ROLLS-ROYCE SILVER SPIRIT / SPUR

Engine: **6750cc Rolls-Royce All-Alloy OHV V8 (Carb / EFI)**
Hydraulics: **Mineral Oil (LHM Green Fluid) High-Pressure System**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1980–1998)

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

1. CRITICAL STRUCTURAL ROT TRAPS

STEEL MONOCOQUE & ALLOY CLOSURES

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Aprons**	Heavy front subframe isolated by rubber mounts. Inspect front inner wing aprons and subframe mounting boxes; corrosion causes subframe detachment under braking.
☐	**Outer Sills & Center Jacking Points**	Massive multi-box outer and inner sills. Inspect full underside along seams and jacking points; blocked drains cause structural collapse, binding heavy door gaps.
☐	**Rear Wheelarch Tubs & Doglegs**	Check inner and outer rear wheelarch return lips and lower door shut doglegs. Road spray collects behind arch liners, rotting outer wings into exterior paint blisters.
☐	**Rear Screen Surround & Boot Floor**	Inspect lower corners of rear screen and boot floor drop-wells. Water leaking through perished rear glass rubber seals pools under sound deadening and rots floor seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**LHM Mineral Hydraulic System** **Fluid: Green Castrol / Total LHM**	Switched from synthetic RR363 to green mineral LHM fluid. Warning lights must extinguish within 25 secs of start. Pumping pedal 15 times should not trigger warnings.
☐	**6.75L V8 Health & Manifolds** **Spec: 40–50 Cold | 20+ Hot**	Engine must run almost inaudibly. Listen for ticking hydraulic lifters and inspect for cracked cast-iron exhaust manifolds (expensive, tight engine bay labor).
☐	**GM400 / 4L80E Automatic Shift**	GM400 3-speed (early) or 4L80E 4-speed (late). Shifts must be seamless with no rev flares between gears. Check electric column gear selector actuator for positive engagement.
☐	**Rear Self-Leveling Gas Spheres**	Rear suspension uses hydraulic leveling rams and Citroën-type nitrogen gas spheres. If rear bounces like a pogo stick or sits collapsed, spheres have failed.

Hydraulic Fluid Verification: Verify reservoir contains bright green mineral LHM fluid ONLY. Never mix with synthetic DOT4 or RR363 fluid (causes complete hydraulic seal failure). Stamped VIN plate on scuttle (Prefix: SCA...).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Full LHM High-Pressure Hydraulic System Overhaul	£2,800 – £5,500 (Pumps, spheres, valves & calipers)	£
Cracked Cast-Iron Exhaust Manifolds Replacement	£1,400 – £2,400 (Manifolds & engine bay labor)	£
Perforated Outer Sills & Front Subframe Mount Welding	£1,600 – £2,800 (Structural sill fabrication & paint)	£
Rear Hydraulic Self-Leveling Struts & Spheres Rebuild	£950 – £1,500 (Leveling rams, gas spheres & pipes)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£