SPECIFICATION IMPROVEMENTS and ELECTRICAL DIAGNOS COURSE 1972

ROLLS-ROYCE MOTORS LIMITED

ROLLS-ROYCE MOTORS LIMITED
CAR DIVISION
CREWE ENGLAND

SPECIFICATION IMPROVEMENTS and ELECTRICAL DIAGNOSIS COURSE 1972

Rolls-Royce Motors
Car Division

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ROLLS-ROYCE MOTORS
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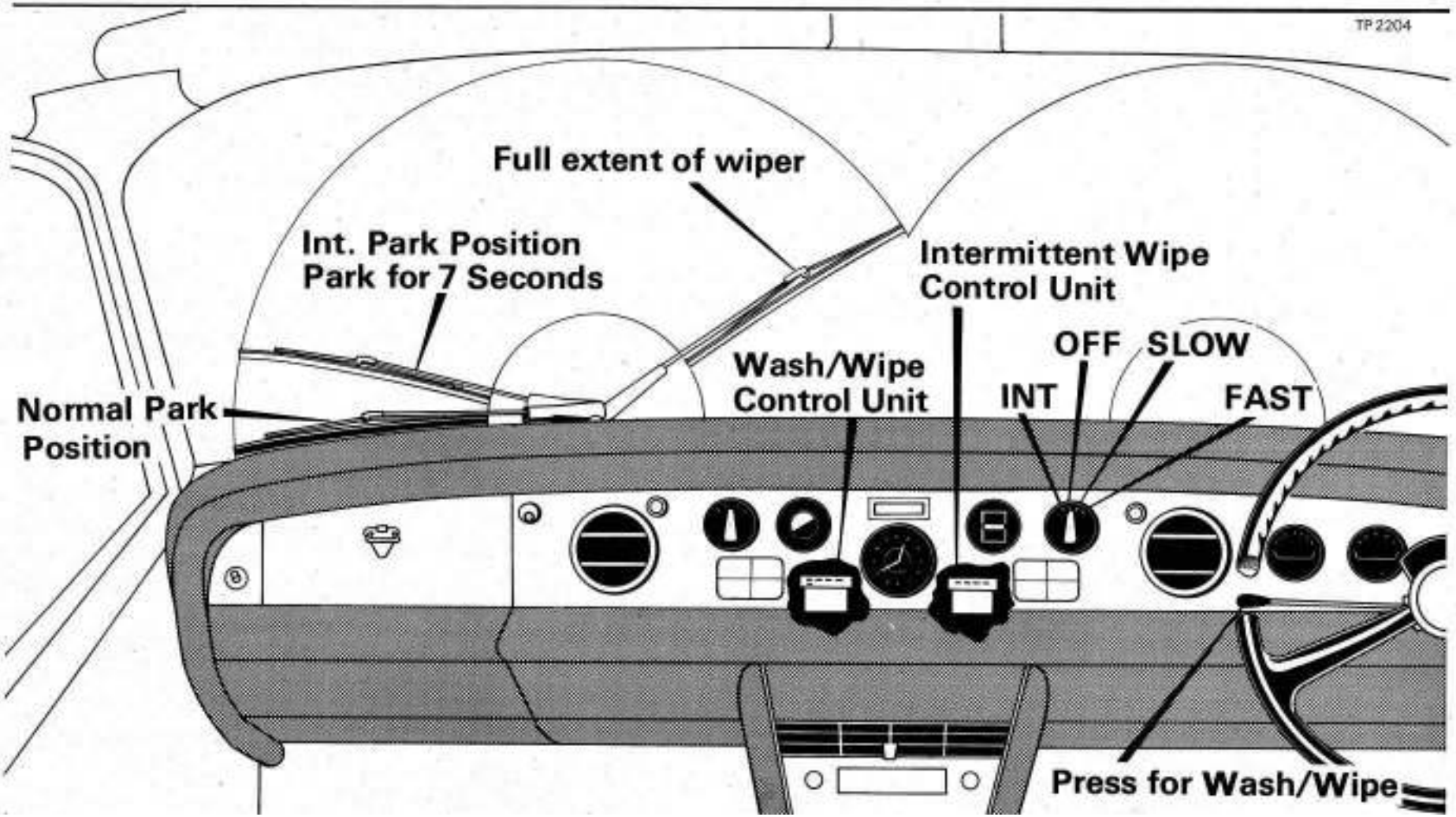
INTERMITTENT WIPER SYSTEM



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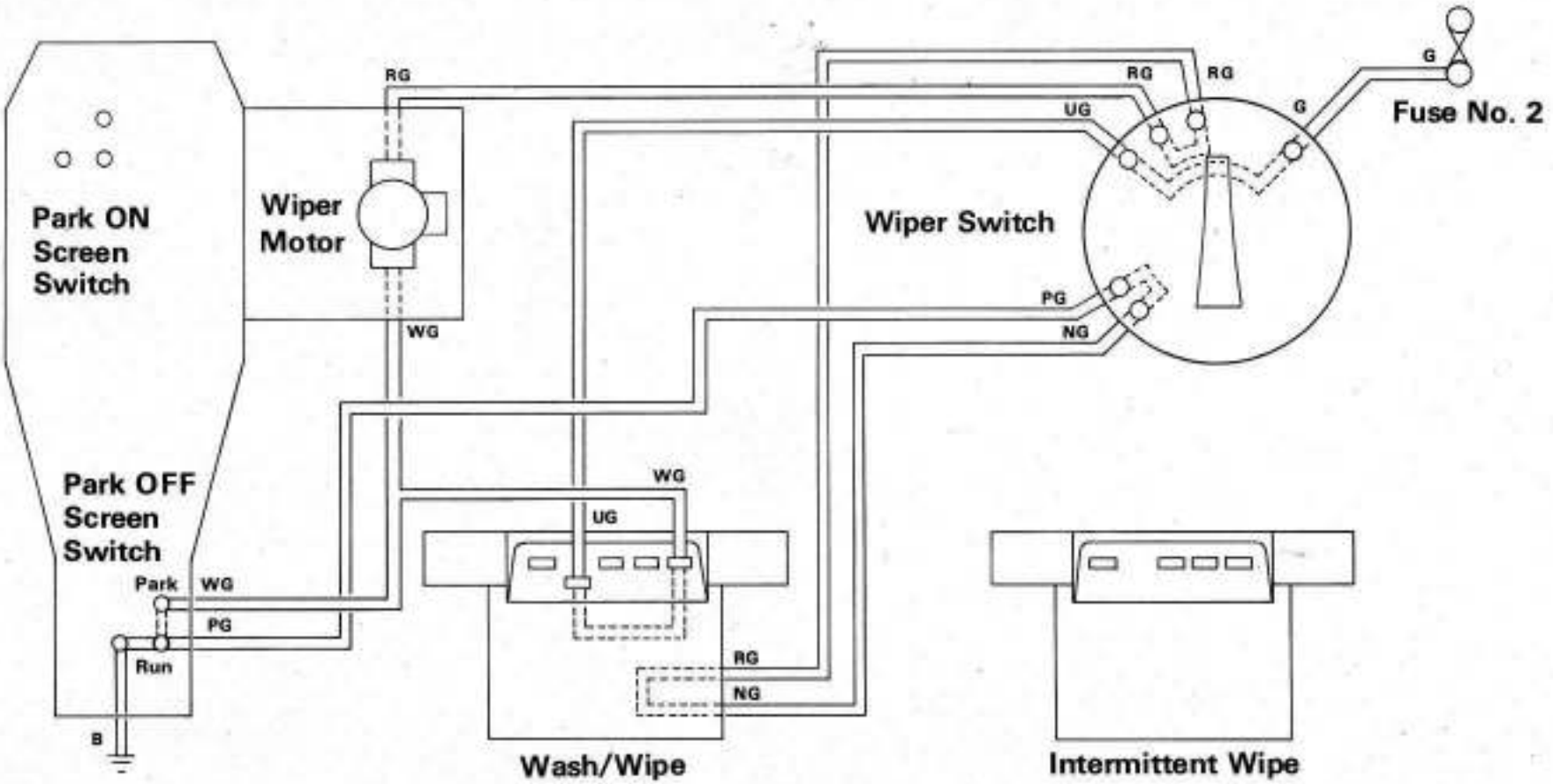
WIPER CIRCUIT
OFF SWITCH POSITION

TP 2316



Dotted lines denote connections made inside components

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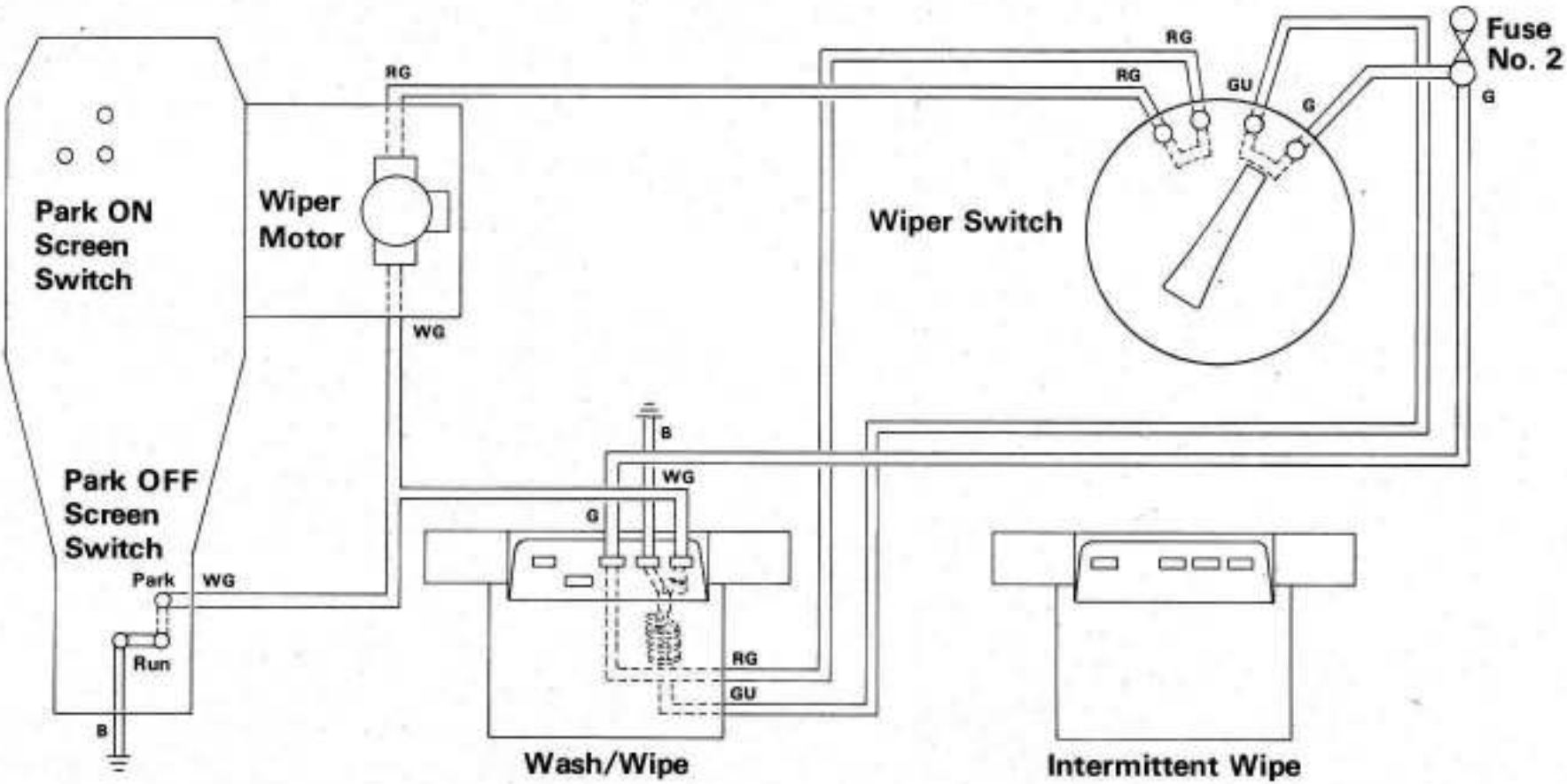
WIPER CIRCUIT
SLOW SWITCH POSITION

TP 2317



Dotted lines denote connections made inside components

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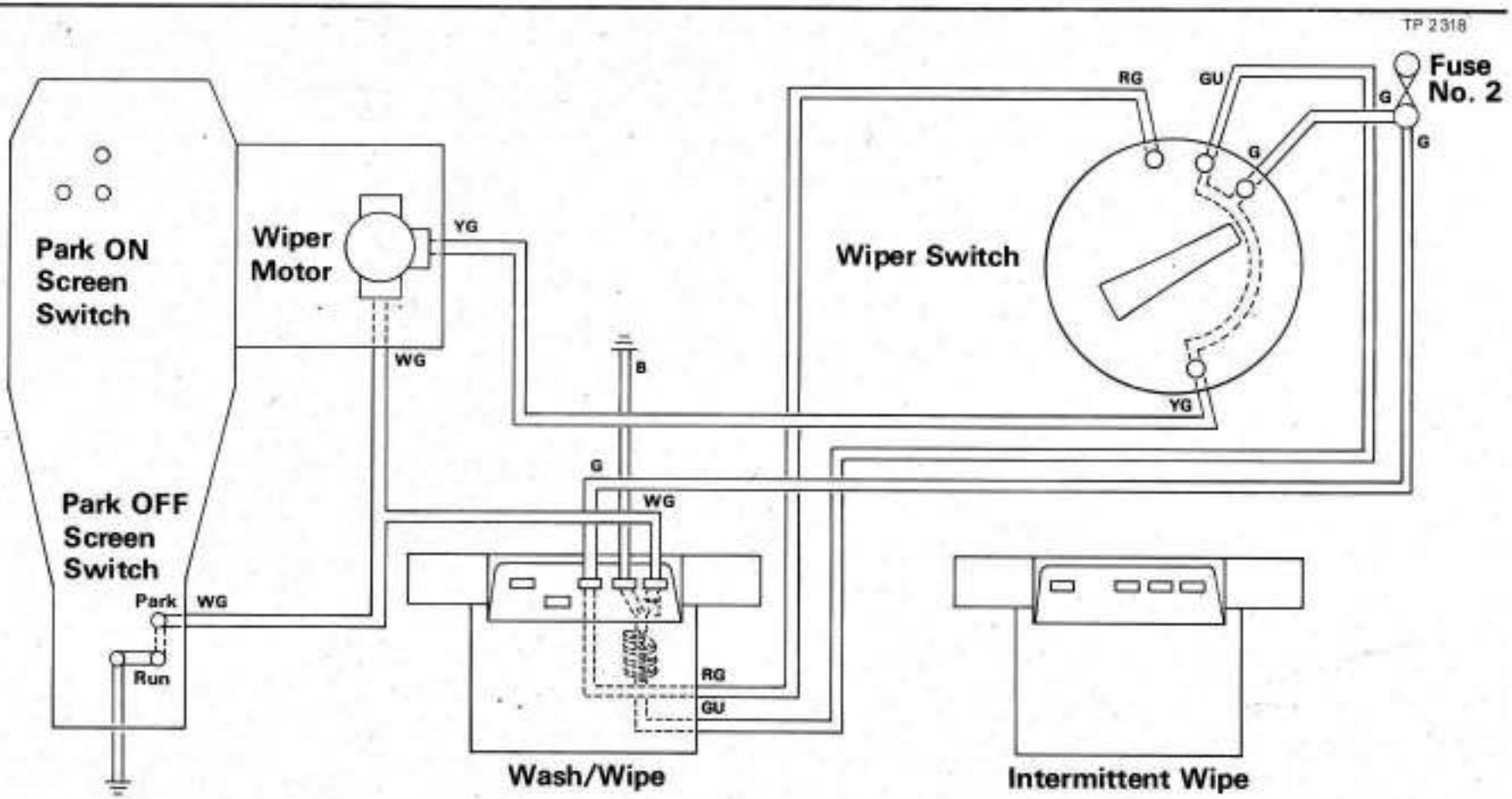
WIPER CIRCUIT
FAST SWITCH POSITION



Dotted lines denote connections made inside components

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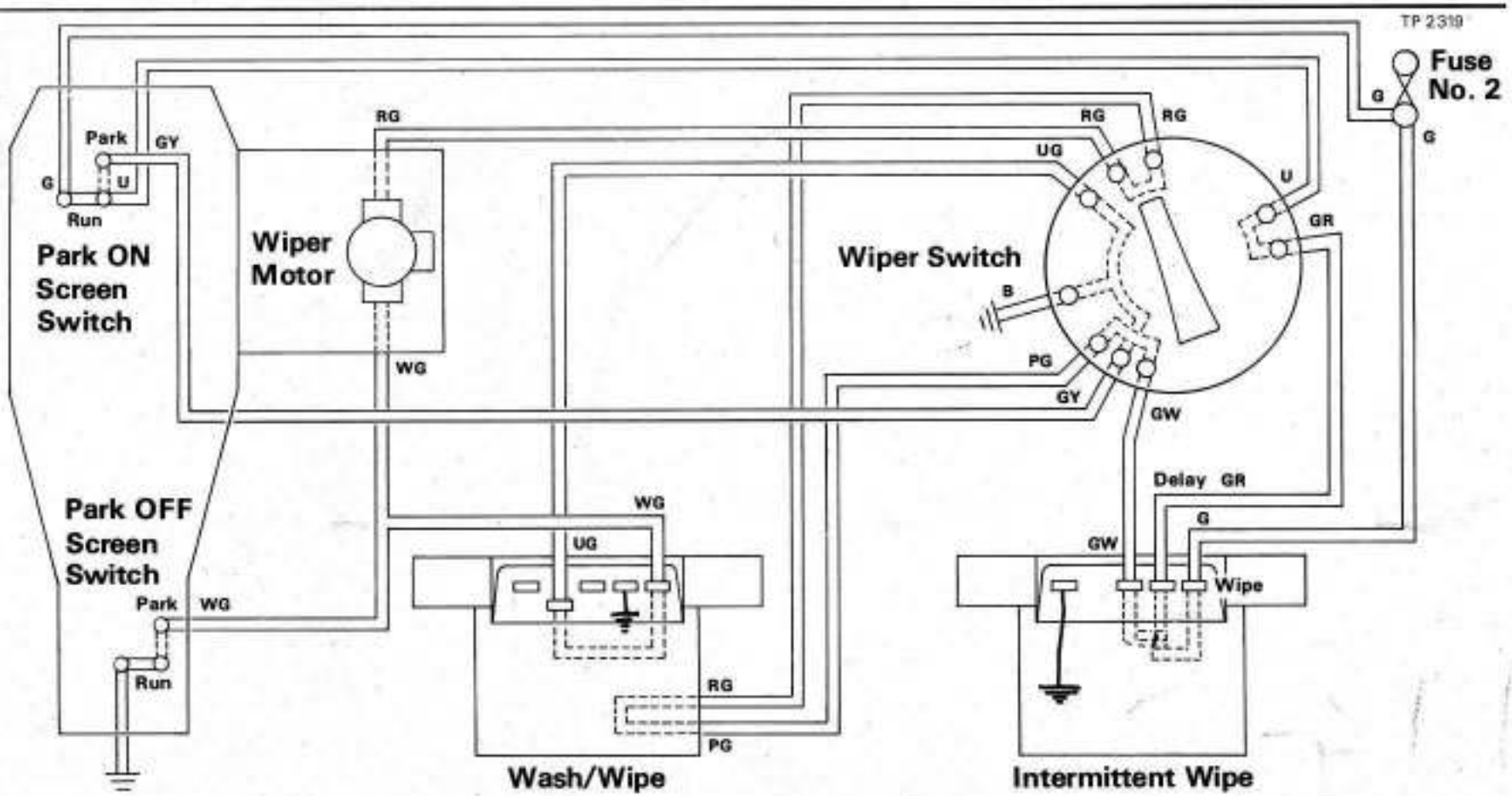
WIPER CIRCUIT
INTERMITTENT SWITCH POSITION



Dotted lines denote connections made inside components

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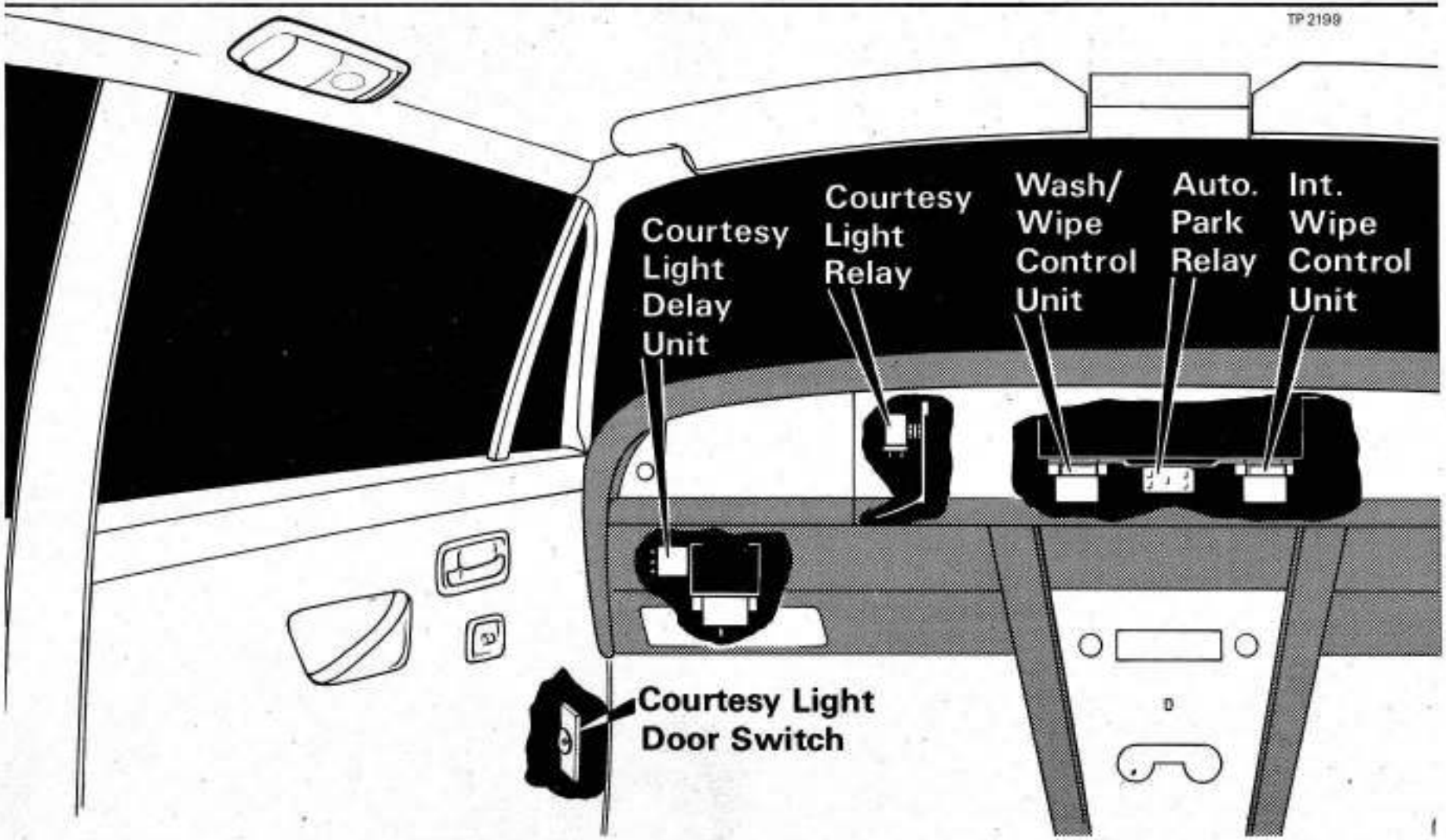
COURTESY LIGHT DELAY SYSTEM



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INTERIOR LIGHTS CIRCUIT

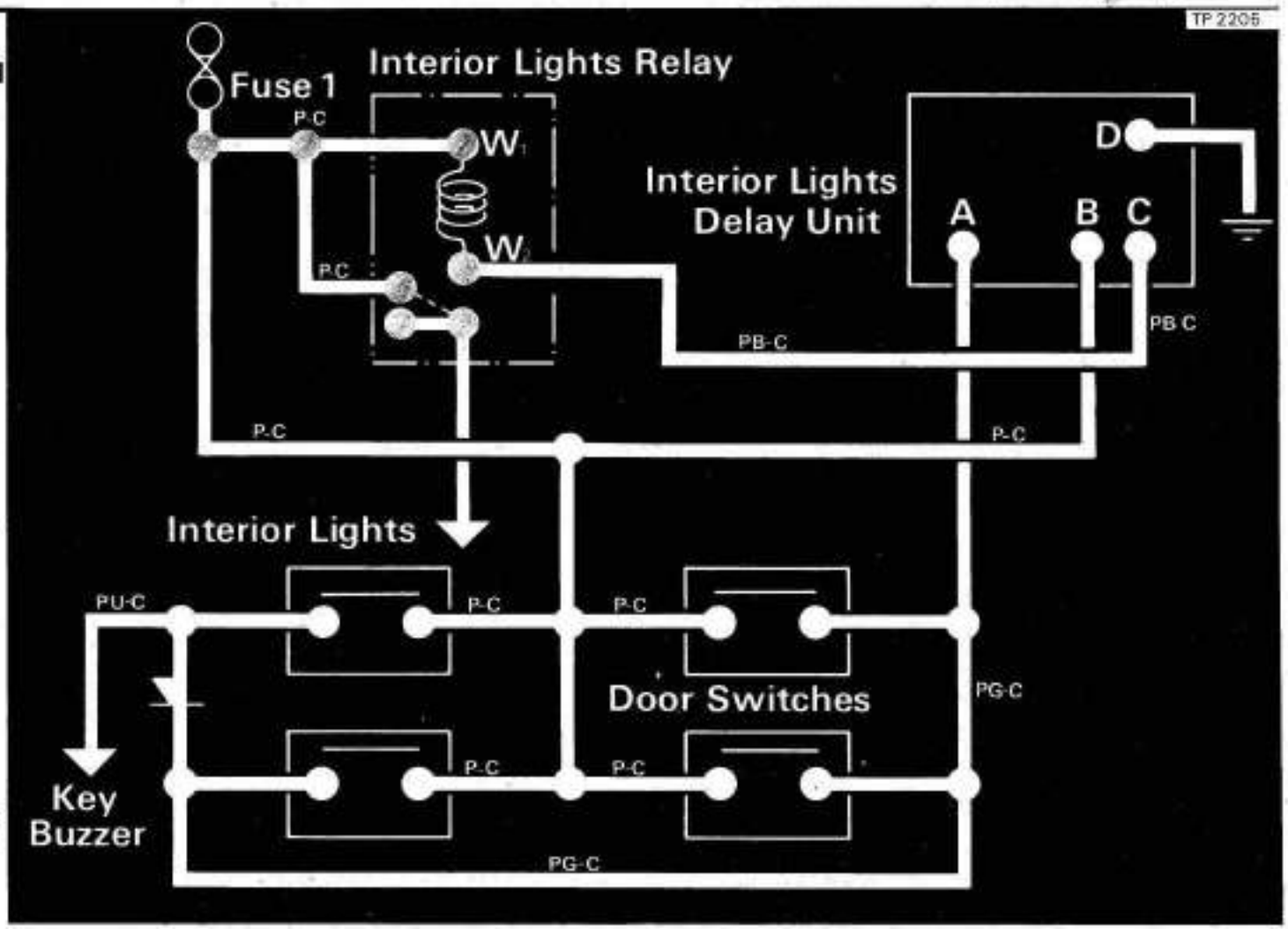
A = Switched Pos
B = Pos Feed
C = Neg output feed
D = Neg Feed

When a door is opened a door switch closes putting 12v onto A.

The delay unit is designed such that with a feed on A&B the delay switch closes, so connecting C to earth at D and pulling in the relay. This feeds the interior lamps and rear door step lamps.

When the last door is closed the feed to A is broken. However, due to the energy stored in a capacitor inside the delay unit the switch is held closed for a further 7 to 10 seconds.

After this period of time, the switch opens and all the lamps are extinguished.



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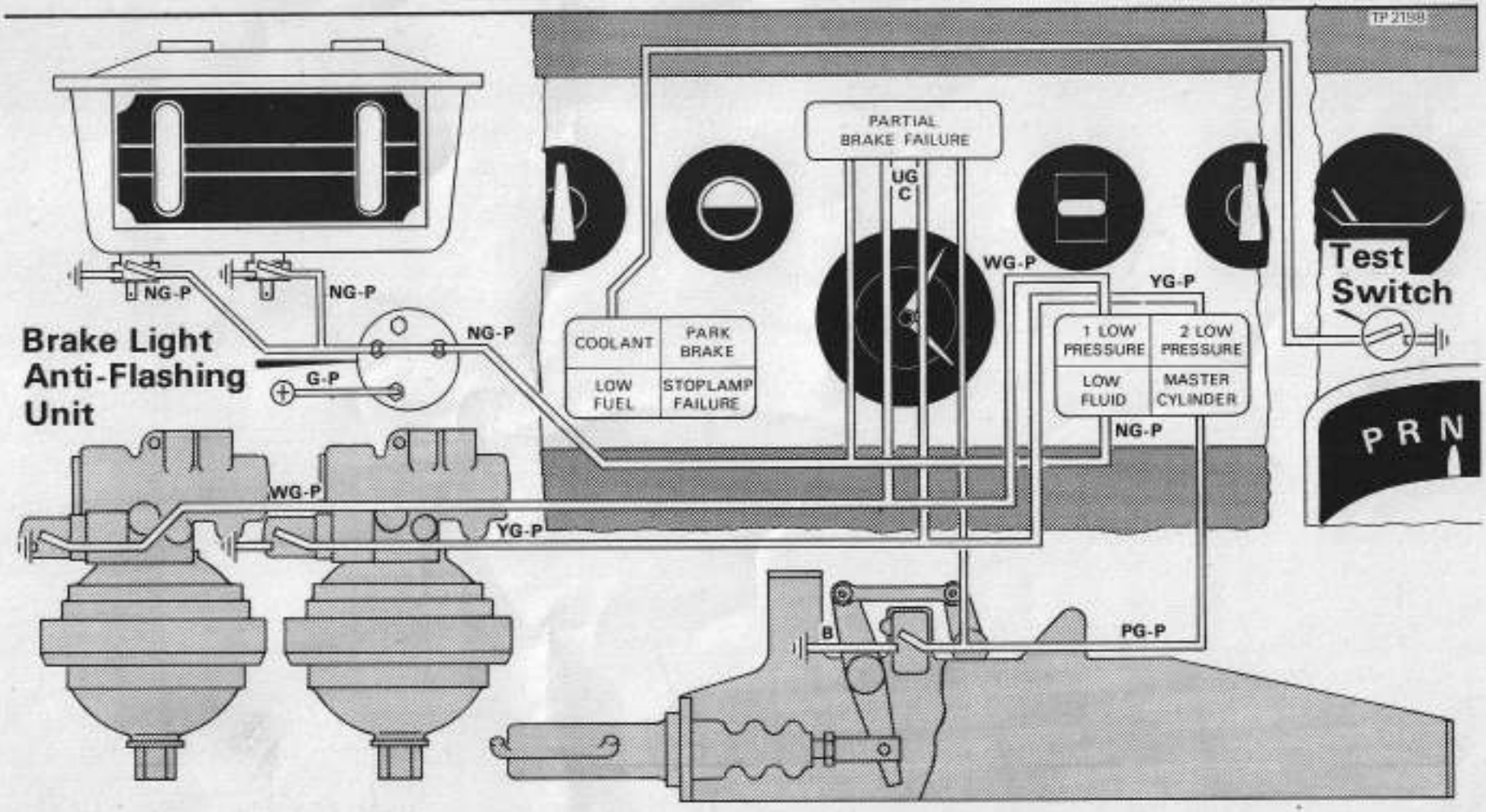
WARNING LIGHTS BRAKING SYSTEM



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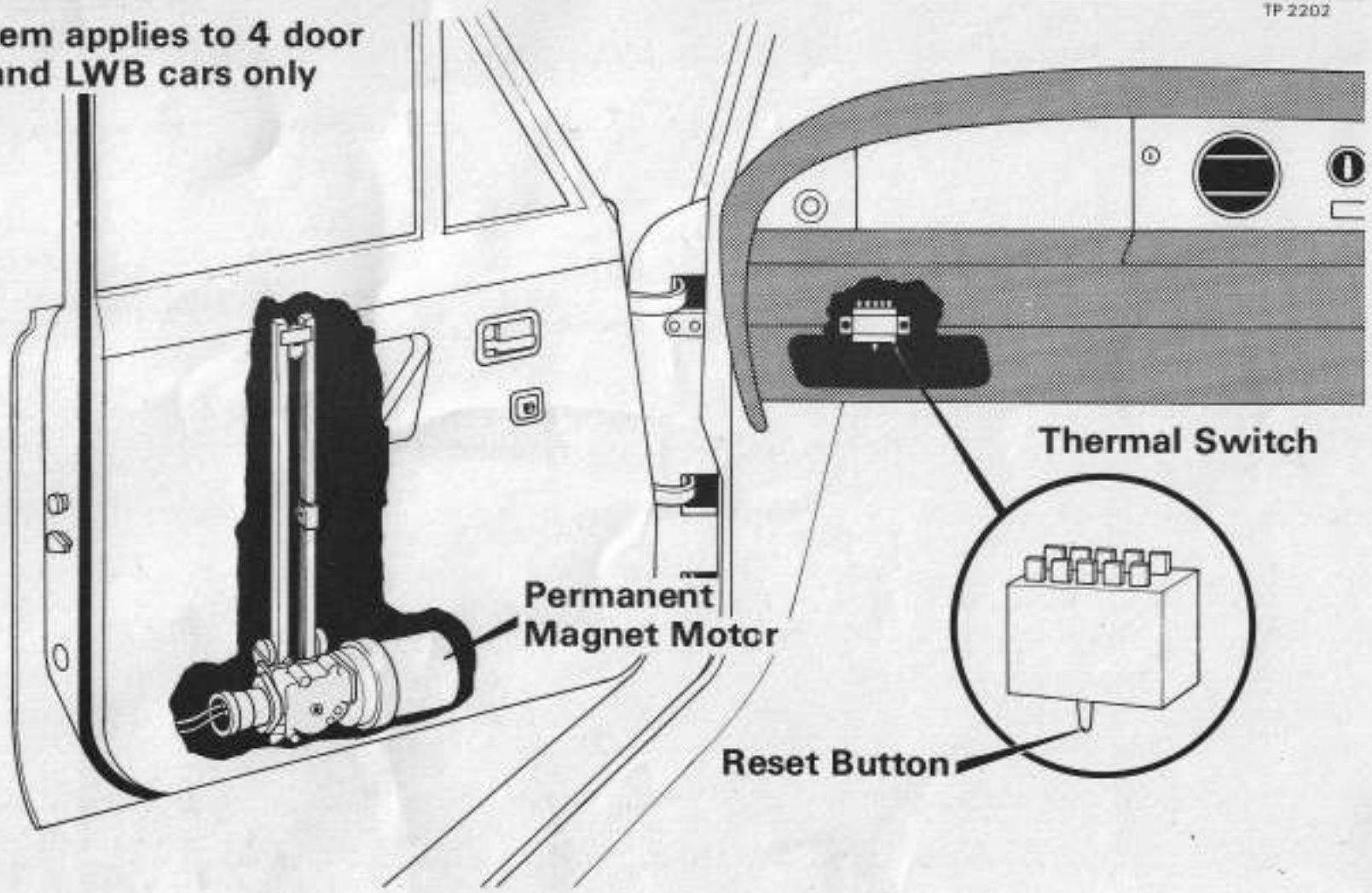
NEW ELECTRICAL WINDOW LIFT MECHANISM

TP 2202

This system applies to 4 door saloons and LWB cars only



CENTRALISED BOOT LOCK

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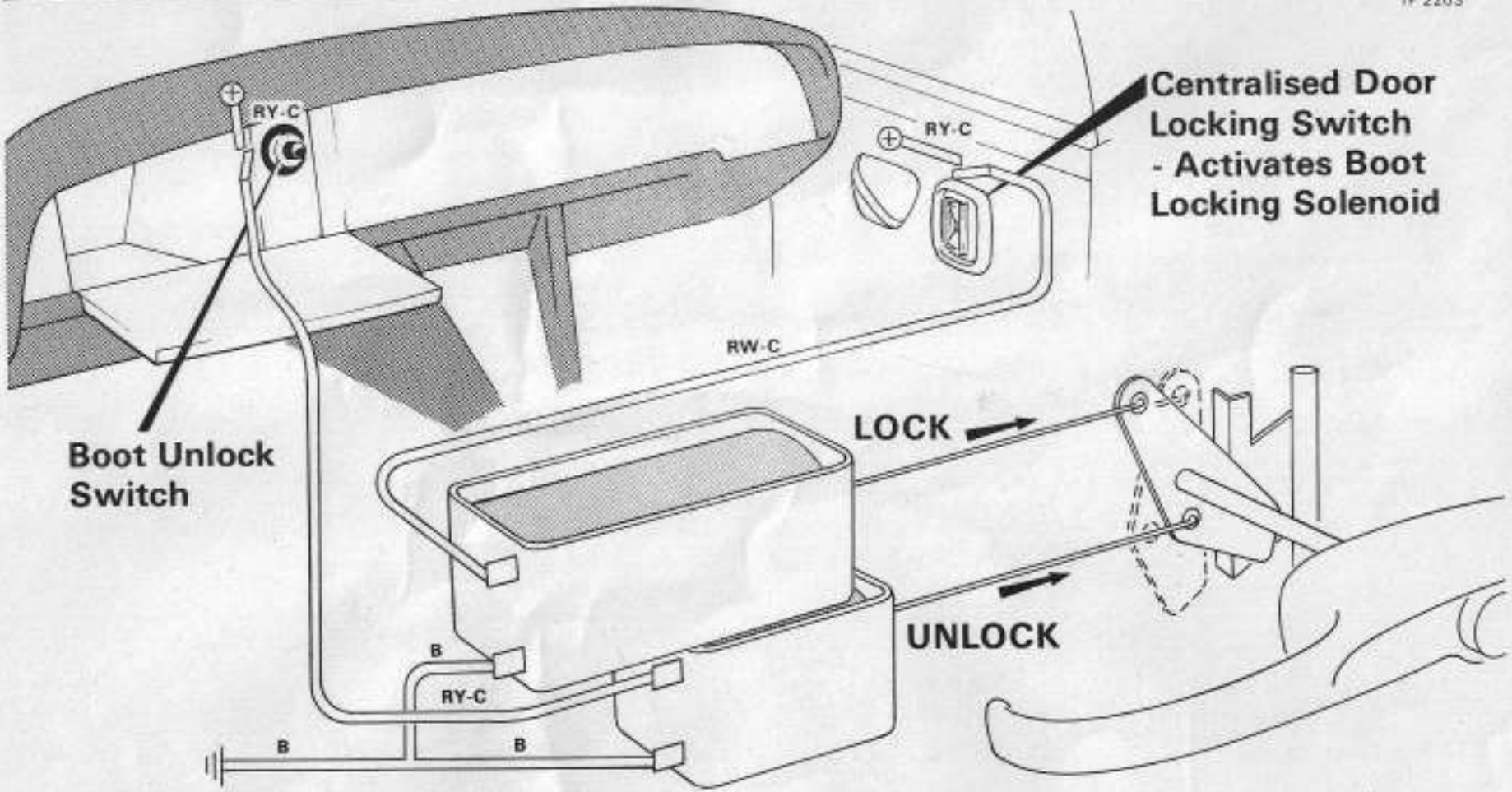
TP 2203



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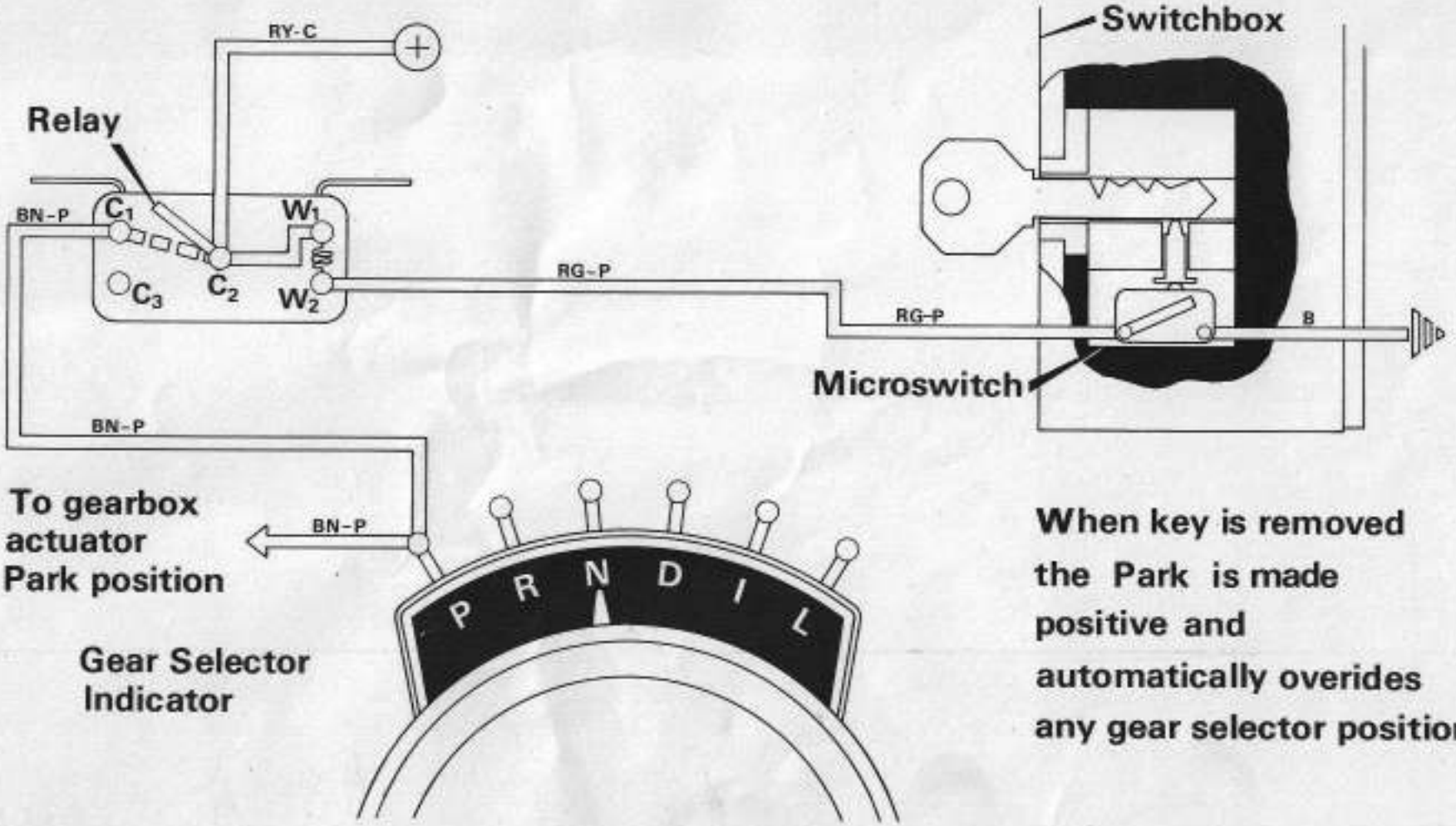
AUTOMATIC SELECTION OF PARK

TP2200



When key is removed the Park is made positive and automatically overides any gear selector position

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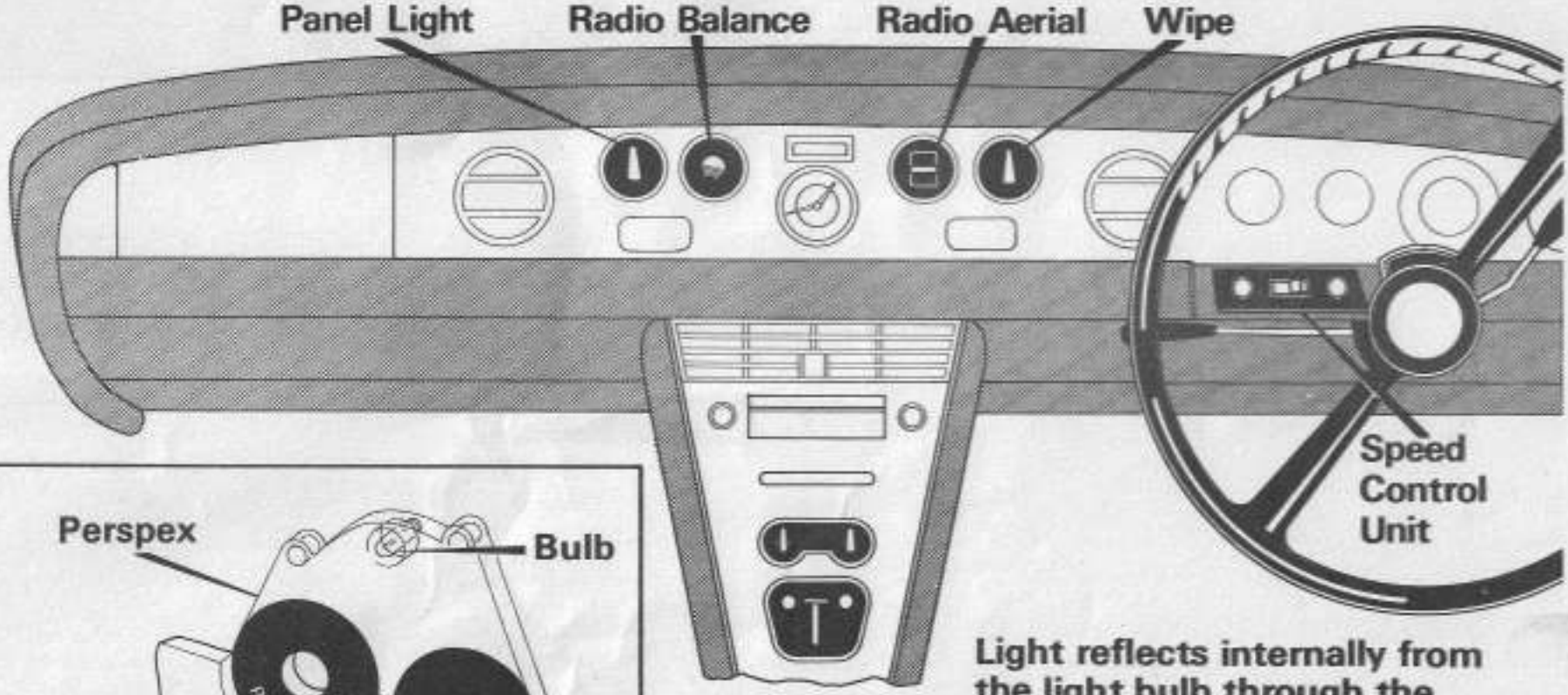
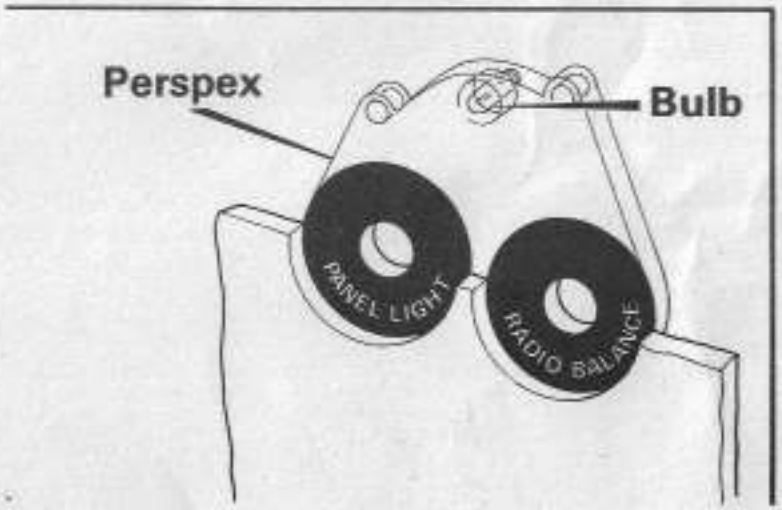
ILLUMINATED SWITCH LEGENDS

TP 2213





Light reflects internally from the light bulb through the perspex onto the panels to the switch Legends Visible areas blacked out except for Lettering

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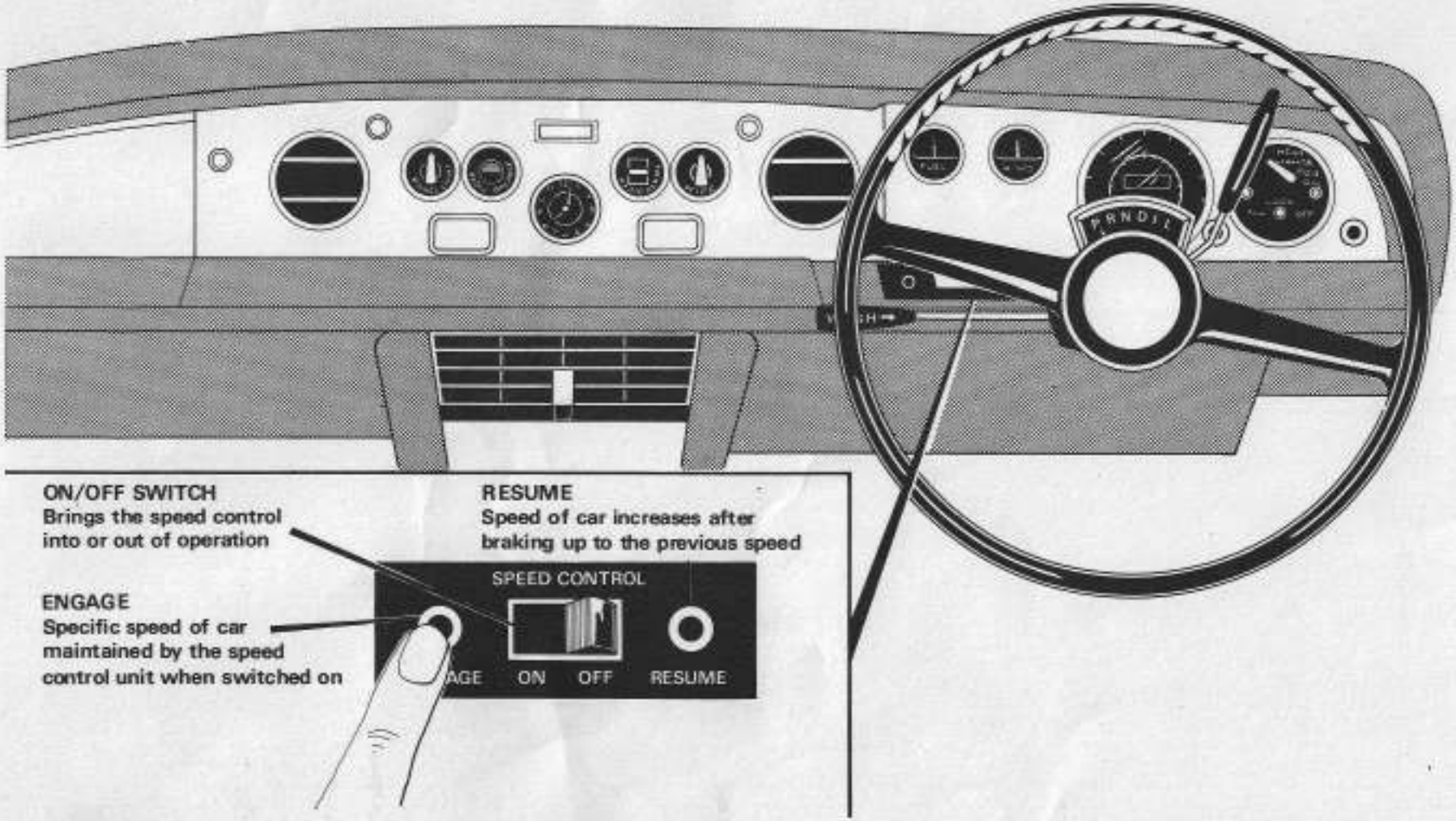
SPEED CONTROL UNIT

TP 2212



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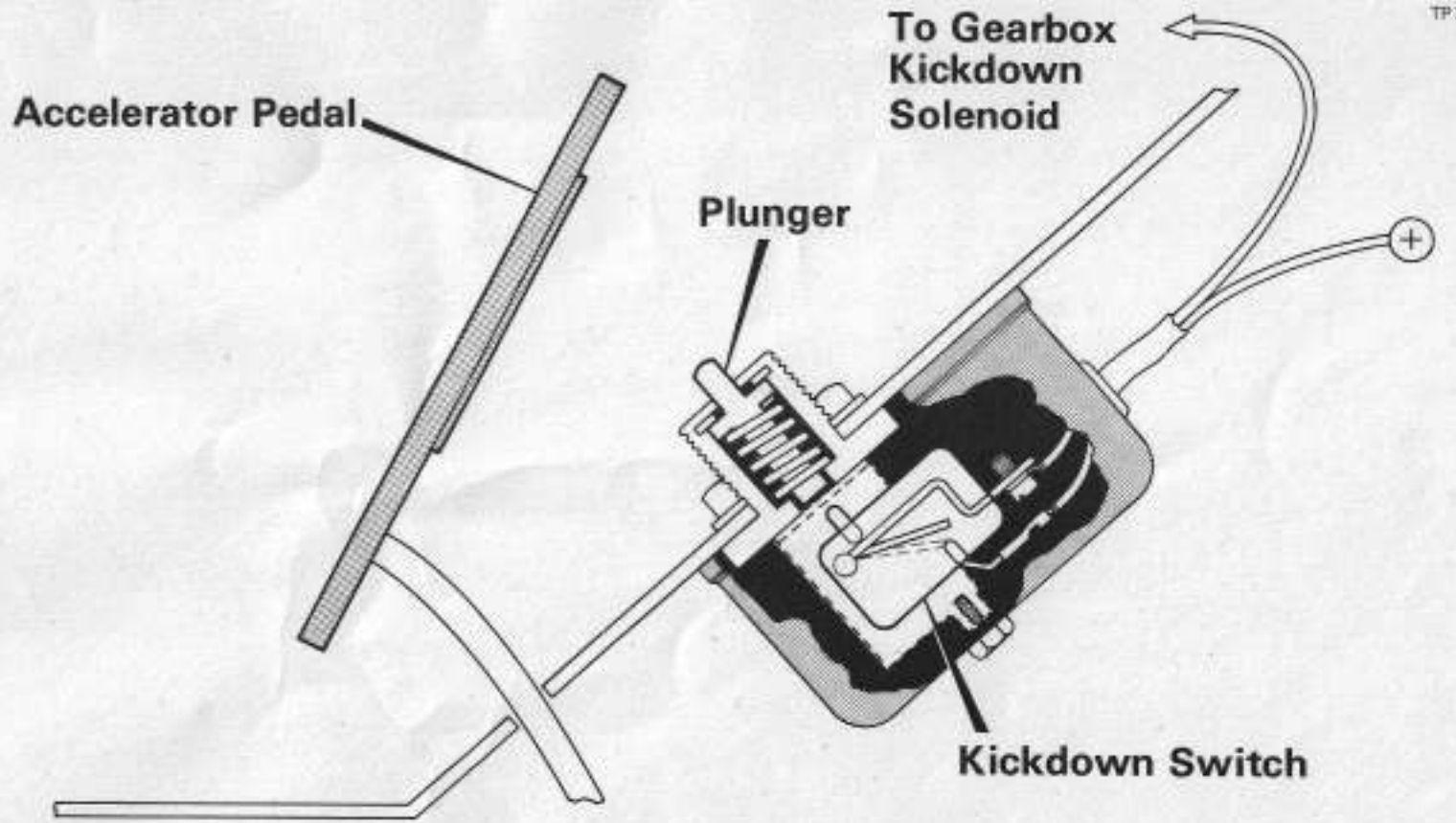
KICKDOWN SWITCH ASSEMBLY



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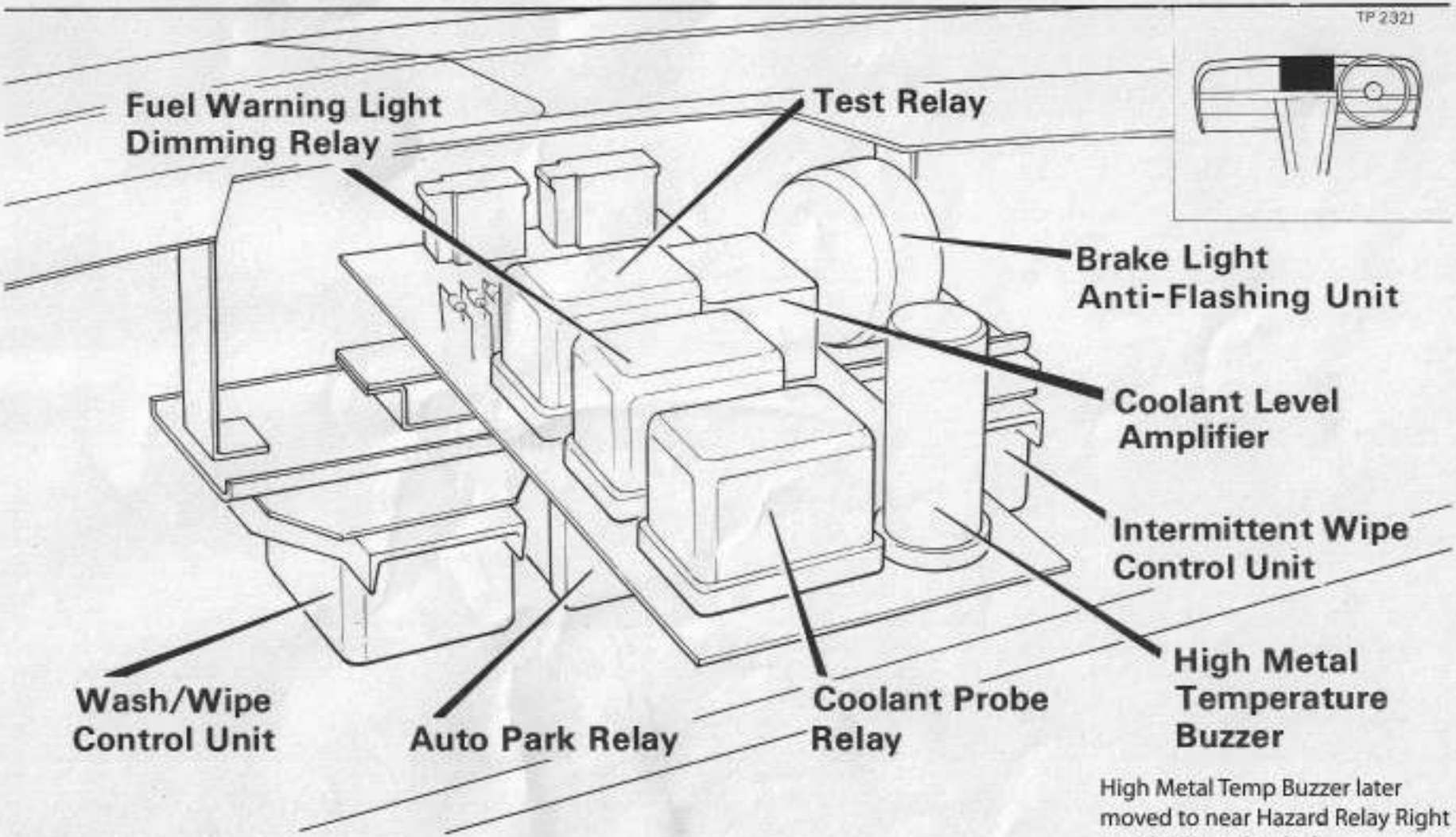
PRINTED CIRCUIT TEST BOARD



High Metal Temp Buzzer later moved to near Hazard Relay Right Hand side under dash

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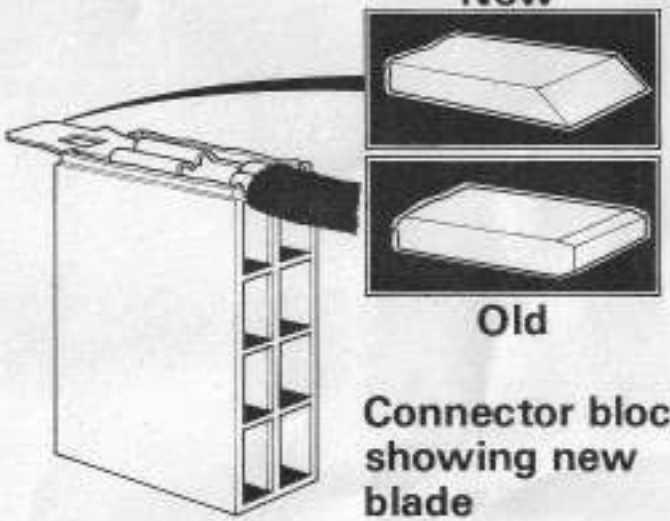
LOOSE CONNECTIONS

TP 2324

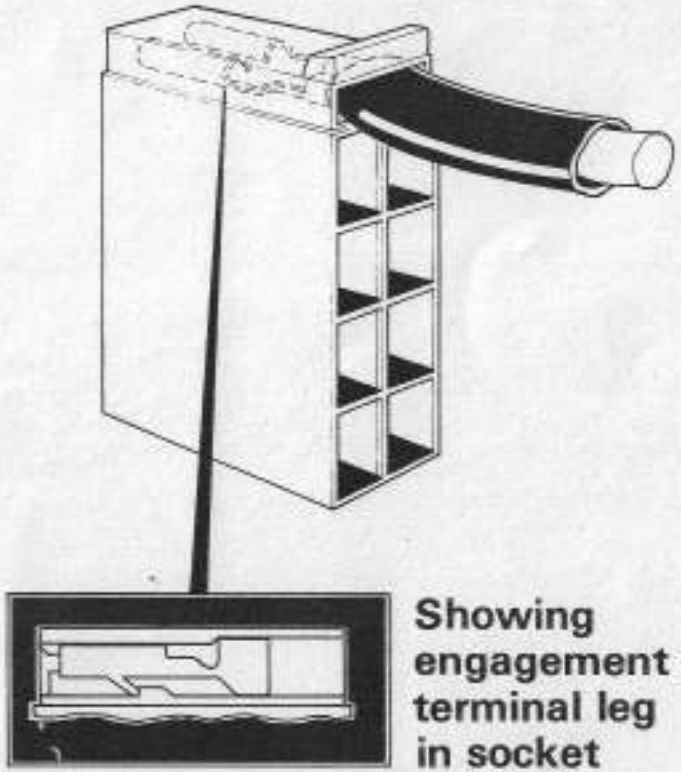
New



Old

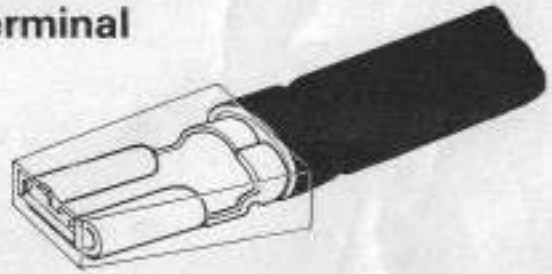
Connector block showing new blade

Terminal correctly fitted into socket



Showing engagement of terminal leg in socket moulding

A fly-lead terminal



showing new plastic sleeve

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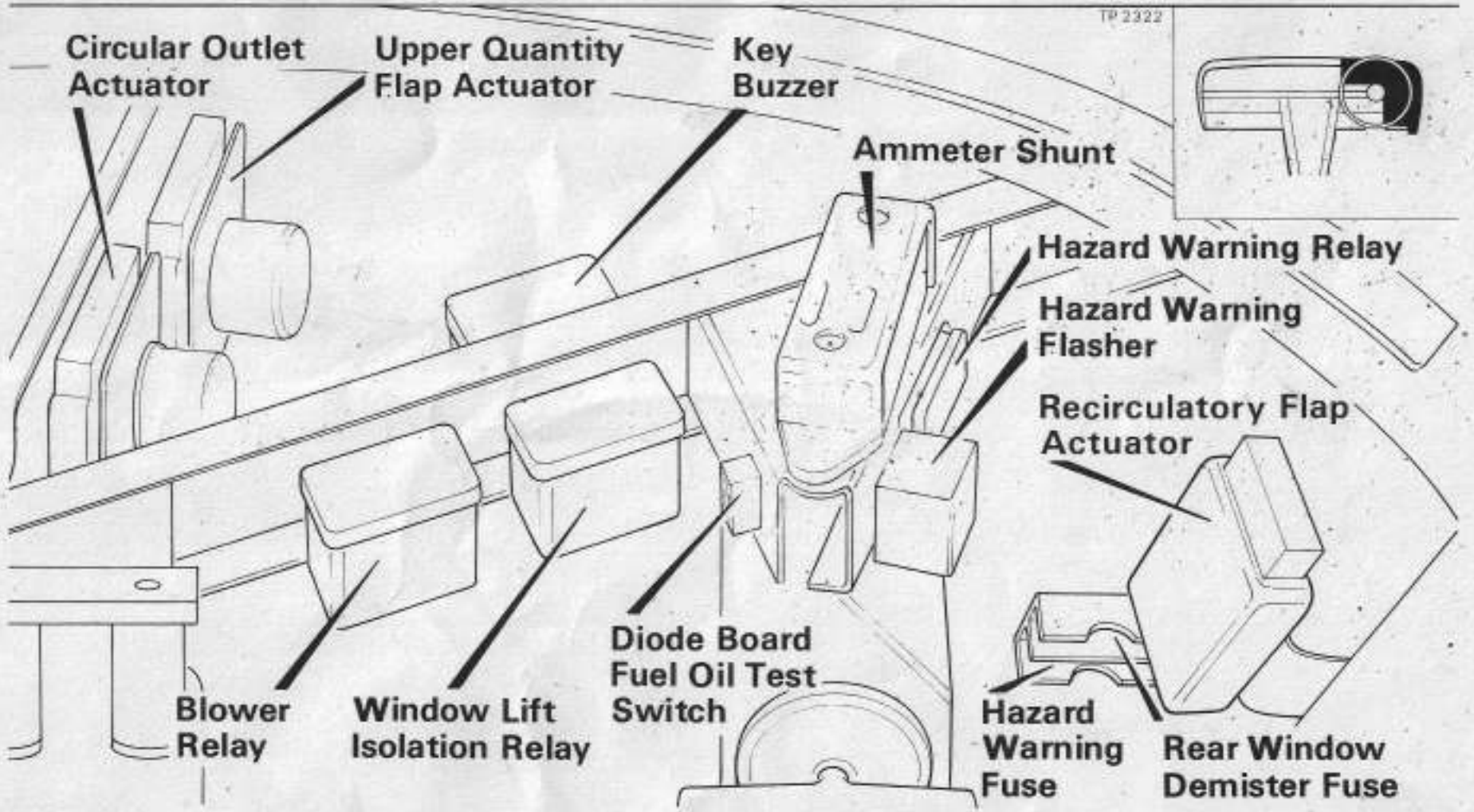
LAYOUT OF RELAYS RHD CARS



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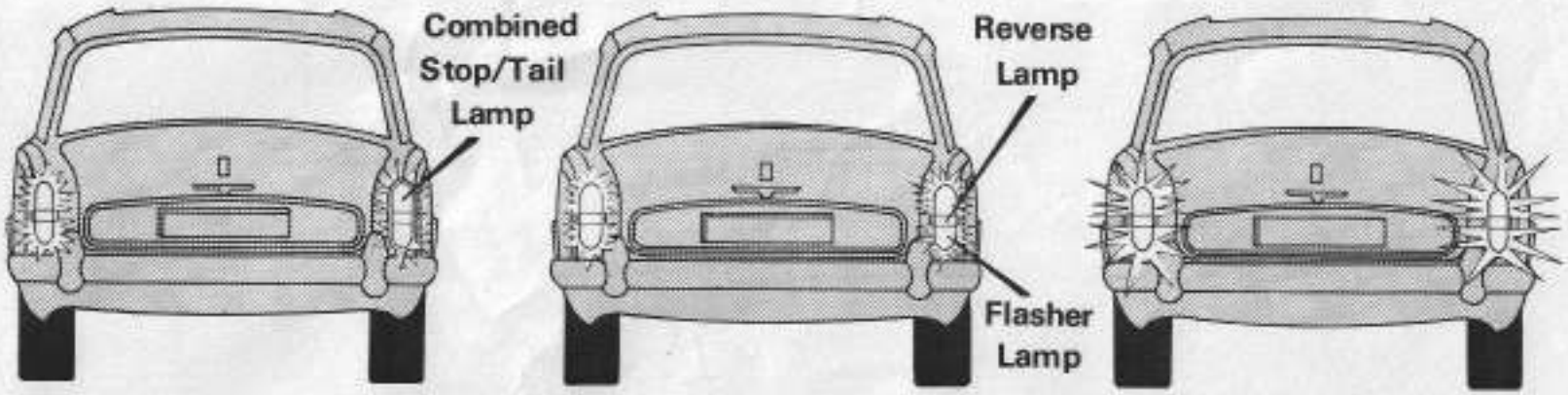
DUAL INTENSITY LIGHTS

TP 2214

Dim

Dim

Bright



Dual Intensity System operates on Stop Lamps and Rear Flasher lamps only

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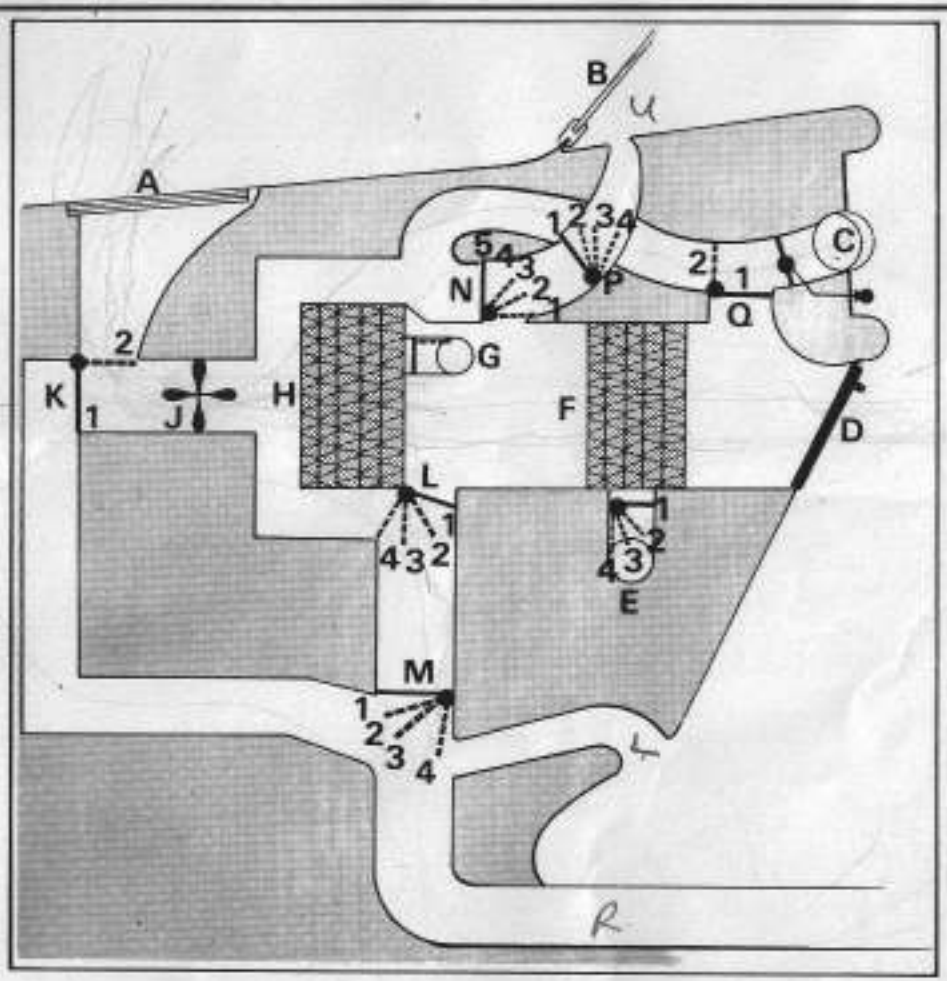
AIR CONDITIONING UNIT

TP 1822



- **A** Ram air filter
- **B** Windscreen
- **C** Facia circular outlet
- **D** Rectangular outlet
- **E** Gas valve
- **F** Fridge evaporator
- **G** Coolant valve
- **H** Heater matrix
- **J** Blower motors
- **K** Recirculatory flaps
- **L** Lower temperature flap
- **M** Lower quantity flap
- **N** Upper temperature flap
- **P** Upper quantity flap
- **Q** Facia outlet flap

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AIR CONDITIONING SYSTEM

TP 1822

		FRESH AIR				HEATED AIR																FRIDGE AIR			
SWITCH POSIT.	Rotary Posit.																								
	Pull	D_0	D_1	D_2	D_3	D_0	D_1	D_2	D_3	D_0	D_1	D_2	D_3	D_0	D_1	D_2	D_3	D_0	D_1	D_2	D_3	A	B		
UPPER SYSTEM	Air Av'ble.																								
	Upper Dtr.	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	A	1	1	1
		LW	UG	UR	UB	UW	UG	UR	UB	UW	UG	UR	UB	UW	UG	UR	UB	UW	UG	UR	UB		UW	UW	UW
	Upper Temp.	1	1	1	1	2	2	2	2	3	3	3	3	4	4	4	4	5	5	5	5	1	1	1	1
		YU	YU	YU	YU	YW	YW	YW	YW	YR	YR	YR	YR	YN	YN	YN	YN	YB	YB	YB	YB	YU	YU	YU	YU
	Water Tap	1	1	1	1	2	← AS FIRST COLUMN HEATED AIR →															1	1	1	1
		WY	WY	WY	WY	WP																WY	WY	WY	WY
	Exc. Outlets	1	← AS FIRST COLUMN →																			2	← AS FIRST COLUMN →		
		PY																				PU			
	Re-circ. Flaps	1																				2			
		RB																				RU			
		1																				2			
		RG																				RY			
	Gas Valve	1																				1	2	3	4
		BR																				BR	BW	BU	BN
LOWER SYSTEM	Air Av'ble.																								
	Lower Dtr.	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
		PW	PR	PN	PB	PW	PR	PN	PB	PW	PR	PN	PB	PW	PR	PN	PB	PW	PR	PN	PB				
	Lower Temp.	1	1	1	1	2	2	2	2	3	3	3	3	4	4	4	4	5	5	5	5				
		NY	NY	NY	NY	NG	NG	NG	NG	NU	NU	NU	NU	NR	NR	NR	NR	NB	NB	NB	NB				
	Water Tap	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
		WY	WY	WY	WY	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x	WP x				

Cable Colour B - Black N - Brown Y - Yellow U - Blue
G - Green R - Red W - White P - Purple

x C

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AIR CONDITIONING SYSTEM

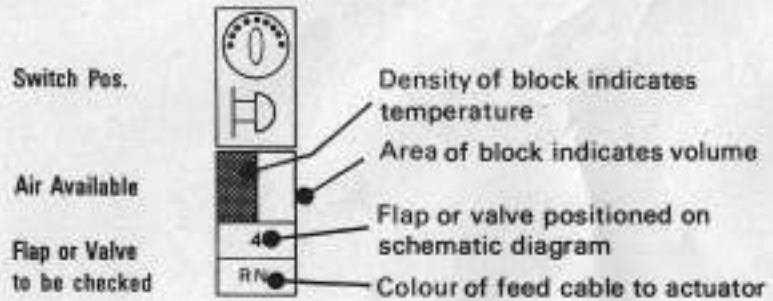
TP 1822

AIR AVAILABLE

This column indicates the temperature and volume of air available at each of the various switch positions.
The temperature of the air is indicated by the density of the blocked areas, the volume of air available being indicated by the

MAIN BODY OF CHART

The main body of the chart comprises
two pieces of information for each valve or flap, in any of the control switch positions.
The position of the flap or valve is shown as a number; this number corresponds to the number shown adjacent to that flap or valve on the schematic diagram.
A cable colour code is also shown immediately below the number for the actuator concerned, at the switch position shown.
This code indicates the colour of the cable providing the feed



A

The upper quantity flap can be activated, by withdrawing the control knob, when the Upper Switch is rotated to the first Fridge position. This means that air which has been slightly cooled can be directed onto the windscreen.

B

With the Upper Switch in any of the Fridge positions, the volume of air available is governed only by the two blower motor fans. Withdrawing the switch knob will have no effect, other than that described in Note A.

C

When the Lower Switch is rotated to any of the heat positions, cable colour WP becomes live, thus opening the water tap. However if the Upper Switch is subsequently rotated to any of the Fridge positions, this feed is overruled, and the coolant valve is closed by a feed on cable colour WY.

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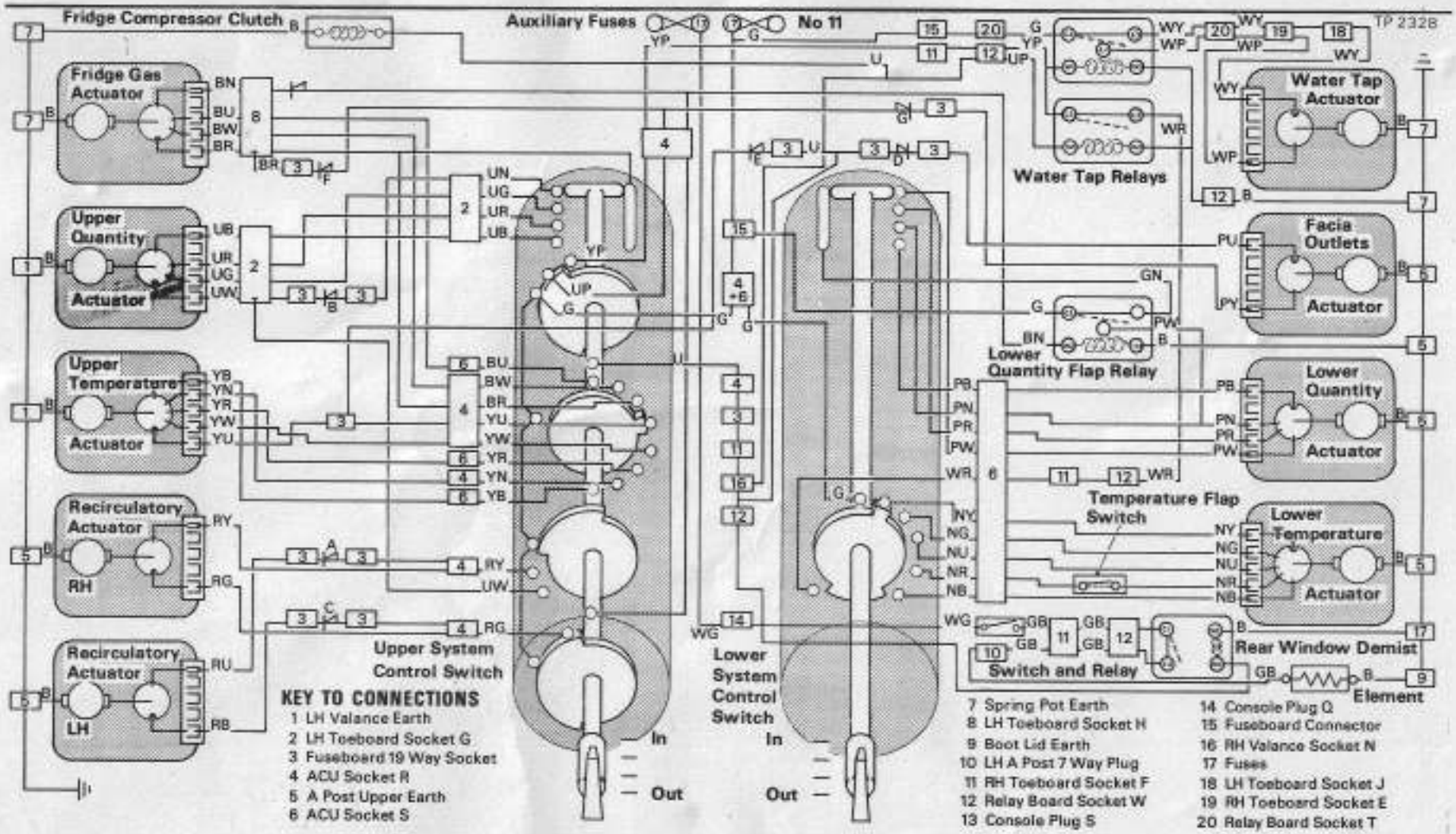
ACU WIRING DIAGRAM



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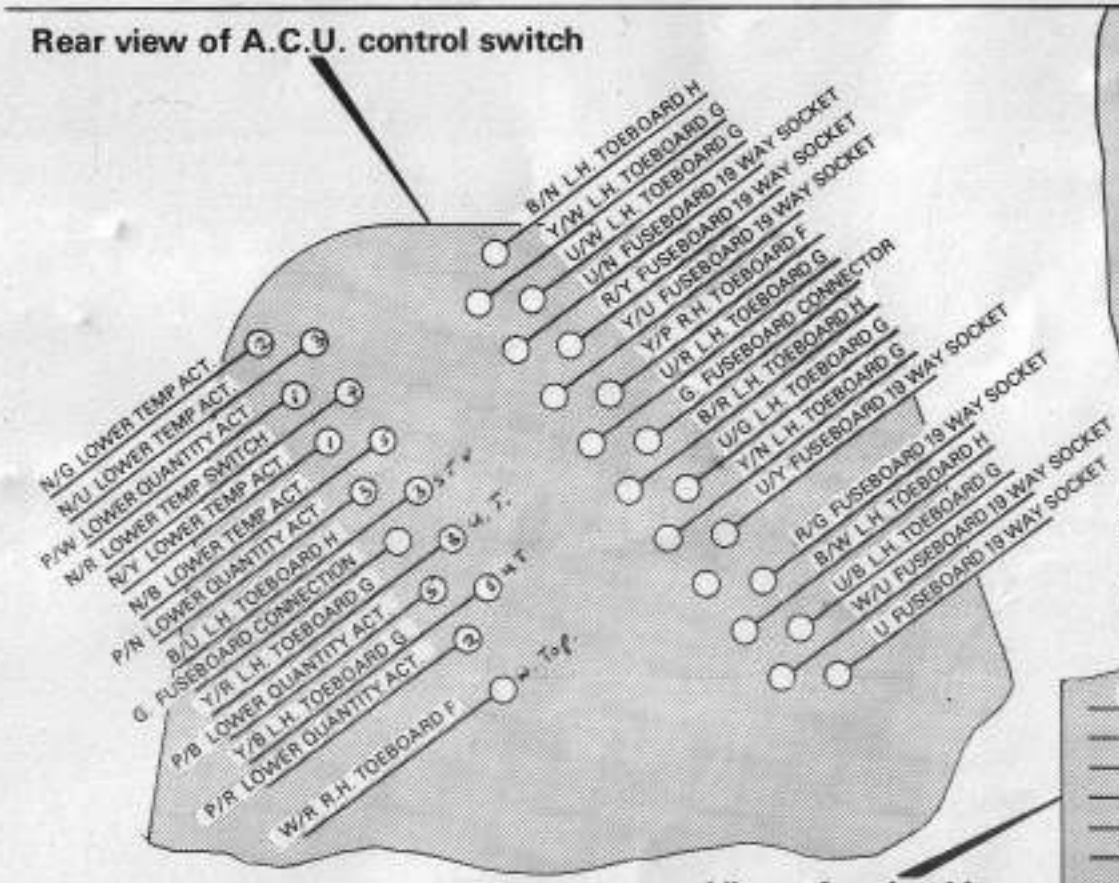
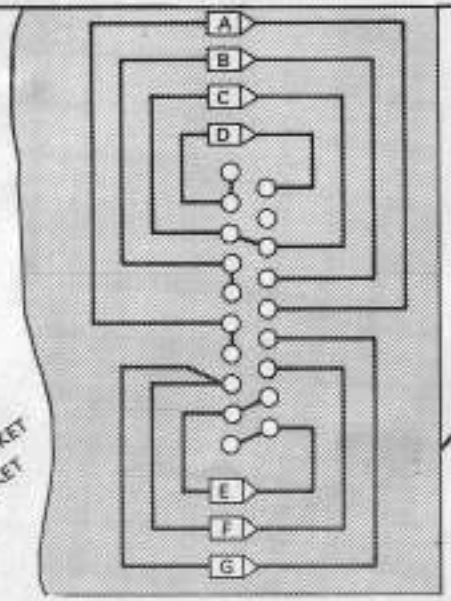
ACU CIRCUIT CONNECTIONS

TP 2329

Rear view of A.C.U. control switch





View of underside of fuseboard showing connections made by printed circuit and diodes

View of underside of fuseboard showing cable connections