

## TIPS FOR BUYING A USED EXAMPLE

The first thing to ask anyone selling an RS500 is what the chassis number/vehicle identification number is. This is located on the front slam panel and under a plastic flap beside the driver's seat. This number must read WFOEXXGBBEGG, RS500's have unique chassis no's they are a run of 500 in consecutive order GG38600 through GG39099 this will be either Stamped into (Down) or Pressed from below (UP), both are genuine Ford methods, This is not the Tickford 1-500 list, that list was in order of what cars Tickford put through first, i.e No 001 is not chassis 38600 likewise no 500 is not 39099 so quite random as you can see If it is not in that range of numbers, it is not an RS500.

There are only three colours, black, white and moonstone blue. Any other colour has been painted by someone else and not Ford. Don't listen to anyone who tries to tell you it's a one off Ford made because it is not true. Also, all RS500's had sunroofs and all were right hand drive. If it's anything else then it was built out of parts and ask yourself, where did they come from?

Other things to look for are original spoilers, i.e. front bumper and splitters, rear upper spoiler. Engine parts - eight injectors, big turbo, and horseshoe shaped turbo damper, massive intercooler 73.5cm x 42 cm (29" x 16) smaller core plugs approximately 7/8" diameter. To check it's an original engine, the GG and five digit number is stamped into a flat plate on the side of the block behind the alternator. If it's not there, then take off the cam belt cover and look down between the thermostat housing and cam belt tensioner, where there should be stamped the YBD number. This is Cosworth's identification number. RS500's are designated YBD and this number should fall between YBD 0015 and YBD 0537. These numbers are not in any order and some are missing. If the YBD number is not present, then questions should be asked.

All Cosworth engines are fitted with hardened valve seat inserts and can therefore run continuously on unleaded fuel. With ordinary unleaded petrol it is necessary to retard the ignition by 4 Degrees. A power loss of approximately 10 bhp will be experienced after the ignition is retarded. Retarding the ignition may not be necessary if the engine is always run on Super Unleaded fuel (97RON or above).

The Cylinder head was also modified, having locating dowel's on the inlet side, and slightly larger inlet ports.

Parts are becoming very hard to find. Ford themselves have no front bumpers, splitters or rear upper spoilers, no turbos, injector plenums or engine blocks, no interiors or dashes. These parts have to be found from other sources and people can name their price. For example, front bumpers are £1000 plus.

There aren't very many problems with RS500's, mostly the same as any Cosworth - check for smoky exhaust, this could be valve seals or turbo seals and bearings. Noisy gearbox, steering shake under braking, warped discs, no rust yet to speak of unless from accident damage.

A full service history is a must, but don't just rely on the service book as anybody can get one stamped up in order to sell a car. Receipts for everything are the best guide, from services to oil changes, down to a light bulb.

Modifications are a minefield. There are just too many to go into here but whether you want a standard car or a modified car, the same principles cover both. If it is highly modified get a full engine build list, also details of what's been done to the brakes and suspension.

After all that, which colour? Most people think that white is the rarest colour but in fact it is moonstone blue. Although there were four white prototypes, these prototypes were not planned for general sale but destruction after homologation approval was received however all 4 made their way in to general circulation. At the time of writing all 4 prototypes are still on the road.

The white and moonstone blue are in limited numbers, this is not reflected in the price because in the end it's all down to personal choice.

10 other RS500's were road registered pre homologation and used in various roles, 3 were AMT training cars, 3 were press appraisal cars, 3 were Validation cars, and 1 was a photography car, of the 10, 3 were sent to Germany 2 have since returned.

The Interior will be the same as the 3 door cosworth and suffers from the same problems of tired seat bolster sponges, worn cloth on high mileage examples the bolster sponges can be replaced as they are still available; however the cloth is not and is very hard to locate. They also suffer from cracking of the top of the dashboard around the Speaker grille, a new or replacement mint 2nd hand dashboard you can expect to pay anywhere between £400 to £1,300 for. Do not be put off if the car you are looking at does not have the black Tickford plaque between the electric window switches this was not an original item and was supplied by Martyn Lobb who was the Rs owners Club's Rs500 registrar and a founder member of CLUBRS500 these were supplied for the tenth anniversary in 1997 if a car does not have one all it means is the car was not registered with the RSOC or CLUBRS500.

UK price guide (Sterling)

Note: The RS500 is a rare classic vehicle and hence the prices reflect this. Potential buyers would be lucky to find a good example available for less than £18000 Sterling! As with many classic vehicles over time they are prone to accident damage and some may have been re-shelled.

Condition

Average = £ 12500 - £ 18000

Good = £ 18001 - £ 25000

Excellent = £ 25001 - £ 32000

there is another bracket imo , this is low milage cars ,some have sold in recent years for above what i have said so far ,these cars are hard to place a guide on as it's all down to how much you want it and what the seller wants, there have been cars that have sold upwards of £40000, remember these are very low milage cars and as such have there own problems if not looked after/stored correctly to keep that milage down , low milage does not always mean the best car ,choice is yours.

The above is My opinion based on seeing cars sell for the above over the last few years

WHEELS & TYRES: WHEELS: USUAL "COSWORTH" RIAL  
ALLOYS 7" X 15"  
TYRES: 205/50 YR 15

BODY: TYPE: 3-DOOR HATCHBACK SIERRA L  
WITH PHOENIX-MANUFACTURED  
BODY-MT PLUS RS500 MODIFICATIONS  
REAR WING TO FORD DESIGN  
WITH 30mm "GURNEY" LIP PLUS  
LOWER RS PARTS, SECONDARY  
SPOILER WITH CUT OUT FOR UPPER  
WING PYLON, USUAL "COSWORTH"  
WHEEL ARCH EXTENSIONS, SIDE  
SILLS, FRONT BUMPER/SPOILER  
WITH EXTRA RS500 AIR INTAKES  
(FIVE IN TOTAL INCLUDING  
OFFICIAL DELETION OF AUXILIARY  
LAMPS INSIDE FLASHERS).  
AUXILIARY FOG LAMPS WERE  
SUPPLIED IN BOXES IN THE BOOT.  
HARD PLASTIC LIP/EXTENSION  
SPOILER BLADE (SPLITTERS), TWIN  
BONNET LOUVRES, AIR INTAKE, AIR  
INTAKE BETWEEN HEADLIGHTS.  
CD: 0.351 (UP 0.015 ON ORIGINAL  
COSWORTH) BUT GREATER DOWN  
FORCE. THE REAR WING ALONE  
CREATES 220LB OF DOWN FORCE  
AT 100 MPH.

DIMENSIONS: LENGTH 4,448mm WIDTH 1,727mm  
HEIGHT 1,377mm WHEEL BASE 2,609mm  
FRONT TRACK 1,450mm REAR TRACK  
1,470mm WEIGHT 1,240 kg/2728 lb (UP 35  
kg ON ORIGINAL)

MANUFACTURER'S FIGURES: MAX SPEED 154 MPH  
0-60 MPH 6.2 SECS  
0- 100 MPH 16.2 SECS  
STANDING ½ MILE 15.1 SECS  
FUEL CONSUMPTION 20.6 MPG URBAN  
33 MPG AT CONSTANT 56 MPH, 24.5 M  
MPG AT CONSTANT 75 MPH

FUEL & IGNITION: GARRETT AIR-SEARCH T31/T04 TURBO. ENLARGED AIR INTERCOOLER. WEBER MARELLI MICROPROCESSOR MANAGED FOUR INJECTOR INJECTION AND IGNITION REPLACED BY SECONDARY RAIL AND EIGHT INJECTOR LAYOUT. NOT PROGRAMMED FOR MORE THAN FOUR INJECTOR OPERATION FOR PUBLIC SALE. MANY ANCILLARY ENGINE CHANGES FOR DURABILITY! ACCESSIBILITY/HOMOLOGATION REASONS. INSTALLATION: FRONT, LONGITUDINAL

TRANSMISSION: TYPE: REAR DRIVE, VISCOUS COUPLING, LIMITED SLIP DIFFERENTIAL  
GEARBOX: BORG WARNER T5  
INTERNAL RATIOS: 1ST 2.95, 2~ 1.94, 3RD 1.34, 4TH ~ DIRECT, 5TH 0.80  
FINAL DRIVE: 3.65:1 22.79 MPH PER 1000 RPM IN 5TH

SUSPENSION: FRONT: INDEPENDENT BY MACPHERSON STRUTS, LOWER TRACK CONTROL ARMS (TCA'S), COAXIAL COIL SPRINGS, FICHTEL & SACHS TWIN TUBE GAS DAMPER INSERTS, 28mm DIAMETER FRONT ANTI-ROLL BAR  
REAR: SEMI-TRAILING ARMS, UNIBALL JOINTS, COIL SPRINGS IN FRONT OF AXLE, SEPARATE TELESCOPIC FICHTEL & SACHS GAS REAR DAMPERS, 14mm REAR ANTI-ROLL BAR, UNIQUE ALTERNATIVE TRAILING ARM MOUNT INSTALLED FOR RACING HOMOLOGATION PURPOSES.

STEERING: TYPE: POWER ASSISTED, CAM GEARS/TRW RACK & PINION, LOCK TO LOCK 2.6 TURNS

BRAKES: FRONT: 283mm VENTED DISCS  
REAR: 273mm SOLID DISCS  
SYSTEM: HYDRAULICALLY ASSISTED, ALFRED TEVES GMBH ANTI-LOCK ACTION

NOTE: The FORD Sierra RS500 Cosworth 3-door was produced on D and E-registration plates in the UK.

NOTE: For turbo longevity it is recommended that the Sierra RS500 Cosworth along with all other turbocharged RS models run with fully synthetic oil. These types of oil give the necessary engine protection for the high temperatures attained in turbocharged vehicles. The following viscosity synthetic oils are recommended: 5w50, 10w40, 15w50, 10w60

#### Disclaimer

the above Buyers Guide is meant for reference only, the author will not be held accountable for any issues arising once you have bought your car or before hand. these cars are gaining value yearly and are worth a lot of money ,view a car a couple of times before parting with your money , do your homework , ask questions , a good source of information is The Ford Rs Owners club [www.rsownersclub.co.uk](http://www.rsownersclub.co.uk) ,The RSOC Rs500 registrar can be found on there ,also there is this forum its full of Rs500 enthusiasts ,good luck with your search remember buy on condition condition condition ,history history history