



CHASSIS MODIFICATIONS

By N.W. Geeson

v1. 2006

www.creweclassicsix.co.uk

The following pages list the modifications carried out to the Bentley MKVI and Bentley R Type range of cars, and the appropriate Continental Chassis. The chassis numbers listed refer to the commencement of continuous fitment of the modification.

It should be borne in mind that on a large number of occasions chassis were modified considerably earlier than those stated below. In some instances, these earlier fitments occurred at least two to three chassis sequences earlier than continuous production, in other instances the modifications were applied retrospectively to the earlier chassis at servicing time.

BENTLEY MKVI CHASSIS

PAGE 1

<u>Code</u>	<u>Modification</u>	<u>Chassis</u>
A	BENTLEY AIR CLEANER AND S.U. NEEDLES TYPE LBI	B 2 AK
A	SERVO DAMPER	B 70 AK
A	SQUIRT HOLES IN CONNECTING RODS	B 126 AK
A	FRONT SHOCK ABS SCREWED INSERTS	B 250 AK
A	TWIN IGNITION COILS	B 1 AJ
A	PARKERISED TAPPETS	B 1 AJ
A	HARDENED PUSH RODS	B 31 AJ
A	MODIFIED HORN PUSH	B 185 AJ
B	AC AIR CLEANER AND S.U NEEDLES TYPE SC	B 2 BH
B	STRENGTHENED WHEEL DISC FLANGE	B 2 BH
B	HEATER RETURN TAP DELETED	B 70 BH
B	HEATER DRAIN TAP ADDED	B 70 BH
B	PROVISION FOR 5 INCH DYNAMO	B 122 BH
B	ROCKER COVER BREATHER	B 198 BH
B	MODIFIED INTERIOR DOOR LOCKS	B 228 BH
B	INCREASED SYNCHRO CAM ANGLES	B 292 BH
B	MODIFIED DISTRIBUTOR DRIVE SPRING RING	B 398 BH
B	INCREASED FRONT SHOCK ABSORBER LOADING	B 185 BG
B	NEBAR ROCKER COVER JOINT	B 303 BG
B	EXPORT BODY MODIFICATIONS	B 321 BG
C	ALUMINIUM TAPPET DOORS	B 2 CF
C	LARGER REAR HUB BEARING AND DIFFERENT HALF SHAFTS	B 2 CF
C	BRONZE EXHAUST VALVE GUIDES	B 26 CF
C	MODIFIED CLUTCH THRUST RACE	B 164 CF
C	SOLID DOOR STRIKER PLATES	B 206 CF
C	HORN SUPPRESSOR	B 218 CF
C	DUNLOP JACKS	B 236 CF
C	WIDER OPENING RADIATOR SHUTTERS	B 320 CF
C	2.4 INCH SERVO BALANCE LEVER	B 344 CF
C	5 INCH DYNAMO	B 426 CF
C	C & A CYLINDER HEAD GASKET	B 1 CD
C	ACCELERATOR COUNTERSHAFT GUARD	B 1 CD
C	13 DEGREE REAR BRAKE EXPANDERS	B 17 CD
C	25 DEGREE SERVO CAMS	B 17 CD
C	MODIFIED COOLANT PUMP	B 115 CD
C	IMPROVED RUBBER DOOR SEALS	B 347 CD
C	SERVO PROTECTION PLATE	B 347 CD
C	MODIFIED QUICKLIFT WINDOW STOP	B 363 CD
C	EXTENDED PETROL TANK BREATHER----EXISTING CARS TO BE MODIFIED	B 475 CD
D	LOW LIFT CAMSHAFT	B 2 DA
D	LUCAS SCREEN WIPERS	B 2 DA
D	MODIFIED CORE PLUGS	B 2 DA
D	OIL CAPS IN NO 7 JOURNAL	B 62 DA
D	BENCH TYPE SPRING DRIVE	B 128 DA
D	LONGER UPPER TRIANGLE LEVERS	B 134 DA
D	SHORT CYLINDER LINER INSERTS	B 144 DA
D	REAR SHOCK DAMPER LINKAGE MODIFICATION	B 200 DA
D	BATTERY CHARGING PLUG	B 252 DA
D	LARGE FRONTAL AREA RADIATOR	B 270 DA
D	ANTI SPILL VALVE IN RADIATOR	B 270 DA
D	CHROME PLATED SERVO PLATE	B 384 DA
D	STRENGTHENED DOOR HINGES	B 420 DA
D	INCREASED DIAMETER SCUTTLE DRAIN	B 492 DA

BENTLEY MKVI CHASSIS

<u>Code</u>	<u>Modification</u>	<u>Chassis</u>
D	0.375 INCH CYLINDER HEAD STUDS	B 95 DZ
D	N.S FRONT WINDOW WINDER	B 117 DZ
D	IMPROVED WINDOW RUN CHANNELS	B 131 DZ
D	SQUARE EDGE BEARINGS 1st and 3rd MOTION SHAFTS	B 150 DZ
D	STRENGTHENED 3rd MOTION SHAFT SPLINES	B 159 DZ
D	18 SLAT RADIATOR SHUTTER.....REPLACES 20 SLAT TYPE	B 163 DZ
D	8.5 INCH DEFLECTION FRONT SPRINGS	B 193 DZ
D	RADIATOR HEATED DEMISTER	B 193 DZ
D	DIP AND SWITCH HEADLAMPS	B 193 DZ
D	MODIFIED UNDERSEAT HEATER	B 237 DZ
D	EXPORT FEATURES ON ALL CARS	B 237 DZ
D	FIXED GUIDE TO FRONT WINDOWS	B 237 DZ
D	22.5 DEGREE SERVO CAMS	B 241 DZ
D	3 INCH BALANCE LEVERS	B 241 DZ
D	HEATER RETURN TAP RE-INTRODUCED	B 273 DZ
D	REVISED INTER-SHOE LINKAGE	B 493 DZ
E	SPLIT SKIRT PISTONS	B 2 EY
E	GRANODISED PISTON RINGS	B 120 EY
E	PORTABLE HAND INSPECTION LAMP	B 162 EY
E	LUGGAGE BOOT WATER TRAP	B 264 EY
E	PROGRESSIVE BUMP STOPS (RHD DRIVE CARS)	B 466 EY
E	PROGRESSIVE BUMP STOPS (LHD DRIVE CARS)	B 126 EY
E	0.375 INCH DIAM REAR AXLE BOLTS	B 1 EW
E	CLOSER FITTING TAPPETS	B 57 EW
E	GRADED PISTONS	B 111 EW
E	COMMONISED DASH	B 273 EW
E	FORGED REAR SPRING SHACKLE BRKTS	B 403 EW
F	INTERNAL OIL FEED TO DISTRIBUTOR DRIVE	B 2 FV
F	LONGER GEAR LEVER	B 138 FV
F	MODIFIED REAR SHOCK DAMPER PLATES	B 444 FV
F	TRICO WINDSCREEN WASHER	B 1 FU
F	MODIFIED SS TUBE SOCKET	B 244 FU
F	MODIFIED XS TUBE SOCKETS	B 281 FU
G	REVISED STEERING GEOMETRY	B 1 GT
G	THICKER LIPPED BRAKE DRUMS	B 1 GT
G	ANTI RUMBLE BRAKES	B 1 GT
G	FRONT BRAKE LAYOUT CHANGED INC HYDRAULIC CYLINDERS	B 1 GT
G	FRONT LOWER WISHBONE CHANGED	B 1 GT
G	FRONT COIL SPRINGS CHANGED	B 1 GT
G	FRONT REBOUND STOPS CHANGED	B 1 GT
G	TORQUE ARM CHANGED	B 1 GT
G	STEERING RODS AND STEERING IDLERS CHANGED TO DUAL LAYOUT	B 1 GT
G	2nd MOD TO REAR SHOCK DAMPER PLATES	B 67 GT
G	FOUR FOOT MOUNTED AIR CLEANER	B 111 GT
G	IMPROVED REAR NUMBER PLATE BOX	B 165 GT
G	REVISED BIJUR PIPES TO REAR SHACKES	B 165 GT
G	REDUCED FAN SPEED	B 213 GT
G	KEYHOLE SOCKETS ON GEAR CHANGE CONTROL (LHD DRIVE CARS)	B 281 LGT
G	ONE PIECE REAR BRAKE EQUALISER LEVER	B 381 GT

BENTLEY MKVI CHASSIS

PAGE 3

<u>Code</u>	<u>Modification</u>	<u>Chassis</u>
H	ALLOY CAMSHAFT DRIVE GEAR	B 2 HR
H	ELECTRIC CLOCK	B 2 HR
H	LOW RATE OIL FEED TO CLUTCH THRUST	B 2 HR
H	11 inch CLUTCH (LIGHT TYPE)	B 2 HR
H	3 BUSH REAR BRAKE EQUALISER SUPPORT	B 2 HR
H	MOD. STARTER SOLENOID SWITCH	B 2 HR
H	LOWER BUSH REAR SHOCK DAMPER LINK----- DELETED	B 110 HR
H	SPEEDO DIP WARNING LIGHT	B 31 HP
H	LARGE BORE H6 CARBURETTORS-----FOUR BOLT FIXING	B 83 HP
H	MOD CLUTCH SPIGOT BEARING	B 83 HP
H	CLOSER FITTING 2ND & 3RD SPEED BUSHES	B 95 HP
H	TRIPLE PASS DE-MISTER INTER SCHEME	B 149 HP
H	LONGER BOSSES ON REAR SHOCK DAMPER PLATES	B 179 HP
J	THICKER LOWER BUSH REAR SHOCK DAMPER LINK PLATES	B 154 JO
J	MOD WATER PUMP GLAND RING	B 61 JN
K	TRIPLE PASS AIR R.H DE-MISTER (FINAL)	B 2 KM
K	MODIFIED AMMETER	B 64 KM
K	NEW TYPE IGNITION CONDENSER	B 117 KL
L	STEEL OIL CAPS IN CRANKSHAFT, PREVIOUSLY ALLOY	B 40 LJ
L	OIL FEED ADAPTOR AIR BOTTLE	B 170 LJ
L	11 inch CLUTCH (HEAVY TYPE)	B 300 LJ
M	3.625 INCH BORE ENGINE	B 2 MD
M	THICKENED CRANKSHAFT WEB	B 2 MD
M	FULL FLOW OIL FILTER	B 2 MD
M	TWIN EXHAUST (RHD CARS ONLY)	B 2 MD
M	SIDE SCUTTLE VENTILATORS	B 29 MB
M	INSULATED DYNAMO	B 313 MB
N	INCREASED FRONT DAMPING	B 210 NZ
N	TWIN CONDENSERS	B 292 NZ
N	SHORT DWELL DETENT ON 1st GEAR SELECTOR (LHD CARS)	B 360 LNZ
N	SP CARBURETTOR NEEDLES (RHD CARS ONLY)	B 478 NZ
N	SHORT DWELL DETENT ON 1st GEAR SELECTOR (RHD CARS)	B 500 NZ
N	REPOSITIONED OIL GAUGE CONNECTION ON CRANKCASE	B 123 NY
N	MK II HEADLAMP-----BOWL NOW FITS FROM THE FRONT OF THE WING)	B 169 NY
N	STIFFENED CLUTCH CASING--- TO COUNTER VIBRATION AT 3300 RPM	B 253 NY
N	3 POSITION HEATER AND DEMISTER SWITCHES----RHEOSTAT BEHIND DASH	B 311 NY
N	120 DEGREE OPENING QUARTER VENTILATOR WINDOWS	B 311 NY
N	REAR WINDOW ELECTRIC DEMISTER	B 311 NY
P	REVERSION TO OLD TYPE FRONT WHEEL STUDS... EXISTING CARS TO BE ALTERED	B 22 PV
P	SOLID PINS AND SHIELD ON SERVO	B 284 PV
P	HOT AND COLD DEMISTER	B 53 PU
P	EXHAUST HEAT SHIELDS....ABOVE SILENCERS	B 159 PU
P	NEEDLE ROLLERS IN CLUTCH RELEASE LEVERS	B 185 PU
P	REDUCED FRICTION STEERING ----EXISTING CARS REVERTED TO ORIGINAL TYPE	B 215 PU

BENTLEY R TYPE CHASSIS

PAGE 4

<u>Code</u>	<u>Modification</u>	<u>Chassis</u>
R	TWIN EXHAUST SYSTEM ALTERED ALSO DIFFERENT BETWEEN AUTO TO MANUAL	B 2 RT
R	REVISED LUGGAGE BOOT	B 2 RT
R	AUTO CHOKE SYSTEM TO S.U CARBURETTORS	B 2 RT
R	ALTERED STEERING WHEEL..... TO TAKE ACCOUNT OF CONTROLS	B 2 RT
R	REVISED ATTITUDE WIDER REAR SPRINGS	B 2 RT
R	REVISED REAR SHOCK DAMPER LINKAGE	B 2 RT
R	TWO SPEED WINDSCREEN WIPERS..... WITH OVERLOAD PROTECTION	B 2 RT
R	POP OUT CIGAR LIGHTER	B 2 RT
R	SEPERATELY HOUSED MAIN FUSE	B 2 RT
R	CASTOR ANGLE WEDGES----RETROFITTED TO EARLIER CARS	B 2 RT
R	CORRUGATED BOTTOM WATER HOSE CONNECTION	B 68 RT
S	TAPER ROLLER BEARING ON 11/41 (3.727:1) REAR AXLE	B 380 SR
S	SLOW LEAK 3.5 SECONDS ON FRONT SHOCK DAMPERS	B 61 SP
S	PARCO LUBRIZED TAPPETS	B 425 SP
S	TAPER ROLLER BEARING ON 12/41 (3.4:1) REAR AXLE	B 433 SP
T	CONTINENTAL CYLINDER HEAD WITH COMPRESSION RAISED TO 6.75:1	B 93 TO
T	DELETION OF NON-OPPOSED SPRINGS IN SIDE STEERING TUBE	B 313 TO
T	ALL WELDED CHASSIS FRAMES AND STRENGTHENED FRONT END	B 349 TO
T	METAL DASH FACIA, WITH PULL OUT PICNIC TABLE	B 2 TN
T	CABLE OPERATED HOT & COLD DE-MISTER AND HOT VALVE FOR HEATER	B 2 TN
T	HARD CLAY CYLINDER HEAD GASKET	B 372 TN
T	DELETION OF REDUCED FRICTION MODS ON STEERING CONNECTIONS	B 390 TN
T	REVISED THROTTLE CONTROLS FOR SYCHROMESH GEARBOX	B 436 TN
U	ALUMINIUM FLYWHEEL HOUSING ON AUTO TRANSMISSION	B 35 UL
U	NEW TYPE STARTER WITH UNF RETAINERS	B 35 UL
U	IMPROVED TYPE UNDER SEAT TOOL TRAY	B 66 UM
U	RE-INTRODUCTION OF MKVI G/BOX TIE ROD----EXISTING CARS TO BE MODIFIED	B 212 UM
W	FLYWHEEL INERTIA RING TO TORUS COVER OF ALL AUTO GEARBOXES	B 236 WH
W	DYNAMO TYPE STRAP ON STARTER MOTOR----FOR EXTRA SUPPORT	B 270 WH
W	THICKER 3rd MOTION SHAFT THRUST WASHER ON MANUAL GEARBOX	B 39 WG
W	COMPENSATOR PIPE BETWEEN FRONT AND REAR SERVO ON AUTO GEARBOX	B 183 WG
X	STRENGTHENED JAWS, FRONT BRAKE OP. LINKS ---EXISTING CARS TO BE MODIFIED	B 60 XF
Y	AXLE RATIO 12/41 (3.41:1) FITTED TO ALL CARS AS STANDARD	B 1 YA
Y	ELIMINATION OF CHROME PLATED SERVO PRESSURE PLATE	B 123 YD
Y	LONG STROKE STARTER PINION----BLACK PLASTIC END CAP IDENTIFIES	B 138 YD
Y	FLEXIBOX WATER PUMP SEAL	B 160 YD
Y	BENTLEY CONTINENTAL TYPE DEMISTING----WATER MATRIX UNDER R.H FRONT WING	B 246 YD
Z	IMPROVED COLD STARTING DEVICE	B 1 ZX
Z	2nd SPEED START ON AUTO TRANSMISSION	B 73 ZX
Z	FERODO FRICTION WASHERS AND OIL DRAIN SLOTS IN CRANKSHAFT DAMPER	B 212 ZY
Z	PRODUCTION FINISHED	B 250 ZY



BENTLEY SPORTS CHASSIS (CONTINENTAL)

PAGE 5

<u>Code</u>	<u>Modification</u>	<u>Chassis</u>
A	REDUCED COMPRESSION HEIGHT PISTONS-----PISTON DID NOT COME TO TOP OF BORE	BC 19 A
C	COMMONISED CYLINDER HEAD	BC 4 C
C	DELETION OF NON-OPPOSED SPRINGS IN SIDE STEERING TUBE	BC 18 C
C	ALL WELDED FRAME	BC 21 C
C	DELETION OF REDUCED FRICTION MODS ON STEERING CONNECTIONS	BC 30 C
C	RE-INTRODUCTION OF MKVI TYPE GEARBOX TIE ROD----EXISTING CARS TO BE MODIFIED	BC 50 C
C	FLYWHEEL INERTIA RING TO TORUS COVER OF ALL AUTO GEARBOXES	BC 70 C
C	THICKER 3rd MOTION SHAFT THRUST WASHER ON MANUAL GEARBOX	BC 78 C
D	3.75 INCH BORE ENGINE	BC 1 D
D	COMPENSATOR PIPE BETWEEN FRONT AND REAR SERVO ON AUTO GEARBOX	BC 1 D
D	STRENGTHENED JAWS, FRONT BRAKE OP. LINKS ---EXISTING CARS TO BE MODIFIED	BC 5 D
D	ELIMINATION OF CHROME PLATED SERVO PRESSURE PLATE	BC 12 D
D	FLEXIBOX WATER PUMP SEAL	BC 35 D
D	LONG STROKE STARTER PINION----BLACK PLASTIC END CAP IDENTIFIES	BC 37 D
D	IMPROVED COLD STARTING DEVICE	BC 43 D
D	2nd SPEED START ON AUTO TRANSMISSION	BC 47 D