TVR M-SERIES (1600M / 2500M / 3000M / TURBO)

Engine: **Ford 1.6L Crossflow / Triumph 2.5L / Ford 3.0L Essex V6**
Chassis: **Round & Square Tube Steel Backbone Spaceframe**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1972–1979)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

MULTI-TUBE SPACEFRAME & GRP SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers & Main Backbone**	CRITICAL: Steel tubular spaceframe. Road spray thrown from front wheels rots the lower main chassis rails, footwell outriggers, and differential cradle tubes internally.
☐	**Rear Wishbone Pickup Nodes**	All-independent double wishbone rear suspension. Check chassis pickup tabs and welded tube nodes for fatigue cracking and rust perforation.
☐	**GRP Body Mounting Tabs & Sills**	M-Series body bolts to steel perimeter tabs. Inspect where the glassfibre floor and sill flanges bolt to the chassis tubes for torn mounting holes and shell cracks.
☐	**Bonnet Hinge Mounts & Cowl**	Forward-hinged one-piece GRP bonnet. Inspect hinge mounting pivot points on front chassis tubes and check headlamp recesses for gelcoat starburst crazing.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Powertrain Health (3.0L / 2.5L / 1.6L)** **Spec: 40–55 Cold | 20+ Hot**	On 3000M: check Essex V6 timing gear whine and oil pressure. On 2500M: check Triumph 6-cylinder crankshaft end-float (dropped thrust washer check).
☐	**Triumph Front Suspension Trunnions** **Lube: EP90 Oil ONLY**	Uses Triumph TR6 front uprights and brass trunnions. If grease nipples are fitted and filled with grease instead of EP90 oil, internal threads seize and snap.
☐	**Cooling System & Nose Radiator**	Low-slung aerodynamic nose ducting. Check electric cooling fan operation, radiator matrix cleanliness, and check expansion bottle for boiling after hot shutdown.
☐	**Rear Hub Splines & Driveshafts**	Independent rear suspension uses jointed half-shafts. Listen for metallic clicking on pull-away in 1st gear and check differential pinion seal for oil leaks.

Model & Identity Verification: Chassis plate stamped on passenger firewall. Prefix format: XXXXTM (3000M), XXXXFM (1600M), or XXXXM (2500M). If genuine 3000M Turbo: verify Broadspeed turbo conversion documentation and gauge package.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Tubular Spaceframe Rails & Outrigger Welding	£2,500 – £4,500 (Body lift & chassis jig restoration)	£
Essex V6 Timing Gear Strip / Triumph Crank Thrust Washers	£750 – £1,200 (Engine front strip or bottom-end rebuild)	£
Rear Suspension Wishbone Pickup Cracks & Polybushes	£550 – £850 (Chassis bracket welding & setup)	£
Grease-Contaminated Triumph Front Trunnions & Links	£280 – £420 (Pair links, trunnions & geometry)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£