

2017 Mustang

This fella came to me in two packages. First it was at the time the cheapest in the state (just under 50,000 miles) and it was the color I wanted (burgundy). Checking it out everything seemed in good shape. I had looked at the GT version and was ok with the 310 Turbo Ecoboost four banger.

Since I have had it, it needed a shock on the right rear and the ECV needed to be replaced. Both done for under a 150 bucks. Other than that, good to go. I always like the way these late mustangs were looking but going new for a seasonal vehicle did not seem quite right to me, so I took the cheaper option. Even though that V8 would have been nice, that 310 Ecoboost is no slouch either. My caddy is a six cylinder and it bangs out only 318 and the Genesis spits out 311 being a six as well in comparison. What I did learn that these direct inject turbo engines brings back the old issue of carbon on the intake valves. To remedy this the folks at GRC created a Intake Valve and Turbo cleaner for engines like the Ecoboost and GDI engines. It is recommended every 10,000 miles or every oil change.



The YouTube video explains the reasoning and use of the Valve cleaner.

<https://www.youtube.com/watch?v=RcVDZAauO88>



The hardest part if you are alone is getting the engine to idle at 2500 rpm since these engines acceleration is electronic with no cables. Other than that, it is a simple process and normally take about two hours to perform the required steps. All my cars are direct inject and I am half way in doing them. I am timing in doing the cleaning with

the oil change. I will say that the ones I have done so far, I have notice some notable performance improvements that makes the purchase of this cleaner worth it alone.