

1987 Rolls-Royce Silver Spirit

4dr Sedan · 8-cyl. 6750cc/220hp FI

#1 Concours condition

\$19,600

0%

#2 Excellent condition

\$13,000

0%

#3 Good condition

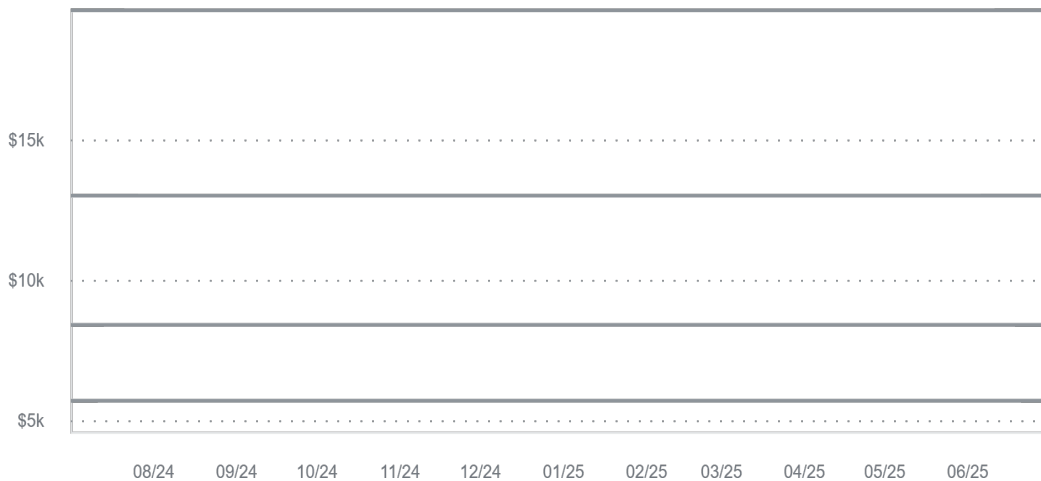
\$8,400*

0%

#4 Fair condition

\$5,700

0%



NOTE: The chart displays price changes for the last year.

Value adjustments

-40%
for RHD.

Model description

The Rolls-Royce Silver Spirit and its long-wheelbase sibling, the Silver Spur, replaced the Silver Shadow and Silver Wraith respectively in 1980. Continuing the unibody construction initiated by the Shadow in 1967, they were redesigned to be much more rounded and less upright, the work of Austrian stylist Fritz Feller. These are the first Rolls-Royces to have the disappearing Spirit of Ecstasy hood ornament, which sinks into the radiator shell.

The 220-hp, 6.75-liter aluminum V-8 initially used twin SU carburetors, but cars exported to the U.S. and Japan always had Bosch fuel injection, which was eventually standardized for all markets in 1986. The Silver Spirit and Silver Spur were built in four iterations, or Marks, but there were thousands of running changes through the years. A total of 8,129 Mk I Rolls-Royce Silver Spirits were built between 1980-89; 1,152 Mk IIs were produced from 1989-93; 1,658 Mk IIIs were manufactured in 1993-94; and 122 Mk IV models left the line from 1995-98. The Flying Spur of 1994-95 added a Garrett turbocharger in 1997, almost doubling the power output to 412 horsepower. The Silver Spirit was replaced by the Silver Seraph in 1998.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The finish on the Silver Spirit was as superior as one might expect, with burl walnut wood trim, Connolly leather hide interior, and Wilton carpets. Steering was power rack-and-pinion, and Rolls-Royce used Citroen's hydraulic self-leveling suspension at the rear, power disc brakes all-around, and a three-speed automatic transmission, which was later replaced by a four-speed automatic in 1991. Almost everything was standard, including air conditioning, power windows, seats, and door locks.

Rolls-Royces are famous for their sophistication and durability, but curiously, that can lead to deferred maintenance once they hit resale channels. Be mindful that authorized service work and repairs can be frightfully expensive – the brakes and suspension in particular – and cannot be performed properly by anybody who is not a certified Rolls-Royce mechanic.

Maxims to remember are: "The wrong Rolls-Royce can be a bad deal free" and "If you can't afford a good one, you can't afford a bad one." Provenance is everything in Rolls-Royces, and records will tell you every step of a car's ownership trail and maintenance history from the day it left the factory. Buying from the original owner or a reputable dealer is usually worth a premium, as are complete records. A pre-purchase inspection is often wise, and source a certified mechanic prior to purchase to keep the car in good running order. That said, a well-kept car can be trouble-free and rewarding to own.

Body styles

4dr Sedan

Engine types

8-cyl. 6750cc/220hp FI

1980-1998 Rolls-Royce Silver Spirit / Silver Spur stats

Highest sale	Lowest sale	Most recent sale	Sales
\$190,400	\$864	\$28,350	816

Equipment

Standard Equipment

Active (Manual) Belts

Additional Info

Drive Type: RWD
 Front Tire Size Code: U
 Front Tire Size: Unknown
 Manufacturer Code: C116
 Market Segmentation: Full Size Luxury Prestige
 Shipping Weight: 4775
 Wheel Base Longest - Inches: 124.0
 Wheel Base Shortest - Inches: 124.0

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.