

TVR TUSCAN BUYING CHECKLIST

Registration number:

Date of first registration:

Exterior Colour(s):

Interior Colour(s):

Vendor:

Advertised for sale at: £.....

Current Mileage:

Number of previous owners:

Full TVR Service History

Date and mileage of last service:/...../..... atmiles

SPECIFICATION

Red Rose

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Engine size: 3.6L / 4.0L

Air conditioning

Hydratrak

18" Wheels

Clear indicators (not standard on early cars)

Close ratio gearbox

Gas discharge headlights

Gold badges

Colour coded boot carpet

Full hide trim

Lamonta trim

Leather steering wheel

Upgraded/DAB radio

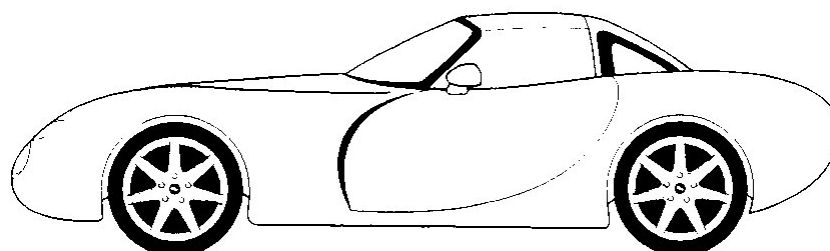
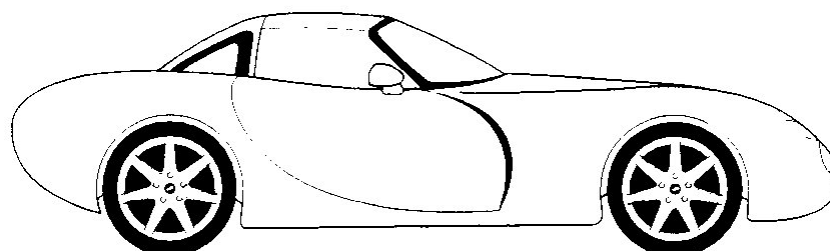
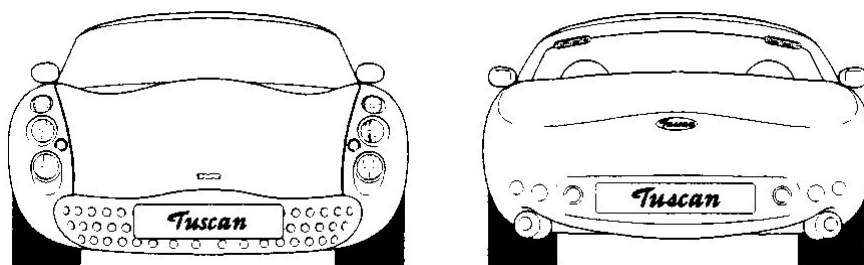
Other optional extras:

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EXTERIOR

Body (Scratches, paint blemishes, cracks, shut lines, any other damage)

- Front access bonnet
- Main bonnet
- “Cheese grater” front grill
- N/S front wing
- O/S front wing
- Wipers area
(especially cracking/“crazing” or damage from wipers hitting paintwork)
- N/S door
- O/S door
- N/S rear wing
- O/S rear wing
- Mirrors
- Rear (especially around boot switch recess)
- A-pillars and fixed part of roof, (especially damage from wipers hitting
A-pillars and windows hitting roof section)
- Door sills (often scratched from doors snagging)
- Removable roof section and surrounding bodywork (especially the top
of the roof section which can be scratched from having the rear screen
stored on top of it in the boot)
- Boot lid (especially near the rear screen as it is easily scratched when
removing/fitting screen)



Windows

- Quality of seal around windscreen (Sometimes it can come unstuck and start to come off at high speed)
- Glass free from scratches and large chips/cracks
- Rear screen free from large scratches/chips/cracks
- Rear Screen is new larger size for better fit (Early cars were fitted with a narrower screen which sometimes leaked. The new larger screens extend down at the bottom so the retaining clips do up either side of the extended bit holding it in place and preventing lateral movement. Also the newer screens will usually have less than 5mm between screen and bodywork on each side)
- Ensure rear screen not rubbing against boot lid. (Slight contact is normal and the underside of the front of the boot lid should have a rubber/plastic strip on it to protect the window, however a few cars have had problems with the screen getting scratched and paint being rubbed off the boot lid)
- Fit of side windows, no gaps and good seal

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Wheels

Check wheels not bent/dented/cracked/excessively scratched, check inner and outer rims. Check centre inserts match all round and any TVR logos the inserts and spokes of the wheels match.

- Front N/S
- Front O/S
- Rear N/S
- Rear O/S
- Check wheels are the new reinforced type not older "bendy" type (A dealer should be able to tell the difference. Some early low mileage cars could still be fitted with the old wheels which bend easily. Apparently both new and old types have same part number!!)

Tyres

- Check tyres are all same brand/type
- Check current condition and state of wear:
- Front N/Smm
- Front O/Smm
- Rear N/Smm
- Rear O/Smm

- Condition of front brake discs
- Condition of front brake pads
- Condition of rear brake discs
- Condition of rear brake pads

- Any sign of corrosion (especially on hubs)

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INTERIOR

Boot

- Check for any signs of leaks
- Check for any sign of petrol spillages/leaks
- Check rubber boot lid seal is secure (sometimes it starts to peel off)
- Condition of light covers in boot
(these protrude into the boot and are often damaged or lose)
- General condition of trim in boot
- Ensure that boot light switch is working and not staying on when boot is closed
(Boot light is usually visible through the number plate lights)
- Ensure the VIN number and engine numbers on the plate in the boot match those on the V5 Registration Document

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Cabin

- Check fit of roof from inside
- Check trim stuck securely to top of windscreen surround
- Take roof panel out, lower windows and check condition of all rubber seals (especially round windows as these can get worn out)
- Feel above passenger foot well to check the carpet is securely stuck on and all wiring/tubing/control boxes are secure
(early cars had problems with parts coming lose and falling into the passenger foot well, and in some newer cars the carpet has come unstuck)
- Leather around handbrake and gear stick in good condition and not split (check with hand brake up and down and with gear stick in different positions).
- Roof catch (above rear view mirror) is fitted, colour coded and not falling apart (Early cars did not have this – it is an *essential* modification and ensures roof stays on at high speed)
- Check for signs of water leaks throughout the car, especially around the front of the doors and rear screen
- If an early car, try to check that it has the latest door seals fitted
- Trim on back of seats in good condition and securely in place
(The seat backs have been known to crack around the screws which hold them on)
- Ashtray securely fitted with no rattle
- Ensure seats are mounted straight and not loose on mountings
- Trim around radio and dashboard all neat and tidy with no peeling
- Check that door release buttons are located next to radio
(See picture below of new style radio pod with door buttons).
- On early cars the doors were opened by pressing the electric window buttons, but this could cause the door to open if you knocked it with your knee and the system which prevents the doors opening when the car is moving had failed. Many early cars have had the new buttons retrofitted.

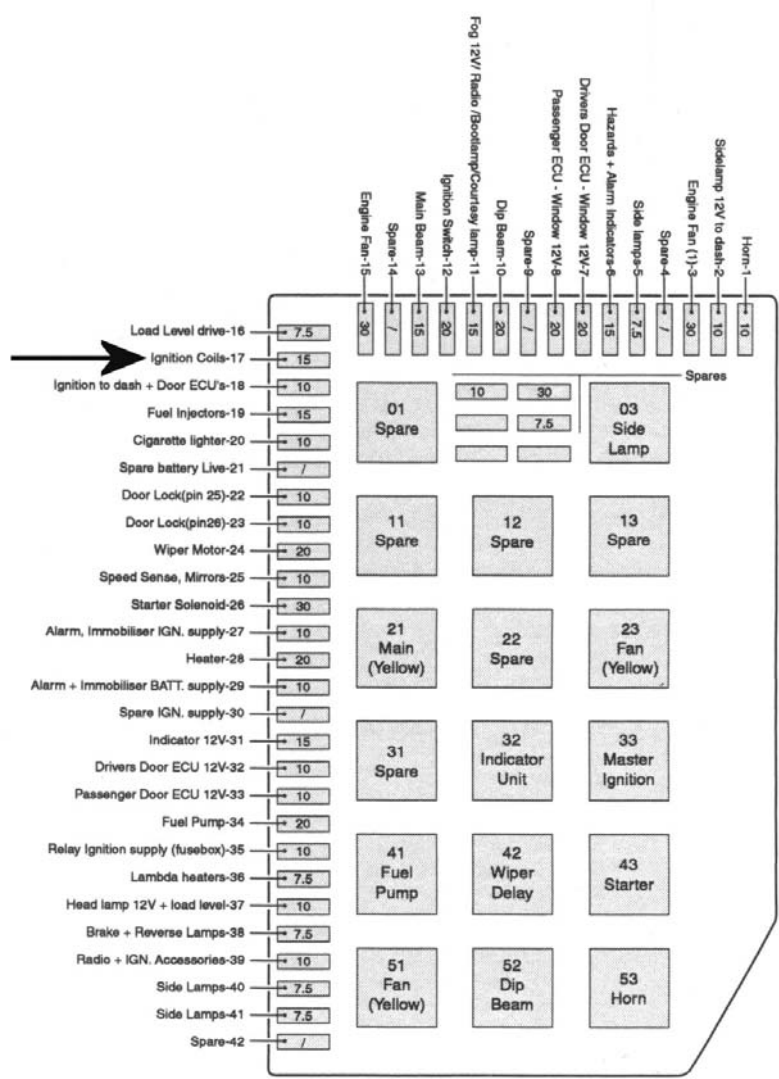


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- Check driver's foot well carpet is secure so it can't foul pedals
- Check foot well vents on transmission tunnel not carpeted over
- Check for damp on and under carpets and any signs of leaking from underneath
- Check there are chrome kick plates fitted to door sills (Many early cars were delivered without them)
- Drainage holes in bottom of doors clear of any debris
- Check there is not too much/too little glue on any trim
- Check for any leather shrinkage at joins
- Check none of the carpet has faded anywhere
- Gear stick and gear knob not loose
- Look at the side of the seats near the upper seat belt mountings for any excessive damage
(Often the triangular seat belt guides can push into the sides of the seats and damage the leather)
- Colour of leather on the top of the dashboard (Dark colours are much better for reducing reflections in bright sunlight):

Look at fuse panel (above the pedals) and ensure the ignition coil fuse (number 17) is 20 amp not 15 amp
 (Earlier cars had 15 amp fuses which occasionally blew. So 20 amp is now standard even though it still says 15 amp in the manual!)



FUNCTIONALITY (NOT ON TEST DRIVE)

- Any sign of blue smoke at start up
- Radio reception OK (radio reception is normally quite poor, but some Tuscans are better than others - test with engine and hazard lights on) (Some cars have been fitted with an aerial amplifier from Modwise (www.mod-wise.com) to improve reception)
- Doors open and close without “clanking”
- Windows go up and down fully and window controls work properly
- Windows seal with roof properly and do not push roof up when raised (a very slight movement of the roof is normal)
- Windows close themselves properly when left fully down and you press the key fob to set the alarm

- Wipers and windscreen washers work
(It is normal to have to hold the switch for a while before water comes out of the washers)
- Both electric mirrors working and will go right/left and up/down
(occasionally the mirrors can get “confused” and not adjust properly until the ignition is turned off and on again)
- Check Mirrors do not move themselves when car is started
- Check all pod display functions including volume control
(the pod display set up screen is accessed by pressing the fog light switch and “function button” together and then releasing them)
- Check all segments on LCD display are working
- Air conditioning working hot and cold (if fitted)
- Air conditioning not “rattling”
- Heater/cabin cooling fan working hot and cold
- Rear vent on transmission tunnel working
(This often doesn’t give a strong flow of air, but some air flow should be noticeable)
- Foot well vents working
- All other vents working
- All lights, interior and exterior working
- Clock (on one of the LCD display screens) working with engine on and off
(Some very early cars had a software bug where the clock would lose its setting when the engine was turned off)
- Check the reverse light doesn’t coming on while going up through gears or just moving the gear stick
- Running OK at idle, not feeling/sounding “rough”
- Idling at right RPM when warm (approx 700-900)
- Handbrake warning light working
- Seatbelts working properly
(They are often very “catchy” if the car is not on a level surface)
- Boot opens without rubbing or catching on rear screen
- Fuel filler cap easy to remove and fit (i.e. not unmanageably tight)

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- Roof easy to remove
- Roof easy to stow in boot on its mountings
- Rear screen easy to remove
- Rear screen easy to stow in boot in screen-bag on top of roof and that the boot still shuts OK
(Although this is the “correct” way to store the screen, it is not really the best way because the screen bag will slide around on top of the roof and can scratch it)

- Roof easy to refit
- Ensure roof holding pins in rear rollbar section retract and re-emerge properly when you pull the levers in the boot
- Rear screen easy to refit and align
- Roof holding pin by boot lock is fitted in the correct place and not lose

- Check both sets of keys work to disarm alarm/immobiliser **and** start car
- Check that both "Electronic contact keys" (the small black boxes that should be on the key rings with the keys) disarm the immobiliser. (This is done by putting them into the small socket between the radio and the steering wheel)

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FUNCTIONALITY (ON TEST DRIVE)

- Change up lights not flashing randomly
- Change up lights working correctly
- (Bear in mind that these can be set to come on at different engine speeds. The standard settings are Green at 6,000 RPM, Amber at 6,500 RPM and Red at 7,000, but owners do sometimes change these)
- Check for any sign of vibration from bent/unbalanced wheels
- (Need to check this at a variety of different speeds and ideally up to at least 120mph)
- Check for excessive pod wobble (some pod wobble seems to be normal on many cars)
- Discs not warped (no excessive judder when braking)
- (More likely on early cars which did not have drilled discs as standard)
- Check speedometer needle does not go "haywire" above around 100mph
- Check gear box goes into all gears smoothly
- (It's normal for them to be a bit sticky when the gearbox is cold, especially 1st)
- Rear screen not squeaking excessively
- (can normally be cured by either fitting a Velcro strip along the top edge where it fits under the body or lubricating the seals with rubber lubricant)
- Rear screen not vibrating excessively
- (Check with the roof on as it's normal to get vibration at speed if the screen is in but the roof is off - but not recommended due to the risk of it blowing out)
- No sign of mirrors moving themselves randomly
- Front roof catch not coming undone by itself when you hit a bump
- Check that door opening buttons stop working when the car is moving

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Analogue and digital display both display same speed at all speeds

Analogue and digital display both reasonably accurate against a GPS receiver

No sign of misfiring or “lumpy running” in any part of the rev range, either at constant speed or under acceleration

(Some lumpiness is normal when the engine is cold. The most common problems seem to be “lumpy running” at about 2-3,000 RPM and a severe judder at about 6-6,500RPM, but both these should be curable by a dealer)

Ensure that when engine is warm (oil temp above 60°C) the oil pressure is about 35PSI at 2,000 RPM

(This will vary a bit depending on the engine, type of oil being used and accuracy of oil pressure gauge)

Check gear knob does not get too hot

(On early cars the gear knob conducted too much heat from the gearbox and could become too hot to touch. This was cured by fitting a heat-sink (not visible))

Check high speed stability (100mph+)
(Ensure car feels stable and doesn't weave about)

Check high speed braking stability
(Carefully apply brakes at speed while holding the wheel loosely and ensure the car stays straight and doesn't pull to one side)

Check that both fans come on when engine gets hot
(One should come on when the water temperature is approximately 92°C and the other when the temperature reaches a few degrees higher)

CD player working and not skipping
(Especially important to check if the car is fitted with a boot mounted CD changer. There is normally a vertical/horizontal alignment switch on the changer unit that needs setting depending on how it is mounted, but a few cars have still had problems even with the switch in the correct position)

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CHECK IF THE FOLLOWING ITEMS ARE INCLUDED WITH THE CAR

- Owner's manual
- Full service record
- Front for radio
- Box for front of radio
- Radio manual
- Radio remote control if applicable
- Tools to remove radio if ever necessary (a couple of U-shaped prongs for the standard Pioneer radio)
- Bag for storing rear screen in
- 2 unused cans of tyre sealant
- Adapter(s) for locking wheel nuts (if fitted) and check they work
- Adapter(s) for locking tyre valves (if fitted) and check they work
- Spare throttle cable
(especially for pre 2002 cars which had a tendency to break throttle cable due to the way it was routed. The routing on some early cars has been upgraded so check if upgrade has been done)
- Full tool kit including spare fuses
- Special TVR jump leads
(Not usually supplied with the car as standard, but important to have. These jump leads have crocodile clips on one end and a plug on the other end which plugs into a socket underneath the car behind the left front wheel. They are necessary because the battery is not easily accessible without taking the left front wheel off)
- Spare keys and Meta cards and alarm certificate
- Keys for the front bonnet
- Battery charger/conditioner
(Not supplied with the car as standard but useful to have if you intend to leave the car unused for long periods of time)
- Outdoor car cover
(Not supplied with the car as standard)

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**THINGS TO DISCUSS / ASK / CHECK WITH / HAVE DEMONSTRATED BY
VENDOR / DEALER**

Cost and availability of paint in correct colour/type

How to use emergency door releases and check they both work

How to use the emergency entry mechanism if keys are lost/broken

Check this mechanism works

Location of fuel cut-off switch

If car is S spec, confirm that it has a close ratio gearbox

(Many S spec cars were originally supplied with a standard gearbox and recalled later to have the close ratio version fitted)

Ensure correct springs fitted (e.g. some Oct 2000 RR cars were fitted with standard rear springs)

Has engine had any rebuild(s)? Yes/No

Details:

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Has gear box ever been fixed/replaced? Yes/No

Details:

Has the car ever been in an accident? Yes/No

Details:

Expected oil usage:

Type of oil to use (what type is currently in it?)

How to check oil correctly

Has the air intake been fitted with gauze to prevent things entering it?

(Not an essential modification but a good precaution as the air intake is right under the car and there have been reports of things getting sucked into it)

Try to determine the Roof version (e.g. I, II, III), there have need several versions as the early ones were more prone to leaks

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How to remove main bonnet section

Where does water running off windscreen go? (Especially when parked on a slope) i.e. not straight into the sparkplugs! This will require removal of the main bonnet to ensure the plate covering the plugs with the Speed Six logo on it is properly sealed. Early cars had problems with water getting on the plugs but all cars should now have sealed plugs. Also, on newer cars the panel onto which the wipers are attached has a channel in it to channel water away from the plugs – this may just be visible without removing the main bonnet.

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How to access the battery if it needs to be changed?

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How to open and shut front access bonnet correctly

Correct pressures for tyres which are on car:

Fronts:

Rears:

Where is the towing eye

How/where to jack car up if necessary

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Ask about any outstanding finance

Details:

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Is there any security tracking device fitted? Yes/No

If so what sort?

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TO BE DONE/CHECKED PRIOR TO PURCHASE

- Dealer check for dented/bent wheels
- Dealer check of throttle cable condition and "route"/alignment
- Full geometry check and adjustment if necessary
- Dealer check tightness of body mounts to prevent squeaking/creaking
- Independent emissions test at MOT station to ensure catalytic converters are functioning properly (ensure they check both exhausts)

Speak to previous owner(s) to find out if there is anything you should know

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