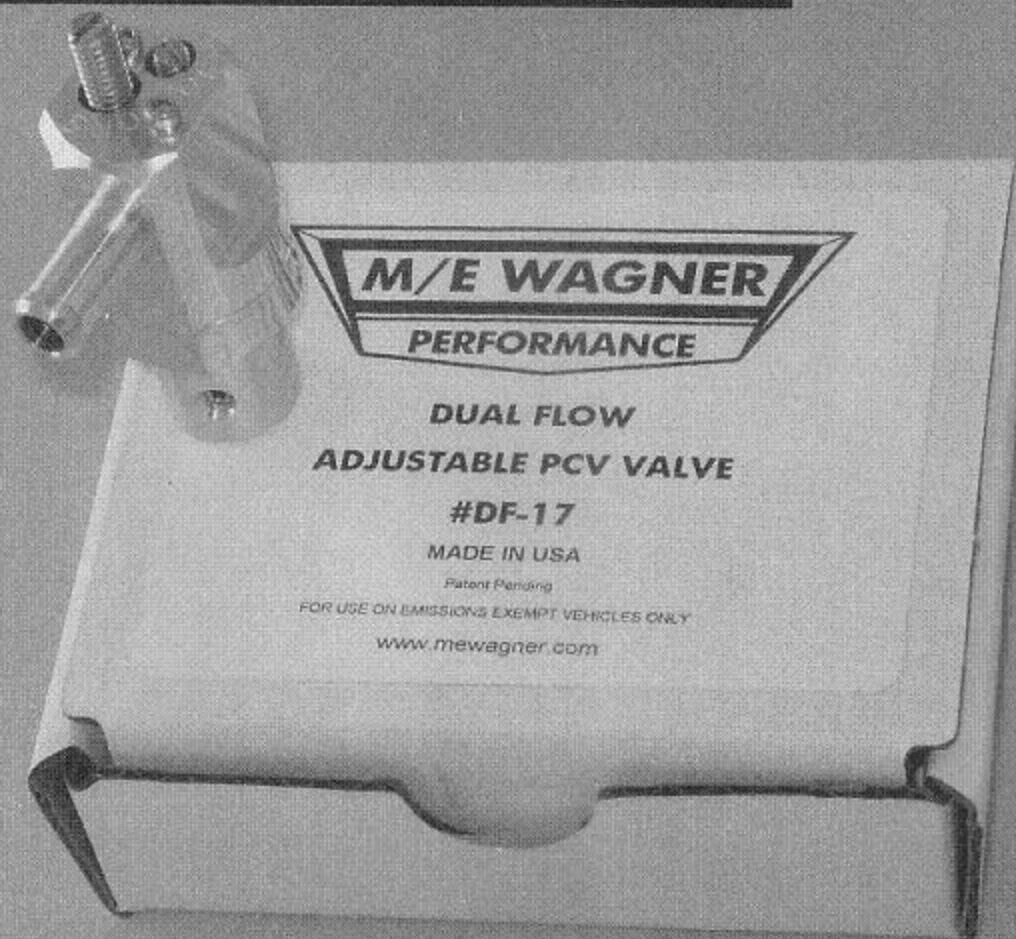


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POSITIVE CRANKCASE VENTILATION

What can an adjustable valve do for you?

Text & Photos by Jimmy Nyland



Ever hear about an adjustable PCV valve? Neither had we, but this little gem could make your rod finally run right.

Modified cars are great fun, but aren't you tired of the "What's it for?" question? Yeah, driving tinkerer cars actually do have drawbacks. One is dealing with those common-sense-devoid, computer-only 'tards at the parts counter.

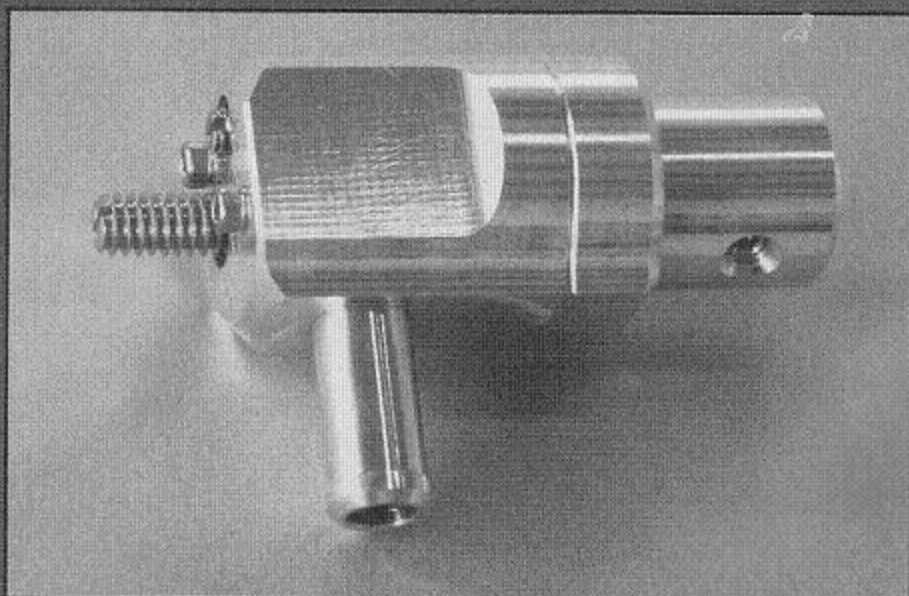
Another bummer is trying to get a modified and/or swapped-in motor to idle right, not weep oil out the vents, and getting the idle mixture screws to function correctly.

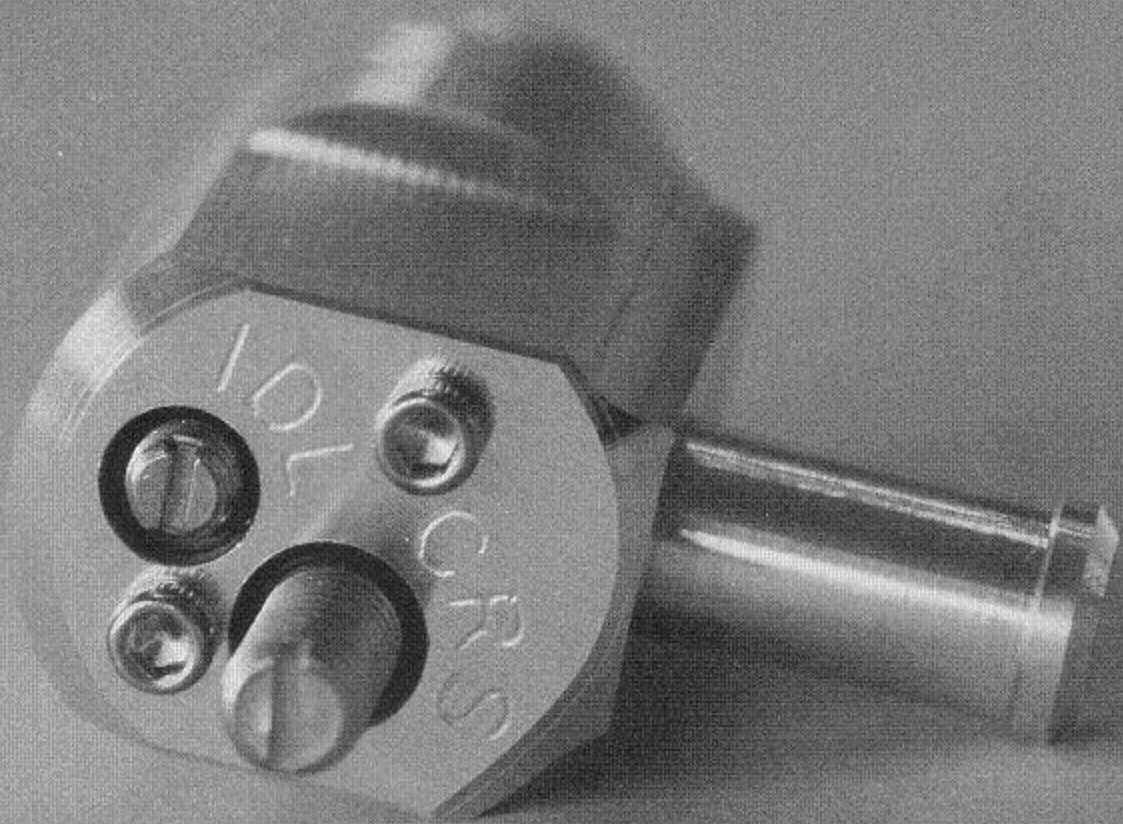
Of course, combining the two above pains is extra frustrating but used to be a necessary evil when shopping for a PCV (Positive Crankcase Ventilation) valve that would work with your

At the huge SEMA show last fall, amongst all the hype and glamour, was a small unpretentious booth easily missed by the masses. With just one product, and a small one at that, the father and son team of M/E Wagner Performance probably wasn't noticed by all that many. Thankfully, RebelRodz has a near magical way of sniffing out the truly worthwhile stuff even in an enormous heap of vehicle related feces.

So what's so great about this small chunk of CNC massaged 6060-T6 aluminum? Two things. First of all that someone finally thought to make something that can fix a common problem, and even more importantly, this invention works.

So what does a PCV valve do, anyway? It's supposed to suck out just the right amount of fumes from the crank case, ridding it of moisture and acidic vapors, which keeps the interior of a motor clean and helps the oil stay cleaner. Clean oil is good, right? Also, a PCV valve that doesn't match the motor can render the carb un-tuneable.





particular setup. Usually, close enough was as far as we got in our quest, but getting it right would mean a stronger running, longer lasting engine.

Ladies and gentlemen, and the rest of you, Matt and Gene Wagner deserve a standing ovation for having brought the Dual Flow Adjustable PCV Valve to the market, a product which eliminates the need to make numerous trips to the parts store since it's—*adjustable*.

Now, let that sink in for a moment (insert long silence here). By being able to dial in the correct settings in the M/E Wagner valve, both you and your motor will be happier. Heck, this could become the one part you grab before leaving your mangled ride in the ditch.

Check out the rest of the story, then check out M/E Wagner.

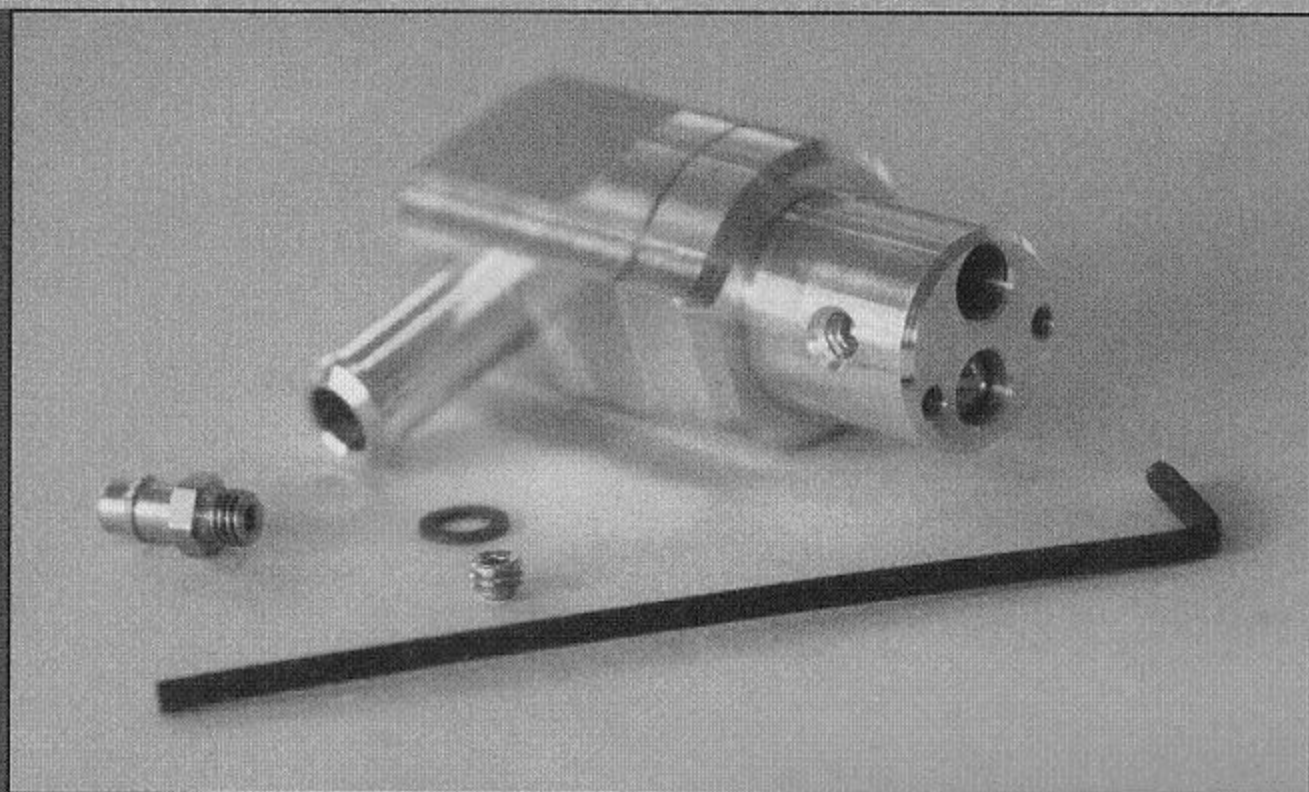
Until now, the problem has been to get that “just right” amount of suction using standard PCV valves. Too much and the seals may let dirt into the motor, not enough and it weeps oil from any or all orifices. Using the idle adjustment (left) and the cruise adjustment (right) screws, this valve can be made to work on most any V-6 or V-8, even the wild ones.



There are two check balls in the valve, one which is spring loaded (bottom) and regulates the flow under cruising conditions. What looks as a black hole (top) is where the idle circuit check ball lives. If you're really curious about what's inside, we strongly recommend looking at the cut-aways on the M/E Wagner website instead of taking the valve apart. Although, it is serviceable and rebuildable.

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Here's what's in the box. Without detailing how you tune the Adjustable PCV Valve (it's well described in the instructions), it should be ideally be done using a vacuum gauge. Removing the plug at the base of the valve and temporarily installing the brass fitting (left) allows a gauge to be hooked up. Notice that there's a spare plug—they know we're likely to fumble a bit with such tiny parts.



While it doesn't say in the instructions, remove the old valve first (yes, this product is made for thinking people). If you can't tell which valve is the old one in this photo you're not one of them and should proceed to the next full-page ad.



It's better to use a vacuum gauge for tuning, but not essential. We didn't have one handy and simply followed the instructions for how to do without. A screwdriver is not included, but the only other tool you might need, the Allen wrench for the plug, is.



And there you have it. Properly adjusted, now the blowby will get sucked back into the carb and burnt off, your idle mixture screws should be functional again (if the old valve let too much air through) and, well, life is good.

At \$129 the M/E Performance valve is far more expensive than a generic PCV valve, but if you count all the trips to the parts store to try yet another valve, and the beer consumed in pure frustration after finding out that the motor *still* didn't run quite right, it might actually save you a few bucks. Besides, beer shouldn't be consumed in anger.

Source:
M/E Wagner
www.mewagner.com
570-899-4544

