MODIFICATION.

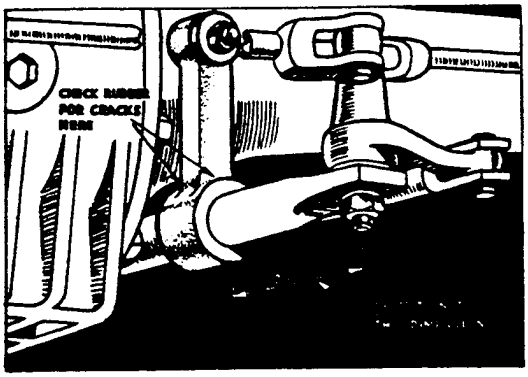
REAR BRAKE EQUALISER.

A certain number of cars were built with the rubber support of the rear brake equaliser fitted and positioned whilst in the chassis stage of production. When the body is mounted, the effect of its weight on the geometry of the rear suspension causes distortion of the support which may lead to fracture; repositioning of the support is therefore necessary in some cases.

Examination for signs of fracture, and if necessary, repositioning on the equaliser bar should be carried out on Bentley VI cars as follows:-

B-AK and B-AJ Series. Chassis Nos.....All cars.
B-BH Series. Chassis Nos.....Up to No.B220BH on cars fitted with Standard saloon body.
Chassis Nos.....Up to No.B138BH on cars fitted with custom built body.

The attached drawing and following procedure give the necessary information required for carrying out the examination and repositioning of the rubber support.



1. Disconnect the rubber support from the axle tube and flex it backwards and forwards so as to examine for cracks in the neck at the junction with the main boss. If there are any signs of cracks, replace with a new support.
2. Check that the rear face of the main boss is 2.275 ins. from the centre of the rear brake equaliser bolt, and reposition if necessary.
3. Paint the letter 'E' on the rear face halfway down the rubber leg after examination and repositioning.

All Retailers are requested to contact the owners of the cars affected in their respective areas as soon as possible, with a view to taking corrective action, and to notify this Service Depot concerning chassis numbers of individual cars dealt with under this procedure.

SERVICE Bulletin No. BB-14

MODEL : BENTLEY MARK VI

MODIFICATION.

CATEGORY 3A

ALTERATION TO BRAKE LINKAGE ADJUSTMENT

A modification is introduced to reduce a mechanical noise that can more accurately be described as a "clonk" from the brake linkage which may occur on application of the brakes.

In many cases, the origin of this noise has been traced to excessive free travel between the plunger and piston of the brake master cylinder, and adjustment of the brake linkage as described hereunder, has in certain instances effected a noticeable reduction of the noise.

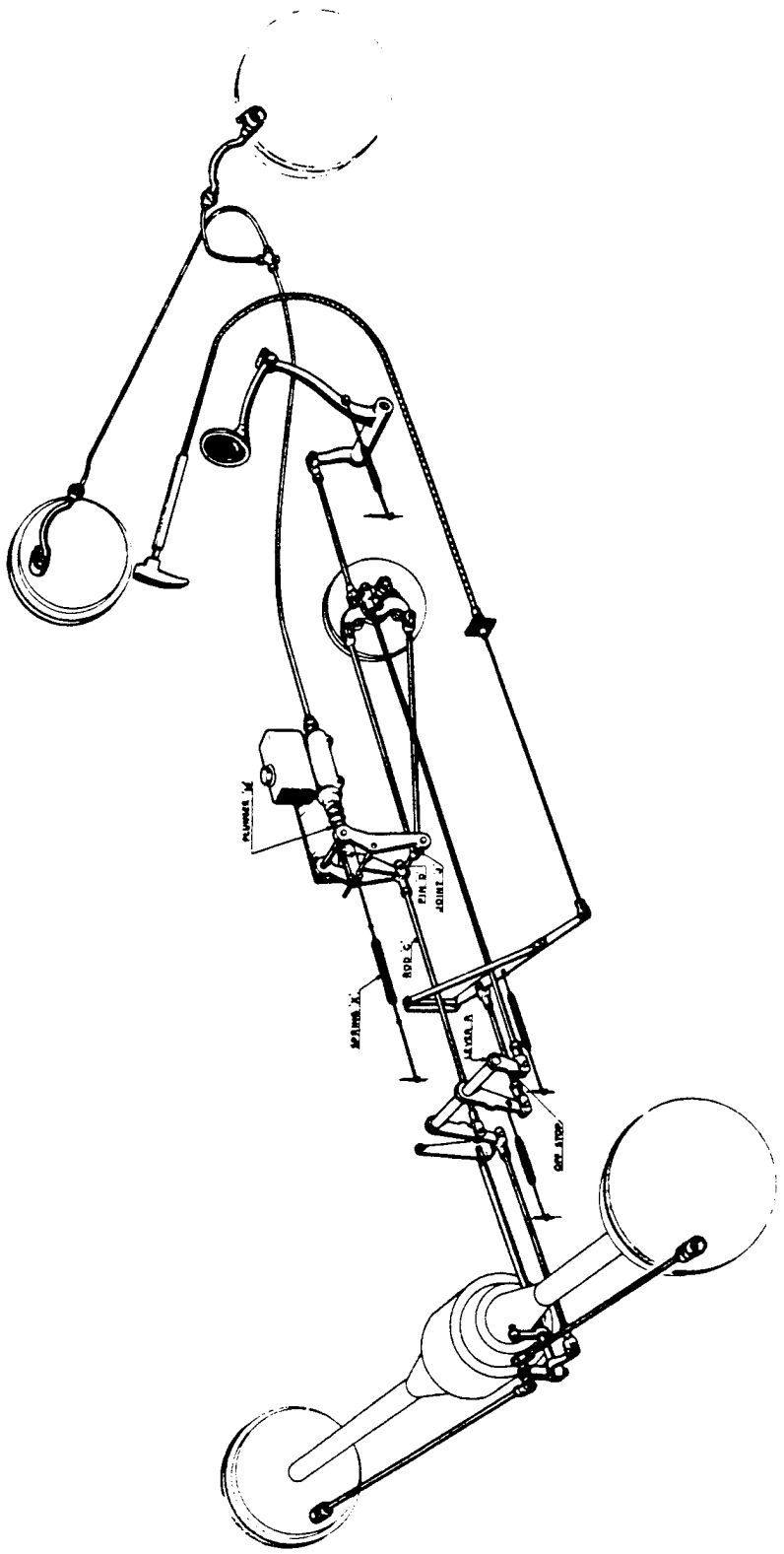
The attached drawing shows the linkage involved in carrying out this adjustment:-

1. Ensure that the rear brakes are in the OFF position and that the lever 'R' is against its OFF stop.

2. Remove the master cylinder pull-off spring 'X' and the clevis pin 'D'

3. Adjust the rod 'C' so that the joint 'J' has zero to .050" free travel before the plunger 'M' contacts the master cylinder piston.

4. Tighten the locknut on the rod 'C'. Replace the clevis pin 'D' and the master cylinder pull-off spring 'X'.



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MODEL BENTLEY MARK VI

FOR CATEGORY 2 ACTION.

SERVO.

For the time being, and until further notice, Retailers and Depots are requested to check for tightness the hexagon headed bolt which passes through the centre of the servo shaft. The head of the bolt is at the extreme end of the servo motor, and is quite accessible from beneath the car.

The purpose of the check is to ascertain whether any form of locking device is necessary. Therefore, will Retailers and Depots inform us whether any securing bolts are found loose when cars come in for normal servicing.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO
BENTLEY MOTORS (1931) LTD., 16 HYTHE LANE, CREWE, ENGLAND

SECTION J

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