AUSTIN MONTEGO / MG MONTEGO (EFi / TURBO)

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1984–1995)

Engine: **1.6L S-Series / 2.0L O-Series OHC (EFi & Garrett T3 Turbo)**
Layout: **Transverse Front-Wheel Drive / 5-Speed Manual**

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

1. CRITICAL STRUCTURAL ROT TRAPS

SALOON & ESTATE MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Inner Flitches**	Inspect top MacPherson strut mounting cups and inner wing seams where they weld to the front bulkhead. Road spray rots the inner wings into the cabin footwells.
☐	**Outer Sills & Jacking Mounts**	Check length of outer sills and round center jacking brackets. Internal condensation rots the middle strengthening membrane, causing door shut gaps to bind.
☐	**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 Neck**	Mud traps inside outer rear wheelarch lips rot outwards into exterior paint blisters. Inspect the fuel filler neck pipe inside the right-hand arch for rust holes.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2.0L O-Series EFi / Turbo Health** **Spec: 40–50 Cold | 20+ Hot**	Lucas 4CU/MEMS fuel injection. Check oil pressure light extinguishes instantly on crank. On MG Turbo (150bhp): check Garrett T3 boost, oil smoke on overrun, and torque steer.
☐	**Honda / Rover PG1 5-Speed Gearbox**	Later Montegos use robust Rover/Honda PG1 5-speed transaxle. Check 2nd and 3rd synchros on downshifts; listen for differential output bearing play.
☐	**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.
☐	**Rear Self-Leveling Dampers (Estate)**	If Countryman Estate: fitted with rear hydraulic self-leveling dampers. If rear sags low or bounces uncontrollably, dampers have leaked out (costly to source).

HIGH MG TURBO REPLICA RISK: Many standard 2.0 EFi saloons badged as MG Turbos. Stamped VIN on front slam panel (Prefix: XCV...). Verify factory 150bhp turbocharged O-Series engine code 20HD... and aerodynamic aero bodykit 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 lines)	£
Front Strut Towers & Inner Wing Flitch Repairs	£650 – £1,100 (Inner wing sheet metal repair)	£
Corroded Rear Wheelarch Lips & Fuel Filler Neck	£400 – £650 (Arch fabrication & new filler pipe)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£