TRIUMPH GT6 (MK I / MK II / MK III)

Engine: **1998cc Standard Triumph OHV Inline-6**
Rear Suspension: **Swing-Axle (Mk1) / Rotoflex (Mk2) / Swing-Spring (Mk3)**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1966–1973)

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

1. CRITICAL STRUCTURAL ROT TRAPS

SEPARATE CHASSIS & GT STEEL COUPE TUB

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers & Side-Rails**	Separate steel backbone chassis. Heavy 2.0L straight-6 strains front outriggers; check floor outriggers and rear chassis legs where suspension links mount for internal rot.
☐	**Forward-Tilting Power-Bulge Bonnet**	Large one-piece front end. Inspect front lower valence seam, headlamp eyebrow returns, and wheelarch splash plates for road mud perforation and cracked hinge pivots.
☐	**Rear Hatch Frame & Inner Arches**	Fixed fastback roof and tailgate. Water leaking around rear tailgate seal rots inner rear wheel tubs, rear floorpan drop-wells, and tailgate lower skin lip.
☐	**Tub Mounting Points & Sills**	Check where steel body tub bolts through rubber isolators to chassis outriggers. Floor pans corrode around mounting pads; inspect inner and outer sill box sections.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Crankshaft End-Float Check** **Spec: <0.008" Visible Float**	CRITICAL on Triumph 2.0L 6-cylinder: have assistant press clutch pedal while watching front crankshaft pulley. Visible forward/backward movement confirms dropped thrust washers.
☐	**Rear Suspension Type & Rotoflex**	Mk1: swing-axle (snap oversteer). Mk2: lower wishbone w/ rubber Rotoflex couplings (inspect for torn drive cords/cracks). Mk3 late: swing-spring layout.
☐	**Oil Pressure & Overheating** **Spec: 40–55 Cold | 20+ Hot**	Check mechanical oil gauge on dash. Hot idle (750 RPM) must not fall below 20 PSI. Tight engine bay causes heat soak; check radiator cowl cardboard ducting and coolant expansion.
☐	**Front Brass Trunnions & Overdrive** **Lube: EP90 Oil ONLY**	Inspect brass lower steering trunnions for grease contamination (causes thread seizure/snapped vertical link). Test optional D-type/J-type overdrive in 3rd & 4th gear.

Model & Identity Verification: Commission plate on passenger bulkhead/firewall. Prefix: KC for Mk I (1966–68); KD / KE for Mk II (1968–70, Rotoflex); KF / KE for Mk III (1970–73). Stamped engine number on left block deck above fuel pump must match V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Chassis Outriggers & Side-Rails (Tub Lift Welding)	£900 – £1,500 (Chassis repairs & welding)	£
Dropped Crankshaft Thrust Washers (Engine Teardown)	£850 – £1,400 (Bottom-end rebuild / block save)	£
Perished Mk2 Rear Rotoflex Couplings (CV Shaft Conversion)	£650 – £1,100 (Solid CV axle conversion kit)	£
Grease-Contaminated Front Trunnions & Vertical Links	£280 – £420 (Pair links, trunnions & geometry)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£