

# Buyers Inspection Checklist

Know what to look for before you buy.



**How to use this checklist** — Tick each item as you check it. Write notes in the space on the right. Take 2–3 hours minimum. If you spot red flags, walk away — there will be other vans.

[Read the Full Guide →](#)

## 01

### Take with you

Torch · Large screwdriver · Fridge magnet or paint gauge · Multimeter · This checklist

## 02

### Read first

How to Keep Your Volkswagen Alive (Muir) · Haynes Bay Restoration Manual · Our buyers guide at [jennythebus.com](http://jennythebus.com)

## 03

### Ask the seller

Why selling? · Service history? · Major work done — by who? · Any recurring MOT issues? · Can you test drive?

## THE CHECKLIST

### 1 Rust & Bodywork

*Rust is the killer. Check front panel, lower valance, window surrounds, roof, gutters, rear corners, sills, arches, all side panels, cab doors, sliding door, tailgate, engine lid, wheel arches, cab floors, cargo floor, and the entire chassis. Any scratches, dents, faded paint, accident damage, filler, or poor repair work?*

- Sills & chassis — screwdriver test underneath
- Jacking points — safe to lift?
- Floor pans — cab and cargo
- Wheel arches — inside and behind
- Front panel & lower valance
- Windscreen & window surrounds
- Roof & gutters
- Rear corners & engine lid
- All side panels, doors, tailgate
- Battery tray area
- Fresh paint / filler / accident damage?
- Magnet or gauge test on all panels

NOTES:

### 2 Engine & Mechanicals

*End float and flywheel seal failure are the big costs. Check for leaks, listen on cold start and under load. Test the gearbox through every gear, feel the clutch, and insist on a proper road test.*

- End float — tug pulley, any movement?
- Oil leak engine-gearbox join?
- Other oil leaks — valve cover, sump
- Cold start & idle — smooth?
- Blue or black smoke?
- Knocking, rattling, grinding?
- Gearbox — all gears clean? (2nd gear)
- Clutch — smooth or slipping?
- Brakes — firm, even, no pull?

NOTES:

### 3 Interior & Conversion

*Damp and mould are common and expensive. Check under carpets, headlining, and all corners. Any conversion — pop-top, beds, kitchen, water system — must be safe, sound, and functional.*

- Damp or mould — check under carpets
- Pop-top — canvas, mould, operates?
- Beds & seats — rock & roll works?
- Cupboards, doors, latches
- Kitchen (if fitted) — gas safe?
- Water system — works, no leaks?
- Upholstery & flooring condition

NOTES:

### 4 Electrics

*VW wiring from the 1970s is characterful. Aftermarket rats-nest wiring is a safety risk — budget £500–1,500 for a rewire if you see it. Check everything works with a multimeter.*

- All lights working
- Wipers & washers
- Horn, gauges, radio
- Aftermarket wiring — tidy or rats nest?
- Leisure battery system (if fitted)

NOTES:

### 5 Paperwork & History

*The V5C must match VIN and engine number exactly. Look for patterns in MOT history. Restoration receipts and service history are a very good sign — no history means budget for everything.*

- V5C matches VIN & engine number
- MOT history — any patterns?
- Service history & receipts
- Restoration documentation

NOTES:

#### WALK AWAY IF:

Structural rust in the sills or chassis · Flywheel seal failure (engine-out job) · Seller won't let you inspect properly · Price seems too good to be true · No service history whatsoever · You feel pressured to decide quickly

#### Your Decision

FINAL ASSESSMENT — BUY, NEGOTIATE, OR WALK AWAY?