



High performance Cortina Lotus



***Race bred
for
performance***

***Designed
for
luxury***

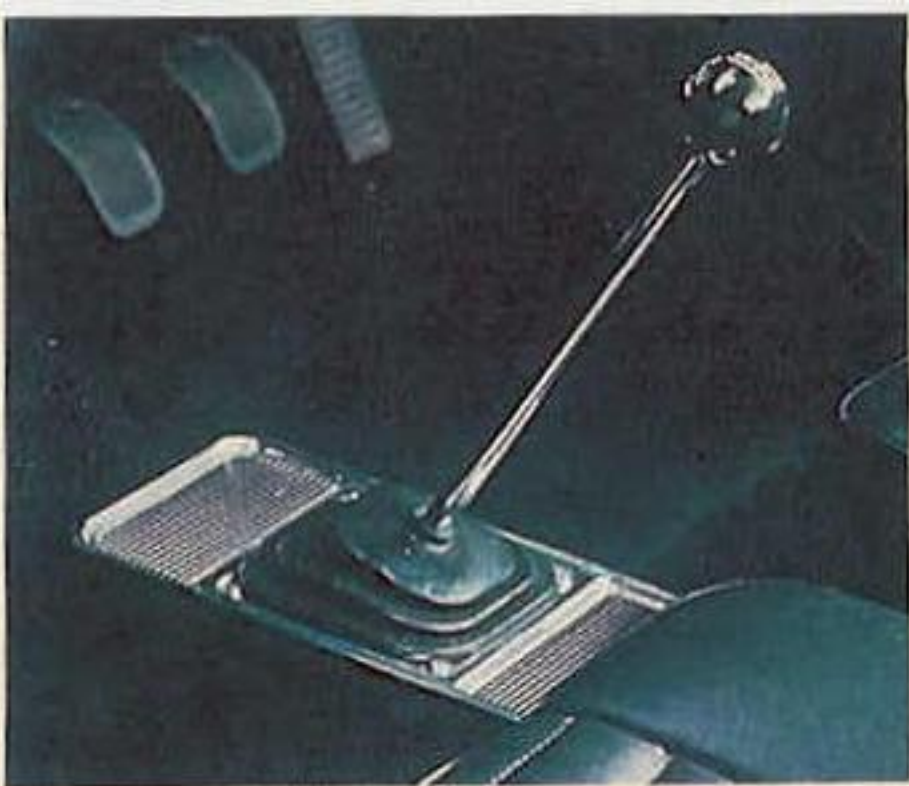
As powerfully full of character as its famous predecessor, the new Cortina Lotus is built for people who appreciate performance. Fitted with two twin choke Weber carburettors, the 1558 cc overhead camshaft engine develops 115 bhp (gross) at 6000 rpm. Translate this into get-up-and-go figures and you'll find the Cortina Lotus speeds from 0 – 60 mph in only 10.4 seconds, and has a top speed of 108 mph.



The new Cortina Lotus has lowered suspension, radius arms and an anti-roll bar. This system, developed from race and rally experience, is firm and balanced, ensuring a smooth and stable ride at all times with the minimum of body roll. Radial ply tyres on wide rim 5½ J wheels provide rally proven roadholding on any surface. A limited slip

differential is available as an optional extra. Outstanding performance like this deserves matching luxury. The interior of the Cortina Lotus is styled with discreet elegance. The upholstery and trim are black Cirrus 200. The front bucket seats are carefully contoured to hold your body firmly, securely, comfortably even when cornering at speed. Between the seats

is a centre console glovebox and armrest placed for immediate convenience. Black deep pile carpeting is fitted door to door. And all-weather, all-speed comfort is ensured with 'Aeroflow' ventilation. The new Cortina Lotus carries on the great tradition of its fore-runner with more power, more luxury, more looks. New Cortina Lotus is more Cortina Lotus.



Cortina Lotus has an all-synchromesh gear box. The remote gear lever is floor-mounted for fast, easy changing.



The carefully-planned facia houses a comprehensive array of instruments including a unique tachometer, calibrated speedometer and trip meter.



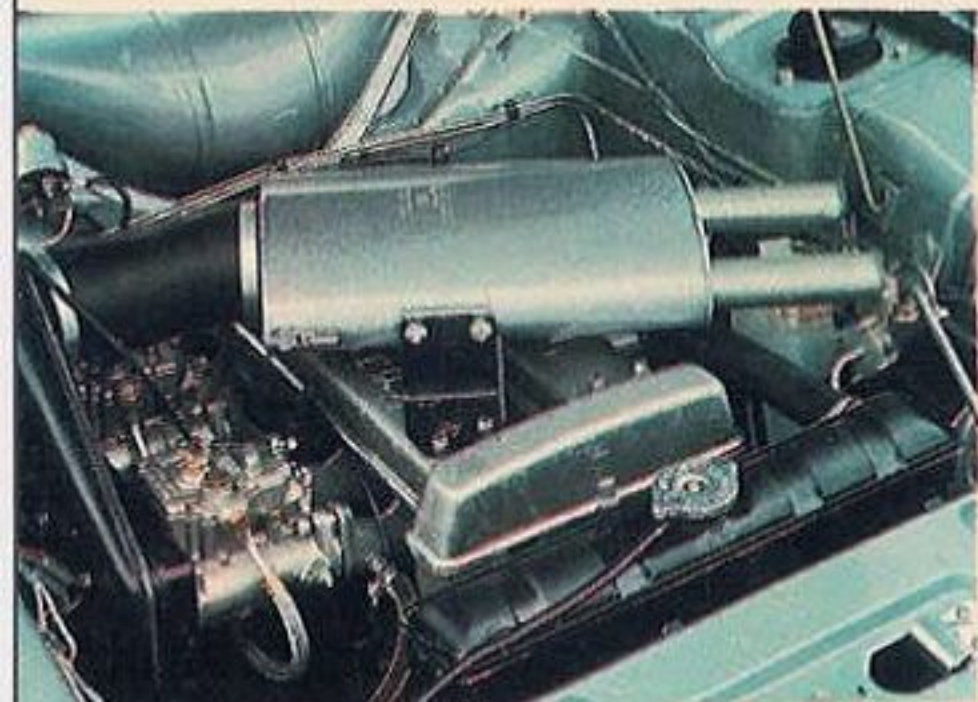
The hooded instrument binnacle has an ammeter as well as fuel, temperature and oil pressure gauges.



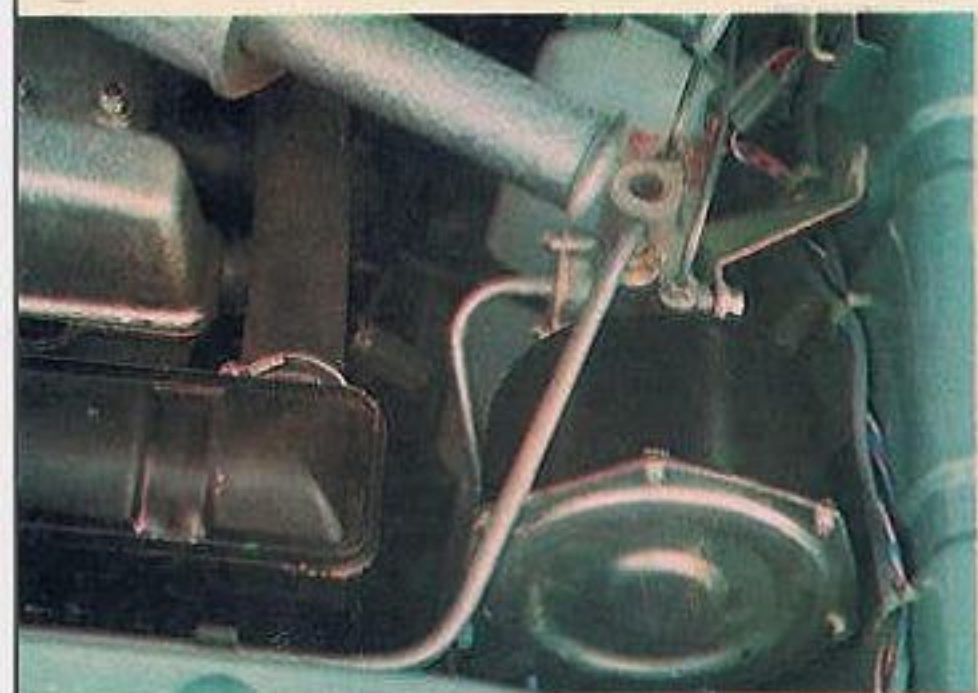
Pillar mounted seat belts are fitted as standard equipment on the Cortina Lotus. FoMoCo inertia reel seat belts are available at extra cost.



As well as its outstanding performance, distinctive badging marks the Cortina Lotus apart. The circular Lotus badge is fitted on the rear body panel, and the word 'Lotus' is badged on the boot lid.



The engine is a 1558 cc version of the five bearing crankshaft Cortina engine developed by Lotus. It features light alloy cylinder head, with twin overhead camshafts, two twin-choke Weber carburettors and develops 115 bhp (gross) at 6000 rpm.

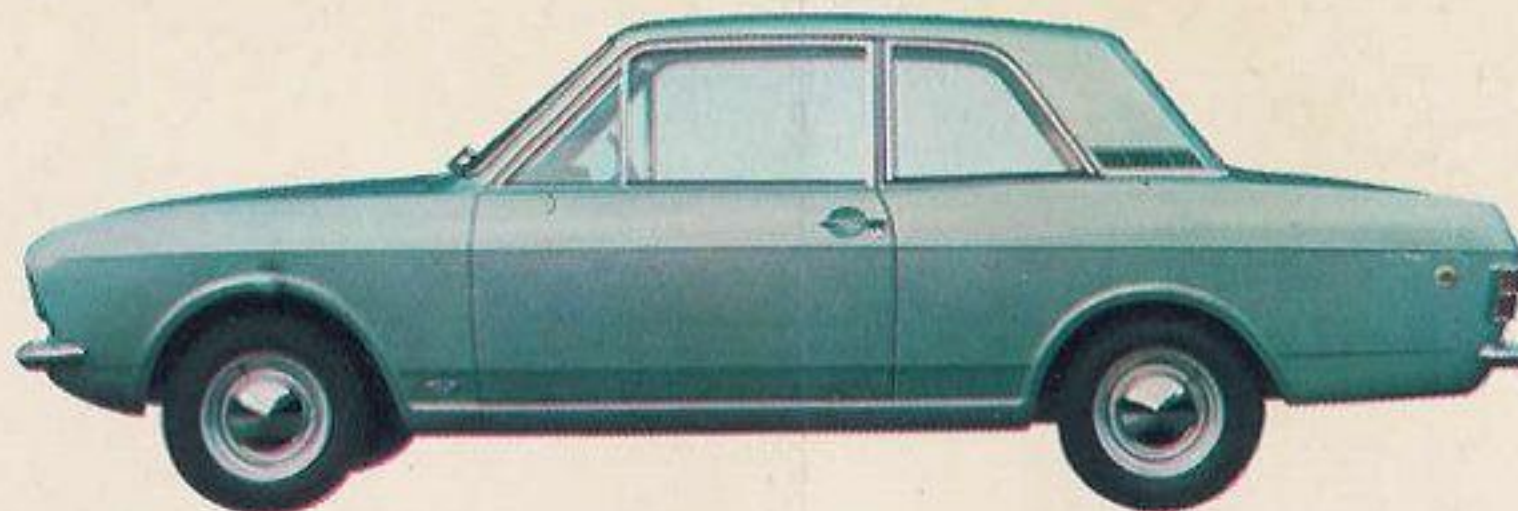


The disc brakes in front measure 9.62 inches in diameter. The self-adjusting drums at the rear are 9 inches X 1.75 inches. All brakes are servo-assisted for maximum response, maximum safety and maximum stopping power.



165 radial ply tyres on 5½ J rims are fitted as standard equipment. The extra wide track gives powerfully firm traction on every kind of surface at all speeds.

Specification



Engine: 4 cylinder, bore 82.55 mm. Stroke 72.75 mm. Cubic capacity 1558 cc. Compression ratio 9.51:1. Hemispherical combustion chamber with opposed valves. Bhp, 115 (gross) at 6000 rpm. Valve operation by twin overhead camshafts driven by single stage roller chain. Lotus cylinder head in die-cast light alloy. Five main bearing crankshaft. 2 twin choke 40 DCOE weber carburettors. Inlet manifolds cast integrally with cylinder head. 4-branch free flow fabricated exhaust system. 14 mm long reach sparking plugs placed vertically in the combustion chamber.

Engine Lubrication: High efficiency rotor type pump. Full flow replaceable element filter. Capacity of system 6.5 pints, 7.2 pints with filter.

Ignition: 12 volt oil-filled ballast resistor type coil.

Fuel System: Jackshaft operated mechanical diaphragm pump. Tank capacity 10 gallons.

Cooling System: Pressurised. Capacity of system 10.5 pints. For heater add 2 pints.

Transmission: Hydraulically operated 8-0" diameter diaphragm clutch. 4 speed gearbox with synchromesh on all forward gears. Ratios, 1st 2.972:1, 2nd 2.010:1, 3rd 1.397:1, 4th 1.000:1, Reverse 3.324:1.

Body: Steel integral construction, safety glass all round. 2 doors with zero torque anti-burst locks. Air extraction vents on rear quarter pillars. Bucket front seats, 5 ins. adjustment on both. Separate luggage compartment—20.9 cubic feet capacity. Spare wheel housed in recess in nearside fender.

Rear Axle: Semi-floating, hypoid final drive. Axle ratio 3.77:1.

Front Suspension: Independent coil springs. 'Macpherson' telescopic damper struts with anti-roll bar and compliance device.

Rear Suspension: Semi-elliptic springs with hydraulic double action telescopic shock absorbers, with two trailing links to locate axle.

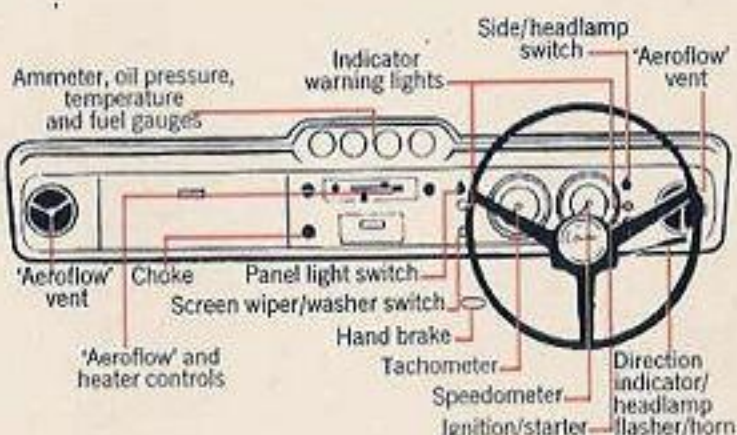
Brakes: Front, self-adjusting 9-625 in. discs. Rear, self-adjusting, 9 in. x 1-75 in. drums. Servo assisted all round.

Steering: High efficiency recirculatory ball type, ratio 15.7:1. Three spoke steering wheel, diameter 15.5 in. Turning circle 30 ft.

Wheels and Tyres: Pressed steel with wide-based 5½ J rims, 165 mm x 13 radial ply tyres.

Electrical Equipment: Two-brush ventilated generator. Starter motor. Single tone horn. Battery, 12 volt 38 amp. hr. at 20 hr. rate.

Instruments: Calibrated speedometer incorporating odometer, trip recorder, main beam, oil pressure and ignition warning lights. Tachometer, ammeter, fuel, temperature and oil pressure gauges.



Controls: Side and headlights controlled by toggle switch on facia. Second toggle switch on the facia controls panel light. Wiper/washer, choke, ignition/starter controls, facia mounted. Single antenna switch controlling the direction indicators, main and dipped beams, horn and headlamp flasher.

General Equipment: Dual wire frame non-lift windscreen wipers, two sealed beam headlamps, combined direction indicator flashers and side lamps, twin tail light assemblies incorporating flashers, rear lights, brake warning lights and twin reflectors. Rear number plate illumination light, ashtray, interior rear view mirror, two sun visors. Cirrus upholstery, washable plastic headlining. Single tone paint finish. Provision for radio. Face level ventilation system with facia mounted louvres and demister nozzles. Heater and demister.

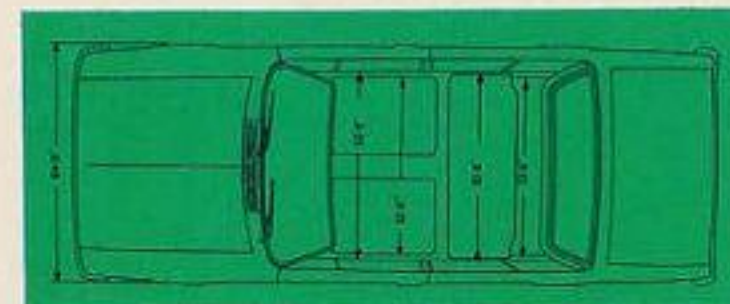
Individual front seats and floor gear-shift mounted on centre console/arm rest. Bright metal exterior and interior ornamentation. Lotus badge on boot and on rear quarter panels. Ashtray at rear of centre console. Door operated courtesy light. Aluminium scuff plates. Screen washer. Padded top facia. Full width parcel tray under facia. Glove compartment with lid. Deep pile carpet. Front seat belts.

Factory fitted options (at extra cost): Metallic paint. Laminated windscreen. Inertia reel seat belts.



Racing and rallying equipment available from the Ford Competitions Department

- 1 Ventilated cast electron high performance wheels.
- 2 Long distance touring seats.
- 3 Close ratio gear box.
- 4 Sump shield.
- 5 Fuel tank protective shield.
- 6 Auxiliary touring fuel tank.
- 7 Extra long range fuel tank.
- 8 Alternative axle ratios: 3.9:1, 4.1:1, 4.4:1, 4.7:1.
- 9 Limited slip differential.
- 10 Light weight differential casing.
- 11 Light weight clutch housing.
- 12 Light weight gear box extensions.
- 13 High ratio steering box.
- 14 Heavy duty front suspension.
- 15 Adjustable rear shock absorbers.
- 16 High performance brake pads and linings.
- 17 Oil cooler unit.
- 18 High performance exhaust system.
- 19 Fuel injection.
- 20 High performance connecting rods, pistons, camshafts, valves, oil pump.
- 21 Light weight alloy body panels for doors, bonnet and boot lid.



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