FORD ESCORT MK2 (SPORT / MEXICO / RS2000)

Engine: **1.3L/1.6L Kent Crossflow / 2.0L Pinto OHC**
Transmission: **Ford 4-Speed Manual (Single-Rail / Type E)**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1975–1980)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Strut Towers & Bulkhead Gussets**	CRITICAL: MacPherson strut top mounting cups and inner wing flitch plates. High rally strain and road spray cause structural cracking and inner wing bulkhead detachment.
☐	**A-Pillars & Lower Hinge Posts**	Inspect lower A-pillar hinge boxes inside the front door jambs. Rust rots hinge anchors, causing doors to drop, crack outer skins, and bind against striker plates.
☐	**Outer Sills & Underfloor Chassis Rails**	Inspect boxed outer sills, jacking points, and front floorpan chassis outriggers. Look for cheap cover sills welded directly over rusted inner structural members.
☐	**Rear Leaf Spring Chassis Pockets**	Inspect forward leaf spring chassis mounting pockets beneath rear seats. Heavy acceleration tears corroded mounting boxes completely out of the floorpan.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Pinto OHC / Kent Crossflow Health** **Spec: 40–50 Cold | 20+ Hot**	On RS2000 (Pinto 2.0L): listen for camshaft clatter from a blocked spray bar. On Crossflow: listen for timing chain rattle and check crankcase breather for blue blowby.
☐	**Ford 4-Speed Manual Synchros**	Single-rail 4-speed gearbox. Check 2nd and 3rd synchros on rapid downshifts; test reverse under uphill load (jumping out reveals worn selector dog teeth).
☐	**RS2000 Droop Polyurethane Nose**	If RS2000: inspect polyurethane droop nose cone for collision distortion, cracked mounting brackets, split plastic returns, and mismatched paint color.
☐	**English vs Cologne / Atlas Rear Axle**	Standard/Mexico use English axle; RS2000 uses English or German Cologne axle. Listen for differential gear whine on trailing throttle at 50 MPH; check pinion seal leaks.

HIGH RS2000 / MEXICO REPLICA RISK: Many standard 1.1L/1.3L Pop/GL shells have been re-shelled as RS models. Stamped VIN on strut top and slam panel plate must match. Genuine RS2000 features GCAT prefix (Saarlouis built) or BBAT (Halewood built).

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 Pinto Camshaft, Followers & Spray Bar Overhaul	£550 – £850 (New camshaft kit, followers & spray tube)	£
Damaged RS2000 Polyurethane Nose Cone & Mounts	£650 – £1,100 (Nose cone repair, brackets & paint)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£