FOR INFORMATION:

## WELDING OF FRONT SILENCER END COVERS.

Instances have occurred where the end covers of the front silencer on earlier type chassis have become detached during service.

Normally the jubilee clips used are sufficient to ensure that these end covers are retained in position, but due to the continual expansion and contraction of the silencer, it has been found that these clips tend to become stretched, thereby making it possible for the end covers to work loose and fall off.

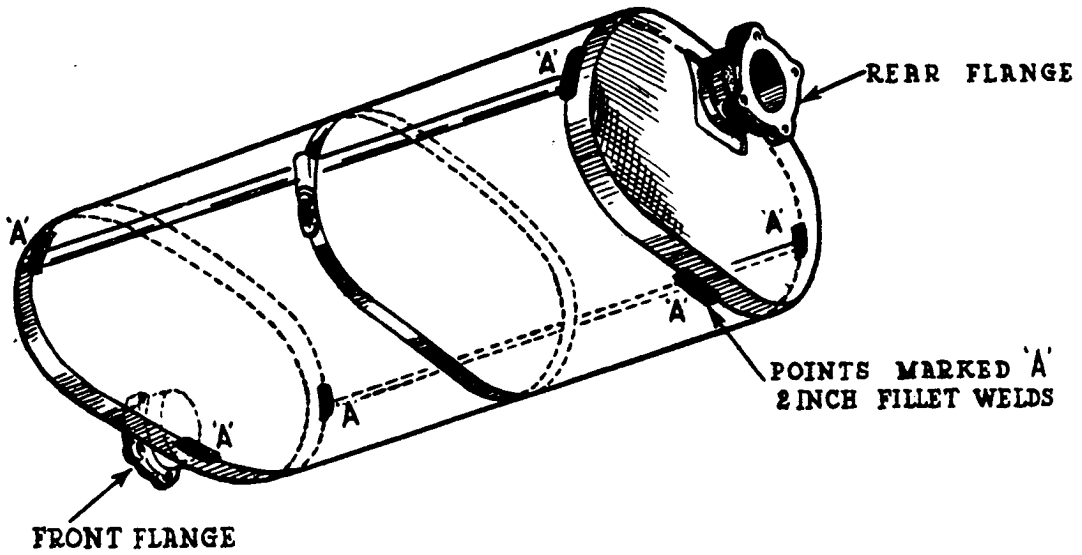
To overcome this trouble in service, it has now been decided to modify the method of fixing the end covers by welding them to the upper and lower centre lagging covers of the silencer, and Retailers are recommended to carry this out whenever called upon to deal with complaints of this nature.

## PROCEDURE.

NOTE: The welding is done with the silencer in position on the car.

1. Place the car over a pit or on a ramp.

2. Clean and refit the end covers to the silencer and weld them to the centre lagging covers as shown in the attached sketch. (N.B. The two end jubilee clips will no longer be required and should be discarded.)



SERVICE Bulletin No. BB116

MODEL: BENTLEY MARK VI

FOR INFORMATION:

## HEAT SHIELDS FOR FRONT SILENCER ASSEMBLY

## (BENTLEY MK.VI STANDARD SALOON)

A Heat Shield for the front silencer is available for incorporation on Mark VI Standard Steel Saloons in service in cases of complaint of excessive heat on the rear floor and under the passenger seat. It may also be fitted to cars with coachbuilt bodies which are similar to the Standard Steel Saloon.

The shield consists of an aluminium sheet, which is interposed between the silencer and underside of the floorboards, and which is located in position by means of four mounting brackets bolted to the left-hand cruciform and frame side members respectively. A swaging formed at the forward end of the shield ensures clearance between the bottom of the under-seat heater and the shield. Fig. 1 illustrates the general view of the shield from the forward end when fitted on a car.

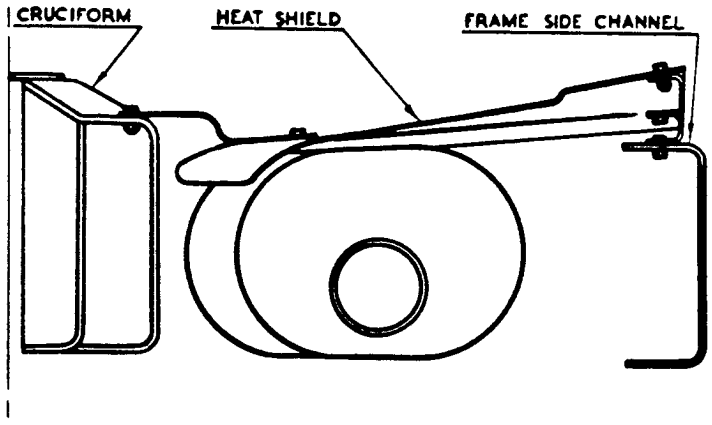



FIG. 1.

The angle at which the shield is fitted relative to the silencer ensures that the heat will be carried towards the outer edge of the body, where it will be rapidly dissipated in the cold air currents created by the motion of the car.

## FITTING PROCEDURE.

1. Place the car over a pit or on a ramp.

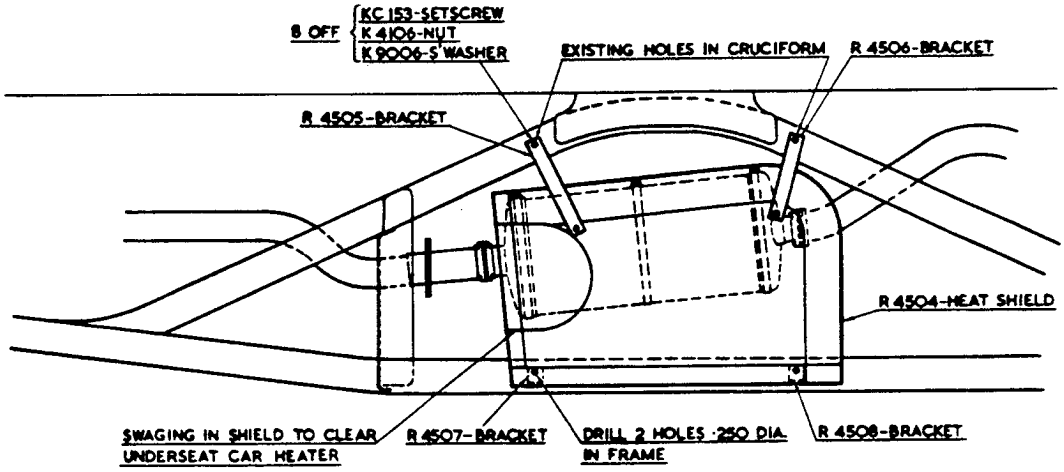



FIG. 2. GENERAL ARRANGEMENT OF HEAT SHIELD IN POSITION.

2. Remove the eight nuts and bolts from the front and rear flanges of the front silencer, break the joints, and lower the silencer to the ground.

3. Locate the two clips securing the one-shot lubrication pipe to the underside of the top flange of the cruciform on the left-hand side, and remove the existing 2-BA screws and nuts. (Shown in Fig. 2 as existing two holes in cruciform).

4. Fit the mounting brackets to the shield (longest brackets go to the forward end of the shield) and then offer up the assembly so that the brackets rest on the top of the cruciform and frame side members respectively. Coincide the screw holes in the free ends of the two inner mounting brackets with the existing two holes in the cruciform top flange, and then temporarily secure by means of the longer setscrews provided. Adjust the shield by bending the inner support bracket so that there is clearance between the underside of the underseat heater and the shield. Temporarily refit the front silencer, and check for clearance between this and the underside of the shield. Due to variations in chassis construction and body fitting, a certain amount of adjustment may be required before a definite clearance can be obtained at all points. It is essential that the maximum amount of tilt INWARDS is obtained for the shield



PRINTED IN ENGLAND

(Fig.1), but at no time should the clearance between the outer edge of the shield and body and inner edge of the shield and silencer be less then $\frac{1}{4}$".

5. When the requirements are obtained, remove the silencer, mark off the relative positions for the mounting bracket bolt holes on the top flange of the frame side member, and drill accordingly (Fig.2). Secure outer mounting brackets to frame.

6. Refit the front silencer, using two new washers for the flange joints.

Approximate time for fitting = 2 Hours.

MATERIAL REQUIRED.

| | | |
|---|---|---|
| R-4504 | Heat Shield - Front Silencer. | 1 Off |
| R-4505 | Bracket, Mounting - Inner - Front. | 1 " |
| R-4506 | " " " Rear | 1 " |
| R-4507 | " " Outer -Front | 1 " |
| R-4508 | " " " Rear | 1 " |
| KC-153 | Setscrew - 2BA | 8 " |
| K-4106 | Nut. | 8 " |
| K-9006 | Spring Washer. | 8 " |
| EW-2002 | Joint - Front and Rear Flanges - Front Silencer. | 2 " |



PRINTED IN ENGLAND