

# Ask Ronny

by Ronny Shaver @ Ronny's Garage

Answering Your Questions About Classic Car Care Service And Restoration

Published October 14, 2011

## Common Silver Shadow And Corniche Issues

by Ronny Shaver

### Brake problems:

1. Brake pressure warning. Common problems are low sphere pressure, low fluid level. Spheres can be rebuilt. Normal for lights to come on after car sits. If the lights go out immediately, then the sphere diaphragm is most likely burst. If the lights take a long time to go out, then the gas pressure is very low. A good test is to let the car run 2 minutes, then turn car off, immediately turn the ignition back on then pump the brakes until the lights come back on. With full pressure spheres, it should take at least 20 pumps for the lights to come on.
2. Leak. Common brake system leaks are brake pump housings, caliper seals, hoses and fittings, accumulators, height control valves and rams.
3. Brakes hanging on. Common causes are old collapsed brake system hoses, seized calipers and g-valve problems. The car has 10 critical brake hoses that should all be replaced if any one fails.

### Suspension problems:

1. Excessive bouncing and or "porpoise" ride. Weak shocks are at fault when the car seems to rebound too fast after dips. The car can also act like a porpoise swimming when driving down the road.
2. Clunking and noises. Common causes for clunking in front suspension is worn bushings, shock grommets, shock ball joints. A common fault is the compliance mount, it will make a clunking noise when applying the brakes. Camber bearings are also common faults and can make the front wheels slant inward at the top causing excessive tire wear.

### Steering problems:

1. Leaks. Common leaks are steering rack or box, cooler hoses and high pressure hose. Steering racks can be rebuilt.

### Engine problems:

1. Leaks. The most common engine leaks are the front engine cover and valve cover gaskets.
2. Performance. Common causes of poor performance are faulty spark plug wires, points and condensers, carburetor problems, weak fuel pumps and plugged fuel filters. A very common fault for injected models is when the car is cold, it starts very easily and runs great, but when the car is warm, after sitting a short while, it starts only after cranking a long time, then runs rough for a little while. Nine times out of ten the fuel accumulator is at fault.
3. Noises. The most common noises are lifters and pistons. Lifters will normally make a slight tapping noise at start-up, but when they make noise after running awhile, then they usually need replacement or there is an oil pressure problem. Brake pumps can also make the same noise. Another similar noise can occur if the car has been overheated, pistons can crack and shrink below specification making a louder tapping noise.

### Transmission problems:

1. Leaks. Common causes of leaks are pan gaskets and side seals. Side seals or front pump o-ring are usually at fault if the car leaks only after sitting a long time.

**Cooling system problems:**

1. Leaks. Common causes of leaks are water pumps and hoses.
2. Overheating. Common causes are thermostats and radiators. Radiators can be removed and "rodded out" or re-cored. Sometimes leaking head gaskets will cause overheating, especially if the car has been driven repeatedly with other cooling system problems.

**Electrical:**

1. Wipers and accessories. The most common reason for electrical problems is relays, fuses and circuit breakers. Sometimes the wipers will stay on after they are switched off, or not work at all. The common cause for this on the later Shadows is the three wiper relays. Always replace the set if one fails.
2. Windows. The most common cause for window problems is micro-switches. One nice thing is that there is a circuit breaker for the windows that can be reset by pushing the little red button. When replacing faulty switches, be sure to replace both to ensure proper operation. Another window fault is caused by the drive coupling and or gear. When these fail, one can hear the motor running but the window will not move. One more common window fault is slow running, low voltage at the window is usually the fault and can be rectified with a wiring modification with additional relays installed in the door.

Thank you for the questions and keep them coming. Please send your questions to Ronny at [ronnyshaver@ronnysgarage.com](mailto:ronnyshaver@ronnysgarage.com).

Happy Motoring!  
Ronny