

SAIKOU OCC BASICS

The Saikou Michi Co. philosophy is to add a filter to the existing system without changing the original routing. The idea is to improve the system, not modify it. There are many methods for connecting catch tanks into an vehicle's engine PCV system, but the Saikou Michi Co. will default to maintaining the original closed-loop system.

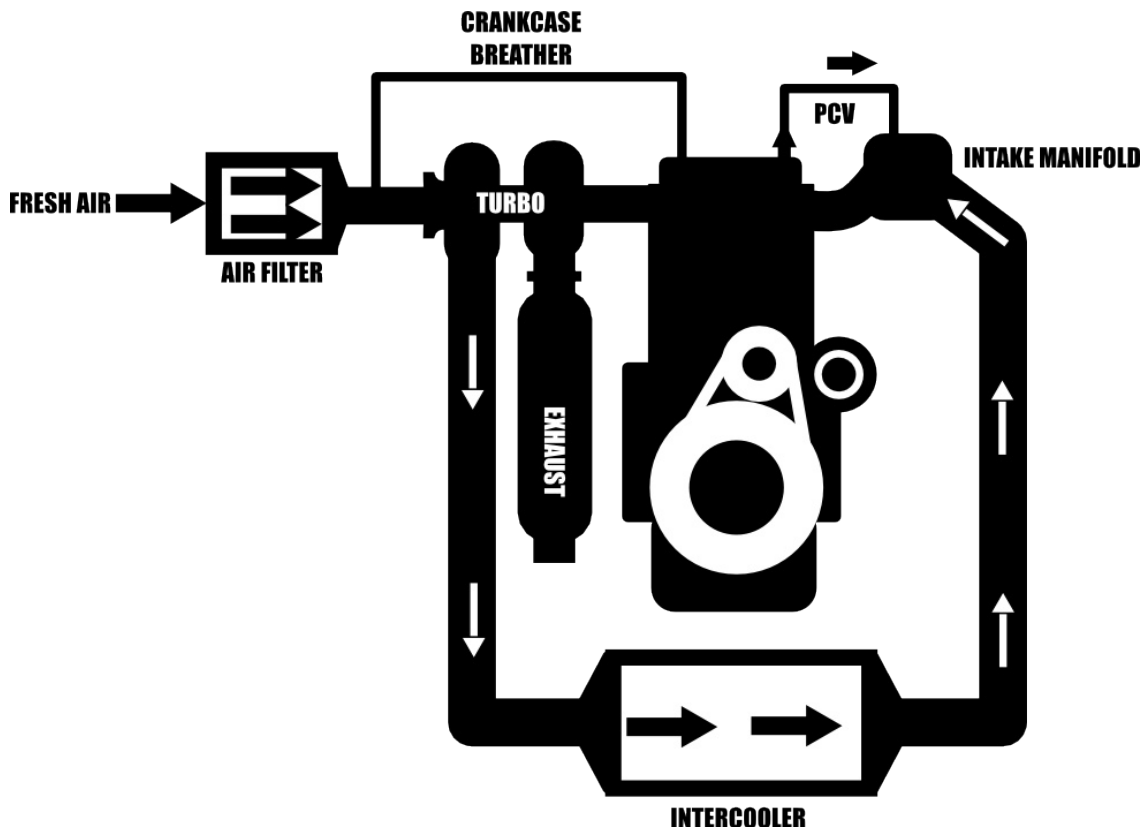
The basic engine setup will have a PCV connected from the valve cover to the intake manifold. The PCV allows fumes to flow in only one direction. Fumes may be pulled into the intake manifold by vacuum, but gases may not return into the valve cover from the intake manifold.

The Crankcase Breather fitting has only one job, and that is to allow fresh air into the valve cover so that air may flow through when the PCV valve is experiencing the vacuum cycle.

The Crankcase Breather fitting is a simple opening, so oils can still creep out, and this is increased during high RPMs and WOT when a lot of air is being pulled into the intake.

Any hose line that is experiencing oil creep may benefit from a OCC trap.

See the graphic below for the basic engine setup that has a turbo and intercooler. A Naturally Aspirated engine is similar, but less complicated.



**TYPICAL BOOSTED ENGINE
BEFORE INSTALL**

SAIKOU OCC BASICS 2

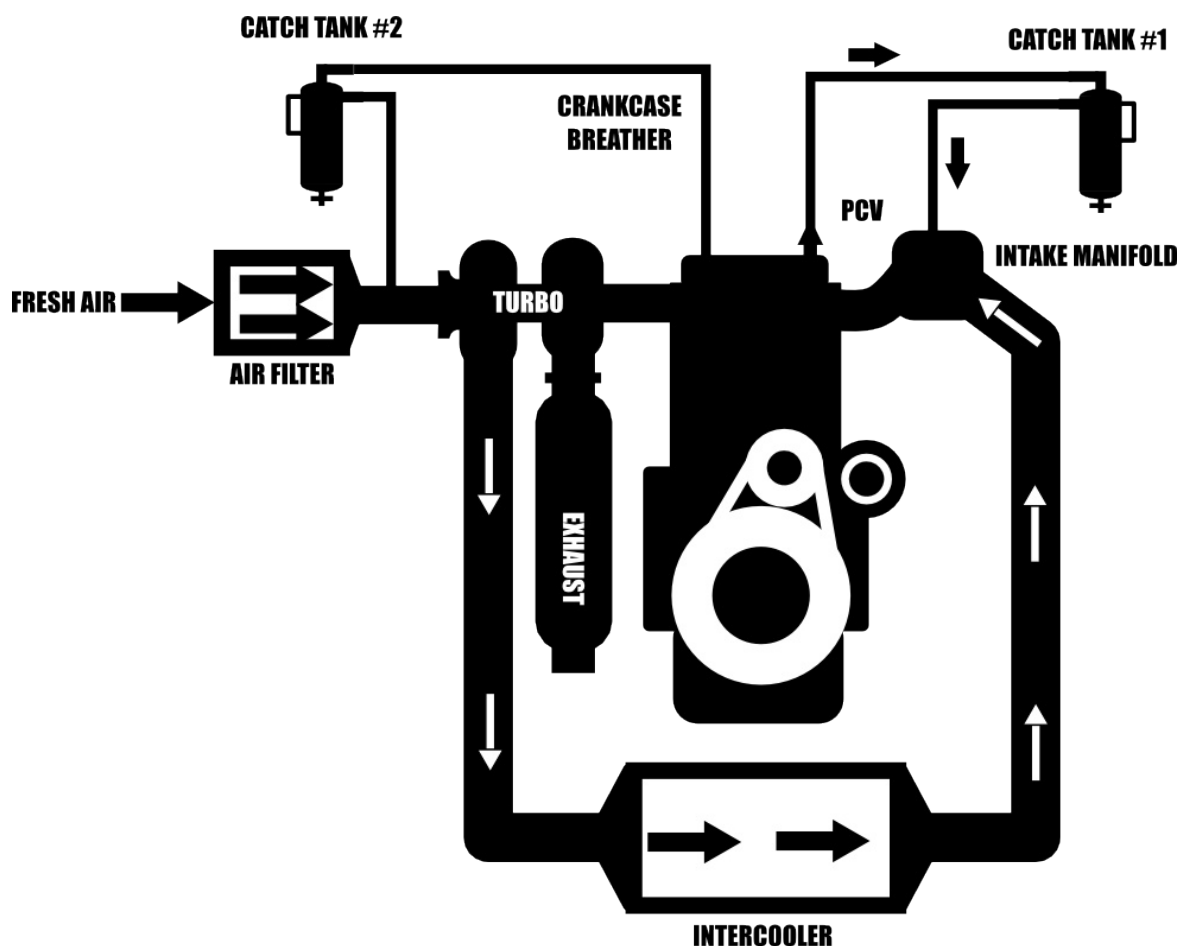
Adding an OCC to a hose is simple. The concept is that the routing remains the same and follows the original path, but takes a detour into the OCC. The hose starts and ends at the original connections before the OCC was added.

The OCC simply drops into the line so that it may filter the gases and oil solids that were passing through before the installation.

A tank is primarily added to the PCV hose to protect the engine internals and maintain the rated octane levels.

A second tank is an option for the Crankcase Breather to trap oils that can creep out of that fitting and contaminate the internals of the intercooler. This will reduce the cooling efficiency of the intercooler assembly which is counter productive for performance.

See the basic engine setup graphic with turbo and intercooler with a Dual OCC setup below.



**TYPICAL BOOSTED ENGINE
AFTER DUAL TANKS INSTALLED**