

**HKR3 Venting Kit upgrade for the
Porsche 928 1985-1995 model years
overview how it works
&
installation guidelines**

INDEX

- **All hoses are to be fastened with hose clamps** (not shown in the pictures).
- **Stock “Y” set-up - View of the standard factory set-up for the PS cam cover vent hose from the “Y” at the rubber transition between the MAF and TB to the rear PS cam cover elbow.**
- **Mods to “Y” set-up - Change the vent hose from the PS elbow to the rear/check valve of the HKR3 vent pipe.**
- **HKR3 vent pipe install overview.**
- **Modifying the Provent to “Y” hose -crank case vent hose (cutting the hose)**
- **Crank case vent hose routing after the hoses are modified.**
- **Alignment, function of the “Y” connector, the relation ship of the Bernoulli effect and direction overview of the air flows.**
- **Details for the GTS OFN (oil filler neck) modification.**
- **Dipstick modification**
- **View of the Provent oil separation filter after @ 3000 miles test drive.**
- **View of the optional HKR3 Provent cover plate with service lights**

View of the stock factory vent hose set-up at the “Y”

This hose delivers fresh air from the intake filter at idle and low throttle. (White arrows)

It returns air/oil and oil vapors from the PS cam cover at medium - WOT to the TB (yellow arrows)

Hose # 928 110 432 02



“Y”

The PS rear elbow has an internal restricting orifice of 6mm. The PS front elbows (11.5mm) doesn't have a restricting orifice.

The S4 and 92 GTS model years vent directly from the OFN (oil filler neck) to this (11.5mm) elbow.

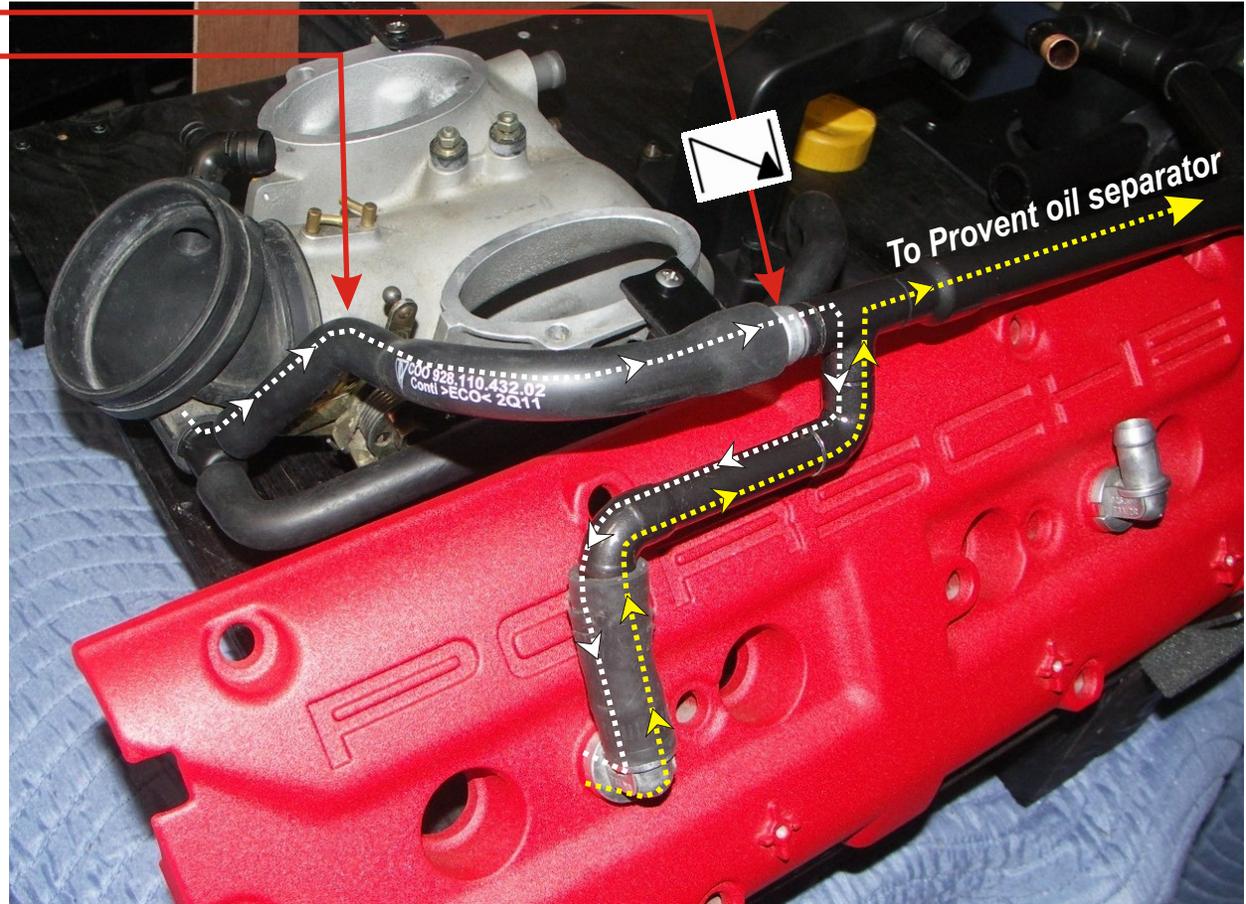
Later GTS models have a factory installed cross over vent hose (part # 928 107 318 00) between a factory installed DS front elbow and PS front elbow.

Changes from the stock set-up are: only undo the hose from PS cam cover elbow and slide it onto the check valve of the HKR3 vent pipe.

The “Y” vent hose now delivers fresh air from the intake filter at idle and low throttle via the check valve and the lower part of the HKR3 vent pipe (see white dotted line)

Check valve location

Any excess oil or oil vapors expelled from the rear PS cam cover elbow when driving at half to WOT are blocked from returning to the TB by the check valve and instead it's flow is directed to the Provent oil separator (see yellow dotted line)



The stock PS rear elbow has an internal restricting orifice of 6mm

(If the cam cover is removed from the engine than it's recommended/optional to remove the restriction by drilling it out to 11mm)