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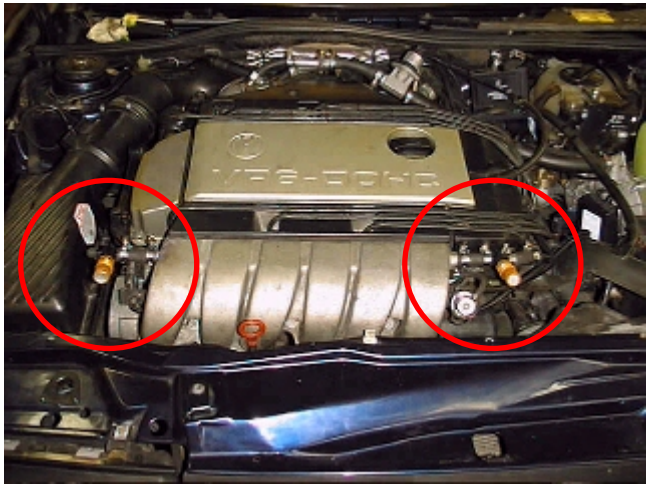
CB-26P Fitting position

VW VR6 Golf and Corrado

Andy Entwistle contacted us about his modified manifold for the VR6 and has now built a special Type R Manifold complete with twin Ecotek's - 211 BHP with 195 lbft torque no less!!

Anyway here is what he says: "My name is Andy Entwistle from Hiflowheads, we spoke regarding me using your valves on one of our modified inlet manifolds for the 2.8 & 2.9 VR6 engines. The valves have worked to their expectation and have given further improvement in low down torque over our modified manifold.

Our Demo car, 1993 Mk3 2.8 Golf now pulls as hard from 2700rpm as it used to do at 3500rpm. It is our aim to market two types of manifolds, a Type 'S' & a Type 'R'. The type S is just a modified manifold and the type R is the modified manifold with the Ecotek valves fitted to further enhance torque. With the Type 'R' manifold fitted, our Golf is now producing 211Bhp & 195lbft torque, the car will simply haul itself uphill in 5th gear at 900rpm without any reluctance, the difference over a standard Golf VR6 is staggering. In my view the valves have put the icing on the cake.



I have enclosed a picture of the completed installation. The second valve is fitted under the HT lead runner , just to the right of the oil filler cap. I hope this will be of some help."

Here is another VR6, this time a Corrado specially modified by Stealth Racing. The inlet manifold can be modified to take an additional Ecotek unit at the other end from the servo hose outlet to balance the manifold turbulence.

This car belongs to John Moore and is 'dual fuel' (i.e. it also runs on Liquid Petroleum Gas) and he confirms that the Ecoteks' give smoother and more responsive low end performance as well as better economy at cruising speeds and considerably better emissions. What is more, of course, they work fine with the LPG.

Further trials have indicated that one device works almost as well as the two used in the above modification. Accordingly, only one device need be fitted to the servo connection to the manifold (as per the one on the right in the picture above) on all VW and Audi VR6 engines, given that tests have shown this is 90% as effective as two but is considerably more practical.