

This Bulletin cancels all
previous Service Bulletins
numbered PV/A1

FOR INFORMATION (Strictly Confidential)

CHASSIS SERIES AND ENGINE NUMBERS FOR

PHANTOM V CARS

The following is a complete list of all chassis and engine numbers which were issued for Phantom V cars prior to chassis no. 5.VA.1. It is intended to facilitate the identification of chassis numbers relative to modifications.

The letter 'L' preceding the chassis series letter indicates a left-hand drive chassis.

Number 13 is omitted from all chassis numbers.

<u>SERIES</u>	<u>CHASSIS NUMBER</u>	<u>ENGINE NUMBER</u>
Chassis built July 1959.		
A. 5.AS.1 to 5.AS.101	Odd numbers only.	PV.1.A to PV.50.A
Chassis built March 1960.		
5.AT.2 to 5.AT.100	Even numbers only.	PV.51.A to PV.100.A
Chassis built August 1960.		
B. 5.BV.1 to 5.BV.101	Odd numbers only.	PV.1.B. to PB.50.B
Chassis built February 1961.		
5.BX.2 to 5.BX.100	Even numbers only.	PV.51.B to PV.100.B
Chassis built September 1961.		
C. 5.CG.1 to 5.CG.79	Odd numbers only.	PV.1.C to PV.39.C

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Page No 1 of 5CATEGORY CTHE WATER TAPAPPLICABLE TO:

All Rolls-Royce Phantom V Cars.

DESCRIPTION:

Supplies of the water tap (Part Number UD 8506) used in two applications on Phantom V cars are no longer available and when existing stocks have been used, the current type of water tap will be supplied for all replacement purposes. These water taps will be supplied as part of a kit, which will include the additional parts required to affect the change. The part numbers of the two kits are as follows:

RH 2589 - Water tap kit - dashboard application

RH 2590 - Water tap kit - valance application

The necessary instructions to fit either of these kits are given in this Service Bulletin.

PROCEDURE - DASHBOARD WATER TAP

1. Remove the water tap mounting plate from the dashboard and discard the original water tap.
2. Place the flange of the new water tap on to the mounting plate in the position indicated in Figure 1. Mark a line around the flange and rework to produce a clearance hole through the plate.
3. Fabricate a bracket from a suitable piece of mild steel, to the dimensions given in Figure 2.
4. Pass the flange of the water tap through the hole in the mounting plate. Fit the pipe adaptor and sealing ring to the tap and bolt this assembly to the new bracket, using the 2BA bolts provided.
5. Secure the new bracket to the main mounting plate using pop rivets, as shown in Figure 3.

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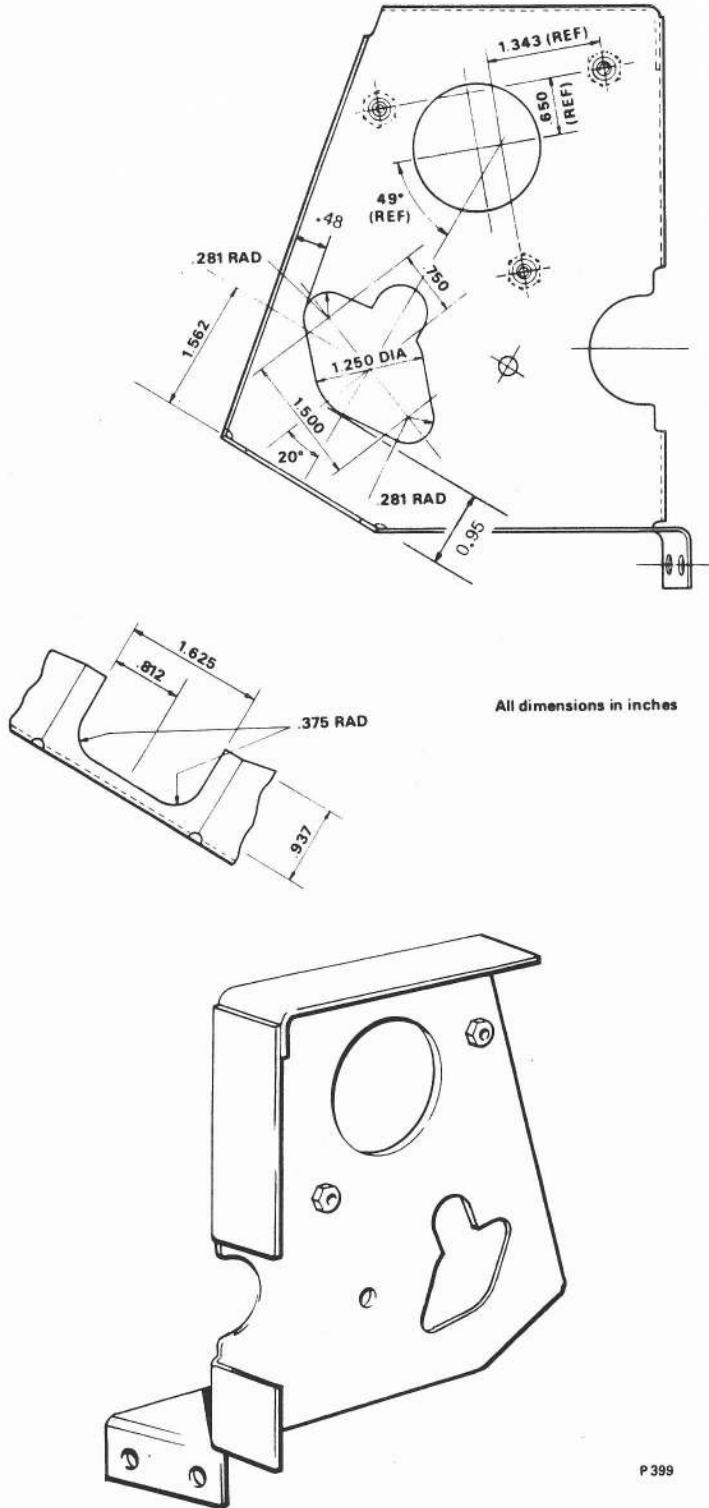


FIGURE 1

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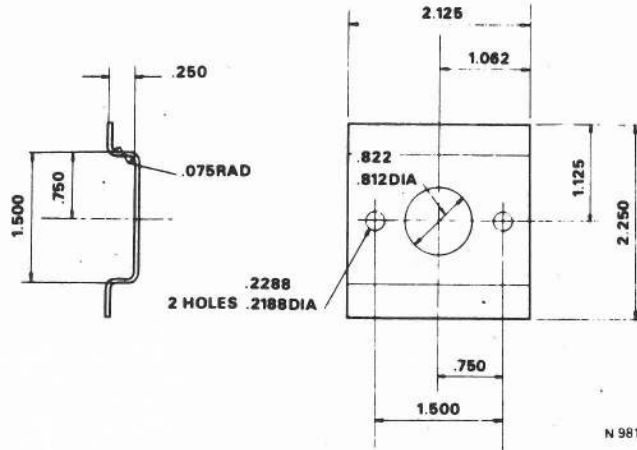


FIGURE 2.

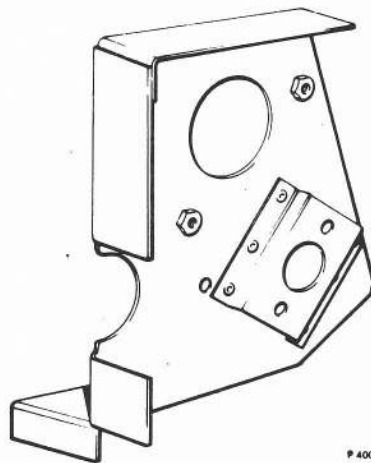
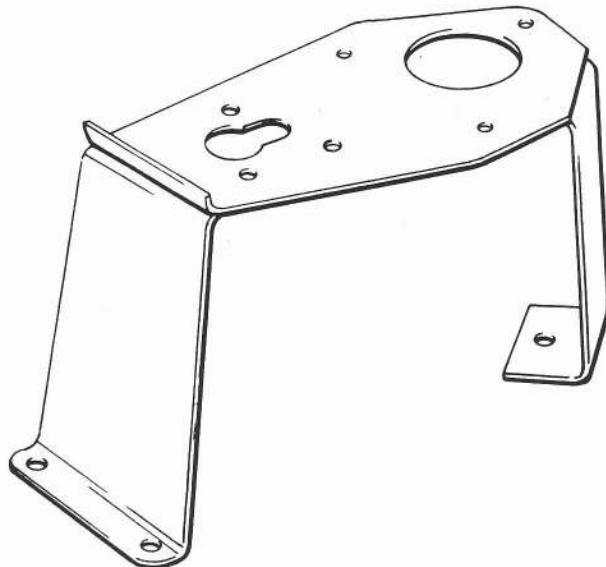
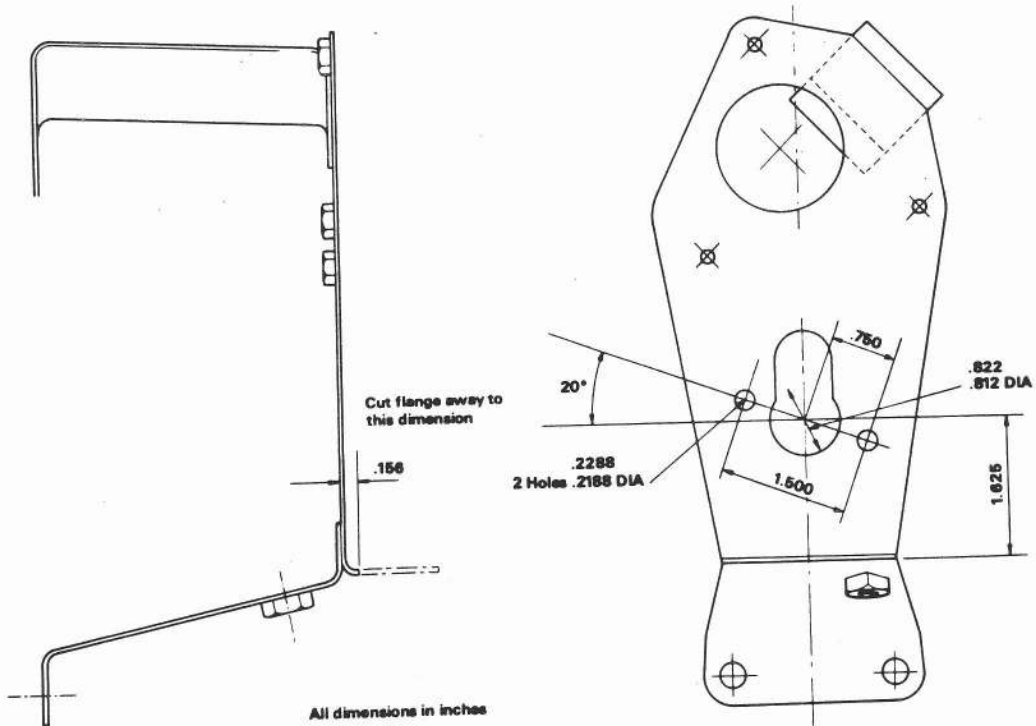


FIGURE 3.

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FIGURE 4.

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6. Fit the mounting bracket to the car.
7. Connect the existing hose from the rear of the cylinder head to the pipe adaptor.
8. Connect the corrugated hose provided to the water tap outlet and connect the remaining hose end to the demister matrix, using the reducing adaptor and elbow connection provided.

PROCEDURE - VALANCE WATER TAP

1. Remove the water tap mounting bracket from the car and rework the bracket to the dimensions given in Figure 4.
2. Fit the pipe adaptor and sealing ring to the water tap and bolt this assembly to the outside of the mounting plate, using the 2BA bolts provided.
3. Connect the existing hose from the rear of the cylinder head to the pipe adaptor.
4. Connect the large diameter corrugated hose to the water tap outlet and connect the other end of the hose to the heater matrix using the reducing adaptor and small diameter corrugated hose provided.
5. Discard the existing actuator to tap connecting rod and fit the new rod provided.

JC1/ECK

CATEGORY 3

FUEL TANK VENTILATION SYSTEM

APPLICABLE TO:-

Phantom V Cars

DESCRIPTION

A modification has been introduced which eliminates the possibility of an air lock forming in the fuel tank and thus allows the tank to be filled to its full capacity and prevents fuel from being forced back up the filler tube when the tank is being filled.

The modification consists of a vent pipe fitted to the top of the fuel tank which is connected by a length of rubber hose to a further vent pipe fitted in the filler tube assembly. Thus, as fuel is pumped into the tank, the air is forced out through the vent pipes to atmosphere.

FUEL TANK VENT PIPE - TO FIT

Disconnect the battery.

Remove all dirt from around the tank drain plug, then using the special adaptor and spanner from the tool kit, remove the plug and drain the fuel into a suitable storage container.

Remove the carpet from the luggage boot, then remove the three set-screws which secure the trim cover in position over the fuel tank filler tube where it passes through the boot. Slacken the 'Jubilee' clip securing the hose connection to the filler tube.

Disconnect the fuel pipe line at the tank outlet union.

Disconnect the electrical leads to the fuel lever indicator.

Using a box spanner, remove the two 0.250 in. nuts from the tensioning bolts which secure the fuel tank straps, then remove the four 0.250 in. saddle bolts and nuts from the mounting bracket.

Continued...

Remove the fuel tank together with rubber connecting hose and fabric packing strips.

Remove the union securing the existing vent pipe to the filler tube then bend the vent pipe so that it is out of the way. Remove the six cheese-headed screws securing the filler tube to the body wing and remove the filler tube, and rubber sealing washer.

Working to the dimensions given in Figure 1, drill a hole 0.375 in. diameter in the top of the tank, then drill three further holes 0.250 in. diameter and produce the slots.

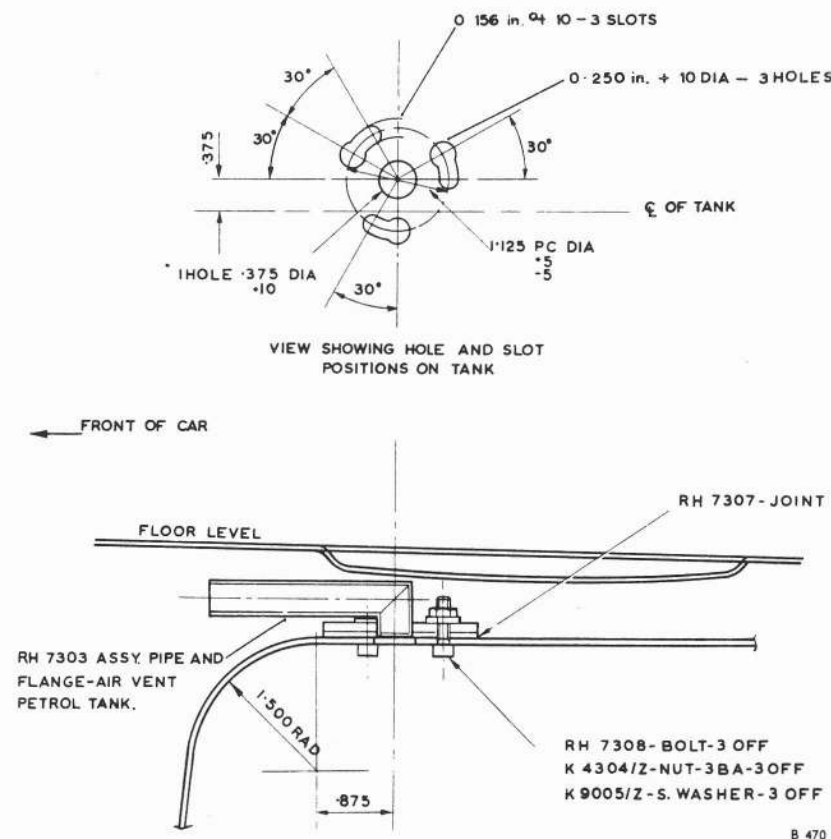


Fig. 1. Dimensions for cutting slots in petrol tank.

After drilling the holes and cutting the slots it is most important that the tank is thoroughly washed with paraffin to remove all dirt and swarf.

Loosely assemble the cork joint (RH. 7307), screws, washers and nuts to the fuel tank vent pipe assembly (RH. 7303). The heads of the screws should be to the bottom of the flange as shown in Figure 1.

Locate the screws in the three slots in the fuel tank.

Continued...

Rotate the vent pipe assembly 30° clockwise, ensuring that the heads of the screws are correctly located in the slots and that the cork washer is not damaged.

Tighten the three nuts and secure the assembly in position.

FILLER TUBE VENT PIPE - TO FIT

Working to the dimensions given in Figure 2, drill a hole 0.359 in. diameter in the filler tube. Remove all burrs and sharp edges.

Locate the vent pipe (RH.7312) in the hole and 'low temperature braze' it into the filler tube.

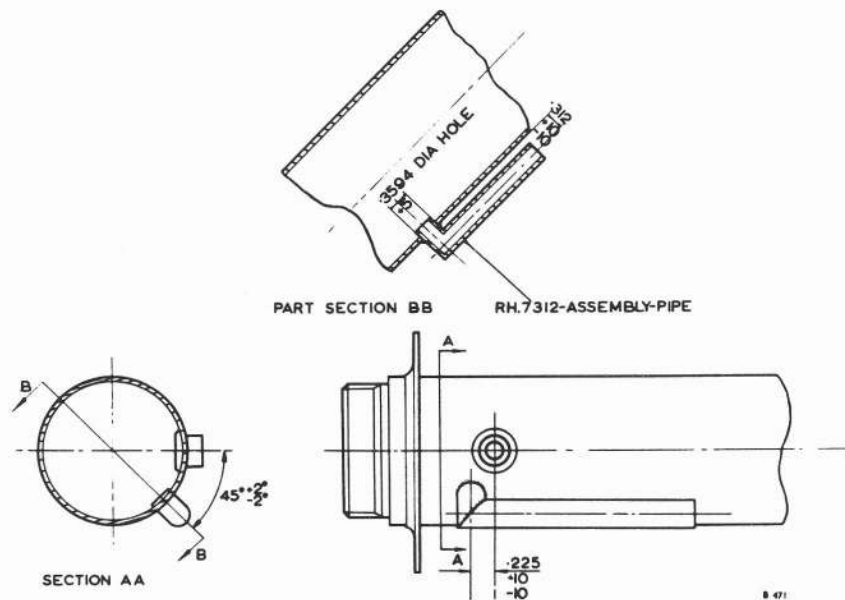


Fig.2. Dimensions for fitting vent pipe to filler tube.

RUBBER GROMMET - TO FIT

Working to the dimensions shown in Figure 3, drill a hole 0.906 in. diameter in the luggage boot floor. Remove all sharp edges and burrs.

Fit the rubber grommet (UR.5391) into position in the hole.

Fit the fuel tank to the chassis frame, reversing the procedure given for its removal.

Continued...

Fit the filler tube to the body wing, ensuring that the 'Jubilee' clip securing the connecting hose to the filler tube is tight.

Connect the rubber hose (RH.7310) to the vent pipe in the fuel tank. Pass the other end through the grommet and connect it to the vent pipe in the filler tube as shown in Figure 4.

Fit the metal trim cover in place over the filler tube and refit the carpet to the luggage boot.

Reconnect the battery.

MATERIAL REQUIRED

Fuel tank vent pipe kit (RH.2137) consisting of:-

RH.7303	- Pipe Assembly - Fuel Tank.	1 off
RH.7307	- Joint - Fuel Tank.	1 off
RH.7308	- Screw	3 off
RH.7310	- Hose	1 off
RH.7312	- Pipe Assembly - Filler Tube	1 off
UR.5391	- Grommet	1 off
K.4304/Z	- Nut	3 off
K.9005/Z	- Washer	3 off

Time allowed:- 9 hours

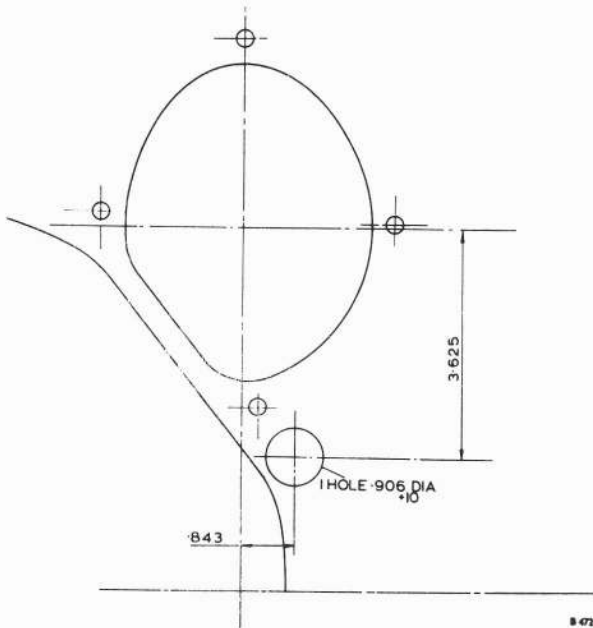


Fig. 3. Dimensions for drilling grommet hole in boot floor.

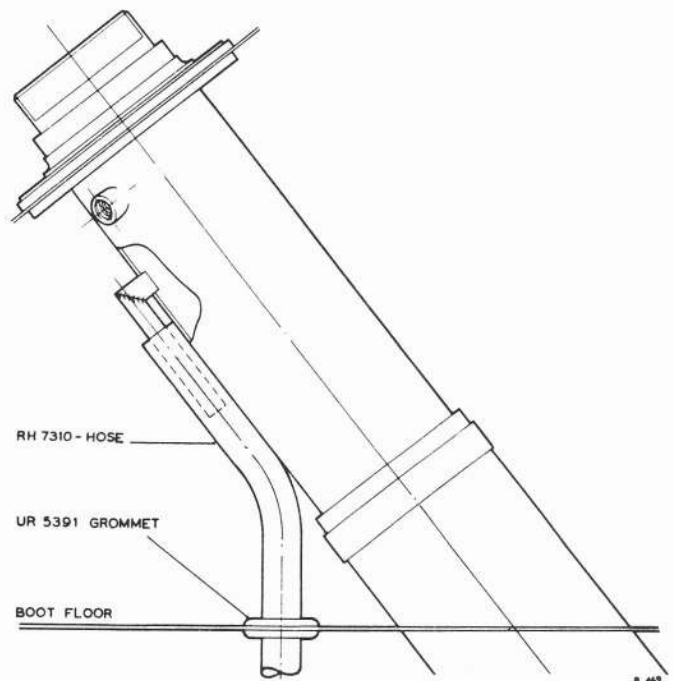


Fig. 4. Positioning of rubber hose on filler tube vent pipe.

CATEGORY 2STARTER MOTOR ISOLATING RELAYDESCRIPTION

A protective device, in the form of a relay switch, was fitted to Phantom V cars to prevent drivers engaging the starter motor pinion whilst the engine was running. Recent Service experience has shown that this relay does not function correctly and Retailers and Service Personnel should remove these relays when affected cars next require Service attention or in the case of a customer's complaint.

APPLICABLE TO :

Phantom V Cars

Chassis Numbers

5.BV.63 to 5.BX.18

PROCEDURE

To ascertain that the protective starter relay is working correctly a check may be made as follows:

If the engine cannot be started with the ignition key but will start when the ignition is switched on and the rubber button on the starter solenoid is depressed then the relay is not working.

Disconnect the battery.

Remove the two Purple/Black wires from the connections C2 and C3 on the relay. Remove the two cable connecting eyes and replace them with two connecting nipples (UD.2141), then join the two wires together with a snap-on connector (RD.7050).

Remove the Brown/Red wire from the connection W.1 on the relay. The other end fits into a sleeved junction, which is the D+ feed for the choke thermal delay switch. Pull the nipple out of the connection and discard the wire.

Remove the Black earthing wire from the connection W.2 on the relay and from the bulkhead.

- 2 -

Remove the relay. The two cheese-headed screws and washers should be refitted to the bulkhead.

The starter relay can be identified by a yellow spot of paint on its top side and by its part number 33226B (Lucas).

MATERIAL REQUIRED

<u>Description</u>	<u>Part Number</u>	<u>Quantity</u>
Nipple	UD.2141	2
Connector (Single)	RD.7050	1

Time allowance: 1 hour

DUNLOP TYRE EQUIPMENT FOR
PHANTOM V CARS

The following Dunlop tyre has been approved for use on Phantom V cars:-

8.90 x 15 (6 ply) Dunlop Fort 'C'. Rayon Synthetic Tread.

This tyre is of tubeless construction and is available with black or white sidewall.

The correct tyre pressures are:-

Front 22 lb/sq. in. (1.55 kg/sq. cm)
Rear 27 lb/sq. in. (1.90 kg/sq. cm) Cold.

FOR INFORMATION

DUNLOP "WEATHERMASTER" TYRES FOR PHANTOM V

The following tyre has now been approved for use on the Phantom V car for winter driving.

8.20 x 15 (6 ply) Dunlop "Weathermaster".

The correct pressure for this tyre is 33 lbs/sq.in. (2.320 kg/sq.cm.).

This tyre is designed to provide adequate traction in snow or mud, but owing to its heavier tread, car speeds should be limited to a maximum of 85 m.p.h. and a sustained speed of 70 m.p.h.

