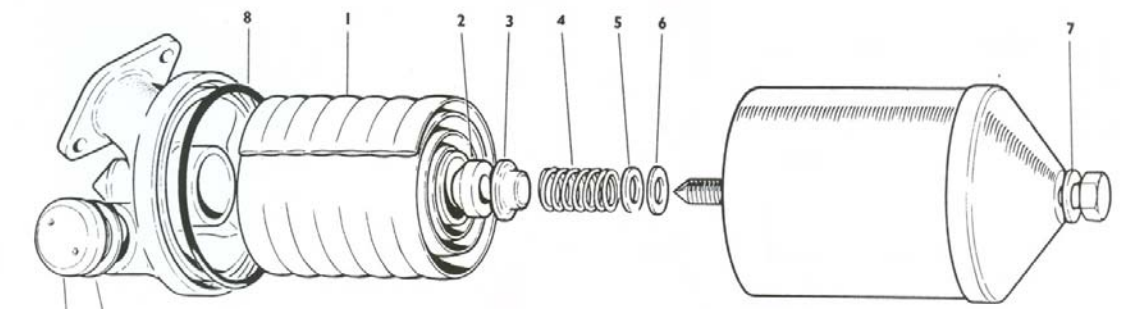
Oil Filters For Cloud V8s
By Larry Durocher (LSCX671, LSZD161) and Ted Sterne

From time to time, I get questions from members regarding changing the oil filter on the Cloud V8 or about some of the alternate filter kits that are sold.

Changing the oil and oil filter (see the owner's manual) is a very straight-forward task. The only annoying aspect of the job is the minimal clearance provided to remove the oil filter after it has been released from its mounting. On a LHD car, you need to turn the wheels to the full left-hand-lock to remove the filter; this will also aid in the removal for RHD cars.

Occasionally, I get an e-mail because someone was changing an oil filter and then dropped the canister and is trying to figure out the part sequence. While the owner's manual does not illustrate the proper order for parts assembly, the parts books do, for example, see page A6 of the Cloud II or Cloud III parts book (see below).



Of course, the large circular rubber seal (8) is inserted first in the upper groove before placing the filter assembly in position. **Don't forget to remove the old one first.**

The sequence for reassembly is as follows, starting from the bottom:

. bolt (goes through the center of all pieces)

. metal washer(7) with rubber facing (Dowty seal)

. large metal bowl/canister that holds the assembly

. rubber washer(6)

. metal washer(5)

. spring(4)

. metal cup (small diameter sits in spring)(3)

. cork seal (tapered edge upward)(2)

. filter(1)

Figure 1 shows the Crewe oil filter kit (RH10003) parts. The dimensions are shown just for comparison purposes to the alternate filters. Note, an aluminum crush washer is supplied for the oil pan drain plug. The wide rubber seal is not used on the Cloud V8 engines; it is used for the Cloud 6-cylinder engine.

Figure 1

At the moment, I have seen at least four different kits (oil filter and some other parts) being sold for Cloud V8s. The same kits are applicable to the 6-cylinder Cloud as well but I have not verified the configuration since I have never owned a 6-cylinder model. As I recall, Replacement Parts is a fifth source of an oil filter kit (that is complete) that is a good quality kit but I don't have any pictures of that kit.

The kits that I have seen are as follows:

1. Crewe supplied kit, RH10003
2. Crosland 345 kit
3. POST55PARTS kit, see http://www.post55parts.com/Oil-Filters-for-Silver-Clouds-Bentley-Ss-Silver-Shadows-Chassis-01001-26700_p_47.html
4. filter kit seen very commonly on EBAY, Classic Gold RH10003

The Crewe kit is certainly the most expensive (approximately $40) and, visually, appears to be the best quality. The Crosland filter seems to be of comparable quality to the Crewe kit but the kit is missing a few pieces. The Crosland filters are probably (I haven't checked the Crewe price in the last couple of years) roughly comparable in price ($35) to the Crewe filter kits. The Crosland filters are available from Motorcars Ltd, see http://www.motorcarsltd.com/_search.php?page=1&q=crosland+345

Figure 2 shows the Crosland 345 kit.

Figure 2

Note that several parts are not included, namely the crush washer, the cork seal, and the rubber bolt seal (for inside the canister). Crush washers can be purchased directly from any Crewe dealer at a reasonable price. I expect it would be easy to find or make a rubber bolt seal. The missing cork seal is a problem if the old cork seal is damaged.

The other two filters seem (visually) to be of a lesser quality (but a much more reasonable price) but this judgment is certainly subjective and I would expect the quality is more than adequate. These filter kits look very similar and might be produced by the same company. They usually sell for about $15-16. The kits look similar and the Classic

Gold kit is shown in Figure 3. The earlier link will show you a picture of the POST55PARTS filter.

Figure 3

Comparing the RR kit and the EBAY kit, I noted the following:

. EBAY - overall quality appears to be poorer, stampings, paper, etc seems of poorer quality

. hole sizes and patterns in external paper are different on all three filters (Crewe, Crossland, EBAY); total hole area might be similar.

. the extreme top of the neck of the EBAY filter is a hexagon rather than the smooth cylindrical shape of the RR and Crosland filters. Not sure why this was done, I would think that the cylindrical shape would be cheaper to manufacture.

. conical gasket used at the bottom of the filter is cork on the RR kit; the EBAY kit gasket is rubber and does not have exactly the same dimensions. The Crosland filter kit does not include one at all. **One of our members, Simon Curzon, has informed me that the new RR kits now use a rubber conical gasket/seal as well.**

. the actual filter material appears to be thicker and more closed spaced (circumferentailly) in the EBAY filter.

The RR filter has the stamping:

British Filter Ltd.
Pt.No. 2047

None of the characteristics of the EBAY or POST55PARTS filters are really objectionable. I have used them in my Cloud III and they appear to work fine; I have just noted the visual differences.

Please do not take this comment as a personal endorsement since I am not in a position to do any type of rigorous testing of any of these filters.

Ted Sterne has created a concise summary of the procedure for installing the new filter and his contribution follows:

Installation of the sealing ring is critical. If it blows out, your oil will be gone in 5 minutes or less running. Spray the new ring with silicone spray and then wipe most of it off with a dry, clean rag, leaving only a trace of silicone. Install the new ring without twisting it, gently poking it fully into its groove with a very thin screwdriver. You must align the steel canister into the groove containing the new ring by hand while installing and slowly tightening the long bolt—the canister is such a loose fit that it can be drawn down MISALIGNED and not seated on the ring if this is not done. Very important to final torque long bolt to 15-17 foot pounds with a torque wrench using about a 10 inch extension with a socket (editor's note, the hex head size for the 6-cylinder Cloud engine is 15/16" and the hex head size for the V8 is 7/8") for access. Too loose and the ring blows out at some future time on the road—too tight and the ring is cut, blowing out either immediately or in near future. I can say that, other than a short period in the mid 1980's when Rolls was supplying faulty rings made of substandard material, I have never had a ring blow out of probably 2500 canister filters I have changed over the last 34 years using these precautions.

Ted Sterne
Retired from 33 years as a EuroMotorCars Rolls-Royce/Bentley technician.