

This comprehensive kit for the Ford Zetec engine provides an easy and reliable high power upgrade to Omex Engine Management and Throttle Bodies. It offers a simplified way of putting together all of the required parts from one supplier at a fixed cost with one reliable source of technical backup. The kit comes pre-assembled allowing an experienced DIY mechanic to fit it with ease.



Kit Contents

- Inlet Manifold
- Throttle Bodies
- Fuel Rail
- Air Horns
- Fuel Pressure Regulator
- Throttle Position Sensor
- Air Temperature Sensor
- Ready Mapped 600 Series ECU
- Ready Built Wiring Harness
- Instructions
- Software

Inlet manifold, throttle bodies, fuel rail, air horns, and throttle position sensor are supplied built together, ready to fit the standard injectors then fit to the cylinder head.



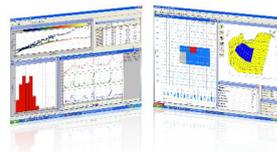
Omex's multi-championship winning 600 Series ECU controls the fuel injection, standard Ford distributorless ignition coil pack, and optionally, many other functions around the vehicle. The ECU is connected to the hardware with a complete, ready built wiring harness, which is fully tagged and with the correct connections made for your Zetec engine, ensuring easy clip-on fitment, optimum performance and absolute reliability.



A fixed 3.5 bar fuel pressure regulator in a billet machined aluminium housing. Fuel pipe to go between the regulator and the fuel rail is also supplied.



The standard injectors are suitable for up to 190bhp and give excellent spray patterns, so are re-used. If you no longer have these, Omex can supply a new set.



PC Windows based ECU mapping software and datalogging analysis software is included allowing you full access to the ECU.



The air temperature sensor is mounted in the engine bay to help with air density calculations. The standard coolant temperature sensor is re-used.



Example of installation, engine not included.

Will the kit fit?

Two versions of inlet manifold are available to enable you to get the perfect fit in your chassis.

The standard manifold curves to put the throttle bodies level when fitted to a level engine. The kit distance from the head face (centre of the inlet port on the head face) to the end of the airhorn is 224mm. An optional upgrade manifold faces the throttle bodies slightly upwards in line with the port angle to allow maximum airflow. Which is from the head face (centre of the inlet port on the head face) to the end of the airhorn is 232mm. Other kits lengths are possible by changing airhorn length on request.

A minimum of 20mm should be allowed between the end of the air horn and the air filter material. Also allow space for the movement of the engine.

The wiring harness length allows the ECU to be mounted inside the passenger compartment in most applications, though with careful placement, the ECU can be mounted in the engine bay without problem. The kit is designed electronically for applications where the engine has been transplanted into other chassis, not for fitment to a Focus.

standard inlet manifold



Optional straight inlet manifold



All above dimensions and angles are approximate

Wiring Harness Options

Standard 'Road' Specification

The standard specification harness in this kit is the 'road' specification. This harness uses thin wall, lightweight automotive grade cable loomed together with PVC tubing and harness tape; a specification similar to that found on premium modern road cars. Each harness is individually computer tested to ensure the build is correct.



Rubber connector boots



PVC tubing covered cable

Upgrade 1 – 'Race' Specification

The 'race' specification uses lightweight automotive grade cable, loomed together using motorsport heatshrink as found on nearly every professional motorsport harness for high flexibility, resistance to solvents and superior cut resistance. Within this outer, the cables are twisted together to provide resistance against radiated electrical noise from sources such as the high tension sparks, alternator and starter motor giving clean sensor signals to the ECU. The terminals connecting to the ECU are gold plated to ensure the best connections to the ECU possible to maintain the clean signals from the sensors. All joints in the harness are made with crimps rather than solder to withstand the high vibrations often found with solidly mounted drivetrains in race vehicles. The joints and the component connectors are then covered in glue lined heatshrink which is inflexible and so any tension placed on the harness during service goes onto the strong connector housings and cables and so away from the cable joint. All of these improvements together give longer service life and improved reliability in the harsh environment of a motorsport engine bay.



Heatshrink connector boots



Twisted cables in heatshrink sleeving



Heatshrink harness joints



Gold plated terminals

Upgrade 2 – Bespoke 'Race' Specification

The perfect harness should also fit perfectly. The bespoke 'Race' specification is built using the same materials and methods as the standard 'Race' specification harness, but with lengths tailored to suit your engine bay.



Heatshrink connector boots



Twisted cables in heatshrink sleeving



Heatshrink harness joints



Gold plated terminals

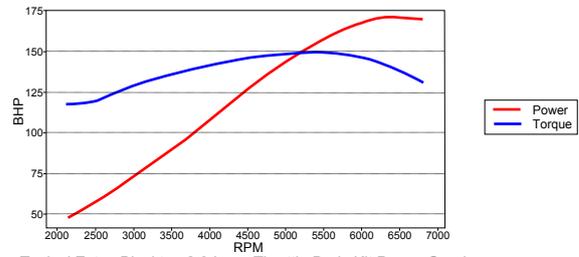


Bespoke lengths

How much power will my engine make?

The power and torque graph shows the results obtained from a standard engine in a Westfield SEiW, using the standard Westfield 4-1 exhaust manifold, catalytic convertor, and silencer system. These results are from testing on Omex's Superflow rolling road. If you see higher results elsewhere, check whether they are from a typical engine or a blueprinted engine and what dyno they came from - not all read the same!

Modified engine power figures are of course dependent upon the engine build specifications.



Typical Zetec Blacktop 2.0 Long Throttle Body Kit Power Graph

My engine has a lot of internal modifications. Do I need to change any parts?

If you have a specific inlet length you need to achieve for your engine's modifications, longer or shorter inlet lengths can be achieved by changing the airhorn lengths.

The standard throttle bodies in the kit are 45mm butterfly diameter. 48mm can be supplied for very high output engines.

The standard injectors are suitable for a standard engine with this kit. Optional higher flowrate injectors are available for engines over 190 BHP.

Will the engine pass emissions tests?

A standard engine with this kit simply needs a narrowband lambda sensor (3 or 4 wire), an effective catalytic convertor, and accurate on-engine balancing of the throttle bodies. It will then pass UK MOT and IVA emissions tests with ease. Omex can provide a lambda (oxygen) sensor and bosses to weld to the exhaust if you do not have them. A lambda sensor is not required to make the engine run, so if you have a vehicle that does not need to pass emissions tests, then a lambda sensor is optional.



Lambda sensor



Lambda sensor boss

Will the engine need setting-up?

The kit is supplied with a calibration that will run a standard 2.0l engine with a 4-1 exhaust. Modified or 1.8l engines will require mapping so you have full access to the ECU, and mapping software is provided in the kit. On request, Omex will supply the most suitable calibration we have to suit your engine modifications.

The throttle bodies will need balancing to achieve a perfect idle, emissions compliance (where applicable) and smooth running.

What else will I need?

Throttle linkage – single and twin cable versions are available. They are supplied already built onto the throttle bodies assembly and may be adjusted to give the best throttle action. The linkage can be fitted over or under the throttle bodies pulling to the left or right.



Single cable throttle linkage kit



Twin cable throttle linkage kit

Air filtration – the throttle bodies will accept DCOE / DHLA pattern backplate air filters. 'Sock' filters can be used where space is tight but they can affect airflow so should be avoided if possible.



Air filter and back plate (adds 50mm to kit length)



Air filter socks

Synchrometer - This tool measures the airflow through each airhorn to enable fine balancing of the throttle bodies. Fine balancing is recommended for all engines, and is essential for those that need to pass emissions tests. If you are having the engine set-up by a tuner then they will already have this tool.



Balancing tool

Extra ECU functions

With optional extra parts the Omex 600 ECU is capable of much more than simply running the engine;

Shift lights - a visual warning for the optimum rpm gearshift. Normally a high intensity 10mm red LED is used, but other sizes and colours are available on request.

Full throttle gearshift - gearshifts without lifting off the throttle. In the case of sequential gearboxes, even without using the clutch. Sequential gearboxes often have a switch inbuilt for input to the ECU, and those using a 'normal' gearbox can use an Omex clutch switch, signalling an ignition retard that temporarily reduces engine power output.

Launch control - consistent fast starts. A button on the steering wheel that gives a temporary lower rev limit holding the engine steady on the startline.

Radiator fan control - reduce the number of sensors, joins in the cooling system, and have full programmability of the ON / OFF temperatures for the radiator fan. An additional relay and new coolant temperature sensor are required for this control. As the standard Zetec temperature sensor is head temperature rather than water temperature, although it is fine for running the engine normally it is not suitable for running a radiator fan from. Therefore a new coolant temperature sensor is required.



Shift light (10mm LED)



Full throttle gearshift
(clutch switch)



Launch control (button)



Radiator fan control (Relay & base
with coolant temperature sensor)

Further information

Fuel pipe – the kit is for use with push-on rubber pipe. An upgrade to dash 6 pipe fittings is available for the fuel rail and pressure regulator.

Brake servos – if your vehicle requires a brake servo vacuum, then the kit can be supplied with an adaptor pre-fitted to the manifold.

Barometric air pressure correction – If you are using the engine with large altitude changes (such as in the Alps), then air pressure changes due to the altitude changes will affect the amount of fuel required. An upgrade to fit an air pressure sensor to automatically make these changes is available.



Push-on to screw-on fuel rail and pressure
regulator upgrade -6 (pre fitted)



Brake servo adaptor
(pre fitted)



Barometric pressure sensor
and harness upgrade

Why choose Omex Products?

The difference between winning and losing is very small. In hillclimbing and sprinting it can regularly be 0.05 secs, in circuit racing a half cars length, in rallying one corner.....

So what makes Omex products win so many events and championships? Simple, attention to DETAIL.

The very basics of how the ECU works makes a big difference. How it calculates when an ignition spark is going to be placed, when it's calculated, how engine acceleration is taken into account, and so ultimately how accurately that spark is placed, are things that you do not think about when looking at ECUs. Here at Omex we do because those details that are often taken for granted are the difference between one ECU system and another, the difference between winning and losing... The detailed approach to design of the basics by our team of top software and hardware design engineers, responsible for race wins throughout all forms of motorsport at the very highest levels, means you do not need to think about these details because we do. Features lists don't win races; it's how these features work that wins races. Other ECUs may have similar features lists, but how an Omex works makes all the difference. Naturally, Omex ECUs have all of the features you would expect from a top level ECU.

Winning Championships is a combination of performance and reliability. Reliability is found in the details of the way the ECU is designed and built. All Omex ECUs are robot assembled in the UK on an ISO9001:2000 approved assembly line, ensuring a consistent, high quality build. They are all then thoroughly tested, twice, before leaving Omex. A well running system is a combination of ECU and many other components. It is important that all components in the system continue to work in order for the ECU to be able to perform, and so Omex source all other components such as sensors and injectors only from highly respected manufacturers.

Of course, before you can even think about winning races and championships, you need to get to the race! Omex employ only the very best engineers to ensure that whenever you contact us you get only the very best advice, right from specification of the best parts for your application, through to advice during installation, and finally, getting your engine running to its maximum potential.

And should something go wrong at any time during your ownership of your Omex ECU, the same team of technicians is available just a telephone call or mouse click away with free advice to help you through.

All these details have helped countless others win races and championships. Maybe you will be next...

Ordering Information

To enable us to write your startup calibration we need the following information when ordering a kit;

Is the engine size 1.8l or 2.0l?

Does the engine have standard internals? (cams, compression ratio, etc)

If you are not purchasing an Omex lambda sensor will you be using your own narrowband lambda sensor on the engine?

Price List

Kit	Part Number	Retail	Inc VAT
Long Throttle Body and ECU Kit for Ford Zetec 1.8/2.0 Focus Engine	- OMTBKIT000103L	- £1545.00	- £1854.00
Options and Upgrades			
'Race' specification wiring harness upgrade	- OMEM1519(U)	- £110.00	- £132.00
Bespoke 'Race' specification wiring harness upgrade	- OMEM1539(U)	- £230.00	- £276.00
Straight inlet manifold	- OM003(U)	- £0.00	- £0.00
Lambda (oxygen) sensor	- OMEM2301	- £55.00	- £66.00
Lambda sensor boss	- OMEM2351	- £10.40	- £12.48
Throttle linkage single cable	- CL1-Single	- £98.00	- £117.60
Throttle linkage twin cable	- CL1-Twin	- £150.00	- £180.00
Air filter and machined back plate	- AFFB + AFBA/93.6	- £107.00	- £128.40
Air filter socks (set of 4)	- OMEM9051	- £44.00	- £52.80
Shift light (10mm LED - red) - inc mounting bezel and cables	- OMEM6003	- £7.80	- £9.36
Shift light (5mm LED - red) - inc mounting bezel and cables	- OMEM6004	- £7.80	- £9.36
Full throttle gearshift clutch switch - inc cables	- OMEM6010	- £6.50	- £7.80
Launch control button - inc cables	- OMEM6011	- £10.00	- £12.00
Radiator fan control relay, base and new coolant temperature sensor	- OMEM5010(F) + OMEM2202	- £40.00	- £48.00
Push-on to screw-on fuel rail and pressure regulator upgrade	- FPR535-6(U) + FRA/93.6-6(U)	- £8.00	- £9.60
Barometric pressure sensor upgrade, including harness modification when using standard 'Road' spec harness	- OMEM2100 + OMEM1419A(U)	- £95.00	- £114.00
Barometric pressure sensor upgrade, including harness modification when using 'Race' harness upgrade OMEM1519(U)	- OMEM2100 + OMEM1519A(U)	- £100.00	- £120.00
High flowrate injectors for engines over 190BHP (set of 4)	- OMEM3008 (qty 4)	- £200.00	- £240.00
Synchrometer for balancing of the throttle bodies	- OMEM9900	- £46.00	- £56.60
Brake servo adaptors	- OMEM9100	- £30.00	- £36.00
USB Adaptor - for communication	- OMEM002	- £17.50	- £21.00

Optional parts are standalone extra parts and can be added to your kit at any time. Upgrade parts, designated by a '(U)' in the part number, are upgrading parts in the kit and so are only available at the above prices at the time of kit purchase. They are available at any time, but at the full price of the part.

All information provided is, to the best of Omex's knowledge, correct at time of print. Due to differences in individual engines, differences in specification from original manufacturer that we may be unaware of, and differences in individual installations such as different exhaust designs, any claims of power or emissions cannot be guaranteed.

E&OE. VAT@20.0%