RANGE ROVER CLASSIC (2-DOOR)

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1970–1989)

Engine: **3528cc Rover All-Alloy OHV V8**
Transmission: **LT95 4-Speed Manual w/ Integral Transfer Box**

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

1. CRITICAL STRUCTURAL ROT TRAPS

BOX CHASSIS & STEEL INNER SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Steel Inner Shell & Outer Sills**	While outer skins are aluminium, inner shell is steel. Inspect inner and outer sills, floorpans, and body mounting outriggers beneath plastic trim for severe rot.
☐	**Upper/Lower Split Tailgate**	CRITICAL: Aluminium lower tailgate frame and steel upper window frame. Inspect bottom corners of upper frame (rot dissolves glass frame) and lower tailgate hinges.
☐	**Chassis Rear Crossmember & Outriggers**	Box-section ladder chassis. Check rear crossmember, fuel tank mounting outriggers, and rear spring mountings; road mud settles inside, rusting rails from within.
☐	**Rear Inner Wheelarches & Boot Floor**	Open rear tailgate and lift carpet. Check inner arch tubs where they meet the rear seat floor, seatbelt anchor points, and rear body crossmember.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Rover 3.5L V8 Oil Pressure & Tappets** **Spec: 35–45 Cold | 20+ Hot**	Carb-fed alloy V8. Listen for dry hydraulic lifter clatter and worn camshaft lobes on cold startup. Check cooling expansion bottle for combustion gas bubbling.
☐	**LT95 4-Speed & Vacuum Centre Diff-Lock**	Combined gearbox/transfer box. Test vacuum central diff-lock switch on dashboard (warning light must illuminate/extinguish cleanly). Listen for transfer gear whine.
☐	**Front Axle Swivel Balls & Seals**	Inspect chrome front swivel housing balls. Pitting or rust tears the oil seals, allowing EP90 oil to leak onto front brake discs and ruining swivel bearings.
☐	**Boge Hydromat Rear Self-Leveling**	Central Boge hydraulic ride-leveling strut mounted on rear axle A-frame. Check for fluid leaks; seized unit results in harsh rear suspension rebound.

Model & Identity Verification: Stamped chassis plate on front radiator slam panel or left front chassis dumb iron (Prefix: 355XXXXX for early Suffix A models). Verify matching engine block stamping on left deck (Prefix: 355) and V5C historic status.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Rotted Inner/Outer Sills & Body Mounting Outriggers	£1,400 – £2,500 (Structural sill fabrication)	£
Corroded Upper & Lower Split Tailgate Replacement	£850 – £1,500 (Aluminium upper/lower units & seals)	£
Rover V8 Camshaft, Hydraulic Lifters & Timing Kit	£750 – £1,200 (Engine front teardown & parts)	£
Chassis Rear Crossmember & Fuel Tank Outrigger Welding	£650 – £1,100 (Chassis section replacement)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£