AUSTIN MAESTRO / MG MAESTRO (1.6 / 2.0 EFi / TURBO)

Engine: **1.3L A-Plus / 1.6L R-Series & S-Series / 2.0L O-Series (EFi & Turbo)**
Layout: **Transverse Front-Wheel Drive / VW 5-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1983–1994)

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

1. CRITICAL STRUCTURAL ROT TRAPS

AERODYNAMIC 5-DOOR MONOCOQUE

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Inner Flitches**	MacPherson strut front suspension. Inspect seams where inner wing flitches meet the scuttle and bulkhead; road spray rots the inner wings into the cabin footwells.
☐	**Outer Sills & Jacking Brackets**	Examine full boxed length of outer sills and jacking brackets. Blocked sill drain holes rot the internal strengthening membrane, compromising crash structure.
☐	**Rear Torsion-Beam Axle Mounts**	Trailing arm torsion-beam rear axle. Inspect underbody chassis mounting pockets on the rear floor; rust allows rear axle mounting brackets to tear away under load.
☐	**Rear Wheelarch Lips & Fuel Filler Neck**	Mud traps inside outer rear wheelarch lips rot outwards into paint blisters. Inspect the fuel filler neck pipe inside the right-hand arch for rust holes dumping fuel.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Powertrain Health (R/S/O-Series)** **Spec: 40–50 Cold | 20+ Hot**	Early 1.6L R-Series (hot start vapor lock); S-Series (toothed cam belt). On 2.0L O-Series: check oil pressure on cold crank; on Turbo: check Garrett T3 boost smoke.
☐	**Volkswagen 5-Speed Gearbox & Linkage**	Uses licensed VW Golf 020 5-speed transaxle. Check 2nd gear synchro on downshifts; check for vague gear selector rod bushes and clutch cable self-adjuster slip.
☐	**Talking Dashboard / Digital Instruments** **Voice Synthesis: "Door Open"**	Early MG Maestro features solid-state digital dash and synthesized voice warnings. Test all electronic cluster functions, vacuum display brightness, and speaker output.
☐	**Front Driveshaft CV Joints & Boots**	Full-lock turns under power: clicking signals worn outer constant velocity joints. Check steering rack for center play and test front wishbone rear void bushes.

HIGH MG TURBO REPLICA RISK: Only 505 genuine MG Maestro Turbos produced with Tickford bodykit. Chassis prefix: XCV.... Verify factory 152bhp Garrett T3 turbocharged 2.0L O-Series engine code 20HD... and red body graphics on V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Rear Beam Floor Mounts	£800 – £1,400 (Structural sill & floor fabrication)	£
Garrett T3 Turbocharger Overhaul (MG Turbo)	£550 – £850 (Turbo rebuild, wastegate & oil feed pipe)	£
Front Strut Towers & Inner Wing Flitch Repairs	£650 – £1,100 (Inner wing sheet metal repair)	£
Digital Dashboard / Voice Synthesizer Cluster Overhaul	£400 – £650 (Specialist instrument cluster rebuild)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£