

Identifying an Aussie RS2000

How to tell if it's genuine?

The following is a list of the identifying features of Australian RS2000's. If you're looking at buying one check the body numbers first, then look for all the little things that made an RS an RS. At the end is a list of "old wives tales" about what RS's did not come with. If you can think of anything to add to the list please drop me a mail.

A genuine RS2000 should have the following:

1. Model Code on VIN Plate

11918 – 2 door

11938 – 4 door

2. Chassis numbers

CK41 – RS 2 door

CK42 – RS 4 door

Some say the chassis number should end in R, but personally I've seen too many standard Escorts with chassis numbers ending in R to believe that one. I have a 1977 Ghia in the garage with a chassis number ending in R.

3. Engine

Engine numbers should match the chassis numbers. Somewhere in 1979 Ford ran short of Aussie 2L blocks and substituted German "EB" blocks. I had a 1979 RS with an EB block with matching numbers.

Apart from that, the engines were no different to any other 2L.

4. Gearbox

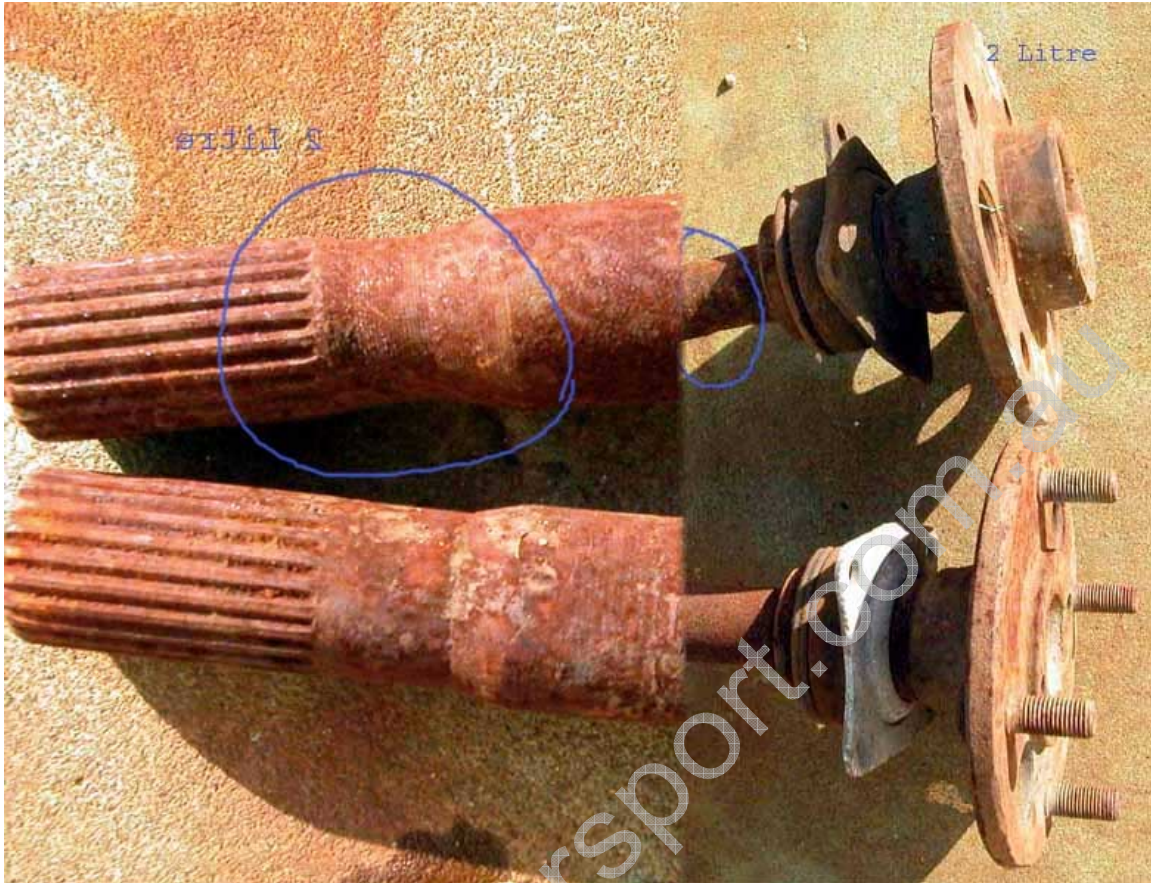
The gearbox was the standard 4sp found in all MK2 Escorts from 1975 onwards. They did have a small spacer screwed in between the box and the gearstick which gave it the short shift sporty feel. The gearstick was also different as the pivot point in the plastic piece that screws into the box was moved further up.

5. Automatics

YES, you could buy an RS with an auto. Numbers were limited but they were available in both 2 and 4 door varieties. They actually got along quite well.

6. Diff

Here all RS2000's ran the 3.54 diff. The axles were different to 1600 ones as they have a large centre locating piece plus different machining on the splines [see photo]. The diffs themselves were no different to any other MKII diff, and all ratio's from 3.54 to 4.44 will fit.



7. Suspension

This was the same sport suspension as found in the Rally Pack option. Slightly stiffer springs, shocks and lower ride height, coupled with a rear sway bar.

8. Body

Obviously the most noticeable part was the nose cone with it's 4 headlights. This necessitated different front guards and bonnet. The slam panel or radiator support was the same as normal Escorts.

At the rear you got the different RS rear bar plus the same old rubber spoiler found on all sporting MK2 Escorts.

Window rubbers were solid black rather than the other types with the chrome locking strip in them.

Door handles were painted black. There was black painted around the windows but no chrome trims.

Drip rail molds were chrome, not black like the European ones.

9. Colours

They were available in 5 official Ford colours, Monza Red, Lemon Lime, Burnt Orange, Midnight, and Sno White. There were also approximately 5 done in Silver, and a few more in Onyx Black for a dealership in Sydney.

10. Interior

All RS's had the Schneel sports reclining seats. These were popular at the time with Brock at HDT using them later in the VK Commodores. 2dr cars had the reclining buttons on the side, while 4dr's didn't. These seats bolted directly to the floor (incidentally Ghia's have the same mounts as RS's as apparently Schneel did the seats for them as well) so the floor pan has no seat flanges like normal Escorts. The front two bolts are held in by captive nuts in the chassis rail running internally across the floorpan.

The interior was all black, EXCEPT for the hoodlining white was white.

RS's had the distinctive dash with tachometer and the three small gauges in the centre, fuel and water temp, plus a mechanical oil pressure gauge.

RS three spoke steering wheel was standard.

The gearstick knob was also specific to RS's.

The dash fascia was painted matt black. There was no plastic molding covering the dash.

Door trims were black with a slightly different pleating design to normal.

Centre console with AM radio was standard along with a glovebox on the passenger side.

Most RS's I've seen do not come with intermittent wipers even though they might be built in 1980. I believe they used a standard "L" wiring harness which did not have intermittent wiper functionality.

11. Wheels

Standard wheels were 5" sport style steel rims. The factory option for alloys was the Volante 5 1/2 x 13" made by CSA.

Myths & Fallacies.

1. The RS2000 did not have a different engine or more power. They were the same as every other 2L Escort.
2. All 2L's came with the twin barrel Weber 27/28 DCG as standard, plus the horrible cast iron exhaust manifold.

3. There was never a close ratio box in any Australian production MK2 Escort, including the RS2000. The RS just had a \$30 spacer to give it the quickshift feel.
4. There was never a LSD centre or otherwise in any Australian production MK2 Escort, including the RS2000.
5. RS's were never sold with anything other than the original 5" steel wheels or optioned up to the Volante alloys. English RS alloys were never a factory fitment on anything here in Australia.
6. Australian RS's came with Schneel seats, not Recaro's.

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