TRIUMPH TR7 (COUPE / DROPHEAD)

Engine: **1998cc Triumph 8V Slant-Four OHC**
Transmission: **4-Speed / 5-Speed Manual (LT77) / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1975–1981)

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

1. CRITICAL STRUCTURAL ROT TRAPS

WEDGE MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Top Turrets & Flitches**	MacPherson strut front suspension. Inspect top mounting cups and inner wing flitch seams; mud traps under front wings rot the inner arches into the cabin.
☐	**Outer Sills & Jacking Mounts**	Wedge monocoque tub. Inspect underside of outer sills and jacking brackets; check for cover sills welded over rusty inner structural strengthening members.
☐	**Rear 4-Link Trailing Arm Mounts**	Inspect forward mounting pockets for the 4-link coil-sprung rear axle beneath rear floor. Road salt rots these boxes, allowing the rear axle to break free.
☐	**Pop-Up Headlamp Pods & Valance**	Check motor linkage pivots and lower front valance returns. Blocked drain holes pool water beneath headlamp motors, rotting front nose seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**2.0L Slant-Four Engine & Head** **Spec: 40–50 Cold | 20+ Hot**	Triumph 8-valve slant-four. Slanted cylinder head studs are prone to seizing into block. Check for head gasket weepage and listen for timing chain clatter.
☐	**Cooling System & Water Pump** **Temp: Must Hold Center Mark**	Jackshaft-driven water pump in block. Check pump weep hole for coolant leaks and check expansion bottle for bubbling indicating air locks or warped alloy head.
☐	**4-Speed vs Rover LT77 5-Speed**	Early Speke cars used 4-speed manual; later cars used Rover LT77 5-speed. Check 1st and 2nd synchros on downshifts and listen for mainshaft bearing rumble.
☐	**Pop-Up Headlamp Motor Operation**	Operate light switch. Both pods must raise and lower simultaneously without manual assistance. Sticking indicates failed vacuum/relay switches or seized linkages.

Factory Origin & Build Quality: Check VIN plate on passenger B-pillar or front slam panel. Production plants: Speke (Liverpool, 1975–78, poor quality control); Canley (1978–80); Solihull (1980–81, best quality). Stamped engine number begins with CL.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Trailing Arm Floor Mounts	£850 – £1,400 (Structural sill fabrication)	£
Blown Slant-Four Cylinder Head Gasket / Seized Studs	£650 – £1,100 (Head removal, stud extraction & skim)	£
Front Strut Top Turrets & Inner Wing Rust Repairs	£550 – £900 (Inner wing sheet metal repair)	£
Seized Pop-Up Headlamp Motor & Linkage Overhaul	£250 – £400 (Motors, linkage rebuild & relays)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£