AUSTIN ALLEGRO (SERIES 1 / 2 / 3 / EQUIPE)

Engine: **1.0L / 1.1L / 1.3L A-Series / 1.5L & 1.75L E-Series**
Suspension: **Hydragas Interconnected Gas/Fluid System**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1973–1982)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE "EGG" BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Flitches**	Transverse engine and front suspension mount to an isolated subframe. Inspect front inner wing flitches and floor mounts; rust causes subframe detachment under braking.
☐	**Rear Subframe Mounting Pockets**	Check transverse rear crossmember and trailing arm pivot mounting boxes beneath rear seat floor. Corrosion allows the rear subframe to break free from the floorpan.
☐	**Outer Sills & Jacking Mounts**	Allegro outer sills are notorious for rotting out along the entire lower seam. Tap round center jacking brackets; check for cover sills welded over rusty originals.
☐	**Rear Window Corners & Boot Lip**	Check lower corners of curved rear glass. Perished rubber seals drain water into the parcel shelf structure, spare wheel well, and lower rear valance corners.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Hydragas Nitrogen Sphere Levels** **Fluid: Pressurised Gas/Fluid**	Inspect ride height on flat ground. Nitrogen leaks past internal rubber membranes over time, leaving car riding hard on fluid (pogo stick bounce) or completely sagging.
☐	**A-Series vs E-Series Powertrain** **Spec: 40–50 Cold | 20+ Hot**	A-Series (1.0–1.3L) shares oil with 4-speed box; E-Series (1.5–1.75L OHC) uses 5-speed box. Listen for primary drop gear whine and check oil pressure on cold crank.
☐	**Front Wheel Bearings & Hubs**	Front wheel bearings carry high loads. Jack front wheels; rock at 12 & 6 o'clock. Early models had bearing retention issues; listen for rumbling on road test.
☐	**Quartic Steering Wheel & Rack** **Original: Square "Quartic" Rim**	Series 1 features famous "Quartic" square steering wheel (highly prized). Check steering rack for center notched feeling and worn track rod end ball joints.

Series & Equipe Verification: Commission plate on front slam panel or passenger bulkhead (Prefix: H-AD2S). If rare Equipe 1750 (Silver/Orange graphics): verify twin SU carbs, rear boot spoiler, and factory alloy wheels on V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Rear Subframe Mount Welding	£800 – £1,400 (Structural sill fabrication)	£
Failed Hydragas Nitrogen Displacers (Regas / Replace)	£450 – £750 (4x sphere regas / replacement & pump)	£
Worn 2nd Synchro / Noisy Transmission Drop Gears	£550 – £850 (Engine-out transmission rebuild)	£
Front Wheel Hub Bearings & Steering Rack Overhaul	£280 – £450 (Bearings, rack bushes & tracking)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£