FORD GRANADA MK1 / CONSUL

Engine: **2.0L Pinto / 2.5L & 3.0L Essex V6 / Cologne V6**
Suspension: **All-Independent Double Wishbone & Semi-Trailing Arms**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1972–1977)

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

1. CRITICAL STRUCTURAL ROT TRAPS

LARGE MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Inner Wings & Upper Wishbone**	Granada Mk1 dropped MacPherson struts for double wishbones. Inspect inner wing flitches and upper wishbone mounting plates for stress tears and rot.
☐	**Outer Sills & Center Jacking Points**	Long boxed sills. Inspect underside seams and center jacking brackets; internal sill condensation causes hidden collapse, pinching door gaps.
☐	**Rear Semi-Trailing Arm Crossmember**	Rear suspension uses an isolated subframe with semi-trailing arms. Check rear floorpan mounting points; rot around subframe bushes allows axle shift.
☐	**Rear Wheelarch Lips & Boot Well**	Check outer wheelarch return lips, spare wheel drop-well, and fuel tank floor. Perished rear screen seals leak water into the rear parcel shelf structure.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Essex 3.0L V6 Timing Gear & Oil** **Spec: 40–55 Cold | 20+ Hot**	Listen for timing gear whine on cold start (fibre timing gear prone to stripping teeth). Check for blue smoke on overrun and inspect cooling expansion tank.
☐	**Ford 4-Speed / Borg-Warner Auto**	Manual 4-speed: check 2nd and 3rd synchros on downshifts. If Borg-Warner 35/C3 automatic: check for slipping upshifts between 2nd & 3rd gear.
☐	**Power Steering Rack & Pump** **Max Play: <0.5 inch at rim**	Check power steering rack for fluid leaks from end gaiters and pump hoses. Test for center wander and worn front upper/lower ball joints.
☐	**Rear Driveshaft U/Js & Diff Whine**	Independent rear suspension uses jointed half-shafts. Listen for clicking/clunking on pull-away and overrun gear whine at 50 MPH cruise.

Model & Identity Verification: Chassis plate riveted to radiator slam panel or passenger inner wing. Prefix: GBEC (Cologne built) or BBEC (Halewood built). Check engine code: N (3.0L Essex V6) matches block boss and V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Rear Subframe Mount Welding	£1,100 – £1,800 (Structural sill fabrication)	£
Essex 3.0L V6 Stripped Fibre Timing Gear Overhaul	£650 – £1,100 (Steel gear conversion & gaskets)	£
Front Upper Wishbone Mount Rot & Ball Joint Overhaul	£550 – £900 (Inner wing fabrication & joints)	£
Power Steering Rack Fluid Leaks & Bush Overhaul	£350 – £550 (Reconditioned rack & alignment)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£