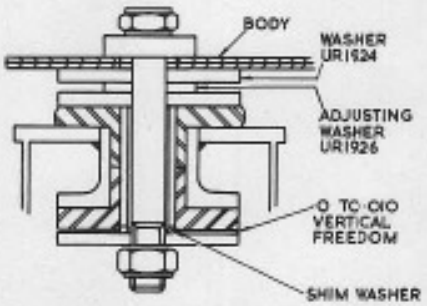


FIG. 5.

NOTE: It is not necessary to deflate all rams should attention to one body mounting only be necessary, as there are individual air valves in each air line to the rams, neither is it necessary to alter the controls after such an operation to compensate for loss of pressure, because the pressure regulator valve (B) which controls the pressure in the system makes up air losses automatically.

Position the pneumatic rams under their respective mountings, and with the air pressure at 80 lbs/sq.in. inflate and deflate the rams about three or four times and observe whether the body rises freely in the mounting brackets. Greater movement will be noted at the rear than the front. Set air pressure at 80 lbs.

Use of the Ram Pressure Control Unit (Fig.6)

With the rams in position, turn tap (C) to the "On" position (vertical) and adjust air pressure with the pressure regulator (B) to the required value (80 lbs/sq.in). To deflate system turn tap C off (horizontal) and bleed air from the rams by depressing the button D. Turning tap C on again will inflate the rams once more.

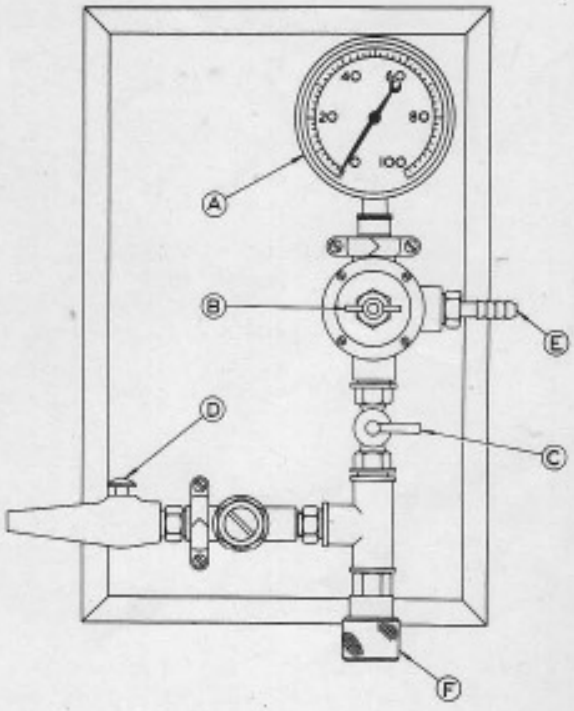


FIG.6.

A. Pressure Gauge B. Pressure Regulator
C. On/Off Tap D. Air Release Button
E. From Air Supply F. To Pneumatic Rams

All adjustable mounting assemblies must be without vertical restraint from either the top or bottom of their adjustment slots. The stud acting as the "float" indicator must be approximately in the middle of the slot, which makes certain that the body mounting is not being restrained by the limits of the slot (Fig.2), but if restraint is evident, and the indicator stud bears at the top of the slot, adjusting washers are required between the mounting and the body, if the indicator stud bears at the bottom, fewer washers are required between the mounting and the body (Fig.4). If all washers are removed and the indicator stud still bears on the bottom of the slot, all other body mountings require washers fitted to them to increase the body to frame clearance, Check that body-to-chassis clearance generally is not less than $\frac{5}{8}$" especially over the gearbox bell housing.

With the air pressure steady at 80 lbs/sq.in. tighten the three setscrews on each assembly then replace the stud with a setscrew and tighten.

Release the air pressure and remove the rams.

Tighten the centre bolts of all mountings and ensure by means of shim washers, (UR.2864-70) that the lower rubbers of Nos.1, 2 and 4 mountings have a vertical freedom of 0.000" to 0,010" as illustrated (Fig.4).

The early short No.1 mounting is shown in Fig.5 and the later type is shown in Fig.4.

Fasten the centre bolts on the three floor mountings (A and B Fig.7) fitting the requisite packing washers, where illustrated (Fig.4) to leave the mountings unloaded.

Remove ballast weights where applicable. The body is now mounted.

NOTE: Should damage, which is not sufficiently great to necessitate removal of the body, occur as a result of an accident, the body mounting brackets on the chassis and the body should be corrected to the dimensions as shown in Fig.7 and the body re-mounted as described in the foregoing.

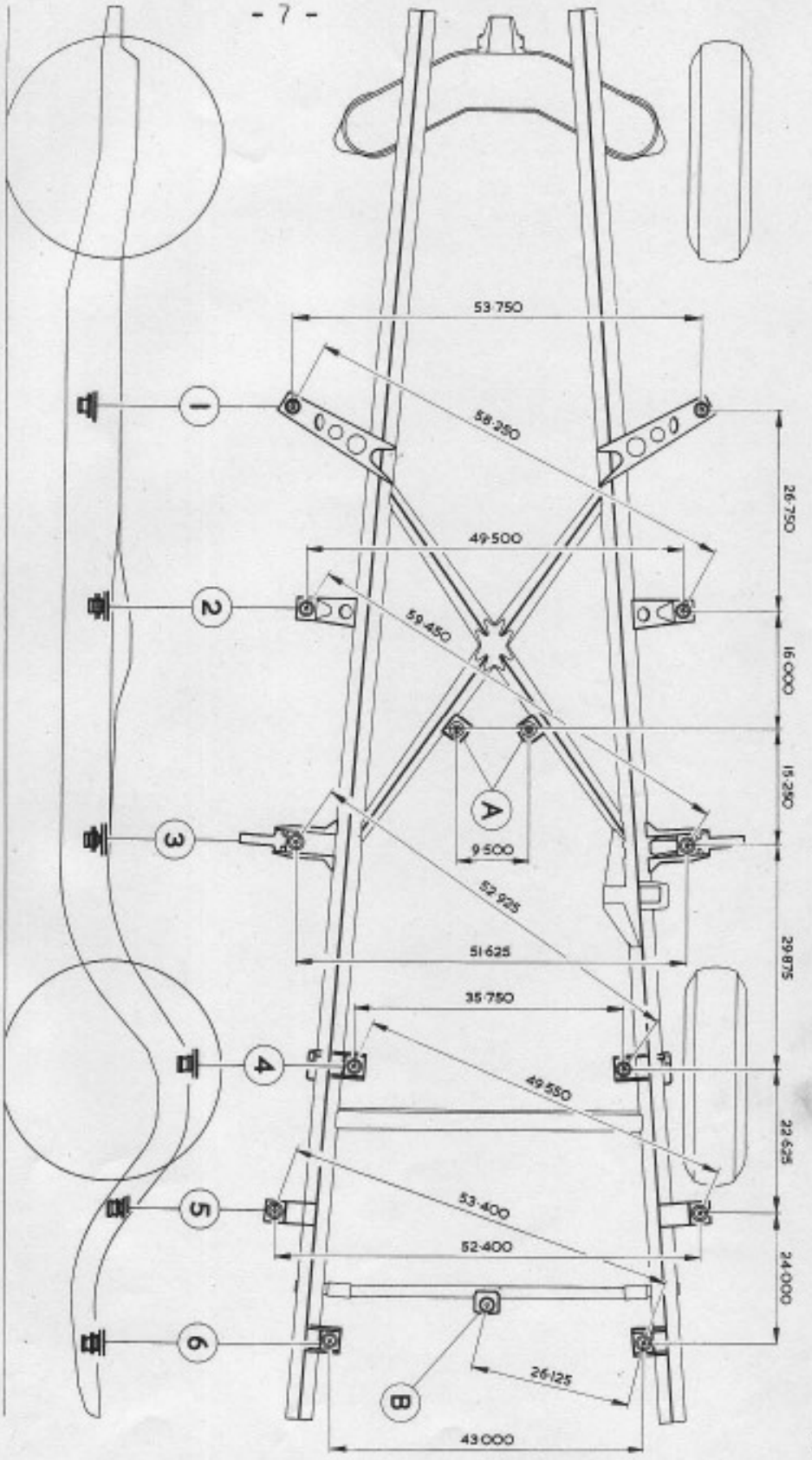

53·750
58·250
49·500
59·450
9·500
52·925
51·625
35·750
49·550
53·400
52·400
26·125
43·000
1
2
3
4
5
6
A
B
26·750
16·000
15·250
29·875
22·625
24·000

FIG.7.

CATEGORY 3A

FRONT DOOR WINDOW CHANNELS

On production, the rigidity of the front lower glass channel brackets, has been increased to reduce flexing of the brackets, with consequent danger of fatigue and fracture, following extensive window winder operation.

The later type brackets are of channel section, provided with elongated holes to assist in lining up the assembly with the window frame. These brackets are easily identified by a Black Enamel finish. (Previously Zinc Coated).

In complaints, or, whenever channels are removed, the brackets should be inspected for distortion or fracture, and renewed if necessary.

In the event of new channel assemblies not being easily available, Retailers may manufacture new brackets in accordance with the following illustrations and dimensions.

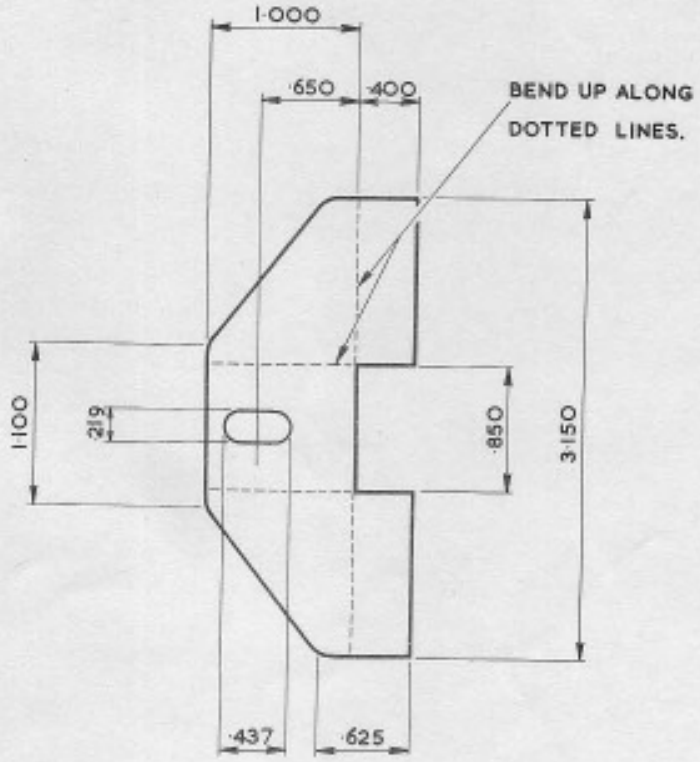


FIG. 1.

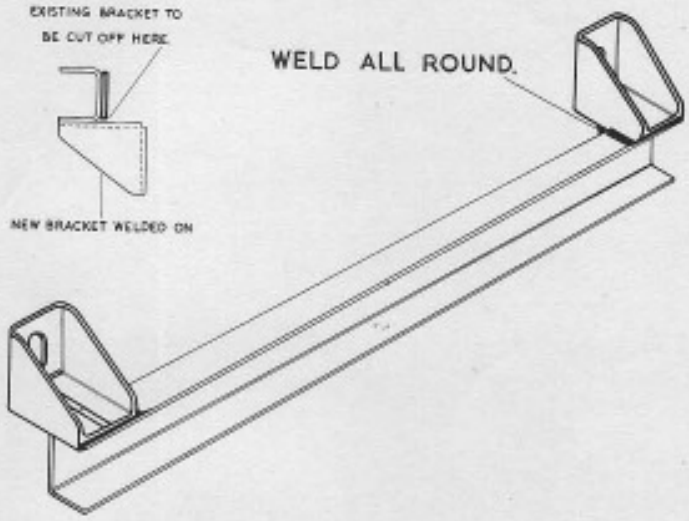


FIG. 2.

PROCEDURE

(a) Cut off existing bracket as shown in the inset.

(b) Make up new brackets as detailed in Fig.1 using 18 gauge sheet steel, and bend as indicated.

(c) Position on channel and weld all round as shown in Fig.2.

(d) Clean up assembly and paint with a high quality Black Enamel.

Time allowance for changing Channel Assembly - 1½ hours.

Time allowance for making up and welding brackets - 1½ hours..

MATERIAL

Front lower glass Channel Assembly	UB.2074	1 off.

APPLICABLE TO:

Rolls-Royce Silver Cloud

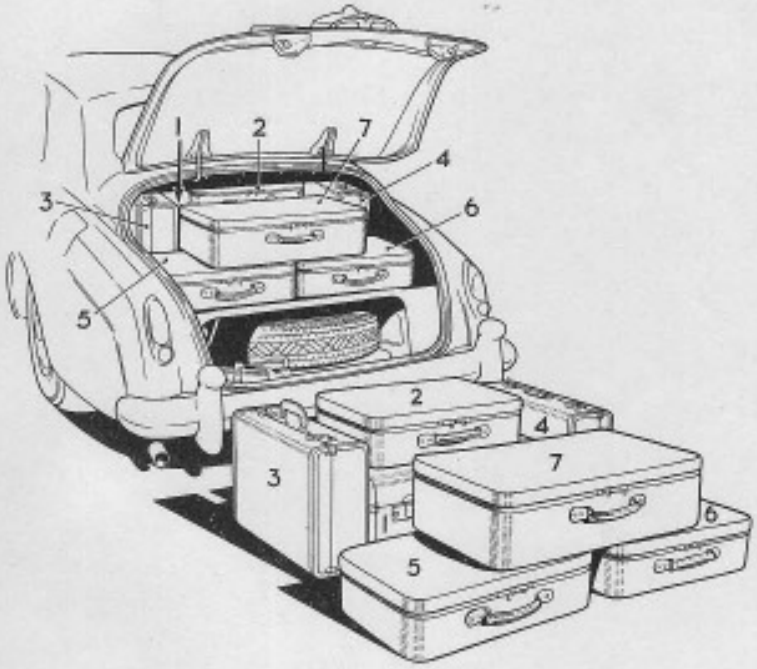
Bentley 'S' Type.

No.
CB.64.

FOR INFORMATION.

FITTED SUITCASES.

Instances have occurred of owners experiencing difficulty in stowing the set of seven special suitcases which are available for the standard saloon.



Suitcase Details.

Hard Type.	1	28" x 19½" x 9½".
	3 & 4	20" x 15" x 7".
Soft Type.	2,5 & 6	22" x 14" x 6½".
	7	28" x 15½" x 8".

The cases are designed to be stowed in the manner illustrated above.

FOR INFORMATION.

ROOF RACKS.

The paintwork on both new and re-sprayed cars requires several weeks to properly harden under normal atmospheric conditions. For this reason it can be extremely detrimental to fit a roof rack onto new paint. The rubber mounting pads will invariably seal off a small section of paint from the air and consequently prevent the normal hardening reaction.

If a roof rack has to be fitted, all possible precautions should be taken to protect the paint. Both the surface of the mounting pads and the area on which each pad will rest should be liberally dusted with French chalk or smeared with a layer of "Rubberlude C.S. 2298" before being brought into contact with each other. This will prevent the pads adhering to the roof, so avoiding the possibility of lifting the paint when removing the rack.

Before fitting a roof rack, clean and polish all paint surfaces that come into contact with the rack; liberally coat with either of the two protective agents mentioned above and secure the rack in position.

It should be remembered to re-check the tightness of the clamping bolts after the luggage has been placed in position, for the additional weight may compress the mounting pads and so partially release the tension of the bolts.

No. CB.100.

FOR INFORMATION.

FITTING WINDSCREEN GLASS.

"Bentley 'S' type Continental Saloon" and
4-door "Flying Spur" saloon with Coachwork
by H.J. Mulliner Ltd.

Preparation.

In order to facilitate removal of the old windscreen, it will be necessary to obtain access to the rubber lip which retains the windscreen in the body. Therefore to remove the instrument board, which is integral with the polished panel at the bottom of the screen, carry out the following procedure.

Cover the bonnet near the windscreen, with thick felt to protect the paintwork.

Remove the radio speaker grille from below the instrument board by removing one screw from each side close to the front of the picnic table, and two screws between the table slides at the front; these are accessible when the table is drawn out to its fullest extent.

The wood filling in the panels on each side and below the instrument board, can be removed by unscrewing the two screws at the bottom of each panel.

Disconnect the cables from the map lamp.

Remove the following control knobs from the instrument board, the one above the flashing indicator switch and the one immediately above the cigar lighter; these are the screw-on type. To remove the third knob, also above the cigar lighter, pull out the knob to reveal a retaining clip, then push in the clip and withdraw the knob.

Remove the operating lever from the flashing indicator switch.

To remove the polished face piece over the radio controls, withdraw the radio control knobs and unscrew the nuts then visible.

Remove the cubby hole box which is held in position by four screws at the top front on the inside and four screws below on the outside; unscrew these screws. In order to facilitate removal of the screws at the top, it may be necessary to remove the cubby hole door; to do this remove the screws securing the hinge fittings.

Cont'd.....

When disconnected, push the cubby hole box back a short way, this will reveal two M.T. screws which secure the grab handle at the top; remove these screws and withdraw the handle from the instrument board.

To free the instrument board, remove the three screws now visible along the top front face and the two screws which are visible through the two holes, one under each end of the board.

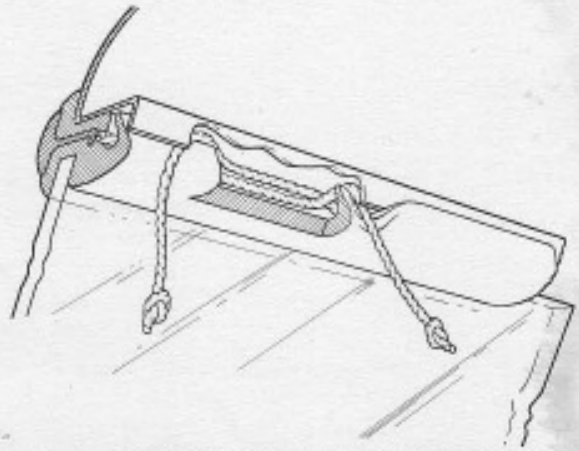


Fig. 1. Method of attaching cord for drawing seal over angle.

Whilst lifting the board, ease it very slightly towards the rear of the car, draw out the end on the opposite side to the steering wheel and at the same time tilt the top of the board towards the rear of the car; then carefully withdraw the board clear of the instruments and steering column.

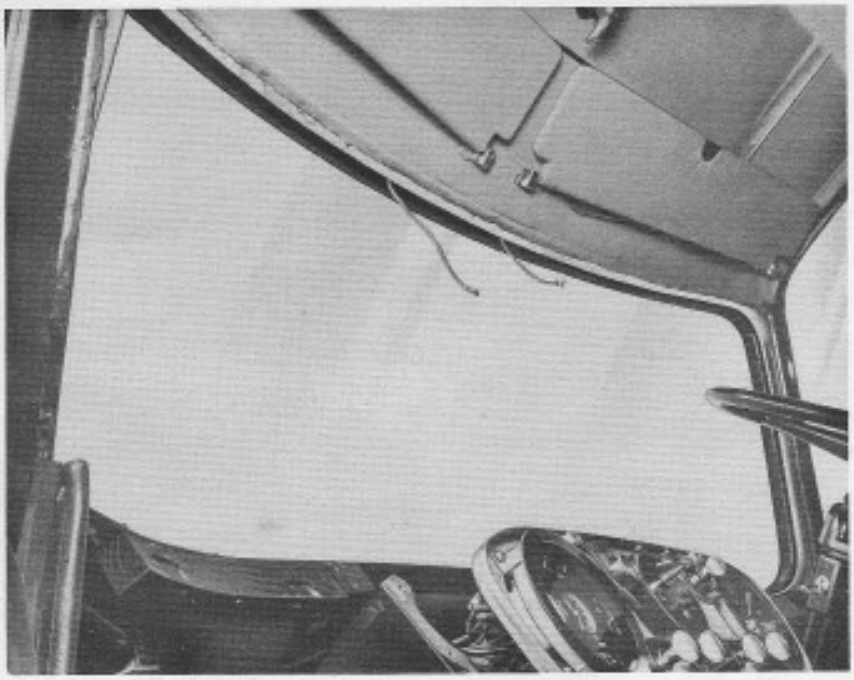


Fig. 2. View of windscreen showing cord in position in preparation for drawing seal over angle.

Cont'd.....

Remove the interior driving mirror.

Unscrew the three screws securing each metal fillet at the top of the windscreen and remove the fillets.

Remove the polished wood fillets from the backs of the windscreen pillars and below the cantrails in both door openings.

Detach the trimmed piping from the insides of the wood fillets; the piping is secured with Bostik adhesive.

When the wood fillets are removed, five 4 B.A. screws are revealed, these secure the metal finishers on each side of the windscreen. Unscrew these screws and remove the metal finishers.

To Remove the Windscreen.

The rubber lip on the inside of the windscreen sealing rubber must be lifted over the retaining angle in the screen opening by means of a thin screwdriver or similar tool.

Commence this operation at the two top corners of the windscreen, at the same time the glass should be firmly pressed outwards from the body.

Fig. 3. View of windscreen showing process of drawing seal over retaining angle.

Cont'd.....

When the rubber lip commences to separate from the angle, the windscreen glass should be supported whilst the rubber lip is manipulated to clear the remainder of the windscreen opening. At this stage the glass and rubber seal can be removed from the body.

To remove the rubber seal from the glass, ease the chromium plated finisher from the front face, then the rubber seal can be easily separated from the glass.

To Fit a new Windscreen.

Remove all traces of sealing compound from around the windscreen aperture.

Examine the rubber seal and if in a serviceable condition it can be used with the new screen, if not, a new seal should be fitted.

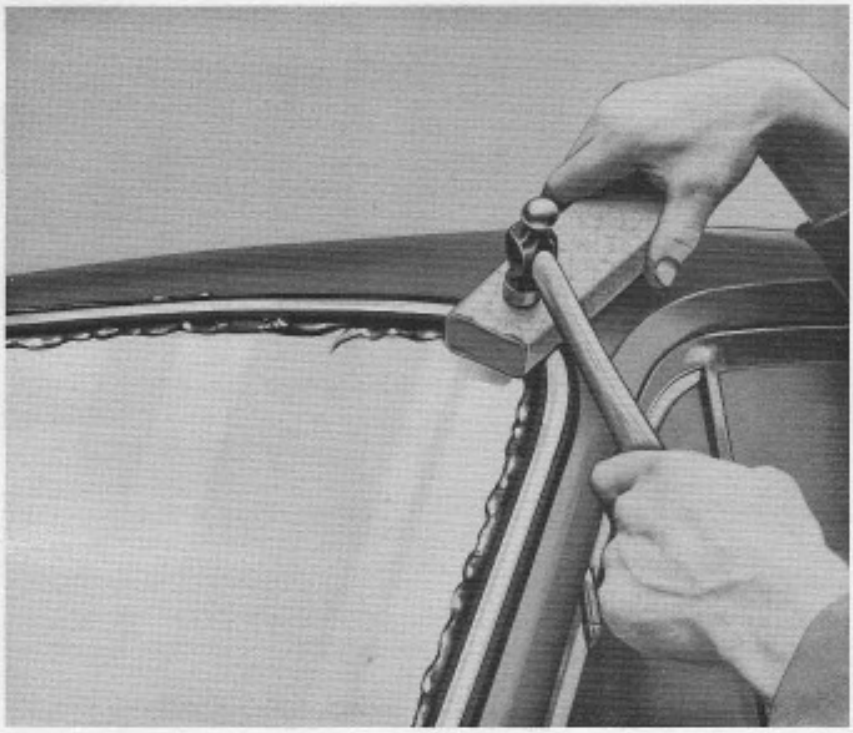


Fig. 4. Chrome finisher being adjusted after Secomastic has been applied.

Cont'd.....

Fit the rubber seal to the new windscreen glass and apply Secomastic to the front face only, between the glass and the rubber. Fit the chromium plated finisher to the rubber.

Fit a length of cord around the inside lip of the rubber seal, leaving the two ends free at the top centre of the windscreen (see Figs. 1 and 2).

Centralise the windscreen complete with rubber seal and chromium plated finisher in the body opening, then lightly press the screen on to retaining angle.

Working from inside the saloon, carefully pull one end of the cord at an angle to the screen so that the lip of the rubber seal is drawn over the retaining angle (see Fig.3).

Continue this operation around the screen to the bottom corner, then repeat the procedure for the opposite side of the screen. Pull both ends of the cord together to guide the rubber lip over the angle at the bottom of the screen.

Ease up the outside lip on the rubber seal and apply Secomastic between the body panel and the seal; this is necessary only on the top and sides of the windscreen.

Refit all parts, reversing the procedure given for removal.

Should it be necessary to adjust the chromium plated finisher in the rubber seal, tap it in position using a leather faced block (see Fig. 4). Any small gap between the ends of the chromium plated finisher normally closes after approximately 24 hours, when the stretch of the rubber seal adapts itself to the screen opening.

All surplus Secomastic should then be trimmed and washed off with paraffin.

FOR INFORMATION.

FUSES FOR ROLLS-ROYCE & BENTLEY ELECTRICALLY OPERATED WINDOWS.

The electrically operated windows fitted to Rolls-Royce & Bentley 'S' type cars, are operated by means of toggle switches mounted on each door, to enable the driver to operate all windows from the driving position a set of four switches are provided on the driver's door.

It is possible that the driver and passenger may inadvertently operate their respective switches simultaneously in order to select opposite directions of window travel, if this happens the window will remain stationary and should the switches be held in this position for longer than a few seconds there is a possibility that the fuse for that particular window will blow. To overcome this possibility it has been decided to increase the fuse specification to the following:-

30 S.W.G. high conductivity tinned copper wire, diameter 0.0124 in. For stocks of fuse wire in America, 28 American or Brown and Sharps gauge, 0.0126 in. diameter is satisfactory.

A set of four fuses, one for each window, are situated in a fuse box mounted on the left-hand side of the dashboard.

We should like retailers to check each car which comes into their premises and to change the fuse wire to the correct specification where necessary.

The electric motor has a thermostatic cut-out built into the circuit and if the switches are operated as stated above, or if any switch is held in the operating position for more than a few seconds, after the window has reached the fully open or fully closed position the motor will become heated and the thermostatic cut-out will cause the circuit to be broken, after a short delay the motor will cool and the circuit automatically restored.

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