

Pre-Purchase Checklist

Please use this Pre-Purchase Checklist when viewing a P4 to help you make your mind up about the car. Taking a printed copy with you will be very helpful on the day.

Stationary car & chassis

Sits properly? Visual check of rear springs and shackles

Drips?

Tyres: make? radial or x-ply? Size? Apparent condition? Spare?

Visible rubber suspension parts – condition?

Front spring lower retaining/securing discs – visual check

Body support outriggers, jacking points and chassis - visual check

Brake pipes, hoses and servo and its filter element - visual check

Upswept chassis over the rear axle visually sound? (esp. 1959 on)

Exhaust visual check?

Bodywork, Boot etc.

Front wings – around lights?

Front wings parallel with door aperture?

Front wings boxed area between wheel and door? (damage to scuttle structure?)

Hand brake protection box: condition?

Front and rear valances and the adjoining wing areas?

Lower front wings and around wheel aperture?

Door hinges?

B-posts and C-posts?

Rear valances and the adjoining wing areas?

Check rear wings generally & junction with inner arches for rust

Check boot floor, particularly outer corners/fuel pump area, for rust

Boot-lid secure, opens and closes properly? Fume seal present? Light works?

Spare wheel door and housing – check for rust

Fuel filler flap - check for rust. State of tank and unions?

Doors rusty (late 95/110) or dented (pre March '63)? Drainage? Check-straps?

Screens – any sign of leakage or perished rubber? Screen-wiper grommets OK?

Interior

Drop glasses, draught strips and quarter-lights, sun-visors and chrome?

Doors lock properly?

Keys for doors and boot/glove-box present?

Tool-tray present and tools all present?

Lights, indicators and horn working?

Instruments & switches work?

Courtesy lights & interior lights work?

Security, springing and structure of seats and arm-rests? Belts?

Head-lining and upholstery?

Internal chrome?

Visual check of wiring under dashboard

Does heater work? And heater controls?

Floor dry? If sliding roof fitted: any signs of distress, blockage or leakage?

State of battery – visual check

Engine Bay

Bonnet hinges and release mechanism sound and safe?

Bulkhead and front-wing joints all sound?

Belts and hoses visual check

Radiator matrix, cap (4lb) and heater & water-valve - visual check

Coolant visual check – level, any sign of oil?

Engine oil visual check – level and colour?

Brake fluid reservoir, fuel sediment bowl - visual check?

Any apparent leaks?

HT visual check and other wiring visual check

Chassis condition beneath screenwash bottle?

Visible rubber suspension parts – condition?

Exhaust visual condition check?

On the road

Will hand-brake hold car on a gradient?

Foot-brake satisfactory?

Steering free play ok? Light, heavy or normal?

Keeps a straight line without wandering?

Any noises from suspension?

Shock-absorbers seemingly in order?

Clutch satisfactory?

Gears engage and disengage correctly?

Gears silent (apart from 1st)?

Overdrive/freewheel operating correctly?

Axle silent under power and on over-run?

Engine noise with no load?

Engine noise under load?

Apparent power?

Any smoke on acceleration after idling?

Running temperature? If hot, check radiator manually

Wipers, screen-wash, fuel change-over and high-beam light?

Any other comments?

Notes on various engines

Early 2106 cc engines (1949-1954) have white metal bearings and by-pass filtration: cartridges have been difficult to obtain and if engine has been run with poor filtration, wear can have occurred.

Later 60,75, 90 and 105 cars use the spread bore engine and a frequent problem is wear of the camshaft and flat-pad followers indicated by a tapping noise.

The 95, 100 and 110 cars have seven main bearing engines developed for the P5 and are less prone to valve-gear problems but can still wear after high mileage

Oil consumption on P4's is quite high and should not cause alarm. Inlet valve O rings harden and cause blue smoke, particularly when accelerating after a long downgrade. This condition is not serious.

The 80 engine is a four cylinder 3-main bearing push-rod motor which is robust but can suffer timing chain rattles. Land-Rover 2286 5-bearing engine is better.

The 110 water pump O-ring seal to the head can leak requiring head removal to fix; difficult to assemble if head has been skimmed. Also 110 prefers 100 octane!

Gearbox

Gearboxes are generally reliable, later model more so due to improved bearings. Most early cars are fitted with freewheel and later cars with overdrive including the unique 105R. Overdrive problems are usually due to solenoid faults.

Running gear

King pins last well if lubricated with oil; use of grease which will cause failure. They are quite expensive to replace.

Front suspension rubber bushes wear, particularly on the upper links, and are a frequent cause of poor steering.

P4s are front heavy and suffer from understeer (particularly 6-cylinder cars).

If handbrake is not satisfactory can the mechanism on the back plates slide against the back plates (see Workshop Manual)?

Chassis & Body

Main problem areas are detailed above