

Bulletin

MODEL: BENTLEY MARK VI

REAR SHOCK ABSORBER LINKAGE.

Owing to the fact that the rear shock absorber linkage is assembled and tightened up at the chassis stage, the angle of the connecting link differs considerably from its position when normally loaded with the body, and a permanent strain is imposed on the silentbloc bushes when in the normal operating position.

In order to relieve this strain, the present method of assembly is to leave the final tightening of the silentbloc bushes until the car is normally laden with the body, and in order to ensure that this condition applies to cars already in service, it has been decided to take action on existing cars when they are available at Service Depots by slacking off the silentbloc fixing bolt at the lower end of the forked connecting link between the shock absorber arm and the knuckle joint on the axle. After slacking off, the car should be bounced a few times and allowed to settle in the normally loaded state, after which the bolts should be retightened.

When retightening, it should be observed that the silentbloc at the extreme lower end, i.e. the one pointing forward, is free from strain. If the strain has not been released properly, the spindle to which the silentbloc is fixed will appear to be tilted relative to the knuckle joint. This condition should not exist in the normally laden position.

Will Retailers and Service Depots please notify the London Service Depot of the chassis numbers whenever this alteration is carried out.

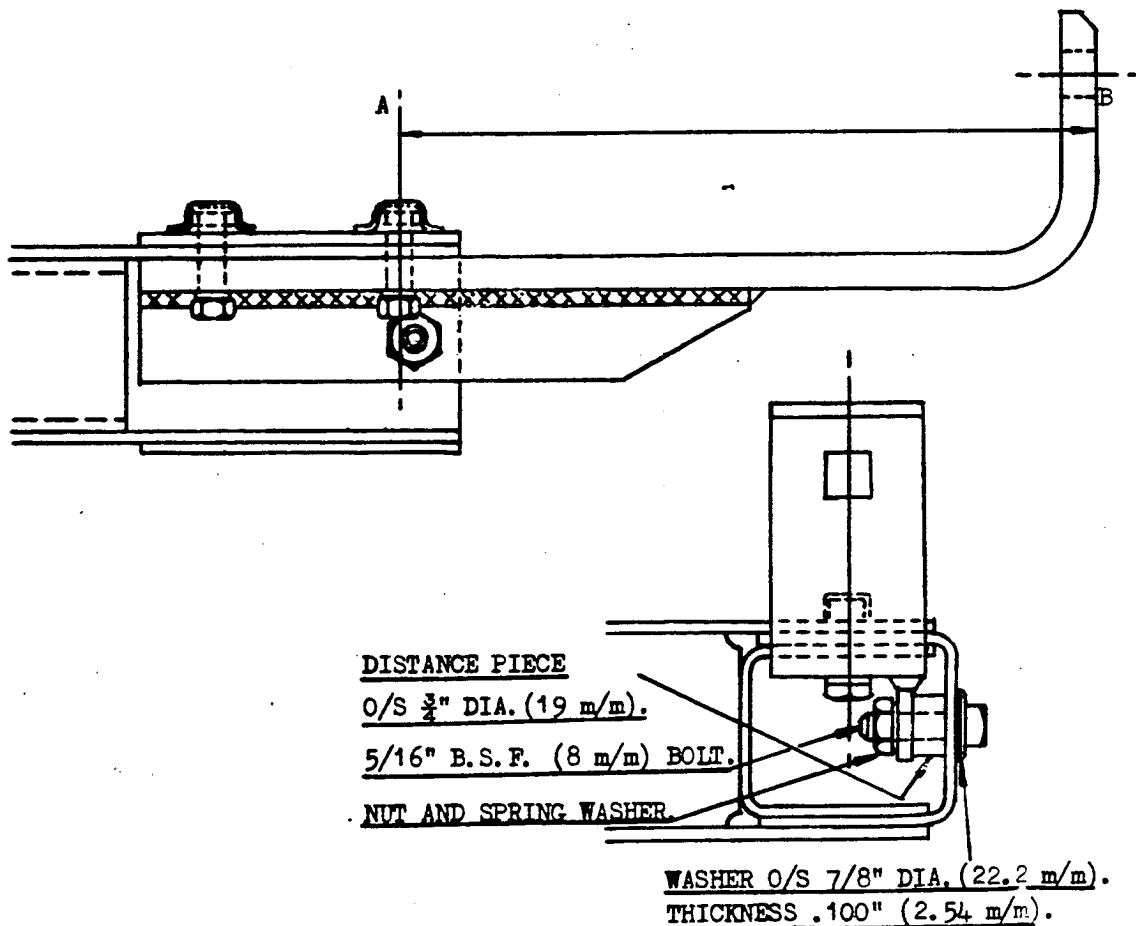
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MODIFICATION.FOR CATEGORY 2 ACTION:REAR BUMPER SUPPORT BRACKETS.

The length of the rear bumper support brackets on the Bentley Mark VI Chassis is dependent upon the type of body fitted. In cases where the body design causes the length of the bumper support from the rear fixing bolt (A) to its rear face (B) to exceed 8" (20.3 c.m.) a modification is introduced to ensure maximum rigidity.

This modification secures the bumper support stiffening webs to the side walls of the chassis members in the manner shown in the attached drawing.



A 5/16" (8 m.m.) clearance hole is drilled through each stiffening web of the bumper support brackets and chassis frame side member at a point $\frac{1}{2}$ " (12.7 m.m.) from the end of the chassis frame, and $1\frac{1}{16}$ " (27 m.m.) from its top face. The two parts are bolted together with a distance piece interposed and a plain washer on the outside of the frame.



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The following additional parts, obtainable from Hythe Road Service Station, are required to effect this modification:-

Part No:

RF. 6107	Distance Piece	2	Off
K. 308	Bolt.	2	"
K. 4313	Nut.	2	"
K. 9009	Washer.	2	"
KB. 3906	Washer.	2	"

The distance piece must be a tight push fit between the stiffening web and the chassis frame side wall before the assembly is bolted in order to prevent any stress or distortion when the bolt is tightened. The distance piece supplied has a thickness of .450" (11.4 m.m.) which must be reduced to suit the individual requirements of the chassis.

Where the length of the bumper support brackets, between points A and B does not exceed 8" (20.3 c.m.) no action is necessary.

Simultaneously with the issue of this Bulletin, coachbuilders are being notified of the introduction of the above modification and will incorporate it on all chassis at their works.

All new coach built chassis from B-190-CF will be drilled to facilitate the inclusion of the modification.

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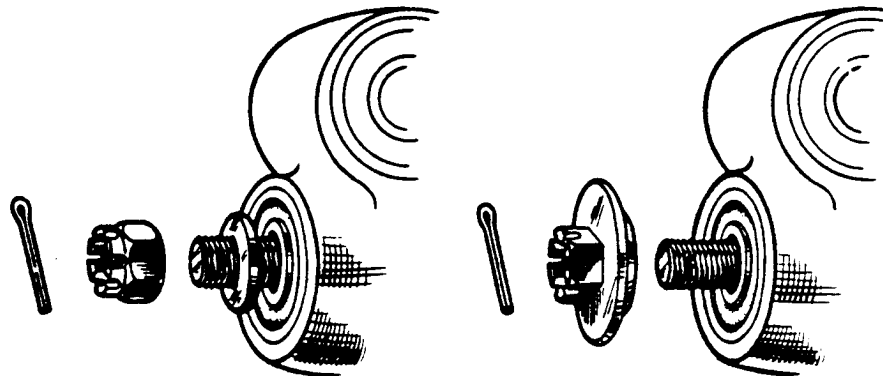
MODIFICATION.For Category 2 Action:REAR SHOCK DAMPER LINKS.

A modified type of retaining nut is now specified for the Silentbloc bush which connects the rear spring pad stud to the shock absorber linkage. The new nut has a flange, the diameter of which is greater than the bore of the knuckle into which the bush is fitted.

It is intended that this flange should act as a safety device to prevent the shock absorber linkage becoming detached from the spring pad stud, if severe road conditions cause the Silentbloc bush rubber to shift in its housing.

This condition may occur on a type of road which causes the rear suspension to move repeatedly on to the "full rebound" stop over prolonged periods.

Before fitting the new nut, the Silentbloc bush should be examined; if there are no signs that the rubber has moved in relation to the bush, there is no necessity to change the bush, but if it appears that the rubber has started to creep out of the end nearest the front of the car, it should be renewed.



PRE-MODIFIED ASSEMBLY

MODIFIED ASSEMBLY

Arrangements have been made for all Retailers to receive a quantity of the modified nuts, part No: RF-6448, and shock absorber knuckles complete with bushes, part No: FB-3049A. Further supplies may be obtained when necessary from the London Service Depot. Retailers are requested to return the original knuckle unless the cost of forwarding makes return impracticable.

This modification has been incorporated on production from chassis No B-268-DA onwards and all earlier cars should be dealt with on a Category 2 basis.

The Bentley logo is a stylized, cursive script of the word "Bentley" in white, set against a dark, textured rectangular background. To the left of this background are several horizontal white lines of varying lengths, creating a decorative effect.

MODEL BENTLEY MARK VI

DASHBOARD SIDE MOUNTING BRACKETS(STANDARD STEEL SALOON)

This Bulletin cancels BB-115.

Further experience in the investigation of engine vibration transmitted through the dashboard has shown that deletion of the mounting bracket is not wholly affective. It has therefore been decided to cancel the instructions given in Bulletin BB-115.

In the event of complaints of engine vibration, Retailers are advised to refer the matter to the London Service Station.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO

BENTLEY MOTORS (1931) LTD., PYMS LANE, CREWE, ENGLAND

For Category 2 Action (Overseas Retailers only).REAR ROAD SPRING "U" BOLTS.

In order to reduce stress concentration at the junction of stem and saddle of the rear road spring "U" Bolts, the blending radius has been increased.

This alteration became effective at some time during the production of 'D' Series.

It has been decided to fit the improved "U" Bolts (Part No. RF.3269 unchanged) to all cars on which they are non existent.

The Chassis Nos. affected are:-

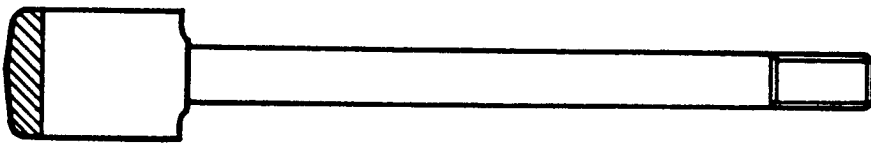
'A' Series - B.AK 2-254
B.AJ 1-247

'B' Series - B.BH 2-400
B.BG 1-401

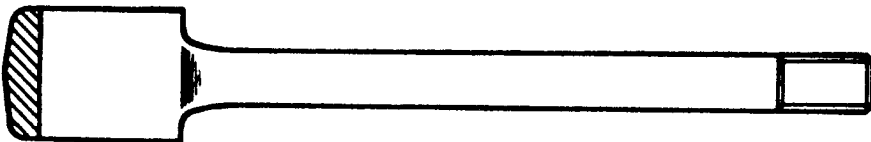
'C' Series - B.CF 2-500
B.CD 1-501

In addition all cars in 'D' Series, B.DA 2-500 and B.DZ 1-105, should be inspected and "U" Bolts changed if necessary.

Retailers will be supplied with an initial stock of the improved "U" Bolts and any existing stocks already held should be examined. Early type "U" Bolts should be scrapped.



EARLY TYPE



LATE TYPE

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CATEGORY 3A.REVISED REAR BODY "SILENTBLOC" MOUNTING
STIFFENING PLATES.

To prevent any possibility of distortion to the four wheel arch rear body "Silentbloc" bush mountings, new one piece stiffening plates of thicker metal are to replace the existing two piece stiffening plates.

PROCEDURE.

Raise the rear of the car and remove the rear wheels so that the wheel arch body mountings, two per side, are visible. Remove the two nuts securing the "Silentbloc" bush mounting to the frame, discard the existing stiffening plates under the nuts and $\frac{1}{4}$ BSF bolts and fit the longer bolts, the one piece stiffening plate, and the new spring washers with the existing nuts.

On certain chassis owing to lack of clearance between the body brackets and the frame brackets it may be necessary to remove the existing "Silentbloc" mounting securing bolts by cutting off the heads and fitting the new bolts from beneath.

Attend to one body mounting at a time to avoid distortion to the coachwork.

MATERIALS.

	<u>Part No.</u>	<u>No. Off.</u>
Stiffening Plate	UR.2889.	4.
Bolt	K.204/Z.	8.
Spring Washer	K.9008.	8.

CHASSIS.

Bentley 'R' Type and Mark VI.
Bentley 'R' Type Continental.

The time allowed for this work is 2 hours.

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FOR INFORMATIONDUNLOP JACKING SYSTEMCONVERTING EARLY SERIES B VI STANDARD AND COACHBUILT BODIES

As existing stocks of the Bevelift Jack (RF.3852) have now reached a minimum and because the demand for the jacks is so small, it has been agreed that in future, cars requiring a replacement jack are to be converted to the Dunlop jacking system.

To enable Retailers to carry out this conversion, the following procedure should be adopted.

Applicable to:	Chassis Number
Bentley VI (Standard Body) up to	B.234. CF
Bentley VI (Coachbuilt) up to	B.292. CF

THE B VI STANDARD BODY JACKING SYSTEM - TO CONVERT.

In order that the Dunlop jack may be used, the two existing 3rd body mounting brackets must be removed from the chassis and replaced by the later type of mounting bracket (RF.6007). This bracket is provided with a slide bar adaptor which is welded in position on the bracket.

Shown in Figure 1 are the material requirements necessary to convert one of the two 3rd. body mounting brackets; also shown are the Dunlop jack and handle.

To remove the brackets, which are located on the chassis frame beneath

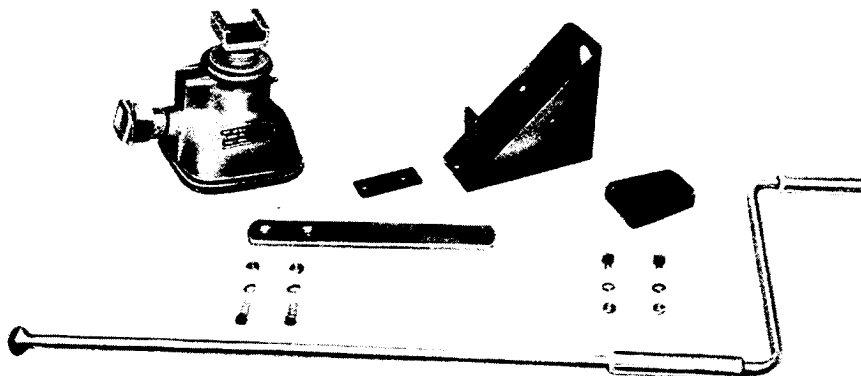


Fig. 1. Parts to convert Standard cars

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the bases of the B and C posts, remove the four 5/16 in. nuts and bolts securing the brackets to the frame and the $\frac{3}{8}$ in. nuts from the centre bolts of the Silentbloc mountings. The Silentbloc mountings are secured to the mounting brackets by four $\frac{1}{2}$ in. nuts and bolts. Remove these nuts and bolts and then fit the Silentbloc mountings to the new body mounting brackets (RF.6007). Fit the new mounting brackets to the chassis frame using the original nuts, bolts and washers ensuring that the heads of the two lower bolts are on the outer side of the frame as shown in Figure 2. When fitted in this position, the heads of the bolts act as stops for the jacks when they are pushed along the slide bars.

The support brackets (RF.6011) and the slide bars (RF.6015) may then be fitted to the body mounting brackets, as shown in Figure 2. Packing plates (RF.6013) should be placed between the slide bars and the body mounting brackets to give a clearance of 0.375 in. between the slide bar and the underside of the sill as shown by measurement A in Figure 2. The 0.750 in. deep flange on the underside of the sill (see B. Fig.2) should be flattened for a minimum distance of 2.000 in. on either side of the centre line of the slide bar.

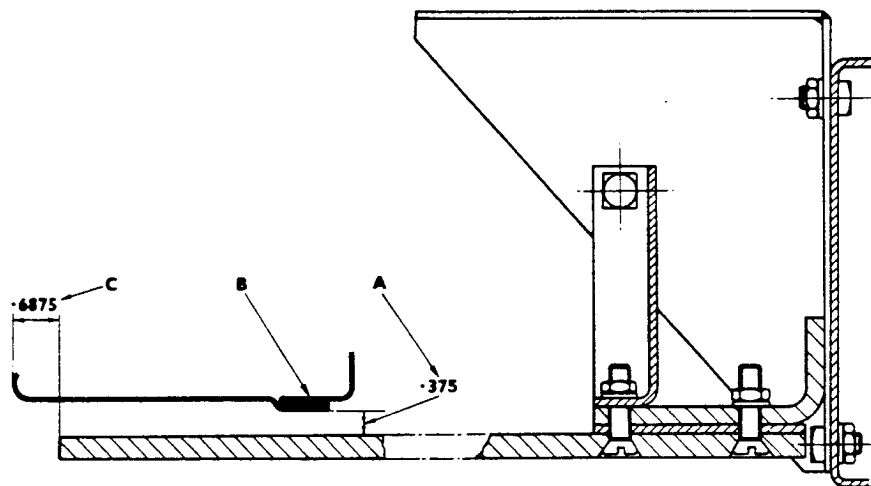


Fig. 2. Dimensions for fitting Support Brackets and Slide Bars

Material Required:

RF.6019	Jack	1 off
RF.9220	Jack Handle	1 off
RF.6007	3rd Body Mounting Bracket	2 off
RF.6011	Support Bracket	2 off
RF.6013	Packing Plate	As required
RF.6015	Slide Bar	2 off
K.302/Z	Bolt.Support Bracket	4 off
K.3022/Z	Screw.Slide Bar	4 off
K.4313/Z	Nut.Support Bracket and Slide Bar	8 off
K.9009/Z	Washer.Support Bracket and Slide Bar	8 off

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JACK STOWAGE

Figure 3 shows the Dunlop jack stowed in the spare wheel compartment on the left-hand side of the spare wheel. The wedge shaped wood block (RW.2340), on which the jack stands, is fitted so that its thinner end butts against the transverse rib of the floor (see A. Fig.5) and its left-hand edge is 3.125 in. from the wall of the spare wheel compartment (see B. Fig.5). The wedge is secured to the floor by two countersunk screws; these are of different lengths to allow for the variation in the thickness of the wood block.

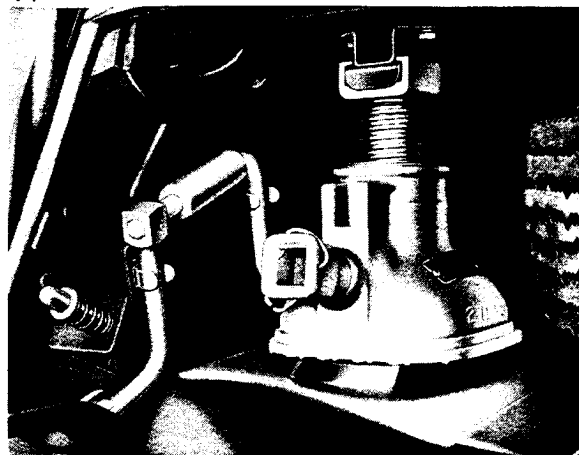


Fig. 3. Stowage of Jack

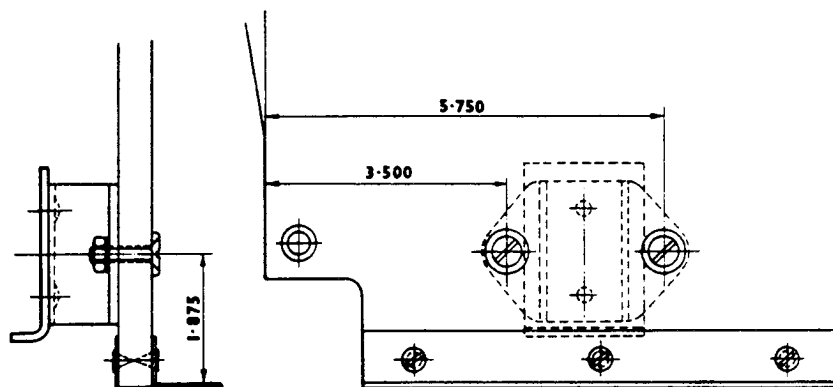


Fig. 4. Dimensions for fitting Upper Support

The upper support (327/257) for the jack should be fitted to the underside of the luggage floor, working to the dimensions shown in Figure 4 so that the upper support lip is facing towards the rear of the car (see Fig.5).

The upper support is secured by two $\frac{1}{4}$ in. countersunk screws and nuts.

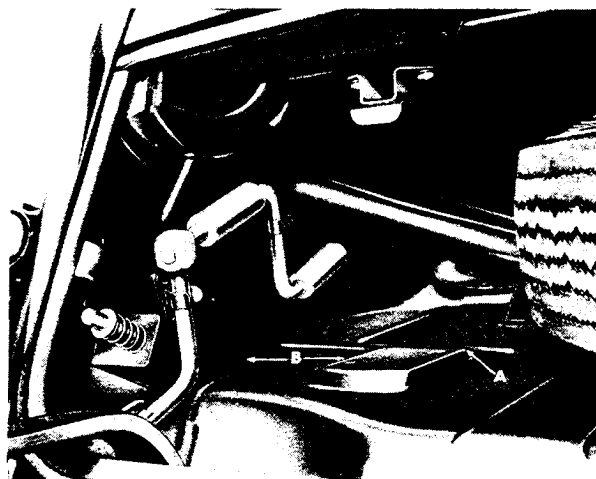


Fig. 5. Fitting of Wood Block

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Material Required:

RW.2340	Wood Block	1 off
327/257	Upper Support	1 off
CS.30702/Z	Screw. Wood Block	1 off
CS.30704/Z	Screw. Wood Block	1 off
CS.30703	Screw. Upper Support	2 off
K.4310/Z	Nut. Wood Block & Upper Support	4 off
CS.6708/Z	Washer. Wood Block & Upper Support	4 off
CS.34340/Z	Cup Washer. Upper Support	2 off

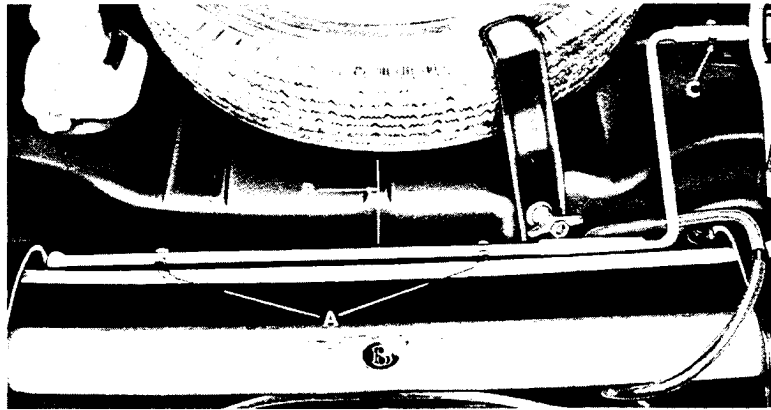


Fig. 6. Fitting of Jack Handle Clips

JACK HANDLE STOWAGE

Remove the Bevelift jack clips from the well of the spare wheel compartment in order that the two rear jack handle support assemblies (327/256) may be fitted.

Detach the lower boot door sealing rubber at the two points marked 'A' in Figure 6, sufficiently to enable two 4BA clearance holes to be drilled through the sealing rubber securing flange. Taking the centre of the stiffening rib of the spare wheel compartment floor as a datum line (see B. Fig.6) drill the two clearance holes at points 10 in. to the left and 4.500 in. to the right of the datum line. Secure the two jack handle rear supports in position with two 4BA screws and nuts, using the two upper holes in the supports. The countersunk heads of the screws should be on the outer side of the sealing rubber securing flange. Refit the rubber seal. Using the two lower holes in the support brackets as guides, drill two 3BA clearance holes through the floor of the well at the rear of the spare wheel compartment, then secure the rear supports with two 3BA screws and nuts.

Fit the jack handle in position in the two rear supports and clip the front support (327/258) to the centre of the jack handle grip (see C. Fig.6). Lay the handle grip on the floor of the spare wheel compartment, then using

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the holes in the front support as guides, make two 'centre pop' marks on the spare wheel floor and drill two 3BA clearance holes in the spare wheel floor; secure the front support in position using two 3BA screws and nuts.

Material Required:

327/256	Rear support	2 off
327/258	Front support	1 off
CS.30077/Z	Screw. Rear support	2 off
CS.30975/Z	Nut. Rear support	2 off
CS.7102/Z	Screw. Rear support and front support	4 off
CS.5702/Z	Nut. Rear support and front support	4 off
K.9005/Z	Washer. Rear support and front support	4 off

THE B VI COACHBUILT BODY JACKING SYSTEM - TO CONVERT

The procedure adopted for converting the jacking system on coachbuilt cars is basically the same as for the standard body. The conversion should be carried out in the same manner except where stated otherwise in the following paragraphs. Figure 7 shows the material requirements necessary to convert one of the jacking brackets; also shown are the Dunlop jack and handle.

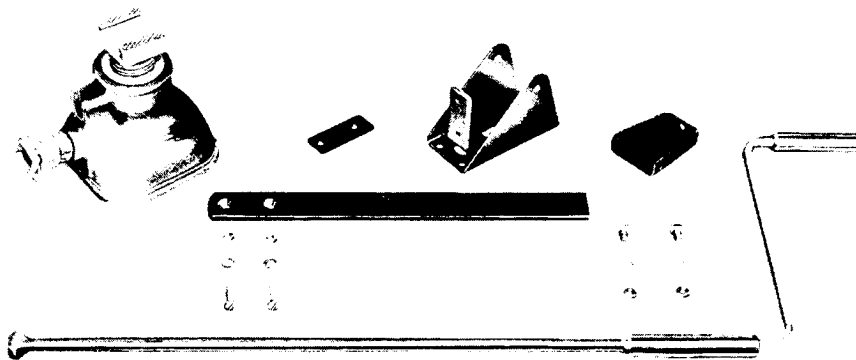


Fig. 7. Parts to convert Coach-built Cars

The jacking brackets used on coachbuilt cars do not act as body mounting brackets, therefore the operation of removing the existing Bevelift jacking brackets and fitting the later type brackets (RF.6009) is greatly simplified. Fit the brackets as described previously. When fitting the slide bar, it may be necessary to trim the end of it in order to obtain the correct clearance between the edge of the sill and the end of the slide bar. (see C. Fig.8).

Material Required:

RF.6019	Jack	1 off
RF.9220	Jack Handle	1 off
RF.6009	Jacking Bracket	2 off
RF.6011	Support Bracket	2 off
RF.6013	Packing Plate	As required
RF.6016	Slide Bar	2 off
K.302/Z	Bolt. Support Bracket	4 off
K.3022/Z	Screw. Slide Bar	4 off
K.4313/Z	Nut. Support Bracket and Slide Bar	8 off
K.9009/Z	Washer. Support Bracket and Slide Bar	8 off

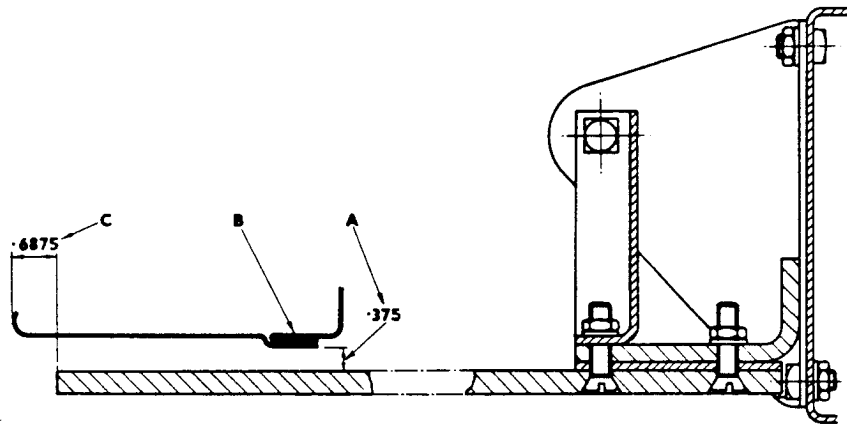


Fig. 8. Dimensions for fitting Support Brackets and Slide Bars

JACK AND JACK HANDLE STOWAGE

The design of the boot on coachbuilt cars varies according to the type of body that is fitted. The jack and jack handle therefore, will have to be stowed in such a manner to suit the layout of the boot.

It is suggested that the jack securing strap and handle clips that are used on 'R' type cars should be used to stow the jack and handle on coachbuilt cars.

If it is decided to use the above parts for securing the jack, they should be fitted in the following manner:-

Bolt the strap anchor plate (RB.5971) to the floor using two 2BA screws and nuts. Place the jack beside the anchor plate and secure the strap (RB.6137) to the floor with two further 2BA screws and nuts. The jack is secured in position by passing the strap over the jack and attaching the hook at the end

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of it to the anchor plate. Another method of securing the jack is by means of a strap (RB.6175) which bolts onto the side wall of the spare wheel compartment. A special securing plate (RB.6176) must also be fitted with this wall type strap.

The following parts will be required if either of the above methods is adopted.

Material Required:Jack Stowage (Floor fixing strap).

RB.6137	Jack Strap	1 off
RB.5971	Anchor Plate	1 off
CS.30144/Z	Screw. 2BA	4 off
CS.30980/Z	Nut. 2BA	4 off
CS.32044/Z	Washer. Plain	4 off
K.9006/Z	Washer. Spring	4 off

Jack Stowage (Wall fixing strap).

RB.6175	Jack Strap	1 off
RB.5971	Anchor Plate	1 off
RB.6176	Plate. Jack Strap	1 off
CS.30144/Z	Screw. 2BA	5 off
CS.30980/Z	Nut. 2BA	5 off
CS.32044/Z	Washer. Plain	5 off
K.9006/Z	Washer. Spring	5 off

Jack Handle Stowage.

RB.5947	Clip	2 off
RB.5950	Clip	1 off
CS.30564/Z	Screw. 2BA	6 off
CS.32044/Z	Washer. Plain	6 off
CS.30980/Z	Nut. 2BA	6 off
K.9006/Z	Washer. Spring	6 off