

FOR INFORMATION

SHORTENED BRAKE LININGS - S3 CARS

APPLICABLE TO: All cars built prior to the following chassis numbers.

Silver Cloud III	SEV.471
Silver Cloud III L.W.B.	CCL.79
Bentley S3	B.92.EC
Bentley S3 L.W.B.	BAL.18
Bentley Continental S3	BC.90.LXC
Phantom V	5.LVB.41

DESCRIPTION

Since October 1963 all new S3 series cars have been fitted with shortened brake linings in an effort to alleviate brake squeal problems which arise in service. The brake linings have been shortened by approximately 0.650 in. on all the leading edges of both front and rear brake assemblies, with the exception of the four shoe Continentals where only the rear assemblies have shortened liners. This shortening has the effect of increasing the unit loading on the liner and consequently reduces the tendency to squeal.

This Service Bulletin is issued to advise Retailers and Service Personnel that since supplies of linings UG.2071 and UG.1523 have now run out, all brake linings and brake shoe/lining assemblies supplied in the future by the Spares Central Stores will be of the shortened type. The part numbers of the various assemblies are listed in Spares Information Sheet 3.G.4.

It should be noted that complete brake shoe/lining assemblies are interchangeable, but if shortened linings are to be fitted to existing shoes, then two new rivet holes need to be drilled in the brake shoe to allow the shortened lining to fit. This can be done in the following manner.

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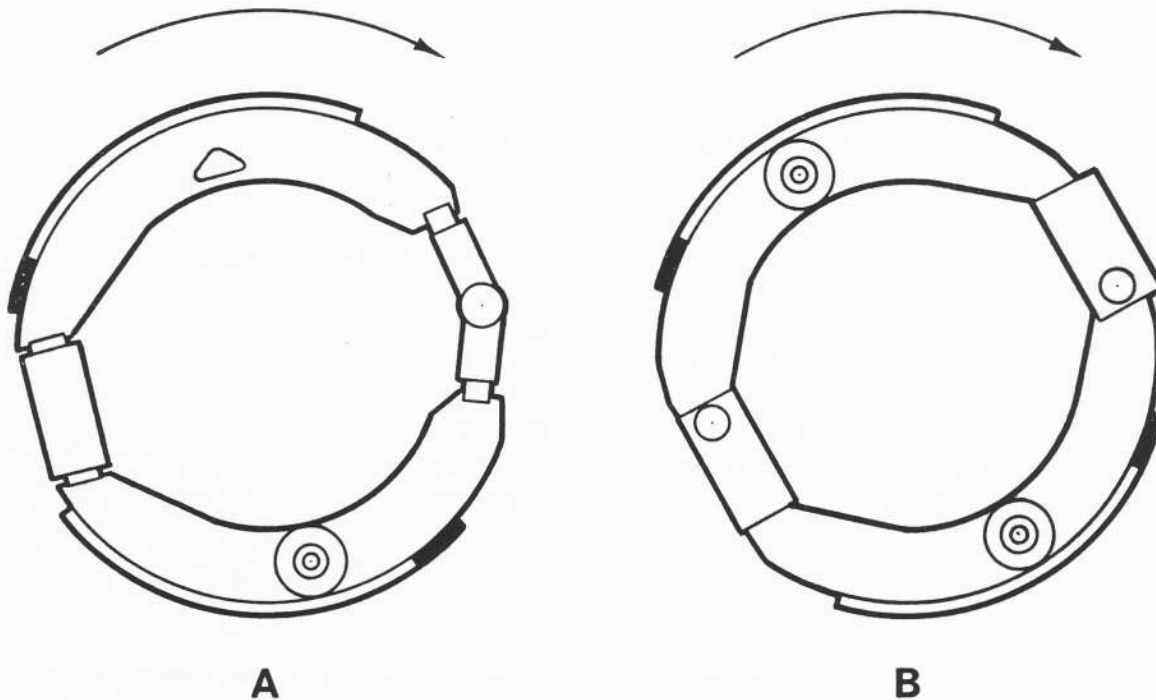


Fig.1 Shortened brake linings

A. Rear B. Front

PROCEDURE

Identify the shortened end of the lining. This can be done by comparing the angular distance between the pairs of rivet holes. The end of the lining which has the two adjacent pairs of rivet holes closest together is the shortened end. Place the lining on the brake shoe in the correct position. As described earlier, the linings have been shortened at the leading edge, this being seen more clearly in Figure 1. The shaded parts of the lining denoting the portions which have been cut off.

Mark the position of the two new holes.

Remove the lining and drill two holes in the brake shoe to 0.187 in. dia.

Rivet the brake lining to the shoe in the normal manner.

FOR INFORMATION

SLOTTED BRAKE SERVO PLATE

APPLICABLE TO: All S3 cars prior to the following chassis numbers.

Silver Cloud III	SHS.251
Silver Cloud III L.W.B.	CEL.51
Coachbuilt Silver Cloud III	SJR.561.C
Bentley S3	B.88.GJ
Bentley S3 L.W.B.	LBBL.10
Bentley Continental S3	BC.2.XD
Phantom V	5.VD.53

DESCRIPTION

Over the past year, the number of complaints of brake servo inefficiency have been increasing. Investigation has revealed that many of the complaints are from owners who use their cars in town conditions where frequent but light application of the brakes is required. These driving conditions can cause rapid and excessive glazing of the servo lining. This Service Bulletin is issued to advise Retailers and Service Personnel that a new brake servo pressure plate, which will help to keep the lining clean, is now being built into servo motors fitted to current production cars.

It is thought that the glazing of the servo lining is caused by lining dust, generated during operation of the servo, being compressed into the granular structure of the lining material by the many light applications of the brakes especially during town driving. This eventually produces a hard glazed surface which causes the servo to be inefficient.

The chances of the servo lining becoming glazed can be lessened by keeping the face of the lining clean and by increasing the unit loading applied to the friction members for a given pedal pressure. These requirements are satisfied in the new pressure plate which has 16 slots machined at 45° across the friction face. These slots provide 16 scraping edges which effectively keep the lining clean and which, by virtue of the reduction in pressure plate area, increase the unit loading on the friction members. Tests have proved that the slotted servo plate does not adversely affect the wear rate of the lining.

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It should be noted that the new pressure plates supplied from the Crewe Spares Central Stores and the Hythe Road Stores will have sharp edges on either side of each slot, and it is most important that these sharp edges are not removed as they play an important part in assisting the rapid 'bedding in' of the servo lining.

The new servo pressure plate should be fitted retrospectively only if the customer complains of servo inefficiency or squeak.

The part number of the new pressure plate is UG 3066, all other servo parts remaining the same. Where possible in service, servo lined plates already fitted with the AD2 lining should be refitted after first breaking down the glazed surface, providing that the lining is not cracked or in an oily condition.

FOR INFORMATION

RENEWAL OF RUBBER COMPONENTS FOR THE S3 BRAKING SYSTEM

APPLICABLE TO:

All S3 cars.

In the interest of safety, it has been decided to re-specify mileages at which the rubber components of the braking system should be renewed. These mileages and action required are as follows.

48,000 miles

Renew the high and low pressure hoses and wheel cylinder seals.

60,000 miles

Renew the brake master cylinder seals.

The above mentioned seals should be renewed at the brake reline nearest to the mileage quoted. Dust and water excluders should be changed as and when necessary, that is, after examination at a brake reline or if the shoes are removed for any reason.

The cost of renewing all rubber components is chargeable to the customer. However, it must be emphasised that it should not be a normal function to renew such components unless other work is being undertaken at the same time; also, the approval of the customer must be obtained as to the charges to be incurred.

CATEGORY C

CASTROL-GIRLING 'AMBER' BRAKE FLUID

APPLICABLE TO:

Rolls-Royce Silver Cloud III and Bentley S3, and all other 'S' Series cars

DESCRIPTION

This Service Bulletin is issued to advise Distributors, Retailers and Service Personnel that Castrol-Girling 'Amber' Brake Fluid is suitable for use in the braking systems of the above cars.

This type of fluid meets and exceeds the British Standards Specification SAE 70 R3 for extra heavy duty fluids and as the name implies it is amber in colour.

The 'Amber' fluid is miscible with 'Crimson' fluid and can be used for all topping-up purposes on systems already filled with 'Crimson' fluid, however, it is not advisable to use 'Crimson' fluid for topping-up systems already filled with 'Amber' fluid, as this would reduce the effectiveness of the 'Amber' fluid.

It is suggested therefore, that in the event of a braking system being filled with 'Amber' fluid, a label is attached to the brake reservoirs advising that only 'Amber' fluid should be used in that particular system.