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CB-26P Fitting position

Toyota Yaris T Sport



The reasons for fitting it so far away are not apparent, but what you can't see is that the vacuum pipe turns to metal immediately to the right of the Ecotek, and remains that way until shortly before entry into the manifold. The remaining hose, which in the picture is the second one to the right of the right-hand manifold inlet, is heavily curved and short, leaving little room for either fitting, or subsequent tuning. A pity, because the noise would be a lot less prominent there, I suspect, although it's doubtful whether the silencer could be fitted without chafing on something else."

Then later Chris wrote "About a month ago, just prior to fitting the Ecotek, I drove from west London to Norfolk and back in my Yaris T-Sport and achieved 47 mpg (both on the trip computer AND by running a full-to-full check). To avoid traffic delays, I set off at 5.30 am. I've just done the same run starting at the same time, this time with the Ecotek fitted, and although the trip computer still showed 47.5 mpg, a check of fuel used reveals a real consumption of 52 mpg, which is not far off the 8% gain forecast by Ecotek." *It's actually 10.5% (47 to 52) which ain't bad on such a frugal motor!*

Chris Green contacted us with these excellent pictures of the fitting to his Toyota Yaris T-Sport. He said:

"There were no specific problems in fitting the valve except that in its current position, it's about 16" from the manifold, which is a tad outside recommended limits, but nonetheless it seems to work fine.

The non-return valve that is often spoken of, is screwed into the front wall of the servo canister, so the whole pipe is safely "downstream" of this. The rear-mounted position of the Ecotek leaves plenty of room for tuning and the fitting of the (look, it matches the car!) silencer, but does make the induction noise rather prominent due to its proximity to the passenger compartment.

