TRIUMPH ACCLAIM (L / HL / HLS / CD)

Engine: **1335cc Honda EN4 All-Alloy OHC Twin-Keihin**
Transmission: **5-Speed Manual / Trio-Matic Semi-Automatic**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1981–1984)

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

1. CRITICAL STRUCTURAL ROT TRAPS

JAPANESE-BRITISH MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Inner Wings**	Honda Ballade-based unibody. Inspect front MacPherson strut top turrets and inner wing seams meeting the bulkhead; thin steel rusts out from road spray.
☐	**Outer Sills & Center Floorpan Seams**	Examine full boxed length of outer sills and jacking brackets. Internal condensation rots the sills and floorpan seams; check for cheap cover sills welded over rust.
☐	**Rear Wheelarch Lips & Lower Sills**	Check outer rear wheelarch return lips and trailing edge of rear sills. Silt trapped inside the wheelarch lip rots the arches into bubbling exterior paint blisters.
☐	**Boot Floor Drop-Wells & Seams**	Lift boot carpet. Inspect spare wheel drop-well and rear lower valance seams beneath bumper brackets. Water leaking past rear light cluster seals pools in the boot.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Honda EN4 All-Alloy Engine Health** **Spec: 40–50 Cold | 20+ Hot**	High-revving Honda OHC engine. Check toothed rubber timing belt condition. Listen for noisy tappets on cold start; check cooling expansion bottle for gas bubbling.
☐	**Twin Keihin Carburettor Balance**	Twin CV Keihin downdraught carbs. Inspect for smooth cold choke operation, idle hunt, and hesitation under acceleration (requires specialist balancing).
☐	**5-Speed Manual / Trio-Matic**	5-speed manual or Honda 3-speed Trio-Matic semi-automatic. Check 2nd gear synchro on downshift; check for clutch slip under load and inspect driveshaft gaiters.
☐	**Front Driveshaft CV Joints & Boots**	Full-lock turns in both directions under power. Clicking/knocking signals worn outer constant velocity joints; check for split rubber drive gaiters.

Historic Milestone Verification: The Acclaim was the final car ever to wear the Triumph badge. Stamped VIN plate on front radiator slam panel (Prefix: SAXX...). Verify original British Leyland Cowley build tags and V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Floorpan Rust Welding	£750 – £1,300 (Structural sill fabrication)	£
Front Strut Towers & Inner Wing Flitch Repairs	£650 – £1,100 (Inner wing sheet metal repair)	£
Twin Keihin Carburettor Rebuild & Ultrasonic Balance	£350 – £550 (Carb rebuild kit, diaphragm & tuning)	£
Worn Driveshaft CV Joints & 5-Speed Synchro Overhaul	£400 – £650 (New CV shafts & gearbox service)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£