FORD CAPRI MK1 (1300 / 1600 / 2000 / 3000)

Engine: **1.3L/1.6L Kent / 2.0L Pinto / 3.0L Essex V6**
Transmission: **4-Speed All-Synchro Manual / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1969–1974)

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

1. CRITICAL STRUCTURAL ROT TRAPS

FASTBACK MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**MacPherson Strut Tops & Inner Wings**	CRITICAL: Check top suspension mounting cups where they weld into the inner wings and bulkhead. Rot along flitch seams causes dangerous steering geometry collapse.
☐	**A-Pillar Hinge Posts & Front Wings**	Inspect lower A-pillars inside the door jambs behind front wings. Rot causes heavy doors to drop, striking the striker plate and cracking door skin seams.
☐	**Outer Sills & Underbody Outriggers**	Examine full boxed length of outer sills and jacking brackets. Inspect floorpan outriggers beneath front seats; look for cover sills welded over rust.
☐	**Rear Leaf Spring Chassis Hangers**	Check forward mounting pockets where rear leaf springs locate into the chassis rails. Rust allows the rear axle to break free under heavy 3.0L torque.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Engine Health (Kent / Essex V6)** **Spec: 40–50 Cold | 20+ Hot**	On 3.0L Essex V6: listen for timing gear whine (fibre timing gear prone to stripping teeth). On Pinto/Kent: listen for dry camshaft rattle and check oil pressure on crank.
☐	**Ford 4-Speed Gearbox & Synchros**	Check 2nd and 3rd gear synchros on rapid downshifts. Test reverse uphill under load; jumping out of reverse indicates worn selector dogs and reverse idler gear wear.
☐	**Rack & Pinion Steering Play** **Max Play: <0.5 inch at rim**	Check steering rack for center notched feeling and test track control arm inner rubber bushes. Worn tie-rod ends cause front wheel shimmy at 55 MPH.
☐	**Rear Axle & Prop-Shaft U/Js**	English (4-cyl) or Atlas (V6) rear axle. Listen for differential whine on trailing throttle at 50 MPH; check pinion nose seal for oil leaks contaminating rear brake shoes.

High RS2600 / 3000 GXL Replica Risk: Check VIN plate on right-hand inner wing. Format: BBEC (Halewood built). Check engine code: N (3.0L Essex); verify factory strut top strengthening plates on genuine 3.0L V6 / RS models.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Front Strut Top Towers / Bulkhead Corrosion Welding	£900 – £1,600 (Jig alignment + inner wing panels)	£
Perforated Outer Sills & Rear Spring Hanger Boxes	£1,100 – £1,800 (Structural sill fabrication)	£
Essex V6 Stripped Fibre Timing Gear / Cam Overhaul	£650 – £1,100 (Steel timing gear conversion & seals)	£
A-Pillar Hinge Post Rot & Door Alignment Repair	£450 – £750 (Post fabrication & door respray)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£