INTRODUCTION

This Workshop Manual has been compiled to assist Service Personnel, responsible for maintenance and overhaul, in correctly maintaining the high standard of engineering achieved in the production of the Rolls-Royce Silver Shadow and Bentley T series cars.

The Manual is copiously illustrated and provides complete information on the dismantling procedure, inspection, assembly and special tools. Fault Diagnosis Sections have been included in some Chapters to enable obscure defects to be remedied speedily. Also included in the Manual at the end of most Chapters is a list of Dimensional Data which should be referred to when assessing wear or damage during overhaul.

Although all information contained in this Manual was correct when going to print, modifications which may subsequently develop will be kept up-to-date by amended pages.

Any information which cannot be dealt with satisfactorily by amended pages will, in the first instance, be issued in the form of a Service Bulletin.

Where a Service Bulletin is issued, it is advisable to endorse the relative page(s) in the Manual so that any subsequent reference to the Manual will reveal immediately that the page(s) content is affected by a Service Bulletin.

Service personnel at the appropriate address shown overleaf are always prepared to answer queries or give advice on individual servicing problems but it will assist them if enquiries are accompanied by the car serial numbers.

Every reasonable effort has been made to ensure that the information contained in this Publication is correct when going to print, however, as Rolls-Royce policy is one of continuous engineering improvement, the right is reserved to revise the contents without prior notice.
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# Chapter A

## GENERAL INFORMATION

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SECTION A1
SPECIFICATION

Engine

Over square 90° formation

Eight in two banks of four

10.41 cm. (4.1 in.)

Cars prior to serial number 8742 - 9.14 cm. (3.6 in.)
Cars from serial number 8742 - 9.91 cm. (3.9 in.)

Cars prior to serial number 8742 - 6.23 litres
(380.5 cu.in.)
Cars from serial number 8742 - 6.75 litres
(411.9 cu.in.)

9:1, 8:1 or 7.3:1 according to car's intended domicile.

The engine and transmission are flexibly mounted on rubber at three points; single mounting at the front, two at the rear

Camshaft

Alloy cast iron

Surfaces machined in crankcase

On front end

Through helical gears

Connecting rods

The connecting rods are 'H' section forgings and are balanced before fitting to the engine

Chrome molybdenum steel

Split steel backed shells lined with 20% tin aluminium

Pressed into connecting rod small-end bosses

Lead-bronze, steel backed

Crankshaft

Dynamically balanced two-plane crankshaft with four crankpins and integral balance weights; bolted on balance weights from car serial number 8742
**Chapter A**

**Damping**
Bonded rubber vibration damper

**Direction of rotation**
Clockwise (when viewed from front of engine)

**Type**
Cylinder block

**Material**
Monobloc casting

**Description**
Cylinder heads
Two detachable heads, each having four separate inlet and exhaust ports

**Material**
Aluminium alloy, with phosphor bronze exhaust valve guides, cast iron inlet valve guides and valve seat inserts of alloy cast iron

**Type**
Cylinder liners
Detachable wet liners

**Material**
Cast iron

**Type**
Main bearings
Split steel backed shells lined with 20% aluminium

**Type**
Pistons
The pistons are the full skirt type with off-set gudgeon pins. The crown of the pistons differ to give a compression ratio of 7.3:1, 8:1, or 9:1 dependent upon the car’s intended domicile

**Material**
Aluminium alloy

**Number of rings**
Four. Three compression rings and one scraper ring or from car serial number 8742
Three. Two compression rings and one oil control ring

**Valve gear**
Inlet valves
Overhead push rod operated. Single spring with steel collets, seals attached to collets control valve stem lubrication

**Material**
Alloy steel

**Exhaust valves**
Overhead push rod operated. Single spring with steel collets, seals attached to collets control valve stem lubrication

**Material**
Austenitic steel with stellite tip and valve seat

**Tappets**
The engine is fitted with self-adjusting hydraulic tappets. The base of each tappet has a spherical radius

**Material**
Alloy cast iron

**Push rods**
The push rods are hollow and have hardened spherical ends
Chapter A

Lubrication system

Wet sump

2.6 kgf/sq.cm. (37 lbf/sq.in.) at 1000 r.p.m.

2.8 kgf/sq.cm. (40 lbf/sq.in.)

Helical gear type with fine mesh strainer pick-up

Full flow type with filter by-pass relief valve

Cooling system

Solid coolant system

Centrifugal

Adjustable twin 'Vee' belts

Tube and fin construction

Located to the rear of the radiator
(a) Five blades. 45.72 cm. (18.0 in.) diameter
(b) Seven blades. Viscous drive coupling 50.8 cm. (20.0 in.) diameter

Located forward of the radiator. 30.5 cm. (12.0 in.)

diameter plastic fan with seven blades

79.5° C. to 83.5° C. (175° F. to 182° F.)

85° C. to 89° C. (185° F. to 192° F.)

1.05 kgf/sq.cm. (15 lbf/sq.in.)

Anti-freeze - 50% mixture

Prestone anti-freeze and summer coolant UT184, renewed annually.

Prestone II Winter/Summer concentrate, renewed annually.

The two Prestone materials are miscible.

Do not mix with different types of anti-freeze at any time

Cars destined for countries other than U.S.A. and Canada

Prestone anti-freeze and summer coolant UT184, renewed annually.

Prestone II Winter/Summer concentrate, renewed annually.

The two Prestone materials are miscible.

Do not mix with different types of anti-freeze at any time

Cars destined for U.S.A. and Canada

Printed in England

May 1980

T.S.D. 2476
Ignition coil

Lucas:
- HA 12 negative earth
- BA 7 negative earth with ballast resistance
- 16 C 6 negative earth with ballast resistance
- 22 C 12 negative earth with ballast resistance
- 23 C 12 negative earth with ballast resistance

Ignition distributor

Lucas:
- 20 D 8 - contact breakers Dwell angle 31° to 37°
- 3 5 D 8 - contact breakers Dwell angle 26° to 28°
- 3 5 DE 8 - Opus electronic Dwell angle 33° to 39° at 1 000 r.p.m.

Anti-clockwise, viewed from the top

Automatic centrifugal advance

A1, B1, A4, B4, B2, A3, B3, A2. ‘A’ bank is on the right when viewed from the driver’s seat

Through camshaft skew gears

Sparking plugs

Champion:
- N 14 Y
- RN 14 Y

0,58 mm. to 0,71 mm. (0.023 in. to 0.028 in.)

0,76 mm. (0.090 in.)

0,89 mm. (0.035 in.)

Generator

Lucas C 48

Generator control box

Lucas RB 340

Alternator

Lucas 11 AC
C.A.V. 512
C.A.V. AC 5B/12/53
Alternator control
Lucas 4 TR - fitted with Lucas 11 AC alternator
C.A.V. 440 type 546 - fitted with C.A.V. alternators

Starter motor
Lucas M 45 G

Refrigerant compressor
Frigidaire 204.8 cu. cm. (12.5 cu. in.)
Twin 'Vee' belts

Carburetters
Twin S.U. HD8. Automatic choke
5.08 cm. (2.00 in.) diameter bore
3.175 mm. (0.125 in.) Fixed needle type
2.44 mm. (0.100 in.) Spring loaded needle type

Air filter/silencer
Either an oil wetted wire mesh filter (early cars)
or a Purolator paper type element

Fuel pumps
Twin S.U. electric type AUF 400

Fuel tank
107 litres (23.5 Imp. gal., 28 US. gal.)

Fuel filter
Main fuel filter in the fuel line between the fuel tank and carburetters. Small gauze filters at the carburetter inlets (early cars) disposable paper filter elements (late cars)

Four Speed automatic gearbox
Fitted to right-hand drive cars prior to serial numbers SRH 4483 (excluding SRH 4486) and prior to SBH 4476

Torque converter transmission
(GM 400 - 3 speed)
Fitted to all left-hand drive cars. Also to right-hand drive cars after serial numbers SRH 4483 (excluding SRH 4487) and SBH 4475

Propeller shaft
Single piece shaft incorporating resonance dampers
Workshop Manual  Rolls-Royce Silver Shadow & Bentley T Series

Final drive unit and drive-shafts

- Crown wheel teeth: 40
- Bevel pinion teeth: 13
- Final drive unit ratio: 3.08:1
- Top gear speed per 1 000 r.p.m.: 42.3 k.p.h. (26.3 m.p.h.)

Braking system

- Fluid: Castrol RR 363 brake fluid. This fluid exceeds current S.A.E. J1703 specifications in many respects and complies with D.O.T. 3 grade of FMVSS 116.
- Maximum operating pressure (pump cut-out pressure): 175.77 kgf/sq.cm. (2 500 lbf/sq.in.)
- Pump cut-in pressure (2 settings):
  - (a) 190.06 kgf/sq.cm. to 183.58 kgf/sq.cm.
  - (1 850 lbf/sq.in. to 1 900 lbf/sq.in.) early cars
  - (b) 126.55 kgf/sq.cm. (1 800 lbf/sq.in.) late cars

Caliper type

- Front (2 types): Four T16 calipers (cars prior to serial number 15950)
- Rear (2 types): Four M16 calipers (cars from serial number 15950)
- Two T11/14 calipers (cars prior to serial number 22118)
- Two T11/11 calipers (cars from serial number 22118)

Brake pads (four types)

- Pad area (service brake):
  - Front: 304.5 sq.cm. (47.2 sq.in.)
  - Rear: 287.3 sq.cm. (36.8 sq.in.)

- Swept area:
  - Front: 1459.35 sq.cm. (226.2 sq.in.)
  - Rear: 1578.06 sq.cm. (244.6 sq.in.)
  - Total: 3037.41 sq.cm. (470.8 sq.in.)

- Disc diameter: 27.94 cm. (11.0 in.) nominal

- Disc width:
  - Front: 1.60 cm. (0.630 in.)
  - Front (vented type): 3.18 cm. (1.250 in.)
  - Rear: 1.27 cm. (0.500 in.)

Wheels and tyres

- (a) 6 JK x 15 in.
- (b) 6 JK x 15 in. flat ledge

Wheels

- Rim (2 types): Disc - pressed steel
- Type: 5 stud - right-hand wheel nuts have right-hand threads, left-hand wheel nuts have left-hand threads

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Tyres
(a) Prior to car serial numbers
Silver Shadow and Bentley T
SRH 13485 (except SRH 13066, SRH 12853,
SRX 12687 and SRH 12586)
Long Wheelbase LRX 13201 (except LRH 13084)
Corniche Convertible DRX 12734
Corniche Saloon CRX 12735

8.15 15 cross-ply 205 15 radial-ply

Note
Prior to car serial numbers
Silver Shadow SRX 6752
Bentley T SBH 5572
Coachbuilt CRH 6760
Long Wheelbase LRX 6744
(except LRX 6712, LRX 6714 and LRX 6720)

Only tubed radial tyre equipment should be fitted

(b) Cars from and including the following car
serial numbers up to those quoted in (c) 205 15 radial-ply

Silver Shadow and Bentley T
SRH 13485 (including SRH 13066,
SRH 12853, SRX 12687 and SRH 12587)
Long Wheelbase LRX 13201 (including LRH 13084)
Corniche Convertible DRX 12734
Corniche Saloon CRH 12735

All cars from these car serial numbers must always
be fitted with radial-ply tyre equipment.

(c) All cars from and including the following car
serial numbers
Silver Shadow SRC 18269
Bentley T SBH 18265
Long Wheelbase LRH 19577
Corniche Convertible DRH 18563
Corniche Saloon CRH 18564

Recommended tyre inflation pressures cold

Automatic height control system
Maximum working pressure
Pump cut-out pressure
Pump cut-in pressure
Minimum pressure for height control operation

Type
Turns of steering wheel lock-to-lock (3 changes)
Front and rear hubs

HR 70 HR 15 (235/70 HR 15)
Refer to Chapter R - Wheels and tyres

Steering and suspension

See Braking System on Page A6

80.85 kgf/sq.cm. (1150 lbf/sq.in.)

Steering
Recirculating ball

4, 3.5, 3.25

Taper roller bearings
Workshop Manual  Rolls-Royce Silver Shadow & Bentley T Series

Chapter A

Camber (in degrees)  
Front wheels steering geometry
0° to 1° negative

Kingpin inclination (in degrees)
11°

Caster (in degrees)
1½° positive ±¼°

Cars produced prior to serial numbers SBH 3349 and CRH 3449
5° positive ±¼°

Cars produced after and including car serial numbers SBH 3349 and CRH 3449
Cars produced after and including car serial numbers
Silver Shadow and Bentley T - 13485
Corniche - 12734

Toe-in
2° 30' to 3° 30' positive

Diameter of steering wheel (all cars)
1,58 mm. to 3, 58 mm. (0.062 in. to 0.141 in.) early cars
1,58 mm. to 3,17 mm. (0.062 in. to 0.125 in.) late cars

Corniche
48,18 cm. (17.0 in.) prior to serial number 8222
40,64 cm. (16.0 in.) from serial number 8222 and onwards
with the exception of,
38,10 cm. (15.0 in.) woodrim - from serial number 9770, limited period only, and
39,37 cm. (15.5 in.) from serial number 22583 and onwards

Turning circle (outside front)
Wall to Wall
12,47 m. (L) 12,25 m. (R) [40 ft. 11 in. (L)]
[40 ft. 2 in. (R)]
12,7 m. (L) 12,47 m. (R) [41 ft. 8 in. (L)]
[40 ft. 11 in. (R)]

Long Wheelbase
Kerb to Kerb
11,81 m. (L) 11,58 m. (R) [38 ft. 9 in. (L)]
[38 ft. 0 in. (R)]
12,03 m. (L) 11,81 m. (R) [39 ft. 6 in. (L)]
[38 ft. 9 in. (R)]

Rear wheels geometry
¾° negative 4½° early cars
zero to ¾° late cars
Zero to 1,59 mm. (0.062 in.) early cars
Zero to 12° (in degrees) late cars
Both unsprung - non adjustable with car in showroom condition

Dimensions
Wheelbase
3,05 m. (10 ft. 0¼ in.)

Track
Cars prior to serial numbers SBH 5572, SRX 6752 and CRH 6760
1,46 m. (4 ft. 9½ in.) front and rear
### Cars from serial numbers SBH 5572, SRX 6752 and CRH 6760

- Front: 1.47 m. (4 ft. 9¾ in.)
- Rear: 1.51 m. (4 ft. 11½ in.)

### Cars from serial number 18269

- Front: 1.52 m. (5 ft.)
- Rear: 1.51 m. (4 ft. 11½ in.)

### Road clearance (all cars)

- 16.5 cm. (6½ in.)

### Overall length

#### Cars destined for countries other than U.S.A. and Canada

<table>
<thead>
<tr>
<th>Model</th>
<th>Length in m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silver Shadow and Bentley T Long Wheelbase</td>
<td>5.196 (17 ft 0¾ in.)</td>
</tr>
<tr>
<td>Corniche</td>
<td>5.298 (17 ft 4¾ in.)</td>
</tr>
</tbody>
</table>

#### Cars destined for U.S.A. and Canada

<table>
<thead>
<tr>
<th>Model</th>
<th>Length in m.</th>
</tr>
</thead>
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<tr>
<td>Silver Shadow and Bentley T Long Wheelbase</td>
<td>5.270 (17 ft 3½ in.)</td>
</tr>
<tr>
<td>Corniche</td>
<td>5.372 (17 ft 7¼ in.)</td>
</tr>
</tbody>
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### Overall width

#### Silver Shadow and Bentley T Long Wheelbase

<table>
<thead>
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<th>Model</th>
<th>Width in m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corniche</td>
<td>1.827 (5 ft 11½ in.)</td>
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</tbody>
</table>

### Overall height

#### Silver Shadow and Bentley T Long Wheelbase

<table>
<thead>
<tr>
<th>Model</th>
<th>Height in m.</th>
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<tbody>
<tr>
<td>Corniche</td>
<td>1.518 (4 ft 11½ in.)</td>
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### Battery (negative earth)

#### Cars destined for countries other than U.S.A. and Canada

- Make and type: Chloride 369
- Voltage: 12V
- Capacity: 71 ampere hour at 20 hour rating

#### Cars destined for U.S.A. and Canada

- Make and type: Lucas Pacemaker CP 13/11
- Voltage: 12V
- Capacity: 68 ampere hour at 20 hour rating
Identification of the two banks of the engine

Throughout this Manual, references are made to the 'A' and 'B' bank side of the engine. For easy identification, the two banks of the engine can be recognised as follows.

When viewing the engine from the driver's seat, the right-hand bank is 'A' bank and the left-hand bank is 'B' bank.

Air conditioning system

The air conditioning system (fitted as standard equipment from serial number 7500; offered as an option prior to 7500) provides unheated, heated or refrigerated air and is controlled by two switches on the centre console. Outlets are provided at the base of the windscreen, on the facia, under the facia and at the rear of the front seats. The air can be boosted in all these systems by two fan motors controlled from a five position switch on the centre console.

Automatic air conditioning system

Corniche cars from serial numbers:
Convertible DRH 22583 (right-hand drive)  
DRX 22781 (left-hand drive)  
Saloon CRH 22648 (right-hand drive)  
CRX 22919 (left-hand drive)

Air temperature (blend) flaps form the basis of the automatic air conditioning system as they are operated by an electro-mechanical servo mechanism controlled by an electronic circuit. These circuits are fed with air temperature information from certain parts of the car and, acting on this information, drive the servos so that the air temperature (blend) flaps are moved into the correct positions to achieve the required in-car air temperature. The upper and lower systems operate independently, each system having its own set of air temperature sensors, air temperature selector, servo and servo electronics.

The system is operated by three switch controls situated on the facia.

The control marked AIR CONDITIONER has five positions and enables three automatic positions or a defrost position to be selected. The system can be switched off by turning the control to the OFF position.

The switch control marked UPPER TEMP controls the air temperature in the upper part of the car; the switch control marked LOWER TEMP controls the air temperature in the lower part of the car.

Automatic height control system

The system is a fully automatic hydraulic system and maintains the riding height of the car regardless of loading.

When the gear range selector lever is in any position except Neutral or Park the system is on slow levelling. When Neutral or Park is selected the system changes to fast levelling.

The system is operated by fluid, supplied under pressure from an engine driven pump and pressure accumulator and is controlled by one front and two rear height control valves and a front roll restrictor valve (cars prior to serial number 7404) or by two rear height control valves only (cars from serial number 7404 and onwards).

Automatic speed control system

Fitted as standard equipment on all cars from serial numbers.

Silver Shadow SRH 17518  
Long Wheelbase LRH 16584, LRH 16609 and onwards  
Corniche Convertible DRH 16988  
Corniche Saloon CRH 16916

The automatic speed control system was fitted as standard equipment on all cars destined for U.S.A. and Canada from 1972. It was offered as an option from serial number 10325.

The controls for the automatic speed control system are either fitted to the end of the gear range selector
Chapter A

lever or mounted in the moulding adjacent to the lower roll between the steering column and the centre console. The regulator and bellows servo are mounted in the engine compartment.

Any cruising speed over 48 k.p.h (30 m.p.h.) and up to 137 k.p.h. (85 m.p.h.) can be selected to give satisfactory operation of the automatic speed control system.

This system only operates when the vehicle is in top gear.

Body

The car body is steel and is of a monocoque construction. The doors, luggage compartment lid and bonnet are made of light alloy, combining lightness with strength and rigidity. The under-frame and body shell are welded together.

Braking system

Pressurised fluid is supplied from two camshaft driven pumps and two hydraulic accumulators. Power pressure is metered out to the brakes by two brake distribution valves actuated by brake pedal operation.

Braking units

Discs front and rear; two double cylinder calipers on each front wheel and one four cylinder caliper on each rear wheel.

Service brake

Three separate and independent hydraulic systems. Two are power brake systems and the third is a master cylinder system. Normally all the hydraulic circuits are in operation when the brake pedal is applied and the engine is running. The master cylinder system is fully operative irrespective of whether the engine is running or not.

All power brakes - Cars from serial number 22118

Two entirely independent hydraulic systems, each separately powered. Each system operates one of two individual disc brake caliper assemblies on each front wheel and one of two individual pairs of pistons and pads, housed in a single disc brake caliper assembly, on each rear wheel.

Parking brake

Separate mechanically controlled calipers are attached to service brake calipers at each rear wheel. Parking brake operation is by hand. On left-hand drive cars from serial number 16079 parking brake operation is by foot pedal application with a separate hand release.

Electrical system

Alternator control

The alternator control unit is located either in the engine compartment (early cars) or in the luggage compartment adjacent to the battery (late cars). It is a transistorised unit with a printed base circuit. It varies the alternator field current in order to maintain the stator output voltage within close limits. It is a sealed unit and cannot be adjusted.

Exterior lamps

Four headlamps are fitted and operate whenever the main lighting switch is turned to the HEAD position. The headlamps contain either sealed beam units or bulbs dependent upon the car's domicile. The two inner lamps provide long range illumination. The two outer lamps provide short range 'flood' illumination. When switched to main beam all four headlamps are illuminated. The two inner lamps are extinguished when the headlamps are dipped.

A small warning lamp situated in the speedometer illuminates when the headlamps are switched to main beam.

Twin front fog lamps (if fitted) contain a single filament quartz halogen bulb. The fog lamps operate whenever the main lighting switch is turned to the FOG position.

Fog lamps are not fitted to cars destined for certain countries.

The side, tail, side marker, and rear number plate lamps illuminate whenever the main lighting switch is moved from the OFF position.

Interior lamps

Interior roof lamps and floor illumination lamps are fitted and illuminate whenever the doors are opened. The roof lamps can also be operated with the appropriate switch.

The lamp mounted in the roof of the luggage compartment illuminates automatically whenever the luggage compartment lid is raised. Similarly, the bonnet lamp illuminates whenever the bonnet lid is raised.

A list of bulbs, headlamp bulbs and sealed beam units is shown in Chapter M.

Fuseboard

The fuseboard is situated in the lower facia, to the side of the steering column. On Corniche cars (from serial number 22583) the fuseboard is in the lower facia, below the stowage compartment. Access is gained by unscrewing the knurled screw, or on Corniche cars anti-clockwise rotation of the two quick release clips, then lowering the panel.
Windscreen washer

The reservoir is located in the engine compartment.

Operation of the washer is controlled by pressing either the wipers control switch on the facia, or the switch situated in the end of the direction indicator lever.

Windscreen wipers

Operation of the wipers is controlled by a switch on the facia marked WIPE. The switch has two clockwise positions, the first position is for normal speed wiping, and the second increases the speed (early cars only).

On later cars the switch has two clockwise positions and one anti-clockwise position. The anti-clockwise position provides intermittent operation, giving one complete wipe every seven seconds (approximately).

Engine

Lubrication system

The engine oil from the sump is circulated by a gear type pump mounted on the front of the crankcase and driven by the crankshaft through skew gears.

High pressure oil is fed to the crankshaft, big-end bearings, camshaft bearings and timing gear, tappets, push rods and rocker ball end seatings. An intermittent feed supplies oil through the front cam-shaft bearing to the rocker shafts, rocker arms and valve tips. The connecting rod small-ends, gudgeon pins and cylinder walls are lubricated by a splash feed.

Cooling system

The engine cooling system comprises a matrix, a separate header (expansion) tank and a centrifugal pump. The pump is driven by the crankshaft through twin matched belts. The header tank is mounted separately above the radiator to reduce aeration in the system by separating the circulating coolant from the air space.

Cooling system corrosion and freeze protection

Prestone anti-freeze and summer coolant UT 184 or Prestone II winter/summer concentrate, 50% mixture with water giving frost protection down to a temperature of -36.5°C. (-33.7°F.).

Coolant inhibitor

Approved inhibitor SQ3689 c.c. (3 fluid ounces) of the concentrate should be added to each 4.5 litres (1 Imperial gallon, 1.2 U.S. gallons) of water.

Specific gravity of coolant

The coolant should be checked for 50% anti-freeze/water mixture with a hydrometer. To give a 50% mixture at room temperature the specific gravity should be between 1.060 and 1.070.

Emission control systems

Refer to the appropriate section within Chapter U.

Front and rear hubs

The front hubs are mounted onto the yoke stub axle. The rear hubs are mounted onto hollow stub axles connected to the final drive unit by universal couplings and drive-shafts.

Fuel filler door

To open the filler door depress the button on the facia. A manually operated release is situated in the luggage compartment.

Power assisted steering

Power assisted steering with collapsible steering column is fitted, the steering box is supplied with hydraulic fluid under pressure by an engine driven pump.

The steering idler box, fitted on the opposite side of the car to the steering box, incorporates an hydraulic damper; this damper gives protection against any violent reactions at the road wheels.

Sub-frames

The front sub-frame manufactured from welded sheet steel is either mounted on resilient metal mounts (early cars) or rubber mounts (late cars) to the car underframe.

The rear sub-frame manufactured from welded sheet steel is mounted to the car body underframe using resilient metal mounts.

Suspension

Cars from serial number 12734 (Corniche) and 13485 (Silver Shadow and Bentley T)

The front suspension is an independent coil spring arrangement with double acting hydraulic shock dampers, an anti-roll stabiliser and a transverse locating rod, all of which are attached to the front sub-frame.

The rear suspension is an independent coil
Chapter A

spring arrangement with trailing arms and double acting hydraulic shock dampers; the trailing arms are pivoted on the rear sub-frame.

Cars prior to serial number 12734 (Corniche) and 13485 (Silver Shadow and Bentley T)

The compliant front suspension is an independent coil spring arrangement with double acting hydraulic shock dampers, an anti-roll stabiliser bar and a compliance rod, all of which are attached to the front sub-frame.

The rear suspension is an independent coil spring arrangement with trailing arms, double acting hydraulic shock dampers and an anti-roll stabiliser bar; the trailing arms are pivoted on the rear sub-frame.

Transmission

Final drive unit and drive-shafts

The final drive unit is rigidly mounted on a cross-member which is attached to the body underframe by two rubber mounts. A torque arm flexibly mounted between the rear crossmember and the rear sub-frame absorbs the torque reaction at the crownwheel in the final drive unit.

The final drive unit casing contains hypoid bevel gears. Drive is transmitted to the rear wheels by two drive-shafts; the inner end of each shaft is connected by a ball and trunnion joint and the outer end by a universal coupling.

Propeller shaft

The single piece propeller shaft incorporates resonance dampers. The shaft is connected to the torque converter transmission output shaft flange and to the final drive input flange by universal joints.

The propeller shaft assembly is dynamically balanced to fine limits.

Four speed automatic gearbox

The four speed automatic gearbox transmits drive in four forward ranges and reverse. Gear changes are made automatically through a fluid coupling and three epicyclic gear trains. A parking lock is incorporated when reverse is selected and the ignition is switched off.

Torque converter transmission

The torque converter transmission transmits the drive automatically in three forward ranges and reverse. Gear changes are made automatically and are obtained through a three element hydraulic torque converter and a compound planetary gear train. A parking lock incorporated in the torque converter transmission operates when the gear range selector lever is moved to the Park position or when the ignition key is removed from the switchbox.
Heli-coil inserts

Heli-coil inserts are used on various aluminium parts of the engine. They offer a far greater resistance to wear, stripping, seizing and corrosion than direct type threads.

Heli-coils have been used only where the parts are secured by setscrews, not where studs are fitted.

The Heli-coil inserts are made of stainless steel wire and can therefore be easily identified when fitted into their aluminium components.

Heli-coil insert - To remove (see Fig. A1)

1. Fit the blade of the Heli-coil insert extraction tool into the top of the threaded insert.
2. Press downwards onto the insert and then turn the blade anti-clockwise; the insert should then wind out of the hole.

3. Examine the condition of the threads in the hole from which the Heli-coil was removed. If necessary rectify any damage by using a special Heli-coil insert tap.

Heli-coil insert - To fit

As it is necessary to remove the tang from the end of the Heli-coil insert after fitting, it is important to ensure that the insert tang is notched.

Using the Heli-coil insertion tool shown in Figure A2 proceed as follows.
1. Withdraw the mandrel from the threaded nozzle and loading chamber.
2. Fit the insert into the chamber with the tang end positioned towards the nozzle.
3. Slide the mandrel through the insert and engage the tang into the slot.
4. Turn the handle clockwise, applying gentle pressure on the insert until it is located into the nozzle.
Fig. A3 HELI-COIL TANG 'BREAK-OFF' TOOL

5. Continue turning until the first coil of the insert just emerges from the nozzle.
6. Fit the insertion tool over the tapped hole ensuring that it is square to the work face.
7. Commence winding until the insert is transferred from the nozzle to the tapped hole. Do not apply any pressure during this operation.
8. The Heli-coil insert is finally fitted when the coil is between $\frac{3}{4}$ and $\frac{3}{2}$ pitch below the surface of the work face.
9. Fit the special tang break off tool (punch) into the insert as shown in Figure A3.
10. Allow the innerpiece of the punch to slide downward to locate onto the tang.
11. Apply a sharp tap to the end of the punch so that the tang breaks off at the notch.
12. Ensure that the tang does not fall into any part of the engine etc. where it could cause damage.