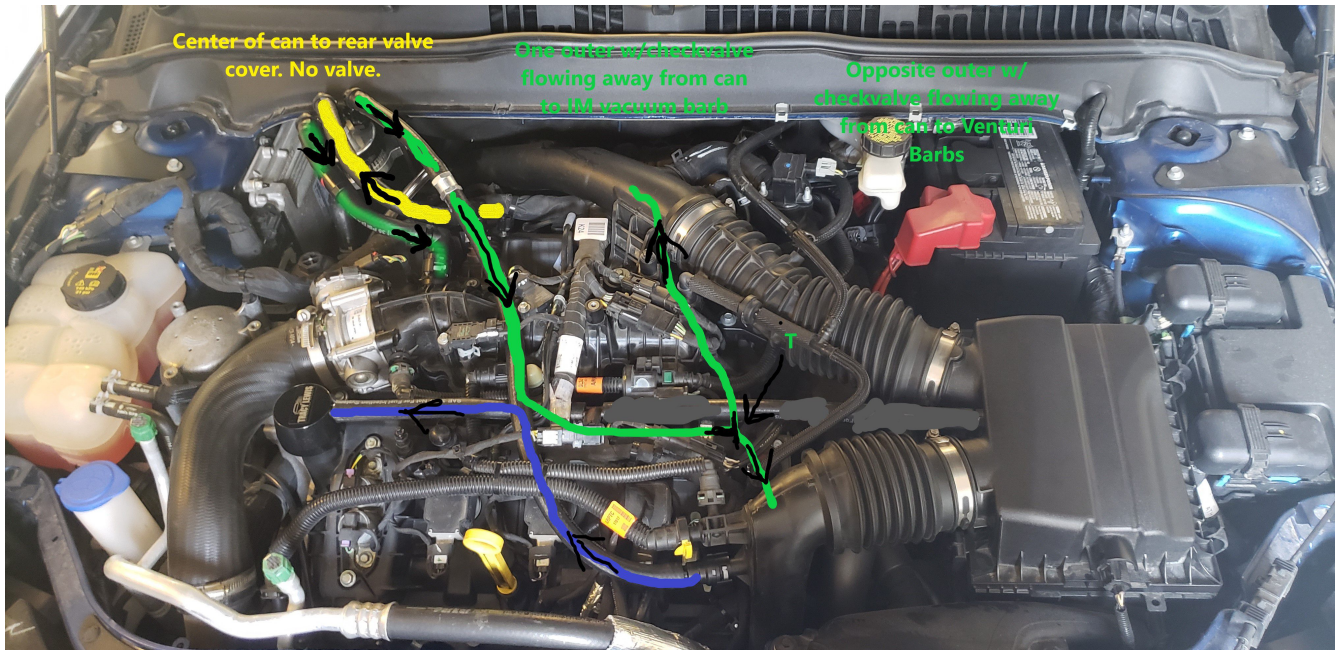
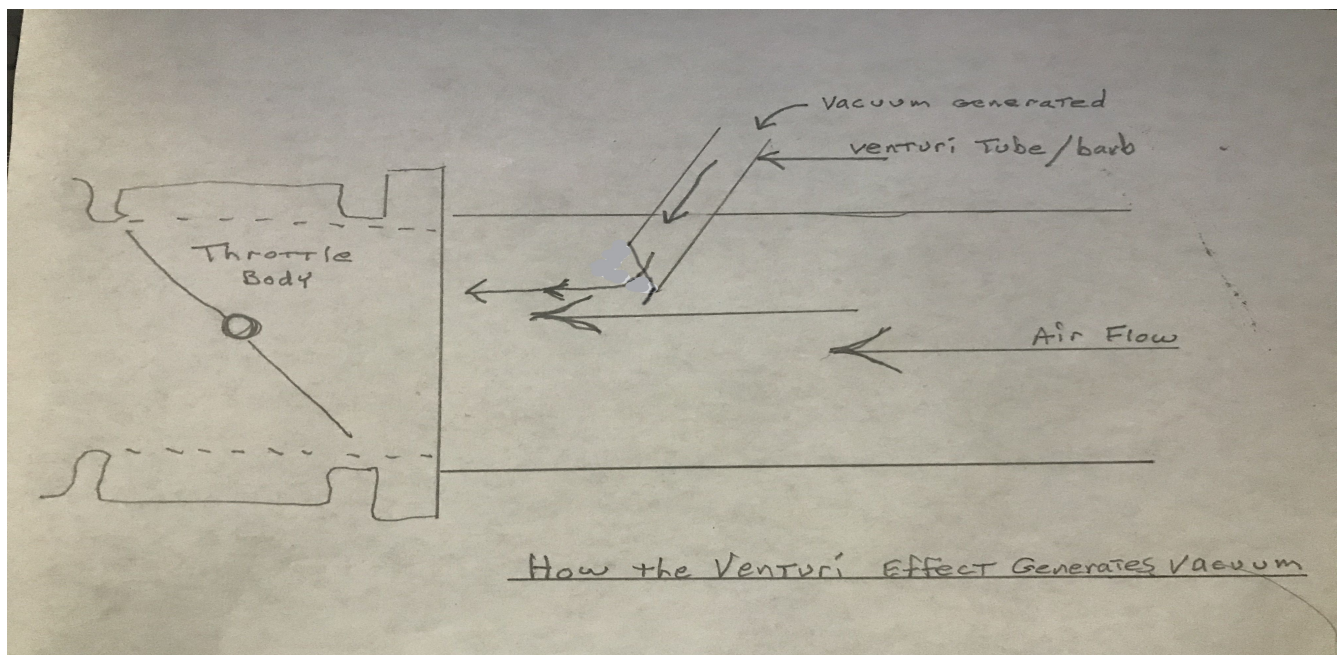


*Late model Ford Ecoboost V6  
2.7, 3.0, and 3.5  
Transverse mount engine:*

Here is a picture of a new 3.0 with no mods:



Here is the diagram that shows how the Venturi barbs need to be installed. Carefully cut the end the protrudes into the air flow as show:



Note! This diagram shows a PD blower or NA location, Turbo and Centrifugal SC these go into the turbo INLET tube(s). This provides the vacuum for evacuation when accelerating and in boost.

If you have an aftermarket dual filter CAI, these will still install the same. Remember, the Venturi barb must be installed at an angle with the end trimmed at an angle as shown.

Also note a vacuum cap will cap the barb left open that did run direct to the turbo inlet on front intake tube. This is so there are no vacuum leaks. The flow sensor will need to be in the CSS line now. Same as it was originally but we are bringing in the filtered fresh air through the CSS instead of direct to the valve cover.

Mount location can be in any location you can fit, and we send extra hose to accommodate this. Some mount the can behind the bumper cover next to the intercooler (CAC Fords term).

So to follow how this works is as follows:

Filtered fresh air comes in from the (Blue line) front turbo inlet using the same connection as stock. It then enters the front valve cover through the CSS. The CSS is there to prevent back flow of any oil laden vapors. It has filtration and adds vertical height to prevent oil ingestion via this path if flow momentarily reverses.

This fresh air flushes and makes up for the foul/dirty contaminant laden vapors being evacuated from (The Yellow line) the rear valve cover (which has a built in fixed orifice to control the amount of flow).

We then use the intake manifold vacuum for evacuation when in non-boost operation (Idle and deceleration). And each outer fitting on the can is an outlet designated by the Green lines. These both get checkvalves flowing AWAY from the can. The checkvalves will automatically open and close to always default to use the strongest suction source no matter the operating mode.

The second outlet (Green Line) will connect to a T that will run to the Venturi Barbs as described earlier. This generates vacuum to continue evacuation when accelerating and in boost when the OEM system allows pressure to build (as do all other “catchcans” unless they have copied us). So we emulate a belt driven vacuum pump (not as strong as a vacuum pump when in boost, but the next best solution).

This is a Unique feature and combined with the most effective Patented design on the market, addresses most of the issues today's GDI engines experience.

