AUSTIN MAXI 1500 / 1750

Engine: **1485cc / 1748cc BMC E-Series OHC**
Transmission: **5-Speed Transverse Gearbox w/ Cable Shift**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1969–1981)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
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1. CRITICAL STRUCTURAL ROT TRAPS

5-DOOR MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Aprons**	Front suspension and transverse engine mount to an internal subframe. Inspect front inner wing flitches and bulkhead mounting pads for severe corrosion.
☐	**Outer Sills & Jacking Brackets**	Long monocoque outer sills. Check for cover sills welded over corroded originals; tap jacking points for crushing under load indicating rotten inner diaphragms.
☐	**Rear Hydrolastic Subframe Pockets**	Check transverse rear crossmember and trailing arm mounting boxes. Rust in floor cavities allows the rear suspension subframe to tear loose from the tub.
☐	**Tailgate Lower Lip & Boot Well**	Pioneering 5-door hatchback. Water leaking around large rear tailgate seal pools in spare wheel well, lower rear valance, and tailgate bottom drainage lip.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Cable Gearshift (1969–71) vs Rod**	Early cars use notoriously dreadful twin-cable shift mechanism (stirring soup). Test engagement of all 5 forward gears; check 5th gear overdrive baulking.
☐	**Hydrolastic / Hydragas System** **Fluid: Interconnected Displacers**	Check ride height on flat ground (Hydrolastic up to 1978; Hydragas later). Car must sit level without listing. Check interconnected steel pipes along sills for rot.
☐	**E-Series OHC Engine Health** **Spec: 40–50 Cold | 20+ Hot**	Overhead camshaft 4-cylinder sharing sump oil with 5-speed gearbox. Listen for primary drive gear whine under load; check oil filler cap for head gasket mayonnaise.
☐	**Front Drive Couplings & CV Boots**	Execute full-lock tight turns under power. Knocking/clicking signals worn outer CV joints. Inspect rubber driveshaft boots for splits throwing grease.

Model & Identity Verification: Stamped chassis plate on front scuttle or radiator support panel (Prefix: XAA for Maxi 1500; XAE for Maxi 1750). Stamped engine number on block deck begins with 15H (1500) or 17H (1750); verify V5C match.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Rear Subframe Mount Welding	£900 – £1,500 (Structural sill fabrication)	£
Early Cable Shift Failure (Rod Linkage Conversion)	£400 – £650 (Later rod linkage swap & labor)	£
Leaking Hydrolastic/Hydragas Displacers & Pipework	£450 – £750 (Displacer units, pipes & pump-up)	£
Worn 5-Speed Gearbox Synchros & Primary Drop Gears	£650 – £950 (Engine-out transmission rebuild)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£