TRIUMPH STAG

Engine: **2997cc Triumph OHC V8**
Bodywork: **Monocoque Convertible w/ Padded T-Bar Hoop**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1970–1977)

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

1. CRITICAL STRUCTURAL ROT TRAPS

T-BAR MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Structural T-Bar Hoop & B-Posts**	CRITICAL: Open roof rigidity relies on central T-bar hoop and B-pillars. Inspect base of B-pillars where they meet the rear wing tops; stress fractures cause body flex.
☐	**Sills & Underfloor Strengthening**	Complex 3-piece sill assemblies with inner stiffeners. Inspect outer sills, center jacking points, and floorpan outriggers; check for door shut gaps binding at top.
☐	**Rear Trailing Arm Pockets**	Inspect forward mounting boxes in the rear floor where independent trailing arms bolt in. Road salt rots these pockets hollow, causing trailing arm breakaway.
☐	**Front Strut Towers & Wheelarches**	Inspect MacPherson strut towers where they weld into the inner wings. Silt collected behind headlamp splash aprons rots forward wing eyebrows outwards.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Triumph 3.0L V8 Timing Chains** **Interval: 25k–30k Miles Max**	Listen for timing chain rattle on cold startup. Long duplex chains stretch and wear nylon tensioners; failure jumps cam timing, causing valves to hit pistons.
☐	**Cooling System & Water Pump** **Temp: Must Not Exceed Center**	Jackshaft-driven water pump mounted high in V. Check for air locks, radiator silt build-up, and header tank bubbling. Check for Rover V8 engine conversion.
☐	**Borg-Warner 35 vs Manual Overdrive**	Borg-Warner Type 35 3-speed automatic (check for slipping 2nd-to-3rd) or Triumph 4-speed manual with Laycock J-type overdrive (test instant lockup in 3rd/4th).
☐	**Rear Driveshaft Spline Bind**	Semi-trailing arm independent rear suspension. Driveshafts suffer spline bind under cornering load. Listen for heavy clunking on pull-away and overrun.

Original V8 vs Rover V8 Swap: Stamped commission plate on driver's side B-post or front scuttle. Prefix: LD. Stamped engine number begins with LF. If converted to a Rover 3.5L V8 or Ford Essex V6, ensure correctly noted on V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Triumph 3.0L V8 Timing Chains & Tensioners Replacement	£1,100 – £1,800 (Engine front teardown & timing kit)	£
Blown Cylinder Head Gaskets / Alloy Head Warpage	£1,400 – £2,400 (Heads off, skim, pressure test & seals)	£
Perforated Sills, Floorpan & Trailing Arm Mounts	£1,200 – £2,200 (Structural sill fabrication & welding)	£
Failed Laycock Overdrive / Slipping Borg-Warner 35	£650 – £950 (Gearbox drop & unit rebuild)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£