CATERHAM / LOTUS SEVEN (S3 / S4)

Engine: **1600cc Ford Kent Crossflow / 1558cc Lotus Twin-Cam**
Chassis: **Tubular Steel Spaceframe w/ Stressed Aluminium Skin**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1970–1985)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

SPACEFRAME TUBES & ALLOY SKIN

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Lower Spaceframe Tubes & Diagonal Braces**	CRITICAL: Inspect round and square steel spaceframe tubes beneath floor panels. Water trapped under floor sheeting rusts lower tubes from the inside out; check for accident distortion.
☐	**Suspension Pickup Nodes & Welds**	Examine front wishbone and rear trailing arm chassis bracket welds. Track day curbs and competition vibration cause fatigue cracking around welded tube junctions.
☐	**Riveted Aluminium Floor & Side Panels**	Panels are stressed members. Check for loose rivets, enlarged rivet holes, and white powdery galvanic corrosion where aluminium sheets contact bare steel frame tubes.
☐	**Differential Mountings & A-Frame**	Inspect the central underbody A-frame locating bracket on the live rear axle. Check chassis mounting bush brackets for metal elongation and weld tearing.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Crossflow / Twin-Cam Oil Pressure** **Spec: 40–50 Cold | 20+ Hot**	Check mechanical oil gauge on dash. Hot idle at 850 RPM must not fall below 20 PSI. Listen for timing chain rattle on cold startup; check crankcase breather for blue blowby smoke.
☐	**Triumph Front Trunnions & Uprights** **Lube: EP90 Oil ONLY**	Uses Triumph Herald/Spitfire front uprights with brass lower trunnions. If grease nipples are fitted and filled with grease instead of EP90 oil, threads starve and vertical links will snap.
☐	**Ford 4-Speed / 5-Speed Gearbox**	Ford Escort 4-speed or Type 9 5-speed. Check 2nd and 3rd synchros on rapid downshifts; listen for clutch thrust release bearing rattle and propshaft U-joint clunks.
☐	**Cooling System & Nose Cowl Clearance**	Tightly packaged nose cone. Check electric fan thermostat cut-in temp, aluminium radiator core condition, and check expansion bottle for bubbling after a hard test run.

Provenance & Registration Verification: Stamped Arch Motors chassis number on pedal box rail or chassis crossmember (Prefix: AMXXXX). S3 features classic styling; S4 (1970–72) used angular GRP tub. Ensure V5C correctly states Caterham or Lotus Seven (not a kit car ringer).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Spaceframe Lower Tubes & Chassis Jig Realignment	£2,200 – £3,800 (Skin off, tube replacement & powdercoat)	£
Loose / Corroded Stressed Aluminium Panelling Reskin	£1,400 – £2,400 (Aluminium sheet panels & re-riveting)	£
Rear Axle Locating A-Frame & Differential Rebuild	£650 – £1,100 (Fabrication, bushes & crown wheel setup)	£
Grease-Contaminated Triumph Front Trunnions & Links	£280 – £420 (Pair links, trunnions & geometry set)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£