



MODIFICATION

IGNITION COIL INPUT SUPPRESSOR

To reduce electrical interference to the radio from the ignition system, a suppressor unit, (1. mfd. Part No. RD.4031.) is being introduced to the INPUT side of the ignition coil on all cars now being manufactured.

The suppressor is attached to the coil bracket by either of the two existing fixing bolts, the lead being connected to the switch wire (S.W.) terminal of the coil.

Some cars already in service require the incorporation of this modification, and Retailers in whose area these cars are normally kept should take the necessary action.

A visual check of the ignition coil will verify whether this modification has been incorporated; and, if so, whether the suppressor lead has been connected to the switch wire (S.W.) terminal, and NOT to the output (C.B.) terminal of the coil.

A sufficient number of suppressors to cover requirements is being despatched to Retailers overseas, and Retailers in the United Kingdom will be supplied with the necessary parts to cover the cars in their respective areas on application to this Service Depot.

Will all Retailers kindly inform this Service Depot concerning cars on which they carry out this modification.

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MODEL BENTLEY MARK VI

MODIFICATION.HORN PUSH BUTTON ASSEMBLY.

A modification is introduced to the horn push button assembly to give additional strength where the contact pillar is screwed into the horn push. The alteration consists of the substitution of the taper pin locking by sweating.

Retailers are requested to modify any cars listed below which are in their respective areas when they come in for servicing or other work.

The letter 'P' will be stamped on the near-side lug of the steering box as a visual means of indicating that this modification has been carried out on any of the individual cars referred to in this Bulletin.

Cars requiring modification are as follows:-

- B - AK Series. Chassis Nos.....All cars.
- B - AJ Series. Chassis Nos.....1 to 68, 70 to 138, 140 to 160,
174 to 184 - all figures inclusive.

It should be noted that from Chassis No.B185AJ onwards the modification will be incorporated during manufacture, and the letter 'P' will not be stamped on the steering box.

To minimise delay a sufficient number of contact pillars is being despatched to Retailers overseas to cover the modifying of cars in their respective areas. Retailers in the United Kingdom will be supplied with new contact pillars on application to this Service Depot.

Will all Retailers kindly inform this Service Depot concerning the chassis numbers of individual cars which they modify.

The alteration should be carried out free of charge to the customer.

PROCEDURE.

Fig.1. Remove clip fastening horn wire to off-side valance plate and anti-chafing bush from tube at bottom of steering box, remove the pinch bolts and slide the throttle, riding and mixture control levers downwards off their tubes.

Loosen tab washer and remove the nut 'A' from the threaded taper piece 'D'.

Remove the near-side nut 'B' and its lockwasher.

Temporarily fit the nut 'A' back onto the threaded taper piece three or four threads and give it a few sharp taps towards the steering box to loosen the threaded taper piece from its seating. after which the nut can be removed and slipped downwards over the tubes. A receptacle should be placed at the bottom of the steering box to catch the oil that will be lost during the next operation.

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MODEL BENTLEY MARK VI

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Fig.2. The centre assembly of the steering wheel boss is now free to be pulled out of the steering column $1\frac{1}{2}$ to 2 inches, sufficient to allow removal of the three bolts from the underside and thus separate the horn push button and the cover from the lower half of the assembly.

From the horn push button unit tap out the taper pin 'H' and remove the contact nut 'J' and the brass washer 'G'. The push button and its contact pillar 'F' is now free to be removed from its cover.

Tap out the taper pin 'E' from the contact pillar and unscrew the pillar from the button. This contact pillar, with holes drilled through both its threaded portions, and the taper pin 'E' can be discarded.

A new contact pillar, with its top threaded portion tinned with solder is screwed and sweated into the push button.

Temporarily assemble the push button unit and spring in the cover (leaving out the taper pin 'H'), refit to the lower half of the assembly.

A distance of .040" between the contacts is desirable, and this is obtained as follows:-

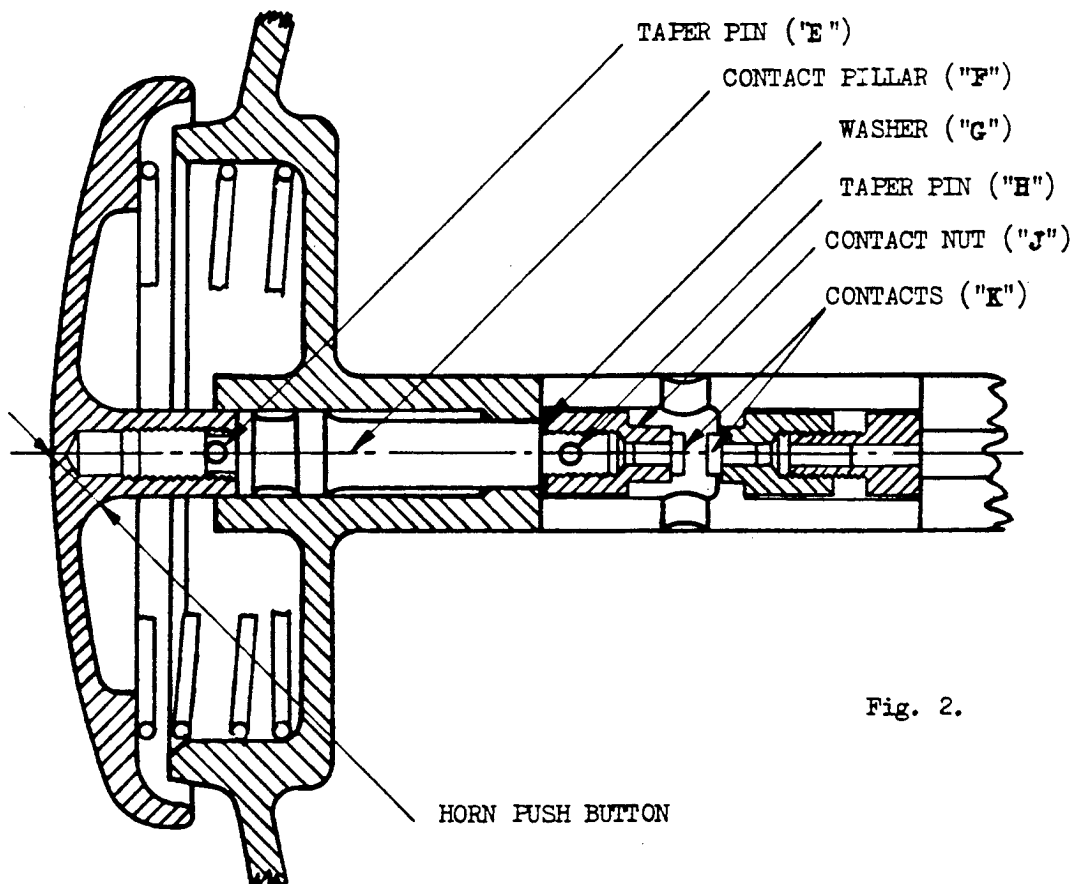
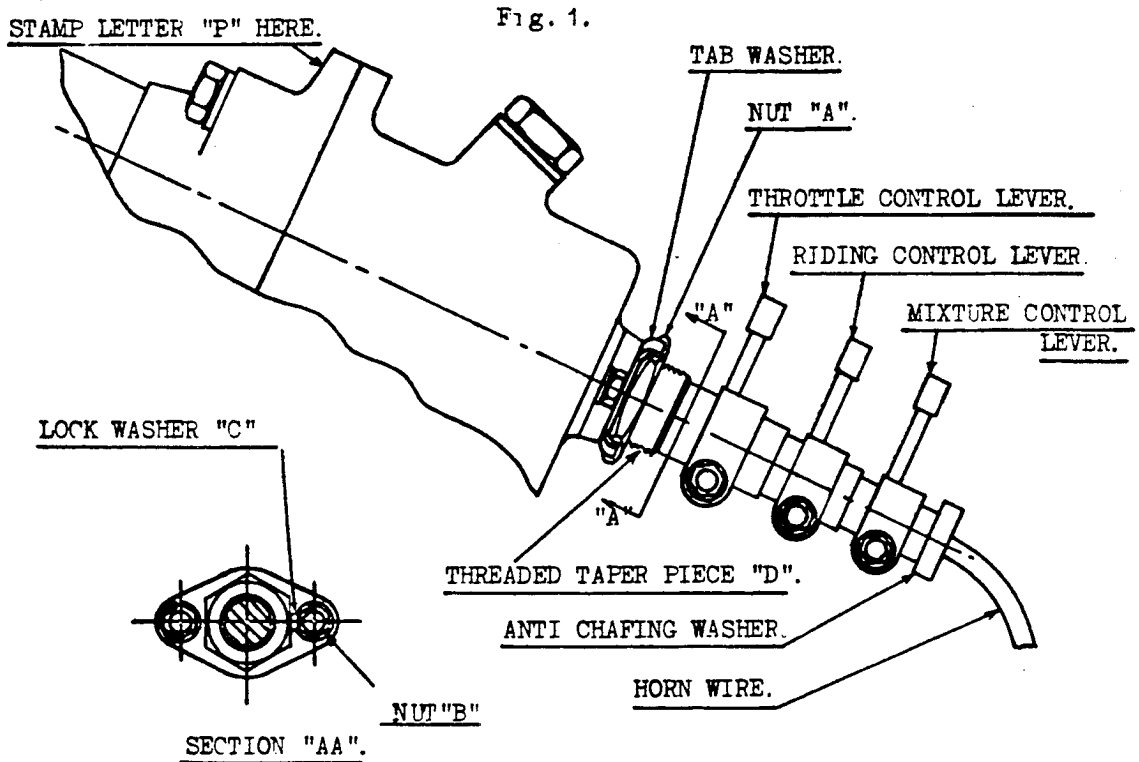
Measure the distance with a stack of feeler gauges between the underside edge of the push button and the cover. Reduce the stack of feelers by .040", and when the button is pressed, the horn should start to sound just as the button nips the stack of feelers.

The amount of this travel is regulated by the thickness of the brass washer 'G'. If the horn sounds before the button nips the feelers, the brass washer requires reducing in thickness, but if a greater travel than .040" is obtained before the horn sounds, then a thicker washer is required.

When the correct amount of travel is obtained, the contact pillar is drilled through the existing holes of the contact nut 'J' and the taper pin 'H' fitted. The unit may now be finally refitted in the steering wheel hub.

Refit nuts, tab washers, throttle, riding and mixture control levers on their tubes. Ensure that the riding and mixture control levers give their full amount of travel and that the hand throttle control lever commences to open the throttle at the seventh notch from the fully closed position on the quadrant. Refit the anti-chafing bush and the horn wire slip on the valance plate. Refill the steering box with oil.

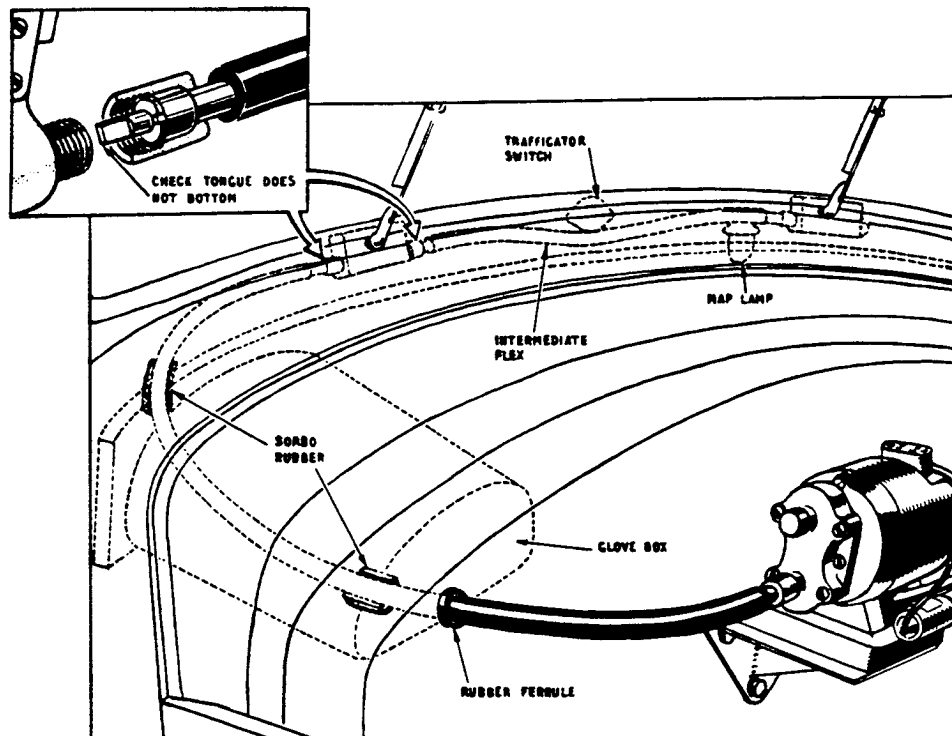
Stamp the letter 'P' on the near-side lug of the steering box as indicated in the drawing.



ALL CORRECTIONS SHOULD BE REFERRED TO BENTLEY MOTORS (1921) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN LONDON, W.7

MODIFICATION.CATEGORY: 3A.WINDSCREEN WIPERS - ELIMINATION OF NOISE.

The information contained in this Bulletin is issued for guidance in the event of complaint being received concerning the noisy operation of windscreen wiper equipment and covers a recommended procedure for dealing with this matter.



The windscreen wipers are operated by gearboxes and flexible cable drives from an electric motor mounted on the off-side front of the dash.

It has been found that noisy operation may be due to any of the following causes:-

- (a) Flexible drives fouling the scuttle rail or glove box.
- (b) Rigid attachment of the gearboxes to the scuttle rail.
- (c) Awkward bend in flexible drive or bottoming of tongues.
- (d) Noisy gearbox.

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In the event of it being necessary to gain access to the wiper mechanism, it will be necessary to remove the screen finisher and facia board; this on coachbuilt bodies is sometimes built up in sections and only the facia board enclosing the gearboxes will require removal. The screen finisher and facia board on the Bentley Standard Saloon however, is of the one-piece frame type and the procedure for removing this is as follows:-

Remove the driving mirror; traffic indicator switch and windscreen wiper knobs. A strip of cloth glued in position underneath the facia board will have to be pulled away to gain access to, and remove the two nuts fixing the "grab" handle and facia board to a metal plate on the scuttle rail on the near-side, and one nut on the off-side. Remove the screws from the screen finisher and pull the top portion of the framework away from the screen and lift upward about $3/16$ " , sufficient to clear the top of the de-mister pipes over which the facia board fits. The complete framework should now be free for removal from its setting.

Having removed the screen finisher, switch on the wipers with the arms removed and listen for noise. Check that the flex does not foul at the points shown in the sketch and if necessary, add small pieces of sorbo rubber to prevent contact.

Slack off the gearbox fixing screws and see whether the noise is appreciably diminished. Rubber sheet in place of the felt mounting pad will be found to effect an improvement. The screws can be left only partially tightened with perfect safety.

If the noise persists, check that the driving tongues do not bottom in the slots; if necessary, shorten them by filing. Also make sure that the intermediate flexible drive is in the best position for lack of noise by slacking off the knurled nuts and twisting the outer flex to a new position.

In the event of it being established that the gearboxes themselves are unduly noisy, apply to this Service Station for replacements and return the old gearboxes for examination.

WIPER ARMS AND BLADES:

In the event of complaint being received concerning wiper blades that cause smearing of the screen, these will be replaced by a new type arm (Part No:RD-4138) and blade (Part No:RD-4139) on application to this Service Station, quoting the chassis number of the car for which they are required and returning the old parts for examination.

