HILLMAN IMP (SUPER IMP / CALIFORNIAN)

Engine: **875cc Coventry Climax All-Alloy Rear OHC**
Layout: **Rear-Engine / Rear-Wheel Drive Transaxle**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1963–1976)

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

1. CRITICAL STRUCTURAL ROT TRAPS

REAR-ENGINE MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Semi-Trailing Arm Mounts**	Front swing-axles pivot from a pressed-steel front subframe. Inspect front inner wheelarches and floorpan mounting gussets for corrosion and stress tears.
☐	**Sills & Inner Heelboard Crossmember**	Outer sills and internal floor strengthening box sections. Check the transverse rear heelboard where the rear transaxle and suspension subframe bolts into the tub.
☐	**Rear Engine Bay Crossmember**	Examine the rear engine mounting bar and the rear inner quarter panels. Road spray thrown by rear tyres rusts the engine support brackets hollow.
☐	**Front Luggage Well & Scuttle**	Check front luggage compartment floor beneath battery tray and spare wheel. Blocked scuttle drain tubes pool water under the dashboard and pedal box.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**875cc Climax Alloy Engine Health** **Spec: 40–50 Cold | 20+ Hot**	Coventry Climax FWMA-derived all-aluminium OHC engine. Inspect for past overheating (warped head / blown head gasket). Check oil cap for milky sludge.
☐	**Cooling System & Air Locks**	Rear-mounted engine and radiator. System is notorious for air locks. Check water pump impellor condition, expansion bottle bubbling, and heater matrix flow.
☐	**Pneumatic vs Cable Throttle**	Early Mk I Imps used a pneumatic throttle system (diaphragm and air bellows), notorious for erratic sticking. Many converted to reliable cable setup.
☐	**Rear Transaxle & Rotoflex Doughnuts**	Imp driveshafts use rubber Rotoflex couplings. Inspect for perished rubber, surface cracks, or torn drive cords. Test 2nd gear synchro and transaxle whine.

Model & Identity Verification: Chassis plate stamped on front luggage compartment scuttle. Prefix: B41XXXXX (Mk I) or B42XXXXX (Mk II / Super Imp). Stamped engine number on block deck beside water pump must match V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Sills, Floorpan & Rear Heelboard Welding	£850 – £1,400 (Structural sheet metal repair)	£
Aluminium Cylinder Head Skim / Blown Gasket Overhaul	£450 – £750 (Head machining, gasket & flush)	£
Perished Rear Driveshaft Rotoflex Couplings (Pair)	£280 – £450 (New couplings & alignment)	£
Front Suspension Subframe Mount Rot & Kingpins	£350 – £550 (Front subframe rebuild & geometry)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£