

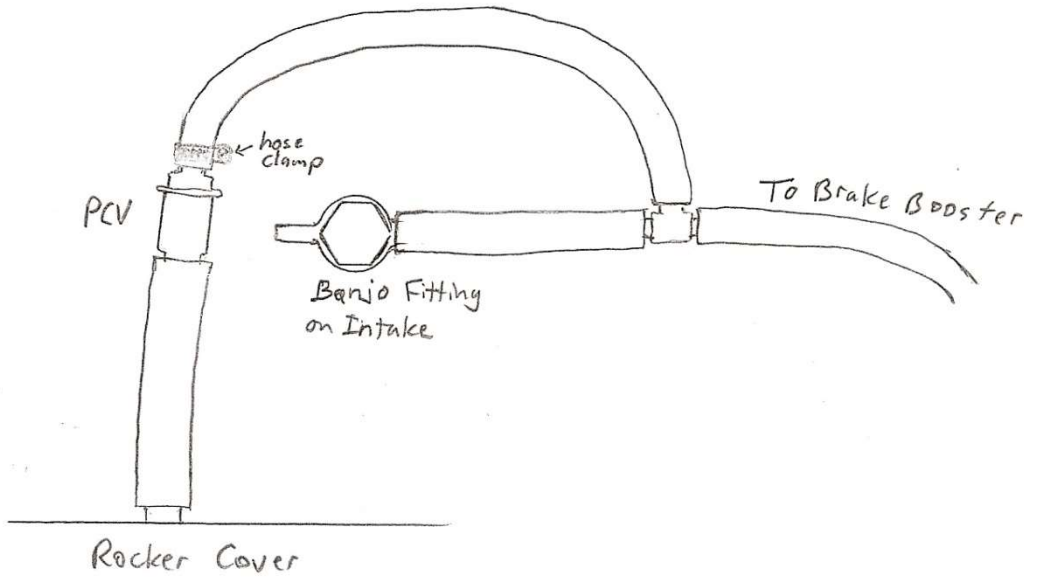
INSTALLING PCV VALVE

- 1) The large ports on the top of Strombergs or SU's are a preferred source of low level vacuum for evacuating the crankcase gasses because it provides a constant, low level vacuum regardless of throttle position. A properly applied PCV can be a suitable alternative for cars that do not have these ports. Since a PCV uses manifold vacuum, it will have no vacuum at wide open throttle. If wide open throttle is sustained for long periods of time crankcase pressure could build up. This is usually not a problem for most street cars that see only short bursts of wide open throttle. A race car should use a different option for crankcase breathing.
- 2) A PCV valve should only be used when connecting the valve cover breather to intake manifold vacuum. The connection to intake manifold vacuum must be of sufficient volume for proper evacuation of crankcase gasses. The connection fitting should have a minimum internal diameter of no less than 1/4". The small hose connections on the carb mounting flanges are not a suitable vacuum source.
- 3) A PCV valve should not be used when connecting to the large ports on the top of Strombergs or SU's as the vacuum source.
- 4) The manifold vacuum source for the PCV should receive vacuum from all cylinders. The big port in the center of the balance tube on top of the original intake manifold or Good Parts triple manifold serves well. DO NOT use a vacuum source that connects to only one intake runner. The pulsations will destroy the PCV valve. The shuttle valve inside the PCV valve is a .292" diameter, bullet shaped steel shaft with a larger flange on one end. Excessive pulsations can break the flanged end off leaving the rest to exit the valve housing and be sucked into the hose. As a "fail safe" to prevent this piece from entering the engine, the fitting(s) between the PCV and engine should have an ID of less than .280". Creating a sharp 90 degree turn by using the TEE fitting as described below or a 90 degree fitting will add another level of protection.
- 5) Install the PCV as shown in one of the diagrams on page two. Remove the brake servo vacuum hose from the banjo fitting at the intake manifold and connect the short 3/8" hose to the fitting. Insert one of the straight through ends of the TEE fitting into the other end of the hose then connect the servo hose into the inline end of the fitting.
- 6) Connect the longer 3/8" hose onto the side branch of the TEE then connect small (3/8") diameter end of the PCV into the other end of the tee.
- 7) If the brake servo is not in use, connect the 3/8" hose directly to the center port on the intake manifold using the original banjo fitting or a 90 degree fitting. If using a straight fitting make sure the internal diameter of the fitting is .280" or less.
- 8) Using the 1/2" hose, connect the large (1/2") diameter end of the PCV to the valve cover or to the top of the oil separator if used.



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PCV Connection Without Oil Separator



With Oil Separator

