# MORGAN PLUS 8 (ROVER V8)

Engine: **3528cc Rover All-Alloy OHV V8**
Chassis: **Steel Z-Section Ladder Chassis & Ash Timber Framing**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1968–2004)

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

## 1. CRITICAL STRUCTURAL & TIMBER ROT TRAPS

STEEL CHASSIS & ASH WOOD FRAME

| PASS | INSPECTION POINT | SPECIFIC WEAR INDICATOR & DEFECT SIGN |
|---|---|---|
| ☐ | **Ash Timber Body Tub Framing** | CRITICAL: Hand-formed ash wood frame supporting alloy/steel skin. Probe door hinge pillars, rear wheelarch hoops, and door sills for wood rot or beetle infestation. |
| ☐ | **Steel Z-Section Chassis Rails** | Steel ladder chassis. High torque of Rover V8 twists frame; inspect crossmembers under gearbox and rear leaf spring front mounting horns for cracks and internal rust. |
| ☐ | **Bulkhead & Inner Wing Aprons** | Check galvanised/painted steel inner wing splash valances and firewall seams. Road salt rots seams where metal attaches to wooden frame components. |
| ☐ | **Plywood Floorboards & Battery Well** | Lift carpets. Inspect marine plywood floorboards and rear battery box floor for water delamination, damp rot, and battery acid damage. |

## 2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

| PASS | SYSTEM / COMPONENT | TARGET TOLERANCES & OPERATIONAL CHECKS |
|---|---|---|
| ☐ | **Sliding Pillar Front Suspension**<br>**Lube: Oil Oiler Button Depress** | Traditional Morgan sliding pillars. Jack front wheels; check bronze bushes for vertical play. Test one-shot pedal-operated chassis oiling system (neglect causes seized pillars). |
| ☐ | **Rover 3.5L V8 Oil Pressure**<br>**Spec: 35–45 Cold \| 20+ Hot** | Check Smiths oil gauge. Hot idle (750 RPM) must not fall below 20 PSI. Listen for hydraulic lifter tick and timing chain slap; check water pump for coolant weepage. |
| ☐ | **Moss / Rover 4/5-Speed Gearbox** | Early Plus 8 used Moss box (unsynchronized 1st); later used Rover LT77 5-speed. Check 2nd gear synchro on downshifts and listen for clutch release bearing chatter. |
| ☐ | **Salisbury 7HA / 4HU Rear Axle** | Salisbury limited-slip differential. Check for heavy clunking on pull-away and inspect leaf spring U-bolts and axle clamping pads for movement. |

**Model & Identity Verification:** Chassis number stamped on front chassis crossmember near radiator and stamped brass plate on wooden dashboard or bulkhead (Prefix: RXXXX for early 3.5L carb models). Verify matching Rover V8 engine number on V5C logbook.

## 3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

| OBSERVED DEFECT / REQUIRED WORK | ESTIMATED UK REMEDY | DEDUCTION APPLIED |
|---|---|---|
| Rotted Ash Timber Framework (Door Pillars / Sills Rebuild) | £3,500 – £7,500 (Specialist coachbuilt woodwork) | £ |
| Corroded / Cracked Steel Z-Chassis Frame Replacement | £4,500 – £8,000 (New factory galvanized chassis) | £ |
| Sliding Pillar Front Suspension Overhaul & Ream | £650 – £1,100 (Kingpins, bronze bushes & springs) | £ |
| Rover V8 Camshaft, Lifters & Timing Gear Overhaul | £850 – £1,400 (Cam kit, lifters & gaskets) | £ |
| TOTAL DEDUCTIONS FROM ASKING PRICE | MAX REVISED OFFER: | £ |