KrankVent™ 'TURBO KIT' FOR CREATING CRANK CASE VACUUM IN *ALL* AUTO ENGINES, BOOSTED OR NORMALLY ASPIRATED

(The KrankVent™ 'TURBO Kit' is Patent Pending)
(KrankVent valve is patented by ET Performance & Racing Products)

CONCEPT: KEEP THESE IDEAS IN MIND THROUGHOUT THE INSTALLATION.

1. WHEN ON BOOST, PRESSURE ENTERS THE CRANK CASE, MAINLY THRU THE PCV VALVE, BECAUSE THE PCV VALVE CAN'T HOLD THE BOOST PRESSURE. THE PATENTED KrankVent™ VALVE WILL CONTAIN OVER 125 psi OF BOOST!!! GO FOR IT!!!
2. THE TWO KrankVents WILL ONLY WORK IF INSTALLED WITH THE AIR FLOW IN THE PROPER DIRECTION AS EXPLAINED BELOW. *INSTALLING THE KRANK VENTS BACKWARDS MAY PRESSURIZE THE CRANK CASE, POSSIBLY MORE THAN IF THE KV'S ARE NOT PRESENT!!!*
3. REMEMBER THAT THE ENGINE ***MUST*** BE AS "AIR TIGHT" AS POSSIBLE (usually okay).
    a. NO K&N STYLE "BREATHER CAPS" ON THE VALVE COVERS OR OIL FILLER CAPS ALLOWED—THEY MUST BE THE THIN CAPS THAT SEAL.
    b. IF ENGINE EQUIPPED WITH AN OIL DRAIN THAT ORIGINALLY RAN TO THE OIL PAN FROM THE STOCK "SEPARATOR CUP" THEN THIS LINE ***MUST*** BE BLOCKED OFF. USE THE VINYL CAP PROVIDED W/ A CLAMP.
4. BLOW ON KrankVent END. THE END THAT FLOWS AIR DEFINES "FLOW" DIRECTION OR "INLET". IT IS ALSO THE "SMOOTH" END WITHOUT PRESSED-IN SEAM ON THE SMALL KV & THE END WITH "IN" STAMPED ON LARGER KRANK VENT.

KRANK VENT CONNECTIONS

SMALL KrankVent w/ 3/8" (9.5mm) HOSE BARBS:
THIS KV GOES INTO THE 3/8" LINE THAT HAS THE OEM PCV VALVE ATTACHED & GOES INTO THE INTAKE MANIFOLD. EITHER SPLICE THE SMALL KV INTO THIS LINE OR, IF PCV VALVE IS TOO RESTRICTIVE, REPLACE THE PCV VALVE W/ THE SMALL KV. IN EITHER CASE, **THE FLOW IS TOWARDS THE INTAKE MANAFOLD!** ON BOOST, THE PRESSURE IN THE MANIFOLD WILL CLOSE THIS KRANK VENT.

LARGER KrankVent w/ 1/2" (12.7mm) HOSE BARBS:
THIS KV GOES INTO THE LARGER 1/2" HOSE THAT EXITS THE VALVE COVER (OR SOMETIMES THE REAR BREATHER PORT) & ORIGINALLY WENT TO THE AIR BOX. **SPLICE THE LARGE KV INTO THIS LINE *WITH THE FLOW* AWAY FROM THE ENGINE!** IF THE END OF THIS HOSE IS NOT CONNECTED TO THE AIR BOX THEN IT CAN VENT TO THE ATMOSPHERE OR A CATCH CAN AS REQUIRED BY VARIOUS TRACK REGULATIONS.