FORD CORSAIR (CONSUL CORSAIR)

Engine: **1.5L Kent Pre-Crossflow / 1.7L & 2.0L Essex V4**
Transmission: **4-Speed All-Synchro Manual / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1963–1970)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
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1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Top Towers**	CRITICAL: MacPherson strut top mounting cups and inner wing flitch plates. Road spray corrodes the seam where inner wings meet bulkhead, risking structural collapse.
☐	**Aerodynamic Nose Pockets**	Distinctive sharp V-shaped front nose and headlamp cowls. Mud traps behind front valence corners perforate into visible outer wing bubbling and split lower seams.
☐	**Sills & Underbody Outriggers**	Check outer sills along full length and check floor pan outriggers beneath front seats. Look for welded cover sills concealing rotted inner strengthening ribs.
☐	**Rear Spring Hangers & Boot Well**	Inspect forward leaf spring mounting pockets in rear floor. Check boot floor drop-wells and fuel tank mounting lip for rot caused by perished rear glass rubber seals.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Kent vs Essex V4 Engine Health** **Spec: 40–50 Cold | 20+ Hot**	Early 1.5L Kent pre-crossflow or post-1965 Essex V4. On V4: listen for rough idle balance shaft bearing wear and timing gear whine (fibre timing gear prone to tooth strip).
☐	**Ford 4-Speed Gearbox & Synchros**	Check 2nd and 3rd gear synchromesh on rapid downshifts. Test reverse uphill under load; jumping out of reverse signals worn selector fork and selector dog teeth.
☐	**Steering Box & Track Control Arms** **Max Play: <1.0 inch at rim**	Recirculating ball steering box and center steering drag link. Check for heavy center vagueness. Inspect track control arm rubber bushes for perished compliance.
☐	**Rear English Axle & Prop-Shaft**	Listen for differential whine under steady 50 MPH cruise and clunking on pull-away. Inspect differential nose oil seal for leaks contaminating rear brake drums.

Model & Identity Verification: Chassis plate riveted to passenger-side inner wing apron. Stamped chassis number begins with BAXXXXX (Dagenham built) or BBXXXXX (Halewood built). Check engine code (Prefix: 120E for 1.5L Kent; 3014E for V4) matches V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Front Strut Top Towers / Bulkhead Welding	£900 – £1,500 (Jig alignment + inner wing panels)	£
Stripped Essex V4 Fibre Timing Gear & Balance Shaft	£650 – £1,100 (Steel timing gear conversion & seals)	£
Perforated Outer Sills & Rear Spring Hanger Welding	£950 – £1,600 (Structural sill fabrication)	£
Worn Steering Box, Track Control Arms & Geometry	£320 – £500 (Bushes, steering overhaul & tracking)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£