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## CB-26P Fitting position

Mazda 323 GT



Alan Watson fitted the Ecotek to his Mazda 323 GT 1.8i - and he says:

"The improvement is instant. At idle the engine is now rock solid and the two flat spots that blighted the engine are now almost non-existent.

As you can see, the fitting is straightforward and only takes 10 minutes start to finish. Extremely pleased with the results so far - it's transformed my Mazda for under £50!" Thanks Alan.

**IMPORTANT NOTE:** Eirik Knudsen contacted us from Norway with the following information for the Mazda 323f: "The Ecotek instructions (as well as my Haynes repair manual) shows the non-return valve on the servo vacuum hose as a noticeable "blob" on the hose near the brake servo, but on my car, a 1997 Mazda 323f 1.8 it is actually a thin cigar shaped plastic valve slid into the hose. As the hose is very short and stiff, it is difficult to detect.

Unfortunately this valve sits exactly where there is room for the Ecotek valve. (I guess it sits on the same place on other 323f's as well as is the only straight part of the hose.) The hose was thick and hard, the valve was thin and soft and my knife was very sharp.....and I didn't know what had happened until the hose was cut in two with one piece of the valve in each end. Luckily the main parts of the valve were intact, so I managed to push the hole thing further down the hose making just enough room for the CB-26p. This wasn't exactly easy as it was a tight fit and there was a stiff bend right after the valve, but I got off easy.. If I

had placed the cut only 5mm closer to the servo I would had to get a replacement hose/valve...and I guess Mazda wouldn't sell me that without me buying a complete engine as well!

So a friendly notice to all 323f tuners: Check the servo hose thoroughly before making a cut! Alternatively just disconnect the hose from the manifold and connect the CB-26p to the end using a piece of fuel/emissions hose between the unit and the manifold." Many thanks Eirik.