

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

CB-26P Fitting position
Honda Civic Vti - VTEC



"Today I fitted the valve to my Honda Civic Vti 3dr. On the Honda B16a2 DOHC engine (running with no catalyst) the first thing I noticed after fitment was the change of exhaust smell for the better. After removing the cat on the Honda and fitting a full stainless exhaust system a few days ago, I could not help but notice how much the smell of exhaust fumes had increased. My Mitsubishi Evo 4 already has a CB-26P fitted and from time to time I remove the cat for track day use. I had never really noticed a massive difference in the level of exhaust fumes with the Evo, but on removal of the cat from the Honda it was very noticeable indeed and quite pungent.

In traffic, with the window down, the fumes seemed to enter the car and it got me thinking about the alternatives. I decided that even though the Civic was to be a track day car, I would go for a free flow cat as I wanted to do my bit to protect the environment and rid my car of fumes. However, on fitting the CB-26P, the smell has reduced considerably and no longer am I plagued by the exhaust fumes when I open the window.

The performance of the Civic has improved subtly at the low end, up to 4500 rpm, but not as noticeably as it did on the Evo. I think that this must be down to the fact that the Evo runs a fixed cam, whereas the Civic runs 2 follower profiles. The smaller cam follower is used for idle and rpm values up to 5500 rpm, then at this point the larger followers are switched into place by the oil control valve. This means that the Civic has a smoother idle and better low down response between 1000-2500 rpm than the Evo, which is probably why I felt the improved response on the Evo a little more. And later: "I did a long run to Elvington and other short motorway trips. It seems that the car achieved 37.8 mpg !! Prior to this, the car seemed to be returning about 33 mpg. Just thought you should know...."