

MODEL: BENTLEY MARK VI

CAR HEATER SYSTEM.

A modification has been introduced to the car heater system to obviate the possibility of damage to the heater matrix due to excessive water pressure.

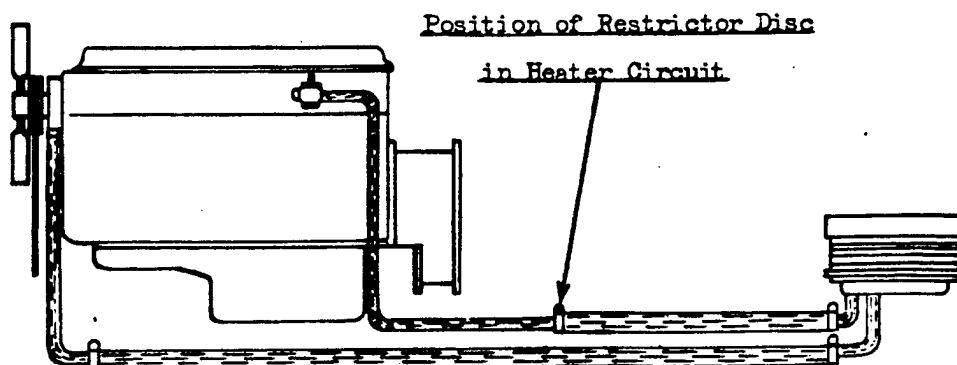
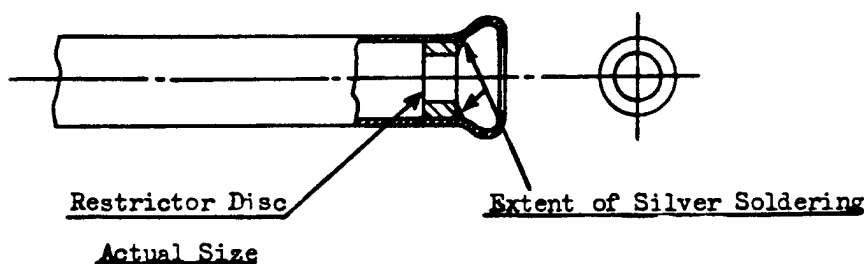
Under certain conditions, the rate of flow from the cylinder head is greater than that which will pass through the matrix and gives rise to high local pressure. A restrictor disc fitted into the feed pipe controls the flow to a safe figure.

The attached drawing shows the position of the disc and the method of fixing.

This modification has been embodied during assembly on all cars with the exception of a small number in regard to which the Retailers affected will be notified.

No general retrospective action is therefore necessary.

Restrictor Disc is: Part No: RE. 5767.



Bulletin

MODEL BENTLEY MARK VI

RADIATOR STEAM VALVE.

The coolant system is at present pressurised to approximately 4 lbs per sq.in. pressure by means of a steam valve situated on the radiator header tank where the steam escape pipe is attached to the radiator. It has been decided in future to operate the coolant system at atmospheric pressure and the ball and spring inside the steam valve housing are to be removed forthwith on all cars in service.

The valve is readily accessible by unscrewing the hexagon plug on top of the header tank at the point of attachment of the steam pipe. When the ball and spring have been removed, a spot of white paint should be applied to the steam pipe close up to the steam valve chamber to denote that the alteration has been carried out.

Will all Retailers please take action to carry out this alteration on all cars in their territory at the first opportunity.

Will Retailers and Service Depots please notify the London Service Depot of the chassis numbers whenever this alteration is carried out. If any cars are not available in their respective territory, special arrangements will be made to deal with the matter if the London Service Depot is advised.

Bulletin

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FOR INFORMATION:FITTING OF ADDITIONAL INTERIOR CAR HEATER.
(Incorporating Improved Demisting & Defrosting)GENERAL:

Retailers are advised that an additional interior car heater is now available for fitting to Bentley Mk.VI Standard Saloons in service as a chargeable improvement in cases where the output of the existing underseat heater is considered insufficient to meet conditions of extreme cold.

This additional heater is fitted to the centre of the dash behind the facia panel, and part of its hot air output is directed into both of the demisting ducts for defrosting and demisting purposes, thus making the use of the existing electrically operated heater unit in the right-hand duct unnecessary.

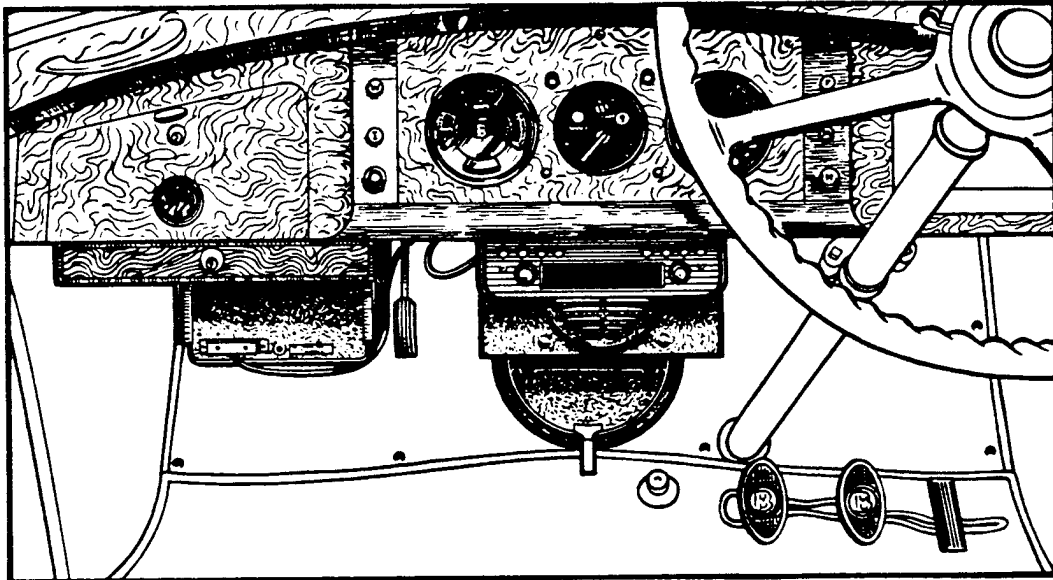


FIG. 1. FINISHED VIEW OF HEATER IN POSITION.

A separate rheostat switch is included for the control of this additional heater, while a foot operated trap door is incorporated in the heater cover for the purpose of cutting off the direct hot air flow into the car interior when demisting only is required.

The above illustration shows the position of the heater when installed in a car.

All the necessary fitting instructions, including the essential drilling and wiring diagrams, are given in this leaflet. The cost of the components necessary for this installation may be obtained from the London Service Station.

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PROCEDURE FOR FITTING THE ADDITIONAL HEATER.General Description of Installation:

The operation of the additional heater is identical to that of the existing underseat heater, and the water circulation is effected in series with this as shown in Fig.2, i.e., from the cylinder head to the additional heater, thence to the underseat heater, and from there, returning to the engine.

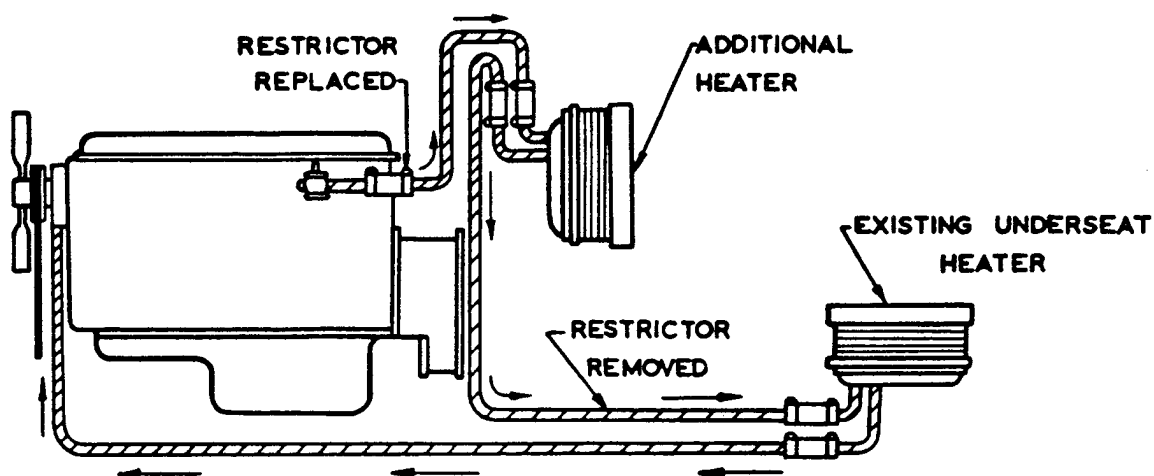


FIG. 2. GENERAL LAYOUT OF WATER CIRCULATION.

The dash heater embodies a hot air take-off which is connected to the existing air silencers to supply heater air to the demisting vents. As shown in the illustration on Page 1, a horizontally hinged door is fitted to the heater cover, its purpose being to cut off the supply of direct heat into the interior of the car when demisting only is required.

With this additional heater installed, the demister motor, blower and electrically operated heating element in the right-hand air duct are no longer required, and these components and their wiring must be removed.

The Demister Switch (M) is also removed, and a separate rheostat control switch for the dash heater fitted in its place. The existing Defroster Switch (F) is disconnected and left in position for future use.

In order to fit the dash heater behind the radio, it will be necessary to remove the power pack fitted to the back of the receiver, repositioning this behind the tool tray as seen in illustration on Page 1. In addition, the radio mounting tray will have to be modified to allow full clearance for the demister adaptor at the top of the heater cover.

When installing the additional dash heater, it is recommended that the following sequence of fitting operations are adhered to:-

- (a) Removal of the radio receiver, demister motor and blower, electrical heater element and wiring.