

The condition of the hand brake cables is important, as replacing these is a long job which will require to be double - jointed in many places.

Fuel pumps buzzing will indicate that one or both of the lifter pumps is not working properly and the main fuel pump is not getting enough fuel. Sometimes the fuel relay located under the dash packs up or is faulty which gives fuel problems. If the fuel gauge does not work it is possibly the sender or the fact that only one of the tanks located under the seats is filling up. Fuel smells in the car will indicate that the seal at the top of the tank where fuel lines and senders are located has become broken. These can be rescaled.

There is an engine bay fan which is fused on the same circuit as the cigarette lighter. This fan is controlled by a solenoid above the heat shield over the exhaust manifold, and it should work once the car has been run and has then stopped. It is there to prevent engine bay high temperatures and heat soak, if it does not work it could be a fuse or the solenoid or a burnt out fan motor.

Oil leaks from the rocker cover mean that a new gasket should be fitted or the cover has worked loose.

Oil breather leaks will sometimes deposit oil over the engine so look for signs of damaged hoses.

These cars are best not run on synthetics, the best oils are 10 /40's or 20 /50's for longevity unless the car has had a proper rebuild. Oil leaks from the oil drain plug indicate that a new washer was not fitted last time an oil change was carried out. Oil leaks from the drive shaft oil seals are common, this is usually because a car has been standing and corrosion has occurred on the drive shafts, pitting them, which allows oil to escape between the seal and pitted areas. Another cause for fail is the overfilling the box which effectively causes the oil to be pumped out of the seals. New seals alone will not stop the problem and attention is needed to the drive shaft ends.

Synchromesh problems in the gearbox is an expensive affair, but a linkage adjustment between the lever and the box is not and is easily fixed.

The heart of the car is of course the turbocharged 1397 cc engine, bullet proof if looked after. Check for worn valve guides and any ominous rattles which is normally poor tappet adjustment, worn timing chain, or a sign that the car is on its last legs. Whilst in the engine compartment it is worth checking on the manifold, this will normally have been repaired due to cracks forming in the welded joints. Good quality repairs must be made for maximum efficiency of the turbo unit. If possible try to assess if the turbo oil seals are on the way out. Get a friend to drive behind the car to see if any oil smoke or discharge is coming from the back of the car. Excessive oil consumption can also be checked by looking in the bottom hose of the intercooler. Worn turbo seals will destroy an engine, beware! The condition of all hoses is important, especially the oil lines and water pipe flexi - hoses. The intercooler hoses if not in good order will allow leaks into the system and poor idling and general running, check for cracks or perishing.

Air often gets into the water cooling system, this can easily be bled via a valve on the top hose in the engine bay, with the engine running and the water top up bottle held sealed and as high as possible.

