

Fig.14

OILING BOTTOM BEARING OF STEERING PIVOTS

14. Unscrew cap A, Fig. 14 and fill cap with gear oil, replace cap, forcing the oil into the bearing by screwing home. Repeat on the other side.

15. **Cross Steering Rod** cup for gear oil at each end. A in Fig. 15 shows the one on "off" side.

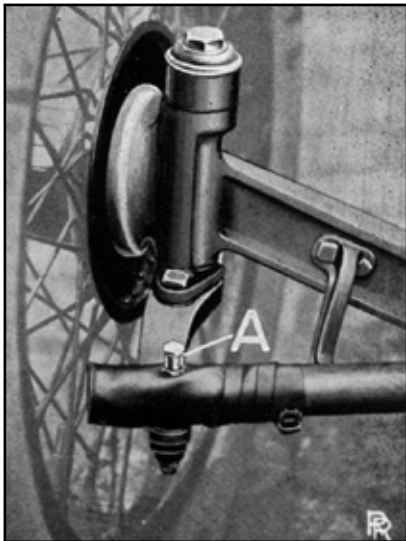


Fig.15 LUBRICATING CROSS STEERING ROD

16. **Longitudinal Steering Tube.** Cup for gear oil at each end of tube. B in Fig. 14 shows the one on the forward end.

17. **Steering Box.**

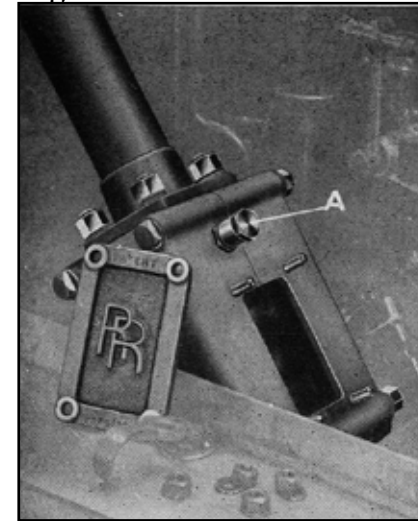


Fig.16

STEERING BOX showing oil cup "A."

19. **Control on Steering Wheel**

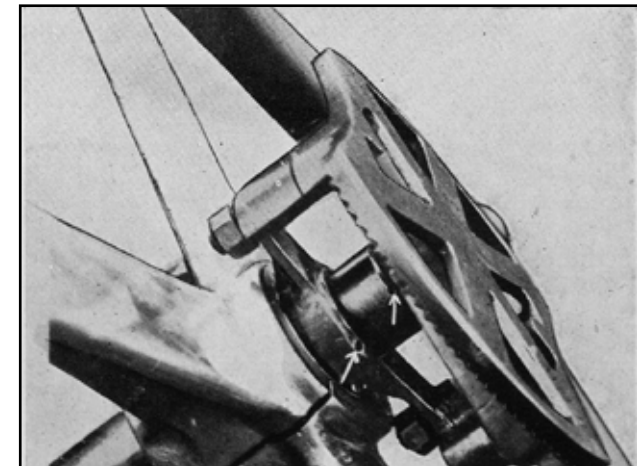


Fig.17

THE ARROWS IN FIG. 17 SHOW WHERE GEAR OIL SHOULD BE APPLIED TO THE CONTROL MECHANISM ON STEERING WHEEL

20. Fan Bearing.

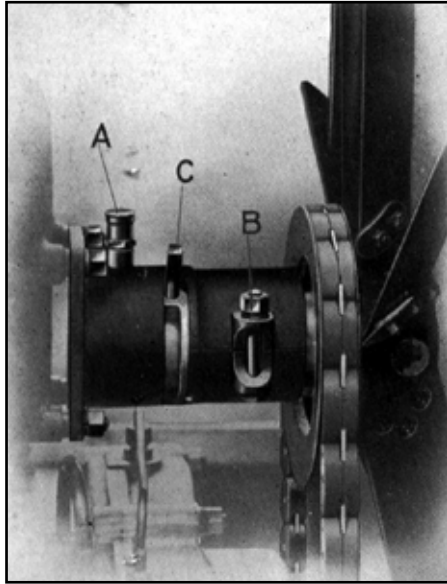


Fig. 18. CUP A ON FAN BEARING

21. Commutator.

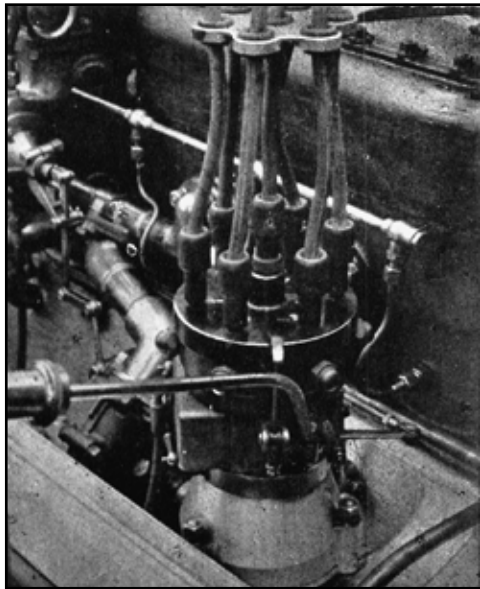


Fig.19. CUP FOR ENGINE OIL, WITH FLAP,
ON SIDE OF COMMUTATOR..

22. Governor.

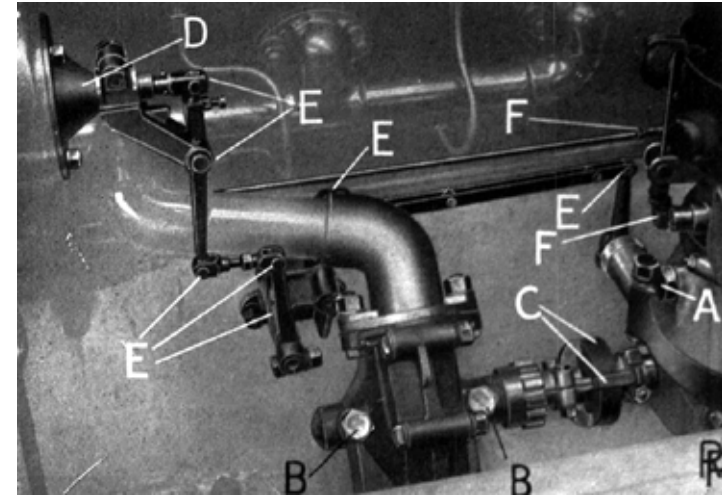


Fig.20.

A SHOWS PLUG-HOLE FOR GOVERNOR CASE

23. Water Pump.

The two cups, B, B, in Fig. 20 when filled with gear oil, should be screwed *right* down, and the fibre disc in the bottom of each cup will make a water-tight joint

24. Magneto.

The magneto should be studied in order that the various small points where lubrication is required are not overlooked ; they are somewhat difficult to get at, but are nonetheless important.

The ball bearings which are fitted throughout must be lubricated at least twice each month by injecting a few drops of *engine* oil at the places marked "oil". There are four oil lids, as indicated at A and B in Fig.21, and A, B and C in Fig. 22

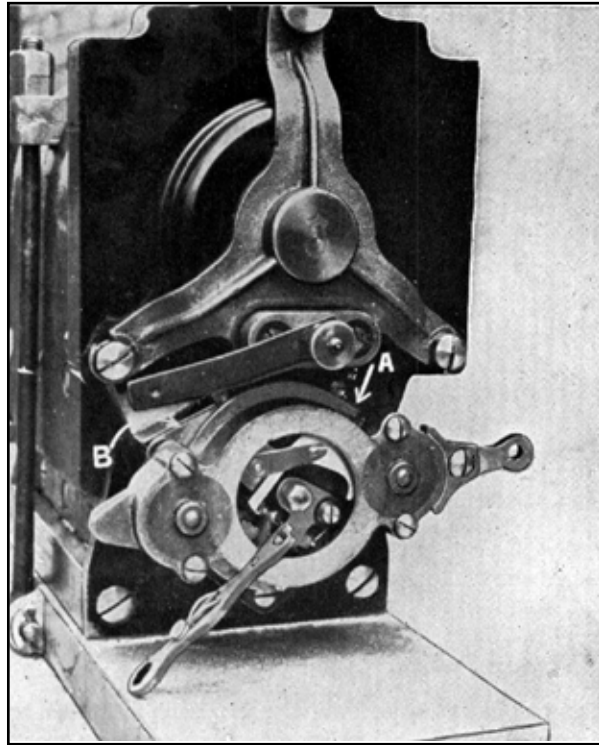


Fig.21.
MAGNETO LUBRICATORS A AND B.

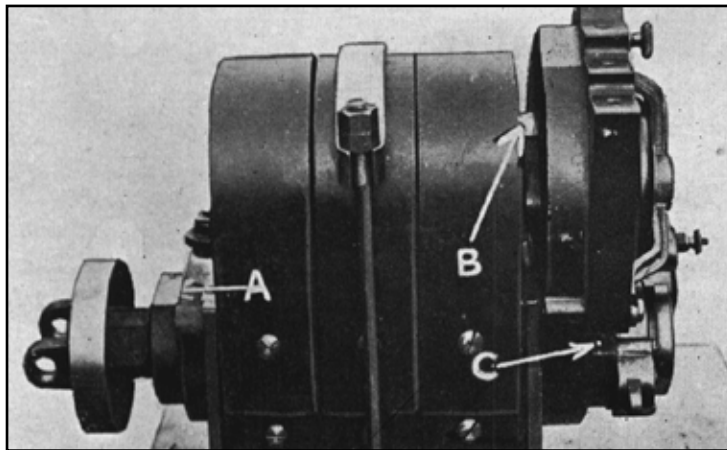


Fig.20.
MAGNETO LUBRICATORS A, B AND C

25. Magneto Brake.

The oil cup is shown at A in Fig. 23

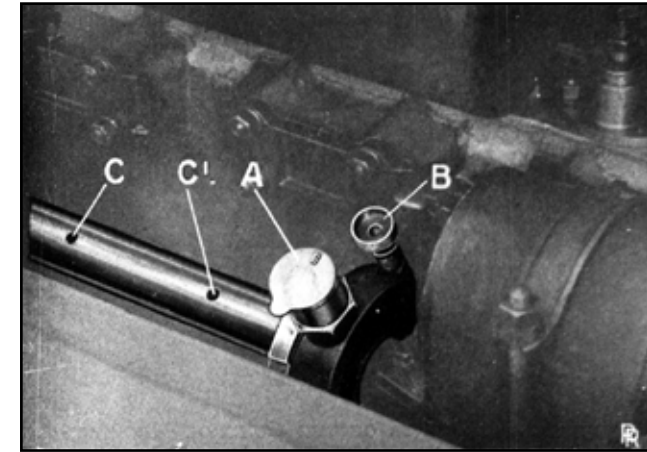


Fig. 23.
OILER FOR MAGNETO BRAKE

Note.- Some of the lubrication points of the magneto and its “drive” enumerated below are often overlooked.

28. to 31. Control Mechanism.

The driver, on first taking over a new Rolls-Royce car, would do well to trace out the various movements and connections between the governor level on the steering wheel and the accelerator pedal, the automatic governor, and the throttle valve on the carburettor ; all these are directly or indirectly connected together and care should be taken to oil, every week, the numerous connecting links, pivots and pins carefully; the perfect governing of the engine, after the car has been in use for a long time, will much depend upon careful attention to such details, which will avoid unnecessary wear and “play” in these parts. The same applies to the moving parts between the ignition lever on the steering wheel and the commutator.

N.B. - These links should be quite free and should “float”.

31. Control Mechanism.

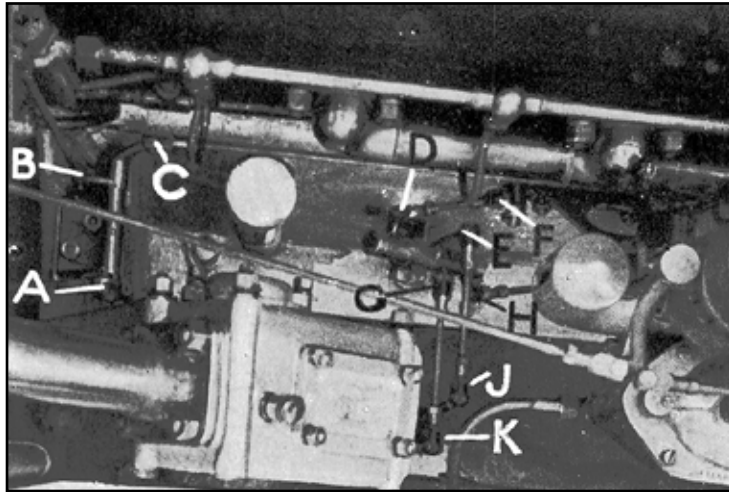


Fig. 24.

10 CONNECTING POINTS OF THE CONTROL MECHANISM

32 and 33. Clutch Mechanism.

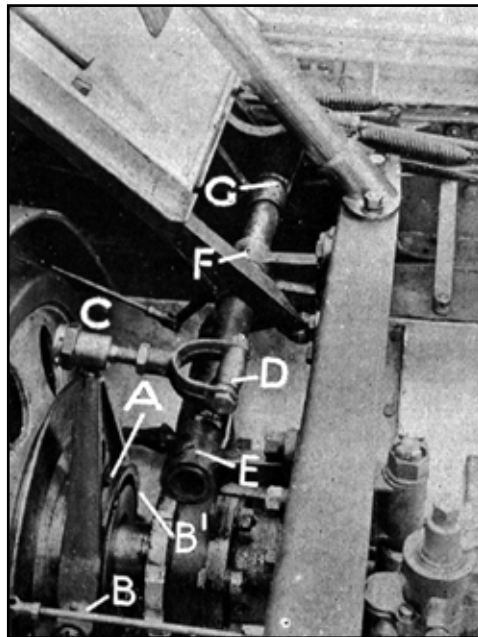


Fig. 25.

CLUTCH AND PEDAL MECHANISM.

34. Foot Brake Mechanism.

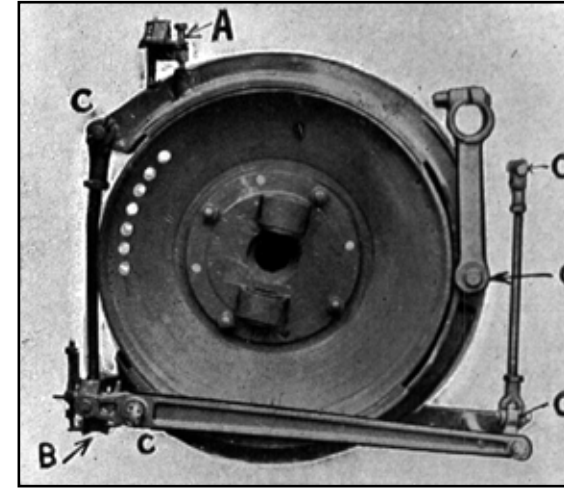


Fig. 26.

35 to 38. Side Brake lever.

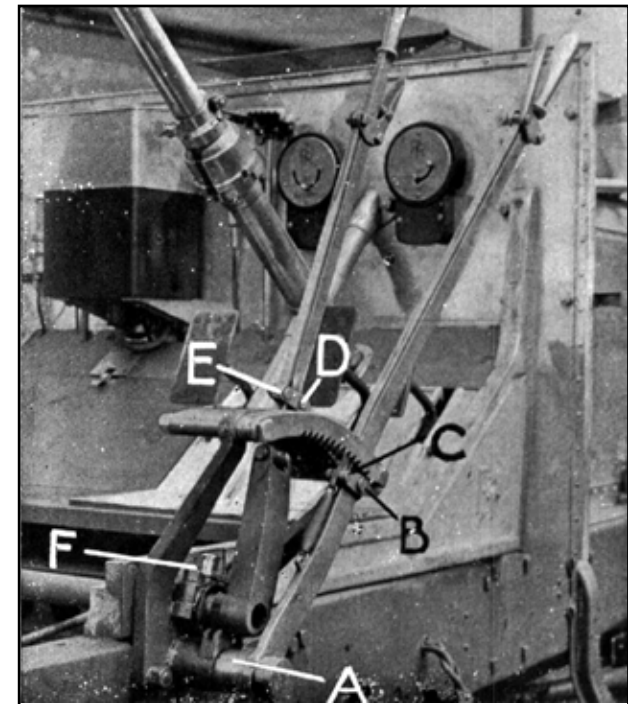


Fig. 27. SIDE LEVERS.

39 and 40. Rear Brake Differential Gear

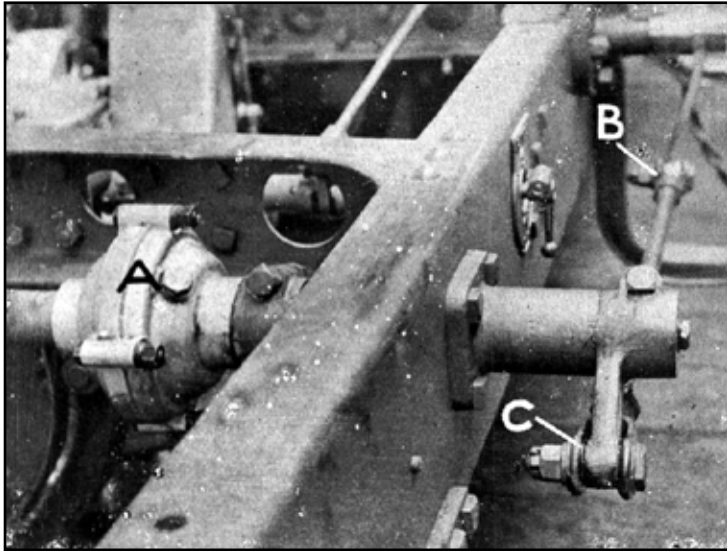


Fig. 28. REAR BRAKE MECHANISM

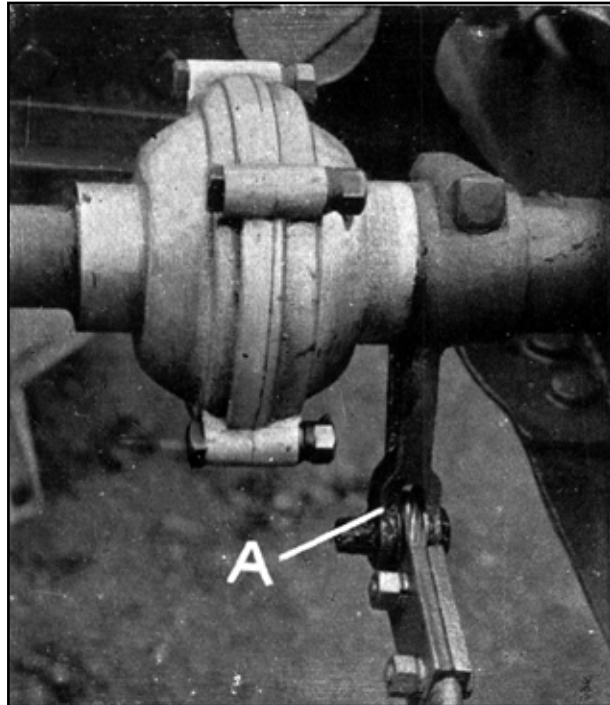


Fig. 29. DIFFERENTIAL LEVER.

44. Cleaning Distributor of Battery Ignition.

Pull off high-tension terminals and remove cover "B" (Fig. 31), and ring "C" (Fig. 31), by lifting off the two clips "A" and "A'" (Fig. 30).

The high-tension distributing rotor on which the six carbon brushes rub, can then be cleaned with a dry rag.

Carbon dust or moisture on the distributor will cause pre-ignition.

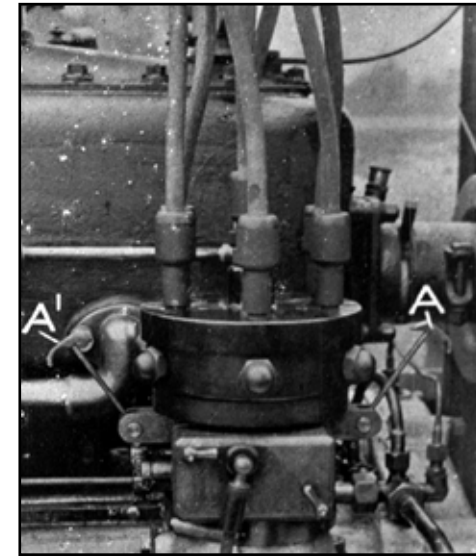


Fig. 30. DISTRIBUTOR WITH CLIPS A, A' LIFTED OFF.

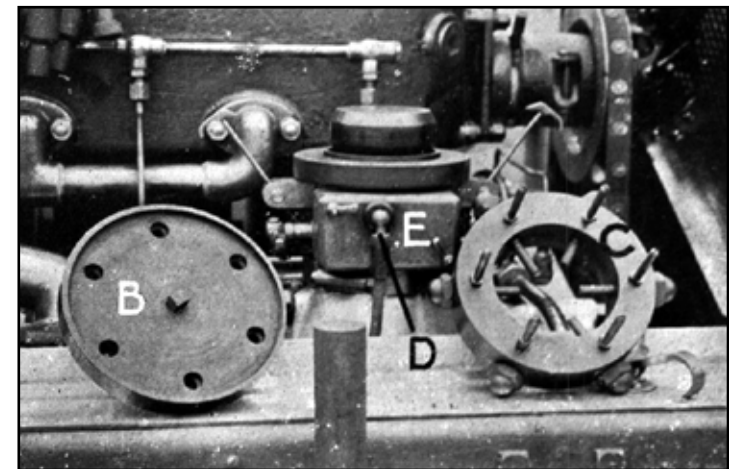


Fig. 31. DISTRIBUTOR DISMANTLED

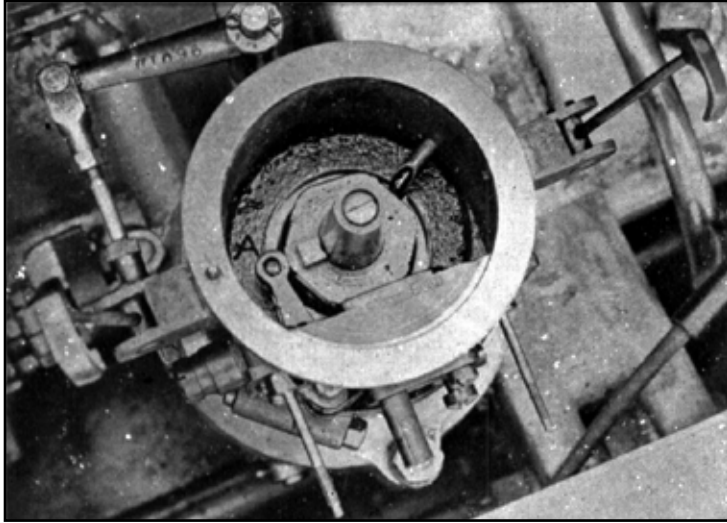


Fig. 32. CAM AND LOCKING LEVER.

The rollers and pins of the small rocking lever require careful lubrication.

