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## CB-26P Fitting position

Saab 900



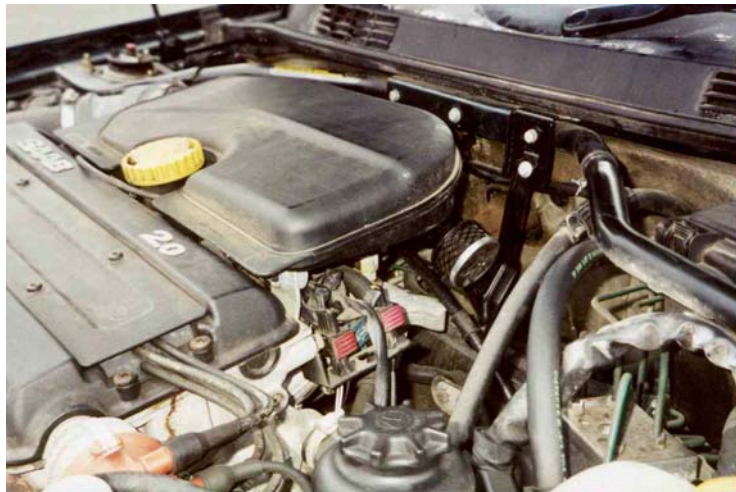
Brian has fitted an Ecotek to his fathers Saab 900 and he says: "the first picture shows the parts you need remove to be able to get at the servo pipe nice and close to the manifold. You don't have to completely remove the tube, its just easier to enable you to remove the resonance chamber, or the big plastic bit that sits atop the throttle body.

Pic 2 shows the little bleeder in place, no sleeving over required, as the pipe is that thin walled stuff. you can see the NRV up the line, against the bulkhead,

under the strut brace (factory fit item). The valve is angled down to enable me to fit the Pipercross filter when the big plastic bit is replaced.



Pic 3 shows it all back together again, with Pipercross filter fitted, you can see why you need to position the valve as I have done, makes it easier to get hold of for retuning as required.



And that's it Saab owners, a Stanley knife and a screwdriver, a couple of jubilee clips and its on. Tune as normal and start enjoying. The car is a 96 (N) Saab 900S 2.0(1985cc)16v quoted as 140bhp by Saab, about 50,000 miles old now. Also when I spoke to my father recently, he is getting around 38 mpg, up from 32-ish. As he didn't do a brim to brim pre-device, that's the trip computers 32, but even so it makes around 18% increase.

I would conservatively guess at least 10-12% of that is real increase, the only way to find out would be to do a brim with the device off, but there's no chance of that now he's used to the improved response from the engine."