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## CB-26P Fitting position

Mondeo 2.0 GLX and Zetec



Mad Moles Mondeo site features just about everything you need to tune up your Mondeo - visit his site billed as "The Ultimate Ford Mondeo Resource Site": [www.btinternet.com/~madmole](http://www.btinternet.com/~madmole) - under his 'Engine' section he reviews his various mods including the Ecotek which he describes as an 'amazing little device'...

Probably one of the more difficult fittings is the Mondeo 2.0 (Zetec) but Stephen Hawkins came up with a neat idea on how to make the best of a tricky job. He emailed us: "I knew it was going to be fun fitting it to the 2.0L Zetec in my 94 Mondeo (especially as its been heavily modified). With a ported head and high lift cams etc the engine produces over 200BHP once it hits the power at 4k rpm.

Since fitting the Ecotek it has noticeably more go below 4k. Getting 10% better mpg on a long run - more stats to follow.

As far as fitting goes here's a quickly done pic. Yes it has to be done by going under the car. Reach up behind the engine over the starter motor. Cut the Rigid narrow gauge plastic pipe about 4 inches from the engine. Slide over 6" of 9.5 mm Earls braided hose to completely cover the old hose (its up the inside) and jubilee clip at the engine. Now back up top and stick the Ecotek on the end of the Earl's hose (This means that it is reachable from the top just behind the coil for tuning). I have all the original Ford air intake plastic removed as I have a K&N fitted so this area is clear.

Now take another 6" bit of Earls hose and then here is the trick. Route the stub of the servo hose coming from the brake servo, up to the right, over the top of the brake fluid chamber and around underneath and stick it into the Earl's hose. Fit lots of jubilee clips and tighten it all up. Viola! This method means you only have one cut to make in the original hose (which is so stiff and virtually unmanageable) and don't have to release any of the original joints (I tried and even after liberal boiling water they were not going to move).

Time to fit, 2 hours (allowing for working it all out) and cost £3 for the braided Earls hose. Looks a lot better than plain rubber hose as well as being stronger. Seems to rev more freely and has more torque at the bottom end. Will do some 0-60 testing later (was 7.3 seconds before fitting). I'm pleased even if there is no more fuel economy. Great gadget, I even like the shrill on over-run. Many thanks, another satisfied customer". Stephen Hawkins