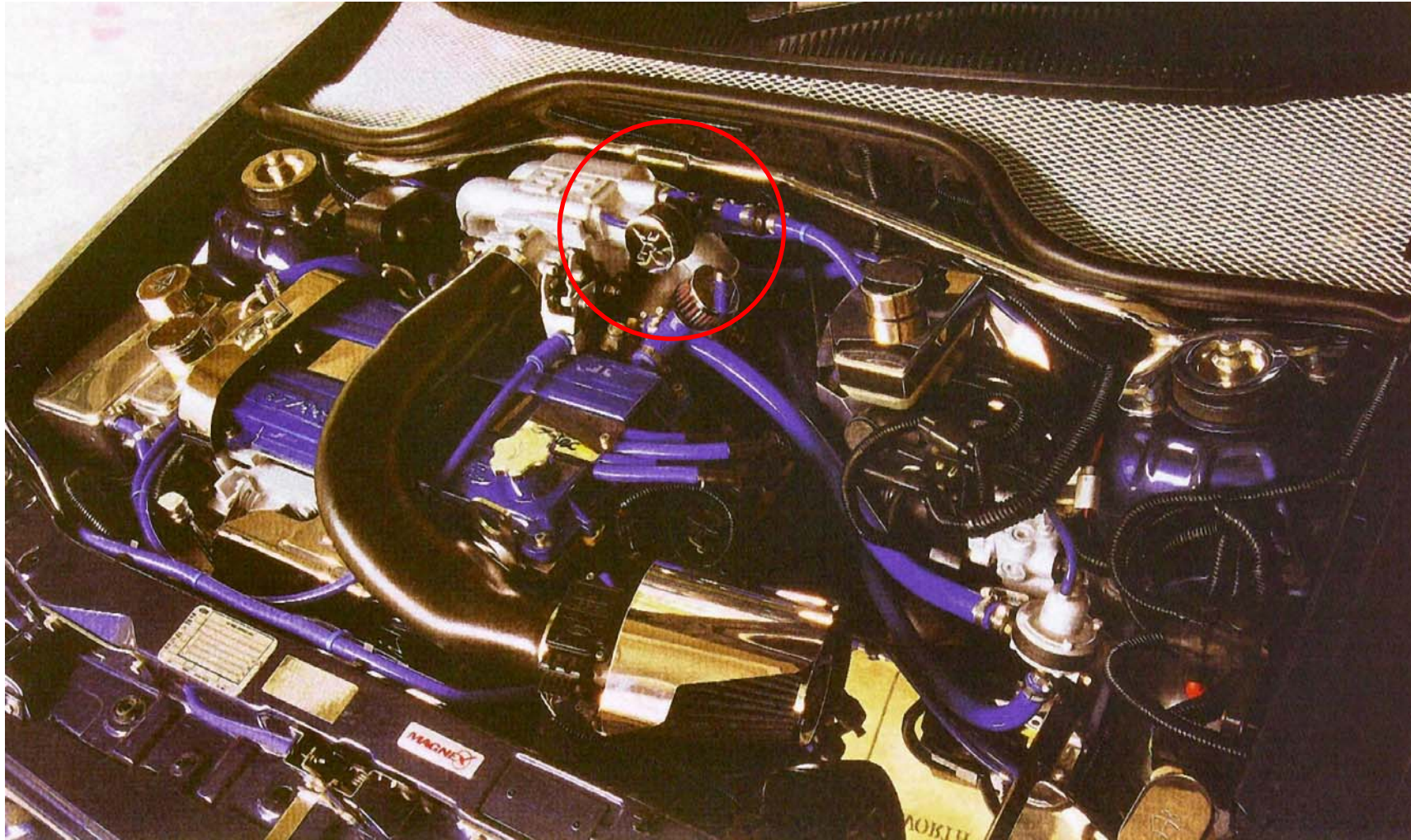


Web site: www.ecotek.eu
email: help@ecotek.eu

CB-26P Fitting position

Ford Escort Mk 5 XR3i Zetec



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CB-26P Fitting position

92 FF 03/05

TECHSPEC

MKV ESCORT CAB

ENGINE

1796cc Zetec, 2-litre Mondeo throttle housing, K&N induction kit, Power Boost valve, Ecotek valve, Magnex 4 inch stainless steel cat-back exhaust

TRANSMISSION

Standard MTX75 five-speed gearbox

SUSPENSION

Eibach springs, Koni adjustable shocks, chromed strut brace

BRAKES

Front: 280 mm disc conversion, Green Stuff pads

Rear: RS2000 discs, Goodrich brake hoses, gold painted callipers

WHEELS & TYRES

Hi-Octane polished deep dish 17x7.5 inch alloys, Uniroyal Rainmaster 205/40/17 tyres

BODY

Blue mohair roof, Ford wind break, Ford cabin tonneau cover, Escort Cos bonnet, RS2000 sideskirts, RS boot spoiler, front splitter, Maretti twin headlamp conversion, RS2000 indicators, metal replacement grilles, stainless steel fuel cap, M3-style door mirrors

INTERIOR

Standard Ford black leather seats, Momo steering wheel and pedals, wood trim on handbrake handle and gearlever, bespoke wood trim on dash, bespoke aluminium inserts, bespoke aluminium door steps

ICE

Kenwood Mask head unit, Kenwood graphic equaliser, Kenwood 12-disc CD changer, Orion 6 inch mids in Audioscape door builds, Orion tweeters and JBLs in rear, Rockford Fosgate 12 inch sub in custom box, PPI five-channel amp, high precision RCAs and cabling

THANKS

Des and Steve at Banshee Motorsport (01264 333366), Roy at A & S Auto specialists (01375 850062), Peter at Motor Preparation (020 8455 9698), Boydy at Boyd Autos (sprayer), The Escort Cabriolet Club



Kay's rear views are provided by BMW M3 lookalike jobs, with a twist. "This was a kit where you refit the existing mirrors into the M3 shell, actually all the mirrors did was move up and down and not side to side so I got my toolkit out," smiles engineer Kevin, who enjoys nothing more than a technical challenge.

Hours of cutting, gluing and drilling later, Kay now has fully functioning mirrors. He also applied that same attention to detail when it came to the ICE. "I installed it," says Kevin proudly. "We completely gutted the interior so that I could run the wiring properly." That included filling the cavities between the double skinned panels with expanding foam for sound deadening purposes along with extensive carpeting. Most impressive is the 12 inch Rockford sub in its own custom-made box.

Although the boot and interior have impressive contents, they've got nothing on what's under the bonnet. Kay and Kevin deserve an award for their epic achievement. You wouldn't want to keep it all clean though, but that's Kay's job and she's fully qualified to do it.

Beneath the glitz of that engine bay, the modifications have been modest. However, the

Zetec runs as sweetly and efficiently as possible and is a lot more responsive than standard. This happens courtesy of a 2-litre Mondeo throttle housing, a K&N induction kit, plus Power Boost, Ecotek valves and full set of blue Samco hoses. The pretty bit is the Magnex 4 inch stainless steel tailpipe.

As for the other mechanical parts there are some Eibach springs, Koni adjustable shocks plus a big 280 mm disc conversion along with Green Stuff pads. At the back are RS2000 discs, Goodrich brake hoses and gold painted callipers all round.

What we have here is a Cabriolet that at first glance looks fairly standard, but it's only as you get closer that the clever details really stand out. Kay gets that sort of reaction at shows. "We were after a subtle look, but people are always full of questions." Kevin likes it that way because he can relax, put his feet up and enjoy the show, as Kay does all the talking.

This great Cabriolet might look pampered, but it gets some hard use which means that Kay is a stranger to manicures, but that's a sacrifice worth making when you look at the impressive results.

