

SECTION A.

GENERAL INFORMATION

In compiling this schedule of spare parts it has been assumed that its main function will be to enable a mechanic to order a replacement for a part he has removed from a car. This means he will know what the part looks like and where it fits, so to assist in finding the part in the schedule the car has been broken down in successive stages.

The car as represented by the schedule is broken down to Sections, each Section being as clearly defined as is practicable.

A Section is broken down into a number of Groups. These Groups have no particular assembly significance but an attempt has been made to keep them self contained with all parts assembling together although this is not a strict rule. There is only one of each Group per chassis or car unless specifically stated otherwise in the Group heading.

A Group is reduced to Items which are identified by the first word being typed in capital letters.

An Item may be a single article, such as a bolt or nut but it may also be an "assembly" of parts normally stocked as one. Any single part in an assembly may be requested as an item. The quantity of parts required to make up an assembly item is shown slightly indented from the main quantity column.

Drawings are included in the schedule to aid identification and to this end Plates and Groups have the same reference, e.g. a drawing of the Oil Filter will bear a Plate Number, D3 because that is its Group Number. All the "items" in the Group context bear a reference on the drawing in the order they occur in the context, except for "Standard Parts".

Standard Parts i.e. parts which are common to many sections, such as bolts, nuts, washers, etc., although shown wherever they occur in the context are also detailed in Section X alphabetically with the numerical cross reference. This is for the assistance of store keepers who may be requested to supply "a quarter bolt like this one".

Notes.

In the context certain items will be found to have a letter included in the "notes" column; this letter may refer to one of the general notes set out below, or to a note which will be found at the end of the Group.

Note.	Explanation.
A.	The item is alternative to another item which will usually be found listed immediately below it also marked with an A.
B.	The item is usually an adjusting piece used only when required therefore the quantity column is left blank.
C.	The item is only required on coachbuilt bodies.
D.	The item is only required on the Standard or Pressed Steel body.
E.	The item is not used on a Standard car and is only fitted by request of the customer.

Abbreviations.

BA.	British Association Screw Thread.
BSF.	British Standard Fine Screw Thread. This is used generally and is implied unless otherwise stated.
o/s.	Oversize e.g. 002 o/s means .002 inches larger than Standard size.
u/s.	Undersize.
dia.	Diameter. In the case of washers the nominal diameter of the bolt is quoted.
HP.	High pressure.
LP.	Low pressure.
SWG.	Standard wire gauge.
PVC.	Poly-vinyl-chloride, a synthetic compound.
L.H.	Left Hand. In all cases this means the L.H. side of the car as viewed from the rear looking forwards.
R.H.	Right Hand. Remarks as for L.H.
LC.	Left control. The item is only applicable when the driving controls are on the L.H. side of the car.
RC.	Right control. Remarks as for LC.

CHASSIS NUMBERS AND DELIVERY DATES

Note.—Chassis Numbers run in sequences of even numbers and odd numbers unless otherwise indicated. No. 13 is not used. The letter "L" is inserted before the series letters in the case of left-hand drive cars.

Delivery Dates are those on which complete cars were handed to owners (or shippers), or chassis were delivered to coachbuilders, except where otherwise indicated.

Mk. VI 4½					
Series	Chassis Nos.		No. of Cars	Delivery Dates	Left-hand Drive
A	B.2—AK	to B.254—AK	127	June, 1946,* to May, 1947	—
	B.1—AJ	to B.247—AJ	123	March, 1947, to June, 1947	—
			250		
B	B.2—BH	to B.400—BH	200	June, 1947, to October, 1947	—
	B.1—BG	to B.401—BG	200	September, 1947, to February, 1948	—
			400		
C	B.2—CF	to B.500—CF	250	November, 1947, to April, 1948	—
	B.1—CD	to B.501—CD	250	March, 1948, to August, 1948**	1
			500		
D	B.2—DA	to B.500—DA	250	June, 1948, to January, 1949***	—
	B.1—DZ	to B.501—DZ	250	October, 1948, to April, 1949	—
			500		
E	B.2—EY	to B.500—EY	250	February, 1949, to July, 1949	19
	B.1—EW	to B.501—EW	250	May, 1949, to December, 1949	13
			500		
F	B.2—FV	to B.500—FV	250	August, 1949, to March, 1950	19
	B.1—FU	to B.601—FU	300	November, 1949, to June, 1950	28
			550		
G	B.1—GT	to B.401—GT	200	March, 1950, to August, 1950	2
H	B.2—HR	to B.250—HR	125	June, 1950, to October, 1950	5
	B.1—HP	to B.251—HP	125	July, 1950, to December, 1950	2
			250		
J	B.2—JO	to B.250—JO	125	September, 1950, to February, 1951	4
	B.1—JN	to B.251—JN	125	October, 1950,* to March, 1951	5
			250		
K	B.2—KM	to B.200—KM	100	November, 1950, to May, 1951	6
	B.1—KL	to B.201—KL	100	January, 1951, to May, 1951	2
			200		
L	B.2—LJ	to B.400—LJ	200	February, 1951, to June, 1951	3
	B.1—LH	to B.401—LH	200	April, 1951, to July, 1951	8
			400		
			4,000		117

* Except chassis (B. 2—AK) delivered to coachbuilder in February, 1946.

** Except left-hand drive car (B.485 LCD) delivered to shipper in March, 1949.

*** Except B.336—DA delivered in May, 1949.

Mk. VI 4½					
M	B.2—MD	to B.400—MD	200	May, 1951, to November, 1951	7
	B.1—MB	to B.403—MB	201	August, 1951,* to December, 1951	4
			401		
N	B.2—NZ	to B.500—NZ	250	November, 1951, to May, 1952	19
	B.1—NY	to B.501—NY	250	February, 1952, to August, 1952	19
			500		
P	B.2—PV	to B.300—PV	150	April, 1952, to August, 1952	1
	B.1—PU	to B.301—PU	150	June, 1952, to September, 1952	—
			300		
			1,201		50

* Except B.403—MB (Experimental) completed in May, 1951.

R					
R	B.2—RT	to B.120—RT	60	June, 1952, to January, 1953	10
	B.1—RS	to B.121—RS	60	September, 1952, to April, 1953	1
			120		
S	B.2—SR	to B.500—SR	250	September, 1952, to April, 1953	35
	B.1—SP	to B.501—SP	250	November, 1952, to May, 1953	34
			500		
T	B.1—TO	to B.401—TO	200	March, 1953, to October, 1953	12
	B.2—TN	to B.600—TN	300	June, 1953, to October, 1953	20
			500		

CHASSIS NUMBERS AND DELIVERY DATES CONTINUED

R Continued

U	B.1—UL	to	B.251—UL	125	October, 1953, to March, 1954	3
	B.2—UM	to	B.250—UM	125	November, 1953, to March, 1954	3
				250		
W	B.2—WH	to	B.300—WH	150	December, 1953, to May, 1954	19
	B.1—WG	to	B.301—WG	150	March, 1954, to July, 1954	3
				300		
X	B.2—XF	to	B.140—XF	70	April, 1954, to August, 1954	7
Y	B.1—YA	to	B.331—YA	165	May, 1954, to October, 1954	8
	B.2—YD	to	B.330—YD	165	June, 1954, to December, 1954	7
				330		
Z	B.1—ZX	to	B.251—ZX	125	September, 1954, to January, 1955	3
	B.2—ZY	to	B.250—ZY	125	December, 1954, to May, 1955	1
				250		
				2,320		
						166

R Continental

(All numbers)				(Cars handed to owners or shippers)		
A	BC—1—A	to	BC—26—A	25	June, 1952,* to May, 1953	4
B	BC—1—B	to	BC—25—B	24	March, 1953, to January, 1954	6
C	BC—1—C	to	BC—78—C	77	August, 1953, to December, 1955	20
D	BC—1—D	to	BC—74—D	73	July, 1954, to July, 1955	12
E	BC—1—E	to	BC—9—E	9	April, 1955, to May, 1955	1
				208		
						43

* Except the prototype (BC—26—A) first registered in August, 1951.

CHASSIS NUMBERS AND DELIVERY DATES

Note.—Chassis Numbers run in sequences of even numbers and odd numbers unless otherwise indicated. No. 13 is not used. The letter "L" is inserted before the series letters in the case of left-hand drive cars.

Delivery Dates are those on which complete cars were handed to owners (or shippers), or chassis were delivered to coachbuilders, except where otherwise indicated.

Mk. VI 4½					
Series	Chassis Nos.		No. of Cars	Delivery Dates	Left-hand Drive
A	B.2—AK	to B.254—AK	127	June, 1946,* to May, 1947	—
	B.1—AJ	to B.247—AJ	123	March, 1947, to June, 1947	—
			250		
B	B.2—BH	to B.400—BH	200	June, 1947, to October, 1947	—
	B.1—BG	to B.401—BG	200	September, 1947, to February, 1948	—
			400		
C	B.2—CF	to B.500—CF	250	November, 1947, to April, 1948	—
	B.1—CD	to B.501—CD	250	March, 1948, to August, 1948**	1
			500		
D	B.2—DA	to B.500—DA	250	June, 1948, to January, 1949***	—
	B.1—DZ	to B.501—DZ	250	October, 1948, to April, 1949	—
			500		
E	B.2—EY	to B.500—EY	250	February, 1949, to July, 1949	19
	B.1—EW	to B.501—EW	250	May, 1949, to December, 1949	13
			500		
F	B.2—FV	to B.500—FV	250	August, 1949, to March, 1950	19
	B.1—FU	to B.601—FU	300	November, 1949, to June, 1950	28
			550		
G	B.1—GT	to B.401—GT	200	March, 1950, to August, 1950	2
H	B.2—HR	to B.250—HR	125	June, 1950, to October, 1950	5
	B.1—HP	to B.251—HP	125	July, 1950, to December, 1950	2
			250		
J	B.2—JO	to B.250—JO	125	September, 1950, to February, 1951	4
	B.1—JN	to B.251—JN	125	October, 1950,* to March, 1951	5
			250		
K	B.2—KM	to B.200—KM	100	November, 1950, to May, 1951	6
	B.1—KL	to B.201—KL	100	January, 1951, to May, 1951	2
			200		
L	B.2—LJ	to B.400—LJ	200	February, 1951, to June, 1951	3
	B.1—LH	to B.401—LH	200	April, 1951, to July, 1951	8
			400		
			4,000		117

* Except chassis (B. 2—AK) delivered to coachbuilder in February, 1946.

** Except left-hand drive car (B.485 LCD) delivered to shipper in March, 1949.

*** Except B.336—DA delivered in May, 1949.

Mk. VI 4½					
M	B.2—MD	to B.400—MD	200	May, 1951, to November, 1951	7
	B.1—MB	to B.403—MB	201	August, 1951,* to December, 1951	4
			401		
N	B.2—NZ	to B.500—NZ	250	November, 1951, to May, 1952	19
	B.1—NY	to B.501—NY	250	February, 1952, to August, 1952	19
			500		
P	B.2—PV	to B.300—PV	150	April, 1952, to August, 1952	1
	B.1—PU	to B.301—PU	150	June, 1952, to September, 1952	—
			300		
			1,201		50

* Except B.403—MB (Experimental) completed in May, 1951.

R					
R	B.2—RT	to B.120—RT	60	June, 1952, to January, 1953	10
	B.1—RS	to B.121—RS	60	September, 1952, to April, 1953	1
			120		
S	B.2—SR	to B.500—SR	250	September, 1952, to April, 1953	35
	B.1—SP	to B.501—SP	250	November, 1952, to May, 1953	34
			500		
T	B.1—TO	to B.401—TO	200	March, 1953, to October, 1953	12
	B.2—TN	to B.600—TN	300	June, 1953, to October, 1953	20
			500		

CHASSIS NUMBERS AND DELIVERY DATES CONTINUED

R Continued

U	B.1—UL	to	B.251—UL	125	October, 1953, to March, 1954	3
	B.2—UM	to	B.250—UM	125	November, 1953, to March, 1954	3
				<hr/> 250		
W	B.2—WH	to	B.300—WH	150	December, 1953, to May, 1954	19
	B.1—WG	to	B.301—WG	150	March, 1954, to July, 1954	3
				<hr/> 300		
X	B.2—XF	to	B.140—XF	70	April, 1954, to August, 1954	7
Y	B.1—YA	to	B.331—YA	165	May, 1954, to October, 1954	8
	B.2—YD	to	B.330—YD	165	June, 1954, to December, 1954	7
				<hr/> 330		
Z	B.1—ZX	to	B.251—ZX	125	September, 1954, to January, 1955	3
	B.2—ZY	to	B.250—ZY	125	December, 1954, to May, 1955	1
				<hr/> 250		
				<hr/> 2,320		<hr/> 166

R Continental

(All numbers)			(Cars handed to owners or shippers)		
A	BC—1—A	to BC—26—A	25	June, 1952,* to May, 1953	4
B	BC—1—B	to BC—25—B	24	March, 1953, to January, 1954	6
C	BC—1—C	to BC—78—C	77	August, 1953, to December, 1955	20
D	BC—1—D	to BC—74—D	73	July, 1954, to July, 1955	12
E	BC—1—E	to BC—9—E	9	April, 1955, to May, 1955	1
			<hr/> 208		<hr/> 43

* Except the prototype (BC-26-A) first registered in August, 1951.



MODEL BENTLEY MARK VI

FOR INFORMATION:CHASSIS SERIES AND NUMBERSFOR POST WAR CARS.

To facilitate the identification of chassis numbers in relation to modifications, the chassis series in sequence and number of chassis in each series is set out below.

This Bulletin supersedes the previous issue dated 29.11.54, which should be destroyed.

<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
A	B-2-AK to B-254-AK B-1-AJ to B-247-AJ	Even Numbers Only. Odd " "
B	B-2-BH to B-400-BH B-1-BG to B-401-BG	Even Numbers Only. Odd " "
C	B-2-CF to B-500-CF B-1-CD to B-501-CD	Even Numbers Only. Odd " "
D	B-2-DA to B-500-DA B-1-DZ to B-501-DZ	Even Numbers Only. Odd " "
E	B-2-EY to B-500-EY B-1-EW to B-501-EW	Even Numbers Only. Odd " "
F	B-2-FV to B-500-FV B-1-FU to B-601-FU	Even Numbers Only. Odd " "
G	B-1-GT to B-401-GT	Odd Numbers Only.
H	B-2-HR to B-250-HR B-1-HP to B-251-HP	Even Numbers Only. Odd " "
J	B-2-JO to B-250-JO B-1-JN to B-251-JN	Even Numbers Only. Odd " "
K	B-2-KM to B-200-KM B-1-KL to B-201-KL	Even Numbers Only. Odd " "
L	B-2-LJ to B-400-LJ B-1-LH to B-401-LH	Even Numbers Only. Odd " "
M	B-2-MD to B-400-MD B-1-MB to B-401-MB	Even Numbers Only. Odd " "

(Cont'd)



MODEL BENTLEY MARK VI

- 2 -

<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
N	B-2-NZ to B-500-NZ B-1-NY to B-501-NY	Even Numbers Only. Odd " "
P	B-2-FV to B-300-FV B-1-FU to B-301-FU	Even Numbers Only. Odd " "
R	B-2-RT to B-120-RT B-1-RS to B-121-RS	Even Numbers Only. Odd " "
S	B-2-SR to B-500-SR B-1-SP to B-501-SP	Even Numbers Only. Odd " "
T	B-1-TO to B-401-TO B-2-TN to B-600-TN	Odd Numbers Only. Even " "
U	B-1-UL to B-251-UL B-2-UM to B-250-UM	Odd Numbers Only. Even " "
W	B-2-WH to B-300-WH B-1-WG to B-301-WG	Even Numbers Only. Odd " "
X	B-2-XF to B-140-XF	Even Numbers Only.
Y	B-1-YA to B-331-YA B-2-YD to B-330-YD	Odd Numbers Only. Even " "
Z	B-1-ZX to B-251-ZX B-2-ZY to B-250-ZY	Odd Numbers Only. Even " "

NOTE:- Where the letter 'L' precedes the chassis series letters, this denotes that it is a left-hand drive chassis. Example B-46-LEY (L.H.Drive). Where a number exists for an L.H. drive chassis, such as the above, this number, i.e. 46 is not duplicated for a right-hand drive chassis.

CONTINENTAL SPORTS SALOON.

<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
A	BC-1-A to BC-26-A	All Numbers.
B	BC-1-B to BC-25-B	" "
C	BC-1-C to BC-78-C	" "
D	BC-1-D to BC-74-D	" "
E	BC-1-E to BC-9-E	" "

This information is strictly confidential.

No.13 is omitted from all chassis series.

Bulletin

MODEL : BENTLEY MARK VI

FOR INFORMATION (STRICTLY CONFIDENTIAL)

MODIFICATION DATA

To provide Retailers with a summary of the inclusion of the more important modifications on production, the following data, chassis numbers and series are set out below.

In some cases a number of chassis were modified prior to those stated below.

The chassis numbers quoted refer to the commencement of the continuous embodiment of these modifications on production.

A	Servo Damper	B. 70-AK	D	Strengthened 3rd Mot. Shaft Splines	B.159-DZ
	Squirt Hole in Connecting Rods	B.126-AK		8½" Deflection Front Springs	B.193-DZ
	Shock Absorber Screwed Inserts	B.250-AK		Radiator Heated De-mister	
	Twin Ignition Coils	B. 1-AJ		Dip and Switch Headlamps	
B	Parkerised Tappets	B. 31-AJ	E	Modified Underseat Heater	B.237-DZ
	Hardened Push Rods	B.185-AJ		Export Features on all Cars	
	Modified Horn Push Button			Fixed Guide to Front Windows	B.241-DZ
	AC Air Cleaner	B. 2-BH		22½" Servo Cams, 3" Balance Levers	B.273-DZ
C	SC Carburettor Needles			Heater Return Tap Re-introduced	B.493-DZ
	Strengthened Wheel Disc Flange	B. 70-BH	F	Revised Inter-Shoe Brake Linkage	
	Heater Return Tap Deleted	B.122-BH		Split Skirt Pistons	B.2-EY
	Heater Drain Tap Added	B.198-BH		Granodised Piston Rings	B.120-EY
D	Provision for 5" Dynamo	B.228-BH		Portable Hand Inspection Lamp	B.162-EY
	Rocker Cover Breather	B.292-BH	G	Luggage Boot Water Trap	B.264-EY
	Modified Interior Door Locks	B.398-BH		Progressive Bump Stops	B.466-EY
	Increased Synchro Cam Angles			1" Dia. Rear Axle Bolts	(B.126-LEY)
E	Modified Distributor Drive Spring Ring	B.185-BG		Closer Fitting Tappets	B.1-EW
	Increased Front Shock Absorber Loading	B.303-BG	H	Graded Pistons	B.57-EW
	Nebar Rocker Cover Joint	B.321-BG		Commonised Dash	B.111-EW
	Export Body Modifications			Forged Rear Spring Shackle Brkt.	B.273-EW
F	Aluminium Tappet Doors	B. 2-CF		Internal Oil Feed to Distr.	B.2-FV
	Larger Rear Hub Bearings	B. 26-CF	I	Longer Gear Lever	B.138-FV
	Bronze Exhaust Valve Guides	B.164-CF		Modified Rear S.D. Plates	B.444-FV
	Modified Clutch Thrust Race	B.206-CF		Trico Windscreen Washer	B.1-FU
G	Solid Door Striker Plates	B.218-CF		Modified S.S. Tube Socket	B.244-FU
	Horn Suppressor	B.236-CF	J	Modified X.S. Tube Sockets	B.281-FU
	Dunlop Jacks	B.320-CF		Revised Steering Geometry	B.1-GT
	Wider Opening Radiator Shutters	B.344-CF		Thicker Lipped Brake Drums	B.67-GT
H	2.4" Servo Balance Lever	B.426-CF		Anti-Rumble Brakes	B.111-GT
	5" Dynamo		K	2nd Mod. to Rear S.D. Plates	B.213-GT
	C. & A. Cylinder Head Gasket	B. 1-CD		Four Foot Mounted Air Silencer	B.281-LGT
	Accelerator Countershaft Guard	B. 17-CD		Improved Rear No. Plate Box	B.381-GT
I	13" Brake Expanders	B.115-CD	L	Revised Bijur Pipes to Rear Shackles	
	25" Servo Cams	B.347-CD		Reduced Speed Fan	B.213-GT
	Modified Coolant Pump	B.363-CD		Keyhole Sockets on Gear Control	B.281-LGT
	Improved Rubber Door Seals	B.475-CD		One Piece Rear Brake Equ-Lever	
J	Servo Protection Plate		M	Aluminium Cam Wheel	B.2-HR
	Modified Quicklift Window Stop			Electric Clock	
	Extended Petrol Tank Breather			Low Rate Oil Feed to Clutch Thrust	
	Low Lift Camshaft	B. 2-DA		11" Clutch (Light Type)	
K	Lucas Screen Wipers	B. 62-DA	N	3 Bush Rear Brake Equ-Support	B.110-HR
	Modified Core Plugs	B.128-DA		Mod. Starter Solenoid Switch	B.31-HP
	Oil Caps in No. 7 Journal	B.134-DA		Lower Bush R.S.D. Link Deleted	B.83-HP
	Bench Type Spring Drive	B.144 DA		Speedo Dip Warning Light	
L	Longer Upper Triangle Levers	B.200-DA	O	Large Bore Carburettors	B.95-HP
	Short Cylinder Inserts	B.252-DA		Mod. Clutch Spigot Bearing	B.149-HP
	Rear Shock Damper Linkage Modification	B.270-DA		Closer Fitting 2nd & 3rd Speed Bushes	B.179-HP
	Battery Charging Plug	B.384-DA	P	Triple Pass De-mister Inter. Scheme	
M	Larger Frontal Area Radiator	B.420-DA		Longer Bosses on R.S.D. Plates	
	Anti-Spill Valve in Radiator	B.492-DA		Thicker R.S.D. Plates	B.154-JO
	Chromium-plated Servo Plate	B. 95-DZ		Mod. Water Pump Gland Ring	B.61-JN
	Strengthened Door Hinges	B.117-DZ	Q	Triples Pass R.H. De-mister (Final)	B.2-KM
N	Increased Diameter Scuttle Drain	B.131-DZ		Modified Ammeter	B.64-KM
	1½" Cylinder Studs	B.150-DZ		New Type Ignition Condenser	B.117-KL
	N.S. Front Window Winder				
O	Improved Window Run Channels		R		
	Square Edge Bearing, 1st and 3rd Mot. Shafts				

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO

BENTLEY MOTORS (1931) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN, LONDON N.W.10

Bulletin

MODEL: BENTLEY MARK VI

L	{ Steel Oil Caps in Crankshaft Oil Feed Adaptor Air Bottle 11" Heavy Type Clutch	{ B.40-LJ B.170-LJ B.300-LJ			
M	{ 3½" Bore Engine Thickened C'shaft Webs Full Flow Oil Filter Twin Exhaust System (R.H. cars only) Side Scuttle Ventilators Insulated Dynamo	{ B.2-MD B.29-MB B.313-MB	T	{ 6.75 Compression Ratio Cylinder Head Deletion of Non-Opposed Springs in Side Steering Tube All Welded Frames Metal Facia Cable Operated Hot and Cold De-mister and Underseat Heater Hard Clay Gasket Deletion of Reduced Friction Modifi- cation on Steering Connections Revised Throttle Controls for Synchromesh Gearbox	{ B.93-TO B.313-TO B.349-TQ B.2-TN B.372-TN B.390-TN B.436-TN
N	{ Increased Front Damping Twin Condensers SP Carb. Needles (R.H. cars only) Short dwell detent on 1st gear selector Repositioned Oil Gauge Conn. on C'case. Mk. II Headlamp Stiffened Clutch Casing 3-position Heater and De-mister Switches. 120° Opening Ventilator Windows Rear Window De-mister	{ B.210-NZ B.292-NZ B.478-NZ B.500-NZ B.360-LNZ B.123-NY B.169-NY B.253-NY B.311-NY	U	{ Aluminium Flywheel Housing Improved Type Underseat Tool Tray Introduction of B.VI Type Gearbox Tie Rod	{ B.35-UL B.66-UM B.212-UM
P	{ Reversion to Old Type Front Wheel Studs. Solid Pins and Shield on Servo Hot and Cold Demister Exhaust Heat Shields Needle Rollers in Clutch Release Levers Reduced Friction on Steering Connections	{ B.22-PV B.284-PV B.53-PU B.159-PU B.185-PU B.215-PU	W	{ Flywheel Inertia Ring on Cars with Auto Gearbox Dynamo Type Mounting Strap on Starter Motor Thicker 3rd Motion Shaft Thrust Washer Compensator Pipe between Front and Rear Servo	{ B.236-WH B.270-WH B.89-WG B.183-WG
R	{ Revised Luggage Boot Automatic SU Carburettors Revised Attitude Rear Springs Revised Rear Shock Damper Linkage Two Speed Windscreen Wiper Pop-out Cigar Lighter Separately Housed Main Fuse Castor Angle Wedges Corrugated Bottom Water Hose Connection	{ B.2-RT B.68-RT	X	{ Strengthened Jaws on Front Brake Operating Links	{ B.60-XF
S	{ Taper Roller Bearings on Rear Axle Pinion (except 12/41 Axle) ¾" Seconds Slow Leak on Front Shock Dampers Parco Lubrized Tappets Taper Roller Bearings on Rear Axle Pinion 12/41 Axle	{ B.380-SR B.61-SP B.425-SP B.433-SP	Y	{ 12/41 Rear Axle (all Cars) Elimination of Chromium-plated Servo Pressure Plate Long Stroke Starter Pinion Flexibox Seal on Water Pump Bentley Continental Type Demisting	{ B.1-YA B.123-YD B.138-YD B.160-YD B.246-YD
			Z	{ Improved Cold Starting Device 2nd Speed Start Ferodo Washers and Drain Slots in Crankshaft Vibration Damper	{ B.1-ZX B.73-ZX B.212-ZY

CONTINENTAL

A	{ Reduced Compression Height Pistons	BC-19-A			
C	{ Commonised Cylinder Head Deletion of Non-Opposed Springs in Side Steering Tube All Welded Frame Deletion of Reduced Friction Modification on Steering Connections Introduction of B.VI Type Gearbox Tie Rod Flywheel Inertia Rings on Cars Fitted with Auto Gearbox Thicker Third Motion Shaft Thrust Washer	{ BC-4-C BC-18-C BC-21-C BC-30-C BC-50-C BC-70-C BC-78-C	D	{ 3½" Bore Engine Compensator Pipe between Front and Rear Servo Strengthened Jaws on Front Brake Operating Links Elimination of Chromium-plated Servo Pressure Plate Flexibox Seal in Water Pump Long Stroke Starter Pinion Improved Cold Starting Device 2nd Speed Start	{ BC-1-D BC-5-D BC-12-D BC-35-D BC-37-D BC-43-D BC-47-D

ALL COMMUNICATIONS SHOULD BE RECEIVED BY

BENTLEY MOTORS (1931) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN, LONDON, N.W.11