FORD CAPRI MK2 / MK3 (1.6 / 2.0 / 2.8i / 3.0)

Engine: **1.6L/2.0L Pinto OHC / 3.0L Essex / 2.8i Cologne V6**
Transmission: **Ford 4-Speed / 5-Speed Type 9 / C3 Automatic**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1974–1986)

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

1. CRITICAL STRUCTURAL ROT TRAPS

HATCHBACK MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Inner Flitches**	MacPherson strut top cups and inner wing seams meeting bulkhead. Heavy V6 weight and road spray cause structural flitch cracking and turret separation.
☐	**A-Pillars & Door Hinge Posts**	Examine lower A-pillar hinge boxes inside the door jambs. Long, heavy coupe doors cause fatigued, rotten hinge posts to drop and bind against striker plates.
☐	**Outer Sills & Rear Spring Hangers**	Inspect full boxed outer sills and jacking brackets. Check forward chassis mounting pockets for rear leaf springs beneath rear floor; rust tears them out under torque.
☐	**Rear Hatchback Lip & Boot Floor**	Mk2/Mk3 large rear hatch. Perished rubber seals drain water into lower tailgate drainage lip, inner rear wheelarch tubs, and spare wheel drop-well.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2.8i K-Jetronic / 3.0L / Pinto Health** **Spec: 40–55 Cold | 20+ Hot**	On 2.8i Cologne: check Bosch K-Jetronic warm-restart behavior and idle surge. On 3.0L Essex: listen for fibre timing gear whine. On Pinto: check cam clatter.
☐	**Type 9 5-Speed / 4-Speed Gearbox**	Check 2nd and 3rd synchros on rapid downshifts. On 5-speed Type 9: listen for 5th gear laygear whine and check tailshaft oil seal leaks onto exhaust.
☐	**Power Steering Rack & Track Rods** **Max Play: <0.5 inch at rim**	Check power steering rack for fluid leaks from end gaiters and pump hoses. Test track control arm void bushes for perished compliance causing 55 MPH shimmy.
☐	**Atlas Rear Axle & Single-Leaf Springs**	2.8i / 3.0 use heavy Atlas axle with single-leaf rear springs. Listen for diff whine on trailing throttle; check rear brake shoes for contamination from weeping hub seals.

Model & Identity Verification: Stamped VIN on right-hand strut top and slam panel plate. Prefix: GAEC / BBEC. If genuine 2.8 Injection / 280 Brooklands: verify factory LSD, Recaro seats, 13" / 15" alloy wheels, and matching engine prefix on V5C.

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)	£
Bosch K-Jetronic Fuel Injection Overhaul (2.8i)	£650 – £1,100 (Metering head, injectors & warm-up reg)	£
A-Pillar Hinge Post Rot & Door Alignment Repair	£450 – £750 (Post fabrication & door respray)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£