

MAJOR VISIBLE CHANGES & TIMING

This chart shows the major visible changes made to the Phantom II during its life. Each column represents an historically correct configuration.

The black bars are the Pocher features. They are clearly a mix of components from different years of production.

FEATURE	Chassis #	169GN	178GY	1JS	18JS	62JS	46MS	2MY	44MY	102MY	65MW	14PY	162PY	2SK	58SK	
	Off-Test (m/d/y)	-/5/30	12/31/30	7/25/31	8/15/31	1/28/32	7/20/32	12/31/32	2/4/33	4/3/33	7/3/33	7/31/33	12/19/33	6/8/34	8/9/34	
CARBURETOR																
Initial Carburetor Design						Model Motor Cars offers a correctly sized model of this version										
Modified Carburetor Air Cleaner																
Semi-expanding Carburetor & Large Air Cleaner																
EXHAUST																
Exhaust Manifold Heat Shield						A field-installable shield was also available. A metal strap clamped it to the manifold										
FUEL																
Telegauge Fuel Gauge																
Electric Petrol Gauge																
Screw On Petrol Filler Cap																
Hinged Petrol Filler Cap																
20 Gall (Imperial) Fuel Tank																
28 Gall (Imperial) Fuel Tank																
Remote Control Petrol Reserve (Bulkhead switch)																
RADIATOR																
Thermostatically Controlled Radiator Shutters																
ENGINE MOUNTING																
Diamond Engine Mount & Torque Reaction Dampers																
LUBRICATION																
One Shot Chassis Lubrication System																
Luvax-Bijor Chassis Lubrication System																
Extra Oil Supply To Cylinders																
Auto-Kleen Oil Filter																
WHEELS, TIRES & SUSPENSION																
7.00 x 20" Tires & Wheels																
7.00 x 19" Tires & Wheels																
Hub Cap Monogram (Rolls-Royce changed to RR)																
5-Leaf Springs		Used on all Continentals. Pocher 10-leaf springs are incorrect for Continentals														
Horizontal Style Front Shock Absorbers																
Controllable Shock Absorbers		Prior to 162PY, Hartford Adjustable Shock Absorbers were available as optional,additional, shocks.														
DWS Built-in Jacking System																
OTHER																
Overhanging Bonnet (Hood)																
Dropped Front Cross Member																
Front Apron																
Sources																
Rolls-Royce, The Derby Phantoms																Notes: 1. The semi-expanding carburetor involved a complete redesign of the carburetor, a new inlet manifold and a very large air cleaner alongside the cylinder head. This change effectively dates all unmodified Pocher models as prior to April 1933.
Lawrence Dalton (1991)																
The Rolls-Royce Phantom II & Phantom III Nick Whitaker & Steve Stuckey (2001)																
The Rolls-Royce Phantom II Continental																2. The diamond engine mount and dampers consisted of a prominent cast fame on the front of the engine, flanked by two friction disc dampers. The dampers were attached to the frame and anchored to a 'U' shaped chassis cross member that was positioned just behind the radiator.
Raymond Gentile (1980)																
Rolls-Royce Owners' Club Drawings																3. The cylinder extra oil supply was used when the engine was cold. The feeder line ran along the top of the crankcase wall, behind the carburetor. An on-off valve on the crankcase wall was operated by the starting carburetor switch.