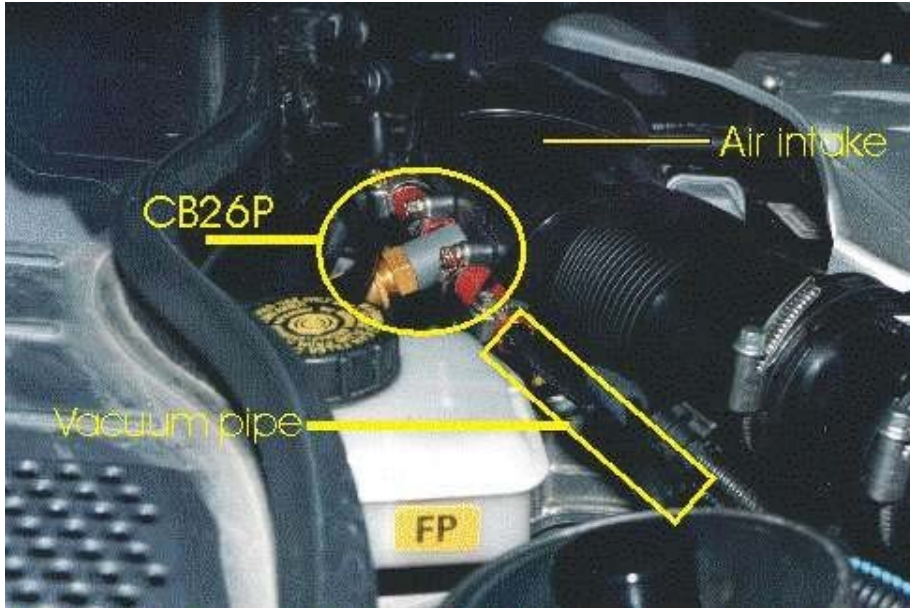


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CB-26P Fitting position

Vauxhall Vectra 1.8 SRI etc..



Follow the semi-rigid vacuum pipe (connected to the rubber elbow) from the throttle body back towards the air filter housing. The pipe is clipped to the air intake, and runs to a 'purge valve' clipped to the side of the air filter housing. Measure approx. 100mm from the point where the semi-rigid pipe bends at 90 degrees at the throttle body and cut the pipe.

Insert the CB26P. You should point the valve towards the bulkhead and secure FIRMLY with the two remaining Jubilee Clips. (Securing the valve in this direction makes adjustment much easier as there is very little space to work. You can always rotate the valve to face downwards after a few hundred miles, when you are happy the valve has bedded in).

Secure the CB26P to the air intake pipework with cable ties. Check that the 90 degree rubber elbow on the throttle body isn't twisted, or restricting air flow! Fasten the ties around the fuel hose you put on the valve, NOT to the valve itself.

Graham has come up with very comprehensive instructions for fitting the CB26P to the Z prefixed (2001 emission standards) Vauxhall Ecotec engines with 'fly-by-wire' throttle bodies, he says:

"The fitting was carried out on a 2001 Vectra 1.8 SRi. The CB26P is fitted to the vacuum pipe which leads from the charcoal canister hidden behind the right front wing. - this is part of the Emission Control System, and fitting the valve will not affect the way it operates or cause any danger to you.

From the drivers side of the car, look at the throttle body under the air intake pipe (Get your head over the top of the brake fluid reservoir!). Locate the 90 degree (flexible rubber) elbow at the bottom of the throttle body. It's the only one there and is visible under the small coolant pipes that run into the top of the throttle body.



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CB-26P Fitting position

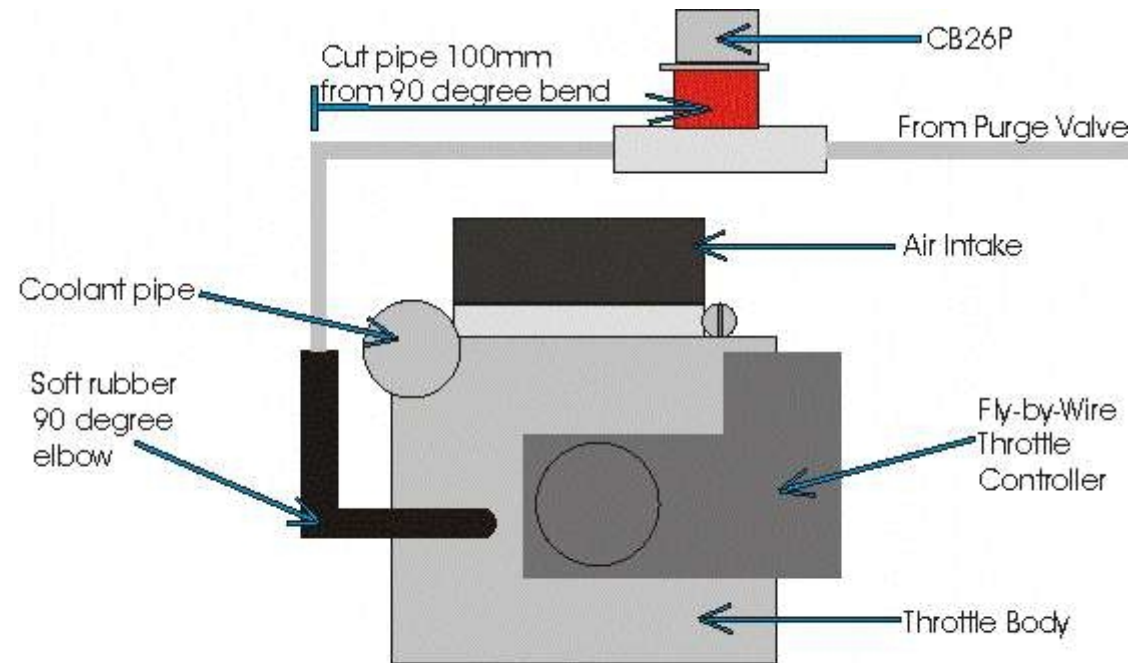


If you don't secure it, imagine what a lot of bouncing around at Warp 9 will do! Refer back to the Ecotek instructions on tuning the valve up.

[Stop press: I've found (after 1000 miles) that a piece of thick padding (foam preferably) between the CB-26P and the Air Intake pipe is required to stop friction and potentially serious wear]

The flat spots that are common with these Lotus designed Vauxhall engines will vanish when the valve is tuned to the engine properly.

If you need any help email Ecotek and they'll pass it on to me".



Not to any scale!
View from drivers side of engine bay