

The Shadow Owners' Companion

**Maintenance Projects for
Rolls-Royce Silver Shadow and Bentley T Enthusiasts**

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The Shadow Owners' Companion
by Jon J. Waples
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Preface

Shadow People

For people like us, the satisfaction of owning a Rolls-Royce Silver Shadow, Bentley T, or one of the coachbuilt derivatives is obvious yet hard to explain.

We enjoy working with our hands and troubleshooting, and the Shadow is a clear challenge. For Rolls-Royce, the Shadow was the most ambitious attempt to best the competition at any time since WWII. It is dense with period technology: hydraulic height control, an early type of anti-skid control, monocoque construction, independent suspension, an all aluminum engine, and even automatic air conditioning later in the model run.

Because all of these mechanisms compete with one another for underhood space, seemingly simple acts such as changing the spark plug wires or replacing the thermostat become “rather involved.” A perfectly running Shadow is a towering achievement for the individual who maintains her, yet only those “in the know” really understand.

There is an intellectual challenge as well. The design philosophy of this car differs quite a bit from the mainstream. Troubleshooting requires an understanding of the underlying principles rather than a reliance on conventional tips and tricks.

Of course, there is more to the ownership experience than maintenance. When driving a well maintained Silver Shadow, everything is at once harmonious and hushed, significant and discreet. As

you take it all in, your sense of urgency washes away: very satisfying indeed, all the way around.

Why You Need This Book

So you believe in the car. What about this book? There are three other service related documents for the Silver Shadow and Bentley T: the Handbook (Owner’s Manual), the Workshop Manual, and *From the Shadow’s Corner* by Cal West. I have a copy of each and so should you. What follows in these pages are all of the maintenance projects that I still had to figure out for myself during the first five years of my ownership.

This book was conceived as a companion to the previously mentioned works. The maintenance procedures that follow fill the gaps so that an enthusiastic owner can maintain his or her Shadow with only occasional help from a professional mechanic. For the most part, the projects in this book were included for one of two reasons: there is a simpler way to perform the desired task with modern tools, or there is a need to fill in detail that seems to be missing, but was obvious to a seasoned mechanic in the 1970s.

If you own a 1966-1980 Rolls-Royce Silver Shadow, Silver Shadow LWB, Silver Shadow II, Silver Wraith II, Two Door Saloon, Drophead Coupé, Corniche, Camargue, Bentley T or T2 you can buy this book for far less than one full tank of gasoline. What are you waiting for?

Replacement Parts

Occasionally, this book suggests replacement parts that are not Crewe Genuine Parts™. Most often, these suggestions are identical to the Crewe specified version, coming directly from the original manufacturer at a lower price.

Maintaining the integrity of the original design with proper service and parts honors the hard working people that created and built your car. Anything less is an insult.

Disclaimer

You should be able to safely perform the procedures described herein provided that you have reasonable mechanical ability, the right tools for the job, and a fair dose of common sense. I have personally performed all of the maintenance procedures described in this book. Even with the right tools and common sense at my disposal, I have managed on occasion to cut my hands, burn my fingers, ruin paint, and utter an expletive or two, usually when I was rushing or frustrated. Take your time and think about what you are doing!

Please forgive me for reminding you that your motor car deserves respect as you work on it: it can crush, burn, scald, cut, bruise, poison, asphyxiate, maim or quite possibly kill you and those nearby if you do not follow proper safety precautions. In addition, an improperly maintained motor car can catch fire or fail to start, go, turn, or stop leading to all manner of death and destruction to people and property.

The chemicals you use in and on your car, such as antifreeze, oil, gasoline, brake fluid, and brake cleaner are toxic to humans and pets and bad for the environment. Use, store and dispose of them with care.

Finally, this book is a *companion* to your Rolls-Royce Handbook and Rolls-Royce Workshop Manual and is *not* a comprehensive substitute. As such, successful completion of all the procedures in this book is *not* a guarantee that your ownership experience will be trouble free.

Nomenclature

All references to position on this vehicle are made as if you were seated inside. For example, the brake reservoir is on the left side in front of the engine bulkhead. The Rolls-Royce Workshop Manual gets into nearside and offside relative to the driver's position but the nearside happens to be on the left hand (curb) side in England—too confusing for the television-addled American mind. When referring to the V-8 engine specifically, the “A” bank is on the right side of the car and the “B” bank on the left. Further, each cylinder is numbered front to back A1-A4 and B1-B4. Other terms that require translation:

BRITISH	AMERICAN
Arch	Wheel Arch
Backlight	Rear window
Bonnet	Hood
Boot	Trunk
Bulkhead	Firewall
Earth	Ground
Fascia	Dash
Hood	Convertible Top
Jubilee® Clip	Hose Clamp*
Loom	Wiring Harness
Methylated Spirits	Denatured Alcohol
Paraffin	Kerosene
Pressing	Sheet Metal Stamping
Saloon	Sedan
Sill	Rocker Panel
Spanner	Wrench
Tommy Bar	Tire Iron
Valance	Fascia**
Wing	Fender

* Jubilee clips have a non-perforated band as compared to ordinary hose clamps.

** This is the panel behind and below the front or rear bumper.

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