AUSTIN METRO (MK1 / HLE / MG / TURBO)

Engine: **998cc / 1275cc BMC A-Plus (Nat Asp / Turbocharged)**
Suspension: **Front/Rear Interconnected Hydragas Displacers**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1980–1990)

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

1. CRITICAL STRUCTURAL ROT TRAPS

COMPACT MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Mounts & Inner Wings**	Transverse A-Plus powertrain sits on an isolated subframe. Inspect front inner wing flitches and floor mounts; road spray rots mounting pads, causing subframe detachment.
☐	**Rear Subframe & Radius Arm Pockets**	Rear suspension uses an isolated subframe. Inspect the rear heelboard and chassis attachment points; corrosion allows the rear subframe to break free from the floor.
☐	**Outer Sills & Jacking Brackets**	Check outer sills along full length and examine center jacking brackets. Thin-gauge steel rusts out along the inner floor-to-sill join; look for cover sills welded over rust.
☐	**Boot Floor Drop-Wells & Battery Box**	Check spare wheel well, battery tray floor, and lower tailgate drainage lip. Water leaking past rear lamp cluster seals pools into the lower rear valance seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Hydragas Ride Height & Spheres** **Fluid: Interconnected Displacers**	Inspect ride height on flat ground (approx. 13.5" wheel center to arch lip). Leaking displacer valves or rotted steel transfer pipes cause severe listing or pogo-stick bounce.
☐	**A-Plus Engine & Drop Gears** **Spec: 40–50 Cold | 20+ Hot**	Engine shares oil with 4-speed gearbox in the sump. Listen for primary idler gear whine on trailing throttle; check oil pressure warning light extinguishes on crank.
☐	**Garrett T3 Turbo (MG Turbo)**	If MG Metro Turbo: features sealed plenum and Garrett T3 turbo. Check for exhaust blue smoke on overrun, wastegate boost creep, and check clutch for slip under 93bhp boost.
☐	**Front Driveshaft CV Joints & Boots**	Full-lock turns in both directions under gentle throttle. Clicking/knocking signals worn outer constant velocity joints; check for split rubber drive gaiters.

Model & Identity Verification: Stamped VIN plate on front radiator slam panel (Prefix: XCV...). If genuine MG Metro / Turbo: verify factory red seatbelts, octagon grille badge, 1275cc high-compression / turbo engine code 12HD... 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 & floor fabrication)	£
Leaking Hydragas Displacers / Rotted Steel Fluid Pipes	£450 – £750 (Displacer units, pipes & pump-up)	£
MG Metro Garrett T3 Turbocharger Overhaul	£550 – £850 (Turbo rebuild, wastegate & oil lines)	£
Worn 2nd Synchro / Noisy Transmission Drop Gears	£450 – £700 (Engine-out transmission rebuild)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£