AUSTIN-HEALEY 3000 MK II

Engine: **2.9L BMC C-Series Inline-6**
Transmission: **4-Speed Manual w/ Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1963)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MAIN CHASSIS & SHROUDS

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Main Chassis Rails**	Examine twin box-section rails where they kick up over the rear axle. Road mud enters through drain holes, rusting the chassis from within.
☐	**Alloy / Steel Electrolysis**	Front nose and rear deck shrouds are aluminium mated to steel wing substructures. Look for blistering/bubbling paint along joint seams (electrolytic reaction).
☐	**Footwell Boxes & Sills**	Tap lower footwell outriggers and inner sills beneath aluminium cockpit finisher treads. Road water rots floor seams from under carpets.
☐	**Exhaust Grounding**	Inspect twin exhaust pipes beneath main centre rails. Low ground clearance leads to squashed pipes, split silencer seams, and manifold stress cracks.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Oil Pressure & Bearings** **Spec: 50–60 Cold | 25+ Hot**	Heavy C-Series 6-cylinder engine. Check Smiths oil gauge. Hot idle (750 RPM) must not fall below 20 PSI. Under load, pressure should hold 50–55 PSI.
☐	**Triple vs Twin SU Carbs**	Early Mk II (BT7) has triple HS4 carbs (prone to out-of-balance flat spots); late Mk II (BJ7) uses twin HS6. Check throttle spindle play for air leaks.
☐	**Laycock Overdrive Lockup**	Operate dash overdrive switch in 3rd and 4th gears under acceleration. Engagement must be immediate without clutch slip or hydraulic lag.
☐	**Wire Wheel Splines & Play**	Rock wire wheels vigorously at 12 and 6 o'clock. Clunking indicates stripped splined hubs. Inspect spinner ears for severe hammer deformation.

Provenance Verification: Main VIN plate on firewall. Prefix: H-BT7-L (Tri-carb 4-seater) or H-BJ7-L (Twin-carb wind-up window model). Stamped engine number on right side of block begins with 29E or 29F. Cross-reference British Motor Industry Heritage Trust (BMIHT) certificate.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Main Chassis Rails & Outrigger Welding	£3,000 – £5,500 (Specialist jig reconstruction)	£
Alloy Shroud Galvanic Corrosion & Seam Repair	£1,800 – £2,800 (Panel work & respray)	£
Worn Splined Hubs & 4x Wire Wheel Replacement	£1,100 – £1,600 (Splines, hubs & wheels)	£
Slipping / Inoperative Laycock Overdrive Unit	£800 – £1,200 (Unit overhaul & solenoid)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£