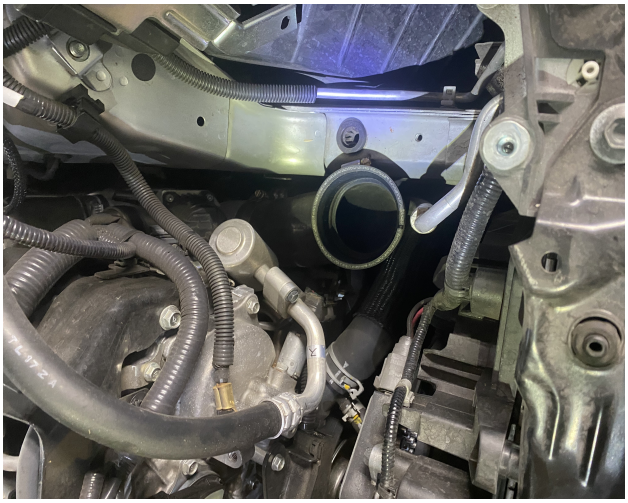
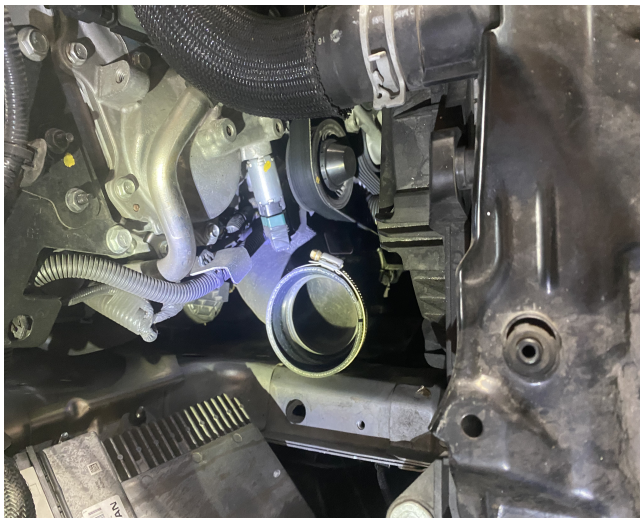
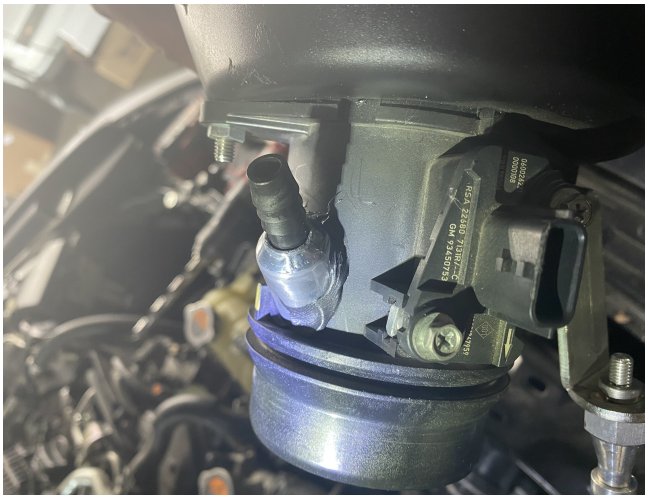
Infinty Q50 twin turbo install instructions

The first step is to remove the beauty cover of the engine and study your PCV systems hoses and where each is located and what it does.



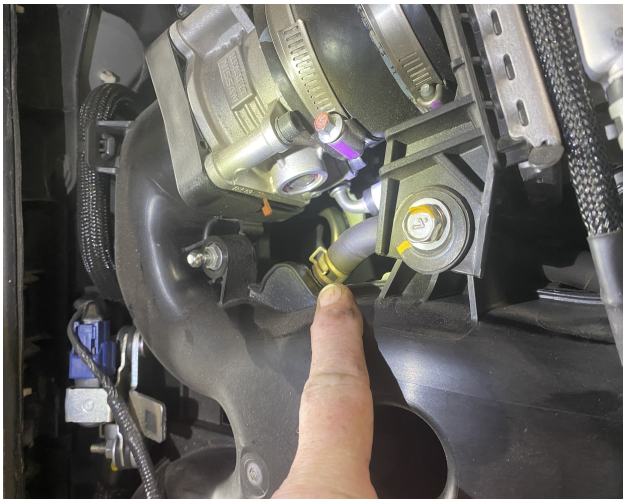


We start by removing each air box so we can install the Venturi Vacuum Generating valves. For high performance builds choose an extra one when ordering as one will install into each sides turbo inley post MAF and T'd together so they both run to one of the outer fittings on the main can. This requires the silver checkvalve inline flowing AWAY from the can. This provides vacuum for when your in boost. A true vacuum system. When drilling, use a 1/2” drill bit and be very careful not to damage the MAF sensor. Pick a spot as shown to drill in straight first, and then tilt the drill so the hole is elongated and test fit the Venturi. Once it fits at the correct angle as show here, then clean around the new hole with brake clean or rubbing alcohol and use RTV or Permatex Right Stuff and run a generous bead under the valves mounting flange and insert valve. Secure with painters tape or zip ties for 24 hours until cured:

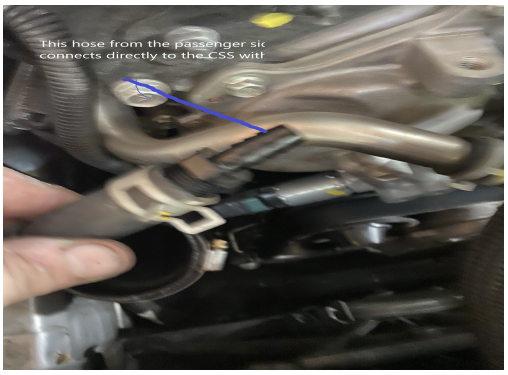


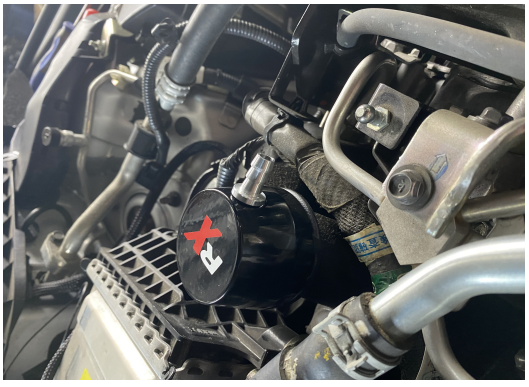
Now we set these aside to cure some and move back to the routing. As there is no vacuum present during boost when stock, we will be changing most all and here is each step:

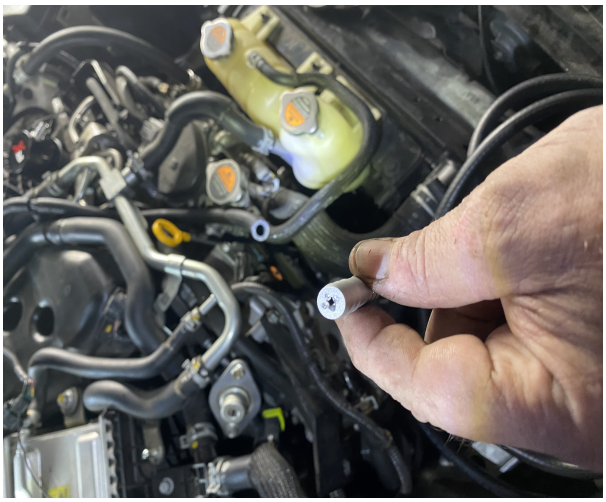
First is the vacuum line from the intake manifold. This hose is secured with spring clamps and you will unhook and remove completely. **SAVE all stock lines so if you desire you can revert back to stock in the future.** This is located on the driverside of the intake manifold towards the back and runs directly to the PCV valve located just down from the oil fill cap. Remove the cap as that gets replaced as well and will give you more access to that end of the hose:

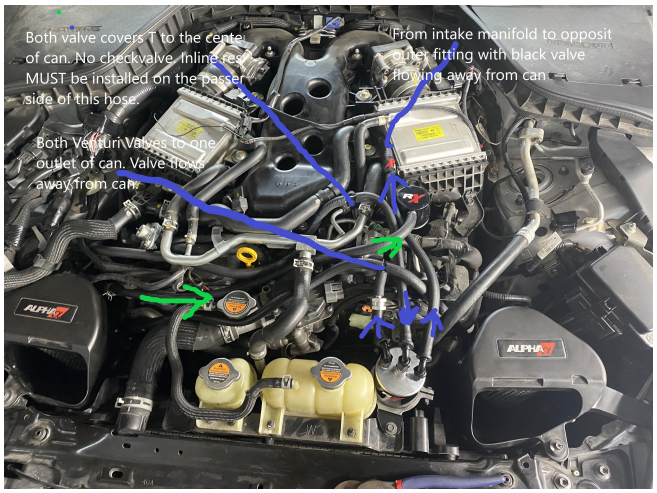


Now we will be moving to the passenger side valve cover and you will see a larger diameter hose that runs from the main intake air tube to the valve cover. Unhook this hose and pull it towards the front so you can access it. Leaving the end still attached to the intake tube. Tthis provides the fresh filtered MAF metered air that flushes and makes up for the contaminant laden vapors being evacuated from the crankcase. You will push in the 3/8 NPT make threaded end of the included barb with a 3/8” barb end into the larger diameter hose and this will connect directly to the CSS (cleanside separator) that replaces your oil fill cap so we are now evacuating from each valve cover instead of stock from the driverside only. You will slide the short larger diameter hose with the 3/8” 90* over the larger barb on the passenger valve cover and run a piece of 3/8” hose to the PCV valve on the driverside valve cover. In this hose closer to the passenger side you will cut the new hose and install the inline flow restrictor into this hose as shown:

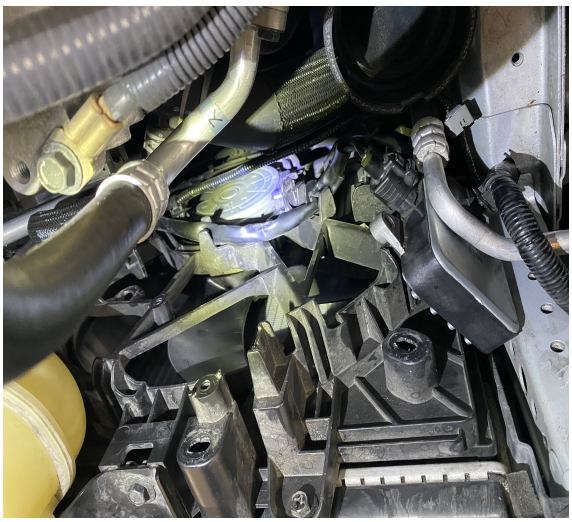








You may need to relocate the fan controller so the can can mount as shown:



And finish by double checking all routing and connections. Start and at idle nothing should change in the way the engine runs. To drain simply run loosen clamp and spread gap with a flat blade screw driver and pull can up and out. Then drain into a empty water or gatoraid type bottle and dispose of as you would any drain oil. Never let fill more than 1/3rd full or effectiveness will be reduced.

This system will provide full time vacuum suction on the crankcase so pressure can never build to begin with.

Questions? Email direct at: APDEG@aol.com