

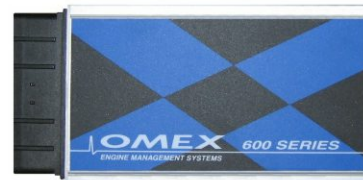
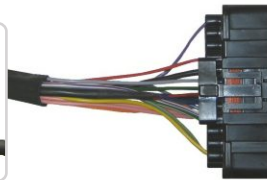
This comprehensive kit for the Ford Zetec / SE / Sigma 1.6 engine - non VCTi (non variable valve timing version) provides an easy and reliable high power upgrade to Omex Engine Management and Throttle Bodies. It offers a simplified way of putting together all of the required parts from one supplier at a fixed cost with one reliable source of technical backup. (If a kit for the 1.4 engine is required please contact us)



Kit Contents

- Direct to Head Throttle Bodies
- Fuel Rail
- Air Horns
- Fuel Pressure Regulator
- Throttle Position Sensor
- Air Temperature Sensor
- Coolant Temperature Sensor
- Ready Mapped 600 Series ECU
- Ready Built Wiring Harness
- Instructions
- Software

Direct-to-head 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.



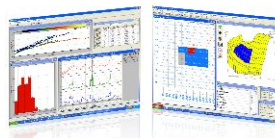
Omex's multi-championship winning 600 Series ECU controls the fuel injection, standard Ford distributorless ignition coil pack, and optionally, many other functions around the vehicle. The ECU is connected to the hardware with a complete, ready built wiring harness, which is fully tagged and with the 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 have a high enough flowrate for a standard engine with this kit, so are re-used. Omex can supply injectors for higher output engines.



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



A replacement coolant temperature sensor complete with thread adaptor fits directly into the standard water housing. The air temperature sensor is mounted in the engine bay to help with air density calculations.



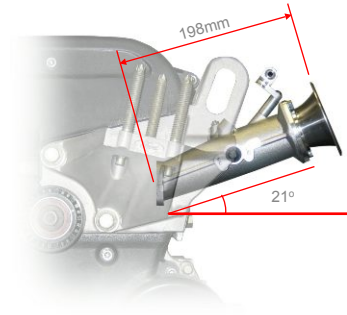
Example of installation, engine not included.

Will the kit fit?

The distance from the head face (centre of the inlet port on the head face) to the end of the airhorn is 198mm. The bodies sit at port angle to give the least disruption to airflow, which is 21 degrees above the angle of the block face.

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.



All 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.



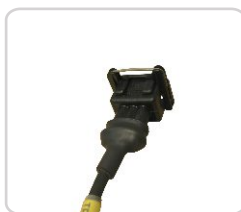
Rubber connector boots



PVC tubing covered cable

Upgrade 1 – 'Race' Specification

The 'race' specification is the same dimensions as the 'road' harness and uses the same high grade cable, but this time loomed together using Raychem DR-25 heatshrink as found on nearly every professional motorsport harness for high flexibility, resistance to solvents and superior cut resistance. Within this Raychem 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 then upgraded to gold plating 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. These harnesses are built by a team of engineers currently working in top worldwide 'works' motorsport series (the same team responsible for our 'works' spec bespoke harnesses) so not only are high quality materials used, they are built by the best too. Finally individually computer tested using a state-of-the-art 'CIRRIS' test machine at 500V to give extreme testing of the cable insulation.



Heatshrink connector boots



Twisted cables in heatshrink sleeving



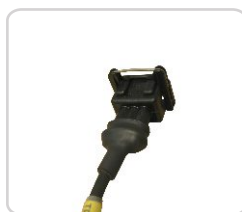
Heatshrink harness joints



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



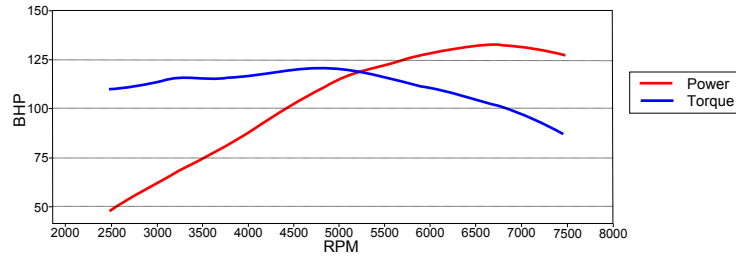
Gold plated terminals



Bespoke lengths

How much power will my engine make?

The power and torque graph shows the results obtained from a standard engine, using a 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!



Typical Zetec SE 1.6 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 the 135 BHP of this kit.

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 engine with a 4-1 exhaust. Modified 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.



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 is required for this control.



Shift light (10mm LED)



Full throttle gearshift (clutch switch)



Launch control (button)



Radiator fan control (Relay and base)

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

The Zetec SE engine has been fitted with two different ignition coil types. When ordering, please state whether the coil is connector type A or connector type B as shown in the images below.



Type A



Type B

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

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?

Kit	Part Number	Retail	inc VAT
Throttle Body and ECU Kit to suit Ford Zetec 1.6 SE Engine	- OMTBKIT000201D	- £1645.00	- £1974.00
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
Lambda (oxygen) sensor	- OMEM2301	- £55.00	- £66.00
Lambda sensor boss	- OMEM2351	- £10.40	- £12.48
Throttle linkage single cable (inc mount)	- CLS1 + LBU2	- £119.00	- £142.80
Throttle linkage twin cable (inc mount)	- CLD1 + LBU2	- £171.00	- £205.20
Air filter and machined back plate	- OMEM9052 + OMEM9205	- £107.00	- £128.40
Air filter and machined back plate (to suit injector upgrades)	- OMEM9052+OMEM9205+TS9.5#45	- £207.00	- £248.40
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 and base (fitted)	- OMEM5010(F)	- £25.00	- £30.00
Push-on to screw-on fuel rail and pressure regulator upgrade	- FPR535-6(U) + TBR32(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 up to 190BHP (set of 4)	- OMEM3009 (qty 4)	- £186.00	- £223.20
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	- £55.20
Brake servo adaptors	- OMEM9100	- £30.00	- £36.00
USB Adaptor - for communications	- 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%

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