FORD SIERRA (GL / GHIA / XR4i / XR4x4)

Engine: **1.6L/2.0L Pinto OHC / 2.8L & 2.9L Cologne V6 (Carb / EFI)**
Suspension: **Front MacPherson Struts & Rear Semi-Trailing Arms**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1982–1993)

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

1. CRITICAL STRUCTURAL ROT TRAPS

AERODYNAMIC MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Battery Tray & Inner Wing Flitches**	CRITICAL: Battery sits on passenger inner wing. Acid spills rot out the metal beneath, dumping water directly into the internal fuseboard and footwell.
☐	**Front Chassis Legs & Strut Tops**	Examine front chassis rails where anti-roll bar mounts bolt on. Salt spray rots chassis legs around sway bar mounts, causing wandering under hard braking.
☐	**Rear Semi-Trailing Arm Beam Mounts**	Independent rear suspension isolated on a pressed-steel beam. Check underfloor chassis rails where beam rubber bushes bolt in; rust tears mountings away.
☐	**Outer Sills & Rear Arch Lips**	Inspect full length of outer sills and rear wheelarch return lips. Plastic side cladding on XR4i / Ghia traps moisture, concealing severe sill perforation.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Pinto OHC / Cologne V6 Health** **Spec: 40–55 Cold | 20+ Hot**	On Pinto (2.0L): listen for camshaft clatter from blocked spray bar. On Cologne V6: listen for timing gear whine. On XR4x4: check front diff pinion oil seal for leaks.
☐	**Type 9 5-Speed / MT75 Gearbox**	Type 9 (pre-1989) or MT75 (post-1989). Check 2nd and 3rd synchros on rapid downshifts; listen for 5th gear laygear whine and inspect tailshaft seal leaks.
☐	**Front Track Control Arm (TCA) Bushes** **Symptom: 55 MPH Steering Shimmy**	Front anti-roll bar acts as the lower suspension link. Worn inner TCA and front sway bar rubber bushes cause infamous Sierra steering wheel shimmy under light braking.
☐	**XR4i Bi-Plane Rear Spoiler & Glass**	If XR4i: inspect three-piece rear side glass rubbers and distinctive bi-plane spoiler. Water pools under spoiler mounting studs, rusting the rear tailgate skin.

Model & Identity Verification: Stamped VIN on driver's side inner wing and slam panel plate. Prefix: SBF... / WFO.... If XR4i: verify 2.8L Cologne V6 engine code PR, 6-light shell, and unique split rear side windows matching V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Rear Beam Mount Welding	£900 – £1,500 (Structural sill & floor fabrication)	£
Rotted Battery Tray & Inner Wing Bulkhead Welding	£650 – £1,100 (Battery tray replacement & wiring repair)	£
Worn Pinto Camshaft / Cologne V6 Timing Gear Overhaul	£550 – £850 (New camshaft kit / timing gears & seals)	£
Front TCA Bushes, Sway Bar Mounts & Alignment	£280 – £450 (Polybushes, track rods & geometry set)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£