TRIUMPH TR8 (CONVERTIBLE / COUPE)

Engine: **3528cc Rover All-Alloy OHV V8 (Twin Zenith-Stromberg / Bosch EFI)**
Transmission: **Rover LT77 5-Speed Manual / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1978–1981)

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

1. CRITICAL STRUCTURAL ROT TRAPS

WEDGE V8 MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Top Turrets & Flitches**	MacPherson strut front suspension. High V8 torque twists front structure; check inner wing flitch plates and turret seams meeting the bulkhead for stress cracking.
☐	**Outer Sills & Underfloor Reinforcements**	Wedge convertible monocoque tub. Inspect outer sills, center jacking brackets, and floorpan outriggers; check for door shut gaps binding at the top.
☐	**Rear 4-Link Trailing Arm Floor Mounts**	Heavy V8 torque strains rear axle mounts. Inspect forward mounting pockets in the rear floorpan; rust tears these mountings completely out of the floorpan.
☐	**Pop-Up Headlamp Pods & Valance**	Check motor linkage pivots and lower front valance returns. Blocked drainage 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
☐	**Rover 3.5L V8 Oil Pressure & Tappets** **Spec: 35–45 Cold | 20+ Hot**	Factory Rover V8 installation. Listen for dry hydraulic lifter clatter and worn camshaft lobes on cold startup. Check cooling expansion bottle for gas bubbling.
☐	**Rover LT77 5-Speed Manual Gearbox**	Check 1st and 2nd synchros on downshifts. Listen for mainshaft bearing rumble in neutral that ceases when clutch is depressed; check reverse selection.
☐	**Heavy-Duty TR8 Live Rear Axle**	TR8 uses heavy-duty 5-speed rear axle with higher ratio (3.08:1). Listen for diff gear whine under load and clunking on pull-away indicating worn trailing arm bushes.
☐	**Front Discs & Power Steering Rack** **Max Play: <0.5 inch at rim**	TR8 features larger front disc brakes and optional power steering. Check power rack for fluid leaks and test track control arm void bushes for perished compliance.

HIGH TR7-TO-V8 CONVERSION RISK: Only ~2,700 genuine TR8s produced (mostly North American export; ~18 genuine UK RHD cars). Stamped VIN on B-pillar: genuine TR8 begins with TPV / TCN. Check for factory battery in boot and V8 subframe mounts.

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)	£
Rover V8 Camshaft, Hydraulic Lifters & Timing Kit	£750 – £1,200 (Engine front teardown & parts)	£
Front Strut Top Turrets & Inner Wing Rust Repairs	£550 – £900 (Inner wing sheet metal repair)	£
Rover LT77 5-Speed Gearbox Synchro Overhaul	£550 – £850 (Transmission teardown & clutch)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£