

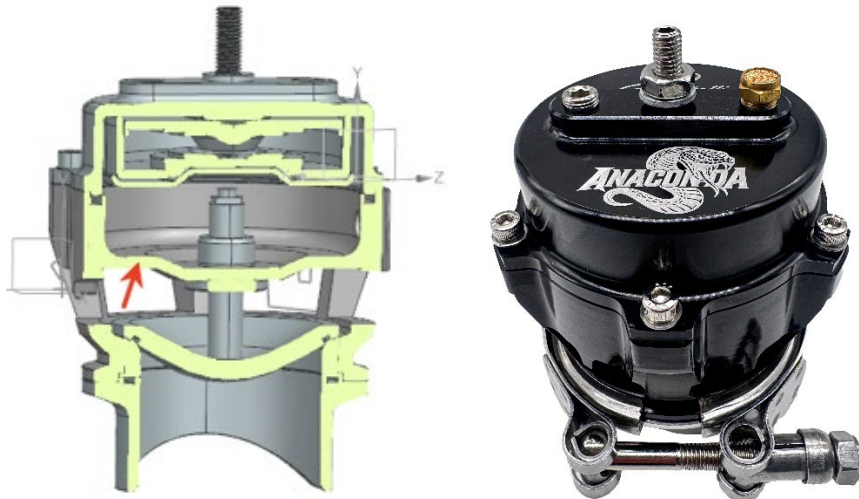


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Part # 540199



The Anaconda 64mm Blow Off Valve is the Culmination of Granatelli's Last 40-plus Years of Racing. It is a blow-off valve (BOV), pressure relief valve that protects a turbocharger or centrifugal supercharger by releasing trapped, high-pressure air when the throttle closes, yet it can also act as Cold Side Boost Controller by "floating" the valve open at a predetermined boost level. This allows the end user to "pulley up" or increase centrifugal blower boost from the compressor while bypassing the pressure at your desired level.

Features:

- 64mm Design Provides the Highest Measured Flow of Any Valve Ever Tested
- Billet 6061 Aluminum Design
- Standard 88mm / 3.5" V-band Connection with Included Weld-On Mounting Flange Included
- The Internal Dynamic Spring with Adjuster Shaft Allows for a Multitude of Variable Spring Rates and Pressure Settings.
- "Diaphragm Over Piston" Actuated Internal Valve
- Dual 1/8" NPT Top Mount Female Fittings Allow for a Variety of Plumbing Configurations
- Single 1/8" NPT Female Lower Port Allows for Management of Discharge Boost Pressures When Combined with Centrifugally Supercharged Combinations
- Black Anodized Finish

Your Granatelli Anaconda 64mm Blow Off Valve can be used in two ways: 1. The highest flowing compressor bypass valve you have come to expect from Granatelli or 2: A sort of "wastegate" for your discharge (Cold Side) tube. The Anaconda can be boost referenced from the Main Body (#10) via the Boost Reference Port (#11)

When Used As A BOV – Blow Off Valve

Weld your #15 Mounting Flange to your discharge tubing, between the Centrifugal Supercharger/Turbocharger to the throttle body. The Anaconda should be mounted anywhere in that path.



Figure 1



Figure 2



Figure 3

FIG 1. Install a vacuum/boost reference line from the intake manifold to either side of the #2 Pressure Ports in the #4 Dome Cap. Using a supplied 1/8 npt pipe plug, seal the open port in the #4 Dome Cap. It is important to note: You must install the #3 Brass Vent/Filter into the 1/8npt port at #11 Boost Reference Port, Shown in **FIG 2**. This allows for full diaphragm and piston valve travel.

In the BOV configuration, the Anaconda prevents air from reversing flow and stalling the compressor wheel (AKA compressor surge) on deceleration and/or gear shifts. Furthermore, it extends turbo/supercharger lifespan, prevents damage to the force induction & impeller internals and helps maintain higher RPM impeller speed for faster engine response.

The Anaconda also allows for minor spring adjustments by altering the #1 Spring Pressure Screw. Traditionally you do not need a lot of spring pressure on the diaphragm when used in a BOV configuration. The vacuum/boost reference line at #2 should do all the work. With your #1 Spring Pressure Screw all the way out, insuring you confirm the slightest of spring tension when screwed in, fasten the jam-nut. Your valve will have roughly 3.5 lbs. of pressure on the valve plus the exponential gain from engine boost. On deceleration, it begins opening instantly at 8 in./hg and is fully open by 15 in./hg. Keep in mind a Blow Off Valve is designed to open under vacuum, not pressure. It takes its "reference" from the manifold. Therefore, if you are running a 3.5 lb. spring in the BOV and it is boost referenced properly then the BOV WILL NEVER OPEN (By Pass Airflow) while under boost because the engine boost PLUS the spring pressure keeps it closed until you take your foot off the throttle, creating engine vacuum.

If you do not boost reference the BOV then it will open at the spring pressure adjusted into the BOV. This turns the Anaconda into a Cold Side Boost Controller. See below for a further explanation.

When Used As A Boost Control Valve

With the Anaconda installed in the same configuration as the BOV, the Anaconda can also be used as a (Boost) pressure control valve. Say you only want 9 psi in your engine. If you have a turbocharger, the wastegate does that by design. However, if you have a centrifugal supercharger, (like a Paxton, Vortech or Procharger) and you want to ramp the boost in as fast as possible, the Anaconda will allow the boost to climb faster and then blow itself open at a set pressure. In that case you would not boost reference the top #2 Pressure Port, you would install a #3 Brass Vent / Filter into one or both of the #2 Ports shown in **FIG 3**. Without a sophisticated boost control system and MAC valves, the Anaconda **MAY NOT** be used as a Cold Side Boost Controller and a BOV at the same time. **DO NOT BOOST REFERENCE** the #2 Pressure Ports when using your Anaconda as a means of controlling high side boost.

By boost referencing the lower port, #11 Boost Reference Port, it can be used to regulate and limit the maximum boost entering the engine. This means you can ramp in boost much faster from a Centrifugal by installing a more aggressive supercharger pulley yet still limit the overall boost (pressure) entering the engine. It makes a centrifugal supercharger boost curve look like a turbocharger giving you instant boost rather than the traditional linear curve determined by engine RPM. In severe racing conditions, it can also be used for turbocharger applications when your traditional exhaust wastegate cannot control boost.

Adjusting your Anaconda for boost blow off under pressure is easy. Starting with the #1 Spring Pressure Adjustment Screw (SPAS) all the way out, you should be limiting maximum boost at 3.5 psi. Every full turn of the #1 SPAS should increase boost by 3 psi. There is no exact science, every engine flows air and absorbs pressure differently. **TAKE EXTREME CAUTION WHEN ADJUSTING MAXIMUM BOOST. Over boosting can damage your engine and, in this configuration, it is considered a racing application. We make no guarantees express or implied.** Once adjusted to your desired boost level lock your jam-nut at the #1 SPAS.

Anaconda Bill Of Material



ITEM	DESCRIPTION
1	Spring Pressure Adjustment Screw w/ Lock Nut
2	(2) Pressure Ports for BOV Function
3	Brass Vent / Filter (1/8 NPT) <i>shown installed port 2</i>
4	Dome Cap
5	Spring Cap
6	Multi-Rate Spring
7	Diaphragm to Piston Hardware
8	Diaphragm
9	Piston Retainer Hardware w/ Bushing and C Clip
10	Main Body
11	Boost Reference Port (Centrifugal Applications)
12	Piston w/ O-ring
13	Not Seen Race/Piston Seal
14	3.5 / 88mm V Band Clamp
15	66mm Mounting Flange

