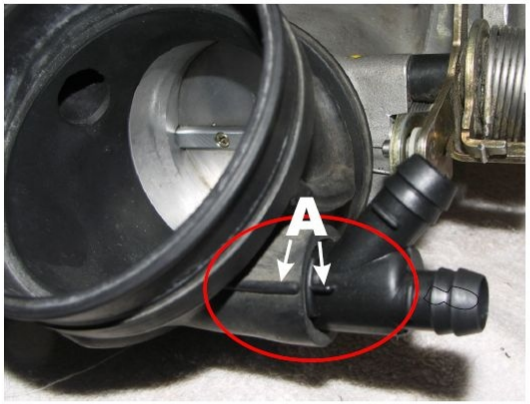
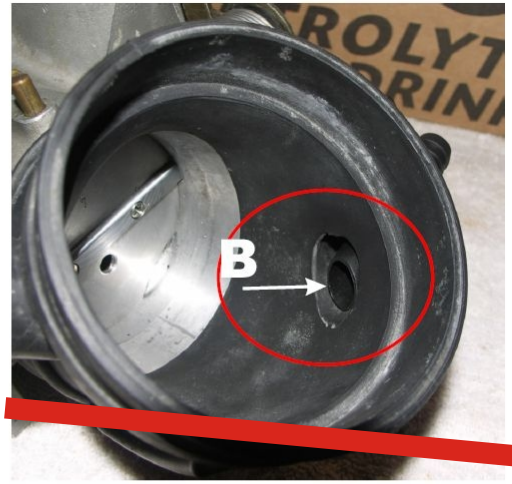
Bernoulli effect





Alignment of the “Y” hose connector

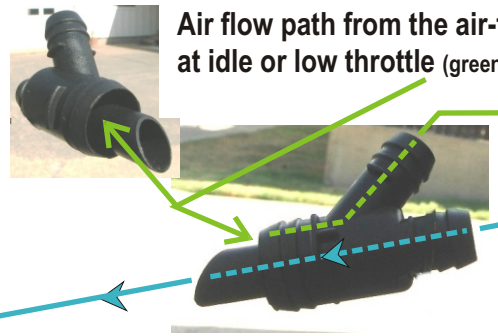
In order to get the maximum Bernoulli effect (when running at half -WOT) the “Y” raised mark (A) on the plastic connector needs to be aligned with the raised mark on the outside of the rubber transition booth located between the MAF and throttle valve.

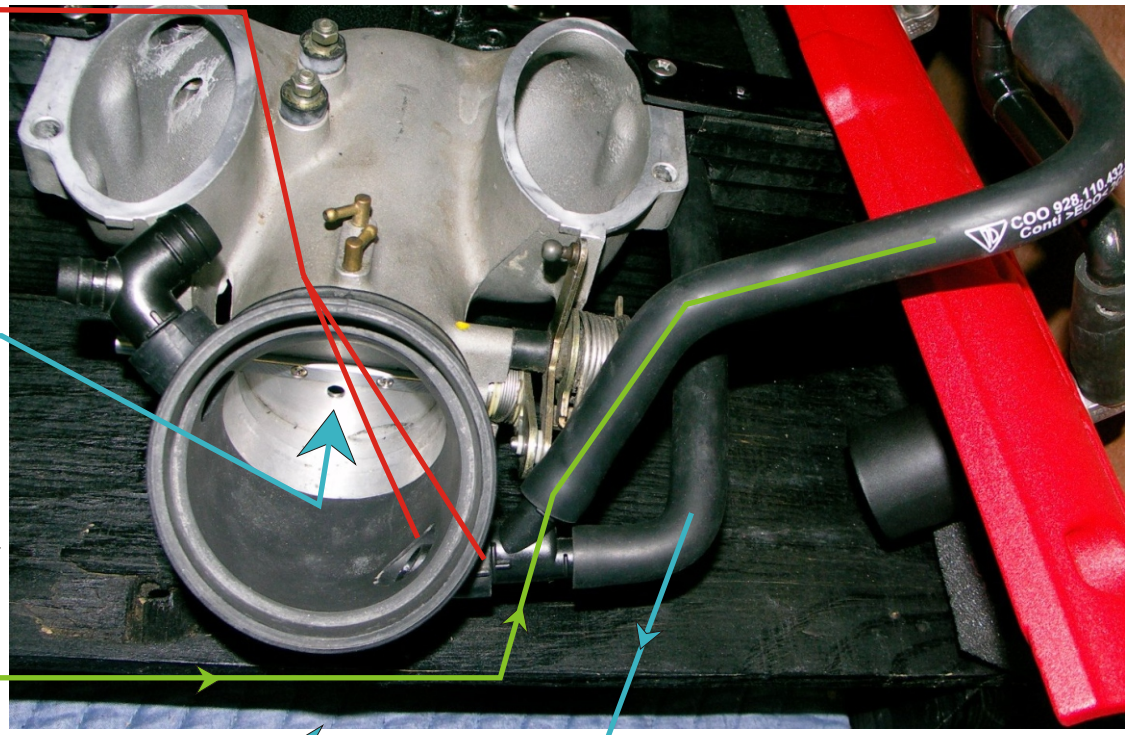
Proper alignment for these parts is important to get the correct position/angle (B) so that the “Y” connector is in the right place

Dual function of the “Y” connector (there’s only one “Y” the second one is only shown for illustration)

Air flow path from the Provent oil separator at half & WOT (blue line)

Air flow path from the air-filter box at idle or low throttle (green line)



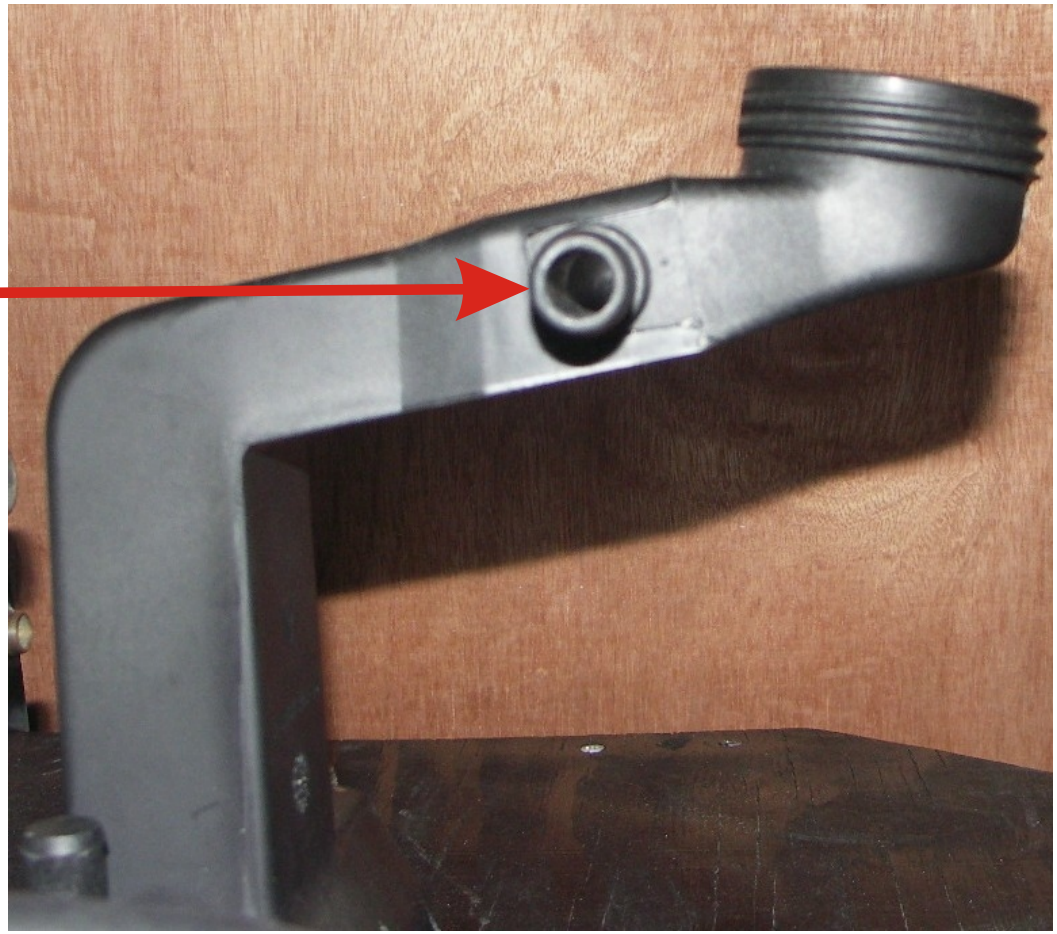


Required drilling out of the OFN port on a new GTS OFN part before it's installed on the car

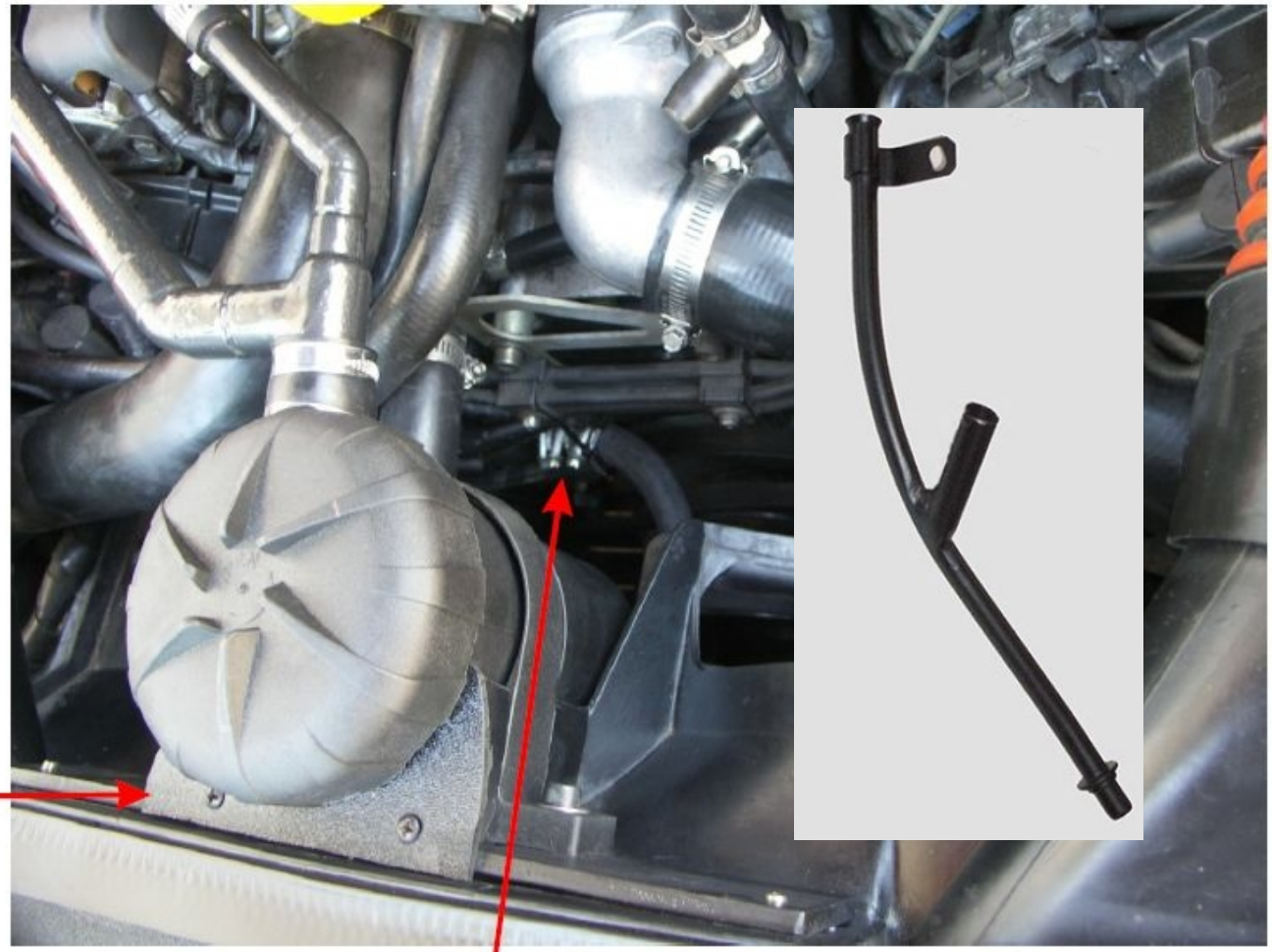
This is the picture of a new GTS OFN whereby the PS outlet port has been enlarged from 5mm to 11mm.

The standard opening from the factory unit is 5mm to get the maximum amount of venting to the Provent and reducing crankcase pressure build-up the port is drilled out to 11mm I.D

The O.D remains at 15.5 mm and connects with a hose to the 13.5 mm pipe coming from the Provent inlet port.



Provent drain to dipstick install



The little cover is just for cosmetics further down you can see the oil the return hose from the Provent with a check valve installed in the line before it connects to the modified dipstick