



BENTLEY MULSANNE TURBO

BENTLEY MULSANNE TURBO

When the Bentley Mulsanne Turbo was introduced in 1982, the world's motoring press were quick to note that in many ways it constituted a paradox.

With the emphasis placed on searing performance, the new motor car made more than a passing acknowledgement to the sporting heritage of the Marque.

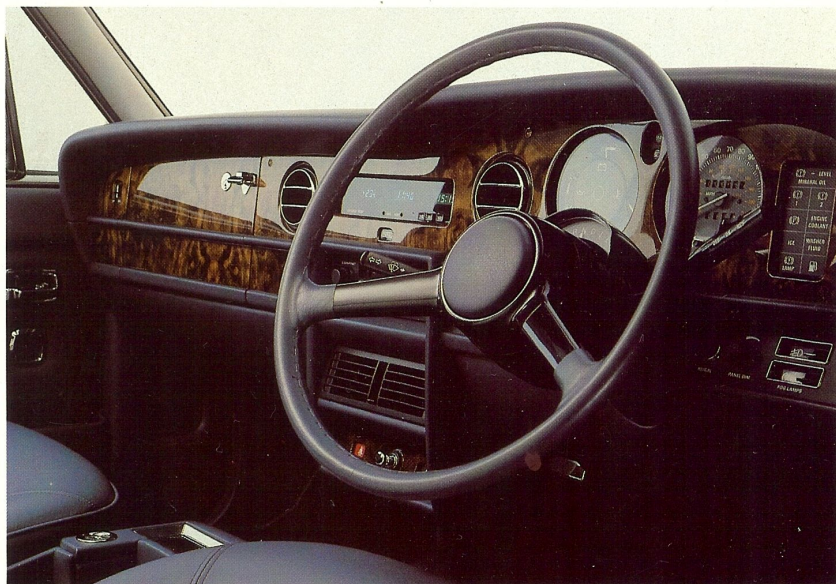
At the same time, the Turbo is one of the most advanced and sophisticated examples of automobile engineering on the road today. Moreover, it still held faith with the Bentley tradition of silence and sumptuous comfort.

This combination of virtues placed the Mulsanne Turbo in a class of motoring for which no category exists.

Bentley drivers were unequivocal in their reception of the new car. They recognised that here was the ultimate expression of the Bentley philosophy. A machine which cocoons four people in an environment of unparalleled refinement and luxury. Yet which accelerates from a standing start to 60 miles per hour in 7 seconds, and which takes only fractionally longer than that to surge from 60-90 mph, providing effortless and wholly satisfying mid-range overtaking power. A machine whose 'governed' maximum speed is some 135 miles per hour.

The sheer performance of the Mulsanne Turbo is matched only by the smoothness and comfort with which its power is delivered – a combination which is a tribute to the skills of Bentley engineers and designers.

The Bentley Mulsanne Turbo is a potent – and utterly unique – blend of prodigious performance and absolute refinement.



TECHNICAL SPECIFICATION

BODY STYLE	4 door saloon
Number of seats	5
DIMENSIONS	
Wheelbase	3061mm (120.5in)
Overall length	5309mm (209.0in)
Overall width excluding door mirrors	1887mm (74.3in)
Overall height	1485mm (58.5in)
Kerb weight	2291kg (5051lb)
Luggage boot capacity	0.55cm ³ (19ft ³)
ENGINE	
Number of cylinders	8
Configuration	90°V
Bore and stroke	104.1x99.1mm (4.1x3.9in)
Cubic capacity	6.75 litres (411.9in ³)
Compression ratio	8.0:1
Tappets	Self-adjusting hydraulic
Turbocharger	Garrett AiResearch TO4B
Spark plugs	NGK BPR 5E5
Cylinder block material	Aluminium-silicon alloy
Cylinder liners	Wet, cast iron
Cylinder head material	Aluminium alloy
Crankshaft bearings	
Number	5
Carburettor	Solex 4A1
Fuel octane	98
TRANSMISSION	
Type	Automatic
Coupling	Torque converter
Ratios 3	1.00:1
2	1.50:1
1	2.50:1
R	2.00:1
Gear change	Electric, lever on steering column
FINAL DRIVE	
Type	Hypoid
Ratio	2.69:1
Road speed per 1000 rpm	48.1km/h (29.9 mile/h)
ELECTRICAL	
Voltage	12 (negative earth)
Battery capacity	68 amp/hr
Alternator	CAV AC5B12 53 75 amp
Fuses	9x20 amp, 10x10 amp Thermal cut-outs for headlamps, gear range selector, central door locking, air conditioning fans, seat motors and windows

CHASSIS

Construction	Integral, front and rear sub-frames
Brakes	Front Diameter Rear Diameter Circuits
Parking brake	2 powered hydraulic Manual, separate caliper to each rear disc
Steering	Rack and pinion, power assisted
	Turns lock to lock 3.25
	Turning circle 11.9m (39.0ft)
Suspension	Front Independent: lower wishbone, upper stabilised lever, anti-roll bar
	Rear Independent: semi trailing arm, anti-roll bar, automatic ride height control
Tyres	Type Size
	Radial-ply 235/70 VR15
CAPACITIES	
Fuel tank	108 litre (23.75 imp gal)
Engine sump with filter	9.9 litre (17.4pt)
Transmission	10.6 litre (18.6pt)
Final drive	2.6 litre (4.5pt)
Cooling system	16.0 litre (28.5pt)
Hydraulic systems	4 litre (7pt)
Air conditioning refrigerant	1.25kg (2.75lb)
Steering system	0.74 litre (1.33pt)



Bentley Motors Limited, Crewe, Cheshire CW1 3PL, England. Telephone 0270-255155. Telex 36121. A Vickers company

All Bentley motor cars are the subject of a continuous development programme and as a result their specifications may change and differ in detail from those outlined in this publication. Your Bentley dealer will always have the latest information. The name Bentley Bentley motifs and Bentley motor car mascots are all registered trade marks.