TRIUMPH TR6 (CP / CC / CR / CF)

Engine: **2498cc Lucas Mechanical PI (150/125bhp) / Carb (US)**
Transmission: **4-Speed Manual w/ Laycock A/J-Type Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1969–1976)

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

1. CRITICAL STRUCTURAL ROT TRAPS

SEPARATE BOX-CHASSIS & STEEL TUB

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Rear T-Section & Trailing Arms**	CRITICAL: Box-section chassis rails where rear semi-trailing arms mount. Internal condensation rots the boxed sections hollow, causing suspension collapse under load.
☐	**Rear Differential Bridge Mounts**	Inspect the 4 differential mounting bridge pins welded to the chassis. High 2.5L torque causes the rear differential pins to tear out of the chassis tubes.
☐	**Main Floor Outriggers & Sills**	Examine front and center chassis outriggers beneath the floorpans. Tap outriggers with hammer; check outer sills and inner A-pillar hinge boxes for rot.
☐	**Rear Deck Seams & Spare Wheel Well**	Kamm-tail styling by Karmann. Water entering around rear hood seal drains into inner wheelarches, boot floor drop-wells, and fuel tank mounting flange.

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 2.5L 6-cylinder: have assistant depress clutch pedal while watching front crankshaft pulley. Visible forward/backward float confirms dropped thrust washers.
☐	**Lucas Petrol Injection (PI) System** **Pressure: 105–110 PSI**	Check Lucas electric fuel pump in boot for loud screaming or fuel cavitation. Check metering unit on engine for petrol weeping into oil sump. Check hot start behavior.
☐	**Laycock Overdrive (A-Type / J-Type)**	Test in 2nd, 3rd, and 4th gear (A-type) or 3rd/4th (J-type). Must engage immediately under power without clutch slip or engine rev flares. Check oil level.
☐	**Front Brass Trunnions & Grease** **Lube: EP90 Oil ONLY**	Inspect brass lower steering trunnions. If grease nipples are fitted and filled with grease instead of EP90 oil, threads starve and vertical links will snap.

Model & Identity Verification: Commission plate on passenger side B-post or bulkhead. UK 150bhp PI prefix: CP (1969–72); UK 125bhp PI prefix: CR (1973–76); US twin-carb prefix: CC / CF. Ensure genuine PI spec is not a converted US import.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Chassis T-Section & Differential Bridge Pin Welding	£1,400 – £2,400 (Chassis fabrication & diff reinforcement)	£
Dropped Crankshaft Thrust Washers (Engine Teardown)	£850 – £1,400 (Bottom-end rebuild / block save)	£
Lucas PI Metering Unit & Bosch Fuel Pump Upgrade	£750 – £1,200 (Reconditioned unit & modern pump)	£
Failed Laycock Overdrive (Overhaul / Solenoid / Pump)	£650 – £950 (Unit rebuild & gearbox drop)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£