Instructions for the Vacuum generating Venturi valve:

This device generates vacuum as the air flow passes the angled open end using the Venturi effect. The greater the velocity past it, or speed of the flow, the more vacuum it generates. This provides the vacuum to continue evacuation when accelerating or at wide open throttle when no usable vacuum is present in the intake manifold. The checkvalves will automatically open and close to always default to the strongest vacuum source so full time evacuation takes place. With a naturally aspirated application, this is placed close to the inlet of the throttle body, but making sure that it is not so close as to interfere with the blade. On a Turbo or Centrifugal SC you would place this at the inlet to the turbo or centri supercharger. On a top mount PD type supercharger (Magnason, Whipple, E-force, etc.) you would do it the same way as a naturally aspirated application as shown in the pictures. The reason being the super charger lower plenum replaces the intake manifold.

AT 4k RPM's this will generate up to 14” of vacuum and the higher the RPM's the greater the vacuum it generates. This is a true crankcase evacuation system with all of the functions of a belt driven vacuum pump system like we use with our race engines but for the street.

Use RTV or Permatex “Right Stuff” to seal it and hold in place until the sealant sets and cures overnight with Zip ties or masking tape. This replaces the fitting that used to be used for the second outlet for a dual valve system.