LAND ROVER SERIES IIA (88 / 109)

Engine: **2.25L Petrol / 2.25L Diesel Inline-4**
Transmission: **4-Speed Manual w/ Dual-Range Transfer**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1971)

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

1. CRITICAL STRUCTURAL ROT TRAPS

BOX CHASSIS & STEEL BULKHEAD

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Rear Crossmember**	CRITICAL: Tap along lower flanges of rear crossmember and spring hanger extensions. Road mud settles inside, rusting the crossmember hollow.
☐	**Chassis Dumb Irons & Outriggers**	Inspect front dumb irons (front spring horns) and side bulkhead outriggers. Patch repairs over rust weaken vital steering and body mounting geometry.
☐	**Steel Bulkhead & Footwells**	While panels are Birmabright alloy, bulkhead is steel. Inspect top dash corners under windscreen hinges, door pillars, and driver footwells for rot.
☐	**Birmabright Electrolytic Rot**	Inspect aluminium body panels where they bolt to galvanized/steel frame brackets. White powdery galvanic corrosion rots panel contact points.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2.25L Engine Cold Startup** **Spec: 40–55 Cold | 25+ Hot**	Check for heavy blowby from crankcase breather. Diesel: check glow plug warmup and cold starting smoke. Petrol: listen for timing chain slap and exhaust puff.
☐	**Transfer Box & 4WD Select**	Test high/low transfer lever and yellow 4WD knob. Must engage and disengage cleanly without popping out under downhill engine braking.
☐	**Front Swivel Housing Balls**	Inspect chrome front steering swivel balls. Pitting or scoring tears oil seals, causing EP90 oil to leak over front brake shoes (brake failure).
☐	**Steering Relay & Box Play** **Max Play: <1.5 inch at rim**	Steering box and chassis-mounted steering relay. Check for dry relay unit and excessive wander on road. Rock steering to inspect ball joints.

Provenance & Headlamp Placement: Chassis number stamped on left-front dumb iron and brass plate on bulkhead. Series IIA headlights moved from grille to wings in 1968/69. Verify correct suffix (Suffix A to H) to validate original gearbox and axle spec on V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Rotted Rear Crossmember & Outriggers Replacement	£750 – £1,200 (Welding & crossmember with legs)	£
Perforated Steel Bulkhead & Footwells Repair	£1,100 – £2,000 (Bulkhead removal & repair)	£
Pitted Front Swivel Balls & Leaking Hub Seals	£400 – £650 (Swivel housings, gaiters & bearings)	£
Worn Gearbox / Popping out of 2nd or Reverse	£650 – £950 (Gearbox teardown & synchros)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£