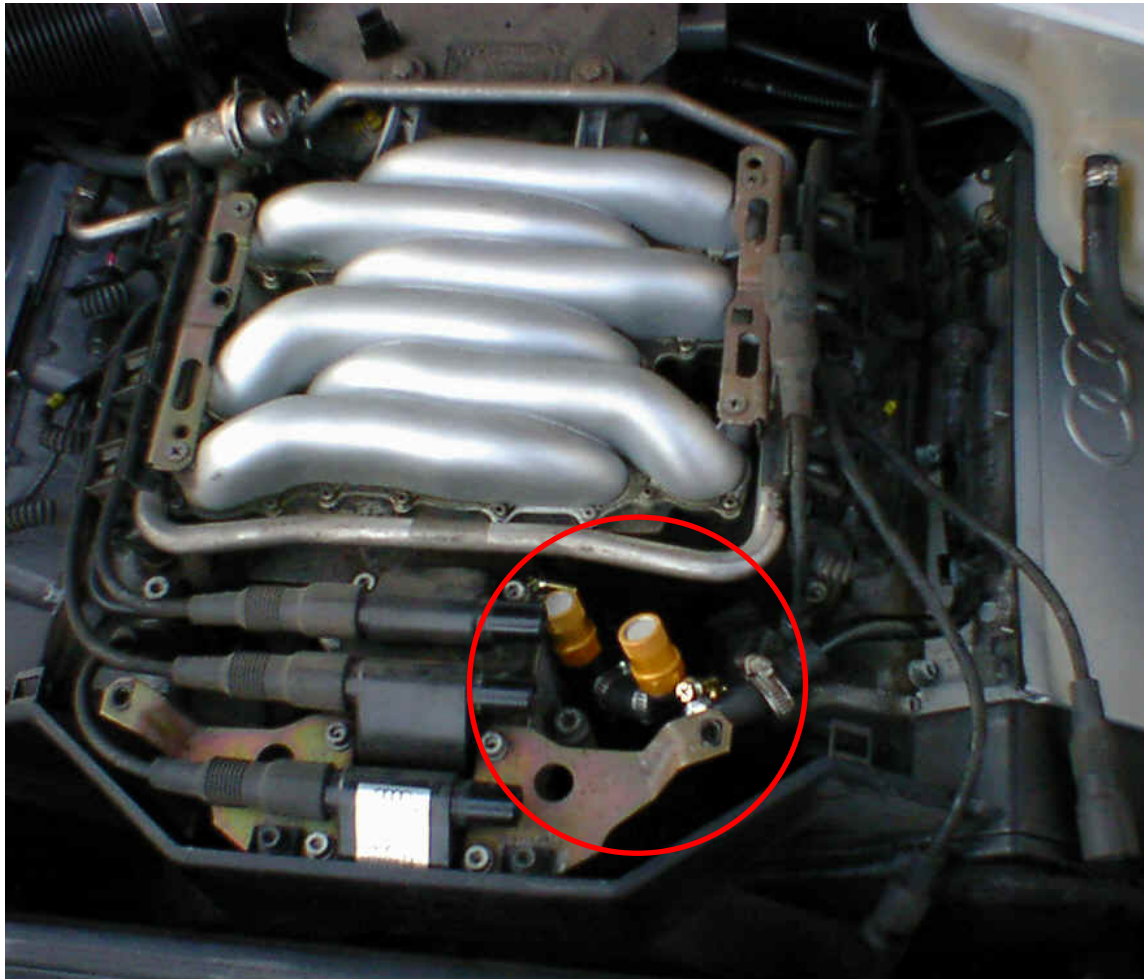


Web site: www.ecotek.eu
email: help@ecotek.eu

CB-26P Fitting position

Audi A4 2.6L V6



The Editor of CruiseQuest - 'Spang' got in touch a couple of months ago and said he wanted to test our device for review on his site. He has an Audi V6 and at that time we had no feedback from Audi V6 owners and were slightly concerned that it may not be that effective on such a sophisticated car. If he was going to do a test and publish on his site we wanted something safe - that we knew would work well - but no, he was insistent, he wanted to test it on his personal car and if it was no good then tough. Well we certainly didn't want to wimp out, so we told him to go ahead and the rest is history - you can read the full review on their site by clicking on the CruiseQuest logo above and going to 'Product Tests'.

Here are some extracts: The car is an Audi A4 2.6L V6 and Spang said on his site:

"Is it a Con? You may very well think so and we at CruiseQuest thought just that when we saw the Ecotek ads in all of the performance magazines. So we decided to take Ecotek to task, get hold of their device, run our own tests and then tell everybody what WE thought! Guess what! The bloody thing works!!!!"

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CB-26P Fitting position

A few days before any fitting, the Audi was taken for an emissions test and the results will be shown later for comparison purposes. When it came to fitting the CB26P and because the Audi engine is large, two devices were required."

Here is the engine bay before installation - as you can see the shrouding round the manifold needs to be removed and the two units (engine 2.6) fitted to the servo line. These were fitted together prior to being placed into the vehicle. A short length of hose and two 'Jubilee' style clips were used and the complete assembly was then transferred to the engine bay. Setting up consisted of getting the engine up to normal temperature and adjusting each CB26P at idle speed as per the instruction sheet provided by Ecotek.

The Audi was then taken for a second emissions test and during the journey it was immediately apparent that the engine felt different. It is hard to explain, but the engine felt more relaxed and yet more responsive and we were starting to like the Ecotek device.

The emission figures also showed a big improvement. Both tests were conducted at Ricky Road MOT Centre in Watford. (VIEA No. 6518A2). Copies of the original test documents can be viewed on the CruiseQest site abut they showed a 100% reduction in CO, a 38% reduction in Hydrocarbons and an improved Lambda from 1.006 to 1.002

Then petrol consumption was tested - they checked this by measuring the amount of fuel put into the car versus mileage covered, comparing the consumption figures both before and after fitting the Ecotek device on a full tank to full tank basis.

TYPE OF JOURNEY	BEFORE	AFTER	FUEL SAVING
URBAN	20 mpg	23 mpg	15%
MOTORWAY	30 mpg	37 mpg	26%
COMBINED	25 mpg	30 mpg	19%