TVR GRIFFITH 500

Engine: **4997cc TVR Power Rover All-Alloy V8 (340bhp)**
Chassis: **Powder-Coated Tubular Steel Spaceframe & GRP Body**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1991–2002)

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

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

SPACEFRAME TUBES & GRP SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Chassis Outriggers & Backbone Rails**	CRITICAL: Powder-coat cracks, trapping moisture against steel tubes. Inspect perimeter outriggers (under passenger/driver footwells) and backbone rails; tap for paper-thin hollow rust.
☐	**Rear Wishbone Mounts & Diff Cradle**	All-independent double wishbone rear suspension. Inspect rear wishbone chassis pickup brackets and differential cradle crossmembers for corrosion and weld stress fatigue.
☐	**GRP Body Mounts & Seatbelt Anchors**	Inspect bolts securing the fiberglass body tub to chassis outriggers. Seatbelt anchor plates glassfibred into floorpans corrode and separate under moisture traps.
☐	**Aluminium Bonnet & Boot Lid Fit**	Bonnet and boot lid are aluminium; rest of shell is GRP. Inspect composite hinge blocks, bonnet catches, and check front radiator air intake mouth for curb damage.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**5.0L High-Torque V8 Cam & Tappets** **Spec: 35–45 Cold | 20+ Hot**	Big-valve TVR Power 500 V8. Check oil pressure on dash gauge. Listen for worn camshaft lobe clatter and dry hydraulic lifters; check toothed serpentine belt and water pump.
☐	**Rover LT77 vs Borg-Warner T5 Box**	Pre-1994 used Rover LT77; 500 models used Borg-Warner T5 5-speed. Check 2nd gear synchro on downshift; listen for clutch release bearing chatter and propshaft play.
☐	**Cooling System & Engine Bay Heat** **Temp: Must Hold 85°C–90°C**	Tight packaging creates brutal heat soak. Check twin electric cooling fans trigger at 90°C, inspect copper radiator matrix, and check alloy swirl pot for leaks.
☐	**BTR Limited-Slip Differential**	Australian BTR hydratrak/limited-slip differential. Test for binding or clunking on tight low-speed turns; check rear drive half-shaft CV joints and pinion seals for leaks.

Provenance & 500 Verification: Stamped chassis number on tubular frame crossmember near radiator and VIN plate on passenger inner wing (Prefix: SDLD...). Verify factory 5.0L engine number code 50A... matching V5C (avoid up-badged 4.0L/4.3L models).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Chassis Outriggers (Body-Off Replacement)	£2,800 – £4,800 (Body lift, new outriggers & powdercoat)	£
TVR 5.0L V8 Camshaft, Lifters & Timing Gear Overhaul	£1,100 – £1,800 (Performance cam kit, lifters & tune)	£
Cooling Radiator, Alloy Swirl Pot & Twin Fan Overhaul	£650 – £1,100 (Upgraded alloy radiator & silicon hoses)	£
Borg-Warner T5 Gearbox Teardown & Synchro Rebuild	£850 – £1,400 (Transmission overhaul & clutch kit)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£