TRIUMPH TR4 / TR4A

Engine: **2138cc Standard Wet-Liner Inline-4**
Transmission: **4-Speed Manual w/ Laycock Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1967)

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

1. CRITICAL STRUCTURAL ROT TRAPS

LADDER CHASSIS & STEEL TUB

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers & T-Section**	Inspect front/centre outriggers and rear T-section where trailing arms or axle mount. Road mud rusts boxed chassis rails from within; tap with hammer.
☐	**Floor Pans & Inner Sills**	Examine floor pan-to-inner sill seams beneath carpet. Floor pans rot out around body mounting bolts, compromising cockpit tub rigidity.
☐	**B-Posts & Rear Doglegs**	Inspect B-pillar door striker pillars and rear wing doglegs. Cracking or door drop indicates rotted B-post mounting gussets inside the rear wheelarch.
☐	**TR4A IRS Differential Mounts**	If TR4A IRS model: inspect rear differential bridge brackets welded to chassis. Notorious for fatigue cracking and tearing out under hard acceleration.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2.1L Wet-Liner Engine Health** **Spec: 50–60 Cold | 25+ Hot**	Rugged tractor-derived unit. Check hot idle oil pressure (25–30 PSI min). Inspect radiator coolant for oil emulsification (corroded figure-8 wet liner base seals).
☐	**Crankshaft End-Float** **Spec: <0.008" Visible Float**	Have an assistant depress the clutch while observing the front crank pulley. Visible fore/aft pulley movement indicates dropped crankshaft thrust washers.
☐	**Laycock Overdrive Lockup**	Engage column stalk in 2nd, 3rd, and 4th gear under load. Must lock up cleanly within 1 second. Sluggish engagement indicates low hydraulic pressure/worn clutch.
☐	**Front Suspension Trunnions** **Lube: EP90 Oil ONLY**	Inspect brass lower trunnions. If grease nipples are fitted and filled with grease instead of EP90 gear oil, internal threads are starved and vertical links can snap.

Model & Commission Verification: Commission plate on passenger bulkhead. TR4 prefix: CTXXXXX; TR4A prefix: CT50000+ (or CTCXXXXX for IRS models). Engine number stamped on cast boss above fuel pump must match commission prefix and V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Chassis Outrigger & T-Section Rot (Body Lift Welding)	£1,800 – £3,200 (Chassis jig fabrication)	£
Corroded Wet-Liner Base Seals (Engine Strip & Rebuild)	£2,200 – £3,800 (Liner kit, rings & machining)	£
TR4A Cracked Rear Differential Mounts / Chassis Brackets	£650 – £1,100 (Reinforced bracket welding)	£
Failed / Slipping Laycock de Normanville Overdrive	£750 – £1,100 (Unit overhaul & solenoid)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£