The equipment consists of two jets mounted on the scuttle just forward of the windscreen wiper blades. A press button is situated within easy reach on the right-hand side of the facia, and on depressing this button the induction depression is communicated to the diaphragm of a pump on the reservoir, which is a glass container underneath the bonnet. When the button is released, the diaphragm is returned under spring pressure and causes two jets of fluid to be directed on to the windscreen. The screen wipers should then be switched on, when the screen will immediately be cleaned.

The liquid in the reservoir has low surface tension and anti-freeze properties.

As the pump is actuated by the induction pipe depression, it is necessary to ease the foot off the accelerator pedal whilst the button is being depressed, otherwise there may be insufficient depression to actuate the pump.

The jets may readily be cleared if they ever become obstructed with foreign matter, by slackening off the knurled screw and operating the pump in the normal way, as the jet consists of a small slot which becomes exposed when the screw is slackened off, and any obstruction is therefore easily washed away.

Adjustment of the angle of the jet is effected by turning the hexagon portion of the jet with a suitable spanner. The jet should impinge on the windscreen towards the top of the arc traversed by the screen wiper blades.

Do not attempt to dismantle the part of the jet attached to the scuttle, as reassembly may be difficult.

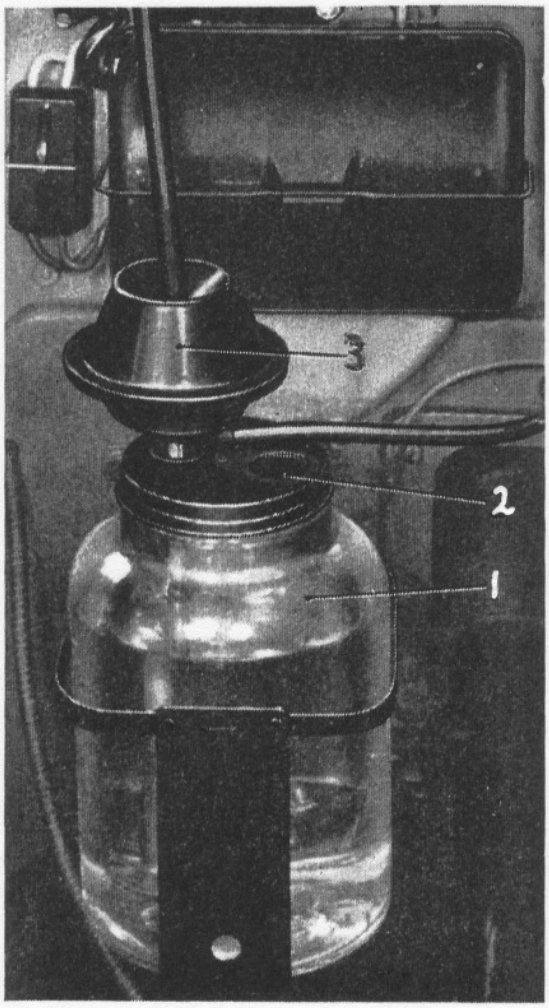

Fig. 52.—WINDSCREEN WASHER, RESERVOIR AND PUMP.

1. Reservoir. 2. Filler Cap.
3. Diaphragm Pump.

Tins of this special liquid, which is mixed with water for refilling the reservoir, are obtainable from the Main Service Station, Hythe Road, Willesden, N.W.10, and should be used in the proportions as directed.

Washing and Polishing.

The greatest care is taken during manufacture to ensure that the paintwork is as durable and well finished as it can be.

It is, however, obvious that the paintwork in service is subject to conditions which may cause deterioration. Therefore, the following procedure with regard to cleaning and polishing the car is recommended in order to obtain the best results.

1. Always remove dust and mud by washing with plenty of clean water. Never attempt to dry clean the car, as this is bound to produce scratches which subsequently cannot be removed without levelling down the surface of the paint by the use of a further abrasive.

   Tar may be removed by the use of the special proprietary solutions available, or by rubbing with a soft cloth moistened with a mixture of equal parts of naphtha and white spirit (turpentine substitute).

2. Dry off with chamois leather after the water wash.

3. Smear windows with window cleaner—this dries white.

   Cleaning of movable windows by means of hosing should be avoided, as this invites the collection of water inside the doors which may take some time to dry out.

4. Use a good wax polish and apply this to a section of the car and polish before proceeding to a similar treatment of the remaining sections.

   Spray polishes are available which considerably minimise the labour as compared with ordinary wax polishes. If a spray polish is used, spray half of the car and polish immediately with stockinette material, then spray and polish the remainder, including windows and plated parts.

   Suitable wax polishes are "Lifeguard" Car Wax or, alternatively, spray with "Micropol".

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

5. The above procedure is recommended at least once a month, or more often as may be desired. Water washing will, of course, be carried out frequently.

6. Every third month, after water washing, remove traffic film and other atmospheric deposits and the residual wax with a cleaning agent, such as Belco No. 7, afterwards re-wax with a good wax polish as instructed.

Doors.

The door lock bolts and hinges should receive periodical attention with oil "A". Every 10,000 miles, as directed on page 33, the hinge plate (see Fig. **53**) should be removed and the slides carefully oiled.

The window winding mechanism should need no attention for a very considerable period as this is amply provided with lubricant upon assembly.

Seat Slides.

Occasionally check the securing screws for tightness, and apply sparingly a little grease to the runners to ensure smooth operation.

Upholstery and Carpets.

In general the leather upholstery has an impermeable surface, and to keep it clean and fresh looking, we recommend that the leather

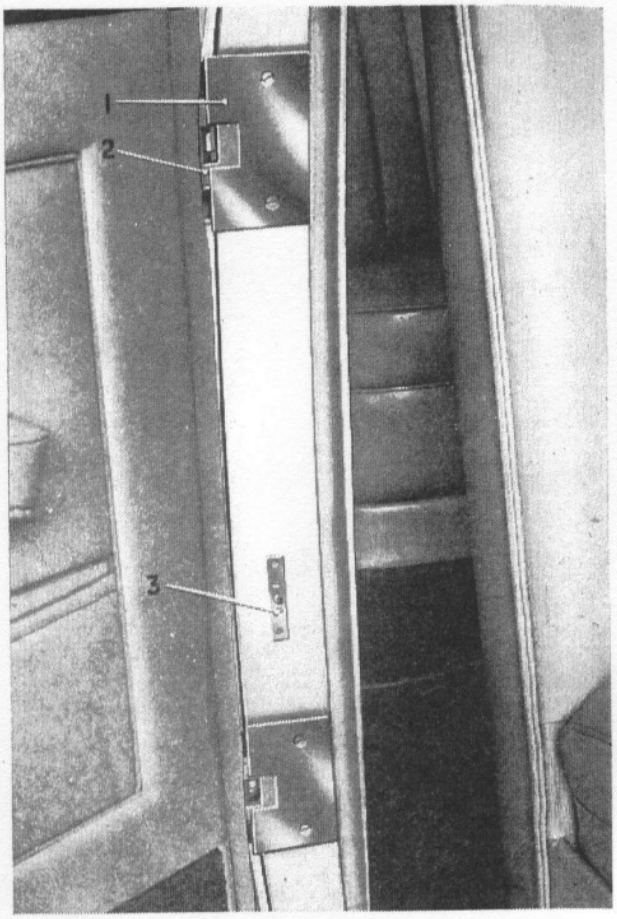

Fig. 53.—DOOR HINGES.
1. Hinge plate. 2. Slide. 3. Panel switch.

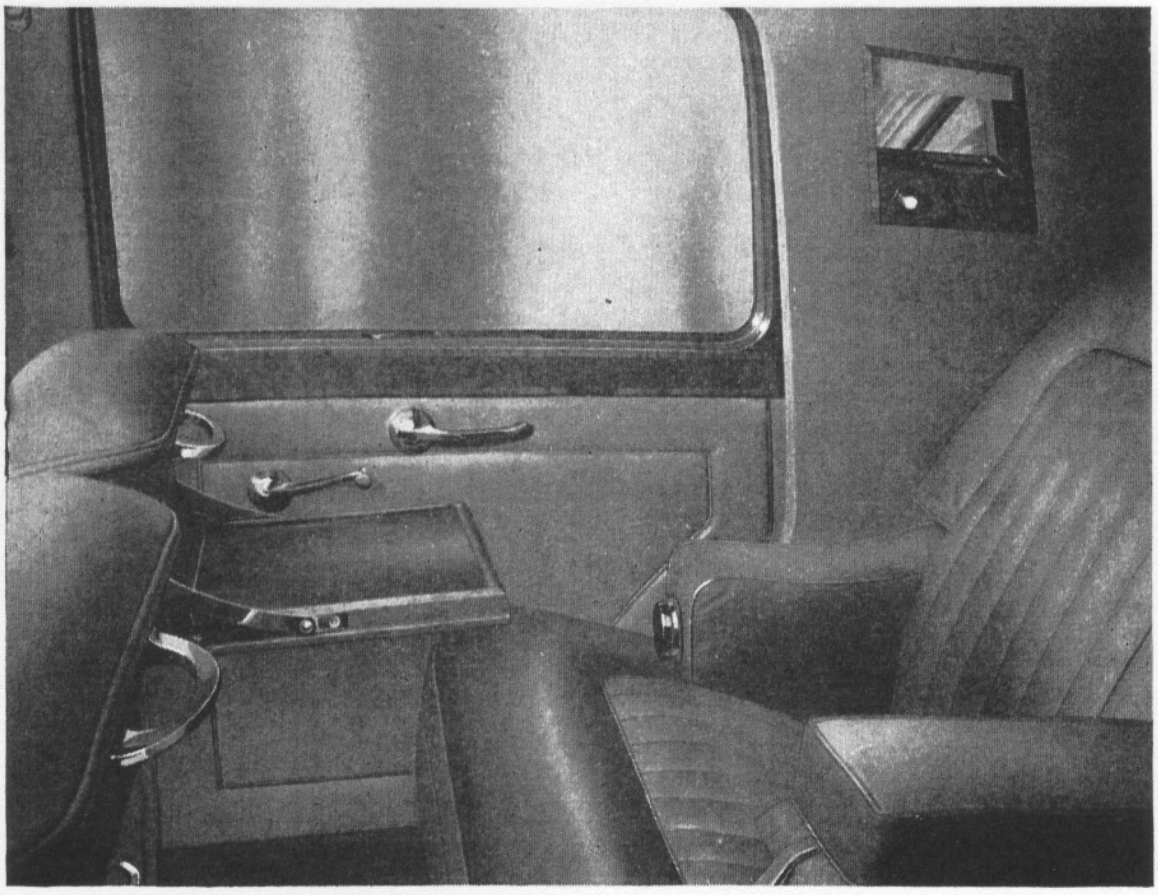

Fig. 54.—INTERIOR UPHOLSTERY AND APPOINTMENTS.

should occasionally be treated with a preparation known as "Connolly's Hide Food".

Floor carpets should be removed and cleaned with a vacuum cleaner, and any stains or grease marks removed with a clean cloth moistened in a solvent such as "Drik". This solvent can be used to advantage particularly on the head cloth, which should receive periodical attention similar to the carpets and the other upholstery.

Sliding Roof.

Occasionally inspect the side channels of the roof to make sure that the drain holes are clean.

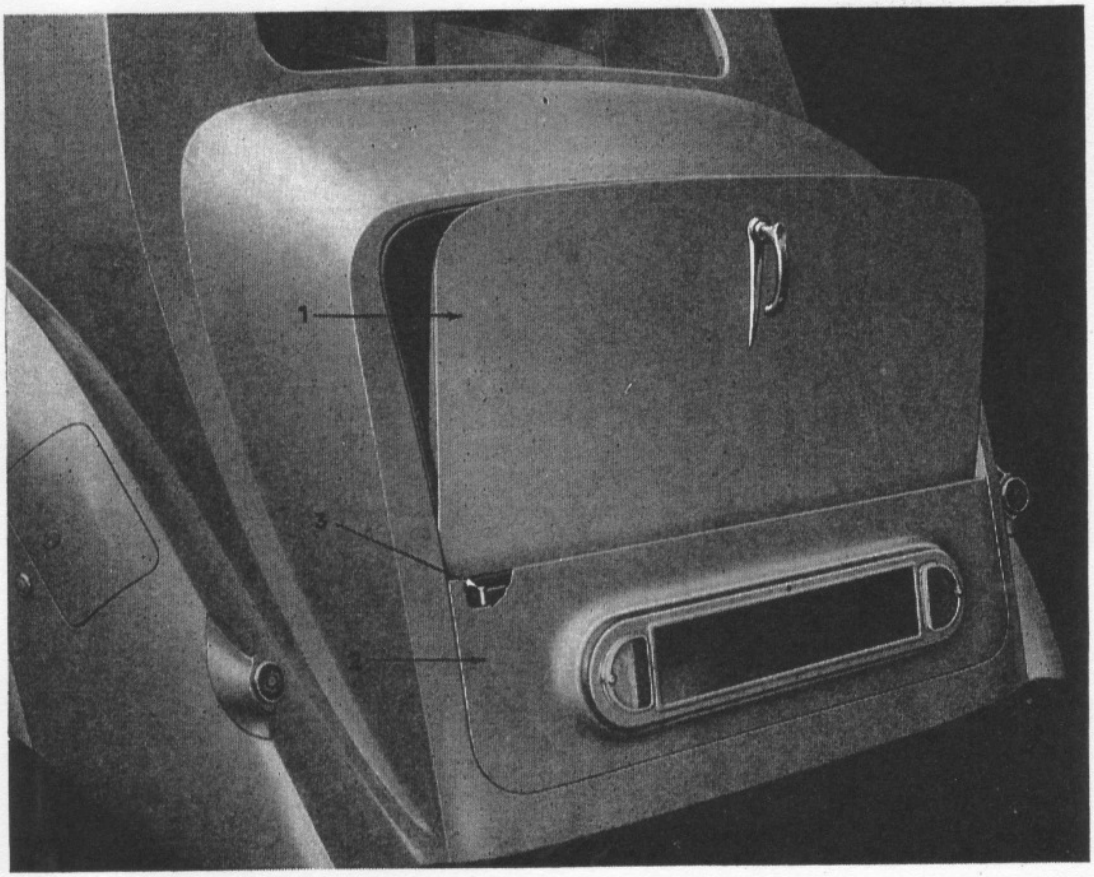

Fig. 55.—SPARE WHEEL COMPARTMENT.

1. Door to luggage boot.
2. Spare wheel and tool compartment.
3. Operating catch.

Luggage and Spare Wheel Compartments.

Ample luggage space is provided, and the spare wheel is carried in a separate compartment below, as illustrated in Fig. **57**.

To gain access to the spare wheel compartment, firstly, open the luggage boot approximately corresponding to the position in Fig. **55**. Secondly, insert the left hand into the slot below the door and

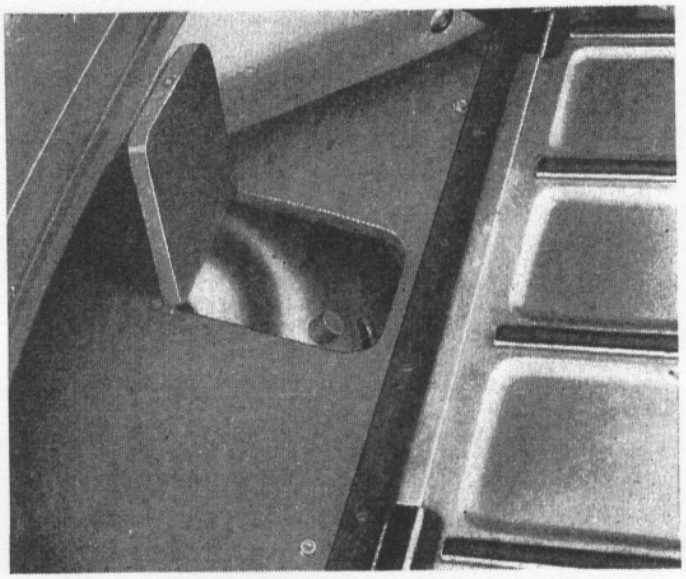

Fig. 56.—TRAP DOOR FOR TYRE INFLATION.

operate the catch. Pull the lower door outwards, and then close the luggage boot. Thirdly, with both hands, lift and pull forward the spare wheel compartment door, which may then be lowered to rest on the hinges.

Tools.

An adequate set of tools is supplied with each car, the "small" tools being carried in a fitted tray in the tool drawer under the dash. (See Fig. **1**.)

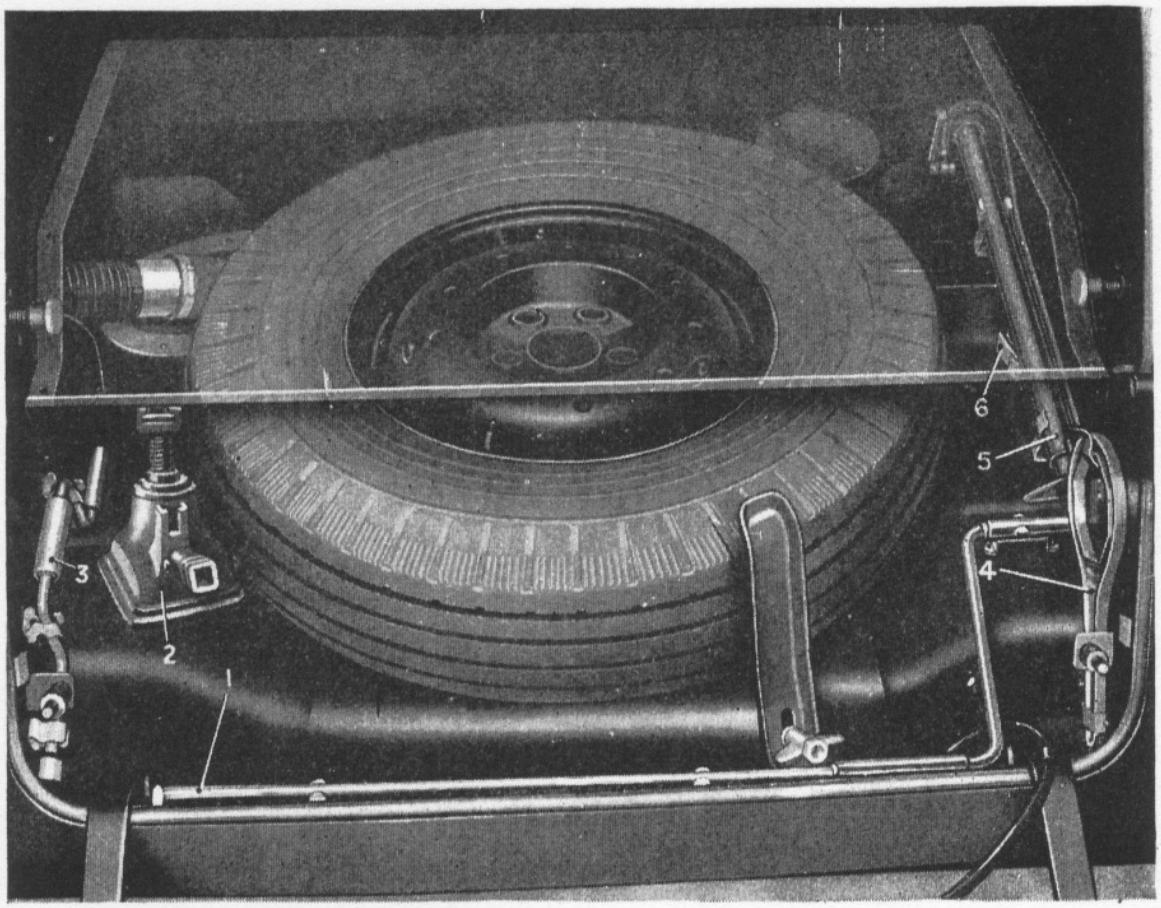

Fig. 57.—SPARE WHEEL AND TOOL COMPARTMENT.

1. Jack handle.
2. Lifting jack
3. Wheel brace.
4. Wheel disc spanner.
5. Tyre pump.
6. Tyre levers.

The larger tools are carried in the spare wheel compartment, as illustrated in Fig. **57**.

CHAPTER XII

Storage and Recommissioning of Cars

1.—After jacking up both rear wheels, as directed in (3), run engine gently for a few minutes with a gear engaged.

When engine is cold inject about two tablespoonfuls of engine oil through spark plug holes of each cylinder and turn crankshaft by hand a few times to distribute oil over cylinder walls.

2.—Crank engine over by hand once a week during storage. It must not be run under its own power.

3.—Jack up both axles to take all weight off tyres, using wood blocks or other suitable packing*. Do not deflate tyres, but cover up to exclude light.

4.—If the cooling system contains anti-freeze, do not drain. If the original coolant has been replaced by plain water, and there is any danger of freezing, drain the system. Otherwise leave water in.

5.—Drain all fuel from main tank, rear strainer and carburetter.

6.—Clean all bright parts and lightly smear with vaseline.

(*Note.*—In the case of parts having untarnishable finish, such vaselining is both unnecessary and undesirable.)

7.—Wash down and polish coachwork, extend hood in the case of an open touring car, and cover the whole with a light dust sheet.

8.—The storage place should be dry, well ventilated, and preferably heated.

9.—Remove battery and properly charge from an external source. Give a subsequent freshening charge from an external source every four or five weeks.

If the storage period is likely to exceed three months, the engine crankcase and also the gearbox and rear axle should be drained and filled up to the correct level with a *pure mineral* oil, e.g. Vacuum "B" or Wakefield's Aero "C". One of these oils should also be used for injecting into the cylinders under such circumstances.

* A jacking pad is provided on the centre of the front suspension "pan".

Before putting the car into service again the following operations should be performed:—

1.—Drain engine crankcase and refill to correct level with *fresh* engine oil.

2.—Prime cylinders with engine oil.

3.—If previously drained, refill coolant system to correct level.

4.—If gearbox and rear axle have been filled up with a pure mineral oil, as directed for long period storage, drain and refill with correct oils.

5.—Run engine gently for a time after starting up.

6.—Remove and clean spark plugs.

Tanks should be completely drained when it is known that the car will be laid up for an appreciable period.

Owing to the fact that motor spirits undergo deterioration with time, thereafter causing them adversely to affect inlet valves and the moving parts of the carburetter, it is undesirable to keep fuel tanks half filled with fuel in a warm atmosphere such as a showroom or garage.

CHAPTER XIII

School of Instruction

To enable the maximum satisfaction to be obtained from the ownership of a Bentley car, Instructional Courses of two weeks' duration are held on the maintenance of the Bentley chassis. During the Course, the mechanical features of the chassis are fully explained, particular emphasis being stressed on the points requiring lubrication or adjustment; at the same time instruction is given in the handling of the car on the road, where a high standard of driving is demanded. Suitable cars are maintained by the School for instructional purposes.

The Course is intended for chauffeurs who are undertaking the care of Bentley products for the first time, and also for drivers who have had previous Bentley experience on other models. In this latter case shorter periods can be arranged, although in most cases the full Course is desirable.

In the past owner-drivers and/or members of their families have frequently attended the Courses with beneficial results, and suitable arrangements may be made by application.

The School is located in part of the Service Department building at Willesden. Further particulars may be obtained from the Principal, School of Instruction, Bentley Motors (1931) Ltd., Hythe Road, Willesden Junction, London N.W.10. (Telephone No.: LADbroke 2444.)

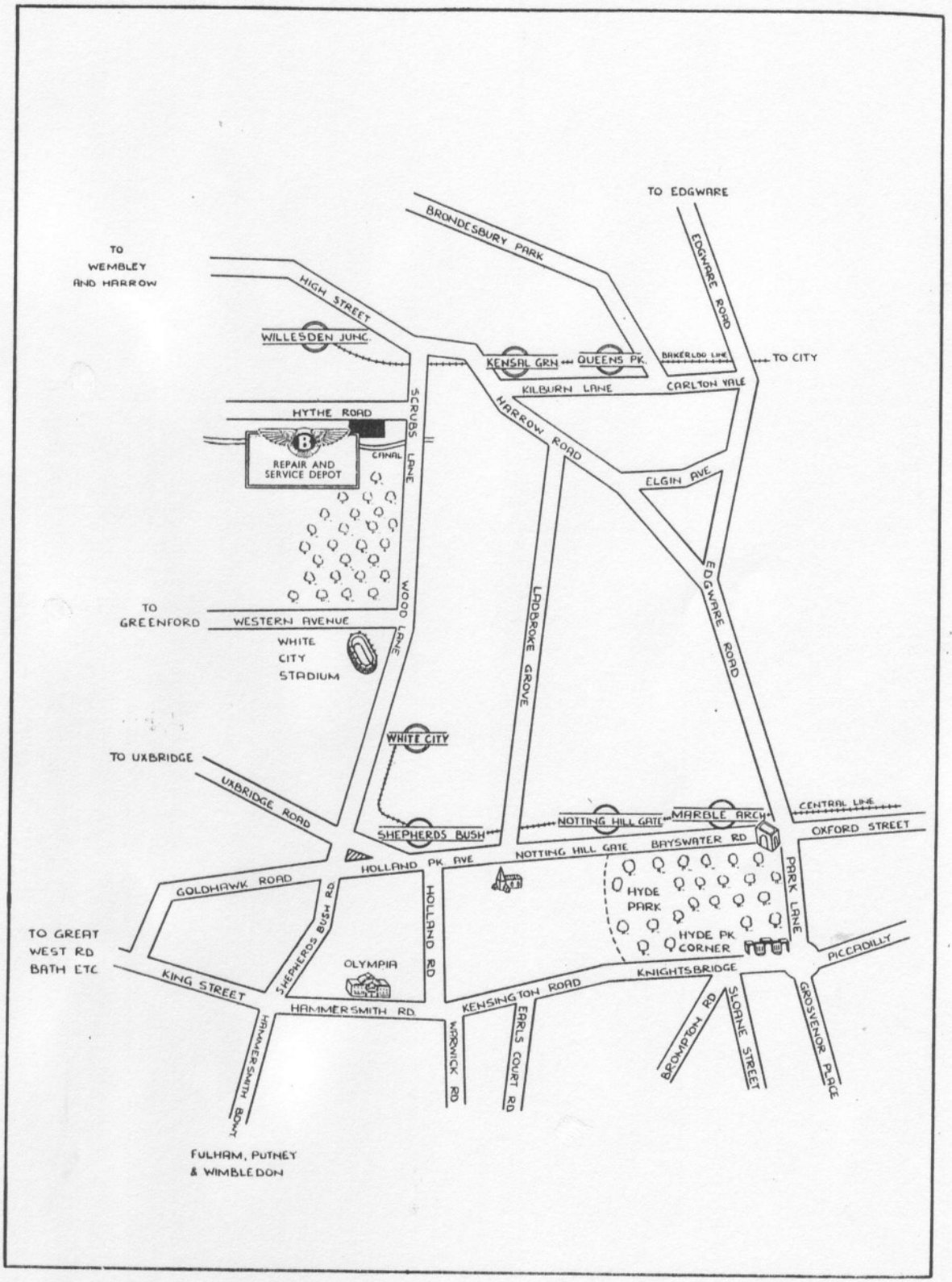

Fig. 58.—GUIDE TO LOCATION OF MAIN SERVICE STATION.

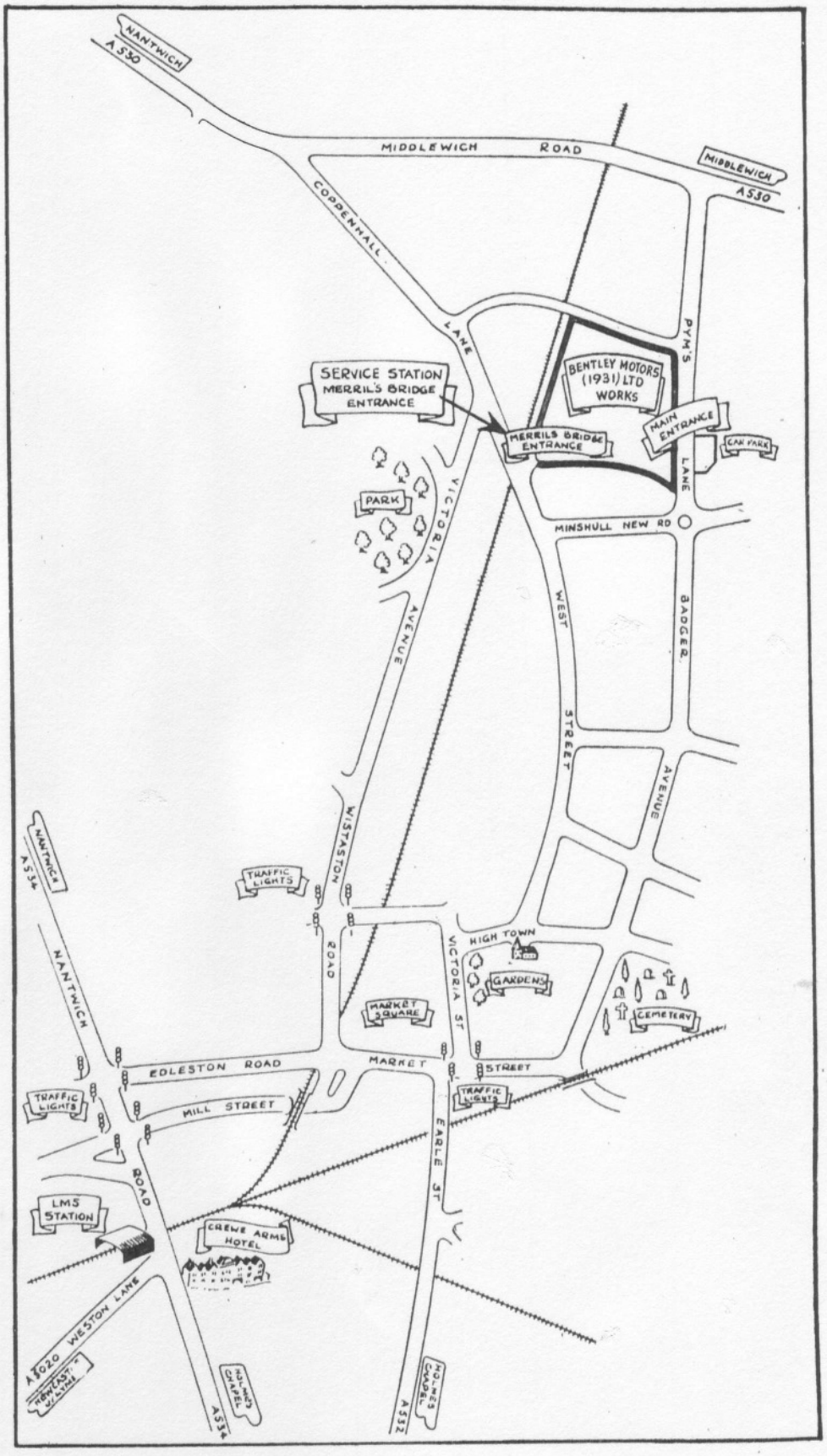

Fig. 59.—GUIDE TO LOCATION OF CREWE SERVICE STATION.