The chassis frame of the TR poses a serious rust problem. The frame is a built up box section assembly. When the cars were new, they left the Triumph factory with a little rust protection. A thin coating of black paint is all that separated the TR’s chassis from rust! Unless you own an American car, one that was never winter driven or one that had its underbody & chassis sprayed oleic every year, your car is probably suffering from a degree of chassis rust. In many cases, the rear suspension (trailing arm) mountings become so badly rusted, that the suspension begins to break away from the chassis. The results of this could be catastrophic. Fortun-ately, it usually happens is that the chassis bends and tears slightly. The rear wheel align-ment goes askew. Often the affected rear wheel then rides the outside wheel. You will quickly become aware of the problem as tire pressure permeates the cockpit.

There are several ways to go about fixing the problem. You can purchase a new or second hand chassis frame and bolt your driveline & body onto it. This is a perfectly acceptable, if not expensive, repair method. Prepare to spend a fortune for a brand new chassis. Should you be lucky enough to find a rust free used chassis you would likely have to spend $2500+ for it. Usually you can find many TR’s repaired by the patch & fill method. Angle iron or some other “ junkyard” steel is welded or brazed over the gaping holes in the chassis. The original black coating of black is smeared over the repaired area, os-tensibly to prevent further rusting. More likely is that this is done to hide a substandard repair job.

The most reasonable means of chassis repair is to repair your existing frame with a combination of the correctly fabricated repair components and a little bit of hard work!

The worst areas of rust out on the TR (or TR250- TR4A) chassis are in the rear, where the rear suspension attaches, and also where the exhaust pipes pass through the centre section. The trailing arm “legs” are straight box sections, about two feet long. These sections sit in the main inner frame rails to the rear of the outer rails. They are easily visible underneath the car, behind each door opening. Most importantly these boxed, or closed channel sections, support the rear suspension trailing arms and thus the rear wheels. Obviously they must be very strong and rigid.

Examine yours carefully. Check for rust holes or a lot of surface rusting and bubbling, particularly in the lower edges. Also look for signs of previous repair work that may have been done. To do this repair properly you will need to remove the affected suspension/trailing arm assembly. In fact for the most possible job, the entire body should be lifted off the chassis.

As you can see, the box section repair panels that we are offering are big. In fact they are made. They are pressed from the correct gauge of steel for the job. Correct filling is done and carefully welded inside the channel for the all-important trailing arm pivot mounting bolts. The repair panel is supplied in two pieces for proper installation. The main channel is first “glued” into your existing frame and welded in position. The smaller “U” channel is then inserted into the previously installed main channel and fully welded.

After this installation you may wish to install new upper & lower cruciform plates. These are stamped steel plates with pressed stiffening ribs.