ROLLS-ROYCE SILVER SHADOW (I / II)

Engine: **6.23L / 6.75L Rolls-Royce Alloy V8**
Hydraulics: **High-Pressure 2,500 PSI Dual System**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1965–1980)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE STEEL & ALLOY SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Aprons**	First monocoque Rolls-Royce. Inspect front subframe rubber mounting isolators and body apron attachment box sections. Rust causes subframe detachment under braking.
☐	**Rear Wheelarch Lips & Sills**	Outer sills and rear wheelarch inner/outer seams. Perished foam seals inside rear doors trap mud and moisture, rotting the sills and rear doglegs outwards.
☐	**Rear Subframe & Leveling Mounts**	Check the rear subframe crossmember and hydraulic self-leveling ram mounting brackets. Corrosion here causes fluid pipe fracture and suspension collapse.
☐	**Rear Screen Surround & Boot Floor**	Inspect parcel shelf and boot floor drop-wells. Water leaking past windscreen and rear screen rubber seals rots the metal beneath sound-deadening felt.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2,500 PSI Hydraulic Braking** **Fluid: RR363 (Brake Fluid)**	CRITICAL: Engine-driven twin pumps, accumulators & height control. Warning lights (BRAKE 1 & 2) must extinguish within 30 secs of start. Pumping pedal 15 times should not trigger lights.
☐	**V8 Engine & Exhaust Manifolds** **Spec: 40–50 Cold | 20+ Hot**	Alloy 6.23L/6.75L V8. Engine must run almost inaudibly. Listen for tapping hydraulic tappets and check for cracked cast-iron exhaust manifolds (expensive pig to replace).
☐	**GM400 / GM300 Automatic Box**	GM Turbo-Hydramatic 400 (4-speed early, 3-speed later). Shifts must be seamless with no rev flares between gears. Check electric selector actuator on column.
☐	**Rear Hydraulic Leveling Rams**	Inspect rear hydraulic leveling struts and control valves for leaks. If the rear suspension sits low or bounces like a pogo stick, accumulators/struts have failed.

Hydraulic Fluid Contamination Warning: Pre-1980 Silver Shadows use RR363 synthetic castor fluid ONLY. Never mix with mineral LHM oil or DOT4 (destroys all internal system seals). Chassis plate on front scuttle (Prefix: SRH / SBH).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Full 2,500 PSI Hydraulic System Rebuild (Pumps/Spheres)	£3,500 – £6,500 (Pumps, accumulators, calipers & pipes)	£
Cracked Cast-Iron Exhaust Manifolds Replacement	£1,400 – £2,400 (Manifolds & engine-bay labor)	£
Rear Hydraulic Self-Leveling Struts & Valve Overhaul	£1,200 – £1,800 (Rams, valves & pipework)	£
Perforated Outer Sills & Subframe Mount Welding	£1,800 – £3,200 (Monocoque fabrication & paint)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£