

Matt Hughes - Thursday, May 30, 2002 07:10 AM

Can somebody enlighten me please as I am ignorant in this department which is, what is the difference between a Type 49 Shell and a Standard Shell. I am in the process of building a Replica MK1 RS2000 from a 1100 donor car but I would like to know what reinforcements the 49 has over the standard shell so that I may be able to strengthen the Shell I am using to bring it up to spec?

regards

Martin Lucas - Sunday, June 02, 2002 11:50 AM

Hi Matt,

The type 49 shell is the designation for the factory production line heavy duty body shell. Not to be confused with the competition department modified body.

Bit of history - it's called the 49 as Walter Hayes at Ford thought it would be a good idea to designate the Twin Cam escort after the Lotus 49 F1 car which ran the Ford/Cosworth DFV. The Escort GT has a type 48 body - designation done to match the type 48 F2 Lotus which ran the Ford/Cosworth FVA - two engines that Walter Hayes helped to finance.

The extra bits are reinforced front strut tops. Under the front guards there is an additional plate that runs rearward at the top inner guard towards the firewall. The dashboard pressing is different to accommodate the 6 dial dashboard. The RS models that didn't run the brake master cylinder on an extension bracket had a different pedal box and brake oil reservoir mount. Also some models had a very dicky front fabrication in front of the radiator. At the rear all type 49 Escorts have anti tramp rods and the associated fittings/mounts on the diff and body. There is also a rear diffuser mounted under the boot. Early Mexico, RS and twin cam escorts had the battery in the boot. Later Mexicos and RS2000's didn't. Lastly the front outer guards were GT flared types. Not the standard Escort fitment.

There is more reinforcement that can go into an Escort. Find a copy of the Ford Factory released book on how to prepare an Escort. It has it all. The book is still in print and certainly available from the UK.

Martin Lucas.

Bruce Phillips - Monday, June 03, 2002 09:03 AM

Just a couple of things not all type 49 shells had the diffuser on the boot floor. I don't think these were fitted to Mexicos and RS2000s. The GT (1300) Escort did not have the flared front guards.

Frank Harris - Monday, June 03, 2002 11:06 PM

Does the diffuser actually do anything? I keep looking at mine suspiciously as it's not that big/wide etc

Frank

Danny - Tuesday, June 04, 2002 07:16 AM

Stops you tearing the rear valance off on gravel
Danny

Danny - Friday, July 05, 2002 04:40 PM

Roger the type 49 was based on the export shell which we got anyway and if you ever see an english spec shell you understand how different they are as I got a real shock looking at a few race cars in NZ as I wouldn't touch the poverty pack shells but here goes

1. Bracing plate for the bonnet catch (in the front bonnet cavity)
2. Plate on top of strut tower (export)
3. Different dash panel to take the 6 dial dash
4. Removable plate for the gear lever
5. Plate for the engine stay on the LHS of firewall
6. Mounting bracket for the remote brake reservoir
7. Mounting bracket for the throttle cable
8. Tunnells were massaged with the FBH for gearbox clearance for the hydraulic bell housings
9. Dimple on the LH inner guard for booster clearance (this was later done on all cars in the UK and all Aussie cars had it)
10. Clutch cable hole had a cap brazed on to seal the hole as it wasn't needed (the last of the GT1600's were just bogged up)
11. Skid plates for the rear leaf front spring hangers
12. Deflector plate fitted under the boot floor to stop the stones on the rally cars tearing the rear valance off (the last of the GT1600's missed out on this as they ran out of them) Also brazed onto the front edge of the deflector was a larger nut for the spare wheel retaining bolt)
13. Two steel hooks on the RHS of the boot floor towards the front on the slope for the factory tool kit
14. Battery tray fitted to the LH rear well (where the wheel would have gone)
15. Hole between the intake holes in the front valance between the bumperettes fitted with a rubber plug
16. Flared front guards to fit the 13's wheels (type 49 only) (also for those with an Aussie TwinK the original guards had a rounded edge on the outer lip as Ford UK never envisaged making that many guards as the car was only supposed to be a low mileage run so the dies weren't that flash and they physically wore leaving a round lip and when compared to the replacement guards offered later which has a sharp folded lip as I have one of each on my car and a brand new set of guards I bought in the late 80's)
17. Rear trailing arms with brackets fitted to the inside of the chassis rails (arms were channel section and not a round tube)
18. Also on the rear guards the Twin cam is around 20mm wider overall (as my first car was in getting the paint touched at the same time another Twin Cam was in getting painted after a reshell and if I hadn't seen the two cars side by side both getting measured I wouldn't have believed it)

Off the top of my head Roger this is it but I'm going to put my GT1600 on it's wheels for the first time in 5 years and get it out of the shed so I can get my mates car in to fit my old pinto to it so it'll be in the sunlight (shock horror and it might even get a tub) and I can have a better look and probably after seeing it in the sunlight I might get tempted to keep it again

Danny