AUSTIN 1800 / 2200 (ADO17 "LANDCRAB")

Engine: **1798cc B-Series / 2227cc E-Series Inline-6**
Suspension: **Hydrolastic Interconnected System**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1964–1975)

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

1. CRITICAL STRUCTURAL ROT TRAPS

ULTRA-RIGID MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Flitches**	Massive structural rigidity, but inner wing flitch seams and front subframe mounting tower pockets rot out from trapped road salt and wheel spray.
☐	**Outer Sills & Center Jacking Points**	Huge boxed sills. Inspect full underside along seams; check center jacking points for crushing under load indicating internal structural sill perforation.
☐	**Rear Suspension Mounting Pockets**	Inspect the heavy rear trailing arm pivot boxes bolted into the floor structure. Rust around rear mounting studs causes dangerous rear wheel alignment drift.
☐	**Boot Floor & Fuel Tank Wells**	Lift boot mat. Check spare wheel carrier, petrol tank mounting lips, and rear wheel arch inner seams for water ingress pooling from tail lamp seals.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Hydrolastic System & Ride Height** **Fluid: Water/Methanol Mix**	Interconnected Hydrolastic displacers. Check ride height on flat ground (approx. 14.5" wheel center to arch lip). Listing or sagging signals fluid pipe leaks or failed displacers.
☐	**Transverse B-Series Engine Health** **Spec: 45–60 Cold | 20+ Hot**	Check oil pressure. Engine shares oil with gearbox in the sump. Listen for primary drive gear whine and check oil filler cap for milky condensation emulsion.
☐	**Gearbox Cable Linkage Slop**	Early Landcrabs used complex cable gear selectors (notoriously vague). Check for baulking on downshifts into 2nd gear and test reverse uphill under load.
☐	**Heavy Steering & Drive Couplings** **Max Play: <1.0 inch at rim**	Unassisted rack-and-pinion is very heavy at parking speeds. Check for tight binds, worn track rod ends, and inspect outer CV joint boots for grease splits.

Model & Identity Verification: Chassis plate stamped on scuttle panel (Prefix: AAS for Austin 1800 Mk I, MAS for Morris). Stamped engine number on block boss: 18AMW (1.8L) or 22AMW (2.2L 6-cylinder); ensure matching V5C details.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Front Subframe Mount Welding	£1,100 – £1,800 (Structural sill fabrication)	£
Leaking Hydrolastic Displacers / Rotted Steel Fluid Pipes	£550 – £850 (Displacer replacement & pump-up)	£
Worn 2nd Synchro / Noisy Transmission Drop Gears	£650 – £1,000 (Engine-out teardown & rebuild)	£
Vague Cable Gear Linkage & Steering Rack Overhaul	£320 – £500 (Linkage setup & rack bushes)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£