AC COBRA (260 / 289 / 427)

Engine: **Ford 4.3L (260) / 4.7L (289) / 7.0L (427) V8**
Transmission: **Borg-Warner T10 / Toploader 4-Speed**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1962–1967)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

TWIN-TUBE CHASSIS & ALLOY BODY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Main Twin-Tube Chassis**	3" (Mk I/II) or 4" (Mk III 427) round tubular ladder chassis rails. Inspect lower rail curves near engine mounts and rear kick-ups for internal rot or collision welding.
☐	**Outriggers & Substructures**	Small-diameter steel superstructure framing supports the aluminium skin. Inspect superstructure tubes where they meet main chassis rails for galvanic rot.
☐	**Alloy Skin & Electrolysis**	Hand-rolled aluminium bodywork. Check wing seams, door surrounds, and lower valances for bubbling paint caused by electrolytic reaction against steel subframes.
☐	**Suspension Towers & Mounts**	Mk I/II use transverse leaf springs; Mk III uses coil springs. Check differential carrier brackets and suspension pickup weld seams for torque stress tearing.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Ford V8 Oil Pressure & Temp** **Spec: 50–65 Cold | 30+ Hot**	Check Smiths mechanical gauge. Hot idle at 800 RPM must not fall below 25–30 PSI. Listen for hydraulic lifter tick, timing chain rattle, and bottom-end rumble.
☐	**Toploader / T10 Transmission**	Rugged Ford 4-speed gearbox. Check for clean downshifts without baulking and listen for countershaft bearing roar under hard acceleration in 1st/2nd gear.
☐	**Salisbury Limited-Slip Diff**	Check Salisbury 4HU differential. Test for binding or clunking on tight low-speed turns (worn LSD clutch packs) and check output shaft seals for leaks.
☐	**Cooling Under Load**	Massive V8 crammed into small bay causes overheating. Check twin electric fan operation, aluminium radiator expansion tank, and check for boiling after shutdown.

EXTREME REPLICA RISK: Over 95% of Cobras on the road are kit replicas. Genuine AC Cars Thames Ditton chassis plate stamped with prefix: CSX (Shelby American export), COX (Official export), or COB (British domestic market). Verify AC Owners Club registry match before offering.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Main Tubular Chassis Rails / Frame Alignment	£5,000 – £9,500 (Specialist chassis jig restoration)	£
Aluminium Bodywork Galvanic Corrosion & Respray	£6,000 – £12,000 (Coachbuilt alloy repairs)	£
Ford V8 Bottom-End Rebuild / Crankshaft Grind	£3,500 – £6,000 (Engine teardown & machining)	£
Salisbury LSD Differential Rebuild & Pinion Seals	£1,200 – £1,800 (Clutch plates, seals & setup)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£