

out this job you might as well replace the inner sill and check the floor pan also just after the beginning of the undertray. Corrosion occurs in this vicinity due to undertray acting as a scoop for water and crud which can become trapped. Check also the wheel arches and also the joints between the rear wings. Corrosion is also an enemy in the rear wishbones which are of a hollow construction, these items are difficult to repair unless a jig has been made and you know what you are doing. The reason for this problem is the poor drainage from inside the wishbone, this is an MOT failure if found to be corroded.

Other rust areas are the mirror backs, the corner of the door frame directly behind the mirror, the window "A" frame and strip along the front of the windscreen between the bonnet, and the tailgate where the fibreglass box section is fitted. The chassis rails also need checking for signs of corrosion, and jacking damage.

The correct setting of the suspension on these cars is essential for superb handling and grip. The rear suspension is generally reliable as the bushes wear very little and are easy to replace although they are expensive. The front upper wishbones are very prone to wear due to their small size.



This wear will be evident under braking as the top wishbone will shuffle forward on the bushes making the car feel nervous as will other geometry discrepancies at the front of the car. Anti - Roll bar bushes do go soft and sometimes get squeezed out of the brackets. Whilst checking suspension it worth looking to see if there are no immediate signs of damage to any of the suspension pick-up points i.e. twisted chassis rails etc.

Whilst you are in the vicinity of the front suspension look at the rack for signs of visible wear. This is easily achieved by tugging up and down on the track rod ends, movement of the rack within the housing should be nil. If this isn't the case avoid, racks are expensive and are possible abuse points of the car. The front De Carbon shocks do not last long and unless new will need replacing with a better set i.e. Konis or Bilsteins. The rear De Carbon standard shocks are normally O.K., they do not travel much, and seem to last a long time.

The brakes on the Turbo 2 often get criticised for their poor performance, this can be true until the brakes are warm. In good order they offer massive stopping power even by today's standards. The pedal feel should be good with no vibrations present. Vibrations would indicate warped or scored discs or potential wear in the calliper body where the brake slides on its guide rod. Old discs will become tempered with heat and the surface glazed. It is not uncommon to find the outer edge of the disc totally rusty where the pad has only been making partial contact with the disc. The vented gallery in the disc also becomes full of rust and old brake dust, these can be cleaned out with "elbow grease".

When servicing these brakes sometimes the brass bleed nipple on the calliper gets snapped off and that will mean headaches and possible replacement of the calliper unless the old nipple can be removed.