

1976 Rolls-Royce Silver Shadow II

4dr Standard Steel Sedan · 8-cyl. 6750cc/NA hp 2x1bbl

#1 Concours condition

\$33,300

0%

#2 Excellent condition

\$16,600

0%

#3 Good condition

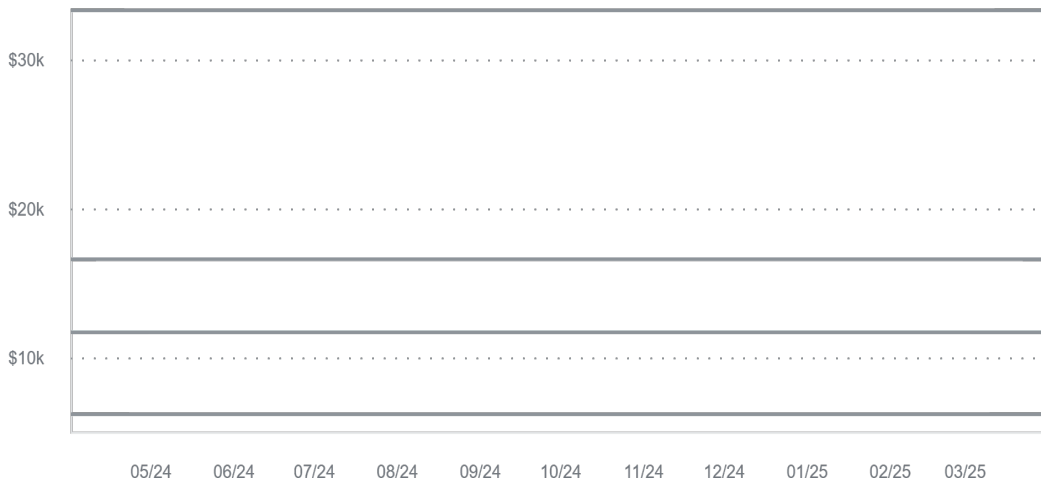
\$11,700*

0%

#4 Fair condition

\$6,200

0%



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

Value adjustments

-40%
for RHD.

Model description

Rolls-Royce contemplated the unibody Silver Shadow design as early as 1957 in an effort to modernize the company's product line, but the existing factory-bodied Silver Cloud was more economical to build and was selling in large numbers, so the Shadow wasn't launched until late 1965. The model, along with its Bentley T1 twin, was the first Rolls-Royce to employ a unibody design.

The Rolls-Royce Silver Shadow was a striking change from the Silver Cloud the preceded it. It was smaller, square, and unprepossessing. There would be only 35 two-door coupes by James Young, as well as 571 coupes and 505 convertibles by Mulliner-Park Ward. In all, 16,717 factory-built standard steel saloons were built through 1976, and 2,776 long-wheelbase models were manufactured.

*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 new Shadow was lighter, faster, and better handling than any Rolls-Royce produced before it, but the car never had the cachet of the early models. Starting out with the 200-hp, 6,230-cc V-8 from the Silver Cloud III, the engine was expanded to 6,750 cc in 1970. GM's Turbo Hydramatic 350, 3-speed automatic transmission was standard, except for the overseas models that got the Turbo Hydramatic 400. Power windows and four-wheel disc brakes were standard, and the rear suspension was self-leveling, based on the Citroen DS-19 hydraulic/hydrogen sphere system.

As one might expect, the finish on the new cars was exemplary, with Connolly leather interior, lambs-wool carpet, and walnut dash and door trims, with full instrumentation. Mileage was in the "if you have to ask" category, at about 10-12 mpg.

In 1977, Rolls-Royce introduced the Silver Shadow II (and the twin Bentley T2), which was essentially a Silver Shadow with rack-and-pinion steering, minor bumper differences, and a slightly firmer front suspension. The car cost in excess of \$65,000 new and remained in production until 1980, at which point it was replaced by the long-running Silver Spirit.

As good as the Silver Shadow was, they were built in large numbers, and what had not been anticipated was their swift decline in values, and the progressively increasing cost of deferred maintenance. Repair costs of forsaken Shadows soon surpassed their retail value, and many of the first series cars declined to "Roller" condition. Cars can still be found for relatively little money, but popular wisdom advises that "the wrong Rolls-Royce can be a bad deal free." Understand Silver Shadow repair costs before pursuing ownership, and then find the best example extant.

Areas of expensive concern include the complex brake system, the unfathomable Citroen-designed rear suspension, and rust in general. Avoid right-hand-drive cars, which came to the U.S. later (probably after failing an MOT), and consider only vehicles with complete maintenance and ownership documents, preferably from the original owner.

Body styles

4dr Standard Steel Sedan

Engine types

8-cyl. 6750cc/NA hp 2x1bb1

1965-1980 Rolls-Royce Silver Shadow stats

Highest sale	Lowest sale	Most recent sale	Sales
\$325,666	\$1,681	\$8,400	698

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.

#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.

#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.

#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.