Small Block Ford Installation Instructions

On a Centrifugal SC or turbo application on a SBF that is fuel injected, you will need our Dual valve Monster system. It will require two high performance checkvalves and a new traditional PCV valve that will install into the driverside (Left) valve cover and this will regulate the rate of flow from the crankcase. We will include one with the kit.

This hose from the PCV valve will run the the center of the can itself. This is the pathway from the crankcase, the opposite side (passenger/right) will be where the filtered fresh air that enters to flush and make up for the foul contaminant laden vapors being evacuated (sucked out) the opposite valve cover.

Now we address the evacuation suction sources. When not in boost, we are using the intake manifold when your at idle, and as soon as any boost is detected the main checkvalve will close preventing boost pressure from reaching the crankcase. The secondary evacuation source, a Venturi vacuum generator, will open and use that suction source to continue pulling suction and evacuating the crankcase. This unit is brand new and just going into production.

It mounts in the main air intake tube pre SC or Turbo and requires a 3/8" hole drilled into the tube at an angle so the portion protruding into the air flow is closer to the turbo or SC inlet. This generates vacuum as the air flow passes it on the way to the head unit. The greater the speed of the flow, or velocity, the higher the vacuum is generated. So each outer fitting from the main separator (can) must have one of the high performance/pressure check valves, flowing AWAY from the can. One will connect to a vacuum barb, and one to the Venturi vacuum generator. It should be sealed to the intake tube with RTV or a similar sealant. Use masking tape to hold it in place until it cures overnight.

The Clean or Fresh side of the system is on the oil fill tube on the right side (passenger) valve cover. That barb should be connected to a barb on your main intake tube so there is only filtered air entering the crankcase. As close to the main air filter is best.

This will now provide full time suction on the crankcase so pressure should never build to begin with, unless there is a pinched ring land or similar damage. Your rings will remain far more stable than prior resulting in less blow-by and a small power gain as a result. Oil will no longer be able to reach the intake air charge as the system is 90-95% effective in separating and trapping the combustion by-products and oil vapors which reduces detonation.

Engine wear is also reduced as were flushing and removing most of the wear and damage causing substance while still suspended before they can settle and contaminate the engine oil.