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CB-26P Fitting position

Mitsubishi Evo 4



Not forgetting emissions listen to what Jonathan had to say: "I imported a Mitsubishi Lancer Evo4 2.0 Turbo (pictured) and fitted an Ecotek CB-26P on the off chance it would get through the MoT without a Catalytic Converter - to my surprise and delight it sailed through. When I told the MOT man that the car didn't have a CAT he didn't believe me and said that the emissions were VERY low. "Are you sure you're not running your car on water mate " he said jokingly as the figures stabilised on the emission tester.

Not only were the emissions so much better, but the device made a dramatic improvement in the low end performance. The car now felt much more like the naturally aspirated MIVEC engine which utilises a separate set of cam followers for lower rpm. I previously owned the MIVEC engined Lancer and when I traded it for the EVO, the only downside was the EVO's lack of low end torque in comparison with the MIVEC engine.

Now normally you don't get something for nothing and I was worried that the engine might be running too lean and decided to do a stethoscope test at speed to see if there was any pre-ignition. I had my boost controller set to 1.2 bar and the day was very warm indeed. The car never pinked once at these settings. The mechanic drove up an inclined dual carriage-way at 120mph with his foot hard down in fifth gear. Nothing !!

So.... apart from improved emissions, there is better low down torque, improved fuel consumption and no problem with pre-ignition whatsoever. I have recommended the Ecotek to several friends including the owner of a Mazda 626 2.0 auto which now gets an extra 70 miles per tank at motorway speeds of 80mph, they are all very pleased.

I believe that this is a truly brilliant piece of engineering."