

Rolls-Royce Silver Shadow II

Launched in 1965 the Silver Shadow represented a huge leap forward for Rolls-Royce. The new car had an all-new, modern monocoque (mono or “single” and coque or “shell”), body, hydraulic, self-levelling suspension and all-round, split circuit disc brakes. The car was powered by the Silver Cloud 6230cc V8 engine coupled to a 4-speed automatic transmission (later 3-speed). A total of 8,422 Silver Shadow IIs were produced between 1977 and 1980.



The Silver Shadow incorporated a 172 hp (128 kW) 6.2 Litre V8 engine from 1965 to 1969, and a 189 hp (141 kW) 6.75 Litre V8 version from 1970 to 1980. Both power plants were coupled to a General Motors-sourced Turbo Hydramatic 400 transmission, except on pre-1970 right-hand-drive models, which used the same 4-speed automatic gearbox as the Silver Cloud (also sourced from General Motors).

The Silver Shadow's car's most innovative feature was a high-pressure hydraulic system licensed from Citroën, with dual-circuit braking and hydraulic self-levelling suspension. At first, both the front and rear of the car were controlled by the levelling system but the front levelling was deleted in 1969 as it had been proved that the rear levelling did almost all the work. Rolls-Royce achieved a high degree of ride quality with this arrangement. Overall length was 5.17 metres or 17 feet and weight was 4,700 pounds. Top speed with the 6.75 Litre engine was 120 MPH.

The Silver Shadow in the BK Museum was acquired in its current condition in 1999.