

ROLLS-ROYCE

Silver Cloud II

Third Edition

Oil filter (see Fig 16)

The Full Flow oil filter element should be renewed every 5,000 miles. **It is not practicable to clean it and no attempt should be made to do so.**

The front of the car should be raised on jacks or upon ramps before proceeding to remove the filter bowl.

Note: To enable the filter bowl to be removed from a left-hand drive car, it is necessary to turn the wheels to full left-hand lock; it will also simplify removal of the bowl on right-hand drive cars if the wheels are turned to full left-hand lock.

Unscrew the set-bolt at the bottom of the filter whilst supporting the filter bowl by hand.

Remove the bowl, keeping it upright to avoid spilling the oil. Drain the oil and discard the element. The bowl should then be cleaned, ensuring also that the rim of the bowl is free from foreign matter.

Fit a new element and a new rubber sealing ring; lightly smear the rubber ring with oil to hold it in position. Fit a new joint washer to the bolt and refit the bowl. Run the engine and inspect the filter joint for oil leaks.

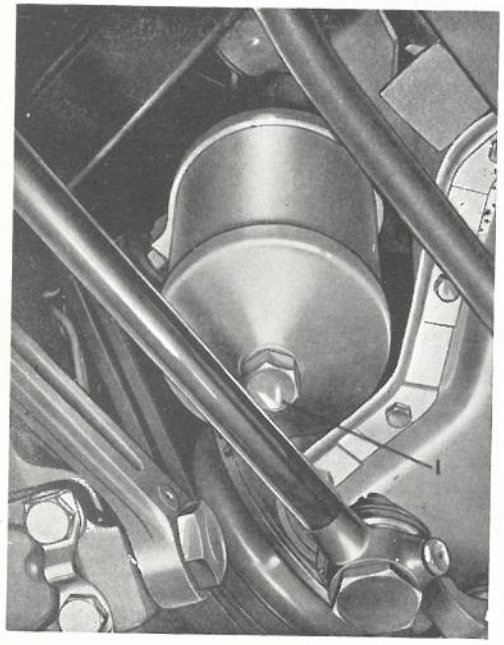


Fig 16 OIL FILTER
1 Securing bolt

ENGINE COOLING SYSTEM

Topping-up the radiator

The cooling system is pressurised; **under no circumstances should the filler cap be removed while the engine is running.** When removing the filler cap, unscrew it slowly to allow the pressure to drop.

The coolant level should be checked weekly when cold, and topped-up as necessary with an approved anti-freeze mixture (see Page 28).

SECTION L.

AIR CONDITIONING.

Containing :—

Group 1. Controls (127" *W/Base*—123" *W/Base Coachbuilt*).

" 2. Controls (123" *W Base other than Coachbuilt*).

" 3. Heater Ducting (123" *W/Base Coachbuilt*).

" 4. Heater Ducting (127" *W/Base*).

" 5. Demister Ducting (127" *W/Base*—123" *W/Base Coachbuilt*).

" 6. Heater and Demister Ducting (123" *W/Base other than Coachbuilt*).

" 7. Refrigeration—Radiator Fittings.

" 8. Refrigeration—Under Wing—Evaporator Pipes and Fittings.

" 9. Refrigeration—Under Wing—Body Fittings and Springs.

" 10. Refrigeration—Under Wing—Electrical.

" 11. Refrigeration—Compressor— Pipes and Fittings. (U.S.A. and Canada)

" 12. Refrigeration—Body and Electrical Fittings (U.S.A. and Canada)

" 13. Part Refrigeration—Body Fittings (*U.S.A.*)

" 14. Refrigeration—Texas Boot—Unit and Compressor.

" 15. Refrigeration—Texas Boot—Body and Electrical Fittings.

" 16. Refrigeration—Boot—Unit and Compressor.

" 17. Refrigeration—Boot—Body Fittings.

" 18. Refrigeration—Boot—Electrical.

" 19. Fresh Air Ducting (123" *W/Base other than Coachbuilt*).

PARTS LIST

ROLLS-ROYCE SILVER CLOUD II,

BENTLEY S2, BENTLEY CONTINENTAL S2,

Ref.	Part No.	Description	No. off	Remarks
1	UD.6149	ASSEMBLY–Air Scoop	1	
2	UD.6130	ASSEMBLY–Blower Housing	1	
3	UD.6122	HOUSING–Blower	1	
4	KB.250/Z	STUD	3	
5	K.4006/Z	NUT–Stud–Blower Housing	3	
6	UA.6101/Z	WASHER–Plain–Stud–Blower Housing	6	
7	UD.6127	FAN–Blower Motor	1	
8	UD.2301	NUT–Collet–Fan	1	
9	UD.2520	INSERT–Fan	1	
10	UD.4184	MOTOR–Blower	1	
11	UA.106/Z	BOLT–Blower Unit to Mounting Bracket	2	
12	UA.301/Z	NUT–Bolt	2	
13	UA.6102/Z	WASHER–Plain	6	
14	UR.6045	PIECE–Distance–Blower Unit	2	
15	UR.6046	GROMMET	2	
16	UD.5164	ASSEMBLY–Inlet Duct and Sleeve	1	
17	UD.4853	STRAP–Support–Inlet Duct to Blower	1	
18	CS.35124/R	RIVET–Bifurcated	1	
19	UA.6102/Z	WASHER–Plain	1	
20	UD.6173	DUCT–Inlet–Rear End	1	
21	UD.6035	BEARING–Flap Spindle	4	
22	UD.6036	WASHER–Retaining–Flap Spindle	4	
23	UD.8110	FLAP–Evaporator Control–Demister	1	
24	UD.8111	FLAP–Heater Control	1	
25	K.4404/Z	WASHER–Plain–Flaps to Spindle	4	
26	K.4006/Z	NUT–Flaps to Spindle	4	
27	UD.8109	BOLT–Eye–Flap Spindle	4	
28	UD.5120	SEAL–Flaps	8	
29	UD.5070	ASSEMBLY–Abutment Seal	1	
30	CS.31040/Z	SCREW–Sheet Metal–Abutment to Duct	18	
31	CS.32022/Z	WASHER–Plain–Screw	18	
32	UD.5138	ASSEMBLY–Spindle–Flap	2	
33	UD.8104	SCREW–Socket–Eye Bolt	4	
34	UD.6081	PLATE–Splitter–Inlet Duct	1	
35	CS.31041/Z	SCREW–Sheet Metal–Splitter Plate	9	
36	CS.32022/Z	WASHER–Plain–Screw	9	
37	UD.6038	COVER–Dust–Flap Spindle	2	
38	UD.6056	ASSEMBLY–Bracket–Mounting–Lower	1	
39	UD.4988	STUD	3	
40	UD.6057	ASSEMBLY–Bracket–Mounting–Upper	1	
41	UD.4988	STUD	3	
42	UA.302/Z	NUT–Mounting Bracket	6	
43	UA.6103/Z	WASHER–Plain–Nut	6	
44	UD.6077	DUCT–Transfer–Recirculated Air	1	Not required when Refrigeration is fitted.
45	UD.5783	ASSEMBLY–Back Plate–Heater Pipe Clip to Transfer Duct	1	
46	UD.5782	PLATE–Back	1	
47	UD.5898	NUT–Anchor	1	
48	KB.12123/Z	RIVET–C/Sunk	2	
49	UD.5897	PLATE–Front–Heater Pipe Clip to Transfer Duct	1	
50	CS.31041/Z	SCREW–Sheet Metal–Back Plate to Transfer Duct	2	
51	UE.7957	CLIP–Heater Pipes to Transfer Duct	1	
52	UA.104/Z	SETSCREW–Clip	1	
53	UA.1251/Z	WASHER–Plain–Setscrew	1	
54	UD.4931	HEATER UNIT	1	
55	UD.6059	ASSEMBLY–Dummy Evaporator	2	Not required when Refrigeration is fitted.
56	UD.5016	STRIP–Packing	As required.	
57	UD.6050	BRACKET–Steady–Upper Evaporator	1	
58	UA.103/Z	BOLT–Steady Bracket to Evaporator	2	
59	UA.6102/Z	WASHER–Plain–Bolt	4	
60	UA.301/Z	NUT–Bolt	2	
61	UA.153/Z	BOLT–Steady Bracket to Valance Plate	1	
62	UA.6103/Z	WASHER–Plain–Bolt	2	
63	UA.302/Z	NUT–Bolt	1	
64	UA.105/Z	BOLT–Heater to Evaporator	12	
65	UA.1251/Z	WASHER–Plain–Bolt	18	
66	UA.301/Z	NUT–Bolt	12	
67	UA.1251/Z	WASHER–Plain	3	
68	UD.4900	STIFFENER–Ducts	2	
69	UD.5150	STRIP–Sealing–Outer–Ducts	3	
70	UD.5151	STRIP–Sealing–Inner–Ducts	2	
71	UD.5152	STRIP–Sealing–Inner–Ducts	1	
72	UD.5153	STRIP–Sealing–Upper and Lower	4	
73	UD.5305	ASSEMBLY–Sealing Strip–Inlet Duct	1	
74	UD.6076	DUCT–Saloon Outlet	1	
75	UD.6075	PLATE–Splitter–Saloon Outlet Duct	1	
76	CS.31041/Z	SCREW–Sheet Metal–Splitter Plate to Duct	6	
77	CS.32022/Z	WASHER–Plain–Screw	6	
78	UD.4984	PIECE–Trapping–Outlet Ducts	2	
79	CS.35083/Z	RIVET–Bifurcated–Outlet Ducts	8	
80	UD.6079	DUCT–Demister Outlet	1	
81	UD.6083	SEAL–Recirculated Air Duct to Outlet Duct	1	
82	CS.31041/Z	SCREW–Sheet Metal–Ducts to Heater and Evaporators	80	
83	UD.5163	ASSEMBLY–Duct–Inlet–Recirculating	1	
84	UD.5166	ASSEMBLY–Duct–Outlet–Blower	1	
85	UD.6130	ASSEMBLY–Blower Housing	1	
86	UD.6122	HOUSING–Blower	1	
87	KB.250/Z	STUD	3	
88	K.4006/Z	NUT–Stud–Blower Housing	3	
89	UA.6101/Z	WASHER–Plain–Stud–Blower Housing	6	
90	UD.6127	FAN–Blower Motor	1	
91	UD.2301	NUT–Collet–Fan	1	
92	UD.2520	INSERT–Fan	1	
93	UD.4184	MOTOR–Blower	1	
94	UA.106/Z	BOLT–Blower Unit to Bracket	2	
95	UA.6102/Z	WASHER–Plain–Bolt	6	
96	UA.301/Z	NUT–Bolt	2	
97	UR.6045	PIECE–Distance	2	
98	UR.6046	GROMMET	2	
99	UD.5165	ASSEMBLY–Duct–Inlet–Blower	1	
100	UD.6053	PAD–Recirculating Air Duct	1	
101	UD.6193	PLATE–Trapping Strap	2	
102	UD.6085	RIVET–Plate–Trapping Strap	5	
103	UD.6044	STRAP–Support Bracket	1	
104	UB.2926	ASSEMBLY–Cover–Intake Duct	1	
105	UB.2927	COVER	1	
106	UB.2928	GRILLE	2	
107	UW.2148	LINING–Felt	1	
108	UW.2149	FILTER–Nylon	1	
109	CS.31061/Z	SCREW–Sheet Metal–Cover to Floor	2	
110	CS.31041/Z	SCREW–Sheet Metal–Cover to Floor	3	
111	CS.32022/Z	WASHER–Plain–Screw	3	
112	UW.2131	FELT–Cover	1	
113	UD.6185	CLIP–Jubilee–Duct to Blower Motor	3	
114	UD.5277	RING–Reinforcing–Outlet Duct	1	
115	RE.5601	CLIP–Jubilee–Reinforcing Ring	1	
116	UD.6185	CLIP–Jubilee–Outlet Duct to Blower	1	
117	UD.4985	STIFFENER–Outlet Duct–Demister	4	
118	UD.4986	STIFFENER–Outlet Duct–Saloon	4	
119	UD.5155	SEAL–Ducts–Dash Side	1	
120	UD.5461	STIFFENER–Top and Bottom–Outlet Duct–Saloon	2	
121	UD.5462	STIFFENER–Bottom–Outlet Duct–Demister	1	
122	UD.5460	STIFFENER–Top–Outlet Duct–Demister	1	
123	UD.4854	DUCT–Cross–Demister–RH Half	1	Not required when Refrigeration is fitted.
124	UD.4855	DUCT–Cross–Demister–LH Half	1	
125	UD.1341	TUBE–Flexible–Outer–RH–Demister	1	
126	UD.3936	TUBE–Flexible–Outer–LH–Demister	1	
127	UD.3937	TUBE–Flexible–Inner–LH–Demister	1	
128	UD.3938	TUBE–Flexible–Inner–RH–Demister	1	
129	373/162	ASSEMBLY–Nozzle–Demister	4	
130	CS.30101/Z	SCREW–Demister Nozzle to Dash	14	
131	K.4404/Z	WASHER–Plain–Screw	16	
132	UD.6251	DUCT–Cross–Heater–LH	1	Not required when Refrigeration is fitted.
133	UD.6252	DUCT–Cross–Heater–RH	1	
134	UD.6084	DUCT–Sidescreen–Outlet–RH	1	
135	UD.6069	DUCT–Sidescreen–Outlet–LH	1	
136	UD.5766	ASSEMBLY–Outlet Duct–Sidescreen	2	
137	UD.4097	WASHER–Plain–Duct	4	

Items marked † are not supplied as individual parts

Printed in England
November 1961
TSD 729

CHAPTER G

BRAKING SYSTEM

SECTION G1 — DATA AND GENERAL DESCRIPTION

Data

Effective Drum Diameter

S1, S2, Bentley Continental S2 and Phantom V cars	11·250 in. (28·575 cm.)

Brake Lining Type

S1, S2, Bentley Continental S2 and Phantom V cars	Ferodo DS2 or Mintex M14

Length

S1, S2 and Phantom V cars	10·00 in. (25·4 cm.)
Bentley Continental S2 cars (front)	7·707 in. (19·576 cm.)

Width

S1, S2 and Phantom V cars	3·000 in. (7·62 cm.)
Bentley Continental S2 cars (front)	2·980 in. (7·569 cm.)

Thickness

S1, S2 and Phantom V cars	0·322 in. (8·179 mm.)
Bentley Continental S2 cars (front)	0·347 in. (8·814 mm.)

Diameter of Wheel Cylinder Bores

Front	S1, S2, Bentley Continental S2 and Phantom V cars	1·375 in. (3·492 cm.)
Rear	S1 cars	0·875 in. (2·222 cm.)
Rear	S2, Bentley Continental S2 and Phantom V cars	0·812 in. (2·062 cm.)

Diameter of Master Cylinder System Pistons

Dual system	Upper cylinder	0·980 in. (2·489 cm.)
	Lower cylinder	0·747 in. (1·897 cm.)
Single cylinder system		0·980 in. (2·489 cm.)

Servo Lining — all cars

Type	Ferodo DM8

Servo Operating Levers

		Cam angle
Early S1 cars with single master cylinder		52 deg.
Late S1 cars, Bentley Continental S2 cars	with dual master cylinders	47 deg.
S2 cars, Phantom V cars	with dual master cylinders	37½ deg.

Printed in England

JULY 1961

TSD 729

Tighten the adjusting nut (see Fig. G11) until drag between the plates can just be felt on rocking the servo. Unscrew the adjusting nut two flats (⅓ of a turn) to free the servo. Apply the pedal once to ensure that the outer servo lever has followed the backward turn of the adjusting nut. Hold the adjusting nut and tighten the lock-nut.

Servo 'On-stop' Adjustment

It is essential when fitting the servo 'on-stop' bracket to ensure that it is correctly adjusted (see 'Basic Adjustment of Brake Rods and Linkages — S1 and S2 cars').

SECTION G5
BRAKE SHOES, DRUMS AND EXPANDER MECHANISM

Special tools required:

RH.627 — Trammel

Spring balance — 30 lb. (14 kg.) reading

Replacement shoe and lining assemblies are available and should always be fitted when re-lining is necessary. The front shoe operating fork of the dual master cylinder system has a larger jaw than that of the single master cylinder system in order to accommodate the stiffened web of the later pattern shoe. Shoes are only interchangeable if the operating forks are interchangeable.

When renewing the brake linings due to wear, it is recommended that the following operations are carried out:

1. Fit service replacement shoes.
2. Overhaul the wheel cylinders and fit new rubber seals.
3. Overhaul the master cylinders and fit new rubber seals.
4. Dismantle, clean and grease the rear adjusters.
5. Renew the flexible brake hoses. In the interest of safety it is recommended that these hoses be renewed every 40,000 miles (64,000 kilometres).

Front Brakes — to dismantle

The procedure for the removal of the front shoes **on the S2 Continental** differs from that for the remaining **S2 and all S1 cars**.

Action after removal is common to **all S1 and S2 cars**.

Raise the front of the car using a hydraulic jack.

Remove the wheel and brake drum; if the drum is tight, screw two ⅜ in. U.N.F. bolts into the tapped extraction holes provided.

Withdraw the shoes from the steady posts and from the wheel cylinder rubbers. Withdraw the shoes from the anchor slots in the rear of the wheel cylinders.

Unhook the pull-off springs and remove the shoes.

It is possible to extract the internal parts of the wheel cylinders, including the rubber seals, without removing the wheel cylinder from the carrier plate (see Fig. G22).

Renew the paper gaskets and locking strips if removed.

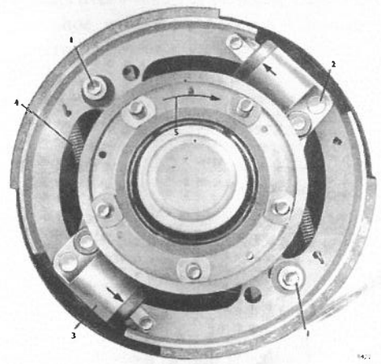


Fig. G19 Front brake — two shoe system — drum removed

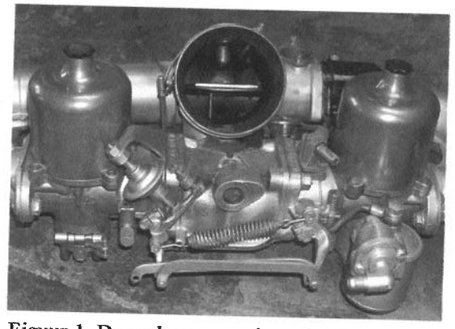
1. SHAKE-BACK STOP
2. SHOE PIVOT
3. WHEEL CYLINDER
4. RETURN SPRING
5. FORWARD WHEEL ROTATION

De carburateurs

Door Rob Wilde

Een korte inleiding
Zo ongeveer aan het einde van de jaren '80 is er bij Rolls-Royce en Bentley een einde gekomen aan een tijdperk. Ik bedoel hiermee niet dat de nieuwe Spirit en Spur modellen er aan zaten te komen, maar dat de welbekende carburateurs werden vervangen door het zogenaamde injectiesysteem. Meer dan honderd (!) jaar hebben deze wondertjes van techniek hun werk gedaan. Omdat er veel vragen over dit onderwerp bij mij binnenkomen heb ik besloten er maar eens een verslag aan te wijden. In dit verslag een uitleg van de constructie van de carburateur, zijn functie en uiteraard wat er allemaal mis kan gaan. Het demonteren, reviseren, monteren en als laatste het afstellen van de carburateurs komt in dit verslag aan de orde.

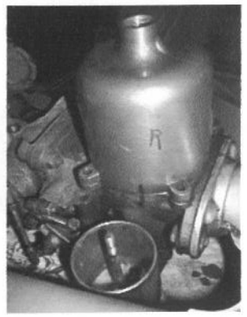
Door de jaren heen zijn er verschillende merken en typen carburateurs toegepast op de Rolls-Royce en Bentley modellen. Carburateurs van het merk S.U. zijn de meest voorkomende. De carburateurs zijn bij de 6 cilinder motoren aan de zijkant gemonteerd, bij de V8 motoren bevinden ze zich boven de motor in combinatie met het choke-huis. Alle modellen vanaf de Silver Cloud en S1 series hebben een automatische choke. Sommige carburateurs uit de tijd van de Bentley MKVI en Silver Dawn modellen moesten het nog zonder automatische choke stellen. Het is goed om te weten dat revisie-onderdelen van deze carburateurs nog volop verkrijgbaar zijn en dat er verschillende bedrijven zich bezig houden met het reviseren van carburateurs, mocht u er zelf niets aan willen doen. Omdat de meeste Rolls-Royce & Bentley modellen met carburateurs van het merk S.U. zijn uitgevoerd, beperk ik me in dit verslag tot dit merk. Geen nood, negen op de tien kans dat u onder uw motorkap een model van dit merk aantreft.



Figuur 1. De carburateurunit zoals die onder andere is toegepast op de Silver Shadow modellen.



Figuur 12. Alle aansluitingen zijn gedemonteerd.



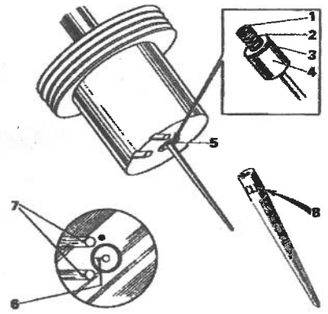
Figuur 13. Markeer de vacuumklok.



Figuur 14. Verwijder de vacuumklok.







op de vacuümklok en het huis van de carburateur dat ze later in dezelfde positie gemonteerd kunnen worden. Merk de klokken om te voorkomen dat u ze onderling verwisselt. Zie figuur 13.
Verwijder de dempers.
Schroef de vacuümklok los van de carburateur en verwijder deze. Zie figuur 14.

2. Kraag.
3. Inkeping.
4. Naaldzadel.
5. Op dit punt moet de naald vlak liggen met de zuiger.
6. Merkteken.
7. Luchtgaten.
8. Merkteken.

CHAPTER C

AIR CONDITIONING

SECTION		PAGE
C 1	Intermediate System	C 1
C 2	Underwing Air Conditioning Unit . .	C 7

ENGINE DATA CHART — S1 CARS — *continued*

DESCRIPTION	DIMENSION	PERMISSIBLE WORN DIMENSIONS	REMARKS
Valve Gear — *continued*			
Inlet valve outer spring compressed to 1·600 in.	41·8–48·8 lb.	35 lb.	Valve closed
Inlet valve inner spring compressed to 1·300 in.	13–17 lb.	10 lb.	Valve closed
Rocker arm bush internal diameter	0·7495 in.–0·74975 in.	0·751 in.	—
Rocker shaft diameter	0·74825 in.–0·7485 in.	—	—
Rocker shaft clearance	0·001 in.–0·0015 in.	0·0035 in.	—
Oil Pump			
Shaft diameter	0·498 in.–0·499 in.	0·496 in.	—
Shaft clearance in bushes	0·001 in.–0·0025 in.	0·0055 in.	—
Bush internal diameter	0·500 in.–0·5005 in.	0·5015 in.	—
Bush interference in case	0·0005 in.–0·0015 in.	—	—
Stationary spindle	0·4985 in.–0·499 in.	0·496 in.	—
Stationary spindle clearance	0·0005 in.–0·0015 in.	0·004 in.	Permissible only when radial clearance of gears in case exceeds this figure
Diametrical clearance between gears and side of chamber	0·0005 in.–0·002 in.	0·006 in.	—
Pump gears — backlash	0·002 in.–0·006 in.	0·010 in.	—
Pump gears — end float	0·001 in.–0·003 in.	0·004 in.	—
Drive gear — backlash	0·002 in.–0·008 in.	0·020 in.	—
Oil Pump Test Rig Performance			
PUMP R.P.M.	OIL PRESSURE RESTRICTED TO	MINIMUM FLOW (pints per minute)	OIL TEMPERATURE (INLET)
500	8 lb/sq. in.	11·2	90°C 294°F
1000	18 lb/sq. in.	26·4	
1500	28 lb/sq. in.	42·6	
Engine oil pressure — normal running	High pressure system: 25 lb/sq. in. (approx.) Low pressure system: 5 lb/sq. in. (approx.)	—	—
Oil Relief Valves			
H.P. valve spring	Free length: 1·8125 in. Load when compressed to 1 in.: 4¾ lb.	—	—
L.P. valve spring	Free length: 1·750 in. Load when compressed to 0·900 in.: 4 oz.	—	—

Printed in England JULY 1961 TSD 726

Printed in England
SEPTEMBER 1961
TSD 729

CHAPTER S

BODY

SECTION S1 — DESCRIPTION AND GENERAL MAINTENANCE

Description

On S1 and S2 cars, the standard saloon body is constructed from pressed steel and supported on the chassis frame by means of rubber mountings.

The doors, bonnet and luggage boot are made of 'Birmabright' alloy, the salient features of which are lightness combined with strength and rigidity.

Large front and rear doors are hinged to the front and centre pillars respectively and permit easy access to the front and rear seats.

Due to the ample proportions of the doors and the boot lid, assistors are provided to minimise the effort required to open and maintain them in an open position.

The front doors are provided with self-cancelling type locks and the action of closing either front door automatically releases the lock; this eliminates the possibility of being inadvertently locked outside the car whilst the key is still inside.

To enable the front doors to be locked from the outside, a lock is provided below each external door handle; the key for operating these locks is also used to turn the ignition switch.

The locks on the rear doors are not the self-cancelling type, therefore they can be locked by means of the remote control handles on the inside of the doors.

Bench type front seats are fitted having individual backs provided with adjustment for rake.

A rear luggage boot provides ample space for luggage and also has a separate compartment for stowing the spare wheel.

General Maintenance

In order to maintain the paintwork in the best possible condition the following procedure should be carried out.

Always remove dirt and mud by means of a liberal supply of clean water; tar can be removed by means of one of the many special proprietary cleaning solutions available, or by gently rubbing with a soft cloth moistened with turpentine substitute.

Under no circumstances should an attempt be made to dry clean the car: this practice can produce scratches which will only be removed by subsequent levelling down and polishing.

After thoroughly washing and drying the paintwork, it should be polished with a good quality wax polish.

Under no circumstances should a polishing compound containing ammonia be used.

Every third month, thoroughly wash the paintwork to remove traffic film and other atmospheric deposits, remove all residual wax polish by means of a suitable cleaning compound such as 'Belco' No. 7 and finally polish with a good quality wax polish.

Printed in England
SEPTEMBER 1961
TSD 729

Disconnect the cables to the electric motor and solenoid at the snap connectors.

If it is necessary to remove the door, pull the loom for the electric motor downwards from the conduit fastened to the front pillar; the loom is held in the conduit by spring clips. Unscrew the three screws securing the conduit to the front pillar and remove the conduit. Carefully withdraw the loom from the door.

Remove the split pin and withdraw the clevis pin from the check-strap.

Support the door and remove the screws securing the upper and lower hinges to the front pillar; the door can now be lifted off together with its hinges.

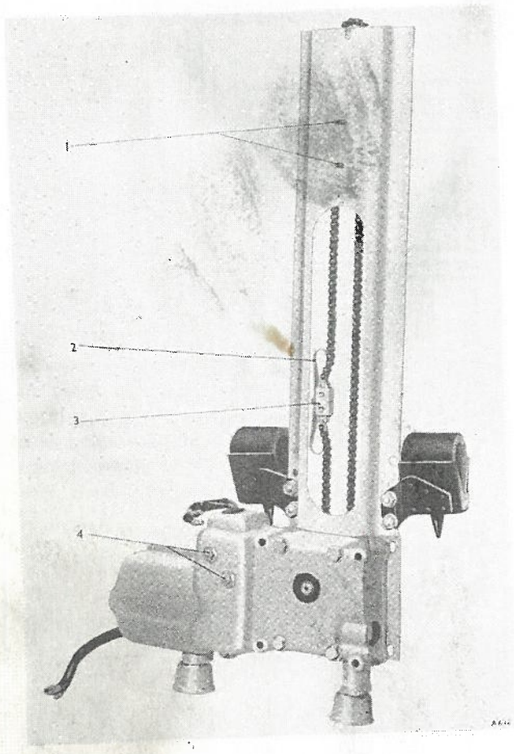


Fig. S18 Motor and mechanism assembly for left-hand rear door

1. STUDS FOR UPPER FLEXIBLE MOUNTING
2. CHAIN TENSION SPRING
3. PICK-UP LINK
4. SOLENOID RETAINING NUTS

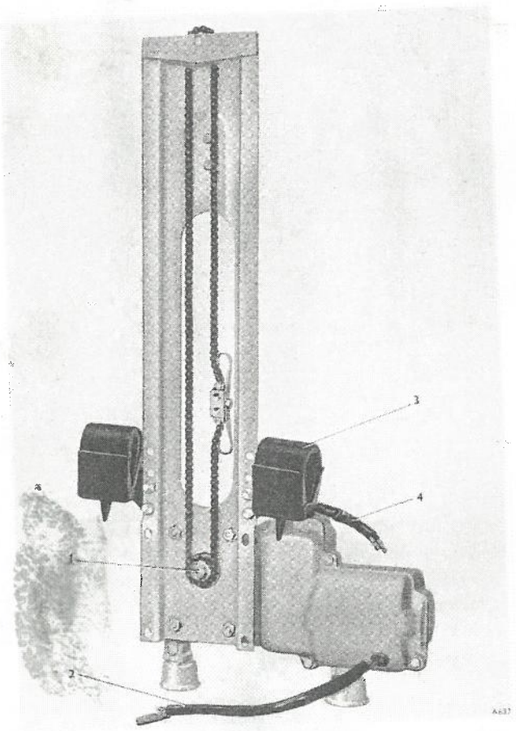


Fig. S19 Reverse side of motor and mechanism assembly for left-hand rear door

1. CHAIN DRIVING SPROCKET
2. CABLES TO ELECTRIC MOTOR
3. LOWER BUFFER STOP
4. CABLES TO SOLENOID

If there is no reason for removing the door, proceed as follows.

Ensure that all cables are placed where they are not liable to impede the removal of the motor and drive unit.

Unscrew the two $\frac{3}{16}$ in. Allen screws which secure the chain 'pick-up' link to the window support channel; these screws are located behind the mechanism (see Fig. S29). If not supported, the window will now be free to drop on to the lower buffer stops; to prevent this it should be secured to the window frame by means of masking tape as shown in Figure S15.