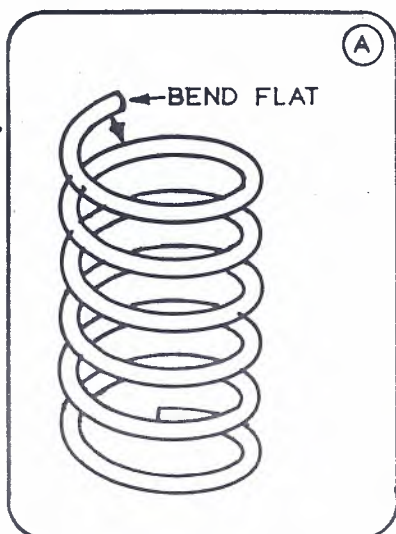


LOWERING RIDE HEIGHT ON THE CORTINA Mk. I AND Mk. II

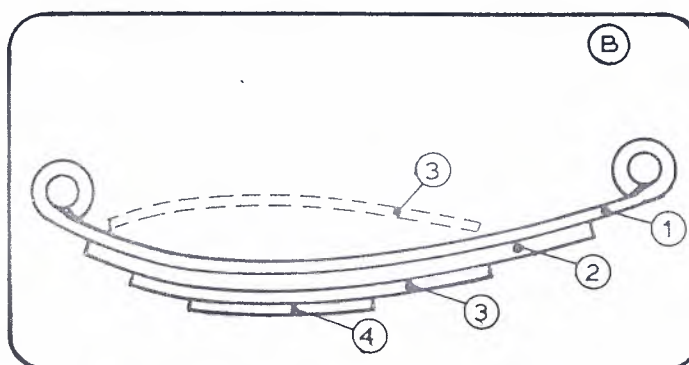
I had always wanted to lower my Cortina to increase its handling potential. If that sounds interesting to you, here's the method I used. (Also used by Winkelmann Racing Ltd. in San Fransisco.)



At the front end I removed the coil springs from the MacPherson struts and, cutting torch in hand, I carefully cut off one full coil from the spring, which lowers the front end approximately 1 inch. Then I heated the end of the coil and bent it flat. (See Illustration "A".) Let the spring cool naturally. If you quench it with water the spring will shatter. I know, it has happened to me!

At the rear of the car I removed the leaf springs completely from the car and carefully disassembled them. Be sure to save the spring clamps, as you use them again during reassembly. Taking the number 3 leaf, flip it over, place it on top of number 1 leaf, and reassemble. (See Illustration "B".) This modification will lower the car 1" - 1.5" in the rear. This also softens the rear spring rate, so now its easier to bottom out the rear suspension.

If you want to lower the car further in the rear, take the leaf springs and have the spring eyes reversed. The combination of these two modifications will lower the rear end of the car approximately 3 inches. The front coils will now have to be cut again to lower the front end more to level out the ride height. Be sure to check out the tire-to-fender clearance in front, at full lock left and right. You might also check the rear as a precaution. On my car I have 5.5" x 13" Lotus Cortina steel wheels with BR60-13 T/A Radial tires. I found it necessary to bend the fender lips flat against the body to gain the tire clearance at both the front and the rear. With a "shorter" 60-series radial or a "taller" 70 or 78-series radial this may not be necessary. Good luck and have fun with your newly transformed sports car.



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