TRIUMPH DOLOMITE / SPRINT

Engine: **1854cc 8V / 1998cc 16V Slant-4 OHC**
Transmission: **4-Speed Manual w/ Laycock J-Type Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1972–1980)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
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1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe & Subframe Mounts**	Front suspension and engine mount to a subframe. Inspect front inner wing flitches and chassis rail attachment boxes; rust causes steering misalignment.
☐	**Outer Sills & Center Jacking Points**	Check length of boxed outer sills and jacking brackets. Internal condensation rots the middle strengthening membrane, compromising monocoque rigidity.
☐	**Rear Trailing Arm Floor Anchors**	4-link rear axle location. Inspect forward mounting pockets in the rear floorpan; rust allows axle links to tear out under hard acceleration.
☐	**Vinyl Roof C-Pillars & Boot Floor**	Sprint factory vinyl roof traps water. Inspect C-pillars, rear screen lower corners, and boot floor drop-wells for perforated bubbling metal beneath vinyl.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Sprint 16-Valve Head & Slanted Studs** **Critical: Head Gasket Integrity**	Pioneering 16-valve single-cam engine. Check for head gasket weepage (slanted head studs seize into block). Inspect coolant for oil emulsification.
☐	**Jackshaft & Water Pump Bearings**	Water pump is driven off an internal jackshaft. Listen for rumbling jackshaft bearings and check the water pump weep hole for coolant leaks.
☐	**Laycock J-Type Overdrive**	Test overdrive in 3rd and 4th gear under steady acceleration. Must engage immediately within 1 second without clutch slipping or rev flare.
☐	**Crankshaft End-Float Check** **Spec: <0.008" Visible Float**	Have assistant depress clutch pedal while watching front crankshaft pulley. Visible forward/backward movement confirms dropped thrust washers.

HIGH SPRINT REPLICA RISK: Many standard 1850s or 1500s have been badged as Sprints. Genuine Sprint chassis prefix begins with VA. Check for factory 16-valve alloy head, close-ratio gearbox, ventilated front discs, and genuine alloy wheels.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Sprint 16V Cylinder Head Overhaul / Seized Studs	£1,100 – £1,800 (Head removal, stud extraction & skim)	£
Perforated Outer Sills & Trailing Arm Floor Mounts	£950 – £1,600 (Structural sill fabrication)	£
Jackshaft & Water Pump Overhaul (Engine Teardown)	£550 – £850 (Jackshaft bearings, pump & timing set)	£
C-Pillar & Rear Screen Vinyl Roof Corrosion Repair	£650 – £1,100 (Metal fabrication & new vinyl roof)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£