TRIUMPH 2000 / 2.5 PI (MK I / MK II)

Engine: **1998cc / 2498cc OHV Inline-6 (Carb / Lucas PI)**
Rear Suspension: **Semi-Trailing Arms w/ Coil Springs**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1963–1977)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front MacPherson Strut Towers**	Inspect inner wing flitch seams where strut towers meet the bulkhead. Rust causes inner wing separation and front geometry misalignment.
☐	**Outer Sills & Center Jacking Points**	Check outer sills along full length and check floor pan outriggers beneath front seats. Look for welded cover sills concealing rotted inner strengthening ribs.
☐	**Rear Trailing Arm Attachment Boxes**	Inspect forward mounting pockets on the rear floor where trailing arms attach. Rust here allows the rear suspension to break away under braking.
☐	**Boot Floor & Rear Valance Seams**	Lift boot carpet. Check spare wheel well, rear wing lower drop-wells, and rear valance seams beneath the bumper brackets for road spray corrosion.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Inline-6 Crankshaft End-Float** **Spec: <0.008" Visible Float**	CRITICAL on 2.0L & 2.5L 6-cylinders: have assistant depress clutch while watching front crank pulley. Visible fore/aft float confirms dropped thrust washers.
☐	**Lucas Petrol Injection (2.5 PI)**	Lucas mechanical PI. Check high-pressure fuel pump in boot for loud buzzing or fuel vapor lock on hot restart. Check metering unit for petrol leaks into oil sump.
☐	**Laycock Overdrive (A / J-Type)**	Test in 3rd and 4th gear under steady acceleration. Must engage cleanly within 1 second without clutch slipping or rev flares. Check gearbox oil level.
☐	**Rear Driveshaft Spline Bind**	Rear semi-trailing arm driveshafts suffer spline bind under cornering load ("Triumph Twitch"). Listen for clunking on acceleration/overrun.

Model & Identity Verification: Commission plate on passenger side bulkhead. Mk I prefix: MBXXXXX (2000) or MPXXXXX (2.5 PI); Mk II prefix: ME / ML. Stamped engine number on left side of block above fuel pump must match commission prefix and V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Trailing Arm Mount Welding	£1,100 – £1,800 (Structural sill fabrication)	£
Dropped Crankshaft Thrust Washers (Engine Teardown)	£850 – £1,400 (Bottom-end rebuild / block save)	£
Lucas PI Metering Unit & Boot Fuel Pump Overhaul	£650 – £1,100 (Reconditioned metering unit & Bosch pump)	£
Failed Laycock Overdrive (Overhaul / Solenoid / Pump)	£650 – £950 (Unit rebuild & gearbox drop)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£