

The HKR3 venting uses:

- The factory rear PS cam cover elbow with the 6mm factory installed restriction. (It's optional to drill this out to 11mm)
- A cross cover vent line (part # 928 107 318 00) from the front DS elbow to a front PS cam cover elbow (without restrictions 11.5mm ID- this is standard on the GTS models)
- A GTS OFN with an enlarged outlet port from 5-11m.
- A Provent oil separator with (1) external check valve in the crankcase drain hose.

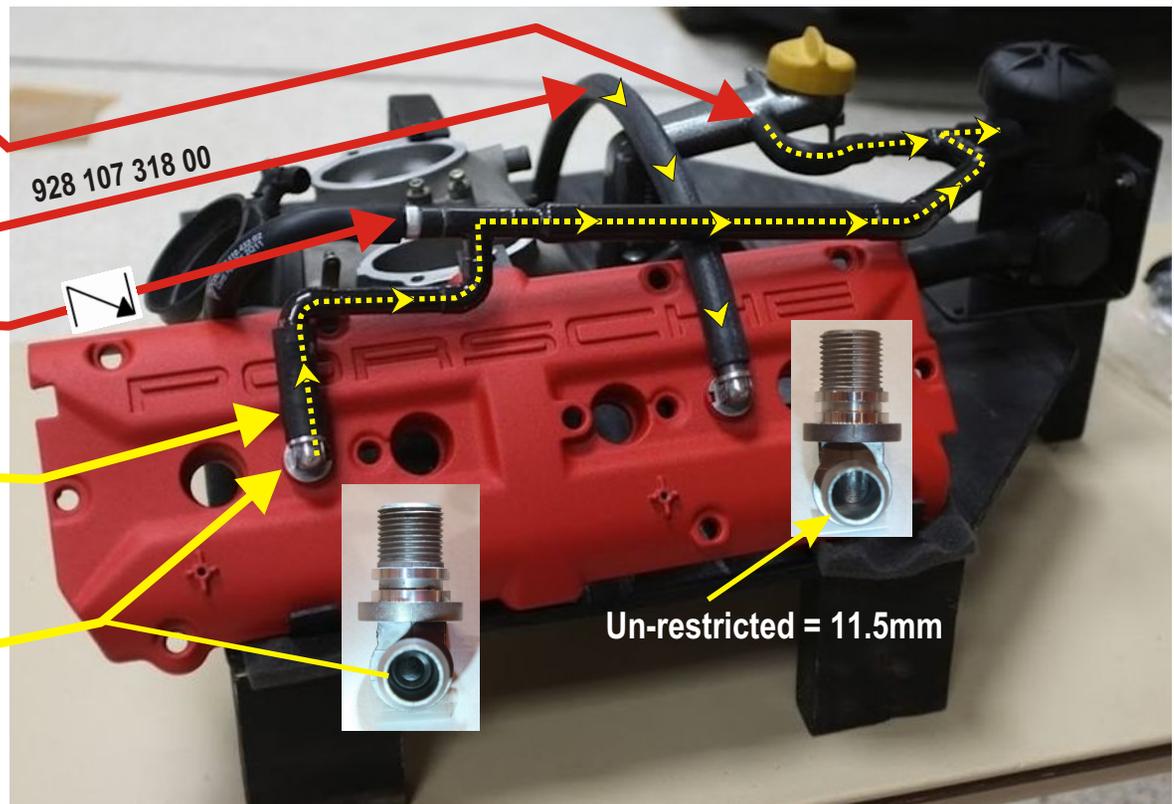
OFN vent hose to Provent inlet

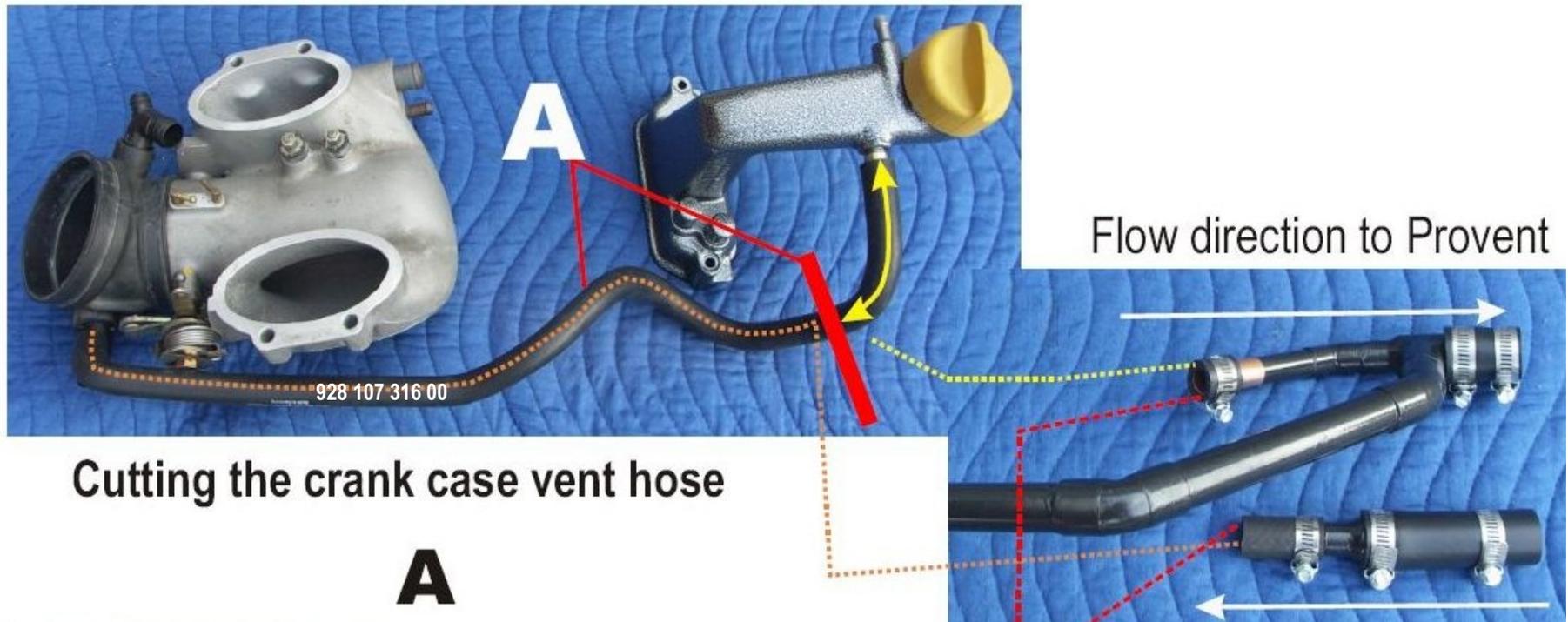
Cross Over vent from the front elbow of PS to DS front cam cover elbow

Build-in check valve in the "HKR3" Provent vent pipe.

Variation in the length of this hose can change the desired forward slope of the vent pipe.

The factory PS rear cam cover elbow has a 6mm restriction inside.





Cutting the crank case vent hose

A

- The original hose (GTS part number # 928 107 316 00) that runs from the “Y” needs to be cut.
- Cut it at point “A” (bold red strip location) so 150mm is left over (mark off the 150mm between the yellow arrows)
- The newly cut short piece (150mm) gets turned forward and connects to ½ inch vent pipe that connects to the Provent (green dotted line)

The small vent (2mm) on the OFN DS gets capped and the hose to it gets plugged.

The OFN shown in the picture is a metal one (87 yr model cars only) that has been modified to function like the plastic stock GTS unit.

Modified

- with a tapped in 11mm outlet port
- With (2) lower outlet ports capped

View of the hose (part # 928 107 316 00) after it's cut and the 150mm short section is connected to the Provent inlet and the longer section is connected to 3/4-1/2 reducer coming from the Provent outlet (blue arrows)



➤ = Oil & vapors flow from rear PS cam cover elbow & crank case to the Provent oil separator

➤ = Flow of clean air from the Provent oil separator to the "Y" connector  located before the TB.