# MORRIS 1100 / 1300 (ADO16)

Engine: **1098cc / 1275cc BMC A-Series**
Suspension: **Hydrolastic Interconnected System**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1962–1974)

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

## 1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE SUBFRAME INTEGRITY

| PASS | INSPECTION POINT | SPECIFIC WEAR INDICATOR & DEFECT SIGN |
|---|---|---|
| ☐ | **Front Subframe Mounts & Flitches** | Inspect front inner wings where the subframe tower bolts attach. Salt and water splash rot the inner flitches; look for rust cracking around bulkhead mounts. |
| ☐ | **Heelboard & Rear Subframe** | CRITICAL: Check the transverse heelboard beneath the rear seat and rear subframe mounting pins. Corrosion here allows the rear subframe to break away. |
| ☐ | **Outer Sills & Jacking Points** | ADO16 sills are long, multi-skinned box sections. Look for cover sills welded over rusty originals; check jacking points for crushing under load. |
| ☐ | **Rear Wheel Arches & Boot Floor** | Check seam where inner rear wheel tub welds to the outer arch. Inspect spare wheel well and boot floor drop-wells for water pooling from rear light seals. |

## 2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

| PASS | SYSTEM / COMPONENT | TARGET TOLERANCES & OPERATIONAL CHECKS |
|---|---|---|
| ☐ | **Hydrolastic Displacer Units**<br>**Fluid: Water/Methanol Mix** | Check ride height on level ground (should measure ~13.5" from wheel center to wheel arch lip). Sagging or listing indicates leaking pipes or punctured displacers. |
| ☐ | **A-Series Engine & Drop Gears**<br>**Spec: 45–60 Cold \| 20+ Hot** | Transverse A-Series sharing engine/gearbox oil. Listen for idler gear whine on trailing throttle. Check oil pressure light extinguishes instantly on cold crank. |
| ☐ | **Gearbox Synchros & Diff Leaks** | Test quick downshift into 2nd gear without crunching. Inspect drive shaft rubber couplings and pot joints for oil contamination from differential seals. |
| ☐ | **Front CV Joints & Gaiters** | Full-lock turns in both directions under gentle power. Clicking/knocking indicates worn outer constant velocity joints. Check for split rubber gaiters. |

**Badge Engineering & Identity:** Stamped chassis plate on front scuttle or radiator cowl (Format: MAS4 for Morris 1100 Mk I). Verify whether car has 1098cc (Prefix 10AMW) or 1275cc (Prefix 12AMW) engine matching V5C registration details.

## 3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

| OBSERVED DEFECT / REQUIRED WORK | ESTIMATED UK REMEDY | DEDUCTION APPLIED |
|---|---|---|
| Rotted Rear Subframe & Heelboard Replacement | £950 – £1,500 (Subframe, panels & welding) | £ |
| Leaking Hydrolastic Displacer / Rotted Fluid Pipework | £450 – £750 (Unit replacement & vacuum pump-up) | £ |
| Full Outer/Inner Sill Reconstruction (Both Sides) | £800 – £1,300 (Sill fabrication & paint) | £ |
| Worn 2nd Synchro / Noisy Gearbox Idler Bearings | £550 – £850 (Engine-out teardown & rebuild) | £ |
| TOTAL DEDUCTIONS FROM ASKING PRICE | MAX REVISED OFFER: | £ |