FORD ANGLIA 105E

Engine: **997cc / 1198cc Kent Pre-Crossflow**
Transmission: **4-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1959–1968)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**MacPherson Strut Tops**	Inspect where top mounting cups meet inner flitch panels. Tap inner wings below battery tray for structural separation or patch repairs.
☐	**Eyebrows & Headlamps**	Feel inside front wings behind headlamp buckets. Mud traps rot reverse-rake eyebrows outwards into bubbling exterior paint.
☐	**Sills & Outriggers**	Check full length of outer sills and rear jacking points. Ensure inner floor pressings have not pulled away from inner sill seam.
☐	**Boot Drop-Wells**	Lift boot mat. Inspect rear spare wheel drop-well and petrol tank mounting flange. Water enters through hardened rear glass rubbers.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Oil Pressure & Bearings** **Spec: 40–50 Cold | 20+ Hot**	Check for heavy rattle on cold startup. Low pressure indicates worn main bearings. Check breather pipe on block for blue smoke/blowby under load.
☐	**Timing Chain & Head**	Listen for duplex chain rattle on front timing cover. Inspect spark-plug side of cylinder head gasket for external coolant weepage.
☐	**Gearbox Synchromesh**	Execute quick 3rd-to-2nd gear downshift during test drive. Crunching reveals tired 2nd gear synchro brass rings. Check if car jumps out of reverse.
☐	**Steering Box & Trunnions** **Max Play: <1.0 inch at rim**	Worm-and-peg box must not feel notched when centered. Check front kingpins and trunnions for vertical play with wheel raised off the ground.

Identity Verification: Chassis plate must be riveted to right-hand inner wing apron. Standard model prefix is 105E; Super/De Luxe prefix is 106E. Stamped engine number on front right engine mounting boss must match V5C documentation.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Strut Top Towers / Inner Bulkhead Flitches	£900 – £1,500 (Jig alignment + welding)	£
Worn 2nd Gear Synchromesh / Noisy Gearbox Bearings	£450 – £650 (Unit rebuild + clutch)	£
Front Kingpin / Trunnion Free-play & Worn Steering Box	£350 – £500 (Parts & geometry set)	£
Perforated Outer Sills & Jacking Points (Pair)	£600 – £900 (Replacement & paint blend)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£