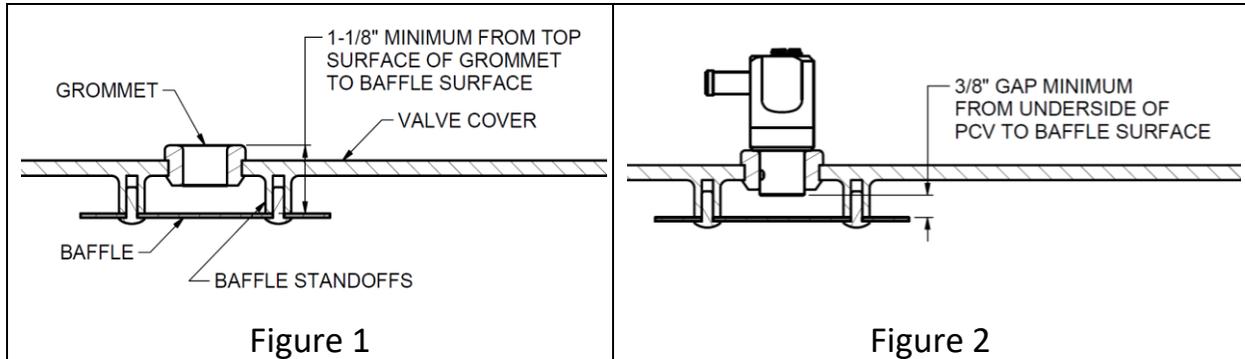


# INSTALLATION CHECKLIST

## DO YOU HAVE BAFFLES?

Baffles in valve covers or valley pan are required to prevent oil from being drawn into the PCV system. A minimum clearance of 1-1/8" from where the DF-17 PCV valve sits on the grommet is required (see Figure 1). This will result in the required minimum distance of 3/8" from the underside of the PCV to the baffle surface (see Figure 2) to avoid excessive oil consumption.



## DO YOU HAVE A FRESH AIR BREATHER?

A free flowing breather is required on the FRESH AIR side of your PCV system. On performance V-8 applications a breather with a 1" neck tube is preferred. On a closed system a fresh air line from the valve cover to the base of air cleaner should be 3/4" or larger with a PCV rated hose. Ensure the bottom of the breather neck has a minimum of 3/8" gap to the top surface of the baffle plate when the breather is installed in the grommet (similar to Figure 2).

## DO YOU HAVE AN AIR-OIL SEPARATOR?

An air-oil separator between the PCV valve and manifold vacuum source is optional, but is recommended if the application permits. Ensure the air-oil separator does not restrict airflow, some smaller units can cause a significant vacuum drop which may interfere with PCV valve tuning. M/E Wagner has used Moroso part number 85474 successfully in various applications.

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## BEFORE INSTALLING AND TUNING!!!

Take a manifold vacuum reading at idle with engine warmed up. Consult shop manual for recommended valve settings.

## AFTER INSTALLING AND TUNING!!!

Idle mixture and idle speed adjustments may be necessary after installation of your new PCV valve. If carburetor or fuel injection idle settings are changed after PCV tuning, the cruise circuit of the DF-17 PCV valve must be re-adjusted per the procedure outlined in pages 3-4 of the shop manual if using Dual Flow tuning mode.