TRIUMPH HERALD 1200 / 12/50

Engine: **1147cc Standard SC OHV Inline-4**
Transmission: **4-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1959–1971)

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

1. CRITICAL STRUCTURAL ROT TRAPS

SEPARATE CHASSIS & OUTRIGGERS

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers**	Inspect front outriggers (behind front wheels) and centre side-rails. Tap underside; road spray rots them hollow beneath intact paint.
☐	**Tub Mounting Points**	Examine where the steel body tub bolts through rubber pads to chassis outriggers. Floor pans tear and corrode around mounting bolts.
☐	**Tilt-Bonnet Valance**	Inspect forward lower valance seam and inner headlamp wheelarches on the front-tilting bonnet. Mud thrown by front wheels rots lower corners.
☐	**Rear Boot Floor & Seams**	Check spare wheel floor and rear valance seams beneath bumper irons. Condensation runs down boot seal into lower rear seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Crankshaft End-Float** **Spec: <0.008" Visible Float**	CRITICAL: Depress clutch pedal while watching front crankshaft pulley. Visible forward/backward movement confirms dropped thrust washers (ruined block).
☐	**Oil Pressure & Bearings** **Spec: 45–55 Cold | 20+ Hot**	Check dash oil warning light extinguishes instantly on cold crank. Rattle at idle that disappears when clutch is depressed points to first motion shaft bearing.
☐	**Front Trunnions & Grease** **Lube: EP90 Oil ONLY**	Inspect brass lower trunnions. If grease nipples are fitted and trunnions are packed with grease instead of EP90 oil, vertical link threads are worn and prone to snapping.
☐	**Rear Swing-Axle Camber**	Inspect rear wheels on flat ground. Heavy positive camber (tops tilting outwards) signals worn transverse leaf spring eyes or perished diff bushes.

Identity Verification: Commission plate riveted to passenger side bulkhead/firewall (Prefix: GA for 1200, GE for 12/50). Stamped engine number on left-hand side of block above fuel pump must match commission prefix and V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Chassis Outriggers & Side Rails (Body Lift)	£850 – £1,400 (Chassis repairs + welding)	£
Excess Crank End-Float / Dropped Thrust Washers	£600 – £950 (Bottom-end rebuild / block save)	£
Grease-Contaminated Worn Front Trunnions & Vertical Links	£280 – £420 (Pair links, trunnions & alignment)	£
Sagged Transverse Rear Leaf Spring & Worn U/Js	£320 – £480 (Spring replacement + bushes)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£