TRIUMPH SPITFIRE (MK I / MK II)

Engine: **1147cc Standard SC OHV Inline-4**
Transmission: **4-Speed Manual w/ Optional Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1962–1967)

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

1. CRITICAL STRUCTURAL ROT TRAPS

SEPARATE CHASSIS & STEEL TUB

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers & Side-Rails**	Separate steel backbone chassis. Inspect front outriggers behind front suspension, main floor outriggers, and rear side-rails. Tap underside for internal rot.
☐	**Forward-Tilting Bonnet Assembly**	Inspect front valance lower seam, headlamp eyebrow pressings, and inner wheel arches. Trapped road mud rots front corners into blistering exterior bubbles.
☐	**Tub Mounting Points & Sills**	Examine where the steel body tub bolts through rubber isolators to chassis outriggers. Floor pans tear and corrode around mounting bolts; check inner/outer sills.
☐	**Rear Boot Floor & Valance**	Check spare wheel well and rear lower valance seams beneath bumper irons. Condensation runs down boot seal into lower rear body 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 cylinder block).
☐	**Oil Pressure & Bearings** **Spec: 40–50 Cold | 20+ Hot**	Check oil warning light extinguishes instantly on cold crank. Rattle at idle that disappears when clutch is depressed points to first motion shaft bearing wear.
☐	**Front Brass Trunnions** **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, perished diff bushes, or spring sag.

Model & Identity Verification: Commission plate riveted to passenger side bulkhead/firewall. Prefix: FC for Mk I (1962–64, twin-carb 63bhp); FD for Mk II (1965–67, revised grille and tubular exhaust). Stamped engine number on left block boss 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)	£850 – £1,400 (Chassis repairs & welding)	£
Excess Crank End-Float / Dropped Thrust Washers	£600 – £950 (Bottom-end rebuild / block save)	£
Grease-Contaminated Front Trunnions & Vertical Links	£280 – £420 (Pair links, trunnions & geometry)	£
Sagged Transverse Rear Leaf Spring & U/Js Overhaul	£320 – £480 (Spring replacement & bushes)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£