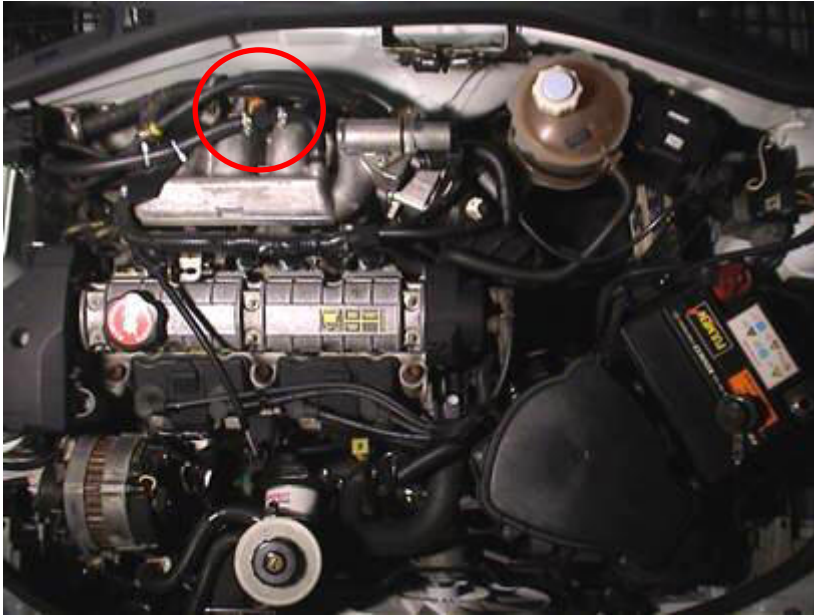


Web site: www.ecotek.eu
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CB-26P Fitting position

Renault Clio RSi



Paul Crossley provided this review and the fitting details for his Clio RSi 1995, he said:

"Once the valve was fitted, there was an immediate improvement in the driving of the car at low revs in traffic, the usual juddering was drastically reduced (more impressive cos my engine mountings are shot!!). When accelerating, the valve appears to facilitate a much smoother gear change, giving a more pleasant drive.

When accelerating heavily, the power seems to stay there just a fraction longer when changing gear, seemingly reducing the loss of acceleration when changing. This has shaved ~0.5s off my 0-60 time....quite a difference I think!

As for economy, the valve gets the thumbs up to. Usually the car will do ~290 miles to a tank (40 litres), ~260-70 when being a little heavy footed.

Now its getting ~300-10 to a tank....admittedly I have been canning it a little though, so the figures aren't too accurate! I haven't had it long enough to do a fair economic comparison, but I will definitely give accurate figures soon. Once I have fitted the Power Boost Valve, I will give you the figures for that.

The car will be going on a rolling road when having the PBV fitted.

1. Fitting on this car couldn't be simpler. Locate the hose going into the inlet manifold from the brake servo - circled above.
2. Cut the hose. 3. Stick in the Valve, securing with clips. The valve has to point down, as there is not enough room between the bonnet and manifold to allow it to point forward.
4. Tune the valve as per the instructions provided.

Please note that the Inlet Manifold is different on older cars. As for later ones I can't comment, as I have not seen one!"

