

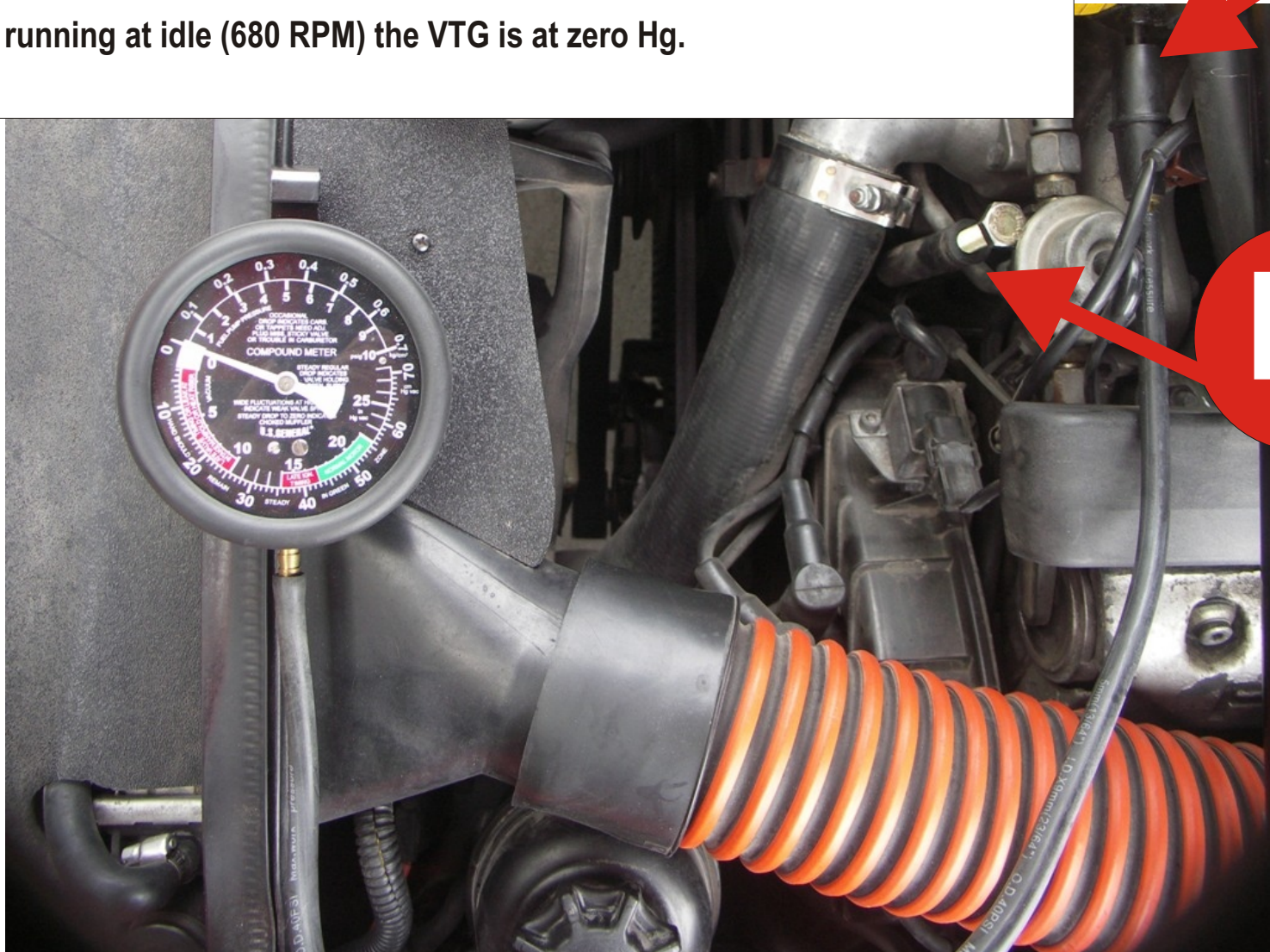


OFN Oil Filler Neck - The DS outlet (A) has an ID of 2.5mm and the connecting hose run to a connection on the throttle body on the GTS cars the factory has provided a “T” test port this the best place to check “manifold” Hg while the engine is running.

OFN Oil Filler Neck - The DS outlet (A) is connected to the VTG (vacuum test gauge)

The "T" is removed from the hose that runs to the throttle body and the hose is plugged at "B"

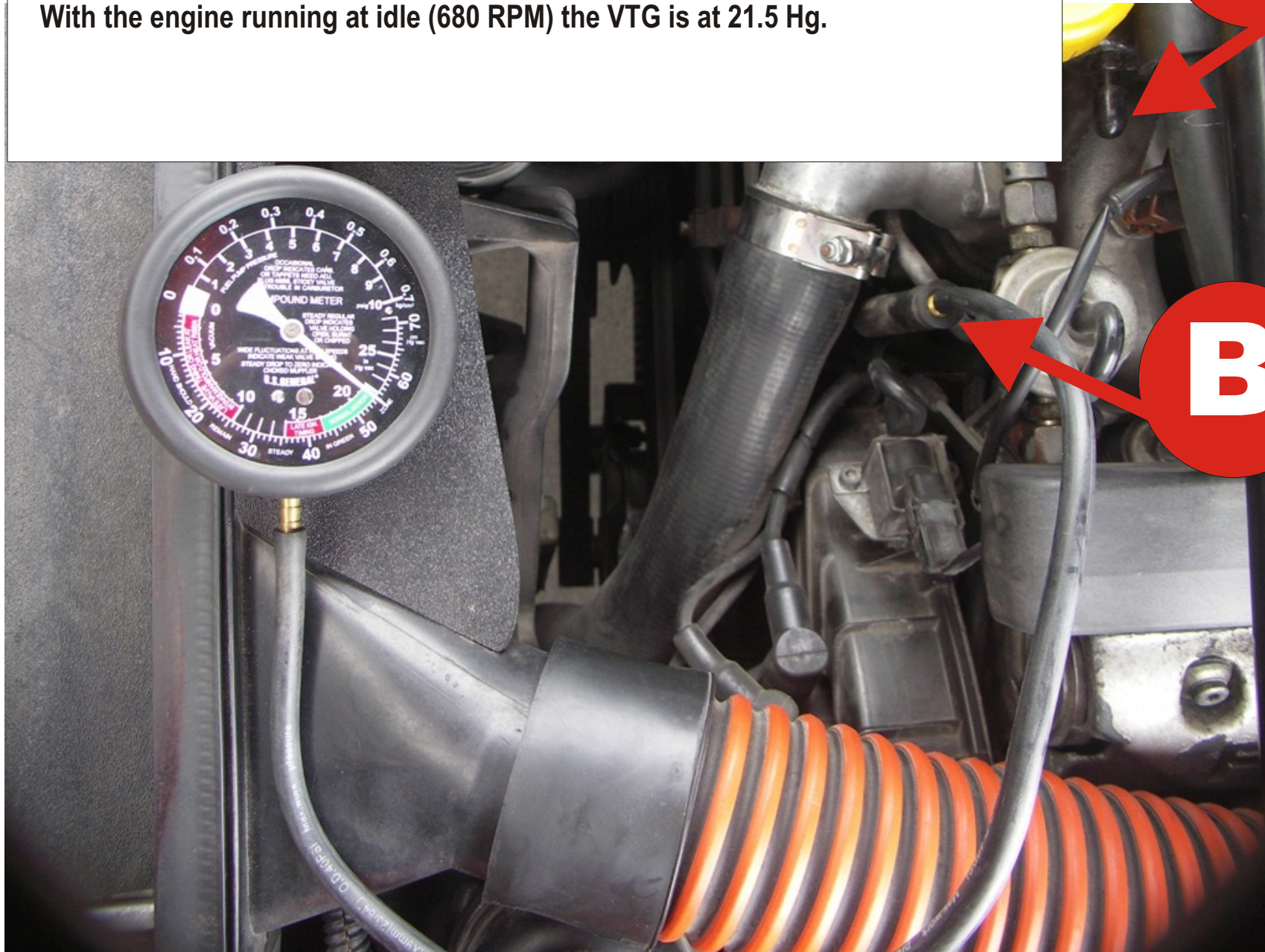
With the engine running at idle (680 RPM) the VTG is at zero Hg.



OFN Oil Filler Neck - The DS outlet (A) is capped off

The VTG is directly connected to the hose that runs to the throttle body at "B"

With the engine running at idle (680 RPM) the VTG is at 21.5 Hg.



OFN Oil Filler Neck - The DS outlet (A) is connected to the "T"

The VTG is connected to the "T" hose that runs to the throttle body at "B"

With the engine running at idle (680 RPM) the VTG is at 20.5 Hg.

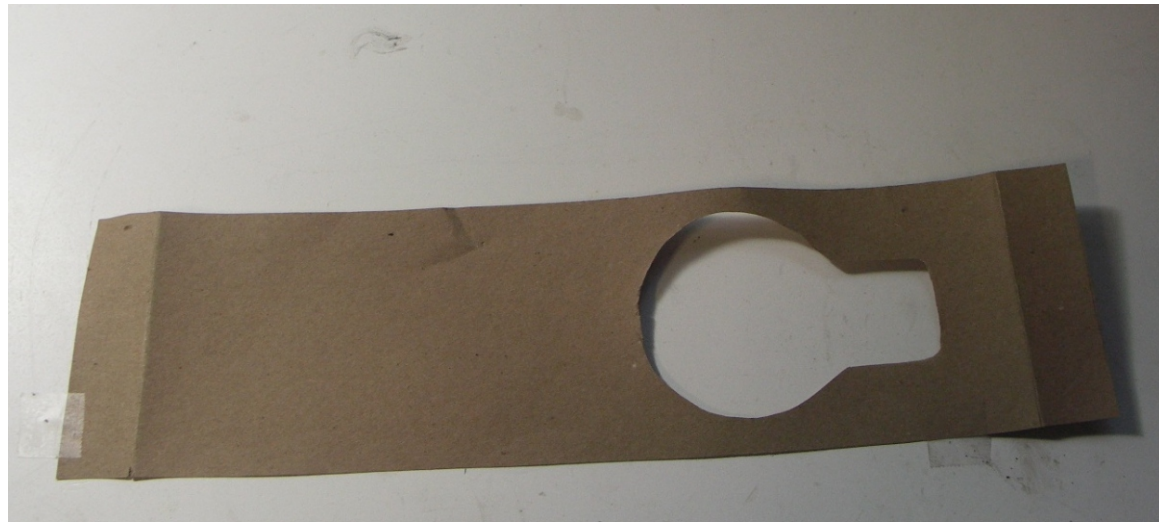


By connecting the OFN - DS 2.5mm orifice hose to the “T” that runs to the throttle body connection the VTG registers 1HG less versus the 2.5mm orifice being capped off.

I have now modified the Provent so that the 1 Hg is created in the oil separation (lower) section of the Provent.

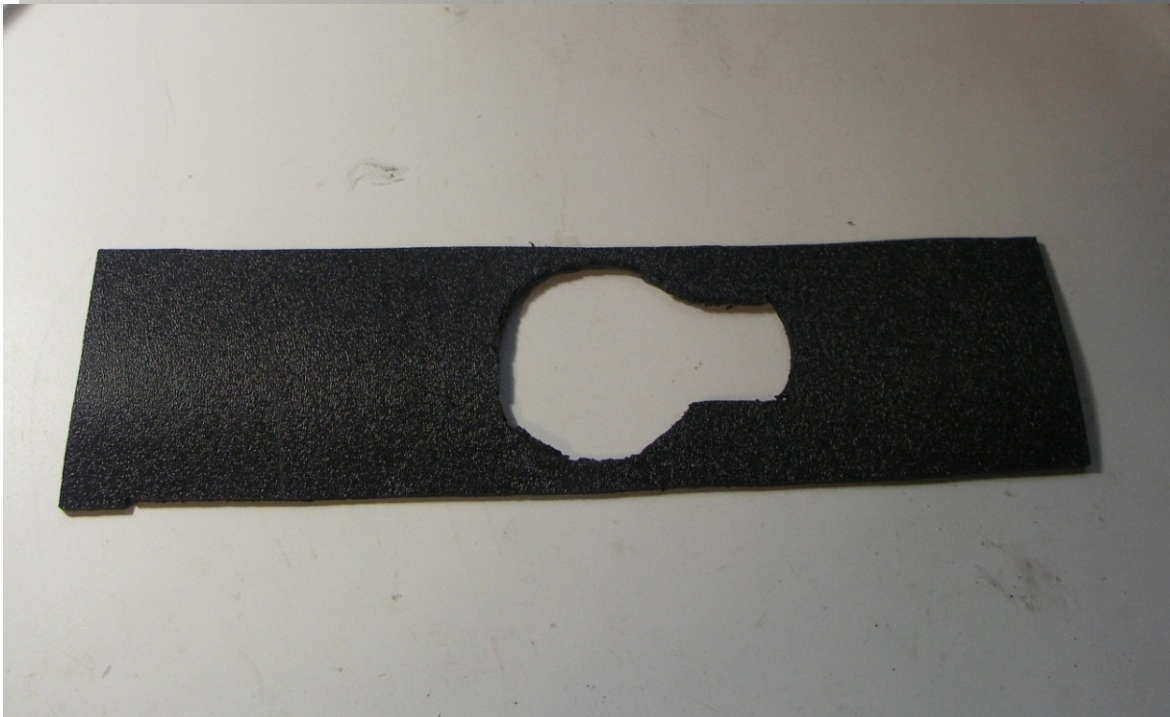
As the original housing material was too thin to secure any fittings I have added an additional outer wall to accommodate (2) fittings.

- One port for the hose connection to the “T” - This port currently has a 2.5mm orifice (just like the factory original port on the DS OFN)**
- A second port to hook up a test gauge (normally capped off)**



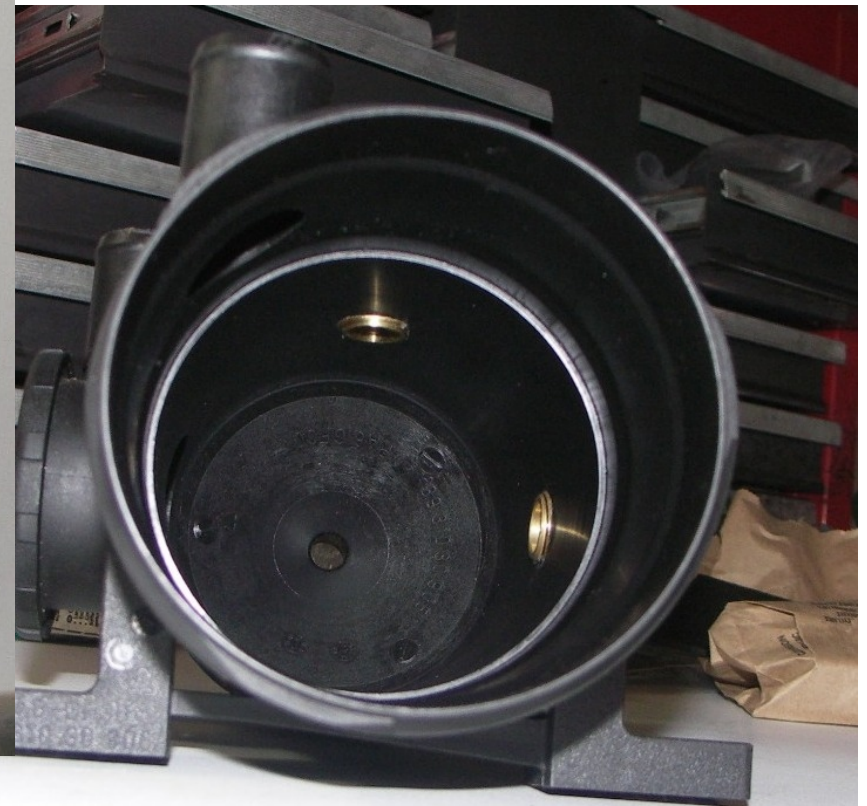
Paper template &

ABS ruff cut base plate to be shaped into cylinder for the lower section of the Provent to increase wall thickness.





ABS base plate shaped into cylinder for the lower section of the Provent to increase wall thickness and placement of fittings..





ABS base plate shaped into cylinder for the lower section of the Provent to increase wall thickness and placement of fittings.

Optional:

Orifice sizes can be changed (standard factory orifice is 2.5mm) to vary the amount off vacuum pulled in the Provent.

The use of a larger orifice may require other than standard fuel mapping!

OFN Oil Filler Neck - The DS outlet (A) is capped

The Provent VTG port is capped

The Provent suction port (with a 2.5mm orifice) is connected to the "T" hose that runs to the throttle body at "B"

