



PHANTOM V MULLINER-PARK WARD 7-PASSENGER LIMOUSINE



# Rolls-Royce Phantom V

THE ROLLS-ROYCE PHANTOM V SEVEN-PASSENGER LIMOUSINE, with coachwork by H. J. Mulliner, Park Ward Limited, offers the deepest of comfort, spaciousness and road performance of a very high order. The singular beauty of styling in this latest series combines classical traditional lines with the functional requirements of modern motoring. The wheelbase is 144" and the overall length is 19' 10". The engine is the eight cylinder vee unit of 6230 c.c. with overhead valves, twin carburetors and automatic transmission. The Rolls-Royce hydraulic and mechanical braking system, with three separate linkages, provides great stopping power with very light pedal pressure. A heating and fresh air ventilating system for both front and rear compartments of the car is provided, and this may be supplemented with air-conditioning as an optional extra.

Rolls-Royce and Bentley chassis are made by Messrs. Rolls-Royce Limited in England. This world-famous company, which has maintained an enviable reputation for its motor cars for more than 60 years, is also a leader in other important fields of endeavor. The range of products today includes jet and prop-jet aircraft engines, diesel and gasoline engines, marine engines, light aircraft engines, rocket engines for space research, and nuclear power plants.

*Rolls-Royce*

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## THE ENGINE

### ENGINE TYPE

Eight cylinder 90° vee unit with overhead valves, hydraulic tappets, and cast aluminum block and heads. Bore and stroke: 4.1" × 3.6" (104.14 mm. × 91.44 mm.). Cubic Capacity: 380 cu. in. (6230 c.c.).

Compression Ratio: 9.0:1.

Firing Order: A 1, B 1, A 4, B 4, B 2, A 3, B 3, A 2. (A = offside bank).

### CYLINDER BLOCK

High silicon content aluminum alloy with "wet" cylinder liners of cast iron.

### CYLINDER HEADS

Aluminum alloy with austenitic steel valve seats.

### FUEL SYSTEM

Fuel Pumps: Twin electrically operated independent

pumps mounted externally on right-hand side of chassis frame.

Fuel Tank Capacity: 24 gallons (Imperial); 27.6 gallons (U.S.); 81.8 litres.

Carburetors: Twin S. U.: automatic choke for cold starting. 2" bore carburetors.

Air Cleaner: Wire mesh.

### CRANKSHAFT

Nitrided chrome molybdenum steel with integral balance weights running in five main bearings.

### CAMSHAFT

Monikrom cast iron shaft driven by helical gears.

### LUBRICATION SYSTEM

Oil pump with helical displacement gears and integral relief valve. Full Flow oil filter. Capacity: 12.5 pints (Imperial); 15 pints (U.S.); 7.1 litres.

## SPECIFICATIONS

### CHASSIS

Closed box-section frame of welded steel construction with cruciform centre bracing pierced for propeller shaft and forming a very stiff structure. Long life grease lubrication.

### TRANSMISSION

Rolls-Royce automatic gearbox providing four forward speeds and reverse through epicyclic gears. Divided propeller shaft with universal joints connecting the two halves. Hypoid bevel final drive with four-star differential and semi-floating half-shafts. Phantom V Transmission ratios:

1st	14.86 : 1	3rd	5.64 : 1
2nd	10.23 : 1	4th	3.89 : 1
		Reverse	16.72 : 1

### SUSPENSION

Independent front suspension by wishbones of unequal length with coil springs. Opposed piston hydraulic dampers and torsional anti-roll bar. Rear sus-

pension is by half-elliptic springs with rubber bushed shackles. Electrically controlled piston-type dampers. A ride control switch on the steering column varies the setting of the shock dampers to deal with rough roads or heavy loads.

### STEERING

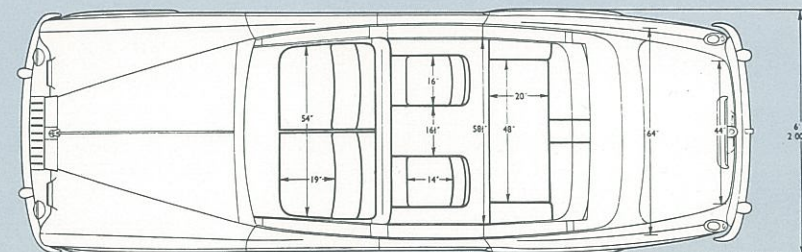
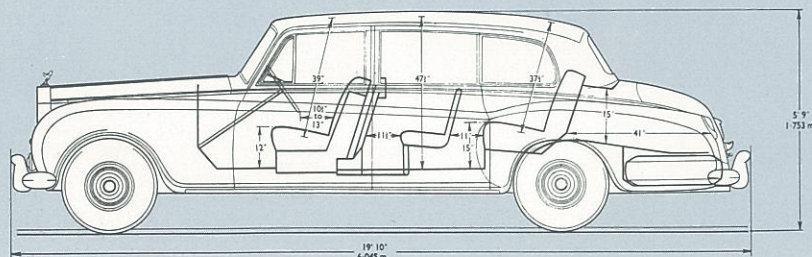
Cam and roller with hydraulic power assistance. Turns of steering wheel from lock to lock: 4¼.

### WHEELS AND TIRES

8.90 x 15.

### BRAKES

Power-assisted brakes with hydraulic operation at the front and combined hydraulic and mechanical operation at the rear. The hydraulic systems are duplicated, with two master cylinders, for safety. Pull and twist handbrake operating on rear wheels. Cast-iron drums with peripheral cooling fins 11¼ in. diameter, 3 in. wide. Brake lining area: 240 square inches.



Mechanical and coachwork specifications subject to change without notice



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To own a custom coachbuilt Rolls-Royce or Bentley is to know that no finer or more luxurious car can be had. A far cry from mass production, coachbuilding today is a rare art which has all but vanished. The joining of two of England's most distinguished specialist coachbuilders—Park Ward & Company Ltd. and H. J. Mulliner & Company Ltd.—to form the present coachbuilding firm of H. J. Mulliner, Park Ward Ltd., has given Rolls-Royce Limited an associated company to assure the continued output of superb styling and craftsmanship. In addition, the privately-owned firm of James Young Ltd., which rounded out 100 years of custom coachbuilding in 1963, also offers its skill and artistry in building a limited number of models on Rolls-Royce and Bentley chassis.

The coachbuilt car of today is a masterpiece. The styling is done by some of the world's top stylists. Specialist engineers make sure that the body conforms to the strictest of standards. Skilled craftsmen in metal working, wood-working, upholstery and trimming, all combine their rare skills to produce a motor car that is truly individualistic.

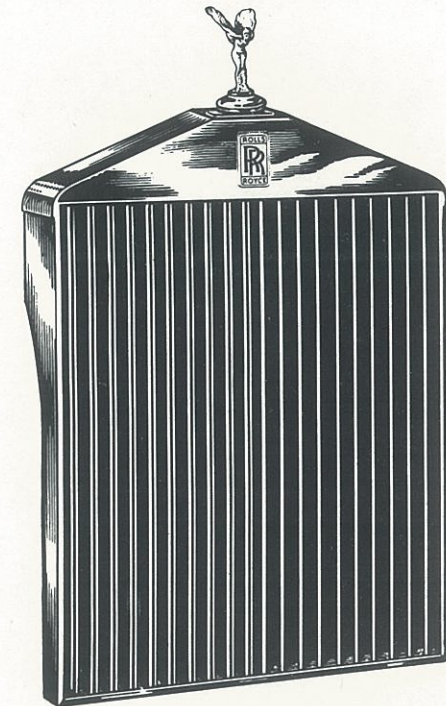
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diesel and gasoline engines, marine engines, light aircraft engines, rocket engines for space research, and nuclear power plants.

Today's Rolls-Royce and Bentley motor cars make no concessions to modernity for modernity's sake. An example of this is the harmonious way in which the stylists have smoothly blended the ageless, classical lines of the Rolls-Royce radiator into a spirited frontal area, replete with the most modern and functional lighting required. And, while the engineers eschew gadgetry, the owner can thank advanced engineering techniques for the swift, quiet and safe manner in which these cars deliver superlative performance under every condition.

The quality of motor cars produced by Rolls-Royce Limited is only one indication of why owners enjoy having them. Beyond that, there is security in the knowledge that the company's interest in each motor car does not end with its sale. The mechanics that authorized dealers assign especially to work on these cars are carefully trained in a Rolls-Royce School of Instruction, with Rolls-Royce travelling Service Engineers available for assistance. And it is reassuring to be aware that there is maintained a large supply of parts on this side of the Atlantic.

There is no substitute for the pleasurable experience of driving and riding in one of these motor cars yourself. Your dealer will be pleased to arrange this.



*Rolls-Royce*

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