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Established 1975

**Specialists in Ford Anglia 105E
Suspension and Braking Systems**



**Kevin Wood
1958 - 2010**



Parts and Price List 2021

Frequently Asked Questions

Q: What types of strut are best to fit to an Anglia 105E?

A: MK2 Cortina are the best choice as these line up very well with the standard 105E geometry. Drawbacks are, the strut bodies and pistons are too long for lowered cars and the coil springs are too large for the front turrets, hence the modifications needed.

Classic struts have all the virtues and drawbacks of the above, but you cannot fit vented discs.

MK1 Cortina and Escort struts have all the same problems as above, but in addition do not line up with the 105E steering geometry. These can be modified to suit but are not as good as MK2 Cortina.

Anglia struts, even though there are disc brake conversions for these, which are very effective, the cost of modifying does not make them a good choice for fast road cars.

Q: What type of track control arms do I use?

A: 105E TCAs are too short and Classic too long. Either can be modified to obtain the correct camber.

Note: DO NOT drill out the cross member to get the correct camber. This is not recommended as it completely alters the steering geometry and causes chronic bump steer.

Q: Are there any problems with steering arms?

A: MK2 Cortina and Classic steering arms are longer than standard 105E. This causes very slow steering and a lack of lock. Both the above can be modified to get the steering back to standard ratio and good lock to lock.

Q: What front hubs can I use on MK2 Cortina and Classic struts?

A: Any MK2 Cortina hubs will do, also MK1 / 2 / 3 Capri MK1 / 2 RS2000 / Mexico.

Note: Standard MK2 Escort and MK3 / 4 / 5 Cortina will not fit the above as the bearing sizes are different. Classic hubs will not suit larger calipers.

Q: What calipers can I use on MK2 Cortina and Classic struts?

A: Although more suited to the MK2 Cortina, there are a wide range of kits available from AP and Wilwood. From standard road cars, you can use the P16 / M16 and these are fitted as standard to the models listed above.

Note: Vented discs will not fit Classic struts.

Q: What rear brakes can I use?

A: You can either go for a disc brake conversion or fit 9" drums from a MK1 / 2 Cortina or MK1 / 2 Escort RS2000. All back plates will have to be re-drilled and handbrake levers altered to suit.

Note: Spacers will need to be fitted between the half shaft face flanges and drums. MK1 / 2 Cortina brakes need a 3mm spacer and MK1 / 2 Escorts need a 8mm spacer.

Q: What size brake master cylinder do I need to fit?

A: If you have discs to the front and drums to the rear, you will need a .70 bore cylinder. If you are running discs front and rear you will need a .75 bore cylinder.

Note: A standard Anglia runs a .625 bore cylinder.

Frequently Asked Questions

Q: What height can I run the car?

A: Low road cars normally have 2 to 2.5 inch lowering blocks at the rear. At the front the measurement from the ground to the underside of the engine cross member is 4 to 4.5 inches.

Note: Once the car is lowered and larger wheels are fitted you will need to cut back the front of the wheel arch for clearance.

Q: Can I use complete Escort front suspension?

A: You can, but the drawback is that the engine will be 2 inches further back. This means extensive bulkhead modifications.

Q: What type of engine can I fit?

A: Pre cross flow, cross flow, Lotus twin cam, BDA or Zetec are good choices as there is only minimal to no bulk head mods needed.

2 litre OHCs are not a good choice as they are very heavy and 2 inches longer than the above. The only successful way of fitting these is extensive bulkhead modifications. The same can also be said for the Vauxhall unit.

Q: What type of gearbox can I fit?

A: The easiest to fit is the 2000E 3 rail which takes a standard 105E bellhousing or a standard 1200 gearbox with 2000E internals.

The type 9 five speed is a difficult box to fit as these have a cable clutch bellhousing and the starter motor is on the left hand side which sits down through the engine cross member. It also hits the drag link and steering idler. One way to get round this problem is to fit an alloy 105E bellhousing with a type 9 bolt pattern. These are very hard to come by. If you get hold of one of these you will still have to remove the gear box tunnel, change the clutch plate and propshaft, modify the gear box cross member and reposition the chassis mounts.

Q: What type of clutch do I use?

A: When fitting a diaphragm pressure plate you will find this is half an inch less in depth compared to the old spring type. To get around this problem you will need to fit a thrust carrier extension and bearing. This will ensure the correct pivot position of the clutch arm and smooth operation.

If you feel that your clutch pedal is too heavy, try fitting a 0.875 bore slave cylinder, as fitted to MK1 Lotus Cortina and MK1 Escort Mexico (hard to find)

Note: A standard Anglia has a 0.75 bore slave cylinder

Q: What differential can I fit?

A: You have a wide range of ratios from 4.44 to 3.54 that are fitted to standard road cars (higher the number, more revs. lower the number less revs.)

Any front-loading diffs. from MK1 / 2 Cortina or MK1 / 2 Escort will fit.

Note: Flange sizes alter. These are all interchangeable and care must be taken when changing (refer to the workshop manual). Alternatively, you can have the propshaft flange changed to suit.

PLEASE NOTE THE COLOUR OF PARTS IN THIS CATALOGUE MAY VARY



RACK AND PINION STEERING KIT

REAR MOUNTED ONTO A105E ENGINE CROSS MEMBER, THE KIT INCLUDES: MODIFIED CROSS MEMBER, TCAs, RACK, STEERING COLUMN, TRACK ROD ENDS AND STEERING UNIVERSAL JOINT

£904*

*ENGINE CROSS MEMBER SHOWN WITH STANDARD ENGINE MOUNT POSITION. FOR WORLD CUP CROSS MEMBER AND MOUNTS ADD **£288** TO THE ABOVE PRICE

**CUSTOMER SUPPLIES ALL PARTS:
105E ENGINE CROSS MEMBER, 105E TCAs AND 105E STEERING COLUMN
FOR MODIFICATION WHICH SHOULD BE IN A GOOD AND CLEAN CONDITION**



GAZ FULLY ADJUSTABLE FRONT STRUTS

FITTED WITH ADJUSTABLE SPRING PLATFORMS AND A TOP ADJUSTER FOR DAMPING

£455 PER PAIR

CUSTOMER SUPPLIES MK 2 CORTINA STRUTS FOR MODIFICATION WHICH SHOULD BE STRIPPED OF SPRINGS AND INSERTS BEFORE SENDING



2 1/4" I/D FRONT SPRINGS

TO SUIT GAZ FRONT STRUTS

£58 PER PAIR



ALLOY SPRING TOP RETAINERS

TO LOCATE 2 1/4" SPRINGS ONTO GAZ FRONT STRUTS

£38 PER PAIR



ECCENTRIC PRE-SET ALLOY TOP MOUNTS

£208 PER PAIR

PARTS CAN BE BOUGHT SEPARATELY OR AS A COMPLETE KIT:

STRUTS, SPRINGS, SPRING TOP RETAINERS AND ECCENTRIC PRE-SET ALLOY TOP MOUNTS

£682 EXCHANGE



FRONT POLY BUSH KIT - 80 SHORE HARDNESS

ANTI ROLL TO BODY AND TCA'S COMPLETE WITH NUTS, BOLTS,
STAINLESS STEEL THRUST PADS AND SLEEVING

£84*

***FOR CARS THAT ARE NOT USING ROSE JOINTED TCAs ADD £24 TO THE KIT PRICE**



REAR POLY BUSH KIT - 80 SHORE HARDNESS

COMPLETE WITH STAINLESS STEEL SLEEVES, NUTS AND BOLTS

£80



POLY TCA DUST COVERS

£14



**ECCENTRIC MULTI HOLE
ALLOY TOP MOUNTS**

£226 PER PAIR



**ECCENTRIC PRE-SET ALLOY TOP
MOUNTS**

£208 PER PAIR



**CONCENTRIC ALLOY
TOP MOUNTS**

£208 PER PAIR



FABRICATED HI RATIO MK2 CORTINA STEERING ARMS

£128 PER PAIR - NO EXCHANGE REQUIRED



ROSE JOINTED OR POLY BUSHED ADJUSTABLE TRACK CONTROL ARMS

ALLOWS YOU TO SET CORRECT CAMBER - £154 PER PAIR*

***CUSTOMER SUPPLIES OWN PARTS
WHICH SHOULD BE IN A CLEAN AND GOOD CONDITION***



ANGLIA STRUT BRACE

£120

ALSO AVAILABLE FOR MK1 / MK2 CORTINA AND MK1 / MK2 ESCORT
PRICES AS ABOVE



HEAVY DUTY ENGINE MOUNTINGS

BOLT ON TYPE FOR RACE AND RALLY

£108 PER PAIR



HEAVY DUTY ENGINE MOUNTING SPACER KIT

MOVES ENGINE FORWARD 10MM GIVING BETTER CLEARANCE FOR CARBS

£16

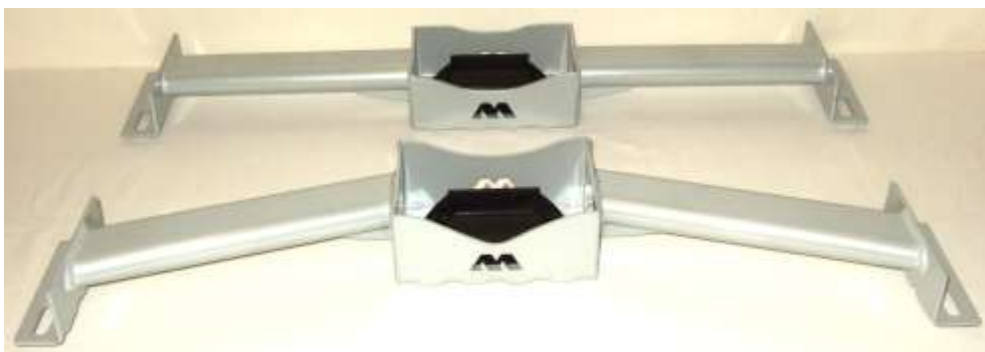


ANGLIA WORLD CUP ENGINE CROSS MEMBER AND ENGINE MOUNTINGS

TO SUIT PRE X/FLOW AND X/FLOW ENGINES

£288

**CUSTOMER SUPPLIES OWN CROSS MEMBER
WHICH SHOULD BE IN A CLEAN AND GOOD CONDITION**



GEAR BOX CROSS MEMBERS TO SUIT 2000E AND TYPE 9 5 SPEED

NO EXCHANGE REQUIRED

£130



'A' FRAME AXLE LOCATING KIT - ROSE JOINTED AND POLY BUSHED

IDEAL FOR RACE, FAST ROAD AND TRACK DAY CARS
ACTING AS ANTI TRAMP AND ANTI BODY OVER AXLE MOVEMENT

£216

ALSO AVAILABLE FOR 100E, MK1 CORTINA AND MK1 / MK2 ESCORT
PRICES AS ABOVE

NOT TO BE USED WITH DECAMBERED SPRINGS



ANTI TRAMP BARS – PERIOD TYPE

IDEAL FOR PERIOD RALLY CARS

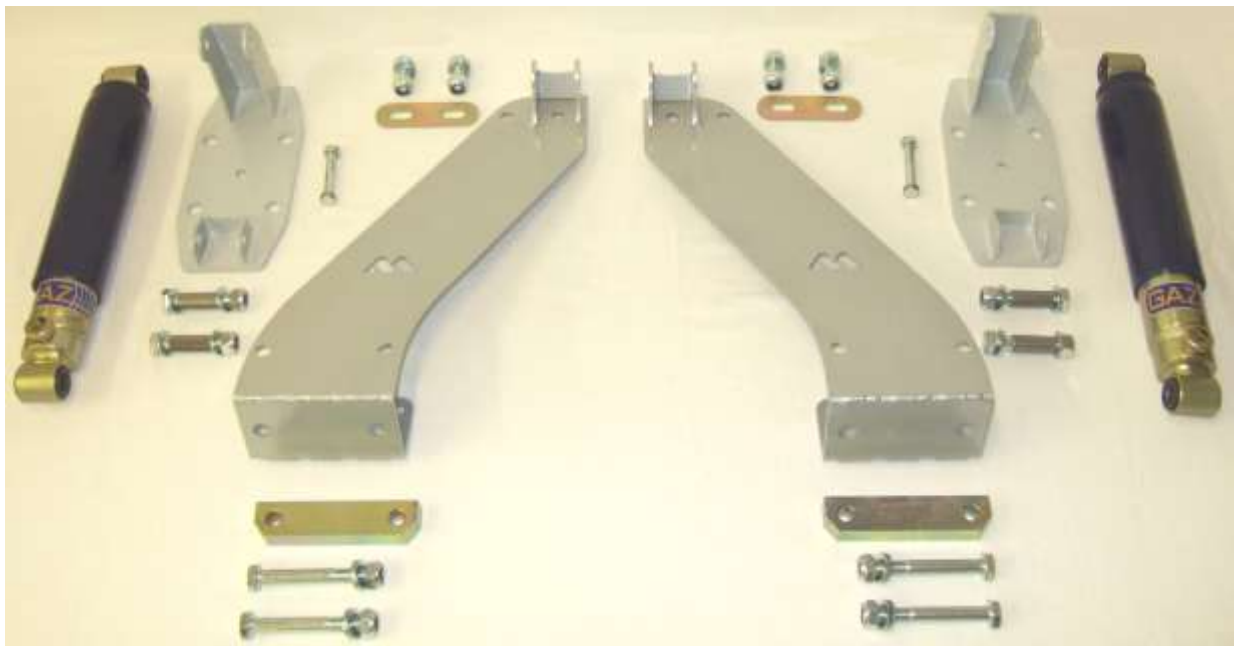
NOT FOR LOW ROAD CARS AS GROUND CLEARANCE PROBLEMS

£210



REAR WELD ON TURRET KIT INCLUDING SHOCKS

£220



BOLT ON TURRET KIT INCLUDING SHOCKS

£309



REAR WELD ON LOWERING BLOCKS

1" TO 2½" COMPLETE WITH
U BOLTS AND NUTS

£54



5 LINK KIT COMPLETE WITH COIL OVER REAR SHOCKS AND SPRINGS

THIS KIT IS DESIGNED FOR USE WITH THE ANGLIA 105E SALOON ONLY

£929



5 SPEED ADAPTOR AND THRUST TOWER KIT

THE MILTON 5 SPEED ADAPTOR AND THRUST TOWER KIT HAS BEEN DESIGNED SO THAT YOU CAN USE YOUR ORIGINAL BELLHOUSING, CLUTCH ARM AND THRUST CARRIER WITH YOUR TYPE 9 5 SPEED CONVERSION.

THE KIT CAN BE USED WITH THE FOLLOWING BELLHOUSINGS:

- ANGLIA 105E
- LOTUS ELAN
- MK1 CORTINA INCLUDING LOTUS
- MK2 CORTINA INCLUDING LOTUS
- MK1 ESCORT MEXICO

£263

ALTERNATIVELY THE KIT CAN BE BOUGHT WITHOUT THE THRUST TOWER AND YOU CAN MODIFY YOUR OWN FOR **£157**.



ADJUSTABLE REAR ANTI ROLL BAR

CAN BE USED IN CONJUNCTION WITH 'A' FRAME REAR LINK KIT
TO REDUCE ROLL OVERSTEER

£294



DOUBLE WIDTH CLAMP ON FRONT ANTI ROLL BAR

£205

THE CLAMPS ARE AVAILABLE AS A SEPARATE ITEM (SET OF 6)
FOR USE WITH SECOND STANDARD ANGLIA ANTI ROLL FOR **£140**



DISC BRAKE CONVERSION FOR STANDARD ANGLIA STRUTS

KIT CONSISTS OF THE FOLLOWING:

2 DISCS, 2 MOUNTING BRACKETS, 2 AERO QUIP BRAKE HOSES, 8 WHEEL STUDS PLUS MACHINING OF 2 HUBS

Other Parts needed for this kit: MK3 / 4 Escort Calipers or NISSAN MICRA (1996 - 2003)
Please specify which calipers

£211

CUSTOMER PROVIDES OWN HUBS FOR MACHINING ON THE ABOVE



REAR DISC BRAKE CONVERSION – BOLT ON TYPE

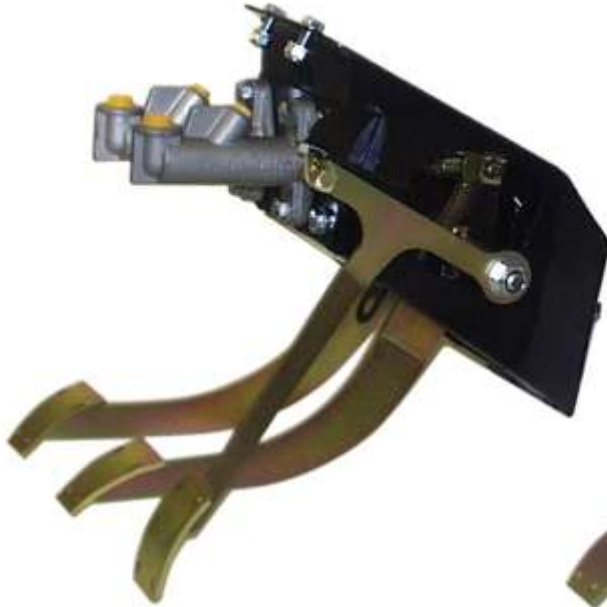
AVAILABLE FOR ANGLIA 105E, MK1 / MK2 CORTINA AND MK1 / MK2 ESCORT
WILL FIT INSIDE 13" WHEELS – NOT SUITED FOR LOTUS STEELS

KIT CONSISTS OF THE FOLLOWING: 2 CALIPER BRACKETS, 2 HALF SHAFT SPACERS,
8 WHEEL STUDS, HAND BRAKE BRACKET AND LINK

Other parts needed for this kit: MK3 Fiesta front discs 89 – 95, MK1 Sierra 2 litre GLS 4 x 4 or MK3 Granada calipers 85 – 95,
MK1 Sierra 2 litre GLS or 4 x 4 hand brake cable
Your half shaft flanges will need to be machined down to 132 mm O/D

£118

WHEN ORDERING FOR A 105E PLEASE ADVISE IF YOUR HALF SHAFTS ARE HELD IN BY STUDS AND NUTS OR BOLTS AND IF YOUR AXLE HAS A DRAIN PLUG



REVERSE 2 CYLINDER PEDAL BOX

£341

HYDRAULIC CLUTCH ONLY



BIAS REVERSE 3 CYLINDER PEDAL BOX

£414

HYDRAULIC CLUTCH ONLY

**BOTH AVAILABLE IN LEFT HAND DRIVE
NO EXCHANGE PARTS REQUIRED ON THE ABOVE**



**REMOTE ADJUSTER
FOR BIAS BOX**

£45



**REMOTE BRAKE
FLUID BOTTLES**

£16 EACH



Photograph courtesy of Classic Ford Magazine

QUICK SHIFT LEVER FOR 2000E / BULLIT 3 RAIL GEAR BOX + TYPE 5

SCREW ON DESIGN TO REPLACE THE STANDARD GEAR LEVER
CAN BE FITTED IN A MATTER OF MINUTES

REDUCES MOVEMENT BY UP TO **50%**

MK1 ESCORT MEXICO
MK1 ESCORT TWIN CAM
MK1 ESCORT RS1600
MK2 SERIES 1 CORTINA 1600
MK2 SERIES 1 LOTUS CORTINA
MK2 SERIES 1 CORTINA GT. CORSAIR 2000E

£200

FIBREGLASS PARTS

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Email: info@oldfordautos.com



**RONNIE THE MILTON WORKSHOP CAT
RIP - JANUARY 2016**