HILLMAN HUNTER (ARROW SERIES)

Engine: **1496cc / 1725cc Rootes 5-Bearing Inline-4**
Transmission: **4-Speed Manual w/ OD / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1966–1979)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE ARROW BODY SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Flitches**	First Rootes car with MacPherson struts. Check top mounting turrets and inner wing seams meeting the bulkhead. Stress cracks and rot cause steering wander.
☐	**Outer Sills & Center Jacking Points**	Check length of boxed outer sills and jacking brackets. Internal condensation rots the strengthening membrane, causing the body to sag over speed bumps.
☐	**Rear Leaf Spring Forward Mounts**	Inspect forward spring hanger box sections inside rear footwell cavities. High-torque pull tears rusty spring hanger mountings away from the floor.
☐	**Front Valance & Headlamp Wings**	Feel inside front wheel arches behind headlamps and along lower front valance. Silt traps rot front wing seams into bubbling paint blisters.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**1725cc 5-Bearing Engine Health** **Spec: 45–55 Cold | 20+ Hot**	Check oil pressure light extinguishes instantly on cold crank. Iron block with alloy head (canted at 10 degrees). Inspect for head gasket weepage and valvetrain clatter.
☐	**Holbay High-Performance (GLS)**	If Hunter GLS: features Holbay-tuned 1725cc with twin Weber 40 DCOE carbs & special alloy rocker cover. Check throttle balance and listen for exhaust manifold cracks.
☐	**Laycock Overdrive / Borg-Warner**	If fitted with overdrive: test in 3rd & 4th gears under load. Must engage immediately without clutch slippage. If Borg-Warner automatic: check for fluid burnt smell.
☐	**Recirculating Ball Steering Box** **Max Play: <1.0 inch at rim**	Check for center wandering at 50 MPH. Inspect track control arm inner rubber bushes and check track rod ends for vertical free play.

Model & Identity Verification: Chassis plate located on passenger bulkhead (Prefix: B71XXXXX for early Rootes, later Chrysler UK plates). Verify genuine GLS Holbay specification on V5C (engine prefix: H1725 with factory high-lift camshaft).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Front Strut Top Towers / Bulkhead Corrosion Welding	£850 – £1,400 (Inner wing sheet metal repair)	£
Perforated Outer Sills & Rear Spring Hangers	£900 – £1,500 (Structural sill fabrication)	£
Blown Alloy Cylinder Head Gasket / Skim Overhaul	£450 – £700 (Head machining, gasket & flush)	£
Worn Steering Box & Track Control Arm Bushes	£280 – £450 (Reconditioned box & alignment)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£