Section S5

Bumpers
Contents

May, 1979

TSD 4200

Section S5

Bumpers

Introduction

The main bumper member comprises of an aluminium or stainless steel beam, to which a polished stainless steel finisher is attached.

Fixed to the outer face of the finisher is a black rubber moulding that extends around the entire outer face of the bumper.

On cars destined for countries other than the

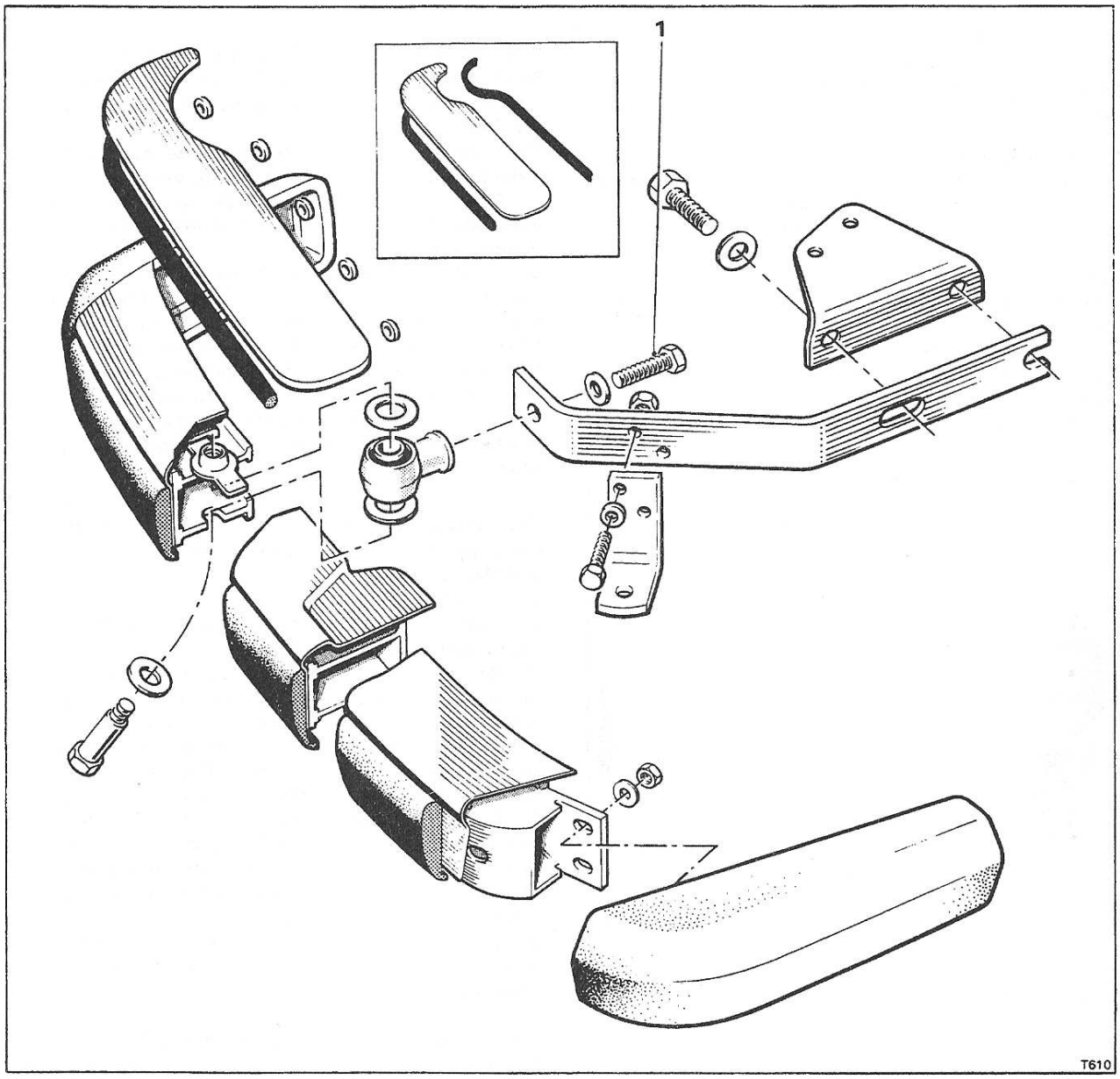

Fig. S83 Front bumper assembly (Silver Shadow II, Bentley T2, Silver Wraith II and Corniche)
Cars destined for countries other than U.S.A. and Canada.
Inset – Corniche cars only
1 Bumper retaining bolt – adapter to mounting bracket

U.S.A. and Canada, the front and rear bumpers are each mounted to the car by two adapters. The outer end of each adapter houses a Metalastik bush which is secured to the bumper by a large bolt. The adapters locate into mounting brackets which are secured to the longerons at the front and rear of the car.

On cars destined for the U.S.A. and Canada, the bumpers are each mounted to the car by two energy absorption units. The outer ends of these units house a Metalastik bush which is secured to the bumper by a large bolt. The inner ends of the units locate into cast brackets which are secured to the longerons at the front and rear of the car.

Front bumpers

Front bumper assembly - To remove
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche cars destined for countries other than U.S.A. and Canada

1. With the help of an assistant support the bumper.
2. Remove the bolt securing each of the adapters to the mounting brackets (see Fig. S83, item 1).
3. Carefully withdraw the bumper assembly from the body.

Note

On certain cars, air horns are fitted behind the number plate assembly. Before removing the bumper assembly on these cars, carefully remove the rubber tubing from the rear of the air horns leaving it suspended beneath the car.

If it is necessary to remove the horns, release the two nuts securing the horns to the central mounting bracket of the number plate. Carefully remove the horns and lay them on protective cloth.

4. If it is required to remove the bumper assembly mounting brackets proceed as follows.
5 Disconnect the battery.
6 Disconnect the electrical leads to both horns at their Lucar connectors.
7. Using a ¾ in. A/F spanner remove the two bolts securing each bumper mounting bracket to the body underframe. Whilst unscrewing these bolts, support the horn mounting brackets which are also retained by the same bolts.
8. Remove the horn and bumper mounting bracket assemblies together with the bolts and spacing washers.

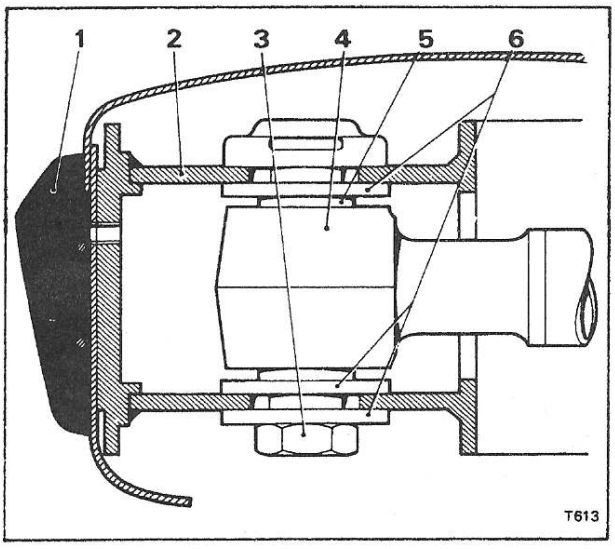

Fig. S84 Bumper to adapter/absorber unit mounting arrangement

1 Centre moulding
2 Bumper beam
3 Mounting bolt
4 Adapter/absorber unit
5 Metalistik bush
6 Washers

Front bumper assembly - To fit (see Fig. S83)
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche cars destined for countries other than U.S.A. and Canada

To fit the front bumper assembly reverse the procedure given for removal noting the following points.

1. Care must be taken to avoid damage to the rubber mouldings or the chromium finisher when fitting the bumper assembly.
2. Fit the bumper assembly by securing the adapters to the mounting brackets. On the front end of the adapters ensure that the spacing washers are in position (see Fig. S84), then check that the two large bolts securing the front end of the adapters to the bumper are torque tightened to the figures specified in Chapter P.
3. On cars destined for West Germany a towing bracket is bolted into position on the underside of the beam.

Front bumper assembly — To remove (see Fig. S85)
Camargue cars for countries other than Canada, U.S.A. and West Germany

1. Disconnect the battery.
2. Disconnect the electrical leads to both horns at their Lucar connectors.
3. With the bumper assembly supported by an assistant, remove the two ¾ in. A/F bolts securing each mounting bracket to the body underframe. Whilst unscrewing these bolts, support the horn mounting brackets which are also retained by the same bolts. Remove the horn mounting bracket assemblies together with the bolts.
4. Carefully withdraw the bumper assembly until the mounting brackets are clear of the body. If necessary, flex the mounting brackets during removal to enable them to pass through the apertures in the front apron without damaging the paintwork.
5. Collect the spacing washers fitted between the brackets and the underframe. Retain them with their respective bracket.

Front bumper assembly — To fit (see Fig. S85)
Camargue cars destined for countries other than Canada, U.S.A. and West Germany.

To fit the front bumper assembly reverse the procedure given for removal, noting the following points.

1. Before fitting the bumper, ensure that the flexible

closing pieces are secured to each front wing.
2. Ensure that all the brackets are attached to the bumper, with the securing nuts and bolts loose to assist in positioning the bumper on the body.
3. Fit the bumper into position, ensuring that any spacing washers are located in their original positions between the mounting brackets and the underframe. Ensure that the horn mounting brackets are fitted with the horns in the uppermost position.
4. Centralize the bumper assembly then, tighten the securing nuts and bolts.

Front bumper assembly — To remove
All cars destined for U.S.A. and Canada
1. Using a ¾ in. A/F spanner, remove the nut securing each of the energy absorption units to its respective mounting bracket (see Fig. S86, item 9).
2. Collect the washers from the location spigot of the absorber units; note the position of the spacing washers on the spigot to facilitate assembly (see Fig. S86).
3. With the aid of an assistant, remove the bumper assembly. Carefully withdraw the bumper until the absorber units are clear of their mounting brackets and are through the apertures in the front apron. Care must be taken to avoid damaging the paintwork.
4. Unless absolutely necessary, do not remove the absorber unit mounting brackets from the underframe, as this will result in the bumper height having to be reset.

If it is necessary to remove the mounting brackets, proceed as follows.
5. Disconnect the battery.
6. Disconnect the electrical leads to both horns at their Lucar connectors.
7. Remove the two 7/16 in. A/F nuts and bolts securing each horn mounting bracket to the absorber unit mounting bracket situated one on each side of the car. Remove both horns complete with their respective mounting brackets.
8. Remove the two ¾ in. A/F bolts securing the absorber unit mounting brackets to the underframe; remove the mounting brackets.
9. On Camargue cars destined for Canada, a rubber snow and slush excluder is fitted around the absorbing unit in the apron apertures.

If it is necessary to release the excluder when removing the absorbing unit, release the four Phillips raised head stainless steel screws and cup washers securing the excluder to the body then, slide the excluder off the absorbing unit.

Front bumper assembly — To fit
All cars destined for U.S.A. and Canada
To fit the front bumper assembly reverse the procedure given for removal noting the following points.
1. If the absorber unit mounting brackets have been removed, check the condition of the neoprene bushes

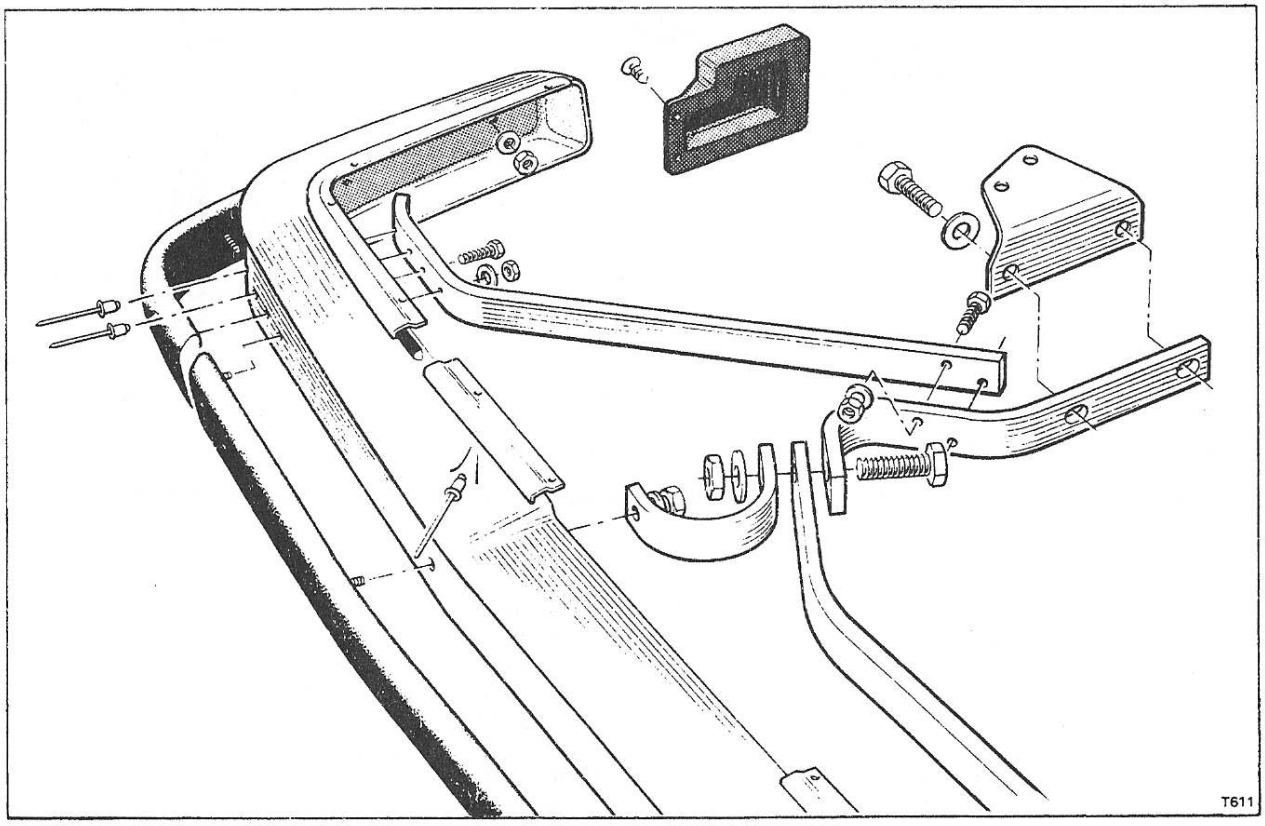

Fig. S85 Front bumper assembly (Camargue)
Cars destined for countries other than Canada, U.S.A. and West Germany

prior to fitting the brackets to the underframe. If necessary, fit new bushes (see Absorber unit mounting bracket bushes – To renew).

2. On Camargue cars ensure that the flexible closing pieces are fitted to each front wing panel (see Flexible closing piece – To fit).

3. Check that the fairing panels, attached to the lower edge of the front apron, are aligned with the lower edge of the radiator shell. If necessary, adjust the alignment by carefully pressing the panel up or down as required until the alignment is satisfactory.

Check the rubber seal attached to the lower edge of the panels and, if necessary, fit new seals (see Front fairing panel and seals – To fit).

When carrying out any adjustment to the fairing panel alignment care must be taken to avoid damaging the paintwork.

4. Fit the energy absorption units to the bumper (see Front bumper – To assemble), leave the two large securing bolts slack; this facilitates lateral movement of the bumper assembly when positioning it on the car.

5. Fit the spherical washer onto the location spigots. The washer should be located so that the flat face of the washer abuts the end face of the unit (see Fig. S86).

6. Coat the large outer diameter of each absorber unit and the bore of the bushes in the absorber mounting brackets with a light oil or grease.

Place a few drops of Casco MLF 13 thread locking compound onto the threaded stems of the absorber units.

7. Locate the bumper assembly to the car and engage the absorber units into their respective mounting bracket

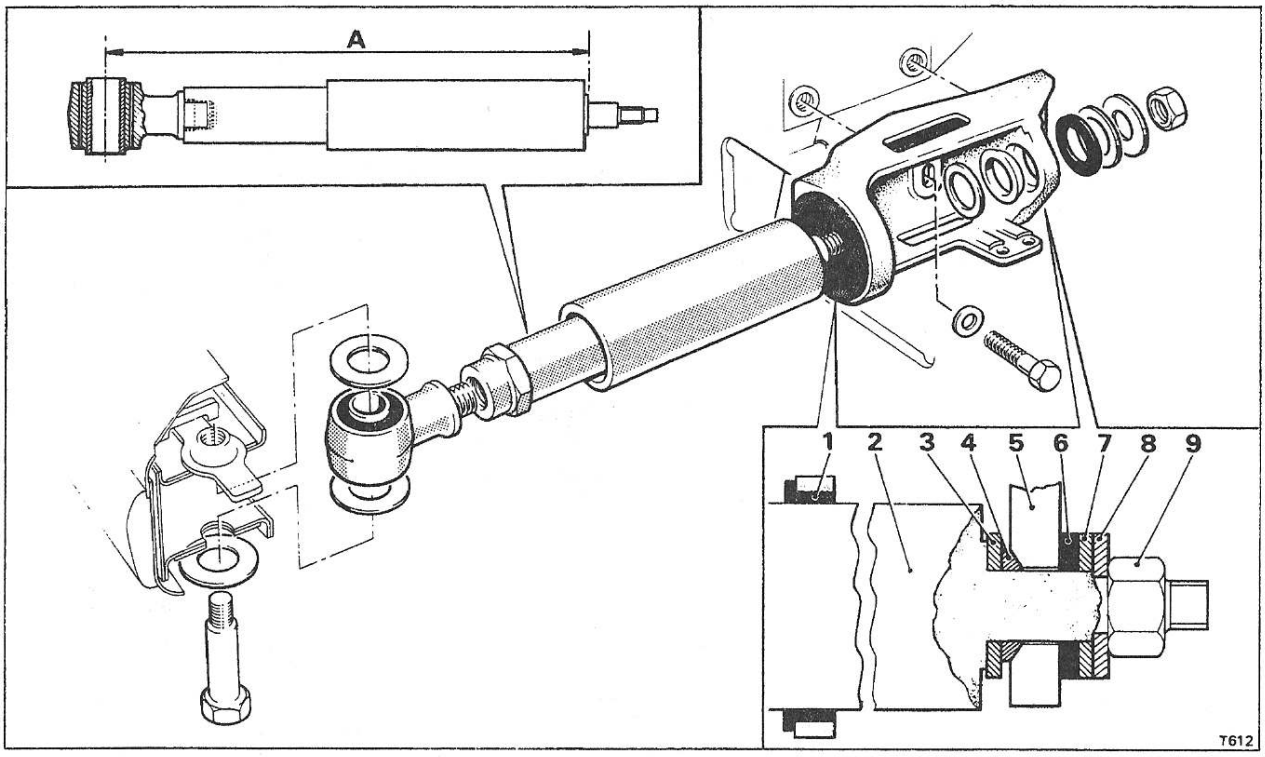

Fig. S86 Energy absorption unit

Cars destined for U.S.A. and Canada

A Length of unit measured from the abutment face of the absorber unit to the centre of the bore in the Metalistik bush.

	Length of absorber unit High limit – Low limit
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche (front and rear)	32,76 cm. – 32,63 cm. (12.90 in. – 12.850 in.)
Camargue (front)	31,81 cm. – 31,68 cm. (12.525 in. – 12.475 in.)
Camargue (rear)	29,34 cm. – 29,21 cm. (11.556 in. 11.506 in.)

1 Mounting bracket bush
2 Energy absorption unit
3 Spacing washer
4 Spherical washer
5 Mounting bracket
6 Neoprene washer
7 Spacing washer
8 Plain washer
9 Nut

bushes. Apply pressure to the bumper, simultaneously behind each absorber unit, guiding the location spigot onto each absorber unit through the holes in the mounting brackets. When the spherical washer on each absorber unit fits up against its respective mounting bracket abutment face, the units are correctly located (see Fig. S86).

8. Fit the various washers and securing nut to each absorber unit spigot stem (see Fig. S86). Torque tighten both securing nuts to the figure specified in Chapter P.

9. Centralize the bumper to give an equal clearance between the wing panel and the bumper on each side of the car. Torque tighten the absorber unit to bumper mounting bolts to the figure specified in Chapter P.

10. Check that the bumper is parallel with the forward edges of the fairing panels and radiator shell. If necessary, forward and rearward alignment of the bumper can be adjusted by altering the position of the spacing washers on the absorber unit spigot stem. The two spacing washers can be fitted as shown in Figure S86. Alternatively, both spacing washers can be fitted to either the front or rear side of the mounting bracket.

Note

If the spacing washers are fitted to the absorber unit abutment face side of the mounting bracket, ensure that they are positioned between the abutment face of the absorber unit and the flat face of the spherical washer as shown in Figure S86.

11. Check that sufficient clearance exists between the bottom face of the radiator shell and the top face of the bumper. If there is insufficient clearance, adjust the position of the mounting brackets as follows.

12. Remove the bumper from the car.

13. Slacken the mounting bracket securing bolts. Lift the rear end of the brackets and tilt the front end downwards. Tighten the securing bolts with the brackets in this new position.

14. Refit the bumper assembly.

Note

If the mounting bracket positions on the underframe are disturbed, it will be necessary to check the bumper height (see Bumper height – To check).

Front bumper assembly – To remove and fit
Camargue cars destined for West Germany

To remove and fit the front bumper assembly, follow the procedure given for Silver Shadow II cars destined for countries other than U.S.A. and Canada noting the following point.

1. A stainless steel beam is fitted. Welded into position on the underside of the beam is a towing bracket.

Front bumper – To dismantle
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

1. Remove the bumper assembly.
2. Remove the nuts and washers securing the side mouldings to the bumper, then remove both mouldings. Note the number of packing pieces to facilitate assembly.
3. Remove the 7/16 in. A/F nuts and washers securing the centre moulding to the bumper; remove the moulding.

On cars destined for U.S.A. and Canada, remove the two small mouldings fitted to each side of the number plate by releasing the three 7/16 in. A/F nuts and washers securing each one to the beam.

4. Remove the number plate assembly by releasing the six screws securing the assembly to the underside of the beam.

On cars destined for U.S.A. and Canada, remove the number plate assembly by releasing the two screws from the rear of the bumper beam mounting bracket and the screw securing the backing plate to the front of the beam.

5. On cars fitted with a badge bar, remove the bar by releasing the two bolts and washers beneath the finisher.
6. Using a 4,76 mm. (0.187 in.) diameter drill, remove the two pop rivets securing the stainless steel finisher to the beam; remove the finisher.
7. Remove the adapters from the bumper assembly by releasing the large bolt securing each adapter to the bumper (see Fig. S84).

Front bumper – To assemble
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

To assemble the front bumper reverse the procedure given for removal noting the following points.

1. Protect the polished surface of the finisher with masking tape or white linen cloth tape.
2. When fitting the adapters, ensure that the washers are in their correct position, before torque tightening the large securing bolts to the figure specified in Chapter P (see Fig. S84).
3. When fitting a new finisher and beam, temporarily locate the finisher into position on the beam with two ¼ in. UNF nuts and bolts.
4. Fit the side mouldings, complete with studs in each threaded insert, to the beam. Adjust the mouldings forward until the radiused end of the platform on the mouldings locates inside the radius of the finisher; secure the mouldings in this position with ¼ in. UNF nuts.
5. Lower the finisher on its mounting slots until the top face of the finisher is flush with the side mouldings; tighten the temporary securing bolts.
6. Using a 4,76 mm. (0.187 in.) diameter drill, bore two holes in the front face of the finisher and through the beam, at the distance specified in Figure S87.
7. Dip the ends of the pop rivets in Keenol KG20 or Whitmore Compound grease or their equivalent before inserting them into the two drilled holes. Fix and close the pop rivets, securing the finisher in position.

Remove the temporary securing bolts.

Front bumper – To dismantle
Camargue cars destined for countries other than Canada, U.S.A. and West Germany

1. Remove the bumper assembly.
2. Remove the 7/16 in. A/F nuts and bolts securing the side mouldings to the bumper then remove both mouldings; each moulding is secured by one bolt and washer and two nuts and washers.
3. Remove the 7/16 in. A/F nuts and washers securing the centre moulding and bumper stays; remove the moulding.
4. Using a 6,35 mm. (0.250 in.) diameter drill, remove the four pop rivets securing the stainless steel finisher to the bumper stays; remove the finisher.

5. If it is necessary to dismantle the bumper stays from the mounting brackets refer to Figure S85.

Front bumper — To assemble
Camargue cars destined for countries other than Canada, U.S.A. and West Germany
To assemble the front bumper reverse the procedure given for removal noting the following points.
1. When fitting a new finisher, locate the finisher to the bumper stays, temporarily securing it in position with two ¼ in. UNF bolts and nuts.
2. Loosely fit the assembly to the car, ensuring that there is an equal clearance between the wing panel and the bumper on each side of the car; tighten all nuts and bolts.
3. Remove the assembly from the car at the mounting brackets on the underframe.
4. Remove the side mouldings (see Front bumper — To dismantle, Operation 2).
5. Using the bumper stays as a guide, drill two 6,35 mm. (0.250 in.) holes through the finisher at each outer stay (see Fig. S85).
6. Dip the ends of the pop rivets in Keenol KG20 or Whitmore Compound grease or their equivalent before inserting them into the four drilled holes. Fix and close the pop rivets, securing the finisher in position.
7. Remove the temporary securing bolts and fit the centre and side mouldings.

Front bumper — To dismantle
Camargue cars destined for Canada, U.S.A. and West Germany
1. Remove the bumper assembly.
2. Remove the 7/16 in. A/F nuts and bolts securing the side mouldings to the bumper then remove both mouldings. Each moulding is secured by a bolt and washer, also two nuts and washers.

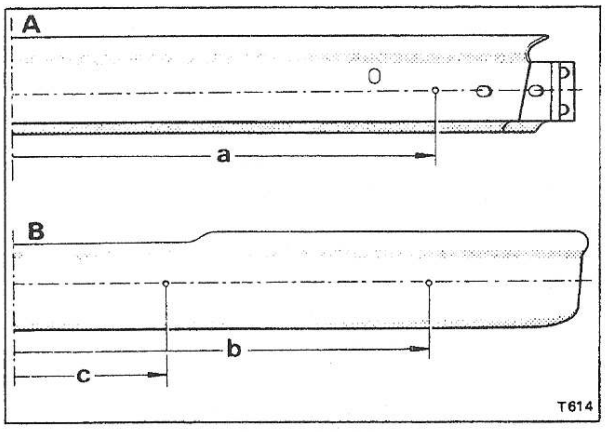

Fig. S87 Positioning and retaining the finisher
A Silver Shadow II, Bentley T2, Silver Wraith II and Corniche
a 68,73 cm. (27.062 in.)
B Camargue
b 68,73 cm. (27.062 in.)
c 28,89 cm. (11.375 in.)

3. On cars destined for U.S.A. and Canada, remove the two small mouldings fitted to each side of the number plate, by releasing the three 7/16 in. A/F nuts and washers securing each one to the beam.
On cars destined for West Germany, remove the 7/16 in. A/F nuts and washers securing the centre moulding to the beam; remove the moulding.
4. On cars destined for U.S.A. and Canada, remove the number plate assembly. Release the two screws from the mounting bracket fastened to the rear flange of the beam and the screw securing the backing plate to the front of the beam.
5. Using a 4,76 mm. (0.187 in.) diameter drill, remove the four pop rivets securing the stainless steel finisher to the beam; remove the finisher.

Front bumper — To assemble
Camargue cars destined for Canada, U.S.A. and West Germany
To assemble the front bumper reverse the procedure given for removal noting the following points.
1. Protect the polished surface of the finisher with masking tape or white linen cloth tape.
2. When fitting a new finisher and beam, temporarily locate the finisher into position on the beam with two ¼ in. UNF nuts and bolts.
3. Loosely fit the assembly to the car. Ensure that there is an equal clearance between the wing panel and the bumper on each side of the car, also check that the finisher is aligned with the fairings before fully tightening the temporary securing bolts.
4. Using a 4,76 mm. (0.187 in.) diameter drill, bore four holes in the front face of the finisher and through the beam, at the distances specified in Figure S87.
5. Dip the ends of the pop rivets in Keenol KG20 or Whitmore Compound grease or their equivalent before inserting them into the four drilled holes. Fix and close the pop rivets, securing the finisher in position.
6. Remove the temporary securing bolts.
7. Fit and align the rubber mouldings.

Flexible closing pieces — To remove (see Fig. S85)
Camargue
1. Remove the front bumper assembly.
2. Using a screwdriver, carefully lever out the two plastic drive fasteners securing the closing piece to the wing panel.
3. Detach the rear edge of the closing piece from the retainer bracket; remove the closing piece.

Flexible closing pieces — To fit (see Fig. S85)
Camargue
To fit a flexible closing piece reverse the procedure given for removal noting the following points.
1. Prior to fitting the plastic drive fasteners, ensure that the rear edge of the closing piece is firmly held between the retainer bracket and the wing panel.
2. Always fit new drive fasteners as the retaining flanges of the fasteners will have been damaged during removal.
3. Check to ensure that the closing piece is held firmly in position by the drive fasteners.

Front fairing panel and seal — To remove (see Fig. S83)
Silver Shadow II, Bentley T2 and Silver Wraith II

1. Remove the bumper assembly.
2. Remove the self-tapping screws securing the fairing to the front wing apron; remove the fairing together with the nylon spacing washers.
3. Carefully remove the seal from the front of the fairing panel.

Corniche (see Fig. S83, inset)

1. Remove the bumper assembly.
2. Remove the five bolts and washers securing the fairing to the front wing apron; remove the fairing together with the rubber sealing strip.
3. Carefully remove the seal and the rubber sealing strip from the front and rear of the fairing panel respectively.

Camargue (see Fig. S85)

1. Remove the bumper assembly.
2. Using a 3,97 mm. (0.156 in.) diameter drill, remove the pop rivets securing the fairing to the front wing apron.
3. Carefully remove the seal from the front of the fairing panel.

Front fairing panel and seal — To fit

To fit the front fairing panel and seal(s) reverse the procedure given for removal noting the following points.

Silver Shadow II, Bentley T2 and Silver Wraith II (see Fig. S83)

1. When fitting a new seal, clean the bonding surfaces of the panel and seal with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Dunlop Adhesive S1240 to the bonding surfaces of the panel and seal; allow between ten and thirty minutes at approximately 21°C. (70°F.) for the adhesive to partly dry then, locate the seal to the panel and press firmly into position.

The seal should be positioned with the flat side of the seal towards the underside of the car.

3. Ensure that nylon inserts are fitted into the holes in the front wing apron before fitting the fairing.

Corniche (see Fig. S83, inset)

1. When fitting a new seal to the front of the fairing or a rubber sealing strip to the rear of the fairing, clean the bonding surfaces of the panel and seal(s) with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Dunlop Adhesive S1240 to the bonding surfaces of the panel and to the front seal or rear sealing strip; allow between ten and thirty minutes at approximately 21°C. (70°F.) for the adhesive to partly dry, then locate the seal or sealing strip to the panel and press firmly into position.

The front seal should be positioned with the flat side of the seal towards the underside of the car.

Position the sealing strip along the rear edge of the fairing, aligning the holes in the strip with those in the fairing panel before pressing into position.

Camargue (see Fig. S85)

1. Repeat Operations 1 and 2 from Front fairing panel and seal – To fit, Silver Shadow II Bentley T2 and Silver Wraith II.
2. Carefully align the fairings before fixing and closing the pop rivets securing the fairing in position.

Energy absorption unit mounting bracket bushes — To renew (see Fig. S86, item 1). Cars destined for U.S.A. and Canada

1. Remove the bumper assembly, carefully withdrawing the absorber units clear of their mounting brackets and through the apertures in the front apron.
2. Remove the mounting bracket from the underframe.
3. Press out the old bush.
4. Clean the bonding surfaces of the new bush and the bore of the mounting bracket with Bostik Cleaner 6001; allow approximately one hour to dry.
5. Apply Boscolite Primer 9252 to the bore in the bracket; allow approximately one hour to dry.
6. Apply Boscoprene Adhesive 2402 (parts 1 and 2) to the bonding surfaces of the new bush and the bore in the mounting bracket; allow ten to fifteen minutes for the adhesive to partly dry.
7. Press the bush into the mounting bracket until the collar of the bush abuts the front face of the bracket.
8. A satisfactory bond will be achieved in two to three days.

Bumper height — To check
Cars destined for U.S.A. and Canada

1. Ensure that the tyres are to the correct pressures; refer to Chapter R.
2. Adopt either of the following procedures

a. Fill the fuel tank

or

b. Engage the 'Park' position and switch on the ignition. If the 'Low Fuel' warning panel illuminates, add 77 kg. (170 lb.) of ballast to the luggage compartment.

If the warning panel fails to illuminate, when the car is gently rocked, drain the fuel from the tank until the warning panel does illuminate then add the specified ballast to the luggage compartment.

Switch off the ignition.

3. Stand the car on a level surface, measure the bumper height from the level surface to the position shown in Figure S88.

The minimum dimension for both front and rear bumpers is 46,35 cm. (18.250 in.).

It is extremely unlikely that the corresponding maximum bumper height will be reached, but for reference the figure is 52,07 cm. (20.50 in.).

4. If the cars fail to meet the minimum height of 46,35 cm. (18.250 in.), carry out the following procedures taking the necessary corrective action.
5. To eliminate suspension stiffness as a possible cause for low bumper height, drive the car forwards and then in reverse two or three times; then measure the bumper height.
6. If after progressing through Operation 5 the height is still too low, check the standing height of the car and adjust if necessary (see Chapter H). Check the bumper

May, 1979

TSD 4200

height if any adjustment is made to the car standing height.

7. If the car standing height is satisfactory, it will be necessary to remove the relevant bumper(s) and re-position the absorber unit mounting brackets as follows.

Slacken the bolts securing the absorber unit mounting brackets to the underframe. Lift the outer ends of the brackets and push down the inner ends to their full extremeties (i.e. tilt the outer ends of the brackets upwards).

Tighten the securing bolts with the brackets in this new position.

8. Refit the bumper(s) and check the bumper height.

Rear bumpers

Rear bumper assembly — To remove
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche cars (prior to car serial number 50 001) destined for countries other than U.S.A. and Canada

1. Disconnect the battery.
2. Carefully withdraw the number plate lamps from under their protecting shroud. Remove the chrome finishers and also the lenses. Thread the two lamps back through the fairing, refit the finishers and lenses leaving them suspended beneath the bumper.
3. With the help of an assistant support the bumper.
4. Remove the bolt securing each of the adapters to the mounting brackets (see Fig. S89, item 1).
5. Carefully withdraw the bumper assembly from the body.

When removing the bumper, take care to avoid damaging the paintwork and the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.

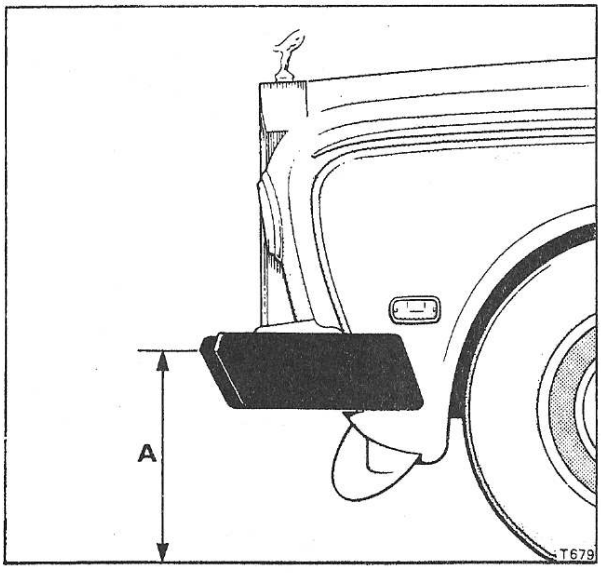

Fig. S88 Checking the bumper height
Cars destined for U.S.A. and Canada
A 46,35 cm. to 52,07 cm.
(18.250 in. to 20.50 in.) front and rear

Note
On cars destined for Japan, ensure that the side moulding retention brackets are fully disengaged before completely withdrawing the bumper assembly from the body (see Fig. S89, inset A).

6. If it is required to remove the bumper assembly mounting brackets proceed as follows.

Using a ¾ in. A/F spanner, remove the two bolts securing each bumper mounting bracket to the body underframe; remove the mounting brackets and the aperture seal (see Fig. S89).

Rear bumper assembly — To fit
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche cars (prior to car serial number 50 001) destined for countries other than U.S.A. and Canada.

To fit the rear bumper assembly reverse the procedure given for removal noting the following points.

1. When fitting the bumper, care must be taken to avoid damaging the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.
2. Fit the bumper assembly by securing the adapters to the mounting brackets. On the rear end of the adapters ensure that the spacing washers are in position (see Fig. S84), then check that the two large bolts securing the rear end of the adapters to the bumper are torque tightened to the figures specified in Chapter P.
3. On cars destined for Japan, ensure that the side mounting retention brackets are engaged with their respective brackets fastened to the body (see Fig. S89, inset A).

Rear bumper assembly — To remove (see Fig. S90, Part A)
Corniche cars from car serial number 50 001 destined for countries other than U.S.A. and Canada

1. Disconnect the battery.
2. Carefully withdraw the number plate lamps from under their protecting shroud. Remove the chrome finishers and also the lenses. Thread the two lamps back through the fairing. Refit the finishers and lenses leaving them suspended beneath the bumper.
3. With the help of an assistant support the bumper.
4. Remove the bolt securing each of the adapters to the mounting brackets (see Fig. S90, item 1).
5. Carefully withdraw the bumper assembly from the body. When removing the bumper, take care to avoid damaging the paintwork, also, the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.

Note
On cars destined for Japan, ensure that the side moulding retention brackets are fully disengaged before completely withdrawing the bumper assembly from the body (see Fig. S89, inset A).

6. If it is required to remove the bumper assembly mounting brackets proceed as follows.
7. Remove the spare wheel (see Section S6).
8. Remove the right-hand side rear section of the exhaust pipe (see Chapter Q).
9. Using a ¾ in. A/F spanner, release the bolts, nuts and washers securing the mounting brackets to the underframe. Remove the brackets and the aperture seals.

Access to the bolts securing the right-hand side mounting bracket is from inside the luggage compartment well.

Rear bumper assembly — To fit (see Fig. S90, part A)
Corniche cars from car serial number 50 001 destined for countries other than U.S.A. and Canada)
To fit the rear bumper assembly reverse the procedure given for removal noting the following points.

1. Clean the bonding surfaces of the aperture and seal with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Black Silastic 732 RTU adhesive or its equivalent to the bonding surfaces of the aperture and seal.
3. Allow between ten and twenty minutes for the adhesive to become 'tacky' then bring the two surfaces together using hand pressure.
4. When fitting the bumper,care must be taken to avoid damaging the paintwork, also, the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.

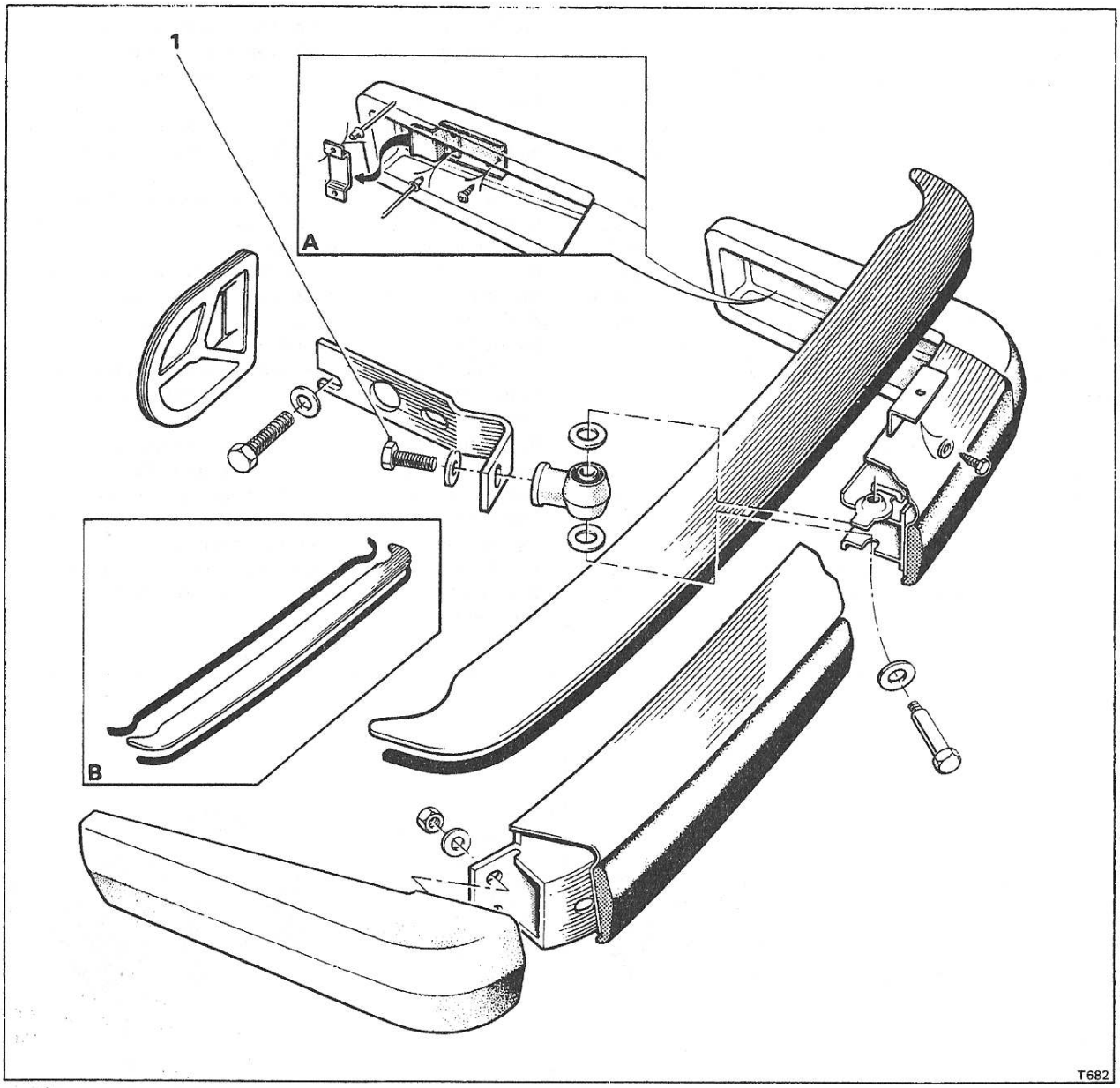

Fig. S89 Rear bumper assembly [Silver Shadow II, Bentley T2 Silver Wraith II and Corniche (Prior to car serial number 50 001) cars]
Cars destined for countries other than U.S.A. and Canada.
A Cars destined for Japan
B Corniche cars only
1 Bumper retaining bolt — adapter to mounting bracket.

5. Fit the bumper assembly by securing the adapters to the mounting brackets. On the rear end of the adapters ensure that the spacing washers are in position (see Fig. S84), then check that the two large bolts securing the rear end of the adapters to the bumper are torque tightened to the figures specified in Chapter P.
6. On cars destined for Japan, ensure that the side moulding retention brackets are engaged with their respective brackets fastened to the body (see Fig. S89, inset A).

Rear bumper assembly — To remove (see Fig. S91)
Camargue cars destined for countries other than U.S.A. and Canada
1. To gain access to the bolts securing the bumper to the side mounting brackets proceed as follows.

Slacken the three 7/16 in. A/F nuts securing both side mouldings to the bumper, then remove the two front nuts and washers from each moulding. These nuts are located along the inside faces of the bumper side mouldings and access to them is from beneath the car.
2. Move the front end of each moulding outwards sufficiently to gain access to the two 7/16 in. A/F bolts securing each side member to the mounting brackets then, remove the bolts. Collect the threaded plate from behind each mounting bracket (see Fig. S91, inset).
3. With the help of an assistant, support the bumper.
4. Remove the two ¾ in. A/F nuts securing the adapters to the rear mounting brackets (see Fig. S91, inset A).
5. Carefully withdraw the bumper assembly from the body until the threaded adapters are free of the mounting brackets. Retain the spacing washers, noting their number and position to facilitate assembly.

When removing the bumper, care must be taken to avoid damaging the paintwork and the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.
6. If it is required to remove the bumper assembly mounting brackets proceed as follows.

Release the two bolts securing each mounting bracket to the body underframe; remove the mounting brackets and the aperture seals (see Fig. S91, inset A).

Rear bumper assembly — To fit (see Fig. S91)
Camargue cars destined for countries other than U.S.A. and Canada
To fit the rear bumper assembly reverse the procedure given for removal noting the following points.
1. Ensure that the flexible closing pieces are secured to each rear wing.
2. Ensure that the side mounting brackets are in position on each side of the car (see Rear bumper side mounting brackets — To fit).
3. Slacken the two 1 in. A/F bolts securing the adapters to the bumper. This facilitates lateral movement of the bumper when positioning it on the car.
4. Locate the bumper assembly to the car and secure the adapters to the rear mounting brackets with the ¾ in. A/F nuts and washers. Ensure that any spacing washers are fitted in their original positions.

When positioning the bumper to the car, take care to avoid damaging the paintwork and the air conditioning temperature sensor situated on the right-hand rear wing.
5. Secure the side of each bumper to the side mounting brackets with the two 7/16 in. A/F bolts. Centralize the bumper to give an equal gap between the rear wing panels and the bumper. Tighten the side mounting bolts, including the bolts through the swivel brackets.
6. Torque tighten the two large bolts securing the adapters to the bumper to the figure specified in Chapter P.

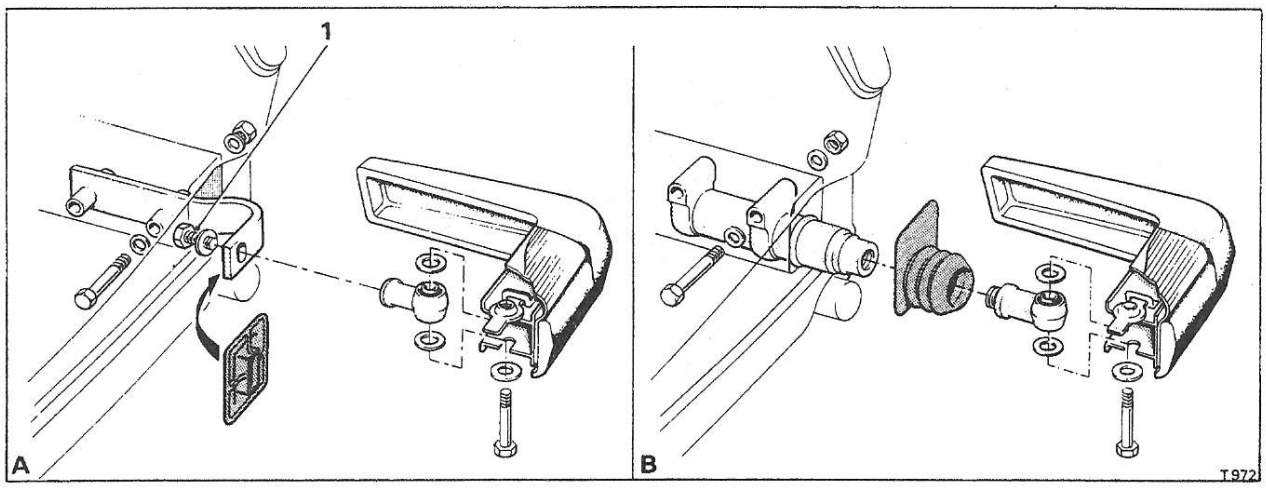

Fig. S90 Rear bumper assembly (Corniche cars from car serial number 50 001)
A Cars destined for countries other than U.S.A. and Canada.
1 Bumper retaining bolt - adapter to mounting bracket
B Cars destined for U.S.A. and Canada

Rear bumper assembly – To remove
All cars destined for U.S.A. and Canada (except Corniche cars from car serial number 50 001)

1. On Camargue cars, disconnect the bumper side members from the side mounting brackets (see Rear bumper – To remove, Camargue cars for countries other than U.S.A. and Canada, Operations 1 and 2).
2. Remove the nut securing each energy absorption unit to its respective mounting bracket (see Fig. S86, item 9).
3. Collect the washers from the location spigot of the absorber units; note the position of the washers on the spigot to facilitate assembly (see Fig. S86).
4. With the aid of an assistant, remove the bumper

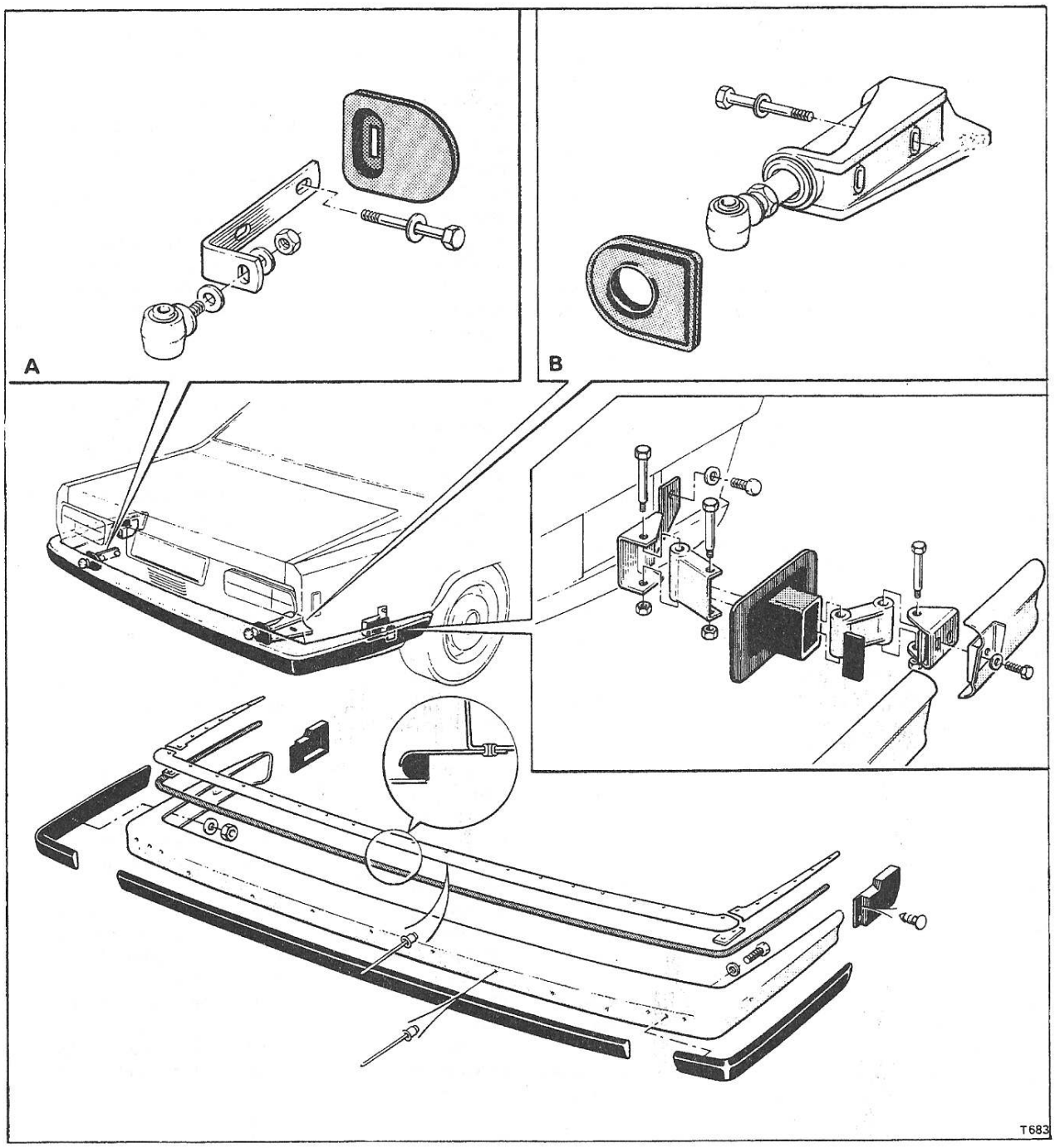

Fig. S91 Rear bumper assembly (Camargue)
A Cars destined for countries other than U.S.A. and Canada
B Cars destined for U.S.A. and Canada

assembly. Carefully withdraw the bumper until the absorber units are clear of their mounting brackets and are through the apertures in the rear body panel.

When removing the bumper, care must be taken to avoid damaging the paintwork and the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.

5. Unless absolutely necessary, do not remove the absorber unit mounting brackets from the underframe, as this will result in the bumper height having to be reset.
6. If it is necessary to remove the mounting brackets, release the two ¾ in A/F bolts securing each bracket to the underframe and remove the brackets.

Rear bumper assembly — To fit
All cars destined for U.S.A. and Canada (except Corniche cars from car serial number 50 001)

To fit the front bumper assembly reverse the procedure given for removal noting the following points.

1. If the absorber unit mounting brackets have been removed, check the condition of the neoprene bushes prior to fitting the brackets to the underframe. If necessary, fit new bushes (see Energy absorption unit mounting bracket bushes — To renew).
2. Ensure that the aperture seals are in position over the mounting brackets.
3. Check that the fairing panel(s) are aligned satisfactorily with the lower body panel; adjust if necessary by carefully pressing the panel up or down as required.

Check the rubber seal(s) attached to the lower edge of the panel and, if necessary, fit new seals (see Rear fairing panel and seals — To fit).

When carrying out any adjustment to the fairing panel alignment, care must be taken to avoid damaging the paintwork.

4. On Camargue cars, ensure that the flexible closing pieces are fitted to each rear wing panel (see Flexible closing piece — To fit).

Also, ensure that the side mounting brackets are in position (see Rear bumper side mounting bracket — To fit).

5. Fit the energy absorption units to the bumper. Fit the bumper to the body following the same procedure given for fitting the front bumper (see Front bumper — To fit, all cars destined for U.S.A. and Canada, Operations 4 to 9 inclusive).
6. On Camargue cars, secure the bumper to the two side mounting brackets. Prior to tightening the link bracket pivot bolts, check the following and rectify as necessary.
7. On all cars, check that the bumper is parallel with the rear edges of the fairing panels. If necessary, the forward and rearward alignment of the bumper can be adjusted by altering the position of the spacing washers on the absorber unit spigot stem. The two spacing washers can be fitted as shown in Figure S86. Alternatively, both spacing washers can be fitted to either the front or rear side of the mounting bracket.

Note
If the spacing washers are fitted to the absorber unit abutment face side of the mounting bracket, ensure that they are positioned between the abutment face of the absorber unit and the flat face of the spherical washer shown in Figure S86.

8. On Camargue cars, when the rear bumper alignment is satisfactory, tighten the self-locking nuts on the side mounting bracket pivot bolts, then secure the mouldings to the bumper with the 7/16 in. A/F nuts and washers.

Rear bumper assembly — To remove (see Fig. S90, part B)
Corniche cars from car serial number 50 001 destined for U.S.A. and Canada

1. Remove the spare wheel (see Section S6).
2. Remove the right-hand side rear section of the exhaust pipe (see Chapter Q).
3 With the help of an assistant support the bumper.
4. Using a ¾ in. A/F spanner, release the bolts, nuts and washers securing the energy absorption units and mounting brackets to the underframe.
5. Carefully withdraw the bumper assembly until the absorber units, mounting brackets and aperture seals are clear of the apertures in the rear body panel.

When removing the bumper, care must be taken to avoid damaging the paintwork also, the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.

Rear bumper assembly — To fit (see Fig. S90, part B)
Corniche cars from car serial number 50 001 destined for U.S.A. and Canada

To fit the rear bumper assembly reverse the procedure given for removal noting the following points.

1. Clean the bonding surfaces of the aperture and seal with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Black Silastic 732 RTU adhesive or its equivalent to the bonding surfaces of the aperture and seal.
3. Allow between ten and twenty minutes for the adhesive to become 'tacky' then bring the two surfaces together using hand pressure.
4. When fitting the bumper, care must be taken to avoid damaging the paintwork, also, the automatic air conditioning system temperature sensor situated on the right-hand rear wing panel.
5. Fit the bumper assembly by securing the absorber units and mounting brackets. On the rear end of the absorption units, ensure that the spacing washers are in position then check that the two large bolts securing the absorber units to the bumper are torque tightened to the figures specified in Chapter P.
6. Check that the fairing panel is aligned satisfactorily with the lower body panel; adjust if necessary by carefully pressing the panel up or down as required.

Check the rubber seals attached to the panel. If necessary, fit new seals (see Rear fairing panel and seals — To fit).

When carrying out any adjustment to the fairing panel alignment, care must be taken to avoid damaging the paintwork.

Rear bumper — To dismantle
Silver Shadow II, Bentley T2, Silver Wraith II and all Corniche cars

1. Remove the bumper assembly from the body by

releasing the bolts securing the two adapters or the energy absorption units to the bumper.

Detach the adaptors or the absorber units as applicable from the bumper and collect the spacing washers.

2. Remove the nuts and washers securing the side mouldings to the bumper, then remove both mouldings. Note the number of packing pieces to facilitate assembly.
3. Remove the 7/16 in. A/F nuts and washers securing the centre moulding to the bumper; remove the moulding.
4. Using a 4,76 mm. (0.187 in.) diameter drill, remove the two pop rivets securing the stainless steel finisher to the beam; remove the finisher.

Rear bumper — To assemble
Silver Shadow II, Bentley T2, Silver Wraith II and all Corniche cars

To assemble the rear bumper reverse the procedure given for removal noting the following points.

1. When fitting a new finisher and beam, temporarily locate the finisher into position on the beam with two ¼ in. UNF nuts and bolts.
2. Fit the side mouldings, complete with studs in each threaded insert, to the beam. Adjust the mouldings rearwards until the radiused end of the platform on the moulding locates inside the radius of the finisher; secure the mouldings in this position with ¼ in. UNF nuts.
3. Repeat Operations 3 to 6 inclusive from Front bumper — To assemble, Silver Shadow II, Bentley T2, Silver Wraith II and Corniche.

Rear bumper — To dismantle
Camargue

1. Remove the bumper assembly.
2. Remove the 1 in. A/F bolt securing each of the adapters or the energy absorption units to the bumper beam.

Detach the adapters or absorber units as applicable, from the beam and collect the spacing washers.

3. Remove the 7/16 in. A/F nuts and bolts securing the side mouldings to the bumper then remove both mouldings. Each moulding is secured by a bolt and washer, also two nuts and washers.
4. Remove the 7/16 in. A/F nuts and washers securing the centre moulding; remove the moulding.
5. Using a 4,76 mm. (0.187 in.) diameter drill, remove the two pop rivets securing the stainless steel finisher to the beam; remove the finisher.

Rear bumper — To assemble
Camargue

To assemble the rear bumper reverse the procedure given for removal noting the following points.

1. Before tightening the moulding securing nuts and bolts ensure that the mouldings are correctly aligned with each other and are parallel with the top face of the finishers.
2. After securing the mouldings in their correct positions, slacken the three nuts securing the side mouldings as these mouldings have to be released when fitting the bumper to enable it to be attached to the side mounting brackets.

Note
Do not overtighten the moulding securing nuts and bolts as this will distort the face of the moulding.

3. Assemble the adapters, or the energy absorber units as applicable to the bumper beam; leave the securing bolts loose to facilitate lateral movement of the bumper when positioning it on the car.

Flexible closing pieces — To remove (see Fig. S91)
Camargue

1. Remove the rear bumper assembly.
2. Using a screwdriver, carefully lever out the two plastic drive fasteners securing the closing piece to the rear wing panel.
3. Detach the front edge of the closing piece from the retainer bracket; remove the closing piece.

Flexible closing pieces — To fit (see Fig. S91)
Camargue

To fit a flexible closing piece reverse the procedure given for removal noting the following points.

1. Prior to fitting the plastic drive fasteners, ensure that the front edge of the closing piece is trapped between the retainer bracket and the wing panel.
2. Always fit new drive fasteners as the retaining flanges of the fasteners will have been damaged during removal.
3. Check to ensure that the closing piece is held firmly in position by the drive fasteners.

Rear bumper side mounting brackets — To remove (see Fig. S91, inset)
Camargue

1. Remove the bumper assembly.
2. Remove the long 7/16 in. A/F bolt and self-locking nut securing the outer plate to the outer link; remove the outer plate.
3. Remove the rubber grommet sealing the links to the wing panel recess.
4. Remove the rubber blanking grommet from the access hole in the wing inner panel; this grommet is located just forward of the side mounting bracket aperture.
5. Remove the two ½ in. A/F bolts and washers securing the mounting bracket and link assembly to the body. These nuts and bolts are situated inside the wing recess. Remove the mounting bracket and link assembly.
6. To dismantle the inner and outer link assembly, remove the two bolts and self-locking nuts and seperate the assembly.

Rear bumper side mounting brackets — To fit (see Fig. S91, inset)
Camargue

To fit the side mounting bracket assemblies reverse the procedure given for removal noting the following points.

1. When assembling the inner and outer links, ensure that the pivot link bolts are fitted with the heads uppermost.
2. After fitting the mounting bracket and link assembly to the body, seal the blanking grommet into the access hole using Dunlop Adhesive S 1240.

3. Ensure that the fibre packing piece fitted to the inner link is level with the end of the links sealing grommet. If the packing piece has become detached, or if a new inner link is being fitted, bond the packing piece to the link as follows.

Clean the bonding surface of the link and the packing piece with Bostik Cleaner 6001; allow approximately one hour to dry.

Apply Dunlop Adhesive S 1240 to the bonding surfaces of the link and the packing piece; allow between ten and thirty minutes for the adhesive to partly dry, then locate the packing piece to the link and press firmly into position.

4. Do not tighten the self-locking nut and bolt securing the outer link to the outer plate until the bumper has been fitted. This enables the bumper and side mounting bracket assembly to be aligned.

Rear fairing panel and seal — To remove (see Fig. S89)
Silver Shadow II, Bentley T2 and Silver Wraith II

1. Remove the bumper assembly.
2. Remove the six screws securing the fairing to the rear body panel; remove the fairing.
3. Carefully remove the seal from the rear of the fairing panel.

Corniche (see Fig. S89, inset B)

1. Remove the bumper assembly.
2. Remove the nine bolts and washers securing the fairing to the rear body panel. Remove the fairing together with the rubber sealing strip.
3. Carefully remove the seal and the rubber sealing strip from the rear and front of the panel respectively.

Camargue (see Fig. S91)

1. Remove the bumper assembly.
2. Using a 3,97 mm. (0.156 in.) diameter drill, remove the pop rivets securing the fairing to the rear body panel.
3. Carefully remove the seal from the rear of the fairing panel.

Rear fairing panel and seal — To fit

To fit the rear fairing panel and seal(s) reverse the procedure given for removal noting the following points.

Silver Shadow II, Bentley T2 and Silver Wraith II (see Fig. S89)

1. When fitting a new seal, clean the bonding surfaces of the panel and seal with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Dunlop Adhesive S 1240 to the bonding surfaces of the panel and seal; allow between ten and thirty minutes at approximately 21°C. (70°F.) for the adhesive to partly dry then, locate the seal to the panel and press firmly into position.

The seal should be positioned with the flat side of the seal towards the underside of the car.

Corniche (see Fig. S89, inset B)

1. When fitting a new seal to the rear of the fairing or a rubber sealing strip to the front of the fairing, clean the bonding surfaces of the panel and seal(s) with Bostik Cleaner 6001; allow approximately one hour to dry.
2. Apply Dunlop Adhesive S 1240 to the bonding surfaces of the panel and also to the rear seal or front sealing strip; allow between ten and thirty minutes at approximately 21°C. (70°F.) for the adhesive to partly dry, then locate the seal or sealing strip to the panel and press firmly into position.

The rear seal should be positioned with the flat side of the seal towards the underside of the car.

Position the sealing strip along the rear edge of the fairing, aligning the holes in the strip with those in the fairing panel before pressing into position.

Camargue (see Fig. S91)

1. Repeat Operations 1 and 2 from Rear fairing panel and seal — To fit, Silver Shadow II, Bentley T2 and Silver Wraith II.
2. Carefully align the fairings before fixing and closing the pop rivets securing the fairing in position.

Energy absorption unit mounting bracket bushes — To renew
Cars destined for U.S.A. and Canada

Refer to the same title on Page S5 - 9 of the Front bumper section.

Bumper height — To check
Cars destined for U.S.A. and Canada

Refer to the same title on Page S5 - 9 of the Front bumper section.

Section S6

Everflex roof trim

Introduction

The illustrations in this section are of different cars being fitted with Everflex roof trim at various stages of assembly.

Precautions

Always consult the Special Precautions Section (on adhesives) at the beginning of Chapter S before fitting Everflex roof trim.

Use of adhesives

1. When using Bostik Primer 9252 all metal parts should be brush coated in the bonding areas. Ensure that the primer is applied at room temperature and at least one hour before the application of the adhesive.
2. When using Boscoprene Adhesive 2402 (Parts 1 and 2) apply to both bonding surfaces. Allow between 10 and 15 minutes to 'flash' dry at room temperature before bringing the surfaces together using maximum pressure.
3. When using Dunlop Adhesive L107 apply to both bonding surfaces and allow to dry for a minimum of 5 minutes. This adhesive possesses an excellent residual tack and may be joined at any time up to several hours after application, enabling repositioning without any need for reactivation.

It must be stressed that this adhesive has a very low bond strength and should be used in conjunction with mechanical attachments or other stronger adhesives.

Everflex roof trim — To remove

Silver Wraith II

1. Remove the rear seat cushion, rear seat squab and side cheek pads (see Section S12).
2. Release the bottom edge of the cantrail trims to give access to the nut and washer securing each Rolls-Royce badge to the outer tonneau panels; remove the badges.
3. Remove the rear window and windscreen and their associated trim (see Section S8).
4. Remove the self-tapping screws and brass strips securing the Everflex inside the door apertures.
5. Remove the chrome strip and trim surrounding the base of the rear window.

Using a slim, blunt instrument release one end of the Everflex trim and rubber insert and pull steadily along the length of trim until removed.

Release the self-tapping screws and remove the chrome finisher.

6. On cars destined for the U.S.A. and Canada, remove the fuel filler door (see Section S7).

Carefully lever the chrome finishing plate from the base of the fuel filler aperture.

Using a 3,17 mm. (0.125 in.) diameter drill, remove the pop rivets securing the brass strip around the edges of the fuel filler aperture; remove the strip.

7. Starting at the bottom of each 'A' post, completely peel off the Everflex from the roof, tonneau and around the rear window.

If necessary, peel off the Everflex from the fuel filler door.

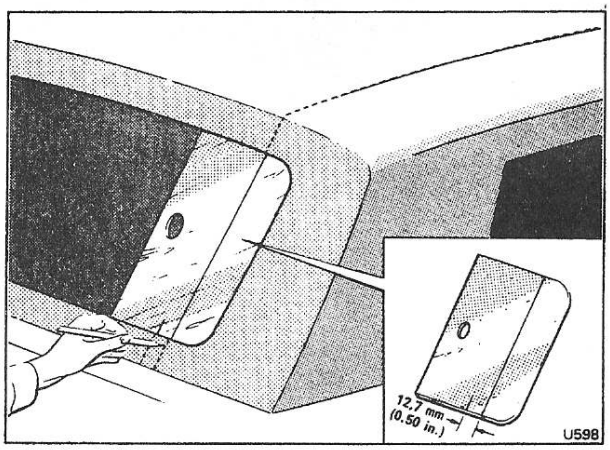

Fig. S92 Locating the position of the Everflex centre panel from the roof panel styling lines

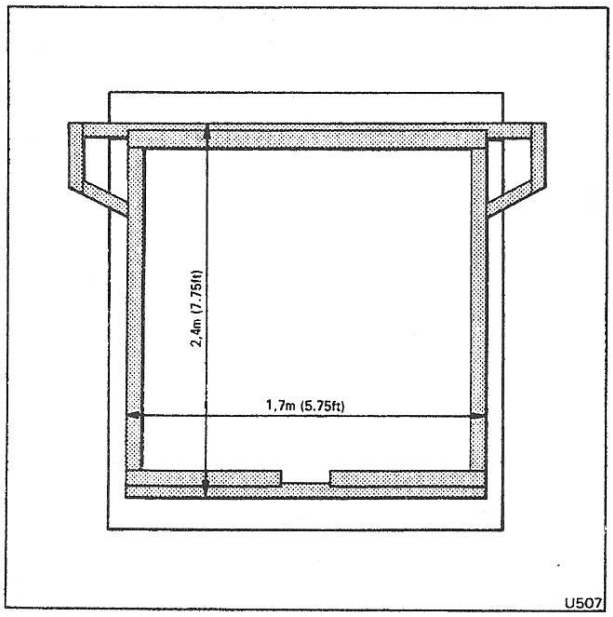

Fig. S93 Basic jig for Everflex roof trim

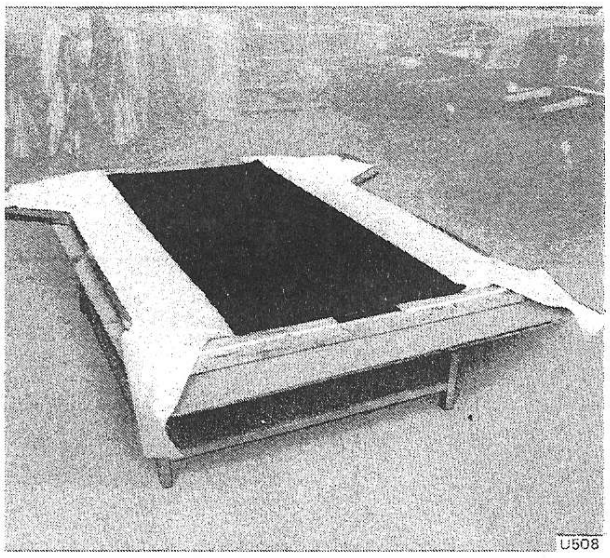

Fig. S94 Tacking the Union Cloth to the Everflex

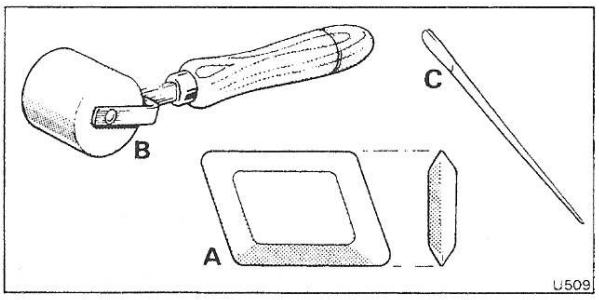

Fig. S95 Tools
A Grooving tool
B Roller
C 'Trimmer's regulator'

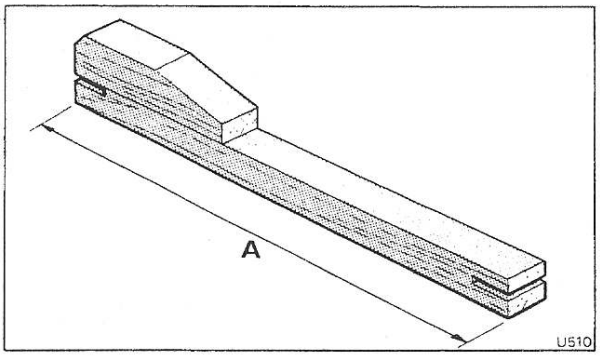

Fig. S96 Wooden pegs
A 53 cm. (21.0 in.) – For use in windscreen aperture
43 cm. (17.0 in.) – For use in rear window aperture

Everflex roof trim – To fit
Silver Wraith II

1. Thoroughly mask off all the paintwork, chrome, etc., except the area vacated by the Everflex.
2. Completely remove the old adhesive from the roof, tonneau sides, 'A' posts and rear window areas as follows.

Coat the old adhesive with Aerolac Thinners then, carefully remove the adhesive using wire wool. Finally, remove any further imperfections by rubbing down all areas with 180 wet or dry abrasive paper, taking care not to rub through the paintwork.

3. Ensure that all areas of the roof, where bonding is to take place i.e. outer roof panels, tonneau sides, cantrails, 'A' posts, etc., are clean. Then, apply Bostik Primer 9252 allowing approximately one hour to dry.
4. Using a soft pencil, extend the roof panel styling line up to the rear window aperture (see Fig. S92) and the windscreen aperture.
5. Fit a template into the side of the rear window aperture (see Fig. S92). Ensure that the line on the template runs vertically when the template is placed in the aperture.

Align the template line with the pencil line marked on the roof panel then, extend the lines onto the panel below the aperture (see Fig. S92).

Repeat this operation on the opposite side of the aperture.

6. Wipe the outer surface of the Everflex with a clean lint-free cloth. Any creases in the Everflex must be removed at this stage by holding the Everflex in a current of hot air.
7. Using a jig similar to the one shown in Figure S93, centralize and tack the four corners of the centre panel to the frame. Ensure that the centre panel is taut then, lightly tack the side panels to the frame.
8. Tack the black Union Cloth into position on the Everflex (see Fig. S94). Ensure that the cloth is level with the Everflex at the front and rear and overlaps the stitched roof seams by approximately 8 cm. (3.0 in.).
9. Apply Dunlop Adhesive L107 to the Union Cloth to within approximately 3 cm. (1.0 in.) of the sides and 8 cm. (3.0 in.) of the front and rear.
10. With the help of an assistant, remove the Union Cloth from the Everflex laying it in a convenient

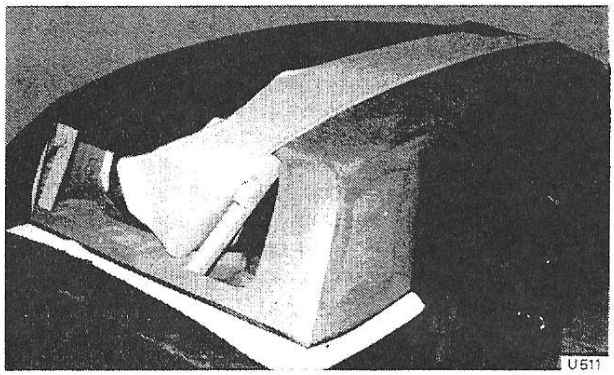

Fig. S97 Centralizing the Everflex, tacking it into position and folding back the sides

position to 'flash' dry (i.e. allow the adhesive to partially dry).

11. Apply Dunlop Adhesive L107 to the centre section of the Everflex i.e. between the stitching lines, and allow to 'flash' dry.

12. With the help of an assistant centralize and stick the Union Cloth to the Everflex.

13. Using a tool similar to the one shown in Figure S95, item A, carefully work the tool along the inside of the stitched seams.

Using a trimming knife, cut the Union Cloth exactly to the inside of the stitched seams.

When carrying out this operation, care must be taken to avoid cutting into the Everflex i.e. pull the Union Cloth carefully against the knife.

14. Apply a sealing coat of Boscoprene Adhesive 2402 to the sides of the Everflex placing particular emphasis on the stitched seams; leave to dry.

15. Using wooden pegs similar to the one shown in Figure S96, place them into position in the front windscreen and rear window apertures.

16. Place the trim onto the roof, aligning the stitched seams with the pencilled guide lines. Then, tack the trim to the wooden pegs in the rear window aperture (see Fig. S97).

17. Stretch the Union Cloth and Everflex along the length of the roof, align the stitched seams with the pencilled guide lines, then tack the trim to the wooden pegs in the windscreen aperture.

18. Fold back the sides of the Everflex until the stitched seams are visible. Apply Boscoprene Adhesive 2402 to the seams and to the ridged areas of the roof (see Fig. S97); allow to 'flash' dry.

19. Working one side at a time, pull the trim until the stitched area aligns with the ridge; stick the trim into position along the length of the ridge.

Using a roller (see Fig. S95, item B) carefully align the seam with the ridge until a perfectly straight line is achieved; leave to dry.

20. Remove the wooden pegs from the windscreen and rear window apertures.

21. Fold back the Everflex and Union Cloth at the windscreen or rear window (see Fig. S98).

Apply Boscoprene Adhesive 2402 to the Union Cloth and the roof; allow to 'flash' dry.

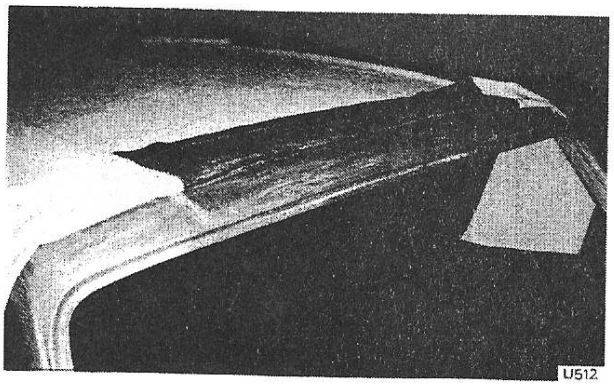

Fig. S98 Adhesive applied to Union Cloth and roof

Bring the surfaces together stretching the Union Cloth into position (see Fig. S99) then cut the cloth parallel with the inside face of the aperture.

22. Apply Boscoprene Adhesive 2402 to the Everflex and the Union Cloth; allow to 'flash' dry.

Bring the surfaces together and stick the Everflex to the edge of the roof. Leave the excess trim temporarily hanging down (see Fig. S100).

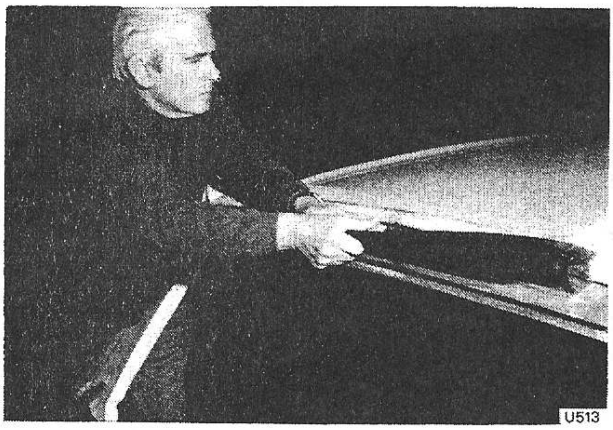

Fig. S99 Stretching and sticking the Union Cloth

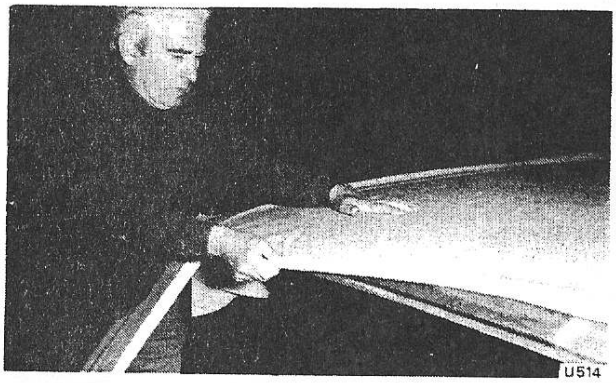

Fig. S100 Stretching and sticking the Everflex

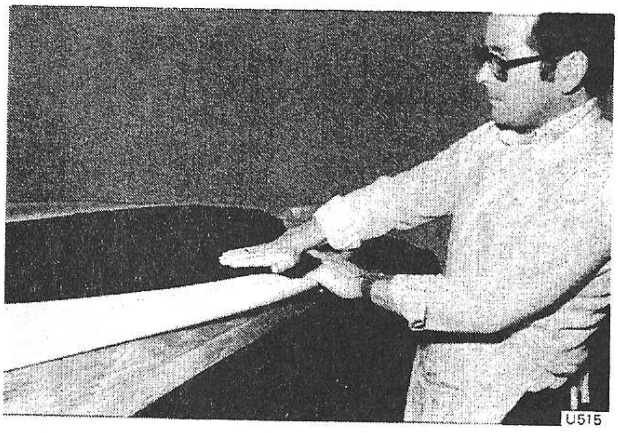

Fig. S101 Stretching the Everflex across the sides

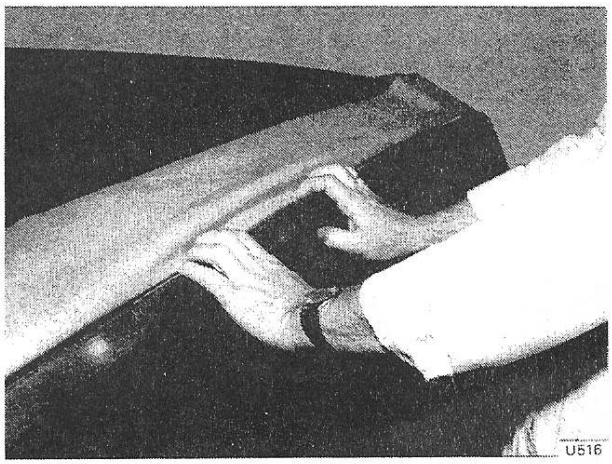

Fig. S102 Pressing the Everflex into the rain channel

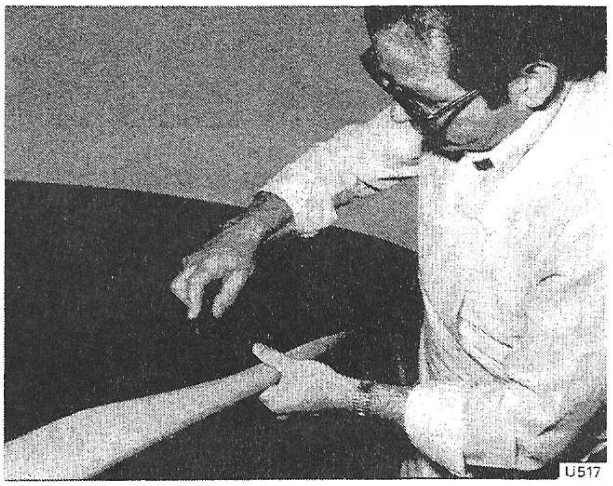

Fig. S103 Running a grooving tool carefully along the rain channel

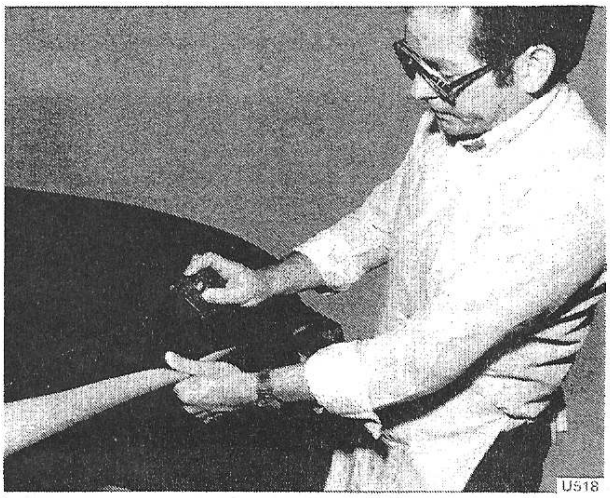

Fig. S104 Sticking the Everflex to the outer face of the cantrail

23. Repeat Operations 21 and 22 on either the windscreen or rear window as applicable.
24. Working one side at a time, fold back the Everflex trim sides and apply Boscoprene Adhesive 2402 to the trim and roof; allow to 'flash' dry.

Carefully stretch the Everflex across the sides (see Fig. S101) and press into the rain channel (see Fig. S102).

Using a grooving tool, carefully press the Everflex into the rain channel. Do not apply too much pressure when using this tool (see Fig. S103).

Fold the Everflex over the outer face of the cantrail and stick into position (see Fig. S104). Leave the excess trim hanging down.
25. At this stage leave the roof section to set for sixteen hours to allow the adhesive to cure.
26. To facilitate the fitting of the windscreen, it is necessary to unpick the stitches on the overhanging Everflex trim as far as the top of the aperture.

Using a trimming knife, carefully cut out the extra thickness of seam to enable the Everflex to fit closely against the aperture (see Fig. S105).

Tie the last stitch on the underside of the Everflex.
27. Reduce the length of overhanging trim to approximately 5 cm. (2.0 in.). Cut the Everflex in the top corners of the windscreen aperture for easier fitting, ensuring that the cuts do not extend further than those shown in Figure S106.
28. Apply Boscoprene Adhesive 2402 to the Everflex trim and to the windscreen aperture; also to the 'A' post approximately 10 cm. (4.0 in.) from the bottom of the post. Allow to 'flash' dry.

Bring the surfaces together, ensuring that the Everflex fits perfectly over the 'A' post contours then, press it into the windscreen aperture. Run a grooving tool around the aperture to ensure that the trim fits into the corners then cut the trim around the inside of the aperture (see Fig. S106).
29. Fold back the Everflex from the bottom of the 'A' post.

Using the brass strips supplied, fit the strip around the bottom of the 'A' post, parallel with the bottom edge of the windscreen aperture (see Fig. S107, inset A).

Mark and cut the excess length from the strip.

Cut the excess trim from the bottom of the 'A' post to approximately 12 mm. (0.50 in.) below the brass strip.

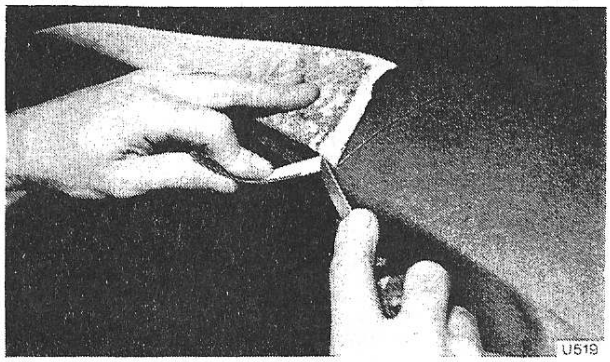

Fig. S105 Cutting out the extra thickness of seam

Apply Boscoprene Adhesive 2402 to the brass strip and the bottom edge of trim; allow to 'flash' dry.

Holding the brass strip in position, bring the surfaces together pressing firmly against the brass strip then, fold back the trim together with the brass strip. The strip is now it its correct position (see Fig. S108).

30. Apply Boscoprene Adhesive 2402 to the edge of the trim and the rear of the brass strip; allow to 'flash' dry.

Cut and fold the trim under the brass strip.

31. Apply Boscoprene Adhesive 2402 to the trim and the bottom of the 'A' post; allow to 'flash' dry.

Carefully stick the trim to the 'A' post, pressing the brass strip firmly into position (see Fig. S107).

Cut and remove the excess trim from the windscreen aperture.

32. Make a series of cuts in the Everflex trim at the top of the 'A' post (see Fig. S106). Ensure that the cuts will not show inside the door aperture when the brass strips are fitted.

33. Cut the Everflex at the top of the 'B-C' post (see Fig. S107, inset B). The chrome finisher will then secure the trim at this point.

34. Apply Boscoprene Adhesive 2402 to the trim and door aperture; allow to 'flash' dry.

Carefully pull the trim into position inside the front door aperture ensuring that no folds or creases occur. Run a grooving tool around the aperture then, cut off the excess trim leaving approximately 1,5 mm. (0.062 in.) gap between the edge of the trim and the inner corner of the door aperture (see Fig. S109).

35. To facilitate the fitting of the rear window, it is necessary to unpick the stitches on the overhanging Everflex trim as far as the top of the aperture.

Using a trimming knife, carefully cut out the extra thickness of seam to enable the Everflex to fit closely against the aperture (see Fig. S105).

Tie the last stitch on the underside of the Everflex.

36. Stretch the trim over the top of the tonneau panel, pulling the corner approximately 8 cm. to 10 cm. (3.0 in. to 4.0 in.) inwards i.e. towards the centre of the car (see Fig. S110).

37. Using a soft pencil, mark the outline of the rear door aperture and rear window aperture on the inside of the Everflex trim.

Lift the trim. The area between the pencil lines to be covered in adhesive is now clearly visible (see Fig. S111).

38. Before sticking the Everflex beneath the rear window aperture, mark an arrow or similar mark on the

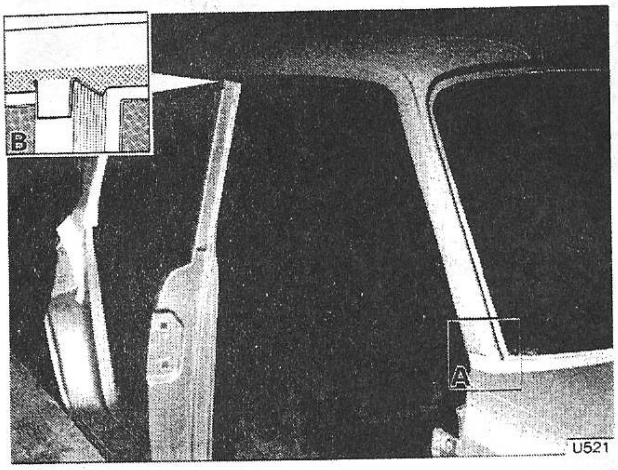

Fig. S107 Detail finishing
A Finished 'A' Post — Brass strip running parallel with the bottom edge of the windscreen aperture
B Position of the Everflex at the top of the 'B-C' post

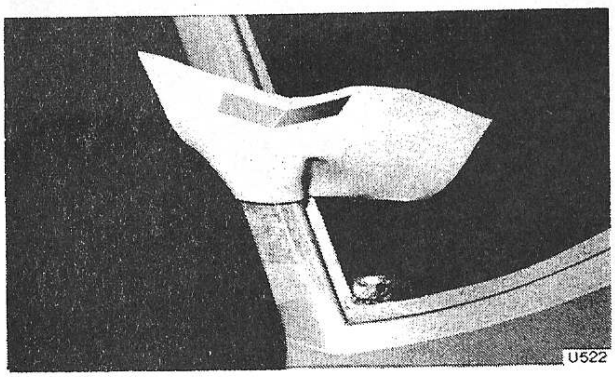

Fig. S108 Fitting the brass strip

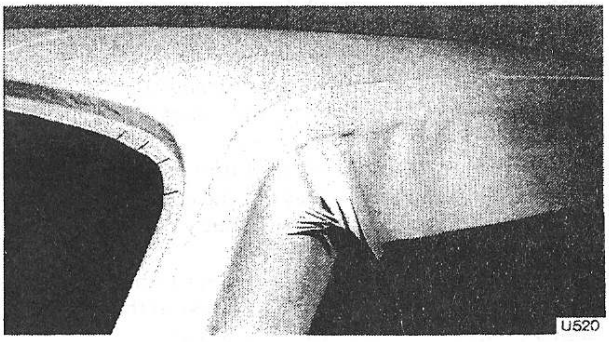

Fig. S106 Fitting the Everflex into the top corners of the windscreen and rear window apertures

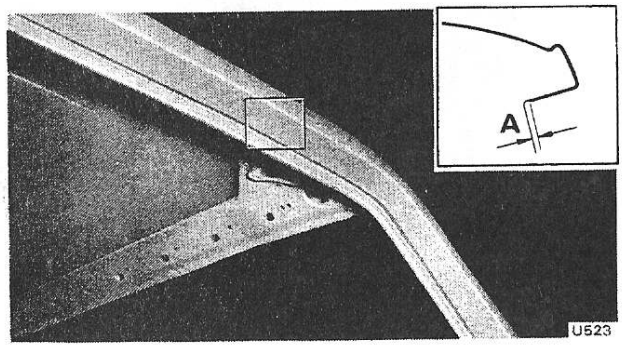

Fig. S109 Cut-off line inside door aperture
A Approximately 1,5 mm. (0.062 in.)

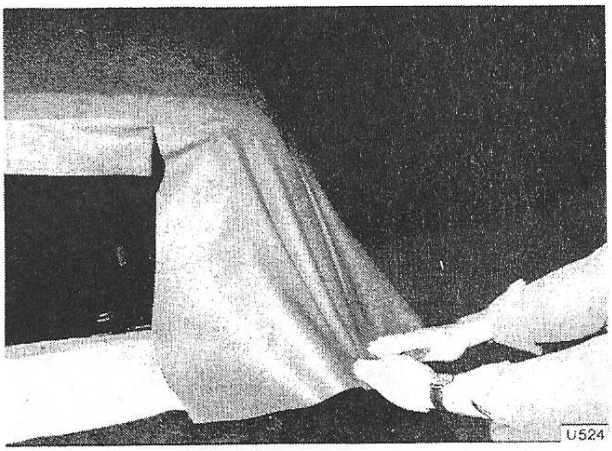

Fig. S110 Stretching the trim over the top of the tonneau

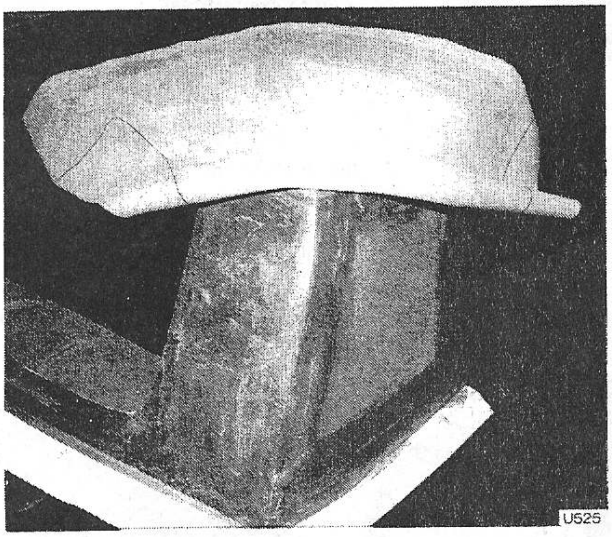

Fig. S111 Area between pencil lines to be coated with adhesive

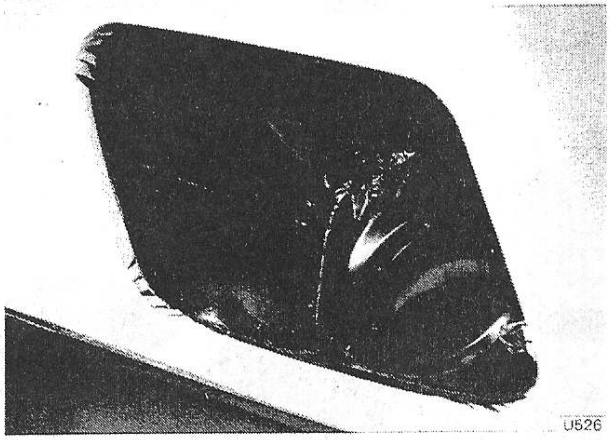

Fig. S112 Fitting the Everflex into the corners of the fuel filler door aperture

protective cloth or tape (see Fig. S116), immediately below the outer lines shown in Figure S92. This indicates where the Everflex centre panel will fit when the side panels are secured in position.

39. Apply Boscoprene Adhesive 2402 to the trim and body panel; allow to 'flash' dry.

Bring the surfaces together stretching the trim into position as described in Operation 36. Ensure that the trim is smooth and free from folds and creases.

Cut the Everflex along the inside lines marked on the panel situated beneath the rear window aperture, then cut the trim around the base, leaving approximately 1,5 mm. (0.062 in.) gap between the edge of the trim and the bottom of the roof.

Note

On cars destined for the U.S.A. and Canada, apply Boscoprene Adhesive 2402 around the edges of the fuel filler door aperture.

Cut the centre section of the Everflex trim from inside the door aperture leaving approximately 12,7 mm. (0.50 in.) of trim to fold into the aperture.

Make a series of small cuts in the corners of the trim to facilitate fitting (see Fig. S112). Ensure that the cuts do not extend beneath the brass strip.

Fold the trim into position ensuring that no creases occur.

40. Fit the trim around the rear door aperture. Using a template, mark and then make a diagonal cut into the top rear corner of the aperture trim to facilitate the fitting procedure (see Fig. S113, inset A).

41. Apply Boscoprene Adhesive 2402 to the trim and rear door aperture; allow to 'flash' dry.

Carefully pull the trim into position inside the rear door aperture ensuring that no folds or creases occur. Run a grooving tool around the aperture then, remove the excess trim leaving approximately 1,5 mm (0.062 in.) gap between the edge of the trim and the inner corner of the door aperture (see Fig. S109).

42. Cut and fit triangular pieces of Everflex into the top rear corners of the rear door apertures (see Fig. S113, inset B). Apply Boscoprene Adhesive 2402 to both bonding surfaces, allow to 'flash' dry, then press into position.

43. Fold the trim around the sides of the rear window aperture. Produce a series of cuts in the corners to facilitate assembly.

44. Apply Boscoprene Adhesive 2402 to the trim and sides of the rear window aperture; allow to 'flash' dry.

Fold the trim around the rear window aperture. Run a grooving tool around the aperture then, cut and remove the excess trim from the inside of the aperture.

45. Repeat Operation 43 along the top of the rear window aperture.

46. Lay the supplied centre panel trim beneath the rear window. Check to ensure that the ends of the panel align with the arrows or lines previously marked (see Operation 38).

47. Cut and fit a piece of black Union Cloth to abut the ends of the side trim i.e. to fit between the stitched seams of the centre panel (see Fig. S114).

48. Apply Boscoprene Adhesive 2402 to the Union Cloth and below the rear window aperture; allow to

'flash' dry.

With the help of an assistant, position the bottom edge of the Union Cloth parallel and above the holes around the base of the rear window then, bring the surfaces together (see Fig. S114).

Cut the Union Cloth level with the rear window aperture.

49. Mark and cut the brass strips to the exact width of the centre panel.

50. Unpick the stitches and cut out two small areas of Everflex from the end pockets of the centre panel (see Fig. S115).

These areas should be cut from the top and bottom inside edges to ensure that a double thickness of trim does not occur in the rear window aperture and beneath the chrome finishing strip.

Tie the last stitches on the underside of the Everflex.

51. Apply Dunlop Adhesive L107 to the inside of the pockets and the brass strips, allow to 'flash' dry.

Slide the brass strips inside the pockets and press firmly together (see Fig. S115).

52. Apply Boscoprene Adhesive 2402 to the centre panel trim, the Union Cloth and the area immediately below it. Also, apply the adhesive to the window aperture and the ends of the side trim; allow to 'flash' dry.

Ensure that the adhesive does not extend further than the area covered by the centre panel.

With the help of an assistant, lay the centre panel into position aligning the ends of the stitched seams with the arrows previously marked (see Operation 38), press firmly into position (see Fig. S116).

Fold the trim into the window aperture. Run a grooving tool around the aperture then, cut and remove the excess trim from the inside of the aperture.

Cut the excess trim from the bottom of the centre panel ensuring that the Everflex will be trapped when the chrome finishing strip is fitted but will not show beneath it.

Operations 53 to 57 inclusive are applicable to cars destined for U.S.A. and Canada only.

Fit the Everflex onto the fuel filler door as follows.

53. Using fine abrasive paper, remove any surplus adhesive and produce a smooth even surface on the outer face of the door.

Brush off any remaining glass fibre dust from the door and coat the outer surface and inside edges with Bostik Primer 9252; allow approximately one hour to dry.

Using a soft pencil, mark the outline of the door onto the Everflex then, cut the Everflex leaving approximately 12,7 mm. (0.50 in.) overlap extending beyond the pencil lines.

Apply Boscoprene Adhesive 2402 to the outer face of the door and also within the pencil lines marked on the Everflex; allow to 'flash' dry. Bring the surfaces together ensuring that the outer surface of the door is free from creases etc.

Cut the Everflex in the corners to facilitate fitting, ensuring that the cuts will not show on the edges of the

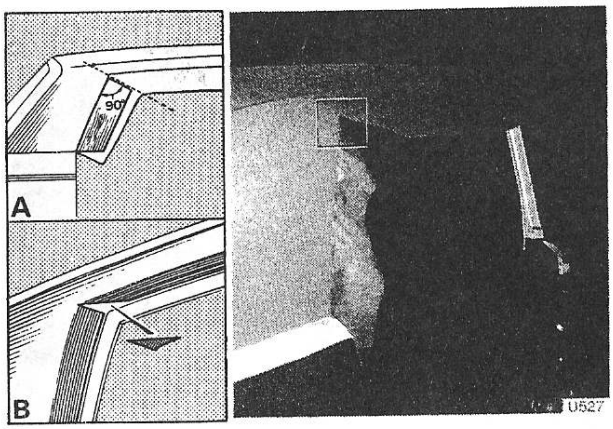

Fig. S113 Fitting the Everflex around the rear door aperture

A Marking the position of the diagonal cut

B Inserting the small triangular piece of Everflex

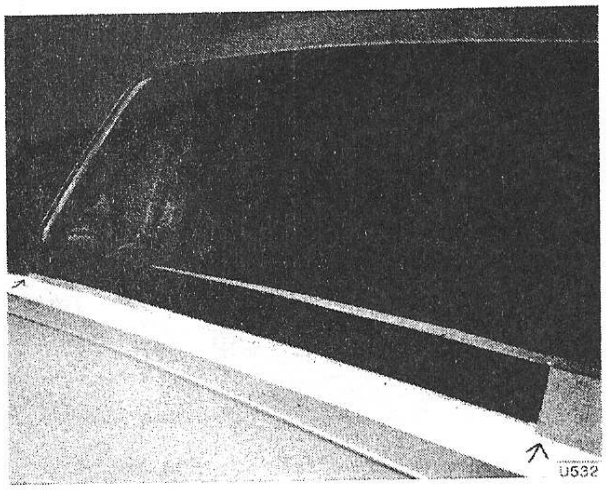

Fig. S114 Fitting Union Cloth beneath the rear window aperture

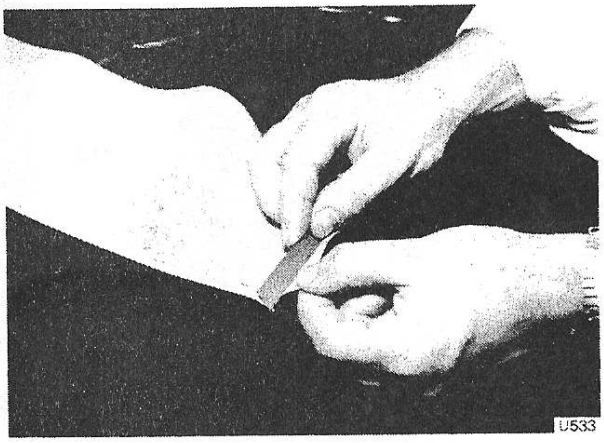

Fig. S115 Fitting a brass strip into a centre panel end pocket

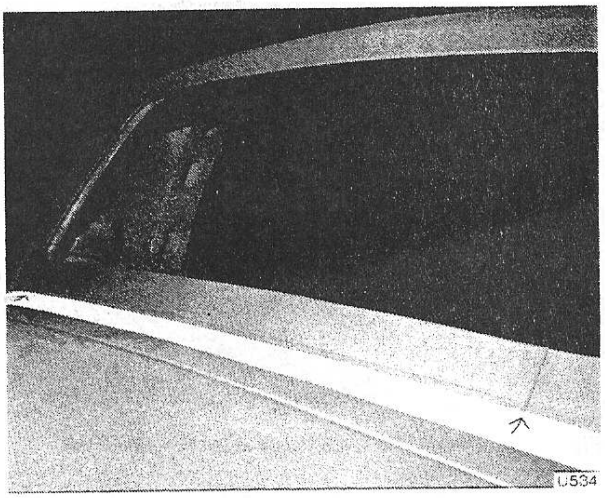

Fig. S116 Fitting the Everflex centre panel beneath the rear window aperture

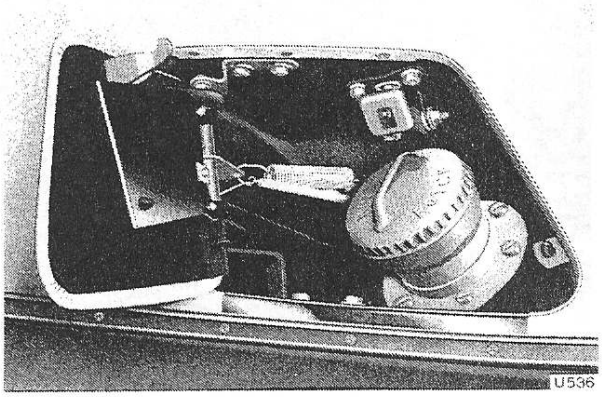

Fig. S117 General view of fuel filler door, brass strip, chrome plate and finishing strip

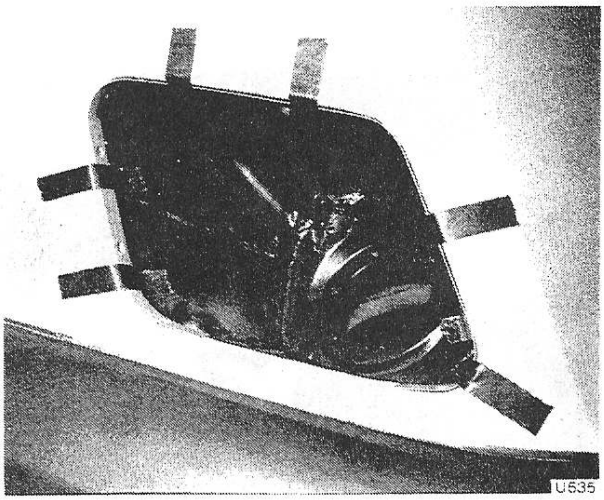

Fig. S118 Fitting the brass strip around the fuel filler door aperture

door (see Fig. S117).

Apply Boscoprene Adhesive 2402 to the edges of the Everflex and to the inside edges of the door; allow to 'flash dry. Fold the Everflex onto the back of the door pressing it carefully into position (see Fig. S117).

54. Bend the brass strip around the fuel filler door aperture as follows.

Place the cut-outs in the strip into the top corners of the aperture then, carefully bend the strip around the circumference of the aperture.

Secure the brass strip in this position using tape (see Fig. S118).

If necessary to ensure correct alignment, bore out the holes to accept the pop rivets securing the brass strip using a 3,17 mm. (0.125 in.) diameter drill in a small right-angled gun.

Fix and close the pop rivets into position. Ensure that only cadmium plated copper pop rivets are used.

If necessary, using a small hammer, tap the brass strip into position (i.e. ensure that the strip fits perfectly against the aperture).

Carefully file the heads of any projecting pop rivets level with the brass strip.

55. Locate the chrome finishing strip around the base of the rear window with Glasticon Sealer. Insert the self-tapping screws, except those immediately below the fuel filler aperture, but do not fully tighten them at this stage.

56. Apply two lines of Bostik Seelastik to the rear of the chrome plate fitted at the base of the fuel filler aperture. Slide the plate behind the finishing strip and into position inside the aperture (see Fig. S117). Remove any surplus Seelastik.

Use black Seelastik on cars fitted with dark coloured Everflex and cream Seelastik on those fitted with light coloured Everflex.

57. If necessary, to ensure correct alignment of the chrome plate or when fitting a new plate proceed as follows

Using the existing holes in the outer finishing strip as a guide, drill through the plate. Insert the self-tapping screws through the finishing strip and plate then fully tighten all the screws securing the finishing strip around the base of the rear window.

58. Using a 'trimmer's regulator' (see Fig. S95, item C) fit the rubber insert into the finishing strip channel as follows.

Starting in the centre below the rear window aperture, work the rubber insert outwards from the centre of the rubber. Constantly push the rubber backwards to avoid sliding or stretching taking place.

Cut both ends of the rubber slightly longer than the channel then push them into position.

59. Fit the Everflex strip over the rubber and into the channel as follows.

Starting in the central position work the Everflex outwards pushing it into place with the 'regulator'.

Cut and chamfer both ends of the Everflex slightly longer than the channel. Apply Dunlop Adhesive L107 to the ends of the Everflex and rubber insert. Allow to 'flash' dry before pushing the Everflex into the channel.

60. Apply Bostik Seelastik to the back of the Rolls-Royce badges before fitting them to the outer panels. Remove any surplus Seelastik.

Use black Seelastik on cars fitted with dark coloured Everflex and cream Seelastik on those fitted with light coloured Everflex.

61. Fit the brass strips securing the Everflex trim inside the door apertures.

62. Fit the windscreen and rear window and their associated trim (see Section S8).

63. Fit the side cheek pads, rear seat squab and rear seat cushion (see Section S12).

64. Ensure that the roof is cleaned thoroughly to remove any traces of dirt or adhesive residues. If any adhesive is present, remove it with a clean cloth damped with Genklene. **Extreme care must be taken to avoid Genklene coming into contact with any paintwork.**

65. Using a clean cloth or sponge, apply a thin coat of Everflex Top Dressing to all parts of the Everflex. If any of the liquid is spilt onto the paintwork remove it before it dries.

After fifteen minutes apply a second coat of Top Dressing.

Clean the cloth or sponge and any container used by rinsing them with water.

Further applications may be required at approximately 18 month intervals.

When cleaning the Everflex, refer to Chapter A.

Section S7

Exterior trim
Contents

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Section S7

Exterior trim

Radiator shell – To remove
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

1. Raise the bonnet.
2. From beneath the car, remove the two 7/16 in. A/F setscrews and washers securing the radiator shell to the mounting brackets.
3. Remove the two 7/16 in. A/F setscrews and washers securing the outer top edges of the radiator shell to the deflector panel.
4. Support the radiator shell assembly.
5. Remove the two 7/16 in. A/F setscrews and washers securing the radiator shell through the bonnet centre stop bracket; collect the reinforcement plate fitted between the shell and the stop bracket (see Fig. S119).
6. Lift the radiator shell assembly until the lower end is clear of the front bumper then remove the assembly from the car.

Care must be taken when removing the radiator shell to avoid damaging the paintwork.

Radiator shell – To fit
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

To fit the radiator shell reverse the procedure given for removal noting the following points.

1. Ensure that the two rubber strips are in position on the outer edges of the shell before fitting the shell to the car.
2. After fitting the radiator shell, check the radiator to bonnet clearance and alignment; adjust if necessary (see Section S2, Fig. S26).

If adjustment is required and the setting of the bonnet has not been disturbed, slacken the setscrews securing the radiator shell. Adjust the position of the shell until it fits satisfactorily, then tighten the setscrews.

Radiator shell – To remove
Camargue

1. Raise the bonnet.
2. Remove the four 7/16 in. A/F setscrews and washers securing the radiator shell to the deflector panel.
3. Remove the two 7/16 in. A/F setscrews and washers securing the radiator shell through the bonnet centre stop bracket. Collect the reinforcement plate fitted between the shell and the stop bracket (see Fig. S119).
4. Lift the radiator shell assembly until it is free from the mounting pegs on the front wings then remove the assembly from the car.

Care must be taken when removing the radiator shell to avoid damaging the paintwork.

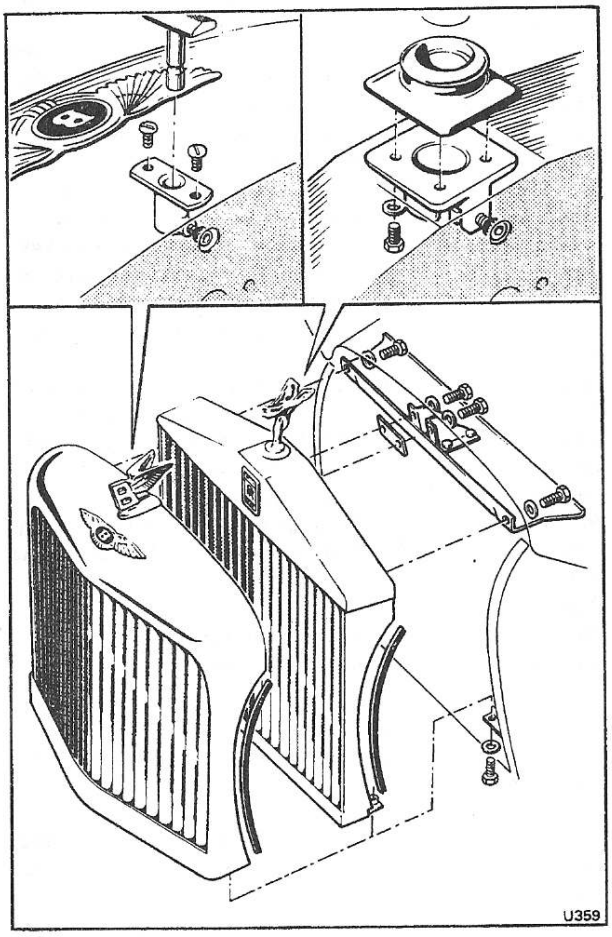

Fig. S119 Rolls-Royce and Bentley radiator shells and fittings

Radiator shell – To fit
Camargue

To fit the radiator shell reverse the procedure given for removal noting the following points.

1. Ensure that the two rubber strips are in position on the outer edges of the shell before fitting the shell to the car.
2. Ensure that the two rubber grommets are correctly located in the shell attachment brackets and that they are in good condition. Fit new grommets if necessary.
3. Ensure that the shell locates correctly on the mounting peg attached to each front wing.
4. After fitting the radiator shell, check the radiator to bonnet clearance and alignment; adjust if necessary (see Section S2, Fig. S26).

If adjustment is required and the setting of the bonnet has not been disturbed, slacken the setscrews securing the radiator shell. Adjust the position of the shell until it fits satisfactorily, then tighten the setscrews.

Radiator shell — To dismantle
Cars fitted with a Rolls-Royce radiator (see Fig. S119)
1. Remove the six 7/16 in. A/F nuts and washers securing the grille to the radiator shell; remove the grille from the shell.

On Camargue cars, remove the three 2BA screws and washers securing the lower end of the grille to the shell. Also, remove the three 7/16 in. A/F nuts and washers securing the grille to the upper inside face of the shell; remove the grille from the shell.

2. Remove the Rolls-Royce 'flying lady' mascot by slackening the socket headed screw securing it to the shell; lift the mascot from its base. Access to the socket headed screw is through the central hole in the upper rear face of the radiator shell (see Fig. S119, inset).
3. On cars destined for countries where the mascot is not required, a chromed finisher button is fitted. To remove the button, follow the same procedure described for removing the mascot. Care must be taken when slackening the socket headed screw as the spring, fitted beneath the button, will eject the button from the mounting boss if released too quickly.
4. Remove the mascot clamping boss from the shell by releasing the four 2BA setscrews securing the boss to the shell (see Fig. S119, inset).

Note
Do not attempt to remove the Rolls-Royce badge fitted on the front of the radiator shell.

Radiator shell — To assemble
Cars fitted with a Rolls-Royce radiator (see Fig. S119)
To assemble the radiator shell reverse the procedure given for dismantling noting the following point.
1. Ensure that the mascot or finisher button is located correctly in the clamping boss and is held securely by the socket headed screw.

Radiator shell — To dismantle
Cars fitted with a Bentley radiator (see Fig. S119)
1. Remove the eight 2BA setscrews securing the triangular shaped bottom plate to the radiator shell; remove the plate.
2. Remove the setscrews securing the lower edge of the grille to the shell.
3. Remove the four 7/16 in. A/F setscrews securing the two grille upper support brackets to the shell. Remove the grille together with the brackets.
4. Remove the Bentley winged 'B' mascot. Slacken the socket headed screw securing it to the shell then lift the mascot from its base. Access to the socket headed screw is through the central hole in the upper rear face of the radiator shell (see Fig. S119, inset).
5. On cars where a mascot is not required, a motif is fitted. To remove the motif, follow the same procedure described for removing the mascot.
6. Remove the two 2BA setscrews securing the clamping boss to the shell; remove the clamping boss.
7. To remove the winged 'B' badge fitted to the front of the radiator proceed as follows.

Remove the two 2BA nuts and washers securing the badge to the shell then remove the badge. The nuts, shakeproof washers and waved washers are situated on the inner face of the shell.

Radiator shell — To assemble
Cars fitted with a Bentley radiator (see Fig. S119)
To assemble the radiator shell reverse the procedure given for dismantling noting the following point.
1. Ensure that the mascot or motif is located correctly in the clamping boss and is held securely by the socket headed screw.

Air deflector panel — To remove and fit
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche cars destined for countries other than Canada, Japan and the U.S.A.
1. From beneath the car, remove the ten 'Pozidriv' screws securing the air deflector panel to the body. Remove the deflector panel.
2. To fit the panel, reverse Operation 1 ensuring that the ten 'Fastex' nuts are positioned securely in the lower body panel prior to fitting the air deflector panel.

Air deflector panel — To remove (see Fig. S120)
Camargue cars destined for countries other than Canada, Japan and the U.S.A.
1. Disconnect the battery.
2. Remove both front fog lamps by disconnecting the electrical leads at the cable connectors. Then, remove the bolt and washer securing each fog lamp to its mounting bracket.
3. Remove the front bumper (see Section S5).
4. Remove the front number plate by releasing the three mounting brackets securing it to the air deflector panel.

Each bracket is secured by two 2BA nuts, bolts and washers.

5. Remove the 7/16 in. A/F nut and bolt securing each deflector panel stay to the front apron. Remove both stays.
6. Remove the six 2BA nuts and bolts securing the fog lamp mounting brackets to the panel. Remove both brackets.
7. Remove the 2BA nuts, bolts and washers securing the upper flanges of the deflector panel to the apron. Also, remove the pop rivets securing the sides of the deflector panel; remove the air deflector panel.

Air deflector panel — To fit (see Fig. S120)
Camargue cars destined for countries other than Canada, Japan and the U.S.A.
To fit the air deflector panel reverse the procedure given for removal noting the following points.
1. Apply black Glasticon Sealer to the joint faces on the front apron and to the deflector panel flanges before fitting the deflector panel.
2. Prior to fitting the front bumper, 'touch-in' the heads of the four 2BA screws securing the sides of the deflector panel with 'Tensulac' black paint.

Front wing undersheet — To remove

1. Raise the bonnet.
2. Raise the car and remove the front wheels.
3. Remove the plastic domed nuts from the undersheet screws protruding into the engine compartment.
4. Remove the self-tapping screws securing the rear half of the undersheet to the wheelarch flanges; remove the undersheet.

Note that on certain cars, an access plate is fitted to the rear undersheets secured by four self-tapping screws.

5. Remove the self-tapping screws securing the front half of the undersheet to the wheelarch flanges; remove the undersheet.

Front wing undersheet — To fit

To fit the undersheet reverse the procedure given for removal noting the following points.

1. Using Bostik Seelastik, seal the undersheets to the wheelarch flanges.
2. If an access plate was removed from the rear half of the undersheets, seal the plate to the undersheet with Bostik Seelastik.

Air intake grille panel — To remove (see Fig. S121) Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

1. Raise the bonnet.
2. Remove the five 2BA bolts and washers securing the front flange of the grille to the scuttle channel.
3. Draw the grille panel forward until it is disengaged from its retaining tabs on the rear edge of the grille aperture.
4. Carefully lift the panel and pull the tube from the windscreen washer jet.
5. Remove the grille panel.

Air intake grille panel — To fit (see Fig. S121) Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

To fit an air intake grille panel reverse the procedure given for removal noting the following points.

1. If a new foam filter element is being fitted, it should be fixed to the mesh support panels at the outer edges using Bostik Sealer 771.
2. Ensure that the rear edge of the grille panel is fully engaged with the retaining tabs before securing the front edge in the scuttle channel.

Air intake grille panel — To remove (see Fig. S122) Camargue

1. If the windscreen wiper arms are not removed, ensure that they are in the vertical position. This will provide increased clearance between the wiper arms and the intake panel, enabling the panel to be removed and fitted more easily.

To obtain this vertical position, turn the windscreen wipers switch to the first anti-clockwise position then, using the ignition key as an on/off switch, stop the wiper arms in the required position.

2. Raise the bonnet.
3. Remove the 2BA screws and washers securing the front flange of the intake panel to the scuttle channel.

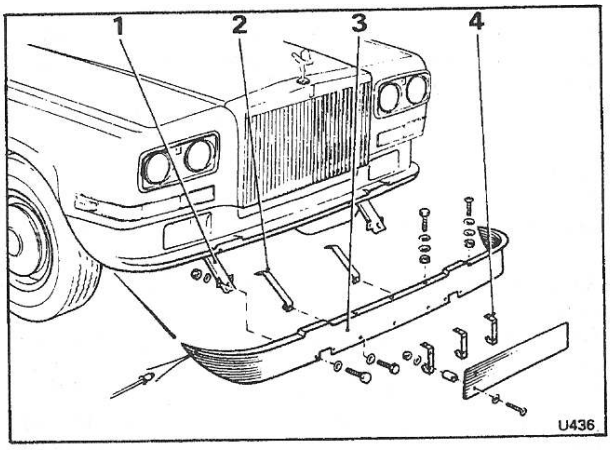

Fig. S120 Removing an air deflector panel (Camargue)
1 Fog lamp mounting bracket
2 Deflector panel stay
3 Deflector panel
4 Number plate mounting bracket

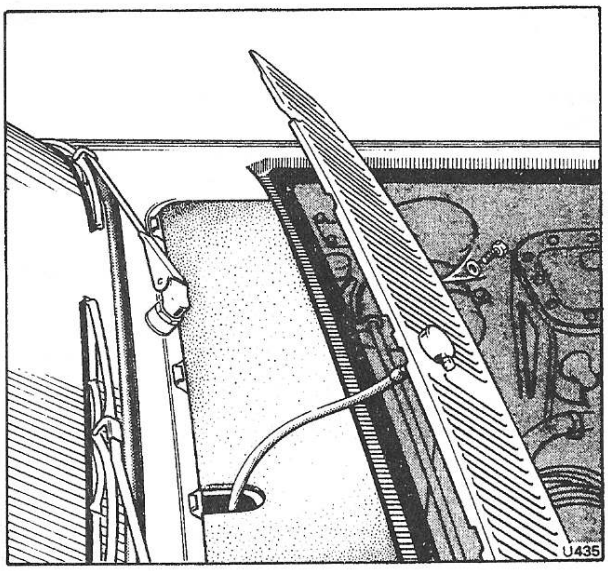

Fig. S121 Removing an air intake grille panel (Silver Shadow II, Bentley T2, Silver Wraith II and Corniche)

4. Draw the panel forward until it is disengaged from the eight dowels on the body scuttle, then lift the forward edge of the panel until the key plates on the sides of the panel are disengaged from the two body dowels.
5. Carefully lift the panel and pull the tubes from the windscreen washer jets.
6. Remove the grille panel.
7. To remove the foam filter elements from the intake panel, proceed as follows.
8. Remove the nuts securing the two screen washer jet assemblies to their support brackets on the underside of the grille panel; lift out both jets.

9. Remove the eight 8BA nuts and washers securing each of the mesh filter support plates to the underside of the intake panel.
10. Remove the two mesh filter support plates from the intake panel.
11. Remove the foam filter elements.
12. If required, the two moulded grilles located in the recesses of the panel top face can now be removed.

Air intake grille panel — To fit (see Fig. S122)
Camargue
To fit the air intake grille panel, reverse the procedure given for removal noting the following points.
1. The 8BA studs are a press fit in the moulded grilles. When fitting a stud, first apply Loctite Adhesive IS495 to the stud and press it into the grille. Allow the adhesive to dry before fitting the grille into the panel.
2. Before fitting the intake grille panel to the scuttle ensure that the following conditions apply.
3. The air intake filters and screen washer jets are fitted to the panel.
4. A nylon bush is fitted to each of the eight holes in the rear flange face of the panel.
5. A rubber washer is fitted to the body dowel on each side of the scuttle.

Water channel moulding strips — To remove
Camargue
When carrying out the following operations care must be taken to avoid damaging the paintwork and chrome trim.
1. Remove the small centre plate covering the joint between the front and rear sections of the water channel moulding strips.

Using a wooden block to press against, carefully lever the lower edge of the plate downwards and outwards until it is free of the channel flange.
2. Remove the front and rear sections of the moulding strips from the channel flange.

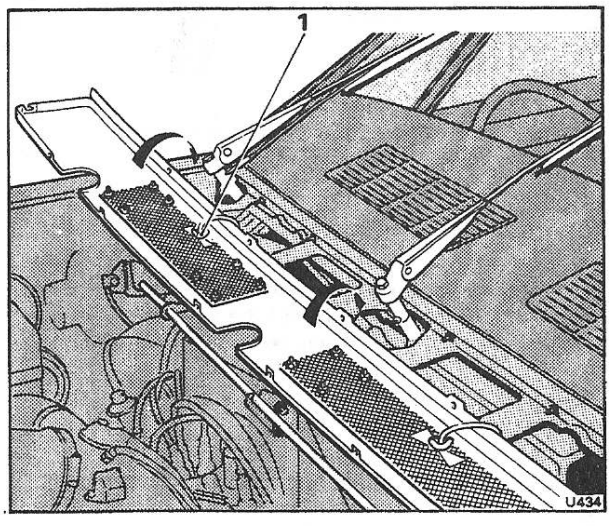

Fig. S122 Removing an air intake grille panel (Camargue)
1 Washer jet nut

Using a wooden block to press against, carefully lever the lower edge of each strip until they are free of the channel flange.

Water channel moulding strips — To fit
Camargue
To fit the water channel moulding strips reverse the procedure given for removal noting the following points.
1. Remove any old sealant from the moulding strips and water channel flanges.
2. Apply a thin film of Glasticon Sealer to the channel flange joint face.
3. When fitting the moulding strips to the channel flange, leave a gap of approximately 3 mm. (0.125 in.) between the front and rear mouldings.
4. Locate the strips over the upper lip of the channel flange. Progressively fit the mouldings by pressing the lower edge of each moulding over the lower lip of the channel flange until it 'snaps' into position.

If necessary, a rubber mallet can be used to assist in this operation but care must be taken to avoid damaging the moulding strips.

Body waist moulding strips — To remove (see Fig. S123)
Silver Shadow II, Bentley T2 and Silver Wraith II
1. Remove the headlamp and headlamp fairing (see Chapter M, Section M8).
2. Remove the nut, plain washer and rubber sealing washer securing the front end of the moulding strip to the wing.
3. Lift one end of the moulding strip, then carefully remove it from the body by progressively lifting the moulding off the seven plastic retaining clips.
4. Remove the side trim panel in the luggage compartment (see Section S12).
5. Remove the nut, plain washer and rubber sealing washer securing the rear end of the moulding strip to the tonneau.
6. Repeat Operation 3.

Body waist moulding strips — To fit (see Fig. S123)
Silver Shadow II, Bentley T2 and Silver Wraith II
To fit a waist moulding strip reverse the procedure given for removal noting the following points.
1. Prior to fitting the moulding, check the condition of the seven plastic retainers in the wing and tonneau. If necessary renew them.
2. **When fitting the headlamps, the headlamp beams should be checked and reset if necessary using a Lucas Beam Tester Mk III in accordance with the manufacturers instructions.**

Body waist moulding strips — To remove
Camargue
1. Remove the side trim panel in the luggage compartment (see Section S12).
2. Remove the 3BA drive nut and washer securing the rear end of the strip to the body panel; access to the nut is through the aperture in the luggage compartment side above the rear wheelarch.

On cars from car serial number 50 085, to gain access to the 3BA drive nut and washer, remove the

relay positioned on the right-hand side of the luggage compartment above the rear wheelarch.
3. Remove the screw securing the front end of the strip inside the door aperture.
4. Lift one end of the moulding strip, then carefully remove it from the body by progressively lifting the moulding off the six plastic retaining clips.

Body waist moulding strips — To fit
Camargue
To fit a waist moulding strip reverse the procedure given for removal noting the following point.
1. Prior to fitting the moulding, check the condition of the six plastic retainers in the body panel. If necessary renew them.

Door waist moulding strips — To remove
Silver Shadow II, Bentley T2 and Silver Wraith II
1. Carefully lift the end of the moulding strip, then progress along the length of the strip removing it from the five retaining clips.
2. To remove the door handle and moulding refer to Section S1.

Door waist moulding strips — To fit
Silver Shadow II, Bentley T2 and Silver Wraith II
To fit a door waist moulding strip reverse the procedure given for removal noting the following points.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the door panel. If necessary renew them.
2. Fit the moulding over the spring, adjacent to the handle, ensuring that the moulding abuts the door handle moulding.

Door waist moulding strips — To remove
Camargue cars prior to car serial number 31961
1. Remove the door trim panels (see Section S1).
2. Remove the 3BA self-locking nut securing the front end of the strip to the door; access to this nut is through the forward aperture in the door inner panel.
3. Remove the 3BA domed nut and washer securing the rear end of the strip to the rear flange of the door.
4. Lift one end of the moulding strip, then carefully remove it from the door by progressively lifting the moulding off the seven plastic retaining clips.

Door waist moulding strips — To fit
Camargue cars prior to car serial number 31961
To fit the door waist moulding strips reverse the procedure given for removal noting the following points.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the door panel. If necessary renew them.
2. When fitting the strip to the door, locate the stud at each end of the strip before pressing it into position in the seven retaining clips.

Door waist moulding strips — To remove
Camargue cars from car serial number 31961
1. Remove the 3BA domed nut and washer securing the rear end of the strip to the rear flange of the door.

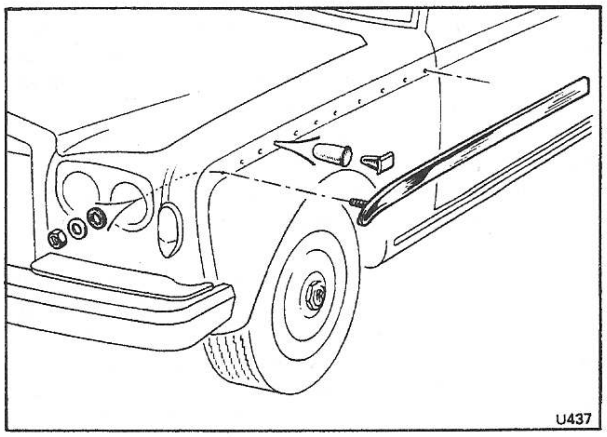

Fig. S123 Body waist moulding strips (Silver Shadow II, Bentley T2 and Silver Wraith II)

2. Lift the rear end of the moulding strip, then carefully remove it from the door by progressively lifting the nylon retaining clips.
Upon removing the last clip, remove the moulding strip by sliding it forwards over the spring retaining clip.

Door waist moulding strips — To fit
Camargue cars from car serial number 31961
To fit the door waist moulding strips reverse the procedure given for removal noting the following points.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the door panel. If necessary renew them.
2. Space out the retaining clips along the length of the moulding. Slide the front end of the strip over the spring clip, locate the bolt retaining the rear end of the moulding then press each retaining clip in turn into position.

Door capping finishers — To remove
Silver Wraith II
1. Drill out the pop rivet securing the front edge of the capping finisher to the door.
2. Pull the front edge of the finisher away from the door until it attains an angle of 45° to the door then, move the finisher rearwards and unclip it from the rear edge of the door.
When carrying out this operation, ensure that the rubber seal is not damaged.
Note
On a small number of cars, the finishers are secured to the door frame with pop rivets. To gain access to the rivets, it will be necessary to remove the door trim and waist rail finisher (see Section S1).

Door capping finishers — To fit
Silver Wraith II
Front doors (see Fig. S124)
1. Clean the door paintwork and the underside of the finisher.
2. If fitting a new finisher, it will be supplied in two pieces; the finisher and the forward edge retainer.

The finisher should be measured to the individual door, cut to size and then the finisher and forward edge retainer must be argon gas welded, dressed and polished.
3. Apply Hellerine Rubber Lubricant – Grade M Formula 66 or its equivalent to the underside of the rubber sealing strip.
4. Apply Bostik 1261 or its equivalent to the underside of the finisher and the door surfaces beneath the finisher.
5. Hook the rear of the finisher to the rear edge of the door. Slide a blunt instrument under the rubber sealing strip and fit the finisher to the door simultaneously allowing the finisher to fit under the rubber seal.
6. Ensure that the sealing strip is in position and that the finisher is flush with the door then, pot rivet the finisher forward edge retainer to the forward edge of the door.

Rear doors (see Fig. S124)
1. Clean the door paintwork and the underside of the finisher.
2. If fitting a new finisher, it will be supplied in two pieces, the finisher and the rear edge retainer.

The finisher should be measured to the individual door, cut to size and then the finisher and rear edge retainer must be argon gas welded, dressed and polished.
3. Repeat Operations 3 to 6 inclusive from the Front door section.

Body sill moulding strips – To remove (see Fig. S125)
Silver Shadow II, Bentley T2 and Silver Wraith II
1. Remove the small access plate from the rear half of the undersheet. Alternatively, remove the rear of the undersheet as appropriate.
2. Front inside the undersheet remove the nut, washer and rubber sealing washer securing the front end of the moulding strip to the front wing.
3. Lift the front end of the moulding strip, then carefully remove it from the sill by progressively lifting the nylon retaining clips.

Upon removing the last clip, remove the moulding strip from the sill by sliding it over the spring retaining clip.
4. To remove the remaining sill fittings inside the door apertures, refer to Section S12.

Body sill moulding strips – To fit (see Fig. S125)
Silver Shadow II, Bentley T2 and Silver Wraith II
To fit the sill moulding strips, reverse the procedure given for removal noting the following points.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the sill. If necessary, renew them.
2. When fitting a new spring retaining clip ensure that the clip, when fitted, is pointing in a forward direction.
3. Space out the retaining clips along the length of the moulding. Slide the rear end of the strip over the spring clip. Align the retaining clips with the retainers in the sill, locate the bolt retaining the front end of the moulding into its access hole, then press each retaining clip in turn into position.

Body sill moulding strips – To remove
Corniche
1. Remove the small access plate from the rear half of the undersheet. Alternatively, remove the rear of the undersheet as appropriate.
2. From inside the undersheet remove the nut, washer and rubber sealing washer securing the front end of the

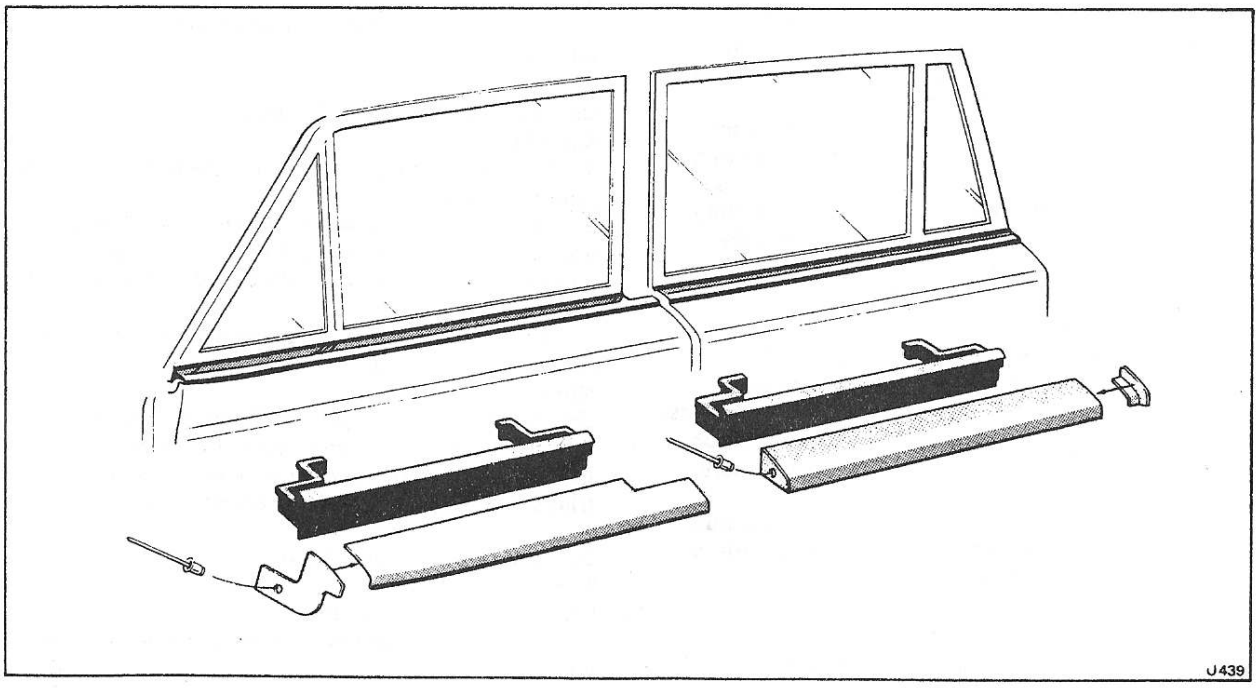

Fig. S124 Door capping finishers (Silver Wraith II)

moulding strip to the front wing.
3. From inside the rear wheelarch, remove the nut, washer and rubber sealing washer securing the rear end of the moulding strip to the rear wing.
4. Remove one of the end retaining bolts, lift the moulding strip and carefully remove it from the sill by progressively lifting the retaining clips and the remaining end retaining bolt.
5. To remove the remaining sill fittings inside the door apertures, refer to Section S12.

Body sill moulding strips — To fit
Corniche
To fit the sill moulding strips, reverse the procedure given for removal noting the following point.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the sill. If necessary, renew them.

Body sill moulding strips — To remove (see Fig. S126)
Camargue
1. Remove the rubber blanking grommet from inside the front wheelarch flange.
2. Remove the nuts and washers securing the front and rear ends of the moulding strip to the body.
3. Remove one of the end retaining bolts, lift the moulding strip and carefully remove it from the sill by progressively lifting the nylon retaining clips and the remaining end retaining bolt.
4. Remove the chromed inner moulding strip along the length of the door aperture by releasing the Posidriv screws.
5. To remove the remaining sill fittings inside the door apertures, refer to Section S12.

Body sill moulding strips — To fit (see Fig. S126)
Camargue
To fit the sill moulding strips, reverse the procedure given for removal noting the following point.
1. Prior to fitting the moulding, check the condition of the plastic retainers in the sill. If necessary, renew them.

Spare wheel carrier — To remove (see Fig. S127)
1. Remove the large rubber plug from the luggage compartment floor.
2. If the car is fitted with a spare wheel retainer, disconnect the toggle end of the retainer from the spare wheel.
3. Operate the lowering mechanism and fully lower the carrier.
4. Remove the spare wheel.
5. Scribe the outline of the large washer on the carrier rear pivot assembly, onto the lowering bolt tube bracket.
6. Remove the rear pivot bolt, nut and large washer then, lower the rear end of the carrier.
7. Remove the ½in. A/F pivot bolt, nut and washers securing the carriers at each of the two forward pivot points; remove the spare wheel carrier.

If difficulty is experienced when attempting to remove the outer pivot bolt, due to its close proximity to the body, slacken the bolts securing the outer mounting bracket to the body.

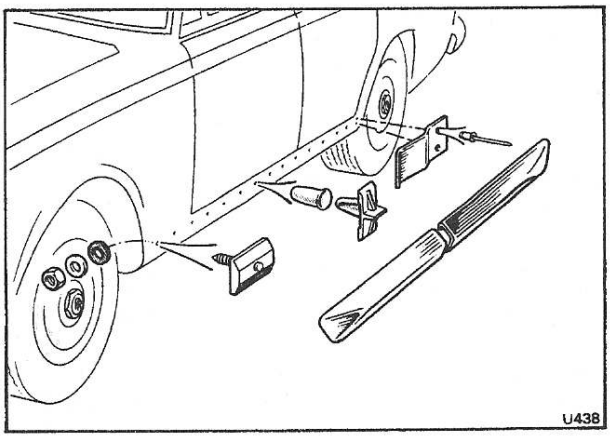

Fig. S125 Body sill moulding strips (Silver Shadow II, Bentley T2 and Silver Wraith II)

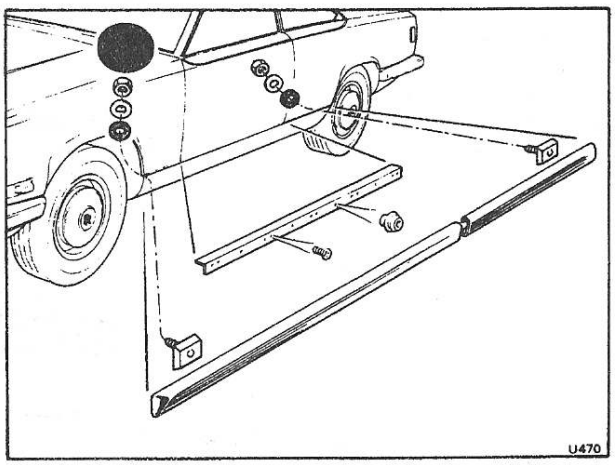

Fig. S126 Body sill moulding strips (Camargue)

8. To remove the lowering bolt and tube assembly proceed as follows.

From beneath the car, slacken the ½in. A/F locknut on the lower end of the bolt then remove the locknut, full nut and plain washer.

Unscrew the lowering bolt from the tube assembly, noting that the bolt is removed from inside the luggage compartment while the tube assembly is removed from beneath the car.

Spare wheel carrier — To fit (see Fig. S127)
To fit the spare wheel carrier reverse the procedure given for removal noting the following points.
1. During assembly, lubricate the lowering bolt and the three pivot bolts with Rocol MTS 1000 grease or its equivalent.
2. Check the condition of the rubber bushes in the carrier pivot points and fit new bushes if necessary.
3. Ensure that the rubber bushes, distance tubes and washers are fitted correctly at the three pivot points (see Fig. S127, insets).

4. Do not tighten the two front pivot bolts until the rear pivot bolt is fitted, then tighten all three bolts.

When tightening the rear pivot bolt, ensure that the correlation marks made during removal are correctly aligned.

5. After fitting the spare wheel to the carrier, tighten the lowering bolt and check that the spare wheel is held firmly in position. If any slackness is present, adjust as follows (see Fig. S128).

Slacken the carrier by turning the lowering bolt four or five complete turns. Slacken the carrier rear pivot bolt and nut, then move the bolt and carrier upward in the adjustment slot of the lowering tube bracket. Tighten the rear pivot bolt and nut in the new, raised position. Tighten the lowering bolt and check that the spare wheel is now held securely.

Jacking door — To remove
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

1. Open the door.
2. Release the two Pozidriv screws and washers retaining the door to the sill; remove the door.

Jacking door — To fit
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche

To fit the jacking door reverse the procedure given for removal noting the following points.

1. Ensure that the door is satisfactorily aligned within the aperture by adjusting the retaining screws in their elongated holes.
2. If necessary, replace the door seal as follows.

Remove the seal. Clean any old adhesive from the door with Bostik Cleaner 6001; allow approximately one hour to dry.

Apply Bostik Adhesive 1261 to the bonding surfaces of the door and new seal; allow the adhesive to become 'tacky' before bringing the surfaces firmly together.

3. If necessary, replace the plastic clip retaining the door in the closed position as follows.

Using a 0.125 in. diameter drill, remove the two pop rivets securing the retaining clip to the sill.

Align the new retaining clip with the holes then fix and close the pop rivets.

Fuel filler door — To remove
Cars fitted with the fuel tank beneath the luggage compartment floor
Silver Shadow II, Bentley T2, Silver Wraith II and Corniche (see Fig. S129, Section A)

1. Open the door.

Using a pen or pencil, mark around the base of the

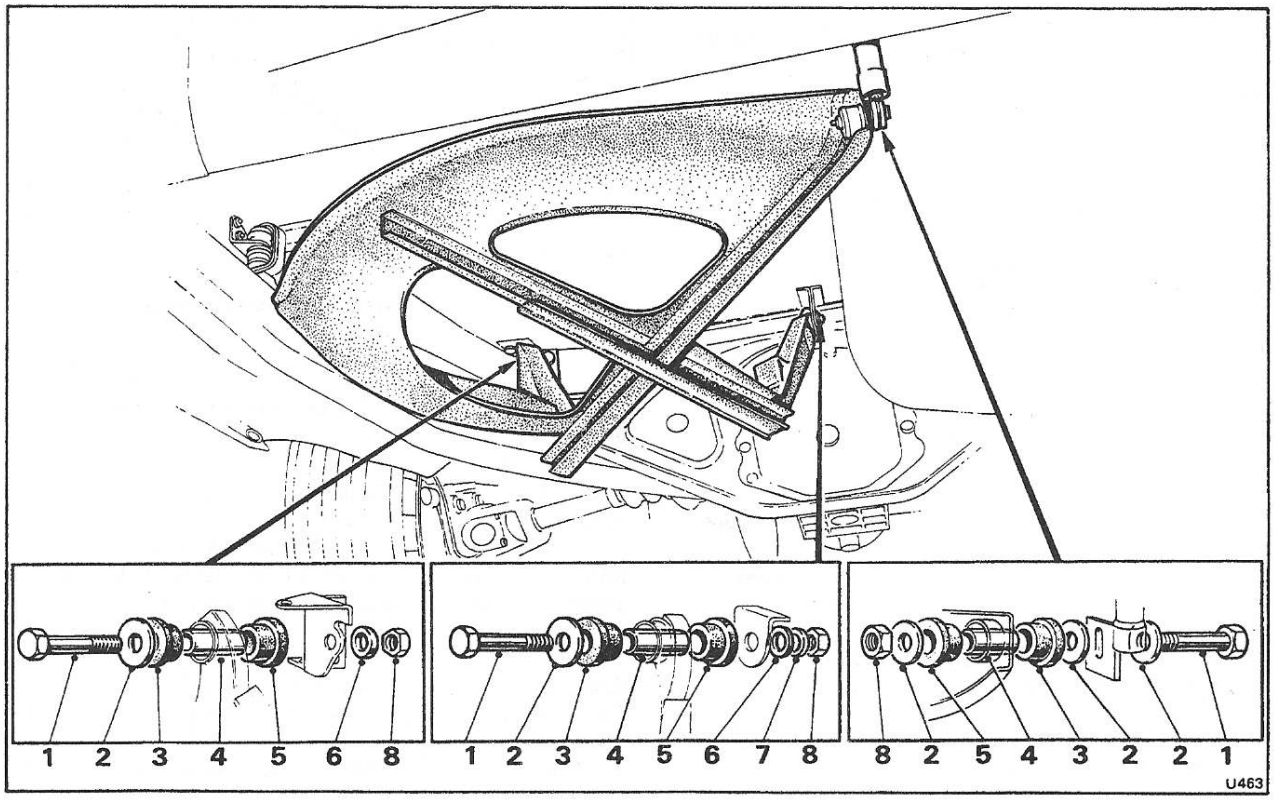

Fig. S127 Spare wheel carrier

1 Bolt
2 Large diameter washer
3 Rubber bush
4 Distance tube
5 Rubber bush
6 Spacing washer
7 Plain washer
8 Nut

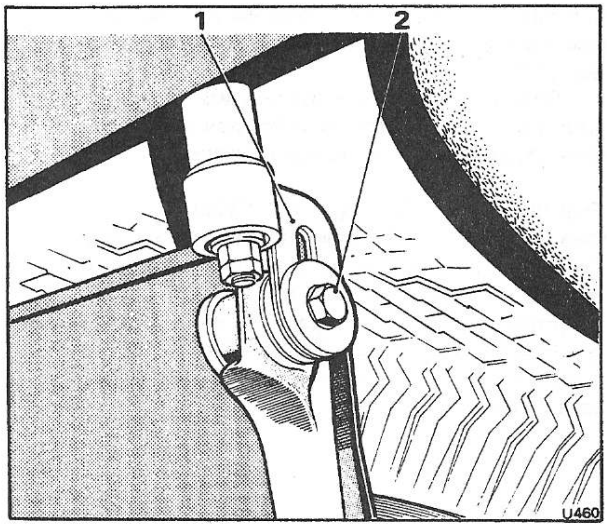

Fig. S128 Spare wheel carrier adjustment point
1 Adjustment slot in tube lowering bracket
2 Bolt

brackets securing the filler door inside the door aperture (see Fig. S129, Section A).
2. Release the retaining spring from the door.
3. Remove the setscrews and washers and also the bump stop assembly retaining the door mounting brackets inside the filler aperture; remove the door.

Camargue (see Fig. S129, Section B)
1. Open the door.
Using a pen or pencil, mark around the hinged brackets on the filler door (see Fig. S129, Section B).
2. Release the retaining spring from the door.
3. Release the six screws and washers securing the brackets to the door; remove the door.
4. If required, remove the hinged brackets by tapping the roll pins and washers until released.

Fuel filler door — To fit
Cars fitted with the fuel tank beneath the luggage compartment floor
Fot fit the fuel filler door reverse the procedure given for removal noting the following points.
1. Ensure that the door opens and closes satisfactorily.
2. Ensure that the door aligns perfectly with the body and that an even gap exists between the door and the edge of the aperture.

Fuel filler door — To remove (see Fig. S130, Section A)
Cars fitted with the fuel tank behind the rear seat
Silver Shadow II, Bentley T2 and Silver Wraith II
1. Open the door.
Using a pen or pencil, mark around the base of the brackets securing the filler door inside the door aperture (see Fig. S130, Section A).
2. Release the retaining spring from the rear of the fuel filler box.
3. On cars destined for Canada, Japan and the U.S.A. an unleaded fuel requirement plate is fitted behind the

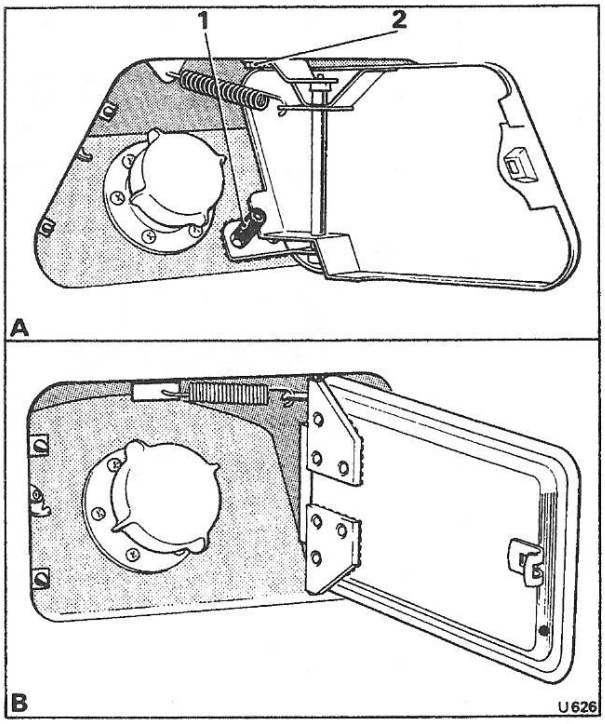

Fig. S129 Fuel filler door — Cars fitted with the fuel tank beneath the luggage compartment floor
A Silver Shadow II, Bentley T2, Silver Wraith II and Corniche
1 Bump stop assembly
2 Mounting bracket setscrews
B Camargue

fuel filler door. Release the retaining spring situated between the plate and the rear of the filler box by unhooking the spring at the rear end.
4. Remove the setscrews and washers retaining the door mounting brackets inside the aperture; remove the door together with the retaining springs.

Corniche (see Fig. S130, Section B)
1. Open the door.
Using a pen or pencil, mark around the base of the bracket securing the filler door inside the door aperture (see Fig. S130, Section B).
2. Unhook the coiled spring from the small bracket mounted on the door.
3. Remove the setscrews and washers retaining the door mounting bracket inside the aperture; remove the door.
On cars destined for Canada, Japan and the U.S.A. an unleaded fuel requirement plate is fitted behind the fuel filler door, this will be removed with the door.

Camargue (see Fig. S130, Section C)
1. Open the door.
Using a pen or pencil, mark around the base of the brackets securing the filler door inside the door aperture (see Fig. S130, Section C).

2. Unhook the large coiled spring from the mounting bracket.
3. On cars destined for Canada, Japan and the U.S.A. an unleaded fuel requirement plate is fitted behind the fuel filler door. Release the setscrew and washer securing the retaining spring mounting bracket to the rear of the filler box.
4. Remove the setscrews and washers retaining the door mounting brackets inside the aperture; remove the door together with the retaining springs.

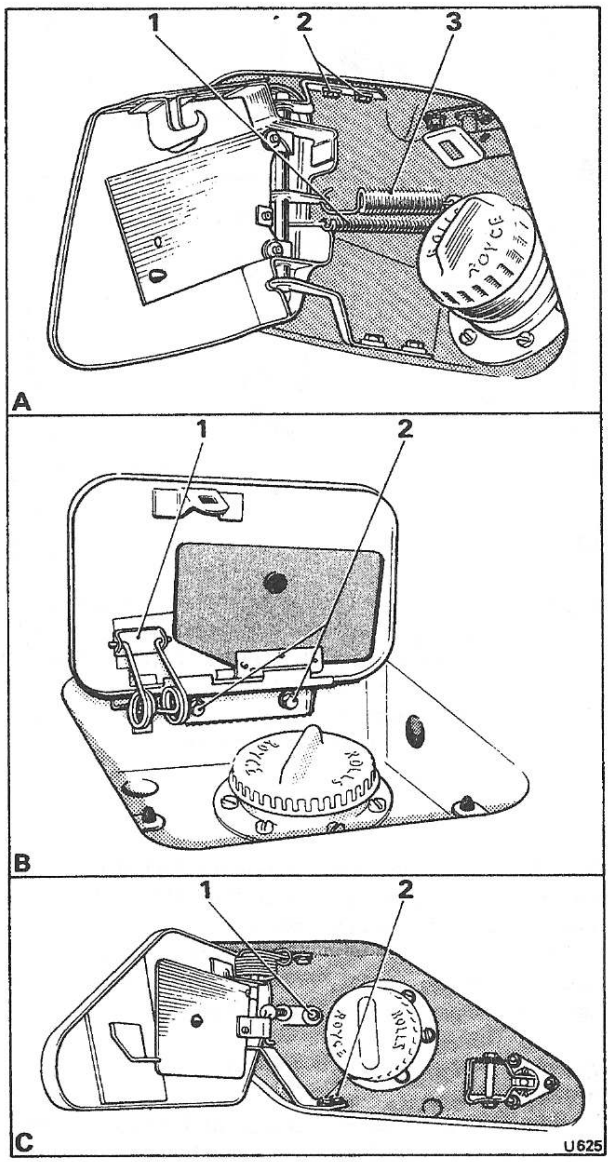

Fig. S130 Fuel filler door – Cars fitted with the fuel tank behind the rear seat

A Silver Shadow II, Bentley T2 and Silver Wraith II
1 Fuel requirement plate retaining spring
2 Mounting bracket setscrews
3 Door retaining spring
B Corniche
1 Spring retaining bracket
2 Mounting bracket setscrews
C Camargue
1 Fuel requirement plate retaining spring setscrew and washer
2 Mounting bracket setscrews

Fuel filler door – To fit (see Fig. S130)
Cars fitted with the fuel tank behind the rear seat
To fit the fuel filler door reverse the procedure given for removal noting the following points.
1. Ensure that the door opens and closes satisfactorily.
2. Ensure that the door aligns perfectly with the body and that an even gap exists between the door and the edge of the aperture.

Section S8

Windscreen and Rear window Contents

March 1981
TSD 420C

Section S8

Windscreen and Rear window

Windscreen – To remove
Silver Shadow II, Bentley T2 and Silver Wraith II

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the windscreen with clean thick felt.
3. Remove the windscreen wiper arms and blades.
4. Pull each sun visor spindle from the slots in the inner retaining brackets then swing each visor outwards to lie against the cantrail/roof trim panels (see Fig. S131).
5. Remove the sun visor inner retaining brackets by releasing the screws securing the brackets to the header trim panel (see Fig. S131).
6. Release the setscrew securing the mirror head to the stem; remove the mirror head.
7. Remove the screw and cup washer securing the header trim panel at each side of the mirror stem (see Fig. S131).
8. Release the retaining clips and disengage the brackets from each end of the header trim panel by sliding the panel upwards (see Fig. S131); remove the header trim panel.
9. Release the two screws and cup washers retaining the 'A' post trim panels at each side of the windscreen. Also, remove the self-tapping screw securing the top of each 'A' post to the header panel; remove the 'A' post trim panels (see Fig. S131).
10. Remove the facia panels, top roll, demister panel and the windscreen finisher panel (see Section S12).
11. On cars conforming to a U.S.A. or Canadian specification remove the two retaining nuts and reinforcement plates from above the windscreen (see Fig. S132).

From the outside of the screen, remove the chromed windscreen retention plates by releasing the large nuts and washers from the windscreen wiper spindles.

12. From inside the car, ease the lip of the rubber seal over the windscreen aperture flange using a small steel rule or similar tool. Start at the top corners and work towards the centre, simultaneously applying pressure to the screen. An assistant will be required to support the windscreen as it is pushed out of the aperture.

Do not force the windscreen from the aperture by applying sharp blows as this may cause damage to the body, paintwork or glass. A steady pressure is all that is required.

If a new windscreen seal is to be fitted, carefully cut through the old seal to remove the windscreen.

Windscreen – To fit
Silver Shadow II, Bentley T2 and Silver Wraith II

1. Remove all dirt, grit, etc. from the windscreen aperture flanges. Remove any grease with Genklene.
2. Examine the existing rubber seal for any sign of damage i.e. the rubber is perished or cut. If any extensive damage is found, always fit a new seal.

Always ensure that the seal is thoroughly cleaned, especially in the glass channel area with Bostik Cleaner 6001.

3. Provide a sound working base for the windscreen to

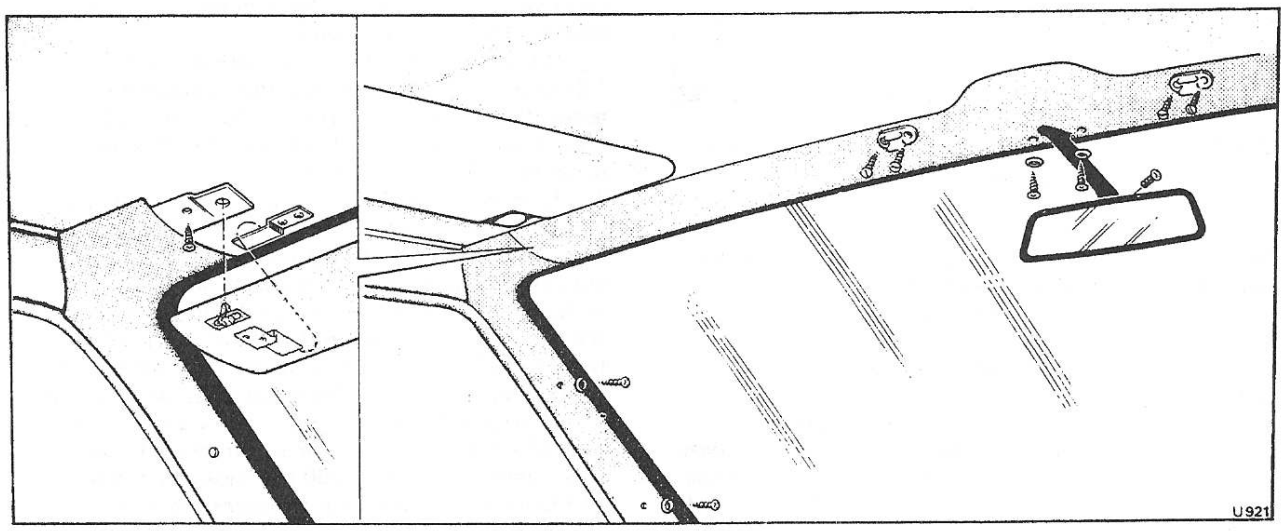

Fig. S131 Windscreen interior trim (Silver Shadow II, Bentley T2 and Silver Wraith II)

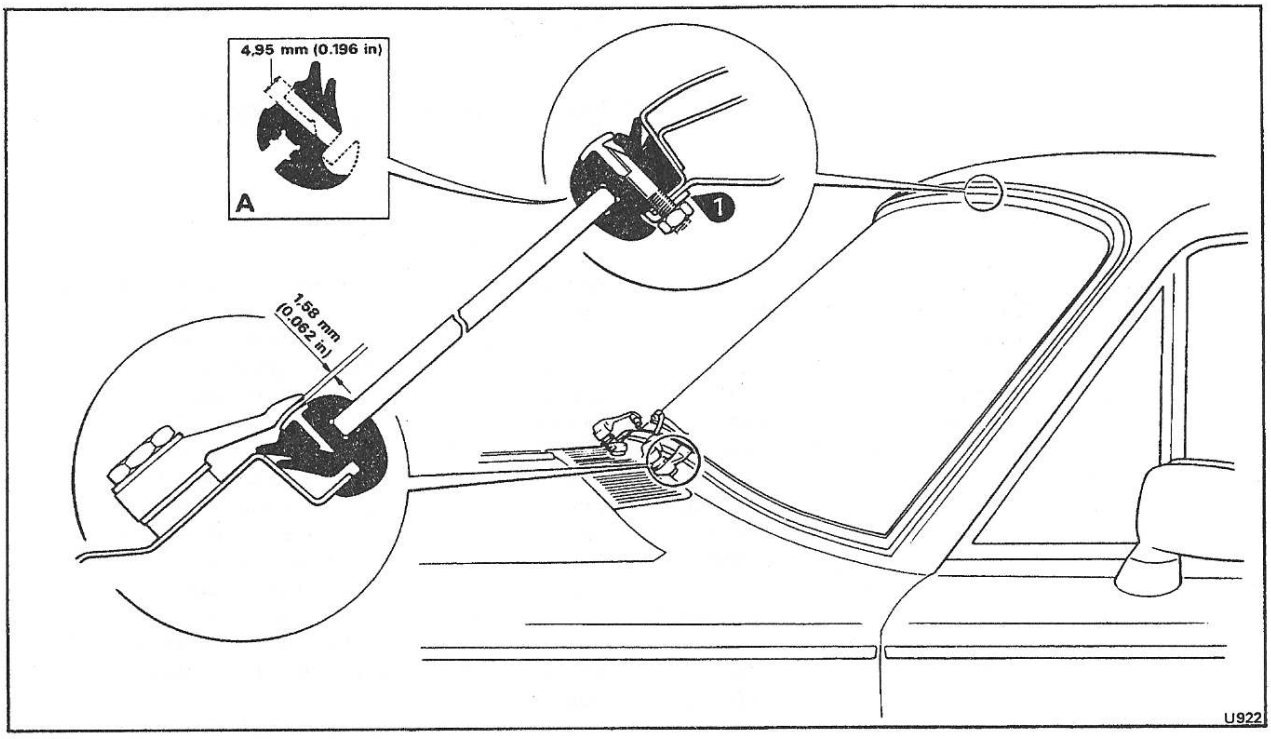

Fig. S132 Windscreen retention (Silver Shadow II, Bentley T2 and Silver Wraith II)
Cars destined for U.S.A. and Canada

A Drilling and cutting a new seal

1 Reinforcement plate

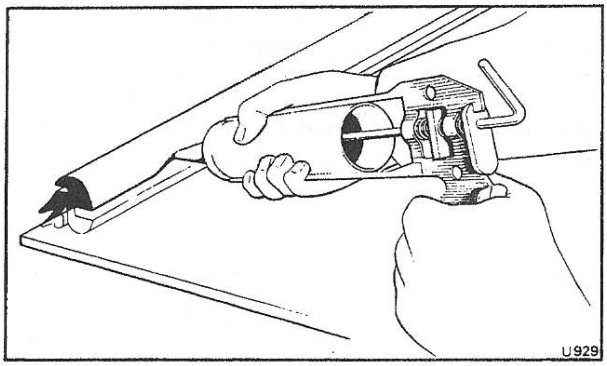

Fig. S133 Applying sealant inside the glass channel aperture within the rubber seal

lie on while the seal is fitted i.e. a large block of wood suitably formed with a covering of felt.

Position the windscreen on the block with its external surface uppermost.

4. Examine the existing chrome finisher; if it is extensively damaged it should be renewed.

5. Fit the rubber seal around the windscreen.

Using a sealant cartridge gun, run a continuous bead of Arbomast Autograde Sealant or Seelastik around the inside of the glass channel aperture within the moulded rubber seal (see Fig. S133). Remove any excess sealant from all surfaces with Bostik Cleaner 6001.

6. Fit the chrome finisher into the seal as follows.

Position the finisher centrally then press it into its aperture starting in the centre at the top and bottom of the screen and working outwards. Using a small steel rule or similar tool, work the lip of the seal around the finisher.

On cars conforming to a U.S.A. or Canadian specification ensure that the finisher is slightly more concave than the windscreen aperture then press the retaining studs through the holes in the seal before pressing the finisher into position.

If a new seal is being fitted, mark and drill two 4,95 mm. (0.196 in.) diameter holes through the seal to accept the windscreen retention studs then mark and cut the rear of the seal to clear the stud reinforcement plates (see Fig. S132, inset A).

7. Turn the windscreen over so that the inner face is uppermost then, using a tool similar to the one shown in Figure S134, inset A, thread a length of thin cord around the inside edge of the rubber seal; leave a loop in the cord at the bottom of the windscreen and overlap the two free ends of the cord at the top of the screen (see Fig. S134). Temporarily secure the loose ends of the cord to the inside of the screen with masking tape.

8. Using a sealant cartridge gun, run a continuous bead of Arbomast Autograde Sealant or Seelastik approximately 6 mm. (0.250 in.) wide and 3 mm. (0.125 in.) high around the windscreen aperture, 12,7 mm. (0.50 in.) from the body flange. Also, apply a bead of sealant 20 cm. (8.0 in.) long around each

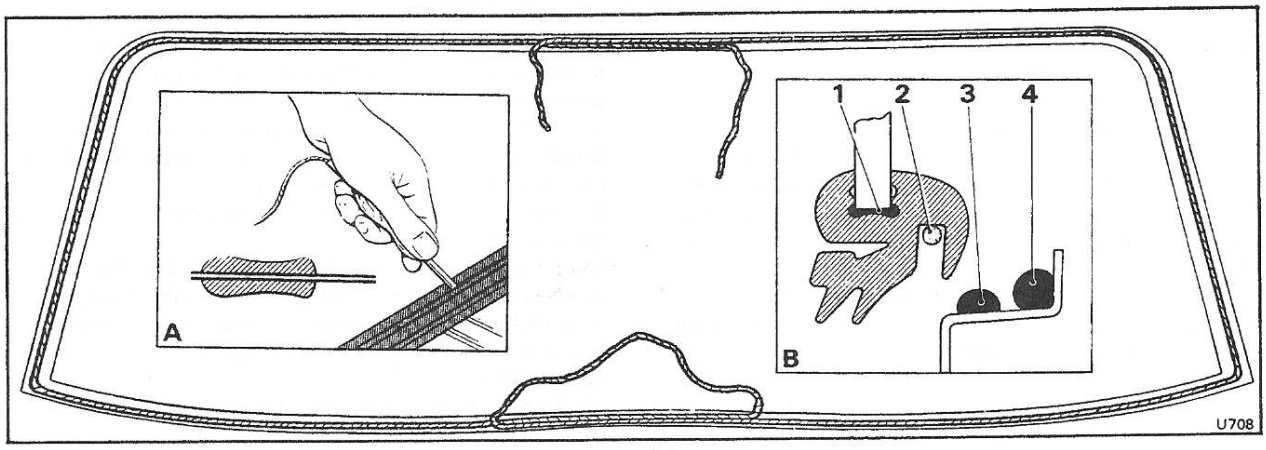

Fig. S134 Fitting the cord around the rubber seal and positioning the sealant inside the seal and windscreen aperture

A Tool for threading cord
B Position of cord and sealant
1 Sealant inside the glass channel aperture
2 Cord
3 Position of sealant around the windscreen aperture
4 Position of sealant around the bottom corners of the windscreen aperture

bottom corner of the windscreen aperture (see Fig. S134, inset B).

On cars conforming to a U.S.A. or Canadian specification apply extra sealant across the slots in the top of the aperture flange approximately 5,0 cm. (2.0 in.) to either side.

9. Position and centralize the windscreen/seal assembly into the aperture with the bottom edge entered and seated on the bottom ledge of the aperture.
10. Using a rubber mallet apply several sharp blows around the seal/finisher starting in the centre of the top edge; the windscreen should then be seated inside the aperture.
11. Remove the masking tape retaining the cord to the windscreen.
12. With the help of an assistant pressing on the outside of the windscreen and following the direction of the cord as it is removed, carefully pull the looped cord at the bottom of the windscreen so that the lip of the seal is drawn over the aperture flange. Pull the cord steadily and evenly, alternatively to the right and left, along the bottom of the aperture and half-way up each 'A' post.

In a similar manner, carefully pull each end of the cord along the top of the windscreen (see Fig. S135) until the cord is completely removed.

Ensure that the lip of the seal is fitting over the flange at all points around the aperture. If any part of the seal is curled under the flange, it should be corrected with the skilful use of a small steel rule or a similar tool.

13. Ensure that the seal is seating flush with the body. If required, apply further pressure with the rubber mallet.

If the seal will not remain flush, the windscreen should be removed and the fault determined, e.g. the aperture flange may have a high spot, in which case an experienced panel beater will be required to rectify the fault.

Operations 14 to 18 inclusive are applicable to cars conforming to a U.S.A. or Canadian specification.

14. Remove any excess sealant from the two retaining studs.

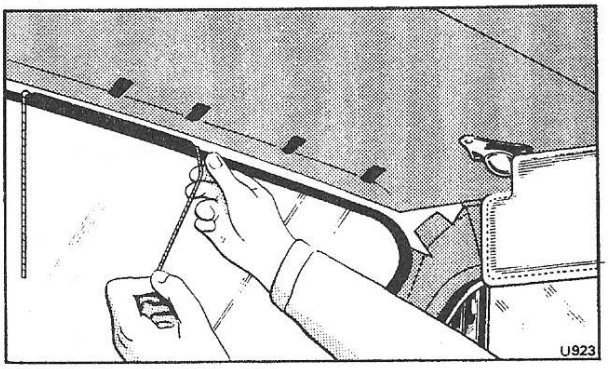

Fig. S135 Pulling the lip of the seal over the aperture flange

15. Fit a reinforcement plate over each stud with its flange seated on the edge of the windscreen aperture (see Fig. S132, item 1).
16. Apply Loctite 242 onto each stud.
17. Fit and tighten a nut onto each stud so that the nut just touches the reinforcement plate. **Do not** tighten the nut further as distortion of the chrome finisher would occur.
18. From the outside of the windscreen, fit the chromed windscreen retention plates onto the wiper spindles using two washers to each spindle. The washers should be positioned to ensure that the gap between both plates and the windscreen finisher is the same and is clear of the finisher with a maximum permitted gap of 1,58 mm. (0.062 in.); refer to Figure S132.
19. Remove any excess sealant from the inside and outside of the windscreen with Bostik Cleaner 6001.
20. Test the windscreen for water leaks by applying water under pressure to the outside of the screen.

If the sealing is satisfactory, fit the interior trim around the windscreen by reversing the removal procedure.

Windscreen — To remove
Corniche Saloon
1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the windscreen with clean thick felt.
3. Remove the windscreen wiper arms and blades.
4. Carefully peel back the top forward corners of the door aperture seals to gain access to the screw retaining the top of each trim cover to the 'A' posts; remove the screws (see Fig. S136).

Slide the trim covers upwards and remove.

5. Release the setscrew securing the mirror head to the stem; remove the mirror head.

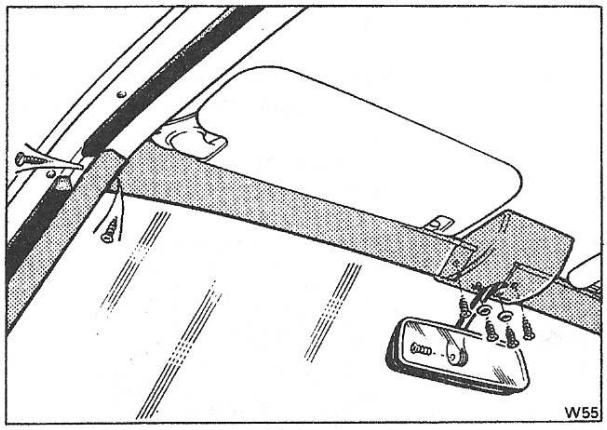

Fig. S136 Windscreen interior trim (Corniche Saloon)

6. Remove the two screws and cup washers securing the mirror stem and mounting assembly trimmed cover to the header panel; release the spring clip and remove the cover (see Fig. S136).
7. Remove the self-tapping screws retaining the outer corners of the header trim panels then release the spring clips and remove the panels (see Fig. S136).
8. Remove the facia panels, top roll, demister panel, etc. (see Section S12).
9. On cars conforming to a U.S.A. and Canadian specification remove the two screws retaining the top of the windscreen to the header panel. Also, remove the two bolts and washers retaining the bottom of the windscreen (see Fig. S137).
10. From inside the car, ease the lip of the rubber seal over the windscreen aperture flange using a small steel rule or similar tool. Start at the top corners and work towards the centre, simultaneously applying pressure to the screen. An assistant will be required to support the windscreen as it is pushed out of the aperture.

Do not force the windscreen from the aperture by applying sharp blows as this may cause damage to the body, paintwork or glass. A steady pressure is all that is required.

Windscreen — To fit
Corniche Saloon
1. Remove all traces of dirt, sealing compound, etc., from the windscreen aperture flanges. Remove any grease with Genklene.
2. Examine the existing rubber seal for any sign of damage i.e. the rubber is perished or cut. If any

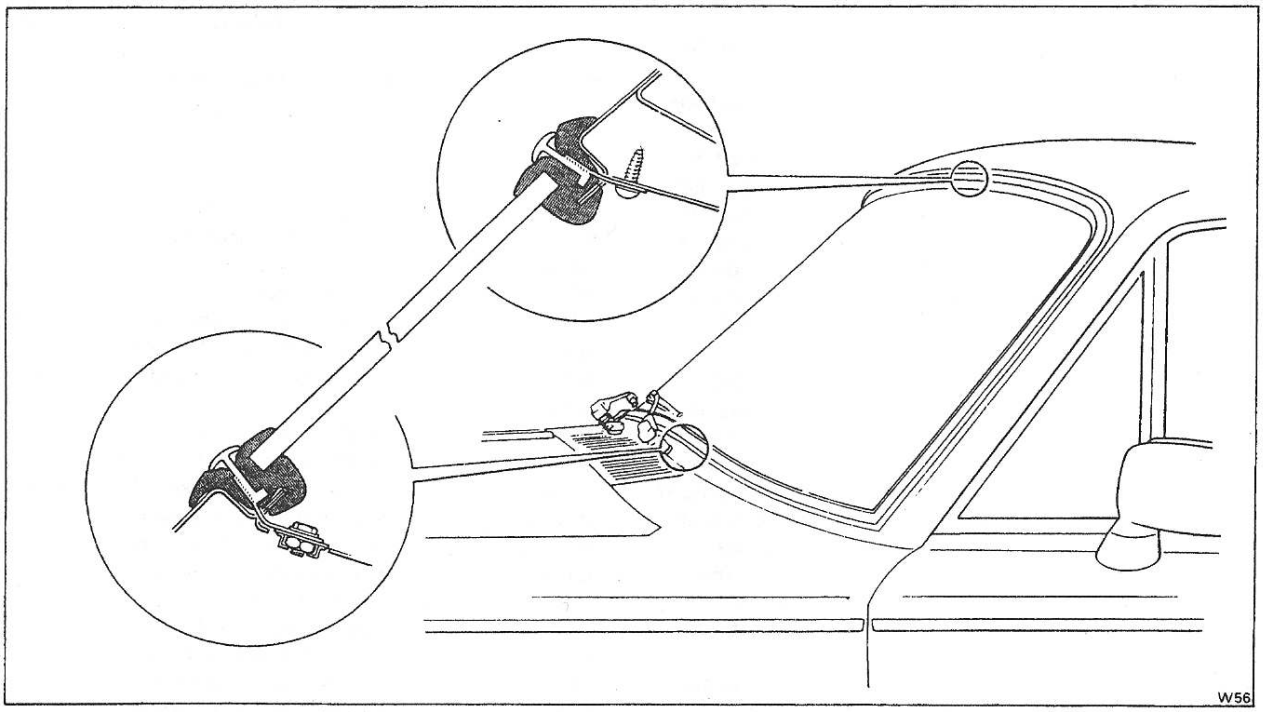

Fig. S137 Windscreen retention (Corniche) — Cars destined for U.S.A. and Canada

extensive damage is found, always fit a new seal.

Ensure that the seal is thoroughly cleaned, especially in the glass channel area with Bostik Cleaner 6001.

3. Provide a sound working base for the windscreen to lie on while the seal is fitted i.e. a large block of wood suitably formed with a covering of felt.

Position the windscreen on the block with its external surface uppermost.

4. Examine the existing chrome finishers; if they are extensively damaged, renew them.

5. Fit the rubber seal around the windscreen.

Using a cartridge gun, run a continuous bead of Glasticon Gun Mastic around the inside of the glass channel aperture within the moulded rubber seal (see Fig. S133). Remove any excess mastic from all surfaces with Bostik Cleaner 6001.

6. Fit the chrome finishers into the seal as follows.

Press each finisher into its aperture. Using a small steel rule or similar tool, work the lip of the seal around the finishers. Ensure that a gap of approximately 3,2 mm. to 4,8 mm. (0.125 in. to 0.187 in.) exists between the finishers after fitting (see Fig. S138).

Fit the small chrome covers over the gaps in the finishers.

On cars conforming to a U.S.A. or Canadian specification press the retaining plates through the slots in the seal before pressing the finishers into position.

If a new seal is being fitted, mark and cut slits in the seal to give access to the retention plates.

7. Turn the windscreen over so that the inner face is uppermost then, using a tool similar to the one shown in Figure S134, inset A, thread a length of thin cord around the inside edge of the rubber seal; leave a loop in the cord at the bottom of the windscreen and overlap the two free ends of the cord at the top of the screen (see Fig. S134). Temporarily secure the loose ends of the cord to the screen with masking tape.

8. Using a cartridge gun, run a continuous bead of Glasticon Gun Mastic around the windscreen aperture.

On cars conforming to a U.S.A. or Canadian specification apply extra mastic across the slots in the top and bottom of the aperture flange.

9. Position and centralize the windscreen/seal assembly into the aperture with the bottom edge entered and seated on the bottom ledge of the aperture.

On cars conforming to a U.S.A. or Canadian specification apply extra mastic across the slots in the top and bottom of the aperture flange.

10. Using a rubber mallet and starting in the centre of the top edge, apply several sharp blows around the seal/finisher. The windscreen should then be seated inside the aperture.

11. Remove the masking tape retaining the cord to the windscreen.

12. With the help of an assistant pressing on the outside of the windscreen and following the direction of the cord as it is removed, carefully pull the looped cord at the bottom of the windscreen so that the lip of the seal is drawn over the aperture flange. Pull the cord steadily and evenly, alternatively to the right and left, along the bottom of the aperture and half-way up each 'A' post.

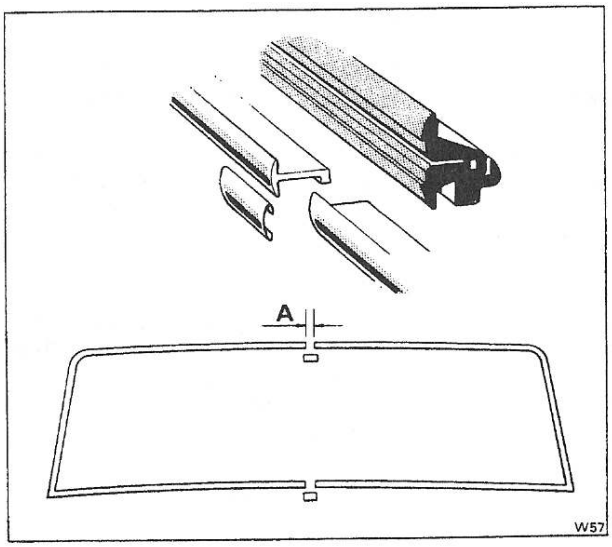

Fig. S138 Fitting the chrome finishers into the seal (Corniche)
A Approximately 3,2 mm. to 4,8 mm. (0.125 in. to 0.187 in.)

In a similar manner, carefully pull each end of the cord along the top of the windscreen (see Fig. S135) until the cord is completely removed.

Ensure that the lip of the seal is fitting over the flange at all points around the aperture. If any part of the seal is curled under the flange, it should be corrected with the skilful use of a small steel rule or a similar tool.

13. Ensure that the seal is seating flush with the body. If required, apply further pressure with the rubber mallet.

If the seal will not remain flush, the windscreen should be removed and the fault determined, e.g. the aperture flange may have a high spot, in which case an experienced panel beater will be required to rectify the fault.

Operations 14 to 16 inclusive are applicable to cars conforming to a U.S.A. or Canadian specification.

14. Remove any excess mastic from the four retention plates.

15. Locate the holes from which the top retention plates have been removed then place a large washer beneath the plate. Using self-tapping screws, secure the plates into position (see Fig. S137).

16. Fit the bolts and washers into the bottom retention plates locating them into the cage nuts (see Fig. S137).

17. Remove any excess mastic from the inside and outside of the windscreen with Bostik Cleaner 6001.

18. Test the windscreen for water leaks by applying water under pressure to the outside of the screen.

If the sealing is satisfactory, fit the interior trim around the windscreen by reversing the removal procedure.

Windscreen — To remove
Corniche Convertible

1. Protect the paintwork in the vicinity of the

windscreen with clean thick felt.
2. Lower the power operated hood as follows.
Apply the parking brake, move the gear range selector lever to the 'Park' position and switch on the ignition.
Release the two safety catches securing the hood to the top rail of the windscreen then lower the hood by operating the switch situated in the centre console.
Switch off the ignition.
3. Disconnect the battery.
4. Remove the windscreen wiper arms and blades.
5. Release the two screws retaining the top of each 'A' post trim cover to the windscreen top rail (see Fig. S139); slide the trim covers upwards and remove.
6. Release the two Pozidriv screws securing the front section of each hood catch plate (see Fig. S139); remove the plates.
7. Release the three screws securing the rear section of each catch plate (see Fig. S139); remove the plates.
8. Release the setscrew securing the mirror head to the stem; remove the mirror head.
9. Release the four screws and cup washers securing the trimmed cover around the mirror stem and mounting assembly. Also, remove the screw from each end of the top rail trim panel; remove the trim panel and cover.
10. Remove the nut and bolt securing each sun visor inner retaining bracket from the mirror stem and mounting assembly (see Fig. S139); slide the sun visors inwards and remove.
11. Remove the facia panels, top roll, demister panel, etc. (see Section S12).
12. On cars conforming to a U.S.A. or Canadian specification remove the two screws retaining the top of the windscreen to the top rail. Also, remove the two bolts and washers retaining the bottom of the windscreen (see Fig. S137).
13. From inside the car, ease the lip of the rubber seal over the windscreen aperture flange using a small steel rule or similar tool. Start at the top corners and work towards the centre, simultaneously applying pressure to the screen. An assistant will be required to support the windscreen as it is pushed out of the aperture.
Do not force the windscreen from the aperture by applying sharp blows as this may cause damage to the body, paintwork or glass. A steady pressure is all that is required.
If a new windscreen seal is to be fitted, carefully cut through the old seal to remove the windscreen.

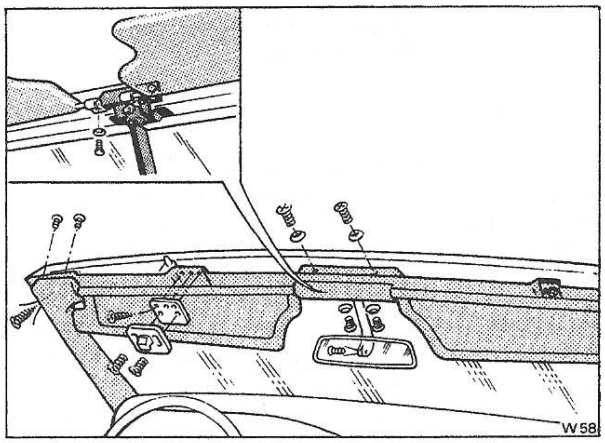

Fig. S139 Windscreen interior trim (Corniche Convertible)

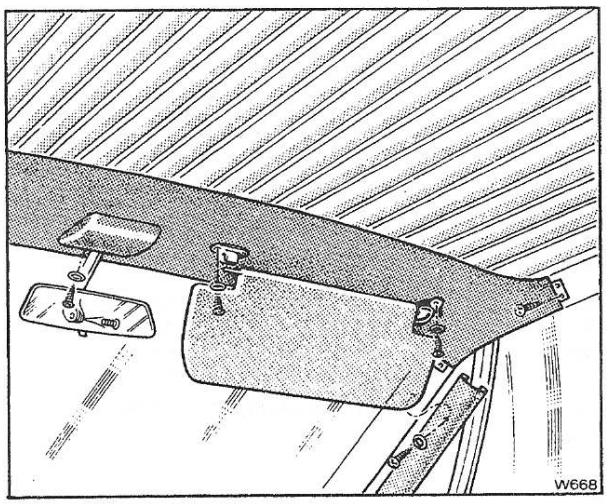

Fig. S140 Windscreen interior trim (Camargue)

Windscreen — To fit
Corniche Convertible
To fit a windscreen, follow the same procedure described in Windscreen — To fit, Corniche Saloon cars.

Windscreen — To remove
Camargue
1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the windscreen with clean thick felt.
3. Remove the windscreen wiper arms and blades.
4. Pull each sun visor spindle from the slots in the inner retaining brackets (see Fig. S140).
5. Remove the three screws securing each sun visor assembly to the header trim panel; remove the sun visors.
6. Remove the inner retaining brackets by releasing the screws and cup washers securing the brackets to the header trim panel (see Fig. S140).
7. Release the setscrew securing the mirror head to the stem; remove the mirror head.
8. Remove the two screws and cup washers securing the trimmed mirror stem cover to the header trim panel; remove the cover.
Note
On early cars, the trimmed cover is retained by a spring clip in addition to the two screws.
9. Release the two screws and cup washers retaining the 'A' post trim panels at each side of the windscreen; remove the panels.
10. Release the eight screws securing the header trim panel above the windscreen; remove the panel.
To gain access to the rear securing screws on each

side of the panel, detach the front ends of the cantrail trim panels by releasing the spring clips.
11. Remove the facia, top roll and the demister grille/ windscreen lower finisher panel assembly (see Section S12).
12. On cars prior to serial number 31961, carefully lever the windscreen chrome finisher and seal out of the aperture as follows.

Starting at one corner progressively lift the combined finisher and seal out of the recess until it is removed from the aperture. If the finisher lifts out of the seal during this operation, it will be necessary to first remove the finisher and then the seal.

Take care to avoid damaging the paintwork, windscreen or the chrome finisher when carrying out this operation.
13. On cars from serial number 31961, release the four self-tapping screws retaining the windscreen chrome finisher retention plates to the 'A' posts.

Carefully lever the combined finisher, seal and retention plates from the aperture recess.

Ensure that the paintwork, windscreen or chrome finisher is not damaged when carrying out this operation.
14. On early cars, carefully remove the rubber finishing strip from the upper and side flanges of the windscreen aperture.
15. Before the windscreen can be removed it is necessary to cut through the Betaseal (Operations 16 to 24 inclusive) or Solbit (Operations 25 to 27 or 28 to 31 inclusive) sealing the glass to the aperture. Always wear safety glasses and gloves when carrying out this operation.

Removing a windscreen bonded with Betaseal Adhesive

16. Use a tool similar to the one shown in Figure S141, and strong flexible wire approximately 1100 mm. (43 in.) in length (see Fig. S141, item 1).
17. Bend a small amount of the wire at one end then thread the remainder through the tube of the tool (see Fig. S141, item 2).
18. Secure the end of the wire in the clamping tool (see Fig. S141, item 3).
19. Draw the wire through the guide at the end of the tube (see Fig. S141, item 4).
20. Using a pair of pliers, guide the end of the wire through the Betaseal adhesive to the exterior of the windscreen (see Fig. S141, item 5).
21. Guide the wire through the finger guard tube and clamp into position (see Fig. S141, item 6).
22. With the help of an assistant, commence the cutting out of the windscreen as follows.

The holding tool (item A) is pulled in the cutting direction as far as possible (see Fig. S141, item 7) and the point of the tool is fixed and held in the adhesive as near as possible to the windscreen flange.
23. The pulling tool (item B) outside the windscreen is moved with an even pull in the cutting direction, close to the opening between the windscreen and body aperture (see Fig. S141, item 8).
24. When the end of the cutting length is reached (see Fig. S141, item 9), repeat Operations 22 and 23 around the circumference of the windscreen, until it can be removed.

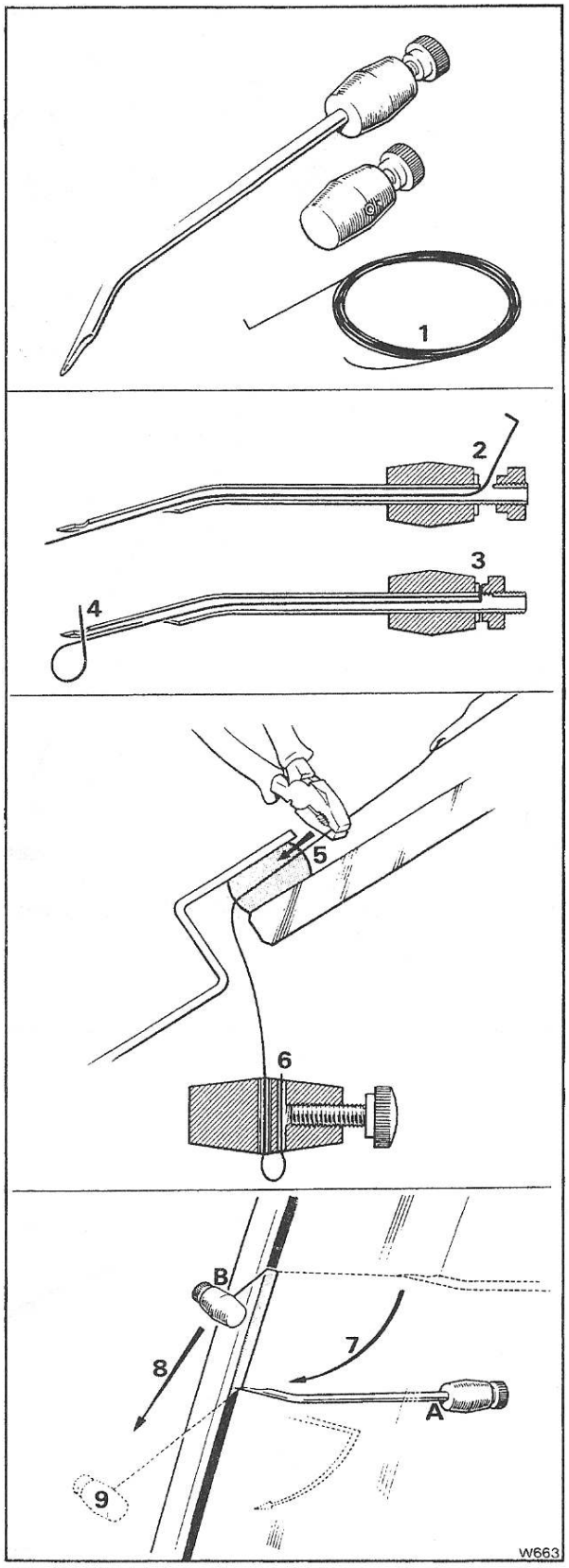

Fig. S141 Removing a windscreen bonded with Betaseal (Camargue)

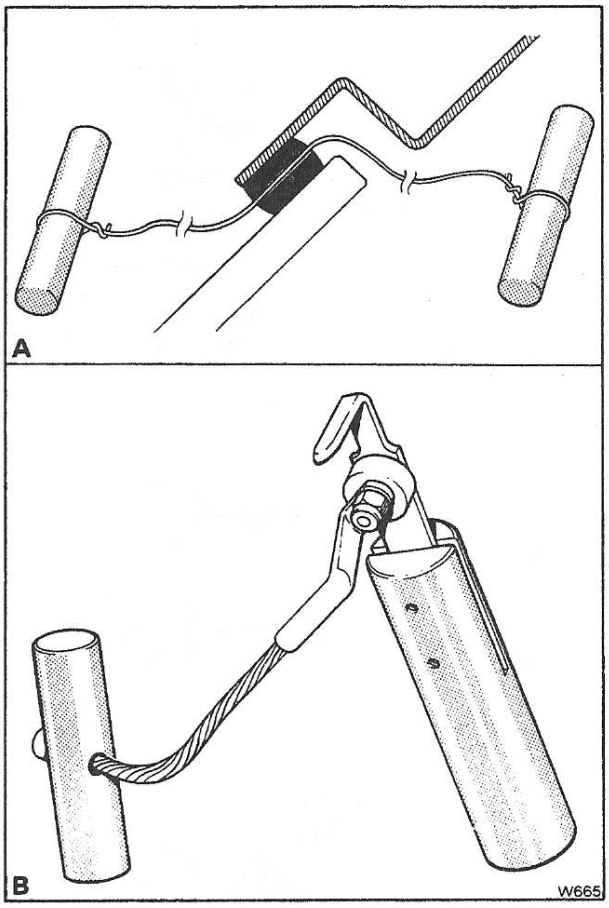

Fig. S142 Removing a windscreen bonded with Solbit (Camargue)
A Handles and strong flexible wire
B Windscreen knife (RH 9637)

Removing a windscreen bonded with Solbit

To remove a windscreen bonded with Solbit, use either of the following methods.

Handles and strong flexible wire

25. From inside the car, cut or pierce a hole through the Solbit (see Fig. S142, A). Obtain a length of strong flexible wire and thread one end of the wire through the hole in the Solbit.
26. Attach a small piece of wood to each end of the wire to act as handles (see Fig. S142, A).
27. With an assistant holding the interior handle so that the wire inside the car is lying along the line of the seal, firmly pull the exterior handle so that the wire is drawn along between the glass and the flange thus cutting through the Solbit seal. Repeat this cutting action around the periphery of the glass until it is free.

Use long steady pulls rather than short quick ones otherwise the wire will overheat and break.

Note
To avoid damage to the paintwork, keep the ends of the wire as close as possible to the glass when cutting through the Solbit seal.

Windscreen knife (see Fig. S142, B)

28. Support the windscreen with two suction pads.
29. Carefully insert the blade of the tool through the Solbit seal and behind the glass.
30. Pull the handle attached to the wire, at right-angles to the main body of the tool. Cut through the Solbit by moving the knife slowly around the complete periphery of the windscreen.
31. Remove the windscreen, lifting it out with the rubber suction pads (see Fig. S145).

Windscreen — To fit
Camargue

1. Place the cartridges of Gurit-Essex AG Betaseal

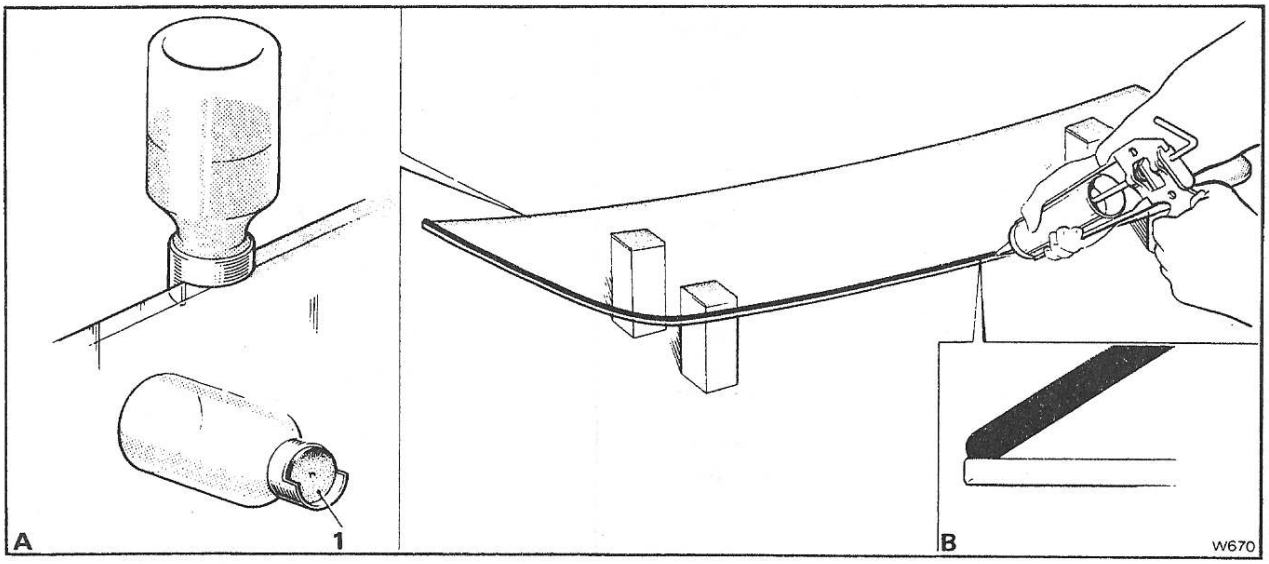

Fig. S143 Applying primer and Betaseal onto the windscreen (Camargue)
A Applying primer onto the windscreen glass
1 Felt pads
B Applying Betaseal Adhesive onto the primed edge of windscreen glass

Adhesive into a warm atmosphere approximately two hours before use.

2. Place Gosheron tape or its equivalent around the vertical face of the aperture (see Fig. S144, item A). The tape protects the paintwork and restricts the spread of excess Betaseal.

3. On a windscreen previously bonded with Solbit, thoroughly clean the windscreen aperture flanges down to the red stove primer.

Use a wooden scraper and if necessary, a light Emery cloth to remove all old sealant.

Remove all dirt and grit from the aperture; any grease should be removed with Genklene.

Clean the aperture flanges with Gurit-Essex AG No. 4 Cleaner. If any surplus cleaner remains in the bottom of the aperture, dry using clean paper tissue.

On a windscreen previously bonded with Betaseal Adhesive, it is only necessary to level off the adhesive remaining on the flange with a sharp blade. The new Betaseal Adhesive can then be bonded directly onto it noting that the size of the bead of adhesive will have to be reduced by the amount that is left on the aperture flanges.

4. Place the new windscreen upon a sound working base with the edges of the glass protruding from the base (see Fig. S142).

5. Wipe around the inside surface of the glass, approximately 25,4 mm. (1.0 in.) from the edge with de-ionized water; allow to dry.

Note

Once the procedure of preparing the edge of the glass for bonding has begun, avoid touching it.

6. Apply Gurit-Essex AG No. 4 Cleaner around the prepared strip of inner surface glass. If any surplus cleaner remains on the surface of the glass, dry using clean paper tissue.

7. Apply body primer, identified by the **red ring** on the top of the tin, onto the body flange to a width of 10 mm. (0.40 in.) from the inside edge. This should be applied with a bottle and felt pads and should be drawn carefully and steadily around the aperture giving a clean even line; allow fifteen minutes to dry.

8. Apply glass primer, identified by the **green ring** on the top of the tin, onto the prepared strip of glass to a width of 10 mm. (0.40 in.) from the inside edge (see Fig. S143). Apply with a bottle and felt pads as Operation 7; allow five minutes to dry.

9. Before fitting a cartridge of Betaseal into a sealant cartridge gun, push in the bottom of the cartridge and empty out the moisture absorbing crystals.

10. Apply a continuous bead of Betaseal Adhesive onto the primed edge of glass (see Fig. S143).

11. Fit two spacers into the bottom of the windscreen aperture to support the glass. Set them approximately 150 mm. (6 in.) from each 'A' post (see Fig. S144). Smear the spacers with petroleum jelly or its equivalent.

12. With the help of an assistant, pick up the glass with two suction pads (see Fig. S145). Place it carefully into the aperture, resting it on the bottom spacer blocks and placing two further blocks half-way up each 'A' post to centralise the windscreen glass (see Fig. S144). **Do not** apply excessive pressure to the windscreen; press the

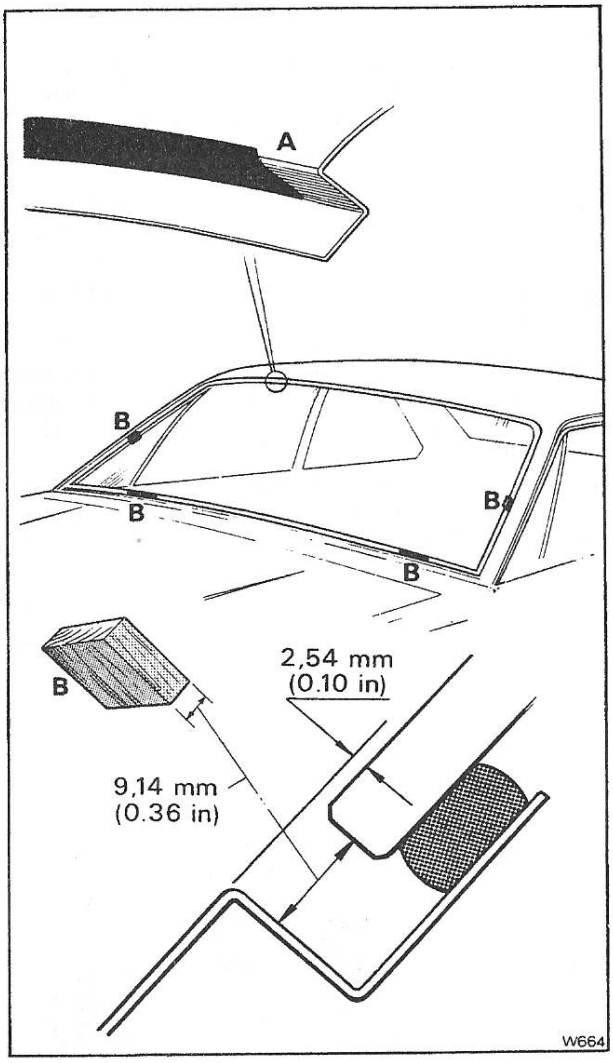

Fig. S144 Spacers in position and depth of windscreen inside aperture recess (Camargue)

A Gosheron tape in position around the windscreen aperture

B Spacing blocks

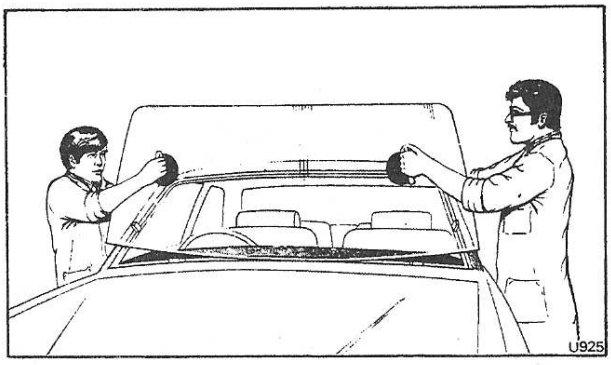

Fig. S145 Placing the windscreen into the aperture (Camargue)

glass down until it is 2,54 mm. (0.10 in.) below the surface of the body.
13. Using a pointed piece of wood, cut through the excess Betaseal on the inside and outside of the windscreen. Leave the Betaseal Adhesive to cure for six hours, then peel off the excess Betaseal and also the Gosheron tape.
14. Lightly roughen the bonding surface of the chrome finisher with abrasive paper (see Fig. S146, item A) then, thoroughly wipe the bonding area with Genklene.
15. Apply Bostik Primer 9252 to the bonding area of the chrome finisher; allow to dry.
16. Lightly roughen the bonding surface of the small face seal with 120-180 grade 'wet or dry' abrasive paper. Thoroughly wipe the face seal, the moulded rubber seal, the windscreen aperture recess and the glass edges and flanges with Bostik Cleaner 6001; allow to dry.
17. If a new face seal is being fitted, cut the seal into two lengths; one length to fit the upper and sides of the finisher and one to fit the lower length of finisher.

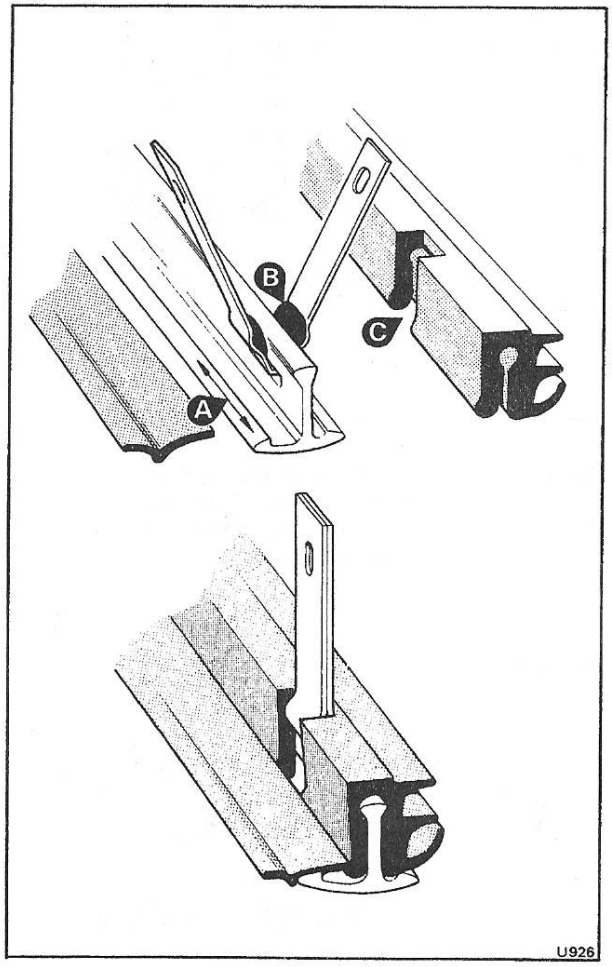

Fig. S146 Fitting the finisher/seals assembly (Camargue)
A Bonding surface of the chrome finisher
B Sealant
C Seal cut away for access of retention plate

Mitre and fit one of the lower corners of the face seal to the finisher. Apply Boscoprene Adhesive 2402 to the bonding areas of the seal and finisher leaving approximately 12,7 cm. (5.0 in.) at the unmitred ends of the strips free from adhesive to allow cutting and fitting of the remaining joint.
18. Allow between ten and fifteen minutes for the adhesive to 'flash' dry, then using maximum hand pressure fit the face seal to the finisher commencing at the mitred joint.
19. Cut and fit the mitred joint in the remaining corner of the finisher then repeat the sticking procedure.
20. Fit the four retention plates through the slots in the chrome finisher, then apply Arbomast Autograde Sealant or Seelastik inside the legs of the retention plates (see Fig. S146, item B).

Note

Mechanical windscreen retention was not fitted on cars prior to serial number 31961 therefore, the following modifications are recommended on these cars when changing a windscreen.

With the windscreen removed, mark, drill, cut and file the slots in the side flanges of the aperture (see Fig. S147, item A). Also, mark, drill, cut and file slots in the chrome finisher to correspond with those in the aperture flange (see Fig. S147, item B).
21. Examine the existing rubber seal for any sign of damage i.e. if the rubber is perished or cut. If any extensive damage is found always fit a new seal.
22. Carefully cut a section from the inside edge of the seal for the retention plates to pass through (see Fig. S146, item C). Close the legs of the plates then fit the moulded rubber seal over them and onto the chrome finisher (see Fig. S146).
23. Using a sealant cartridge gun run a 6,4 mm. (0.250 in.) bead of Arbomast Autograde Sealant or Seelastik around the edge of the glass. Also, run the same bead of sealant along the retention plate slots in the windscreen aperture to a length of 76 mm. (3 in.), as shown in Figure S148.
24. Apply Parsons Gold Size to the seal and the finisher/seal aperture.
25. With the help of an assistant, lift the finisher/seal assembly into position in the aperture. Thread the four retention plates through the slots in the aperture flanges then lightly press the finisher/seal assembly onto the glass.
26. Check that the assembly is seated evenly around the periphery of the glass then press it firmly into position. The outer lip of the moulded seal should seat evenly against the body panels, while the face seal should be firmly pressed against the windscreen (see Fig. S148 inset).
27. With the help of an assistant pressing firmly on the finisher/seal assembly on the outside of the windscreen, press the four retention plates onto the 'A' posts. Locate the holes and secure the plates into position with self-tapping screws (see Fig. S148, inset).
28. Test the windscreen for water leaks by applying water under pressure to the outside of the screen.

If the sealing is satisfactory, fit all the trim panels surrounding the windscreen by reversing the procedure given for removal.

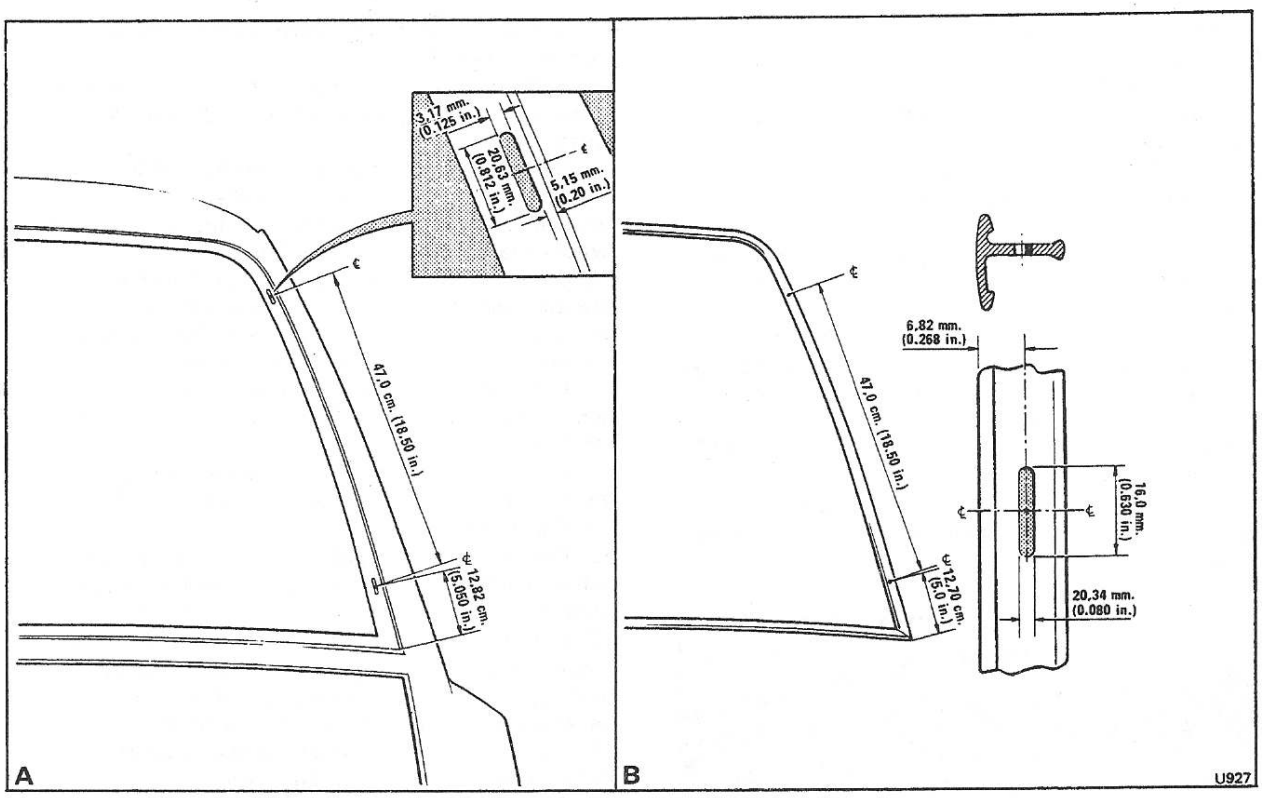

Fig. S147 Modifications to the windscreen aperture and finisher (Camargue cars prior to car serial number 31961)
A Modifications to aperture B Modifications to finisher

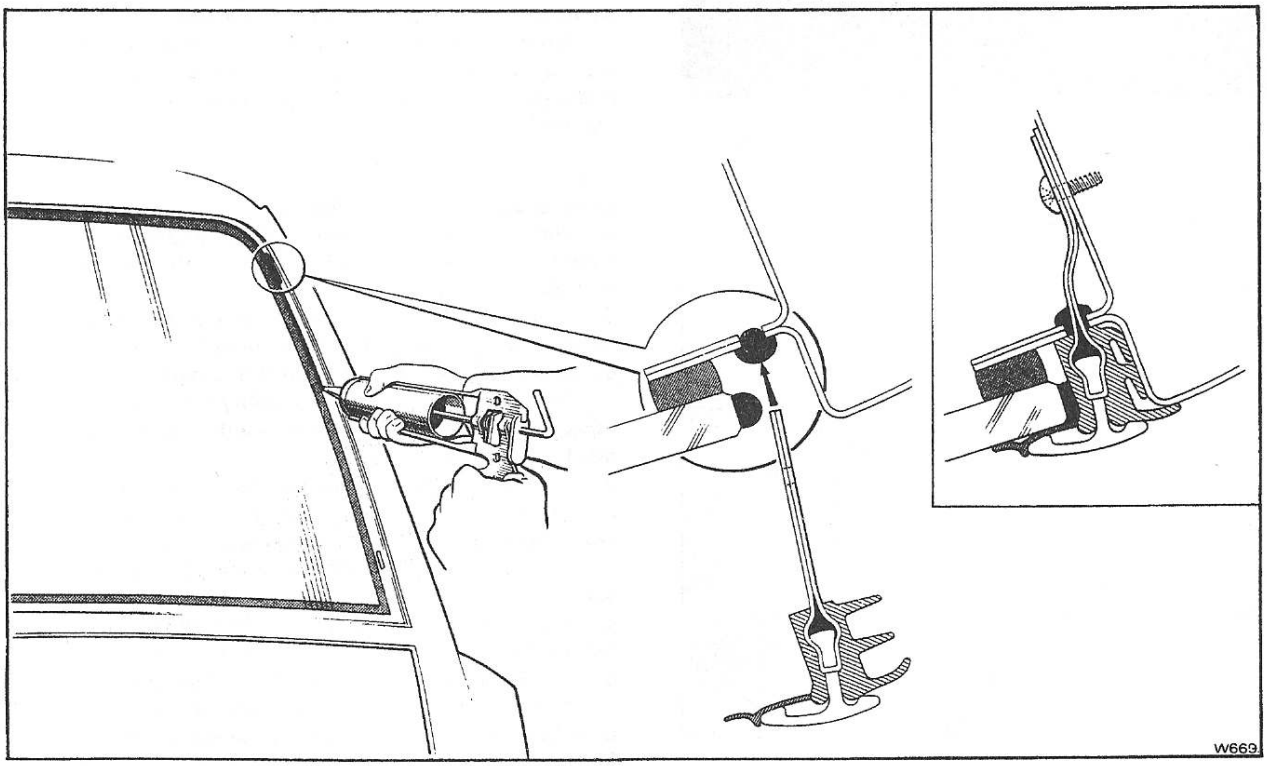

Fig. S148 Applying the sealant and fitting the windscreen retention plates to the 'A' posts (Camargue)

Rear window — To remove
Silver Shadow II and Bentley T2

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the rear window with clean thick felt.
3. Remove the rear seat cushion.
4. Remove the self-tapping screws securing the bottom corners of the rear seat squab.

Bend the two brackets slightly inwards to avoid any possible damage to the cheek pads when the squab is removed.

5. On cars fitted with rear seat belts, remove the trim covers from the reel mechanisms. Then, remove the large chromed bolts and washers securing the reels to the parcel shelf; remove the reels.
6. Remove the carpet trim panel from the front wall of the luggage compartment.

On cars conforming to a U.S.A. or Canadian specification, remove the carpet trim panel covering the fuel tank.

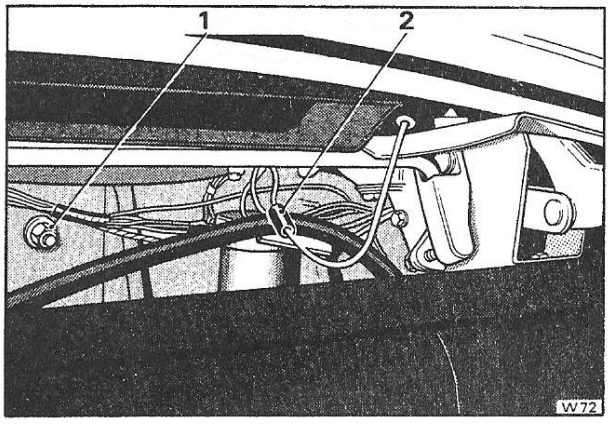

Fig. S149 Position of the rear window demister lead connections
1 Rear seat squab fixing
2 Demister lead Lucar connection

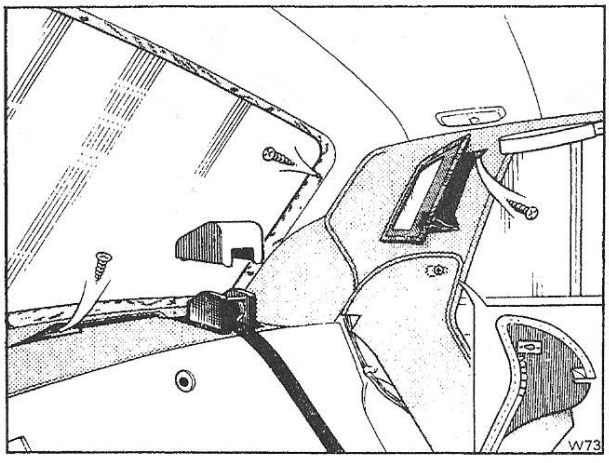

Fig. S150 Rear window interior trim (Silver Shadow II and Bentley T2)

7. Disconnect the two demister leads at their Lucar connections (see Fig. S149).
8. Remove the nut and large washer securing each side of the squab to the body (see Fig. S149); remove the squab.
9. Remove the side cheek pads (see Fig. S150, inset).
10. Remove the screws and cup washers securing the wooden finisher around the top and sides of the window; remove the finisher (see Fig. S150).
11. On cars conforming to a U.S.A. or Canadian specification, release the wooden companion from the left-hand side of the cantrail quarter panel; disconnect the electrical leads and remove the companion.

From inside the companion recess, remove the self-tapping screw securing the rear of the cantrail trim to the body.

With the rear of the cantrail trim loosened, remove the trim cover surrounding the fuel filler assembly (see Fig. S150).

12. Remove the parcel shelf trim panel by carefully pulling and sliding the panel from under the bottom finisher retaining strip.
13. Lift the trim covering the wooden retaining strip beneath the window and remove the self-tapping screws securing it to the body. Remove the strip, trim and the lower polished wood finisher (see Fig. S150).
14. Carefully pull the demister leads through the holes in the body into the rear compartment.
15. From inside the car, ease the lip of the rubber seal over the rear window aperture flange using a small steel rule or similar tool. Start at the top corners and work towards the centre, simultaneously applying pressure to the window. An assistant will be required to support the window as it is pushed out of the aperture.

Do not force the window from the aperture by applying sharp blows as this may cause damage to the body, paintwork or glass. A steady pressure is all that is required.

Rear window — To fit
Silver Shadow II and Bentley T2

1. Remove all traces of dirt, sealing compound, etc. from the window aperture flanges by wiping the flanges with Bostik Cleaner 6001.
2. Examine the existing rubber seal for any sign of damage i.e. the rubber is perished or cut. If any extensive damage is found, always fit a new seal.

Ensure that the seal is thoroughly cleaned, especially in the glass channel area with Bostik Cleaner 6001.

3. Provide a sound working base for the window to lie against while the seal is fitted i.e. a large block of wood suitably formed with a covering of felt.

Position the window on the block with its external surface uppermost.

4. Examine the existing chrome finisher, if it is extensively damaged it should be renewed.
5. Fit the rubber seal around the windscreen.

Using a sealant cartridge gun, run a continuous bead of Arbomast Autograde Sealant or Seelastik around the inside of the glass channel aperture within the moulded rubber seal (see Fig. S133). Remove any excess sealant from all surfaces using Bostik Cleaner 6001.

6. Fit the chrome finisher into the seal as follows.

Position the finisher centrally then press it into its aperture starting in the centre at both the top and bottom of the window and then work outwards. Using a small steel rule or similar tool, work the lip of the seal around the finisher.

7. Turn the window glass over so that the inner face is uppermost then, using a tool similar to the one shown in Figure S134, inset A, thread a length of thin cord around the inside edge of the rubber seal. Leave a loop in the cord at the bottom of the window and overlap the two ends of the cord at the top of the window (see Fig. S134). Temporarily secure the loose ends of the cord to the rear window with masking tape.

8. Before applying the sealant or fitting the rear window, fit 12,7 mm (0.50 in.) wide strips of Siaco black waterproof tape over the edges of the rear window aperture flanges, at the corners and the centre of the bottom flange. Also, apply the tape to any other part of the flange where the edge is particularly uneven.

9. Using a sealant cartridge gun, run a continuous bead of Arbomast Autograde Sealant or Seelastik approximately 6 mm. (0.250 in.) wide and 3 mm. (0.125 in.) high around the window aperture, forward of the outside radius.

10. Position and centralize the window glass/seal assembly into the aperture with the bottom edge entered and seated on the bottom ledge of the aperture.

11. Using a rubber mallet, apply several sharp blows around the seal/finisher starting in the centre of the top edge. The window should then be seated inside the aperture.

12. Remove the masking tape retaining the cord to the rear window.

13. With the help of an assistant pressing on the outside of the window glass and following the direction of the cord as it is removed, carefully pull the looped cord at the bottom of the window so that the lip of the seal is drawn over the aperture flange. Pull the cord steadily and evenly, alternatively to the right and left, along the bottom of the aperture and half-way up each side.

In a similar manner, carefully pull each end of the cord along the top of the window until the cord is completely removed.

Ensure that the lip of the seal is fitting over the flange at all points around the aperture. If any part of the seal is curled under the flange, it should be corrected with the skilful use of a small steel rule or a similar tool.

14. Ensure that the seal is seating flush with the body. If required apply further pressure with the rubber mallet.

If the seal will not remain flush the window should be removed and the fault determined, e.g. the aperture flange may have a high spot, in which case an experienced panel beater will be required to rectify the fault.

15. Remove any excess sealant from the inside and outside of the window with Bostik Cleaner 6001.

16. Test the window for water leaks by applying water under pressure to the outside of the glass.

If the sealing is satisfactory, fit the interior trim around the rear window by reversing the removal procedure.

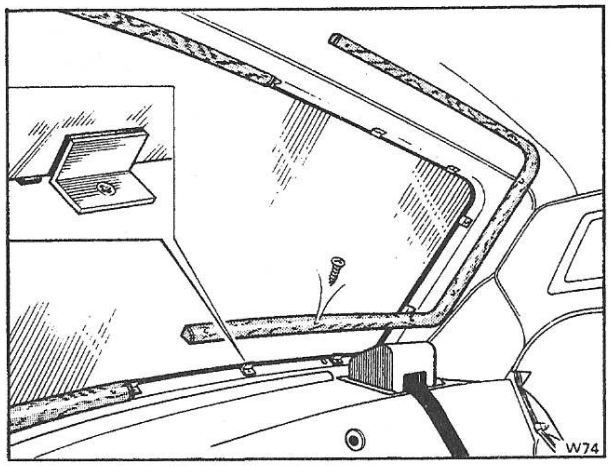

Fig. S151 Rear window interior trim (Silver Wraith II)

Rear window — To remove

Silver Wraith II

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the window with clean thick felt.
3. Remove the rear seat cushion.
4. Remove the self-tapping screws securing the bottom corners of the rear seat squab.

Bend the two brackets slightly inwards to avoid any possible damage to the cheek pads when the squab is removed.

5. On cars fitted with rear seat belts, remove the trim covers from the reel mechanisms. Remove the large chromed bolts and washers securing the reels to the parcel shelf; remove the reels.
6. Remove the carpet trim panel from the front wall of the luggage compartment.

On cars conforming to a U.S.A. or Canadian specification, remove the carpet trim panel covering the fuel tank.

On cars fitted with a centre division, remove the carpet trim panel covering the rear compartment refrigeration unit.

7. Disconnect the two demister leads at their Lucar connections (see Fig. S149).
8. Remove the nut and large washer securing each side of the squab to the body (see Fig. S149); remove the squab.
9. Cover the rear parcel shelf to protect the trim pad from damage.
10. Remove the self-tapping screws and cup washers securing both halves of the polished wood finisher around the window aperture; remove the finisher (see Fig. S151).
11. Carefully pull the demister leads into the rear compartment through the holes in the body.
12. Before removing the angled brackets securing the window glass in position, individually mark each bracket so that they can be fitted into their original positions.

Remove the self-tapping screws securing the angled brackets around the window aperture; remove the brackets (see Fig. S151).

13. From outside the car, insert the tip of a small steel rule or similar tool between the seal and the glass. Work the rule carefully around the perimeter of the window to release the seal, simultaneously applying light pressure on the glass. An assistant will be required inside the car to support the glass as it is freed from the seal.

Rear window — To fit
Silver Wraith II

1. Remove all traces of dirt, sealing compound, etc., from the window aperture seal with Bostik Cleaner 6001.

If the original glass is to be fitted, remove the old sealant from the glass.

2. Examine the condition of the seal after cleaning, if it is damaged or perished renew the seal as follows.
3. Carefully remove the old seal. Using Bostik Cleaner 6001, remove the old sealant from the aperture taking care not to damage the Everflex roof trim; allow the cleaner to dry.
4. Roughen the bonding surface of the aperture seal with abrasive paper then wipe the seal with Bostik Cleaner 6001; allow to dry.
5. Apply Bostik Polyurethane Adhesive 3206 to the bonding faces of the seal and window aperture. Allow ten to twenty minutes for the adhesive to 'flash' dry, then position the seal around the aperture with the two ends of the seal meeting in the centre of the upper edge.

Ensure that the outer lip of the seal seats evenly all round the aperture then place strips of tape across the seal, especially in the corners, to facilitate its retention (see Fig. S152). Allow two to three hours for the adhesive to dry; full bond strength will be achieved in approximately forty-eight hours.

6. Remove the strips of tape, then apply a line of Prestik Sealing Strip 6,35 mm. (0.250 in.) wide around the inside of the aperture seal, approximately 9,50 mm. (0.375 in.) below the lip of the seal (see Fig. S152).
7. Using a sealant cartridge gun, apply an even and continuous bead of Arbomast Autograde Sealant or Seelastik between the Prestik and the lip of the seal filling in the gap between the two (see Fig. S152).
8. Place the two rubber packing pieces in position on the bottom ledge of the window aperture.
9. From inside the car, place the lower edge of the glass onto the packing pieces, centralize the glass then press it firmly into position.
10. With the glass held firmly in position wipe away the excess sealant from the perimeter of the glass then locate and fit the angled brackets to secure the glass in the aperture.

Ensure that each angled bracket is fitted into the position from which it was removed and that each bracket is complete with its rubber buffer pad fitted adjacent to the glass (see Fig. S151, inset).

11. Examine the lip of the seal adjacent to the glass; if the lip is turned under at any point, correct this with the careful use of a small steel rule or similar tool until the seal is flush with the glass.
12. Carefully ease the outer lip of the seal away from the Everflex trim. Then, apply a thin line of Bostik Seelastik between the seal and the Everflex, all around the seal. Also, apply the Seelastik to the stitched seams of the Everflex adjacent to the window seal.

Use black Seelastik on cars fitted with dark coloured Everflex and cream Seelastik on those fitted with light coloured Everflex.

13. Allow approximately twenty-four hours to dry, then remove any surplus Seelastik from the Everflex and any excess sealant from the inside and outside of the window glass using Bostik Cleaner 6001.
14. Test the window for water leaks by applying water under pressure to the outside of the glass.

If the sealing is satisfactory, fit the finisher, seat squab, etc., by reversing the removal procedure.

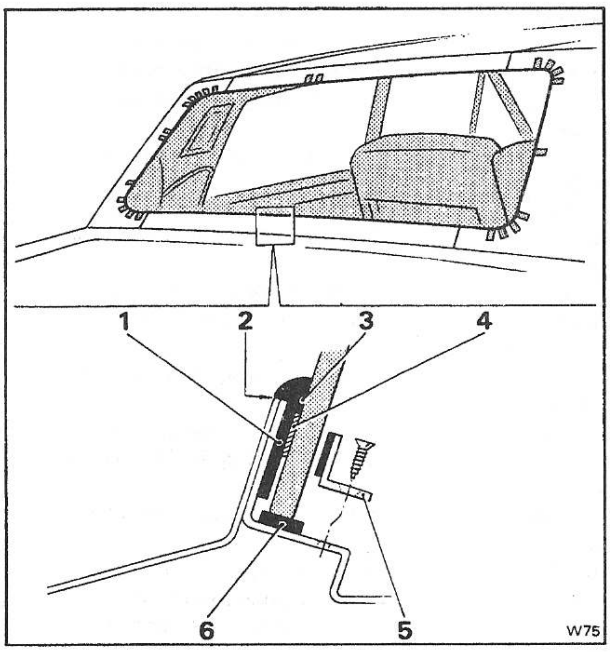

Fig. S152 Sealing and retaining the rear window (Silver Wraith II)

1. Aperture seal
2. Seelastik
3. Arbomast Autograde Sealant or Seelastik
4. Prestik Sealing Strip
5. Window retaining bracket
6. Rubber packing piece

Rear window — To remove
Corniche Saloon

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the rear window with clean thick felt.
3. Remove the rear seat cushion.
4. On cars fitted with rear seat belts, remove the trim covers from the reel mechanisms. Remove the large chromed bolts and washers securing the reels to the parcel shelf; remove the reels.
5. Remove the self-tapping screws securing the lower seat squab brackets to the body.

Lift and slide the seat squab upwards and remove the squab.

6. Release the screws and cup washers securing the

wooden finishers around the window; remove the finishers.
7. On cars conforming to a U.S.A. or Canadian specification, remove the trim cover from around the fuel filler assembly.
8. Remove the trimmed panel from above the rear window by carefully prising away the pins securing it to the wooden fillet fastened to the body.
9. Carefully mask the cantrail trim pads adjacent to the rear window to protect them when removing the glass and seal.

Also, lay a protective cover over the rear parcel shelf trim.
10. On cars fitted with the fuel tank behind the rear seat squab, remove the trim panel from the front wall of the luggage compartment.
11. Release the screws securing the trimmed cover over the hinge brackets. Lower the cover sufficiently for the demister leads to be disconnected at their 'bullet' type snap connectors then, temporarily refit the cover.
12. Carefully pull the demister leads into the rear compartment through the holes in the body.
13. From inside the car, ease the lip of the rubber seal over the window aperture flange using a small steel rule or similar tool. Start at the top corners and work towards the centre, simultaneously applying pressure to the window. An assistant will be required to support the window as it is pushed out of the aperture.

Do not force the window from the aperture by applying sharp blows as this may cause damage to the body, paintwork or glass. A steady pressure is all that is required.

Rear window — To fit
Corniche Saloon
1. Remove all traces of dirt, sealing compound, etc., from the window aperture flanges by wiping the flanges with Bostik Cleaner 6001.
2. Examine the existing rubber seal for any sign of damage i.e. the rubber is perished or cut. If any extensive damage is found, always fit a new seal.

Always ensure that the seal is thoroughly cleaned, especially in the glass channel area, with Bostik Cleaner 6001.
3. Provide a sound working base for the rear window to lie against while the seal is fitted i.e. a large block of wood suitably formed with a covering of felt.

Position the window on the block with its external surface uppermost.
4. Examine the existing chrome finishers; if they are damaged extensively i.e. the finisher is split, always renew them.
5. Fit the rubber seal around the windscreen.

Using a cartridge gun, run a continuous bead of Glasticon Gun Mastic around the inside of the glass channel aperture within the moulded rubber seal (see Fig. S133). Remove any excess mastic from all surfaces using Bostik Cleaner 6001.
6. Fit the chrome finishers into the seal as follows.

Press each finisher into its aperture. Using a small steel rule or similar tool, work the lip of the seal around the finishers. Ensure that a gap of approximately 3,2 mm. to 4,8 mm. (0.125 in. to 0.187 in.) exists between the finishers after fitting (see Fig. S138).

Fit the small chrome covers over the gaps in the finishers.
7. Turn the window glass over so that the inner face is uppermost then, using a tool similar to the one shown in Figure S134, inset A, thread a length of thin cord around the inside edge of the rubber seal. Leave a loop in the cord at the bottom of the window and overlap the two free ends of the cord at the top of the window (see Fig. S134). Temporarily secure the loose ends of the cord to the window with masking tape.
8. Using a cartridge gun, run a continuous bead of Glasticon Gun Mastic around the window aperture.
9. Position and centralise the windscreen/seal assembly into the aperture with the bottom edge entered and seated on the bottom ledge of the aperture.
10. Using a rubber mallet apply several sharp blows around the seal/finisher starting in the centre of the top edge; the window should then be seated inside the aperture.
11. Remove the masking tape retaining the cord to the window glass.
12. With the help of an assistant pressing on the outside of the window glass and following the direction of the cord as it is removed, carefully pull the looped cord at the bottom of the window so that the lip of the seal is drawn over the aperture flange. Pull the cord steadily and evenly, alternatively to the right and left, along the bottom of the aperture and half-way up each side.

In a similar manner, carefully pull each end of the cord along the top of the window until the cord is completely removed.

Ensure that the lip of the seal is fitting over the flange at all points around the aperture. If any part of the seal is curled under the flange it should be corrected with the skilful use of a small steel rule or a similar tool.
13. Ensure that the seal is seating flush with the body. If required apply further pressure with the rubber mallet.

If the seal will not remain flush the window should be removed and the fault deterined, e.g. the aperture flange may have a high spot, in which case an experienced panel beater will be required to rectify the fault.
14. Remove any excess mastic from the inside and outside of the window using Bostik Cleaner 6001.
15. Test the window for water leaks by applying water under pressure to the outside of the glass.

If the sealing is satisfactory, fit the interior trim around the rear window by reversing the removal procedure.

Rear window — To remove
Corniche Convertible
1. Before removing the Tenex fasteners from the rear edge of the hood outer covering, place a piece of masking tape adjacent to each fastener and mark its position. Remove the Tenex fasteners.
2. Remove the pin beading, then detach the hood outer covering from the body rearward of the hood pillars (see Section S12).
3. Fold the hood outer covering forward to expose the window trim (see Fig. S153, item 1).

4. Carefully remove the two weather sealing strips situated one to each side of the window trim (see Fig. S153, items 4 and 6).
5. Using a soft wax pencil, mark each side of the window trim half-way down the length of vertical stitching securing each side of the window trim to the 'wigging'. Ensure that each mark extends across the stitching onto the canvas 'wigging'.

Also, mark half-way along the lower edge of the window trim and extend the mark rearwards onto the masking tape attached to the rear decking panel.
6. Remove the stitches securing each side of the window outer trim to the 'wigging' (see Fig. S153, item 3) detach the outer trim from the 'wigging'.
7. Remove the staples or tacks securing the lower edge of the window trim to the body; note the location and spacing of the staples to facilitate assembly (see Fig. S153, item 5).
8. Remove the tacks securing the upper corners of the window outer trim to the hood rear cross-stick.
9. Fold one side of the outer trim over the window to reveal the vertical line of hand stitches securing the window inner trim to the headlining (see Fig. S154); remove these stitches.

Repeat this operation on the opposite side of the hood trim.
10. Remove the staples securing the window inner trim to the body; note the position of the staples and the rexine sealing strip to facilitate assembly.
11. Remove the staples securing the window trim to the hood rear cross-stick noting their position and spacing to facilitate assembly (see Fig. S153, item 2).
12. Remove the window complete with its trim surround.

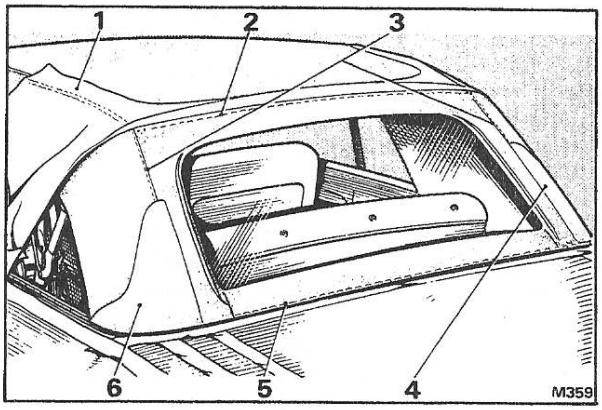

Fig. S153 Rear window and surrounding trim (Corniche Convertible)
1. Hood outer covering
2. Staples securing rear window trim to rear cross-stick assembly
3. Hand stitches securing rear window trim to 'wigging'
4. Waterproof patch
5. Staples securing rear window trim to body
6. Waterproof patch

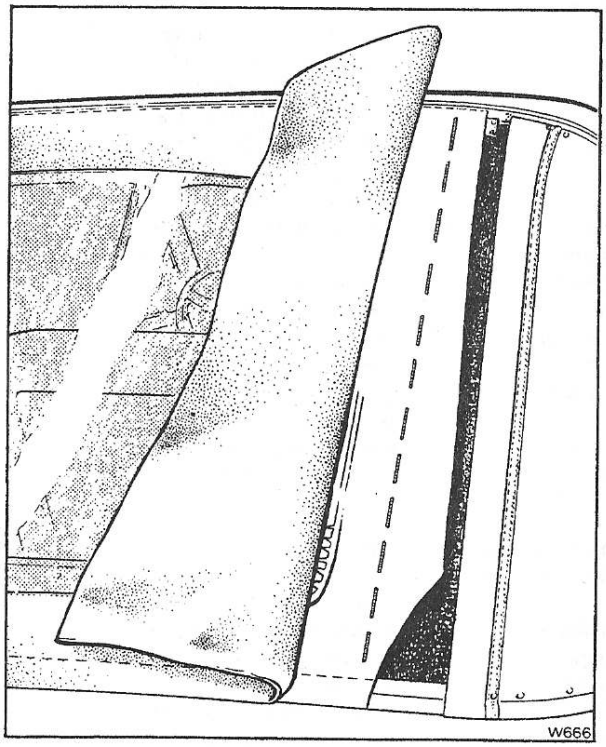

Fig. S154 Stitches securing window inner trim to headlining

Rear window — To fit
Corniche Convertible

To fit the rear window and trim reverse the procedure given for removal noting the following points.
1. When fitting a new window and trim surround, transfer the reference marks made during removal, onto the sides and lower edge of the new trim.
2. Before fitting the window, ensure that the hood is raised and the catches secured.
3. When securing the upper and lower edges of the rear window trim ensure that the reference marks made during removal are aligned.
4. Use a waterproof thread such as Terylene Thread 30/3, to secure the window trim to the headlining and 'wigging'.
5. Use Dunlop Adhesive L107 or its equivalent to secure each side of the window outer trim to the 'wigging' and also to secure the weather sealing strips on each side of the trim. Ensure that each strip overlaps the line of hand stitches (see Fig. S153, items 4 and 6).

Rear window — To remove
Camargue

1. Disconnect the battery.
2. Protect the paintwork in the vicinity of the window with clean thick felt.
3. Remove the rear seat cushion.
4. Remove the two individual rear seat squabs by removing the bolts securing the bottom edges. Pull each squab downwards until the retaining brackets at the rear of the squab are disengaged from their slots.
5. Remove the self-tapping screws securing the small

trimmed filler pieces to the body; remove the filler pieces (see Fig. S155).

6. Remove the interior roof lamps from the rear of the cantrail trim panel as follows.

Pull the lamp bezel and lens from the lamp by releasing the spring clips.

Remove the two screws securing the lamp to the roof, withdraw the lamp sufficiently to disconnect the electrical leads at the Lucar connectors and remove the lamp.

7. Remove the flexible outer cover from the coat hooks on the cantrail trim panels. Remove the two screws securing each hook to the panel; remove the hooks.

8. Remove the two screws securing the lower edge of each cantrail trim panel to the body.

Carefully lever the panels to detach the retaining clips from the body then slide the panels forward and remove.

9. Carefully lever the retaining clips securing the trim covers surrounding the seat belt reels/fuel filler tube; remove the covers.

10. Remove the four screws securing the sides of the trim panel situated above the window (see Fig. S155). Pull the panel forwards to detach the spring clips securing it to the roof; remove the panel.

11. Remove the trim panel situated below the window by pulling the panel towards the front of the car until the spring clips are released; remove the panel (see Fig. S155).

A hooked strip of metal or strong wire will assist in removing the panel but care must be taken to avoid damaging the trim.

12. On early cars, carefully remove the rubber finishing strip from the upper and side flanges of the window aperture.

13. From outside the car, carefully lever the combined chrome finisher and seal out of the recess until it is removed from the aperture. If the finisher lifts out of the seal during this operation, it will be necessary to first remove the finisher and then the seal.

Take care to avoid damaging the paintwork, window or the chrome finisher when carrying out this operation.

14. Disconnect the two demister leads at their 'bullet' type snap connectors then draw the cables through the two grommets.

The cable connectors are located behind each luggage compartment hinge assembly.

15. Before the rear window can be removed it is necessary to cut through the Solbit or Betaseal sealing the glass to the aperture. Always wear safety glasses and gloves when carrying out this operation.

Removing a rear window bonded with Betaseal

To remove a rear window, follow the same procedure as that given for removing a windscreen bonded with Betaseal on Page S8 - 9 and shown in Figure S141.

Removing a rear window bonded with Solbit

To remove a rear window, follow the same procedure as that given for removing a windscreen bonded with Solbit, on Page S8 - 10 and shown in Figure S142.

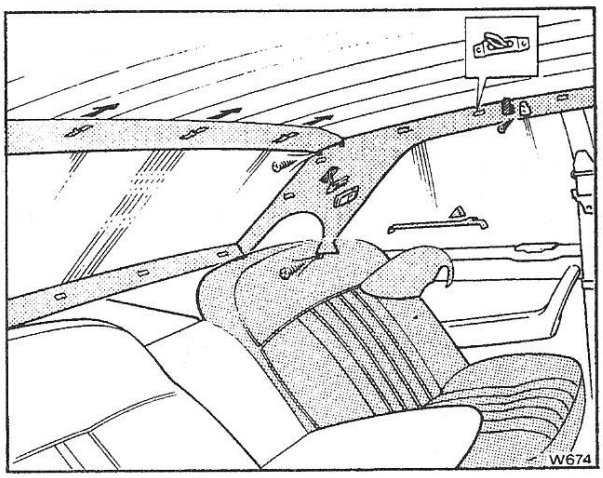

Fig. S155 Rear window interior trim (Camargue)

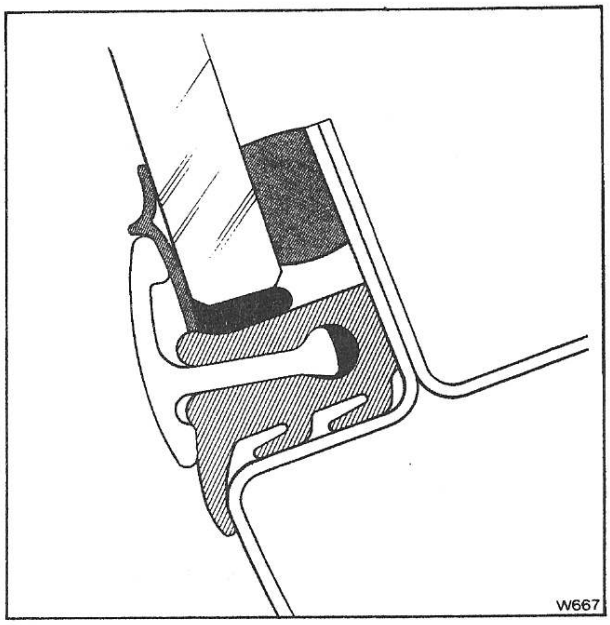

Fig. S156 Rear window sealing arrangement (Camargue)

Rear window – To fit

Camargue

1. Repeat Operations 1 to 19 inclusive from Windscreen – To fit,on Page S8 - 10.

2. Examine the existing rubber seal for any sign of damage i.e. if the rubber is perished or cut. If any extensive damage is found always fit a new seal.

3. Using a sealant cartridge gun, run a 6,4 mm. (0.250 in.) bead of Arbomast Autograde Sealant or Seelastik around the edge of the glass.

4. Apply Parsons Gold Size to the seal and the finisher/seal aperture.

5. With the help of an assistant, lift the finisher/seal assembly into position in the aperture. Lightly press the assembly onto the glass.

6. Check that the assembly is seated evenly around the periphery of the glass then press it firmly into position. The outer lip of the moulded seal should seat evenly against the body panels, while the face seal should be firmly pressed against the window (see Fig. S156).
7. Test the window for water leaks by applying water under pressure to the outside of the glass.

If the sealing is satisfactory, fit all the trim panels surrounding the rear window by reversing the procedure given for removal.