

## 2019 and up Hellcat Challenger and Charger Crankcase evacuation system installation

Starting in the 2019 model year, Dodge added a module to the Fresh/Clean side of the PCV system located on the driverside from the rear of the valve cover to the module and then to the airbox. So currently the CSS (Cleanside Separator) is not used on these. We are working on custom adaptors to allow it but currently (May, 2022) do not have them available.

So, here are the instructions for the standard sized system. The Monster system installs in the original location next to the windshield washer reservoir and the reservoir will need to be relocated to fit the Monster system. Track Hawk the main separator mounts in the driverside near the brake booster area. Remove the factory PCV foul/dirty side line and save if you ever want to change back to stock.

First, locate the unused stud at the front of the water pump as shown.



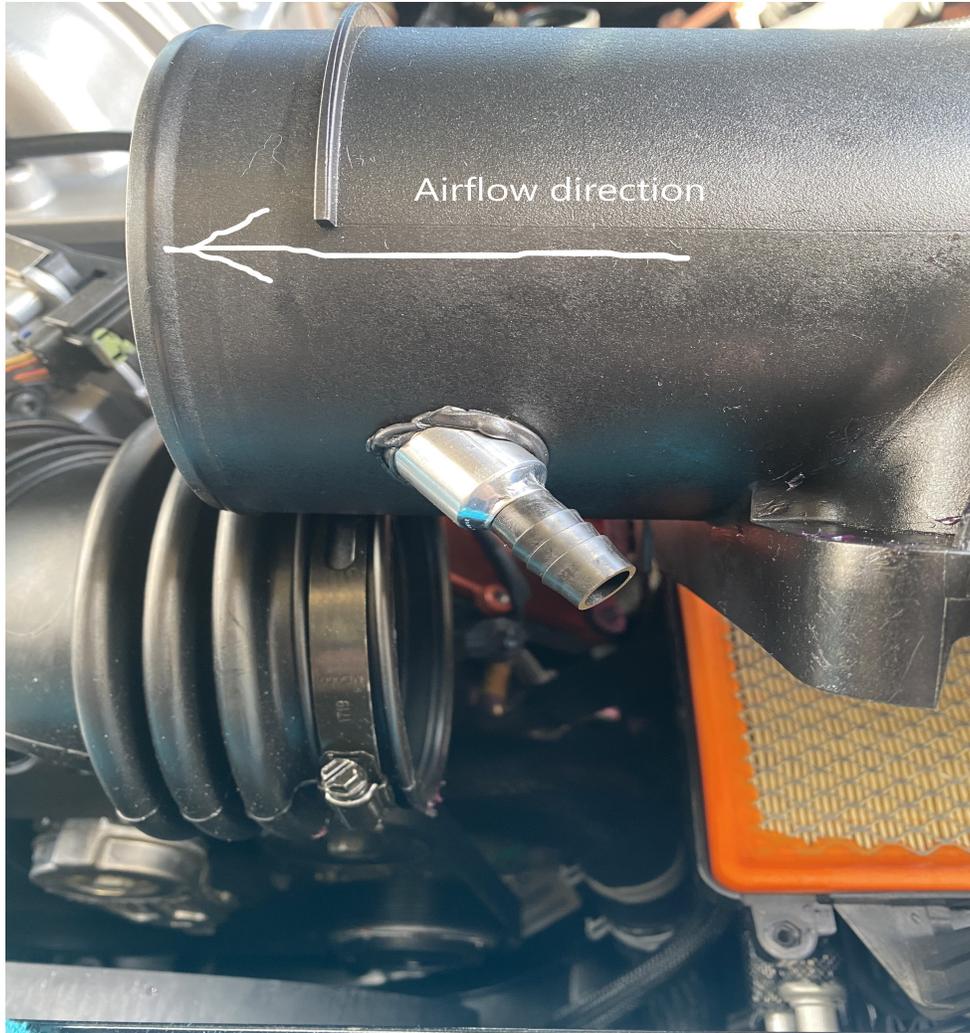
The center of can will connect to the PCV valve on the passenger valve cover. Use the 90\* OEM style connectors and cut hose to length.

One outer fitting with inline checkvalve (the High Flow black one) flowing AWAY from the can will connect to the open barb located on the lower portion of the blower inlet housing that originally connected to valve cover. This is the primary vacuum source:



The final connection is to the Venturi Vacuum Valve. This generates the added vacuum needed while in full boost in addition to the main vacuum so pressure can never build to begin with. Unconnect the main inlet air tube and unscrew the 3 screws that hold the air filter housing lid on. Slip it out and using a 1/2" drill bit with some grease on it to trap debris, drill the mount hole in the bottom side slightly offset like the picture. Then angle the drill so it oblongs the hole so the valve can mount at a 45\* angle as shown. Then clean of all debris and use rubbing alcohol to clean around the hole so RTV or Permatex RightStuff will adhere. Spread a generous bead on the underside of the mounting flange and place into the hole. Use zip ties connected together to secure the Venturi Valve to the tube overnight until cured. This will allow you to use the vehicle right away. Masking tape is also a good way: Below shows Track Hawk





Below shows the hose routing from the Venturi to the can. This also gets a checkvalve inline flowing away from the can. Use the silver one unless you opted for both high flow



units (best):

And this should cover it. Always test when complete for any vacuum leaks. This should have no effect on the tune, etc. and should not trigger a CEL as it retains all of the emissions requirements (NOT CA.) maintaining a closed system.