



FAN BELT TYPES

R-R Silver Dawn, Silver Wraith, BENTLEY MKVI, R type

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Note, the alternative belt types which are suggested can easily be fitted at the road side without removing the dynamo, but need slight assistance with the starting handle. DO NOT lever the belt over the pulleys with screwdrivers etc, the pulleys will and do break as they are cast ! You have been warned. Note that a broken crankshaft pulley is both difficult and expensive to replace.

EARLY TYPE

Originally part number EB 4202.....this type is also used when the later high speed water pump and pulley is fitted for cars exported to Switzerland and Australia

The belt is part number RE 20941, having an inner diameter of 14.523, and an included vee angle of 42 degrees. Its top vee width is 0.920, the belt depth 0.50 and the original makers code was V165/ 9R. This specification was drawn up September 1953.

An industrial belt, number C46, is an alternative fitment and can be positioned over the pulleys easily. The slide adjustment of the dynamo then takes up a position slightly further out producing larger belt wrapping around the dynamo pulley.

LATE TYPE

The fan belt which matches this arrangement is part number RE 20950, the included vee angle is 42 degrees, the wide part of the vee is 0.920 and the vee itself some 0.500 deep. The inside diameter of the belt is 15.160 and the makers code was V480/9R.

An industrial belt, number C48, is an alternative fitment and can be positioned over the pulleys easily, unlike the original belt. The differences between the belt and pulley vee angles are quite normal to establish full belt contact under driving load.