

VOLTAGE REGULATOR

A modified voltage regulator is to be fitted to S2 cars.
The regulators are completely interchangeable and supplies of the
early type should be used up

Part Numbers are:-

Deleted

UD. 4342 Voltage Regulator

New

UD. 5308

INSTRUMENTS - S2.

Complaints have been expressed, from time to time, in regard to the standard of illumination of the speedometer and four in one instrument patch, and steps have been taken to improve it.

The instrument lights were formerly controlled by a variable switch. Two resistors were incorporated in the switch, one fixed, and permanently in circuit, the other variable according to the position of the switch.

The switch has been changed to a two position one, dim or bright; the variable resistance has been removed and the fixed one is in circuit only for the dim position.

The bulb wattage has been increased from 2.4 to 3.6.

It should be noted that the clock illumination is unchanged.

Part numbers are:-

<u>Displaced</u>		<u>New</u>
RD. 4243	Bulb	UD. 5500
UD. 4498	Switch (Continental Cars)	UD. 5469
UD. 4498	Switch (all others)	UD. 5468

DYNAMO MOUNTING BRACKET

BENTLEY.S2. SILVER CLOUD.II. PHANTOM.V.

A forged rear dynamo mounting bracket is to replace the fabricated one at present in use.

Stocks are to be used up.

Displaced

New

UE. 5592

Bracket

UE. 7424

IGNITION DISTRIBUTOR

Two rotor arms have been fitted on post war cars, prior to S2 series, the only difference between the two being that one was suppressed for radio and television interference.

It is pointless to perpetuate both types and in future, when stocks, if any, have been exhausted, only the suppressed rotor will be used.

Part numbers are:-

Suppressed

RD. 8550

Not suppressed

R. 3795

CABLE CONNECTORS.

The spade type Lucar connectors, which are being extensively used on S2 electrical equipment, suffer from the fact that they are machine welded to the cable, and, if for some reason, they become detached, difficulties are experienced in fitting a replacement. For this reason an alternative connector has been designed which can be soldered to the cable. Part number of the connector is UD.5406.

INSTRUMENT BOARD

The earth point screw attached to instrument mounting plate is to be replaced by a stud and nut. This will facilitate the fitting of several cable eyes which use this earth point.

Part numbers are:-

Displaced

New.

K 1910/Z	Screw - Earth Point - Mounting Plate) Not used	UD. 5653
	Nut - Stud - Earth Point) on CT.	K. 4006/Z

TOP MOUNTING ASSEMBLY ELECTRIC WINDOW LIFT

BENTLEY S2, SILVER CLOUD II.

Some trouble has been experienced with this piece by the failure of the bonding between the plates and the rubber block.

A modified part is now being fitted.

Part numbers are as follows:-

Displaced

New

UB. 2498 Top Mounting Assembly

UB. 3579

Addendum 2.M.10.

TOP MOUNTING ASSEMBLY ELECTRIC WINDOW LIFT

BENTLEY S.2. SILVER CLOUD II

The following are chassis numbers of cars which incorporate the new top mounting assembly.

D Series

Bentley S.2. (Standard Steel Cars)

Chassis

B.157.DV. 163, 167 Onwards.

D Series

Silver Cloud II (Standard Steel Cars)

Chassis

SYD.496 Onwards

B Series

Bentley S2 (Long Wheelbase)

Chassis

LBB.11 Onwards

C Series

Silver Cloud II (Long Wheelbase)

Chassis

LCC.21 Onwards.

OIL PRESSURE TRANSMITTER

BENTLEY S2 SILVER CLOUD II PHANTOM V

Additional copper washers are sometimes being fitted with the oil pressure transmitter. They are being used as a distance piece to ensure that the transmitter is correctly installed in the oil filter head.

A maximum of two washers can be used to obtain the correct position.

Details for the positioning of the transmitter are shown on Service Bulletin S2/E4.

Part number of the washer is UD. 8017.

2. M. 12.

SPEEDOMETER S. 2.

BENTLEY AND SILVER CLOUD.

Customers occasionally request that their car be fitted with 13/38 ratio crown wheel and pinion. This necessitates a different speedometer the part numbers of which are as follows:

Silver Cloud	UD. 5580
Bentley	UD. 5581

It may be noted that the Bentley and Continental instruments are the same in all respects except that the former registers 20 m. p. h. less.

DIP SWITCH S. 2

Two different types of dipswitch cable covers have been fitted on S, 2 cars one being deeper than the other. The deeper one, which was fitted initially, had a rubber band secured to it at the switch end; this sealed the gap between switch and cover. A rubber sealing pad was also fitted; this provided a base seal between switch and cover and toeboard.

On later cars sealing compound was substituted for the cover sealing strip.

A change of design, by the switch manufacturers, was agreed to, this being to reduce the base depth, and a similar reduction was also required on the depth of the cover.

In fact the switch was never modified and to accommodate the reduction in gap between switch and cover an additional sealing strip was fitted between the cover and base pad.

It has now been decided to revert to the original cover, but without the sealing band. The overall seal pad has been dispensed with and the switch makers supply a pad for the switch only, the cover fitting directly to the toeboard; the switch cover joint is made with sealing compound.

When stocks have been used up all covers supplied will be of the deep type without seal. If either a deep cover with sealing band, or a shallow cover without one, are being replaced, the gap between cover and switch can be eliminated by cutting away the cover portion of the pad and making the joint with compound.

Overall base pads will no longer be required; any resultant gap can be made good by removing the cover seal.

Part numbers are as follows:-

<u>Displaced</u>		<u>New</u>
UD. 4656	Cable cover and seal assy	
UD. 4655	Seal	
UD. 5066	Cable Cover	UD. 4654
UD. 4652	Seal dipswitch	

2. M. 14

VOLTAGE REGULATOR

BENTLEY S2, SILVER CLOUD II, PHANTOM V

The present spares schedules give UD.6114 Regulator Mounting Bracket as being used on all cars except Continental and UD.2216 Mounting Bracket as being used on Continental only.

In fact UD.6114 is used on all Bentley and Silver Cloud Standard Steel cars, and Bentley and Silver Cloud Long Wheel Base cars by Park Ward. UD.2216 is used on Bentley Continental cars, Long Wheel Base cars by coachbuilders other than Park Ward and Phantom V.

Addendum 2. M. 15.

STARTER RING

BENTLEY S. 2. SILVER CLOUD II PHANTOM V

The following are chassis numbers of cars which are fitted with the new starter ring.

'D' Series

Bentley S. 2. (Standard Steel Cars)

Chassis

B. 453. DV. 457 Onwards.

'D' Series

Silver Cloud II (Standard Steel Cars)

Chassis

SZD. 417 to 427, 431 Onwards.

'B' Series

Bentley S. 2. (Long Wheelbase)

Chassis

LBB. 19 Onwards.

'C' Series

Silver Cloud II (Long Wheelbase)

Chassis

LCC 60 to 64, 66 Onwards.

'C' Series

Bentley S. 2. Continental

Chassis

BC. 85 CZ Onwards.

'C' Series

Phantom V

Chassis

5. CG. 23. Onwards.

2M. 15

STARTER RING.

BENTLEY S2 SILVER CLOUD II PHANTOM 5.

There has been a change in part number of the starter ring.
The two rings are interchangeable.

Displaced

UE. 6184

New

UE. 8399

STARTER MOTOR

BENTLEY S.2. SILVER CLOUD II, PHANTOM V

As already stated on Bulletin S2/M5 changes have been made to the starter motor. Part numbers are as follows :-

<u>Displaced</u>		<u>New</u>
UD.4587	Starter Motor	UD.5706

A further change of part numbers has been made, they are as follows:-

<u>Displaced</u>		<u>New</u>
UD.5706	Starter Motor	UD.5692

They are interchangeable but in the interests of spares continuity it is not recommended.