

FOR INFORMATION:AIR CLEANERS.

Attention is drawn to the difference in air cleaners as fitted to the engines of 'A' and 'B' series Bentley Mark VI and their effect on carburation.

'A' series cars, that is B-AK and B-AJ chassis numbers are fitted with an air cleaner of Bentley manufacture (Fig.1). An engine thus fitted will have carburetter jet needles S.U. type LB1.

'B' series cars and subsequent series, that is B-BH, B-BG chassis numbers and onwards are being fitted with a cleaner of A.C. manufacture (Fig.2) which, having different air flow characteristics to the Bentley type, requires type SC carburetter jet needles to give the correct fuel/air ratio.

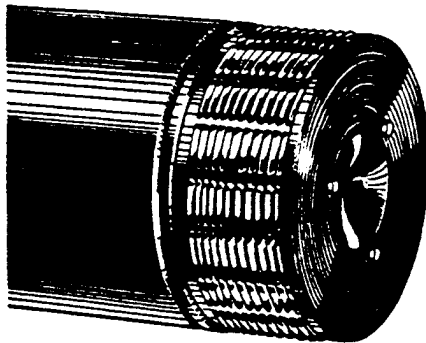


Fig.1.
BENTLEY AIR CLEANER.
USE JET NEEDLES TYPE LB1

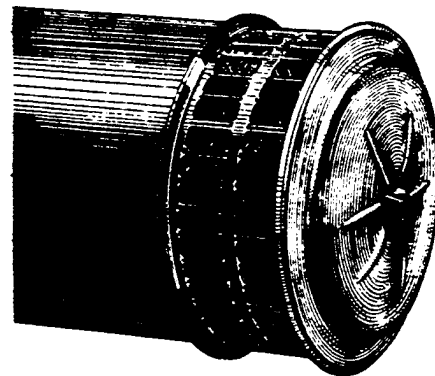


Fig.2.
A.C. AIR CLEANER.
USE JET NEEDLES TYPE SC

The A.C. type cleaner will be supplied against all orders for replacements and if required for fitting to an 'A' series car, it should be noted that the carburetter jet needles will have to be changed to type SC.

The identification markings LB1 or SC are stamped on the head of the plain portion of the jet needle which locates in the air valve.

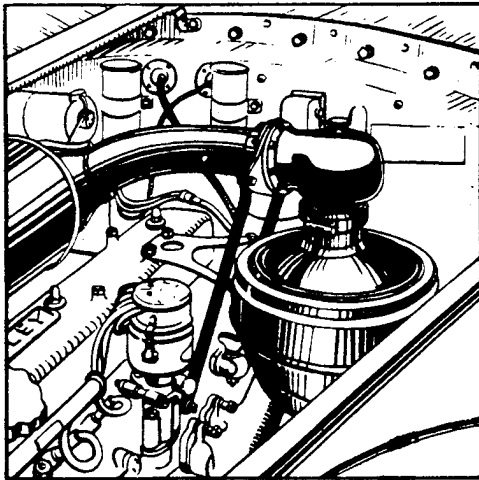
OIL BATH AIR CLEANER.FOR INFORMATION:

FIG. 1.

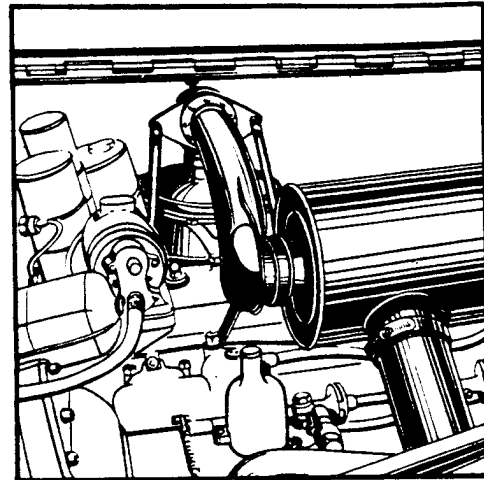


FIG. 2.

Retailers are advised that an Oil Bath Air Cleaner is available at additional cost as an alternative to the standard Air Cleaner.

The higher degree of filtration provided by the Oil Bath, gives greater protection to the engine against the abrasive effect of dust and sand, and consequently lengthens the working life of the engine. We therefore recommend this fitting for use in territories where such conditions prevail.

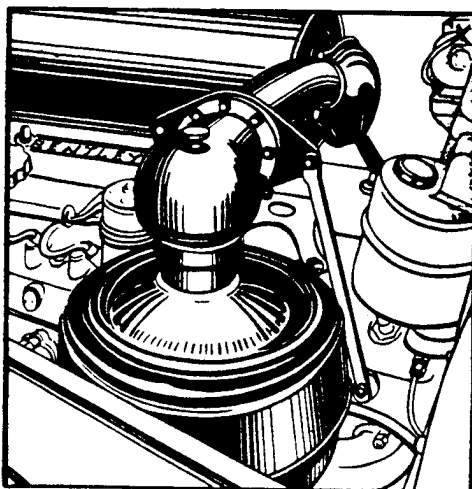


FIG. 3.

Provision can be made for the Oil Bath Air Cleaner to be fitted to customer's order before delivery, or alternatively the necessary material can be supplied for incorporation after delivery.

When this cleaner is fitted, it is necessary to modify the carburettors to counteract the difference in the rate of air flow and maintain the standard of carburation and performance.

The completed assembly is shown in Figs. 1, 2 & 3, and the procedure for modifying the carburettors and fitting the Oil Bath Air Cleaner, together with a list of the parts required, follow on Pages 2 to 6.

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BENTLEY MOTORS (1931) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN, LONDON, N.W.9

Bulletin

MODEL : BENTLEY MARK VI

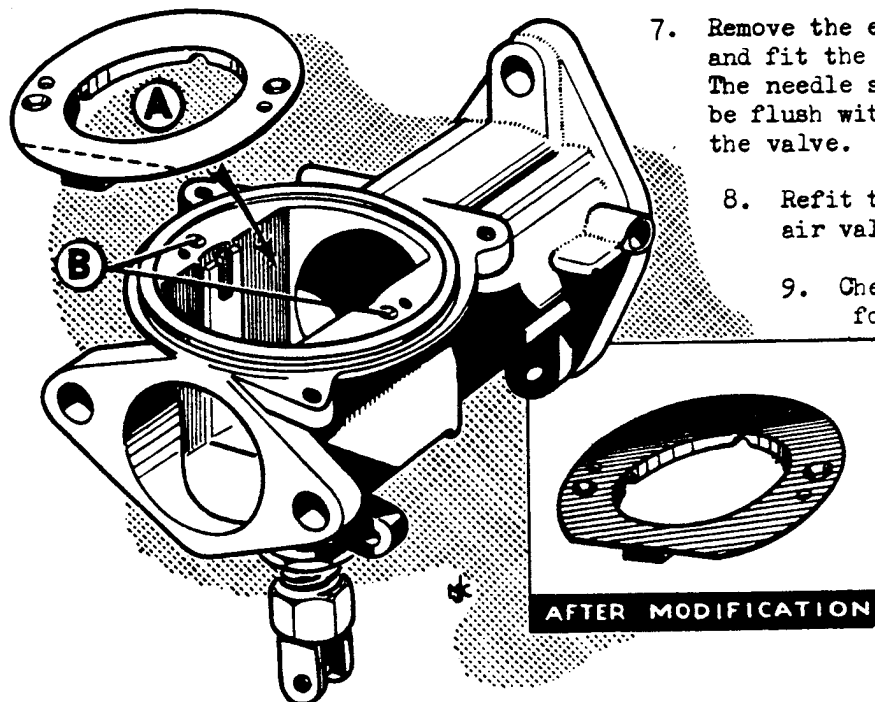
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MODIFYING THE CARBURETTORS:

It is advisable to complete the modification of each carburettor separately to avoid interchanging the air valves, air chambers, etc.

PROCEDURE:

1. Remove carburettor air intake.
2. Remove the carburettor air chamber and valve.
3. Mark off in position the segment of the air valve plate (A) indicated in Fig.4. The chord of the segment, shown by the dotted line, is 1.500" (38.1 m/m) and is parallel to the face of the carburettor intake flange.
4. Remove the two countersunk screws securing the air valve plate and lift off the plate.
5. Grind off segment as indicated in Fig.4. (Grinding is recommended to obviate the risk of distortion caused by holding this plate in the vice to use hacksaw and file).
6. Plug the air passages (B) in Fig.4 with prepared aluminium plugs. These plugs must be flush with the surface or slightly countersunk to avoid interfering with the seating of the air valve plate. It is recommended that the holes be taper reamed and suitable plugs be prepared, so that when tapped lightly home, they do not project above the face.



7. Remove the existing needle and fit the type SE supplied. The needle shoulders should be flush with the face of the valve.
8. Refit the valve plate, air valve and chamber.
9. Check the air valve for freedom.

FIG. 4.

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There is a possibility that during the removal of the segment from the air valve plate, slight distortion may have taken place. This will cause the air valve to stick due to a foul in the bore. To overcome this fault, mark the fouled bore by raising and lowering the air valve several times and remove the hard marks from the bore with a suitable half round scraper.

10. Refit the carburettor air intake.

FITTING THE OIL BATH AIR CLEANER:

When this type of air cleaner is fitted, it is necessary to re-position the oil syringe and grease gun, which are clipped to the inside of the wing valance on the left-hand side, to facilitate the removal and refitting of the oil bath air cleaner bowl and element.

The grease gun clips are moved to the forward side of the oil can, to the position shown in Fig.5. The oil syringe clips are removed and refitted to the ledge of the wing valance so that the handle of the syringe, when clipped in position, will be approximately on the centre line of the original grease gun position.

The clips for carrying these tools are riveted to the wing valance. The rivets should be drilled out, the holes filled with suitable aluminium plugs, and the clips fitted to the new positions with 2-BA countersunk setscrews of a suitable length.

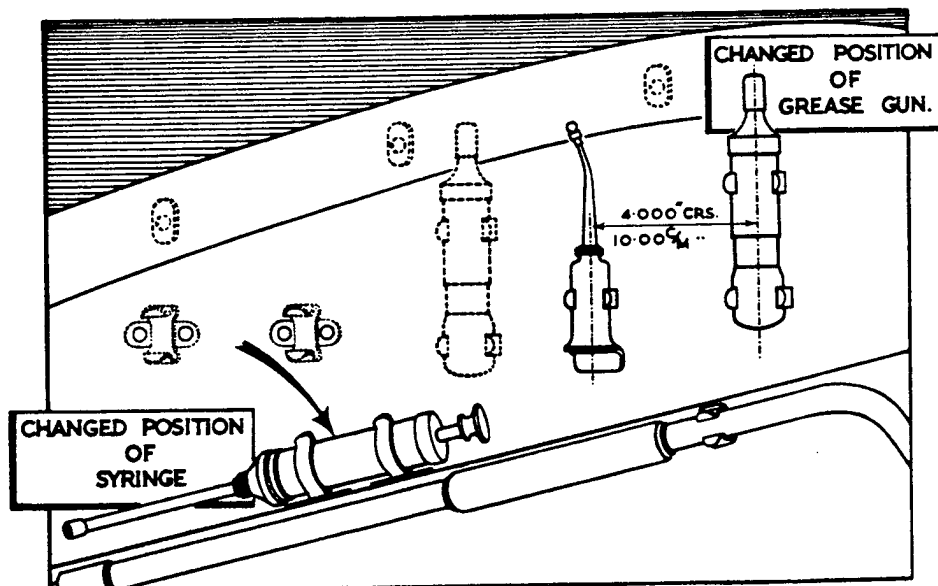


FIG. 5.