LOTUS ESPRIT (S1 / S2 / S3 / TURBO)

Engine: **1973cc (907) / 2174cc (912 / 910 Turbo) 16V DOHC**
Transmission: **Citroën SM 5-Speed / Renault UN1 Transaxle**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1976–1987)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

STEEL BACKBONE & GRP WEDGE BODY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Folded Steel Backbone Chassis**	CRITICAL: Central Y-shaped sheet-steel backbone. Inspect front suspension horns and rear engine/transaxle cradle fork branches; road spray rots tubes internally.
☐	**Body-to-Chassis Bobbins & Mounts**	Steel threaded bobbins are glassfibred into the composite body shell. Rotted or separated bobbins allow the fiberglass body to flex loose from the steel backbone.
☐	**GRP Gelcoat & Stress Crazing**	Giugiaro "folded-paper" design. Inspect sharp nose swages, pop-up headlamp pods, door hinge pillars, and rear engine hatch corners for spider-web crazing and cracks.
☐	**Front Radiator Ducting & Tray**	Forward luggage compartment and radiator cradle. Check radiator support frame for rust and check fiberglass chin spoiler for curb impact damage and stress tears.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Lotus 907 / 912 / 910 Turbo Engine** **Spec: 40–50 Cold | 20+ Hot**	All-alloy 16V twin-cam. Check mechanical oil gauge. Hot idle at 900 RPM must hold 25 PSI minimum. Check toothed cam belt condition and check for water pump weep hole leaks.
☐	**Citroën SM / Renault Transaxle**	S1/S2 use Citroën SM C35 transaxle (inboard rear brakes); S3/Turbo use Renault UN1. Check for baulking on downshifts into 2nd gear and check selector rod play.
☐	**Inboard Rear Disc Brakes (S1 / S2)**	Early Esprits mount discs inboard on transaxle. Inspect calipers for seized handbrake mechanisms and check transaxle output shaft oil seals for leaks contaminating discs.
☐	**Cooling System & Pop-Up Pods**	Front-mounted radiator connected to mid-engine via long chassis tubes (prone to air locks). Test pop-up headlamp electric motors: both pods must raise simultaneously.

Model & Identity Verification: Stamped chassis plate in front luggage bay (Prefix: 76... for S1; 78... for S2; 82... for S3 / Turbo). If Turbo Esprit: verify factory Garrett turbocharger, dry-sump / wet-sump lubrication, and BBS cross-spoke wheels on V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Backbone Chassis / Rear Fork Replacement	£3,500 – £6,500 (New chassis frame & body transfer)	£
Lotus 907/912 Engine Overhaul / Valve Guides & Skim	£1,800 – £3,200 (Engine teardown, machining & belt)	£
Inboard Rear Brake Caliper Overhaul & Transaxle Drop	£950 – £1,500 (Caliper rebuilds, discs & seals)	£
Separated GRP Body Mounting Bobbins & Shell Repair	£850 – £1,400 (Structural fibreglass bonding)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£