



Handling Kit Fitting Instructions for Rolls-Royce Silver Cloud I-III and Bentley S1-3

Anti-roll bars work by providing a countervailing force to that produced when cornering causes the weight of a vehicle to transfer from side-to-side and front-to-back. "Roll" is a particular problem for many post-war Rolls-Royce and Bentley motorcars, particularly for those used to modern vehicles. The *Prestige Parts* Handling Kit features an anti-roll bar for the rear of the car (not fitted at the factory), which is fitted to alleviate lateral weight transfer from the front anti-roll bar. The kit also includes an uprated front anti-roll bar. Fitting a *Prestige Parts* Handling Kit will significantly improve road holding and passenger comfort.

Please follow the instructions provided carefully.

Front Anti-Roll Bar

The front anti-roll bar is thicker than the original bar to reduce roll on cornering. The *Prestige Parts* kit is supplied with three uprated PU D-bushes¹ to accommodate the thicker bar. Re-use the original brackets.

Rear Anti-Roll Bar

The rear anti-roll bar is provided with fixing brackets (set of four), PU D-bushes (two), U-clamps (two), Securing Clamps for D-bushes (four), ball joints (two) and nuts, bolts and washers. No welding is required to fit the anti-roll bar.

- a) The two axle plates are fitted as shown in Fig. 1.

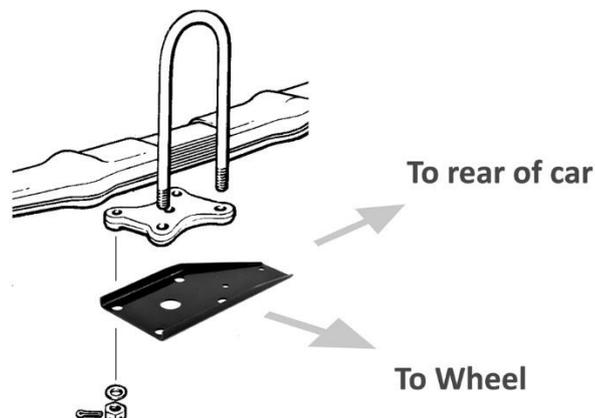


Fig. 1 Fixing the Axle Brackets

¹ "PU" or Polyurethane bushes provide the same vibration absorption properties as rubber bushes, but are impervious to oil and light, and have a significantly longer service life.

Re-fit the u-bolt nuts carefully, replacing the split pins. Split pins should be renewed.

- b) The chassis plates are fitted to the inside of the shock absorber mountings, as shown in Fig. 2.

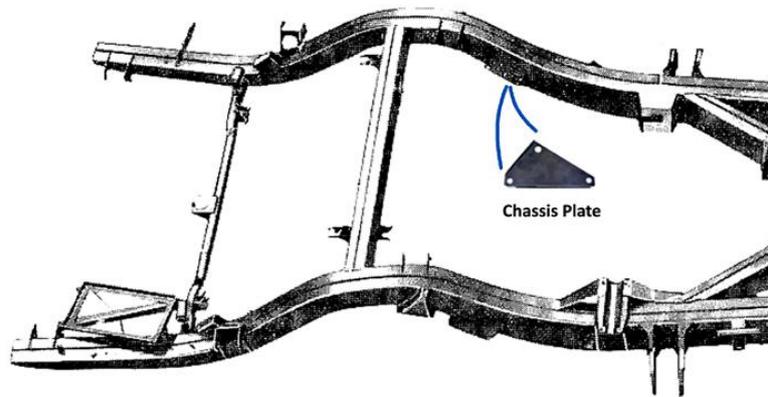


Fig. 2 Fixing the Chassis to Rear Anti-Roll Bar Plate

- c) Mount the ball joints onto the chassis plates and through the eye at each end of the anti-roll bar. Now secure the anti-roll bar to the axle plates using the two D-bushes, u-clamps and nuts, bolts and washers provided, as in Fig. 3. Leave the nuts, but leave loose to allow adjustment.



Fig. 3 Attaching the anti-roll bar, ball joints, chassis and axle plates

- d) Centre the anti-roll bar and check lateral and vertical clearances, including the ball joints, before tightening the pivot fixings.

- e) When you are happy with the position of the anti-roll bar, fit the four D-Bush clamps that are provided to prevent the bush moving sideways (see. Fig. 4)

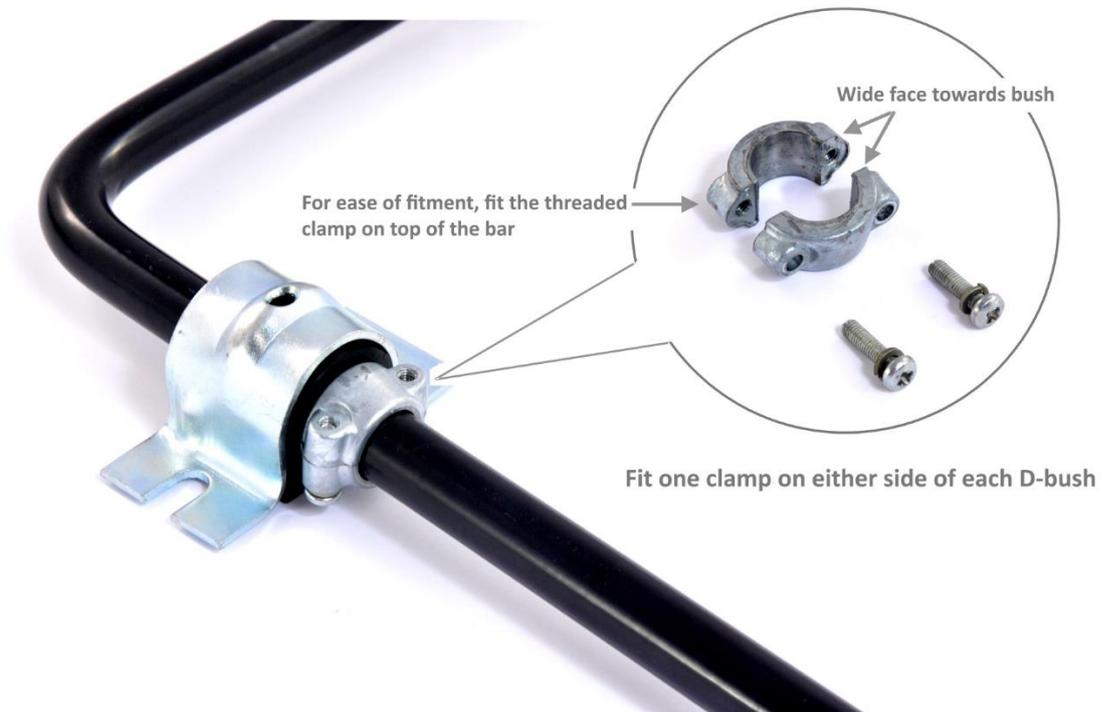


Fig. 4 Position and orientation of the D-bush clamps

If you have any questions, please do not hesitate to contact the vendor.