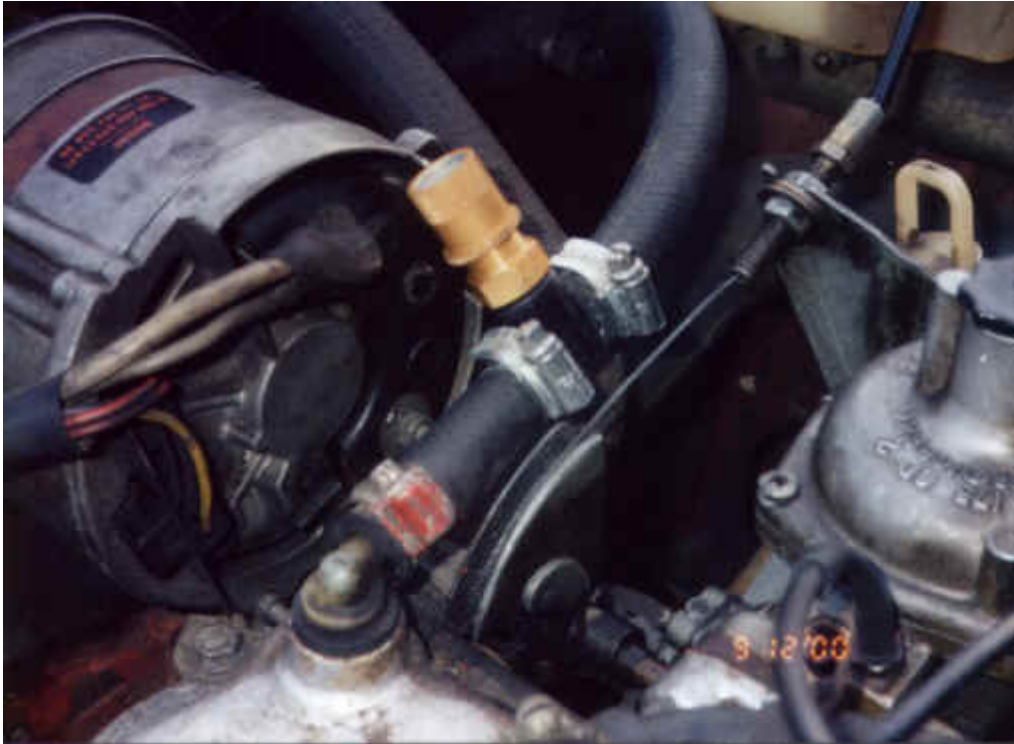


Web site: www.ecotek.eu
email: help@ecotek.eu

CB-26P Fitting position

Saab 99 and 96



The Ecotek CB-26P was first installed on my 1975 Saab 99 (single carb 2 litre - pictured). Fitting was simplicity in itself and took a matter of minutes: After cutting the brake servo hose a couple of inches from where it exits the inlet manifold, the unit was plugged into the two ends and clamped up with a couple of jubilee clips.

To tune the CB-26P, the valve is opened until the device makes a slurping noise (accurately described as the noise made when you get to the bottom of a McDonalds milkshake!). The valve is then closed until the slurping just stops and then closed a further 90 degrees – in reality I found it had to be closed a little more than this to prevent spurious slurps. The device is now correctly set up and can be tested by revving the engine - slurping should only occur on the overrun.

To test Ecotek's claims for emissions reduction I measured the before and after CO readings on a Gunson Gastester. CO had dropped from 3.5% to 2.6%, a reduction of around 25%, which backs up Ecotek's test results. So far so good...



Julian Cartwright the editor of the excellent The Saab Enthusiasts Club has recently tested the device on his 99 and other members cars (a Turbo and a 96V4).

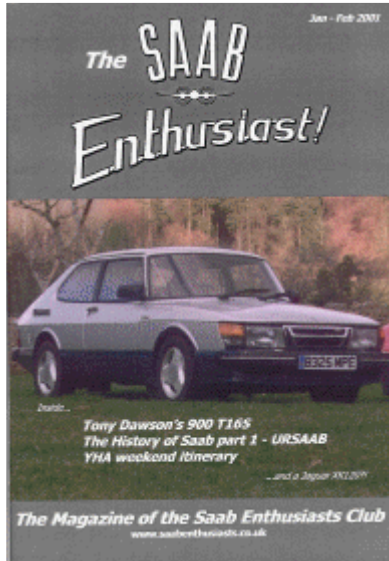
Here is what he said in the Jan - Feb 2001 issue of the Club magazine in full:

"The Ecotek CB-26P (it stands for Clean Burn 2.6 litre petrol) is an unassuming little gadget that fits onto a vacuum line (usually the brake servo hose) on the inlet manifold of any petrol-engined car and claims to make significant reductions to emissions, along with improvements to fuel consumption and general drivability. The device is basically a bleed valve that injects metered amounts of air into the inlet manifold at specific pressures. This has the effect of preventing excess petrol being drawn into the engine during periods of hard acceleration or deceleration and excess load. Furthermore, the device produces a venturi effect that creates turbulence in the inlet manifold, leading to improved fuel suspension and a more efficient and cleaner burn.

Independent DTI test results provided by Ecotek claim that fuel consumption is reduced on average by 21.8% and that emissions are also significantly reduced (Hydrocarbons down 4.8%, CO down 27.9% plus similar reductions of other noxious gases). All sounds very impressive so far but what's it like in practice?

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CB-26P Fitting position



A test drive with the device installed led to some pretty impressive observations: The throttle response was a lot smoother and the car had a tendency to pull a lot better in all gears, particularly higher up the rev range. The breathlessness that plagues the single carb B engine at higher revs was substantially reduced and the old dear even managed to wheel spin once or twice! On the downside I noticed that idle had taken on a slightly lumpy quality. Ecotek explained that this was to be expected until the nylon valve had bedded in to the aluminium body. Sure enough, a week later and the lumpiness is virtually gone. Fuel consumption appears to be down too. Although it's too early to give conclusive figures it so far looks as though I'm getting an extra 2 or 3 mpg. I might get more if the improvements to throttle response hadn't caused me to develop a heavier right foot!

The device has been tried out on Debbie's 96 V4 and has shown similar reductions to emissions. The car also has a general tendency to pull a little better. The effect on drivability was similar to that experienced when the Highgate twin exhaust was first fitted, albeit on a lesser scale. However, it was noticeable nonetheless. Dave Thorne is also testing a unit on his 900 T16 cabriolet. It was too early for Dave to obtain any results before this magazine went to print but testing is ongoing and Dave's findings will be posted in the next issue.

All in all an impressive little gadget that meets all the claims made of it. In these days of spiralling fuel prices and ever-stricter emissions requirements, anything that benefits us as drivers of older cars has got to be worth a look in. I'm of the opinion that the Ecotek CB-26P is well worth the retail price of around £49 (inc. VAT and P&P)."