LOTUS ELAN (S1 / S2 / S3 / S4 / SPRINT)

Engine: **1558cc Lotus-Ford Twin-Cam DOHC**
Transmission: **Ford 4-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1962–1973)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

STEEL BACKBONE & GRP MONOCOQUE

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Folded Steel Backbone Chassis**	CRITICAL: Inspect the central folded sheet-steel backbone. Check front engine mounting horns and rear suspension upright upright towers for rust or fatigue buckling.
☐	**Front Turrets & Crossmember**	Examine front crossmember (vacuum reservoir). Road salt rusts the bottom face hollow; vacuum leak prevents pop-up headlamps from raising correctly.
☐	**Body-to-Chassis Bobbins**	Steel threaded bobbins are glassfibred into the composite body shell. Rotted or torn bobbins allow the body to flex loose from the backbone frame.
☐	**GRP Gelcoat & Stress Crazing**	Inspect headlamp pods, door hinge mounts, and boot aperture. Look for spider-web stress fractures in gelcoat and check for heavy polyester filler repairs.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Lotus Twin-Cam Oil Pressure** **Spec: 45–55 Cold | 25+ Hot**	Check Smiths oil gauge. Hot idle at 900 RPM must hold 25 PSI minimum. Check for front water pump weep hole leaks (integral water pump requires front cover tear-down).
☐	**Rear Rotoflex Rubber Couplings**	CRITICAL: Driveshafts use rubber "doughnut" Rotoflex couplings. Inspect for surface cracking, delamination, or cord separation. Failure causes dangerous axle wind-up.
☐	**Chapman Strut Rear Suspension**	Lotuschapman struts rear uprights. Rock rear wheels to check rear wheel bearing play and check alloy rear upright castings for corrosion or cracking.
☐	**Weber / Dell'Orto Carb Balance**	Twin DCOE 40s. Listen for intake spitting on acceleration. Check throttle linkage synchronization and rubber O-ring mounting spacer seals.

Provenance & Replacement Chassis: Chassis plate stamped on engine bay bulkhead. Many Elans run official replacement galvanized Spyder or Lotus chassis (desirable for longevity). Verify engine block stamping (Prefix: LP) matches V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Backbone Chassis (Body-Off Replacement)	£3,500 – £5,500 (New chassis frame & transfer)	£
Lotus Twin-Cam Water Pump Rebuild (Front Cover Out)	£750 – £1,200 (Engine strip, pump & seals)	£
Perished Rotoflex Doughnuts (CV Conversion Kit)	£650 – £1,100 (Solid CV shaft upgrade kit)	£
Separated GRP Body Mounting Bobbins (Glassfibre Repair)	£800 – £1,400 (Structural fibreglass bonding)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£