FORD ESCORT MK1 (STANDARD / GT / MEXICO / RS)

Engine: **1.1L / 1.3L / 1.6L Kent Crossflow / 2.0L Pinto / BDA**
Transmission: **Ford 4-Speed Manual (Single-Rail / 2000E Bullet)**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1968–1975)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
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1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Top Towers & Flitches**	CRITICAL: Check top MacPherson strut mounting cups and inner wing flitch seams. High rally stress and road spray cause structural cracks and bulkhead detachment.
☐	**Outer Sills & A-Post Hinge Pillars**	Inspect full length of outer sills and front jacking points. Check lower A-pillars behind front wings; rot here causes doors to drop and strike the B-pillar latches.
☐	**Rear Leaf Spring Chassis Hangers**	Inspect forward leaf spring chassis mounting pockets beneath rear seats. Rust tears the mounting boxes out of the floorpan under hard acceleration.
☐	**Spare Wheel Well & Tank Well**	Check boot floor drop-wells on both sides and fuel tank mounting flange. Water leaking past rear screen seals pools into the lower rear valance corners.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Engine Health & Breather Smoke** **Spec: 40–50 Cold | 20+ Hot**	Kent Crossflow or Twin-Cam/Pinto. Check oil pressure warning light extinguishes on crank. Listen for timing chain rattle; check breather pipe for heavy blue blowby.
☐	**Ford 4-Speed Gearbox Synchros**	Check 2nd and 3rd gear synchros on rapid downshifts. Test reverse under load uphill; jumping out of reverse indicates worn selector dogs or damaged reverse idler.
☐	**Rack & Pinion Steering Play** **Max Play: <0.5 inch at rim**	Check steering rack for center notched feel and play in track control arm inner rubber bushes. Test anti-roll bar mountings for perished rubber compliance.
☐	**English / Atlas Rear Axle**	Standard models use English axle; RS/Mexico use English or heavy Atlas axle. Listen for differential whine at 50 MPH and check pinion seal for fluid leaks.

HIGH RS / MEXICO REPLICA RISK: Countless base 1100/1300 shells have been converted to fake RS2000, Mexico, or Twin-Cam specs. Stamped VIN on right-hand strut top must match inner wing plate. Genuine AVO cars built at South Benfleet feature BFAT prefix.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Front Strut Top Towers / Inner Bulkhead Welding	£900 – £1,600 (Jig alignment + inner wing panels)	£
Perforated Outer Sills & Rear Spring Hanger Boxes	£1,100 – £1,800 (Structural sill fabrication)	£
Worn 2nd Synchro / Noisy Gearbox Rebuild	£450 – £700 (Unit overhaul & clutch)	£
Worn Steering Rack, Track Control Arms & Geometry	£320 – £500 (Bushes, rack overhaul & tracking)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£