

INFORMATION SPECIFIC TO TR2/3/3A

Early TR's had a unique drainage system where water running off the bonnet drained down the sides of the wings towards the passenger compartment. At the corner of the front scuttle/bulkhead on each side there was a drainage hole so the water drained from the car. Either the hole blocked up or the water drained to the base of the front wing and the sill, the result rust, rusty sill, rusty wing, rusty "A" post, rusty bulkhead, rusty front scuttle in the extreme. There was a similar arrangement with the boot, water drained through a hole in each bottom corner, where the back panel abutted the wings (in theory). No drainage resulted in the corners of the boot lid rusting, together with the area of the backpanel and the wings.



The TR2 was introduced in August 1953 at commission number TS1 and ran to TS 8636 in October 1956 when the TR3 was introduced. The short door TR2 was introduced at TS 4002 due to the problems encountered when the long door would not open over the kerb! The TR3 ran until TS 13035 on drum brakes and front disc brakes were introduced at TS 13046 to 22013. The TR3A emerged at TS 22014 and ran to TS 82346 in October 1961. Engine size was 19914 cc but there was an option of 2138 cc from 1959. The TR3A continued in production for the export market and was known as the TR3B. It ran from TSF 1 to TSF 50 exactly as the TR3A but was re-commissioned TCF1 to TCF 2804 with the TR4 engine and all-synchromesh gearbox. Care should be taken when buying an early TR to ensure that the commission number corresponds within the model sequences given above. Cars have been known to be rebuilt on later chassis with early body panels and vice versa. If the engine number is with 200-300 of the commission number, it is usually assumed that this is the original engine. The suffix "O" indicates that overdrive was fitted as an optional extra from the factory and the "L" indicates left hand drive. Re-imported LHD cars tend to command a slightly lower price than original UK TR's.

BUYER BEWARE TR2/3/3A CHECK LIST

Bodywork In General

- Inner wing and floor pan condition
- Boot lid can rust
- Boot floor and spare wheel floor

Rust

Trim

- Check interior
- Check hood

Chassis

- Check for rust, accident damage and distortion
- Check all mounting points

Wire Wheels

- Condition of spokes
- Check splined hubs

Front Suspension

- Check trunnions
- Steering arms

Transmission

- Gear-box noise
- Overdrive operation
- Synchromesh

Engine

- Compression
- Water in oil
- Big end rumble
- Leaks

Electrics

- Instrument operation
- Condition of dynamo

Bodywork Originality

- Check commission number against TR type

