ROVER 2000 / 2200 (P6)

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1963–1977)

Engine: **1978cc / 2158cc Rover OHC Inline-4**
Rear Suspension: **de Dion Tube w/ Inboard Disc Brakes**

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

1. CRITICAL STRUCTURAL ROT TRAPS

BASE-UNIT SKELETON INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Skeletal Inner Sills & D-Posts**	P6 uses bolt-on cosmetic panels over an inner steel skeleton. Open rear doors; check inner D-post seams, inner sills, and rear wheel arch tubs for severe concealed rot.
☐	**Front Bulkhead & Bell-Cranks**	Inspect horizontal front suspension bell-crank pivots on firewall. Rust around steering box mounting box and top damper cups causes structural flexing.
☐	**Boot Floor & de Dion Elbows**	Examine boot floor drop-wells and the forward pockets where de Dion locating links bolt into the base unit. Severe rust compromises rear axle location.
☐	**Front Valance & Ice-Shields**	Check base-unit metalwork beneath bolt-on front wings and behind lower front apron. Mud collects behind splash shields, rusting inner wing aprons.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Rover OHC 4-Cylinder Health** **Spec: 40–50 Cold | 20+ Hot**	Listen for timing chain rattle on cold startup (twin duplex chains & tensioners). Check for external oil leaks from camshaft cover and rear crank seal.
☐	**de Dion Tube & Sliding Joint**	Telescopic de Dion rear tube. Check for binding or clunking on acceleration/braking (splined sliding joint requires specialist grease; seized joint ruins diff bearings).
☐	**Inboard Rear Disc Brakes**	Discs mounted inboard by differential. Inspect calipers for seized handbrake linkages, leaking bleed nipples, and differential output seal oil contamination.
☐	**Gearbox Synchros & Linkages**	Rover 4-speed manual. Check 2nd gear synchro on downshift. Check for excessive slop in remote gear lever linkages and listen for input shaft bearing rumble.

Model & Identity Verification: Stamped chassis plate on passenger side inner wing apron or bulkhead. Prefix: 400XXXXX / 411XXXXX (Series 1 2000 SC/TC) or 451XXXXX (Series 2 2200). Stamped engine number on left rear of block must match V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Skeletal Inner Sill & Rear D-Post Structural Welding	£1,200 – £2,200 (Panel removal & base fabrication)	£
Inboard Rear Brake Caliper Overhaul & Diff Drop	£750 – £1,200 (Caliper rebuilds & discs)	£
Rover OHC Timing Chain & Tensioner Replacement	£600 – £950 (Chain kit, tensioners & gaskets)	£
Seized de Dion Tube Splined Joint & Driveshafts	£450 – £700 (Dismantle, rebuild & gaiters)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£