AUSTIN & MORRIS MINI COOPER

Engine: **997cc / 998cc BMC A-Series**
Transmission: **4-Speed Remote Shift**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1969)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**A-Panels & Door Flitches**	Examine vertical A-panels behind front wheels. Check seams meeting scuttle, door hinge pillars, and outer sills for road mud perforation.
☐	**External Vented Sills**	Verify genuine fluted vented sills are fitted. Smooth non-vented cover sills welded over corroded original sills trap moisture into the floor.
☐	**Rear Subframe & Heelboard**	Inspect rear subframe trunnion pins and mounting pockets on the heelboard. Look for subframe crusting around radius arm mounts.
☐	**Boot Floor & Battery Box**	Lift boot board. Inspect pressed steel battery well for acid corrosion. Check fuel tank retaining strap bracket on the left boot floor.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Primary Drop Gear Whine**	A-Series engines transfer power to gearbox via 3 drop gears. Moderate whine under deceleration is normal; loud grating reveals worn idler bearings.
☐	**Oil Pressure & Bearings** **Spec: 50–60 Cold | 25+ Hot**	Engine and gearbox share engine oil. Check Smiths gauge. Hot running should maintain 45–50 PSI. Check oil condition on dipstick for metallic flake.
☐	**Gearbox 2nd Synchro**	Test quick downshift into 2nd gear. 2nd gear baulk ring is notoriously weak. Check gear selector rod oil seal at rear diff housing for heavy drip.
☐	**7" Lockheed Front Discs**	Cooper 7-inch discs must pull straight under hard braking without pulsing. Inspect caliper seals and front radius arms for play.

High Ringer Risk: Verify chassis plate on radiator cowl or inner wing apron. Genuine Cooper engine prefix must begin with 9F-Sa-H (997cc) or 9F-Sa-L / 9FA-P-L (998cc). Check for twin 1.25" SU carbs and remote gear shift housing.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Rear Subframe & Heelboard Replacement	£950 – £1,500 (Subframe, bushes & welding)	£
Idler Drop Gear & Bearings Overhaul (Engine-Out)	£650 – £950 (Drop gears + rebuild)	£
Worn 2nd Gear Synchro / Gearbox Teardown	£550 – £850 (Baulk rings & bearings)	£
A-Panel & Flitch Corrosion (Both Sides)	£400 – £600 (Panels & paint blend)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£