

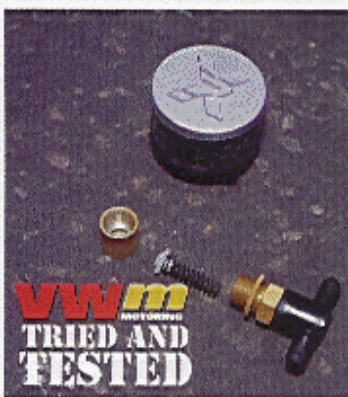


Words & pics: Peter Rosenthal

Putting the device to the test on Jabbasport's new rolling road.

# LITTLE BLEEDER!

The Ecotek CB-26P is an air-bleed valve that's claimed to offer lower emissions and smoother running. We put the claims to the test.



Filter unit pictured is a prototype unit. The Ecotek CB-26P basically consists of an aluminium alloy body (anodised gold), housing a spring and plastic valve. The end of the unit is protected by a gauze.

We first heard about the Ecotek CB-26P device after reading several favourable reports about it on the internet and in Club GTI's Rabbit magazine. It basically consists of spring-loaded pressure valve housed in a gold-anodised aluminium alloy body.

The unit allows unmetered air to enter the intake manifold at low manifold pressures, the atmospheric

pressure forcing additional air (up to 5%) into the engine, leaning off the mixture.

It's claimed that this offers better mixing, improving the swirl effect, and results in a cleaner burn, which in turn reduces emissions. The device is also said to smooth flat spots and improve throttle response.

It's this latter part which we were particularly interested in – numerous independent tests have been done on the emissions side of things and there is no reason to doubt their results. Leaner mixtures are almost certain to reduce emissions.

Stealth Racing, in Southam, were entrusted to actually install the device, with technician Daniel Spacie efficiently carrying out the task. Stealth are actually an agent for the device and owner Vince Saiya comments that "all the customers who've bought one have been chuffed to bits with the improvement."

The test vehicle was a colleague's Mk2 Golf GTI 8V (Digitant fuel-injection) that was standard apart from a sports exhaust and alloys.

The unit was attached in-line with



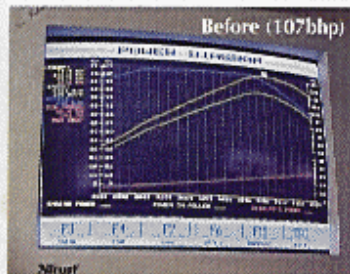
Owner of the test vehicle was Stuart Craig, seen here outside Stealth Racing.

the brake servo to manifold feed, being secured with four jubilee clips, and then 'tuned'. An odd 'slurping' noise could now be heard when the engine was on the over-run after the throttle had been blipped (Daniel described it best – "the noise you get when you're getting to the bottom of a McDonalds milkshake").

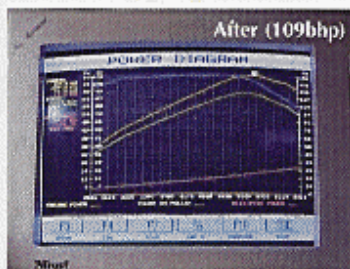
With the device in place, the Golf was taken for a test-drive, with owner Stuart reporting that it felt slightly friskier and appeared much smoother on the throttle. That was the subjective impressions – but what would the rolling road say?

To find out, we headed off to visit forced-induction specialists Jabbasport, in Peterborough, to test the Golf on their newly-fitted (and still gleaming!) rolling road.

Several power-runs were carried out and the order was varied to ensure that the readings would give a fair representation. With the device active the engine appeared to produce marginally more power – consistently around 1 to 2 bhp.



Yellow line denotes power curve, while blue line gives the torque curve. With the device shut-off the car recorded 107 bhp at the flywheel. With the device active this rose by between 1 to 2 bhp.



The unit is installed in-line with the manifold feed to the servo using jubilee clips. No hoses need to be cut.

As the Ecotek device does appear to reduce emissions – according to several other impartial mags who have used MoT-testing gear – it could prove particularly useful for owners of tuned vehicles. If you're running a high-lift cam, for example, and are struggling to get the emissions low enough to pass an MoT, this device could prove very handy. You may even be able to run a much wilder cam than you would otherwise be able to get away with. Food for thought!

## Contacts:

The Ecotek CB-26P retails for around £50 fitted (plus the cost of the filter head).

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