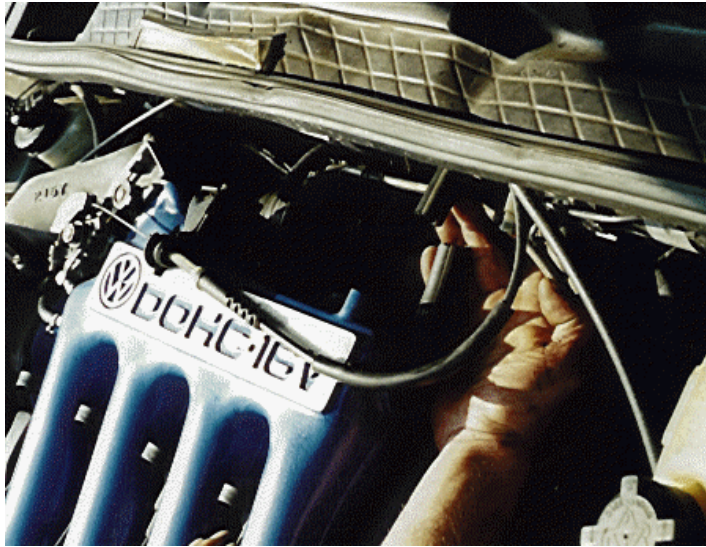


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CB-26P Fitting position

VW Golf GTi 16v and GTi Turbo



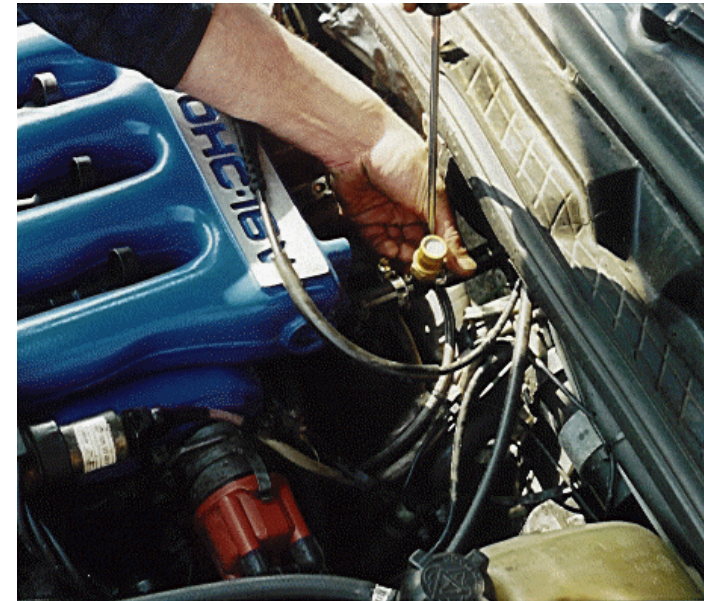
Vince Saiya of Stealth Racing specialises in tuning performance GTi's and got in touch a few years ago when the CB-26P first came out and here he is fitting it to his personal GTi 16v Turbo.

First locate the vacuum servo pipe and cut it 3" or so from the manifold with a sharp blade. Though it is not absolutely necessary, we do strongly recommend the use of Jubilee type clips as any air leaks could affect the performance of the device and, of course, your power braking. So you now need to check the gold body of the CB-26P unit is tight to its T piece with a 19mm spanner. Then get a couple of Jubilee clips and place them on the severed ends of the pipe and then insert the CB-26P and tighten the clips.

Once the device is fitted turn it closed and warm up the engine so that it ticks over

without choke. With the engine ticking over unscrew the filter housing until the device makes a husky induction noise and close it to the point the noise stops and then close it another quarter turn or 90° from this point.

To check the unit is functioning properly rev the motor from under the bonnet and listen to the device. You should hear the unit making a harsh induction noise on deceleration which subsides as the engine settles to idle. If this is the case the unit is working perfectly - be sure to check the locking ring is good and tight and you shouldn't need to touch the device again.

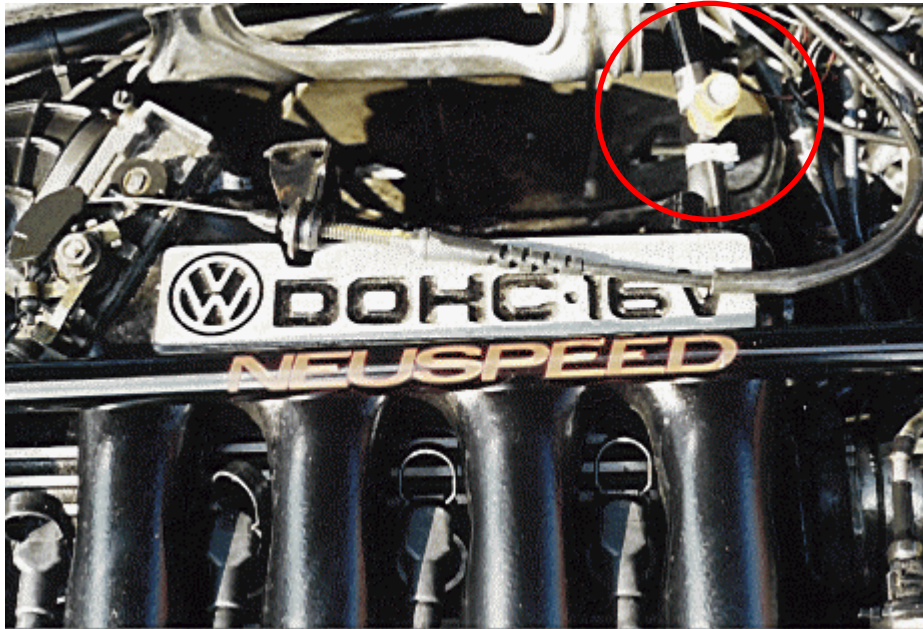


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CB-26P Fitting position

If no Pipercross filter is fitted you might want to clean the valve, spring and filter with petrol every 20,000 or so. As for longevity we have had units running for 60,000 miles without any signs of wear and we've never yet had a warranty claim so what more can we say.



Here is a non Turbo 16v – same manifold same fitting.