

SECTION A.

GENERAL INFORMATION

In compiling this schedule of spare parts it has been assumed that its main function will be to enable a mechanic to order a replacement for a part he has removed from a car. This means he will know what the part looks like and where it fits, so to assist in finding the part in the schedule the car has been broken down in successive stages.

The car as represented by the schedule is broken down to Sections, each Section being as clearly defined as is practicable.

A Section is broken down into a number of Groups. These Groups have no particular assembly significance but an attempt has been made to keep them self contained with all parts assembling together although this is not a strict rule. There is only one of each Group per chassis or car unless specifically stated otherwise in the Group heading.

A Group is reduced to Items which are identified by the first word being typed in capital letters.

An Item may be a single article, such as a bolt or nut but it may also be an "assembly" of parts normally stocked as one. Any single part in an assembly may be requested as an item. The quantity of parts required to make up an assembly item is shown slightly indented from the main quantity column.

Drawings are included in the schedule to aid identification and to this end Plates and Groups have the same reference, e.g. a drawing of the Oil Filter will bear a Plate Number, D3 because that is its Group Number. All the "items" in the Group context bear a reference on the drawing in the order they occur in the context, except for "Standard Parts".

Standard Parts i.e. parts which are common to many sections, such as bolts, nuts, washers, etc., although shown wherever they occur in the context are also detailed in Section X alphabetically with the numerical cross reference. This is for the assistance of store keepers who may be requested to supply "a quarter bolt like this one".

Notes.

In the context certain items will be found to have a letter included in the "notes" column; this letter may refer to one of the general notes set out below, or to a note which will be found at the end of the Group.

Note.	Explanation.
A.	The item is alternative to another item which will usually be found listed immediately below it also marked with an A.
B.	The item is usually an adjusting piece used only when required therefore the quantity column is left blank.
C.	The item is only required on coachbuilt bodies.
D.	The item is only required on the Standard or Pressed Steel body.
E.	The item is not used on a Standard car and is only fitted by request of the customer.

Abbreviations.

BA.	British Association Screw Thread.
BSF.	British Standard Fine Screw Thread. This is used generally and is implied unless otherwise stated.
o/s.	Oversize e.g. 002 o/s means .002 inches larger than Standard size.
u/s.	Undersize.
dia.	Diameter. In the case of washers the nominal diameter of the bolt is quoted.
HP.	High pressure.
LP.	Low pressure.
SWG.	Standard wire gauge.
PVC.	Poly-vinyl-chloride, a synthetic compound.
L.H.	Left Hand. In all cases this means the L.H. side of the car as viewed from the rear looking forwards.
R.H.	Right Hand. Remarks as for L.H.
LC.	Left control. The item is only applicable when the driving controls are on the L.H. side of the car.
RC.	Right control. Remarks as for LC.

CHASSIS NUMBERS AND DELIVERY DATES

Note.—Chassis Numbers run in sequences of even numbers and odd numbers unless otherwise indicated. No. 13 is not used. The letter "L" is inserted before the series letters in the case of left-hand drive cars.

Delivery Dates are those on which complete cars were handed to owners (or shippers), or chassis were delivered to coachbuilders, except where otherwise indicated.

Mk. VI 4$\frac{1}{4}$					
Series	Chassis Nos.		No. of Cars	Delivery Dates	Left-hand Drive
A	B.2—AK	to B.254—AK	127	June, 1946.* to May, 1947	—
	B.1—AJ	to B.247—AJ	123	March, 1947, to June, 1947	—
			—		
			250		
B	B.2—BH	to B.400—BH	200	June, 1947, to October, 1947	—
	B.1—BG	to B.401—BG	200	September, 1947, to February, 1948	—
			—		
			400		
C	B.2—CF	to B.500—CF	250	November, 1947, to April, 1948	—
	B.1—CD	to B.501—CD	250	March, 1948, to August, 1948**	1
			—		
			500		
D	B.2—DA	to B.500—DA	250	June, 1948, to January, 1949***	—
	B.1—DZ	to B.501—DZ	250	October, 1948, to April, 1949	—
			—		
			500		
E	B.2—EY	to B.500—EY	250	February, 1949, to July, 1949	19
	B.1—EW	to B.501—EW	250	May, 1949, to December, 1949	13
			—		
			500		
F	B.2—FV	to B.500—FV	250	August, 1949, to March, 1950	19
	B.1—FU	to B.601—FU	300	November, 1949, to June, 1950	28
			—		
			550		
G	B.1—GT	to B.401—GT	200	March, 1950, to August, 1950	2
	B.2—HR	to B.250—HR	125	June, 1950, to October, 1950	5
H	B.1—HP	to B.251—HP	125	July, 1950, to December, 1950	2
			—		
			250		
J	B.2—JO	to B.250—JO	125	September, 1950, to February, 1951	4
	B.1—JN	to B.251—JN	125	October, 1950,* to March, 1951	5
			—		
			250		
K	B.2—KM	to B.200—KM	100	November, 1950, to May, 1951	6
	B.1—KL	to B.201—KL	100	January, 1951, to May, 1951	2
			—		
			200		
L	B.2—LJ	to B.400—LJ	200	February, 1951, to June, 1951	3
	B.1—LH	to B.401—LH	200	April, 1951, to July, 1951	8
			—		
			400		
			—		
			4,000		117

* Except chassis (B. 2—AK) delivered to coachbuilder in February, 1946.

** Except left-hand drive car (B.485 LCD) delivered to shipper in March, 1949.

*** Except B.336—DA delivered in May, 1949.

Mk. VI 4$\frac{1}{2}$					
M	B.2—MD	to B.400—MD	200	May, 1951, to November, 1951	7
	B.1—MB	to B.403—MB	201	August, 1951,* to December, 1951	4
			—		
			401		
N	B.2—NZ	to B.500—NZ	250	November, 1951, to May, 1952	19
	B.1—NY	to B.501—NY	250	February, 1952, to August, 1952	19
			—		
			500		
P	B.2—PV	to B.300—PV	150	April, 1952, to August, 1952	1
	B.1—PU	to B.301—PU	150	June, 1952, to September, 1952	—
			—		
			300		
			—		
			1,201		50

* Except B.403—MB (Experimental) completed in May, 1951.

R					
R	B.2—RT	to B.120—RT	60	June, 1952, to January, 1953	10
	B.1—RS	to B.121—RS	60	September, 1952, to April, 1953	1
			—		
			120		
S	B.2—SR	to B.500—SR	250	September, 1952, to April, 1953	35
	B.1—SP	to B.501—SP	250	November, 1952, to May, 1953	34
			—		
			500		
T	B.1—TO	to B.401—TO	200	March, 1953, to October, 1953	12
	B.2—TN	to B.600—TN	300	June, 1953, to October, 1953	20
			—		
			500		

CHASSIS NUMBERS AND DELIVERY DATES CONTINUED

R Continued

U	B.1—UL	to	B.251—UL	125	October, 1953, to March, 1954	3
	B.2—UM	to	B.250—UM	125	November, 1953, to March, 1954	3
				<hr/> 250		
W	B.2—WH	to	B.300—WH	150	December, 1953, to May, 1954	19
	B.1—WG	to	B.301—WG	150	March, 1954, to July, 1954	3
				<hr/> 300		
X	B.2—XF	to	B.140—XF		April, 1954, to August, 1954	7
Y	B.1—YA	to	B.331—YA	165	May, 1954, to October, 1954	8
	B.2—YD	to	B.330—YD	165	June, 1954, to December, 1954	7
				<hr/> 330		
Z	B.1—ZX	to	B.251—ZX	125	September, 1954, to January, 1955	3
	B.2—ZY	to	B.250—ZY	125	December, 1954, to May, 1955	1
				<hr/> 250		
				<hr/> 2,320		<hr/> 166

R Continental

	(All numbers)			(Cars handed to owners or shippers)		
A	BC—1—A	to	BC—26—A	25	June, 1952,* to May, 1953	4
B	BC—1—B	to	BC—25—B	24	March, 1953, to January, 1954	6
C	BC—1—C	to	BC—78—C	77	August, 1953, to December, 1955	20
D	BC—1—D	to	BC—74—D	73	July, 1954, to July, 1955	12
E	BC—1—E	to	BC—9—E	9	April, 1955, to May, 1955	1
				<hr/> 208		<hr/> 43

* Except the prototype (BC—26—A) first registered in August, 1951.

CHASSIS NUMBERS AND DELIVERY DATES

Note.—Chassis Numbers run in sequences of even numbers and odd numbers unless otherwise indicated. No. 13 is not used. The letter "L" is inserted before the series letters in the case of left-hand drive cars.

Delivery Dates are those on which complete cars were handed to owners (or shippers), or chassis were delivered to coachbuilders, except where otherwise indicated.

Mk. VI 4½					
Series	Chassis Nos.		No. of Cars	Delivery Dates	Left-hand Drive
A	B.2—AK	to B.254—AK	127	June, 1946,* to May, 1947	—
	B.1—AJ	to B.247—AJ	123	March, 1947, to June, 1947	—
			250		
B	B.2—BH	to B.400—BH	200	June, 1947, to October, 1947	—
	B.1—BG	to B.401—BG	200	September, 1947, to February, 1948	—
			400		
C	B.2—CF	to B.500—CF	250	November, 1947, to April, 1948	—
	B.1—CD	to B.501—CD	250	March, 1948, to August, 1948**	1
			500		
D	B.2—DA	to B.500—DA	250	June, 1948, to January, 1949***	—
	B.1—DZ	to B.501—DZ	250	October, 1948, to April, 1949	—
			500		
E	B.2—EY	to B.500—EY	250	February, 1949, to July, 1949	19
	B.1—EW	to B.501—EW	250	May, 1949, to December, 1949	13
			500		
F	B.2—FV	to B.500—FV	250	August, 1949, to March, 1950	19
	B.1—FU	to B.601—FU	300	November, 1949, to June, 1950	28
			550		
G	B.1—GT	to B.401—GT	200	March, 1950, to August, 1950	2
H	B.2—HR	to B.250—HR	125	June, 1950, to October, 1950	5
	B.1—HP	to B.251—HP	125	July, 1950, to December, 1950	2
			250		
J	B.2—JO	to B.250—JO	125	September, 1950, to February, 1951	4
	B.1—JN	to B.251—JN	125	October, 1950,* to March, 1951	5
			250		
K	B.2—KM	to B.200—KM	100	November, 1950, to May, 1951	6
	B.1—KL	to B.201—KL	100	January, 1951, to May, 1951	2
			200		
L	B.2—LJ	to B.400—LJ	200	February, 1951, to June, 1951	3
	B.1—LH	to B.401—LH	200	April, 1951, to July, 1951	8
			400		
			4,000		117

* Except chassis (B. 2—AK) delivered to coachbuilder in February, 1946.

** Except left-hand drive car (B.485 LCD) delivered to shipper in March, 1949.

*** Except B.336—DA delivered in May, 1949.

Mk. VI 4½					
M	B.2—MD	to B.400—MD	200	May, 1951, to November, 1951	7
	B.1—MB	to B.403—MB	201	August, 1951,* to December, 1951	4
			401		
N	B.2—NZ	to B.500—NZ	250	November, 1951, to May, 1952	19
	B.1—NY	to B.501—NY	250	February, 1952, to August, 1952	19
			500		
P	B.2—PV	to B.300—PV	150	April, 1952, to August, 1952	1
	B.1—PU	to B.301—PU	150	June, 1952, to September, 1952	—
			300		
			1,201		50

* Except B.403—MB (Experimental) completed in May, 1951.

R					
R	B.2—RT	to B.120—RT	60	June, 1952, to January, 1953	10
	B.1—RS	to B.121—RS	60	September, 1952, to April, 1953	1
			120		
S	B.2—SR	to B.500—SR	250	September, 1952, to April, 1953	35
	B.1—SP	to B.501—SP	250	November, 1952, to May, 1953	34
			500		
T	B.1—TO	to B.401—TO	200	March, 1953, to October, 1953	12
	B.2—TN	to B.600—TN	300	June, 1953, to October, 1953	20
			500		

CHASSIS NUMBERS AND DELIVERY DATES CONTINUED

R Continued

U	B.1—UL	to	B.251—UL	125	October, 1953, to March, 1954	3
	B.2—UM	to	B.250—UM	125	November, 1953, to March, 1954	3
				250		
W	B.2—WH	to	B.300—WH	150	December, 1953, to May, 1954	19
	B.1—WG	to	B.301—WG	150	March, 1954, to July, 1954	3
				300		
X	B.2—XF	to	B.140—XF		April, 1954, to August, 1954	7
Y	B.1—YA	to	B.331—YA	165	May, 1954, to October, 1954	8
	B.2—YD	to	B.330—YD	165	June, 1954, to December, 1954	7
				330		
Z	B.1—ZX	to	B.251—ZX	125	September, 1954, to January, 1955	3
	B.2—ZY	to	B.250—ZY	125	December, 1954, to May, 1955	1
				250		
				2,320		166

R Continental

	(All numbers)			(Cars handed to owners or shippers)		
A	BC—1—A	to	BC—26—A	25	June, 1952,* to May, 1953	4
B	BC—1—B	to	BC—25—B	24	March, 1953, to January, 1954	6
C	BC—1—C	to	BC—78—C	77	August, 1953, to December, 1955	20
D	BC—1—D	to	BC—74—D	73	July, 1954, to July, 1955	12
E	BC—1—E	to	BC—9—E	9	April, 1955, to May, 1955	1
				208		43

* Except the prototype (BC—26—A) first registered in August, 1951.



MODEL BENTLEY MARK VI

FOR INFORMATION:CHASSIS SERIES AND NUMBERSFOR POST WAR CARS.

To facilitate the identification of chassis numbers in relation to modifications, the chassis series in sequence and number of chassis in each series is set out below.

This Bulletin supersedes the previous issue dated 29.11.54, which should be destroyed.

<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
A	B-2-AK to B-254-AK B-1-AJ to B-247-AJ	Even Numbers Only. Odd " "
B	B-2-BH to B-400-BH B-1-BG to B-401-BG	Even Numbers Only. Odd " "
C	B-2-CF to B-500-CF B-1-CD to B-501-CD	Even Numbers Only. Odd " "
D	B-2-DA to B-500-DA B-1-DZ to B-501-DZ	Even Numbers Only. Odd " "
E	B-2-EY to B-500-EY B-1-EW to B-501-EW	Even Numbers Only. Odd " "
F	B-2-FV to B-500-FV B-1-FU to B-601-FU	Even Numbers Only. Odd " "
G	B-1-GT to B-401-GT	Odd Numbers Only.
H	B-2-HR to B-250-HR B-1-HP to B-251-HP	Even Numbers Only. Odd " "
J	B-2-JO to B-250-JO B-1-JN to B-251-JN	Even Numbers Only. Odd " "
K	B-2-KM to B-200-KM B-1-KL to B-201-KL	Even Numbers Only. Odd " "
L	B-2-LJ to B-400-LJ B-1-LH to B-401-LH	Even Numbers Only. Odd " "
M	B-2-MD to B-400-MD B-1-MB to B-401-MB	Even Numbers Only. Odd " "

(Cont'd)

ALL CORRESPONDENCE SHOULD BE ADDRESSED TO
BENTLEY MOTORS (UK) LTD. SERVICE STATION, 11 THE ROAD, WILLSIDE, SANDHURST, BERKSHIRE.



MODEL BENTLEY MARK VI

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<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
N	B-2-NZ to B-500-NZ B-1-NY to B-501-NY	Even Numbers Only. Odd " "
P	B-2-FV to B-300-FV B-1-PU to B-301-FU	Even Numbers Only. Odd " "
R	B-2-RT to B-120-RT B-1-RS to B-121-RS	Even Numbers Only. Odd " "
S	B-2-SR to B-500-SR B-1-SP to B-501-SP	Even Numbers Only. Odd " "
T	B-1-TO to B-401-TO B-2-TN to B-600-TN	Odd Numbers Only. Even " "
U	B-1-UL to B-251-UL B-2-UM to B-250-UM	Odd Numbers Only. Even " "
W	B-2-WH to B-300-WH B-1-WG to B-301-WG	Even Numbers Only. Odd " "
X	B-2-XF to B-140-XF	Even Numbers Only.
Y	B-1-YA to B-331-YA B-2-YD to B-330-YD	Odd Numbers Only. Even " "
Z	B-1-ZX to B-251-ZX B-2-ZY to B-250-ZY	Odd Numbers Only. Even " "

NOTE:- Where the letter 'L' precedes the chassis series letters, this denotes that it is a left-hand drive chassis. Example B-46-LEY (L.H.Drive). Where a number exists for an L.H. drive chassis, such as the above, this number, i.e. 46 is not duplicated for a right-hand drive chassis.

CONTINENTAL SPORTS SALOON.

<u>SERIES.</u>	<u>CHASSIS NUMBERS.</u>	<u>REMARKS.</u>
A	BC-1-A to BC-26-A	All Numbers.
B	BC-1-B to BC-25-B	" "
C	BC-1-C to BC-78-C	" "
D	BC-1-D to BC-74-D	" "
E	BC-1-E to BC-9-E	" "

This information is strictly confidential.

No.13 is omitted from all chassis series.

Bulletin

MODEL : BENTLEY MARK VI

FOR INFORMATION (STRICTLY CONFIDENTIAL)

MODIFICATION DATA

To provide Retailers with a summary of the inclusion of the more important modifications on production, the following data, chassis numbers and series are set out below.

In some cases a number of chassis were modified prior to those stated below.

The chassis numbers quoted refer to the commencement of the continuous embodiment of these modifications on production.

A	} Servo Damper Squirt Hole in Connecting Rods Shock Absorber Screwed Inserts Twin Ignition Coils Parkerised Tappets Hardened Push Rods Modified Horn Push Button	B. 70-AK	D	} Strengthened 3rd Mot. Shaft Splines 8½" Deflection Front Springs Radiator Heated De-mister Dip and Switch Headlamps Modified Underseat Heater Export Features on all Cars Fixed Guide to Front Windows 22½" Servo Cams, 3" Balance Levers Heater Return Tap Re-introduced Revised Inter-Shoe Brake Linkage	B.159-DZ
		B.126-AK			B.193-DZ
		B.250-AK			B.237-DZ
		B. 1-AJ			B.241-DZ
		B. 31-AJ			B.273-DZ
B	} AC Air Cleaner SC Carburetter Needles Strengthened Wheel Disc Flange Heater Return Tap Deleted Heater Drain Tap Added Provision for 5" Dynamo Rocker Cover Breather Modified Interior Door Locks Increased Synchro Cam Angles Modified Distributor Drive Spring Ring Increased Front Shock Absorber Loading Nebur Rocker Cover Joint Export Body Modifications	B.185-AJ	E	} Split Skirt Pistons Granodised Piston Rings Portable Hand Inspection Lamp Luggage Boot Water Trap Progressive Bump Stops ½" Dia. Rear Axle Bolts Closer Fitting Tappets Graded Pistons Commonised Dash Forged Rear Spring Shackles Brkt.	B.466-EY
		B. 2-BH			B.126-LEY)
		B. 70-BH			B.1-EW
		B.122-BH			B.57-EW
		B.198-BH			B.111-EW
		B.228-BH			B.273-EW
		B.292-BH			B.403-EW
		B.398-BH			B.2-FV
		B.185-BG			B.138-FV
		B.303-BG			B.444-FV
C	} Aluminium Tappet Doors Larger Rear Hub Bearings Bronze Exhaust Valve Guides Modified Clutch Thrust Race Solid Door Striker Plates Horn Suppressor Dunlop Jacks Wider Opening Radiator Shutters 2.4" Servo Balance Lever 5" Dynamo C. & A. Cylinder Head Gasket Accelerator Countershaft Guard 13" Brake Expanders 25" Servo Cams Modified Coolant Pump Improved Rubber Door Seals Servo Protection Plate Modified Quicklift Window Stop Extended Petrol Tank Breather	B.321-BG	F	} Internal Oil Feed to Distr. Longer Gear Lever Modified Rear S.D. Plates Trico Windscreen Washer Modified S.S. Tube Socket Modified X.S. Tube Sockets Revised Steering Geometry Thicker Lipped Brake Drums Anti-Rumble Brakes 2nd Mod. to Rear S.D. Plates Four Foot Mounted Air Silencer Improved Rear No. Plate Box Revised Bijur Pipes to Rear Shackles Reduced Speed Fan Keyhole Sockets on Gear Control One Piece Rear Brake Equ-Lever	B.1-GT
		B. 2-CF			B.67-GT
		B. 26-CF			B.111-GT
		B.164-CF			B.165-GT
		B.206-CF			B.213-GT
		B.218-CF			B.281-LGT
		B.236-CF			B.381-GT
		B.320-CF			
		B.344-CF			
		B.426-CF			
D	} Low Lift Camshaft Lucas Screen Wipers Modified Core Plugs Oil Caps in No. 7 Journal Bench Type Spring Drive Longer Upper Triangle Levers Short Cylinder Inserts Rear Shock Damper Linkage Modification Battery Charging Plug Larger Frontal Area Radiator Anti-Spill Valve in Radiator Chromium-plated Servo Plate Strengthened Door Hinges Increased Diameter Scuttle Drain ½" Cylinder Studs N.S. Front Window Winder Improved Window Run Channels Square Edge Bearing, 1st and 3rd Mot. Shafts	B. 1-CD	G	} Aluminium Cam Wheel Electric Clock Low Rate Oil Feed to Clutch Thrust 11" Clutch (Light Type) 3 Bush Rear Brake Equ-Support Mod. Starter Solenoid Switch Lower Bush R.S.D. Link Deleted Speedo Dip Warning Light Large Bore Carburettors Mod. Clutch Spigot Bearing Closer Fitting 2nd & 3rd Speed Bushes Triple Pass De-mister Inter. Scheme Longer Bosses on R.S.D. Plates	B.2-HR
		B. 17-CD			B.110-HR
		B.115-CD			B.31-HP
		B.347-CD			B.83-HP
		B.363-CD			B.95-HP
		B.475-CD			B.149-HP
		B. 2-DA			B.179-HP
		B. 62-DA			
		B.128-DA			
		B.134-DA			
D	} B.144 DA B.200-DA B.252-DA B.270-DA B.384-DA B.420-DA B.492-DA B. 95-DZ B.117-DZ B.131-DZ B.150-DZ	B.144 DA	H	} Thicker R.S.D. Plates Mod. Water Pump Gland Ring	B.154-JO
		B.200-DA			B.61-JN
		B.252-DA			
		B.270-DA			
		B.384-DA			
		B.420-DA			
		B.492-DA			
		B. 95-DZ			
		B.117-DZ			
		B.131-DZ			
D	} Triple Pass R.H. De-mister (Final) Modified Ammeter New Type Ignition Condenser	B.150-DZ	K		B.2-KM
					B.64-KM
					B.117-KL

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO
BENTLEY MOTORS (1931) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN, LONDON, N.W.10

Bulletin

MODEL: BENTLEY MARK VI

L	{	Steel Oil Caps in Crankshaft	B.40-LJ	{	6.75 Compression Ratio Cylinder Head	B.93-TO		
		Oil Feed Adaptor Air Bottle	B.170-LJ			Deletion of Non-Opposed Springs in Side Steering Tube	B.313-TO	
		11" Heavy Type Clutch	B.300-LJ		All Welded Frames	B.349-TQ		
M	{	3½" Bore Engine	B.2-MD	T	Cable Operated Hot and Cold De-mister and Underseat Heater	B.2-TN		
		Thickened C'shaft Webs						
		Full Flow Oil Filter						
		Twin Exhaust System (R.H. cars only)						
		Side Scuttle Ventilators	B.29-MB		Hard Clay Gasket	B.372-TN		
		Insulated Dynamo	B.313-MB		Deletion of Reduced Friction Modification on Steering Connections	B.390-TN		
N	{	Increased Front Damping	B.210-NZ	U	Aluminium Flywheel Housing	B.35-UL		
		Twin Condensers	B.292-NZ			Improved Type Underseat Tool Tray	B.66-UM	
		SP Carb. Needles (R.H. cars only)	B.478-NZ			Introduction of B.VI Type Gearbox Tie Rod	B.212-UM	
		Short dwell detent on 1st gear selector	B.500-NZ					
		Repositioned Oil Gauge Conn. on C'case.	B.360-LNZ			Flywheel Inertia Ring on Cars with Auto Gearbox	B.236-WH	
		Mk. II Headlamp	B.169-NY					Dynamo Type Mounting Strap on Starter Motor
	B.253-NY	Thicker 3rd Motion Shaft Thrust Washer	B.89-WG					
P	{	3-position Heater and De-mister Switches.	B.311-NY	W	Compensator Pipe between Front and Rear Servo	B.183-WG		
		120° Opening Ventilator Windows						
		Rear Window De-mister						
		Reversion to Old Type Front Wheel Studs.				B.22-PV		
		Solid Pins and Shield on Servo	B.284-PV	Strengthened jaws on Front Brake Operating Links	B.60-XF			
		Hot and Cold Demister	B.53-PU					
		Exhaust Heat Shields	B.159-PU	12/41 Rear Axle (all Cars)	B.1-YA			
		Needle Rollers in Clutch Release Levers	B.185-PU			Elimination of Chromium-plated Servo Pressure Plate	B.123-YD	
		Reduced Friction on Steering Connections	B.215-PU	Long Stroke Starter Pinion	B.138-YD			
R	{	Revised Luggage Boot	B.2-RT	Y	Flexibox Seal on Water Pump	B.160-YD		
		Automatic SU Carburettors						
		Revised Attitude Rear Springs						
		Revised Rear Shock Damper Linkage						
		Two Speed Windscreen Wiper	B.68-RT	Bentley Continental Type Demisting	B.246-YD			
		Pop-out Cigar Lighter						
		Separately Housed Main Fuse						
		Castor Angle Wedges						
S	{	Corrugated Bottom Water Hose Connection	B.380-SR	Z	Improved Cold Starting Device	B.1-ZX		
		Taper Roller Bearings on Rear Axle Pinion (except 12/41 Axle)						
		3½ Seconds Slow Leak on Front Shock Dampers				B.61-SP	2nd Speed Start	B.73-ZX
		Parco Lubrized Tappets				B.425-SP	Ferodo Washers and Drain Slots in Crankshaft Vibration Damper	B.212-ZY
		Taper Roller Bearings on Rear Axle Pinion 12/41 Axle	B.433-SP					

CONTINENTAL

A	{	Reduced Compression Height Pistons	BC-19-A	D	3½" Bore Engine	BC-1-D	
		Commonised Cylinder Head	BC-4-C				Compensator Pipe between Front and Rear Servo
C	{	Deletion of Non-Opposed Springs in Side Steering Tube	BC-18-C	Strengthened Jaws on Front Brake Operating Links	BC-5-D		
		All Welded Frame	BC-21-C				
		Deletion of Reduced Friction Modification on Steering Connections	BC-30-C			Elimination of Chromium-plated Servo Pressure Plate	BC-12-D
		Introduction of B.VI Type Gearbox Tie Rod	BC-50-C				
		Flywheel Inertia Rings on Cars Fitted with Auto Gearbox	BC-70-C			Long Stroke Starter Pinion	BC-37-D
		Thicker Third Motion Shaft Thrust Washer	BC-78-C			Improved Cold Starting Device	BC-43-D
				2nd Speed Start	BC-47-D		

ALL COMMUNICATIONS SHOULD BE BY AIR - REVISED

BENTLEY MOTORS (1931) LTD. SERVICE STATION, HYTHE ROAD, WILLESDEN, LONDON, W.3