SUNBEAM TIGER (MK I / MK II)

Engine: **Ford 4.3L (260) / 4.7L (289) Small-Block V8**
Transmission: **Borg-Warner T10 4-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1964–1967)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

REINFORCED MONOCOQUE TUB

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Crossmember & Firewall Seams**	CRITICAL: Shelby modification notched front crossmember and hammered firewall seams to clear Ford V8. Look for torque stress cracking and fatigue tears.
☐	**Sills & Inner Reinforcement Rails**	Open roadster sills carry high chassis loads. Inspect outer sills, internal strengthening diaphragms, and front jacking points. Sagging pinches door shut lines.
☐	**Rear Panhard Rod & Leaf Mounts**	Tiger uses a factory Panhard rod and torque reaction arms to control the V8 axle. Inspect chassis bracket mounting points for structural metal tearing.
☐	**Front Wing Eyebrows & Flitches**	Inspect inner front wheelarches and lower wing seams behind the front wheels. Mud traps rust the front wing eyebrows into bubbling exterior paint.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Ford 260 / 289 V8 Oil Pressure** **Spec: 45–60 Cold | 25+ Hot**	Check Smiths oil gauge on dash. Hot idle (750 RPM) must not drop below 20–25 PSI. Listen for hydraulic lifter tick, timing chain rattle, and bottom-end rumble.
☐	**Borg-Warner T10 4-Speed**	Check 2nd and 3rd gear synchromesh on rapid downshifts. Baulking or gear crunching indicates worn brass synchro rings or dragging clutch plate.
☐	**Engine Bay Overheating & Fan**	Tight engine bay causes notorious heat soak. Check brass radiator matrix, cowl clearance, engine driven fan, and look for boiling after hot shutdown.
☐	**Burman Rack-and-Pinion Steering** **Max Play: <0.5 inch at rim**	Tiger uses a modified forward-mounted rack to clear V8 sump. Check for center notched feeling, inner tie rod play, and universal joint steering column slop.

HIGH "ALGER" CONVERSION RISK: Thousands of standard 4-cylinder Sunbeam Alpines have been converted into fake Tigers. Genuine Tiger chassis plate on scuttle: B94XXXXX (Mk I 260) or B382XXXX (Mk II 289). Verify Jensen Motors production tags and factory transmission tunnel seams.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Fatigued / Cracked Front Subframe & Firewall Repair	£2,000 – £3,500 (Engine-out chassis jig repair)	£
Perforated Outer Sills & Inner Reinforcement Rails	£1,400 – £2,200 (Sill fabrication & paint)	£
Ford V8 Engine Bottom-End Overhaul / Lifters	£2,500 – £4,500 (Engine teardown, crank & valvetrain)	£
Torn Rear Panhard Rod Mounts & Axle Bush Overhaul	£450 – £750 (Chassis bracket welding & bushes)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£