

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



CB-26P Fitting position

Clio 16v



The Clio 16v isn't the easiest either - Nick Read of the Renault Sports Club contacted us to tell us off for saying that it was easy! He said; "So far there are two Renault Sports Club members to my knowledge with Ecotek's. Mine is a Renault 1.8 16v Clio and Alan has a 2.0 Megane (the 16v engine is the same block as mine).

As I said on the Club discussion group it is a right nuisance to fit the Ecotek because of the layout of the engine and especially in the Clio, the lack of 'headroom' above the cylinder head and inlet manifold. This is the very reason a 16v Clio has the bulge in the bonnet...I can't remember but I think the Renault 19 16v has more room and a Megane would. A smaller engined Clio would also be fairly roomy.

The vacuum pipe from the brake servo only extends as far as the side of the head. Once it gets there it goes into a metal pipe which follows the edge of the head, turns a corner and runs between the cylinder head and inlet manifold, above the injector rail.

Finally it does another right angle turn to face the middle of the manifold head on,

but then turns into a 2 inch length of rubber hose again which is joined to the manifold.

So with the metal pipework in place there is not enough room for the Ecotek's two 'tails' to fit, even if you started disconnecting all the electrical cables and various pipes that run across this 2 inch gap. So I cut back the metal pipe just past the right angle bend to attach a v. short length of hose here, which would give enough room for the ecotek. Now the problem is that the metal servo pipe is tagged to another smaller gauge metal vacuum pipe (I think it was from the fuel pressure regulator or something like that). Because of this, you cannot push fit a hose onto the new end you have made, and the two pipes cannot be separated. So I had to cut a big inch long chunk out of the servo pipe at the first corner by the side of the cylinder head and join a long piece of pipe there, bypassing the majority of the servo pipe, but leaving it in place.

The Ecotek will now fit but it must lie horizontally or will foul the plastic manifold cover and the bonnet. A silencer will not fit, I tried, and even lying sideways there is absolutely no room without it touching both the manifold and the bonnet. If anything this made the vibrations worse!

All said and done though I swear by my Ecotek and have definitely seen improvements of 2mpg around town and 4mpg on the motorway. The main thing is the improvement in response and available torque when you put your foot down. I don't know whether it is the Ecotek or not, but I recently had my 16v tested on a rolling road. The only engine mods I have are a heatshielded K&N filter with some custom cold-air ducting, a Magnex s/s exhaust from the cat back, and finally the ecotek. This gave 154 bhp max against a factory figure of 137bhp max, and my car is 7 years old. A 12 percent increase is more than you would expect from a filter and exhaust."

