ASTON MARTIN LAGONDA (SERIES 2 / 3 / 4)

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1976–1990)

Engine: **5340cc Marek Quad-Cam All-Alloy V8 (Carb / EFI)**
Electronics: **Digital Touch-Sensitive / CRT Instrument Dashboard**

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

1. CRITICAL STRUCTURAL & COACHWORK TRAPS

STEEL MONOCOQUE PLATFORM & ALLOY SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Steel Platform Sills & Outriggers**	Massive 17-foot wedge body sits on a steel platform chassis. Check outer/inner boxed sills, rear trailing arm anchor boxes, and floorpan outriggers for severe rot.
☐	**Alloy Panel Seam Galvanic Blistering**	Hand-formed aluminium skin over steel framework. Inspect razor-sharp wheel arch flares, door bottom returns, and bonnet cowl for bubbling galvanic corrosion.
☐	**Front Subframe & Pop-Up Pods**	Examine front tubular engine framing, low front chin spoiler brackets, and pop-up headlamp wells. Blocked drainage holes rust lower front apron crossmembers.
☐	**de Dion Rear Suspension Crossmember**	de Dion rear axle with inboard disc brakes and self-leveling struts. Inspect chassis attachment points and trailing arm pivot bushings for severe torque stress tears.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Digital LED / CRT Instrument Panel** **Critical: Electronics Failure**	Turn ignition on. Test all digital instruments (LED on S2, CRT cathode screens on S3, vacuum fluorescent on S4). Check touch-sensitive switches; failures cost thousands to rebuild.
☐	**Marek 5.3L V8 Oil Pressure & Temp** **Spec: 65–85 Cold | 30+ Hot**	Quad-cam all-alloy V8. Hot idle (750 RPM) must not fall below 25–30 PSI. Listen for timing chain slap on cold crank; check wet-liner base seals for coolant leaks.
☐	**Torqueflite 727 Automatic Transmission**	Chrysler 3-speed automatic. Test smooth engagement of Drive and Reverse from park; check for delayed upshifts under kickdown and inspect fluid color/burnt smell.
☐	**Inboard Rear Disc Brakes**	Girling discs mounted inboard on diff. Inspect calipers for seized handbrake mechanisms and check differential output shaft oil seals for leaks contaminating brake pads.

Series & Provenance Verification: Stamped chassis plate on passenger firewall (Prefix: 13... for Series 2; 13... for S3 CRT; 13... for S4 rounded body). Ensure original matching engine number matches Aston Martin Heritage records and V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Digital Dashboard / CRT Electronic System Failure Rebuild	£4,500 – £8,500 (Specialist electronics overhaul)	£
Steel Platform Sill & Chassis Outrigger Reconstruction	£12,000 – £22,000 (Coachwork fabrication & paint)	£
Marek 5.3L Quad-Cam V8 Engine Teardown & Overhaul	£18,000 – £30,000 (Complete specialist rebuild)	£
Inboard Rear Brake Caliper Overhaul & Diff Drop	£1,400 – £2,200 (de Dion drop, calipers & discs)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£