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Dual Catch Can Kit for Nissan R32 GT-R Fluid Lock Radium Engineering

Cena brutto	**3 089,00 zł**
Cena netto	**2 511,38 zł**
Numer katalogowy	**USA-RAD-20-0590-FL**

Opis produktu

SUMMARYThis Radium Engineering dual catch can kit is designed specifically for the RB26DETT. Careful measure and considerations were put forth to make this a proper system. It retains a true PCV system and includes catch cans for both the PCV valve side and and crankcase vent (CCV) side of the ventilation system. The catch cans do NOT vent to atmosphere (VTA), thus are emissions and track legal. Closed loop systems remove the oil and sludge from the PCV gasses before it is routed to the engine to be burned. A closed loop system also promotes negative crankcase pressure for optimal performance. Furthermore, closed systems prevent unwanted oil vapors from entering the cabin. Two double-ended press-in fittings are provided to replace the crankcase vents on the valve covers. In addition, this system balances the intake and exhaust side of the crankcase with a large 10AN crossover hose exactly how the Nissan engineers intended These SAE quick connect fittings are lightweight, streamline, and simple to install and service. Each catch can features large 10AN ORB ports, a 4AN ORB drain port, 2-step oil separation baffling, and an O-ring sealed dipstick. They mount using factory holes and integrate perfectly with the surrounding components. The dipsticks built into the catch cans allow easy inspection of accumulated fluid. No extra inline check valve is required since Radium catch cans are pressure sealed. No cutting, drilling or permanent modifications are required. PCV CATCH CANThe PCV catch can mounts to threaded bosses on the front RH strut tower. It runs inline between the crankcase vents found on the valve cover and the PCV valve on the vacuum chamber. Large 5/8" hose and 10AN fittings are provided for both ends of the catch can. When the intake manifold pressure is close to or greater than atmospheric pressure, the PCV "check" valve closes and, thus, this hose experiences no flow. Conversely, the PCV hoses will experience "metered" vacuum when the engine is idling, steady state cruising, and decelerating. This would normally draw unwanted crankcase vapor, unspent fuel, and oil sludge into the intake manifold immediately after a high load run. CCV CATCH CANThe CCV catch can mounts to the windshield wiper motor on the LH side of the firewall. To retain factory functionality, the CCV catch can runs inline between the crankcase vents on the valve cover and the turbo inlet pipe. Large 5/8" hose and 10AN fittings are provided for both ends of the catch can. At low loads, it experiences atmospheric pressure. However, when the engine is at high load (WOT), the line will experience high flow from the crankcase into the intake system. This would normally lead to oil and sludge accumulation in the air filter intake pipe. This oil accumulation would spread and be found in the intercooler which lowers the thermal efficiency properties of the heat exchanger and leads to decreased performance. The CCV catch can captures this and promotes clean filtered air back into the intake. INCLUDED-Baffled catch cans with dipsticks-Nissan specific mounting brackets-RB26DETT valve cover press-fits-10AN adapter fittings and hose ends-Radium 5/8" PCV hose-Stainless steel hardware Instruction PDF