



Service Bulletins

Bentley Mk VI
Bentley 'R' Type

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MODEL BENTLEY MARK VI

CURRENT MODELS.

In order to bring to your notice quickly any important item of information in connection with the servicing of current models, it is proposed to issue a series of Service Bulletins in this form to all Retailers. Any action necessary on the part of Retailers will be instructed from time to time. It is hoped by this means to keep Retailers fully informed of items of special interest where the successful running and maintenance of the car is affected.

A comprehensive Workshop Manual dealing with these cars is in course of preparation, and it is hoped to issue this shortly in loose leaf form. When this manual is available, the Service Bulletins issued from time to time should be filed at the end of the appropriate section in the Workshop Manual.

Additional copies of any Bulletins may be had on request.



BENTLEY MARK VI

Service Bulletins.ACTION ON MODIFICATIONS.

It has become apparent, following the issue of a number of Service Bulletins on Bentley Mark VI Cars, that a more positive method of defining the urgency of modifications is necessary.

In these Bulletins issued to date, we have endeavoured to indicate the status of a modification by giving appropriate instructions within the context.

It is now considered that this may lead to ambiguity and we therefore propose to institute a scheme for applying a number to each modification to establish the category.

These numbers are as follows:-

- Category 1. Urgent modifications or instructions requiring immediate retrospective action.
- Category 2. Modifications to be incorporated at a convenient time, e.g., when cars come in for servicing.
- Category 3a. Modifications which only require action in the case of an owner's request or complaint.

Retrospective action for Category 1 and 2 modifications is taken during production of cars at the factory at the same time as information is issued to Retailers. Category 3a, modifications on which there is a lower degree of urgency, are also incorporated at the factory but action is not taken on cars in the final stages of assembly if this would involve undue delay in delivery, as, for instance in the case of material shortage. Such modifications need therefore only be introduced when an owner's request or complaint makes them necessary.

These categories, together with the title "Modification", will be applied to all future issues.

Bulletins issued for information only, will not carry this title but will be headed "For Information". Those already issued, should have a category number applied as follows:-

| <u>Bentley - Bulletin No.</u> | <u>Category.</u> |
|-------------------------------|------------------|
| BB.1 | For Information. |
| BB.2 | " " |
| BB.3 | 3a |
| BB.3a | 3a |
| BB.4 | 2 |
| BB.7 | 2 |
| BB.9 | 2 |
| BB.10 | 2 |
| BB.11 | 1 |
| BB.12 | 2 |
| BB.13 | 1 |
| BB.5 | 3a |
| BB.6 | 3a |
| BB.8 | For information. |



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-501-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)



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| <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-PV to B-300-PV B-1-PU to B-301-PU | 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.

Agents should be addressed to:
Bentley Motors Ltd. SERVICE STATION, MARINE ROAD, WILMSLOE, LONDON, N.W.11

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 | B.237-DZ |
| B | Twin Ignition Coils | B. 1-AJ | E | Dip and Switch Headlamps | B.241-DZ |
| | Parkerised Tappets | B. 31-AJ | | Modified Underseat Heater | B.273-DZ |
| | Hardened Push Rods | B.185-AJ | | Export Features on all Cars | B.493-DZ |
| C | Modified Horn Push Button | B. 2-BH | F | Fixed Guide to Front Windows | B.241-DZ |
| | AC Air Cleaner | B. 70-BH | | 22½" Servo Cams, 3" Balance Levers | B.273-DZ |
| | SC Carburettor Needles | B.122-BH | G | Heater Return Tap Re-introduced | B.493-DZ |
| D | Strengthened Wheel Disc Flange | B.198-BH | | Revised Inter-Shoe Brake Linkage | B.2-EY |
| | Heater Return Tap Deleted | B.228-BH | H | Split Skirt Pistons | B.120-EY |
| | Heater Drain Tap Added | B.292-BH | I | Granodised Piston Rings | B.162-EY |
| E | Provision for 5" Dynamo | B.398-BH | | Portable Hand Inspection Lamp | B.264-EY |
| | Rocker Cover Breather | B.185-BG | J | Luggage Boot Water Trap | B.466-EY |
| | Modified Interior Door Locks | B.303-BG | K | Progressive Bump Stops | (B.126-LEY) |
| F | Increased Synchro Cam Angles | B.321-BG | | 1" Dia. Rear Axle Bolts | B.1-EW |
| | Modified Distributor Drive Spring | B.165-BG | L | Closer Fitting Tappets | B.57-EW |
| | Ring | B.321-BG | M | Graded Pistons | B.111-EW |
| G | Increased Front Shock Absorber | B.165-BG | N | Commonised Dash | B.273-EW |
| | Loading | B.303-BG | O | Forged Rear Spring Shackles | B.403-EW |
| | Near Rocker Cover Joint | B.321-BG | P | Internal Oil Feed to Distr. | B.2-FV |
| H | Export Body Modifications | B.321-BG | Q | Longer Gear Lever | B.138-FV |
| | Aluminium Tappet Doors | B. 2-CF | R | Modified Rear S.D. Plates | B.444-FV |
| | Larger Rear Hub Bearings | B. 26-CF | S | Trico Windscreen Washer | B.1-FU |
| I | Bronze Exhaust Valve Guides | B.164-CF | T | Modified S.S. Tube Socket | B.244-FU |
| | Modified Clutch Thrust Race | B.206-CF | U | Modified X.S. Tube Sockets | B.281-FU |
| | Solid Door Striker Plates | B.218-CF | V | Revised Steering Geometry | B.1-GT |
| J | Horn Suppressor | B.236-CF | W | Thicker Lipped Brake Drums | B.67-GT |
| | Dunlop Jacks | B.320-CF | X | Anti-Rumble Brakes | B.111-GT |
| | Wider Opening Radiator Shutters | B.344-CF | Y | 2nd Mod. to Rear S.D. Plates | B.165-GT |
| K | 2.4" Servo Balance Lever | B.426-CF | Z | Four Foot Mounted Air Silencer | B.213-GT |
| | 5" Dynamo | B.115-CD | AA | Improved Rear No. Plate Box | B.281-LGT |
| | C. & A. Cylinder Head Gasket | B. 1-CD | AB | Revised Bijur Pipes to Rear Shackles | B.381-GT |
| L | Accelerator Countershaft Guard | B. 17-CD | AC | Reduced Speed Fan | B.213-GT |
| | 13" Brake Expanders | B.115-CD | AD | Keyhole Sockets on Gear Control | B.281-LGT |
| | 25" Servo Cams | B.347-CD | AE | One Piece Rear Brake Equ-Lever | B.381-GT |
| M | Modified Coolant Pump | B.363-CD | AF | Aluminium Cam Wheel | B.2-HR |
| | Improved Rubber Door Seals | B.475-CD | AG | Electric Clock | B.2-HR |
| | Servo Protection Plate | B.475-CD | AH | Low Rate Oil Feed to Clutch Thrust | B.2-HR |
| N | Modified Quicklift Window Stop | B.475-CD | AI | 11" Clutch (Light Type) | B.2-HR |
| | Extended Petrol Tank Breather | B.475-CD | AJ | 3 Bush Rear Brake Equ-Support | B.110-HR |
| | Low Lift Camshaft | B. 2-DA | AK | Mod. Starter Solenoid Switch | B.31-HP |
| O | Lucas Screen Wipers | B. 62-DA | AL | Lower Bush R.S.D. Link Deleted | B.63-HP |
| | Modified Core Plugs | B.128-DA | AM | Speedo Dip Warning Light | B.95-HP |
| | Oil Caps in No. 7 Journal | B.134-DA | AN | Large Bore Carburettors | B.149-HP |
| P | Bench Type Spring Drive | B.144 DA | AO | Mod. Clutch Spigot Bearing | B.179-HP |
| | Longer Upper Triangle Levers | B.200-DA | AP | Closer Fitting 2nd & 3rd Speed Bushes | B.179-HP |
| | Short Cylinder Inserts | B.252-DA | AQ | Triple Pass De-mister Inter. Scheme | B.179-HP |
| Q | Rear Shock Damper Linkage Mod. | B.270-DA | AR | Longer Boxes on R.S.D. Plates | B.179-HP |
| | floatation | B.384-DA | AS | Thicker R.S.D. Plates | B.154-JD |
| | Battery Charging Plug | B.420-DA | AT | Mod. Water Pump Gland Ring | B.61-JN |
| R | Larger Frontal Area Radiator | B.492-DA | AU | Triple Pass R.H. De-mister (Final) | B.2-KM |
| | Anti-Spill Valve in Radiator | B.95-DZ | AV | Modified Ammeter | B.64-KM |
| | Chromium-plated Servo Plate | B.117-DZ | AW | New Type Ignition Condenser | B.117-KL |
| S | Strengthened Door Hinges | B.131-DZ | AX | | |
| | Increased Diameter Scuttle Drain | B.150-DZ | AY | | |
| | 1½" Cylinder Studs | | AZ | | |
| T | N.S. Front Window Winder | | BA | | |
| | Improved Window Run Channels | | BB | | |
| | Square Edge Bearing, 1st and 3rd | | BC | | |
| U | Mot. Shafts | | BD | | |
| | | | BE | | |
| | | | BF | | |

Bulletin

MODEL BENTLEY MARK VI

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|---|---|---|---|--|---|
| L | Steel Oil Caps in Crankshaft Oil Feed Adaptor Air Bottle 11" Heavy Type Clutch | B.40-L B.170-L B.300-L | | | |
| M | 3 1/4" Bore Engine Thickened Crankshaft 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 Modification on Steering Connections Revised Throttle Controls for Synchronesh 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 Coase. Mk. 11 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-U1 B.66-UM B.212-UM |
| P | Reversion to Old Type Front Wheel Studs. Solid Pins and Shield on Servo Hot and Cold De-mister 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.163-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) 3 1/4" Second Slow Leak on Front Shock Dampers Panco Lubricated 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.136-YD B.160-YD B.246-YD |
| | | | Z | Improved Cold Starting Device 2nd Speed Start Perodo 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 | Commonized 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 | 3 1/4" 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 REFERRED TO:
BENTLEY MOTORS (1911) LTD. SERVICE STATION, HYTHE ROAD, WELLSDEN, LONDON, N.W.10