

THE TRIUMPH SPORTS SIX CLUB

Totally equipped to Triumph.

TSSC Buyers Guide

Triumph Acclaim HL, HLS, CD, L and Avon Turbo

TRIUMPH ACCLAIM

The total production run across all variants of the Triumph Acclaim was 133,625 units.



Acclaim HLS

Triumph Acclaim HL October 1981 – June 1984

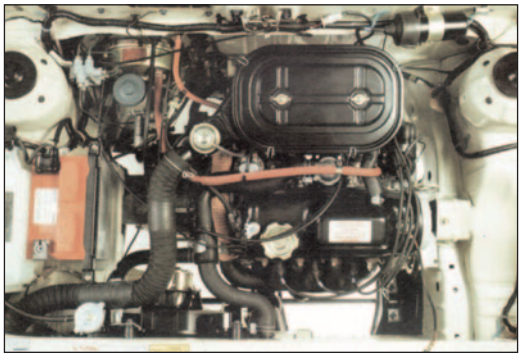
As the core launch variant, the High Line (HL) established the baseline for the Acclaim range with a surprisingly rich standard specification, including velour upholstery, a twin-carburettor 1.3L engine, and a 5-speed manual or 3-speed Trio-Matic automatic transmission.



Acclaim CD

Triumph Acclaim HLS October 1981 – June 1984

Introduced alongside the HL, the HLS stepped up the interior luxury. Compared to the base HL, it added upgraded plush seats, a digital clock, additional interior storage pockets, branded wheel covers, and extra side moulding accents.



Triumph Acclaim CD October 1981 – June 1984

The flagship luxury model at launch. Compared to the lower-spec HLS, the CD gained front and rear electric windows, headlamp washers, full-face wheel trims, chrome bumper accents, air conditioning as an option, and higher-grade cabin appointments.

Triumph Acclaim L Early 1982 – June 1984

Added months after launch as the budget entry point. Compared to the HL, it shed premium extras—replacing velour seats with simpler cloth trim, removing the rev counter, and paring back exterior brightwork to lower the entry price.

Triumph Acclaim Avon Turbo Late 1982 – 1984

Approx 15 to 30 units (dealer-converted officially via Ladbroke Avon)

A limited performance derivative built by Avon Coachbuilders with BL approval. Compared to the range-topping CD, it added a Garrett turbocharger pushing output to 105 bhp (vs 70 bhp), lowered suspension, body graphics, and upgraded interior leather options.

With thanks to Wikipedia for the information.

BUYING AN ACCLAIM? WHAT TO LOOK FOR

Buying a Triumph Acclaim requires a specific approach. Produced between 1981 and 1984 through a joint venture between British Leyland and Honda, the Acclaim combines British assembly with Japanese engineering (it was essentially a rebadged Honda Ballade). This unique blend means mechanical reliability is usually high, but body preservation can be a significant challenge.

Chassis and Bodywork

The Triumph Acclaim features a monocoque (unit-body) chassis rather than a separate frame. Because rustproofing was minimal by modern standards, structural integrity and body condition are the most critical factors when inspecting a potential purchase.

- **Sills and Floor Pans:** Inspect the inner and outer sills carefully, particularly near the jacking points. Water trapped under carpet backing can rot floor pans from the inside out.
- **Wheel Arches and Wings:** Front and rear wheel arches are classic rust zones. Check where the front wings attach to the inner structure and check the lower edges behind the front wheels. Rear arch lips often corrode, allowing moisture into the inner sills.
- **Strut Towers and Bulkhead:** Open the bonnet and inspect the front suspension mounting towers. Corrosion here compromises structural safety. Pay close attention to the bulkhead beneath the battery tray, as leaking battery acid frequently causes metal rot in this area.
- **Doors and Tailgate:** Check the bottom edges of all four doors and drain holes for trapped water. On the boot, lift the carpet to inspect the spare wheel well for rust caused by failing boot seals.
- **Trim and Panels:** Exterior trim, light units, and panels are becoming difficult to source. Ensure bodywork is straight and free from poorly hidden repairs, as replacing damaged cosmetic parts can be harder than fixing mechanics.

Mechanical Components

The Acclaim uses Honda's reliable 1335cc EN4 overhead-cam engine paired with either a 5-speed manual or a 2-speed "Trio-Matic" semi-automatic transmission. While robust, aging components require scrutiny.

- **Engine Health**: The engine utilizes twin Keihin carburettors. Listen for uneven idling or hesitating under load, which indicates out-of-balance carbs or air leaks. Check for blue smoke from the tailpipe on startup or overrun, pointing to worn valve stem seals or piston rings.
- **Cooling System:** Aluminum cylinder heads are vulnerable to warping if overheated. Inspect the radiator for leaks and check the oil filler cap for milky sludge, which signals head gasket failure. Ensure the electric cooling fan kicks in when up to temperature.
- **Transmission and Driveshafts:** Manual gearboxes should shift smoothly without crunching, which indicates worn synchro rings. Check for slipping clutches. On Trio-Matic models, verify that torque converter lockup engages properly and fluid is clean. Turn the steering wheel tightly in a parking lot to listen for clicking from worn Constant Velocity (CV) joints.
- **Suspension and Steering:** MacPherson struts are used front and rear. Look for leaking dampers, snapped springs, or perished rubber bushings. Rack-and-pinion steering should feel precise; excessive play often indicates worn rack mounts or track rod ends.

Road Test

A comprehensive road test reveals how well the vehicle has been maintained and highlights hidden mechanical or chassis issues.

- **Cold Start & Idling:** Ask the seller to leave the engine cold before your arrival. The automatic choke should engage cleanly, reducing to a smooth idle as the engine warms.
- **Driving Performance:** Accelerate through all gears. Power delivery should feel smooth and responsive for a 1.3-liter engine. Persistent hesitation under load suggests fuel feed or ignition issues.
- **Handling and Noise:** Drive over uneven surfaces to listen for knocking or creaking from worn strut tops or anti-roll bar bushings. The car should track straight without pulling to one side under cruising or braking.
- **Braking:** Apply the brakes firmly in a safe area. The front discs and rear drums should stop the car in a straight line without pulsing through the pedal, which signals warped rotors. Ensure the handbrake holds firmly on an incline.
- **Electrics & Cabin:** Test every switch, including heater controls, electric windows (if fitted on HLS/CD trims), pop-up headlights/stalk switches, and instrument dials. Japanese switchgear is generally reliable, but replacement units can be challenging to find today.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact TSSC H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the Area News Review packed with local news and events information. Furthermore, The Courier contains the most comprehensive Triumph Classified Adverts likely to be found anywhere, with sections covering both cars and parts for sale.

Insurance: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

Technical Help & Hints: If this is your first Triumph, you will be pleased to know that they are generally very easy to work on. But if you are unsure, please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on, we are here to help.

Events & Social Meetings: Over 50 local Areas across the country organise meetings at least once a month. The TSSC also has wide-ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4-door Herald, Courier Van, Concours Vitesse Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

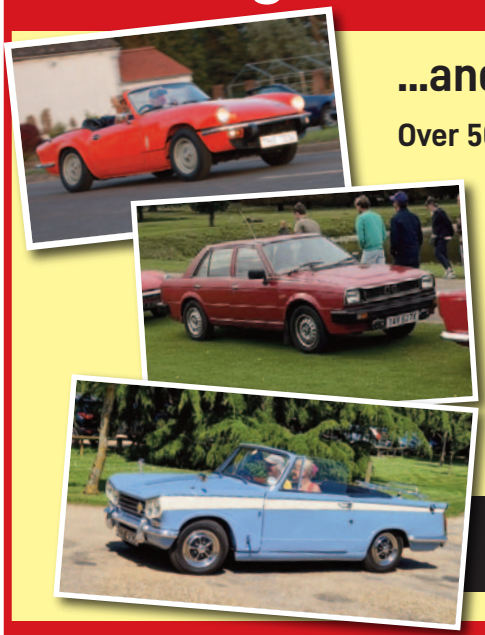
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