UNIVERSAL HIGH VELOCITY INTAKE KIT

343-99-0600	Universal Intake Kit 3.0” Coupler
343-99-0605	Universal Intake Kit 3.5” Coupler
343-99-0610	Universal Intake Kit w/ Mounting Ring 3.0”
343-99-0615	Universal Intake Kit w/ Mounting Ring 3.5”
943-99-3535	3.5” Straight Silicone Coupler
943-99-3530	3.5” to 3.0” Reducer Silicone Coupler

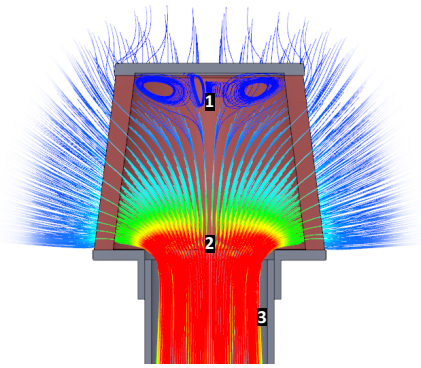
- Reinforced automotive grade silicone adapter coupler
- Flexible, vibration dampening integrated mounting ring for ease of installation (Only available on 343-99-0610, 343-99-0615)
- 3 stainless steel band clamps
- Composite Dimpled Velocity Stack
- Over 317 sq in area of high flow filter media

Universal Intake Kit 3.0”

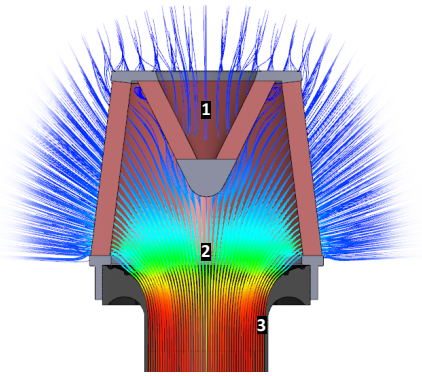
The Skunk2 Universal High Velocity Intake Kit reduces heat soak and maximizes airflow and velocity for any induction system. The kit utilizes a massive 6.8” diameter high-flow low-restriction air filter that features a unique double-cone design where the inverted inner filter cone not only increases the filter surface area and air flow capacity, it also helps reduce turbulence inside the filter and guide the incoming air to achieve higher flow rates and velocities.

Included with the filter is a unique Composite Velocity Stack that incorporates golf ball like dimples on the surface. These dimples create an energized boundary layer that reduces surface drag and allows air to stay attached as it curves into the bell mouth. The result is higher air velocities and increased air mass delivery to the engine.

When we flow tested a conventional air filter design against the Skunk2 filter and used advanced CFD analysis program (below), our filter flowed 20% more air-mass, which translates to significantly less restriction the engine sees.



Typical Single Cone Filter mass flow rate is 47.7 lbs/min 10 inH_2O. **1.** Turbulent flow. **2.** High restriction area. **3.** Flow separation caused by turbulence which reduces cross sectional flow area and increases restriction.



Skunk2 Double Cone Filter mass flow rate is 57.4 lbs/min 10 inH_2O. **1.** Double Cone design reduces turbulence inside the filter and increases filtration area. **2.** Higher flow rate and velocity. **3.** Energized boundary layer is created reducing flow separation and restriction.

Universal Intake Kit w/ Mounting Ring

Composite Velocity Stack

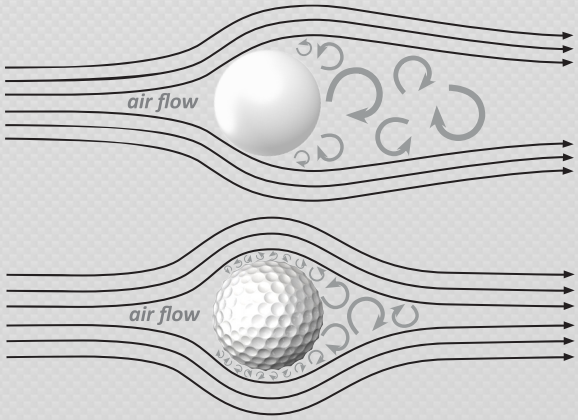
Filter Element

{ ENGINEERING **101** }

TURBULENT BOUNDARY LAYER

Though a sphere with a smooth surface may seem to be more aerodynamic, the low turbulence around and behind it causes the airflow over it to separate from the surface quickly and reattach slowly thus increasing aerodynamic drag.

The dimpled surface on a golf ball creates a turbulent boundary layer of energized air which creates a low pressure zone along the surface and behind the ball thus helping the airflow to stay attached to the surface of the ball longer and reattach sooner to reduce aerodynamic drag. The energized boundary layer also acts as an air bearing for the airflow around the ball thus reducing surface friction and drag.



Check out the collection of air intake systems we offer.