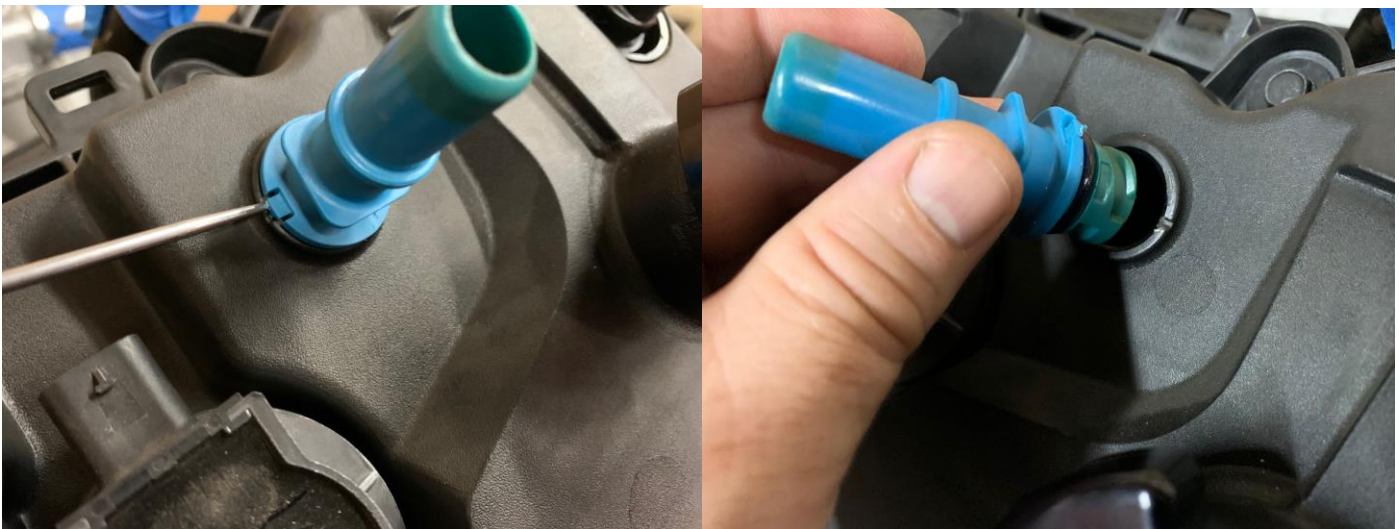


UPR Billet Adjustable High Flow PCV 5045-24



The UPR High Flow Billet Adjustable PCV fitting allows you to replace your Factory plastic PCV valve with a super high-quality Billet part that is tune-able to your engine's needs.



Remove the factory PCV valve by gently lifting the tabs on either side with a small screwdriver or pick, and unscrew the fitting. It is a $\frac{1}{4}$ turn fitting and should come out by hand.

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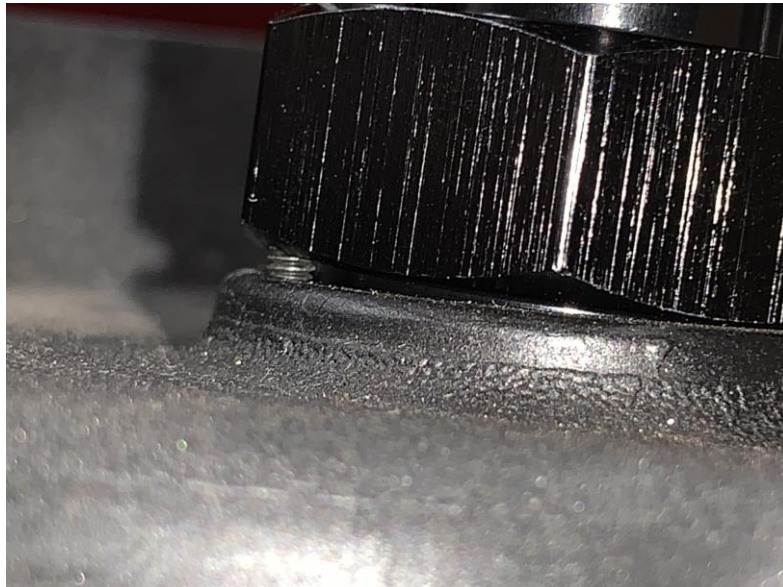


Align the fitting with the tangs in the valve cover. The fitting will work with factory style Plastic or Aluminum valve covers. **CAUTION** with Plastic valve covers- install the Billet fitting **BY HAND** as the plastic tangs will be damaged by overtightening.

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UPR Billet valve cover fittings have a pair of small Allen head set screws in the base. The set screws are designed to be tightened until the base of the screw comes into contact with the valve cover. This keeps the fitting from rocking and rotating in the valve cover. The set screw locations will not necessarily meet the valve cover in the same spot as the factory tangs.



DO NOT OVER-TIGHTEN the set screw as it can damage the fitting or valve cover.

The UPR Billet Adjustable PCV fitting comes with 4 replaceable jets.



» .100 Jet size is slightly more restrictive than the factory PCV fitting. This allows you to restrict the PCV for vehicles ingesting too much oil through the PCV and wanting to reduce oil consumption.

» .125 Jet size is slightly less restrictive than the factory PCV fitting to allow you to adjust the PCV to increase flow a bit more than factory. This is the best starting point for most vehicles.

» .150 Jet size is even less restrictive for larger displacement engines, vehicles that haul or tow and / or are driven harder (more time at or close to Wide Open Throttle) to increase flow more than factory.

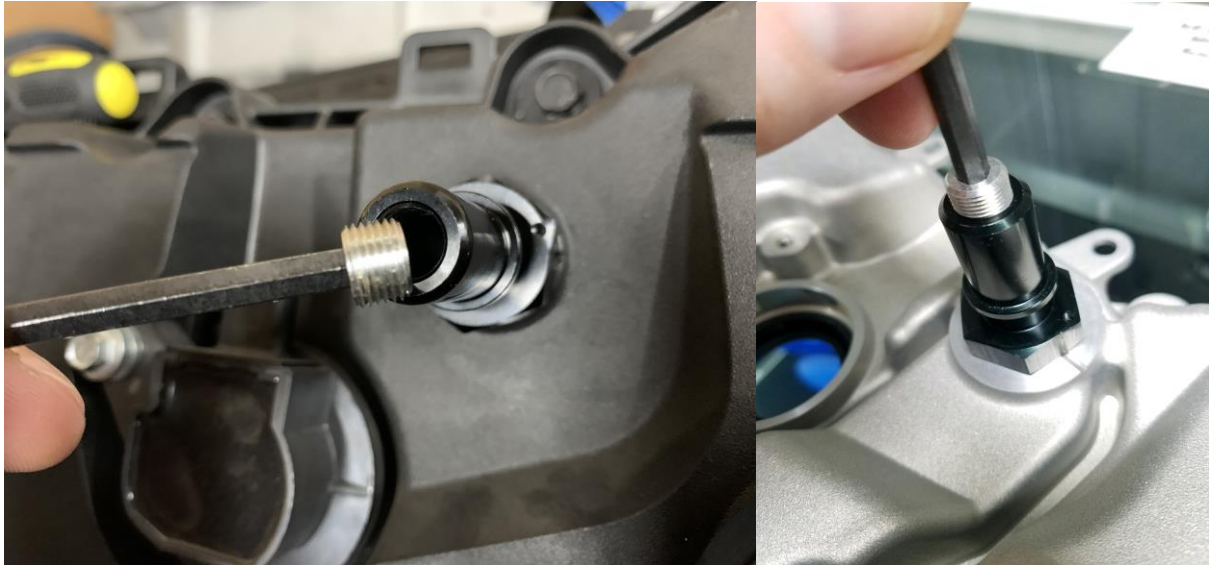
» .175 Jet size is the least restrictive compared to the factory PCV fitting. It allows for the largest amount of airflow for modified vehicles that generate a lot of blow-by / back pressure, or have radical idle characteristics due to aftermarket camshafts.

* It is not recommended to remove the jet and run the PCV 'open' even with a catch can installed. Unless the engine uses an **open to atmosphere breather tank system** that is not connected to vacuum, a jet / restrictor must be installed to prevent over filling the catch can or increased oil consumption.

*Smaller orifice = higher intake manifold vacuum at idle,

Larger orifice = lower intake manifold vacuum at idle.

For supercharged or turbocharged vehicles, it is recommended that an experienced tuner performs the changes or is consulted. Intake manifold vacuum will effect bypass valve operation.



Once you have selected the size restrictor jet to use, it simply threads into the PCV fitting using the supplied Allen wrench.



The Restrictor Jet will protrude slightly from the end of the fitting. The factory or UPR Plug and Play fitting can now be reinstalled.



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