

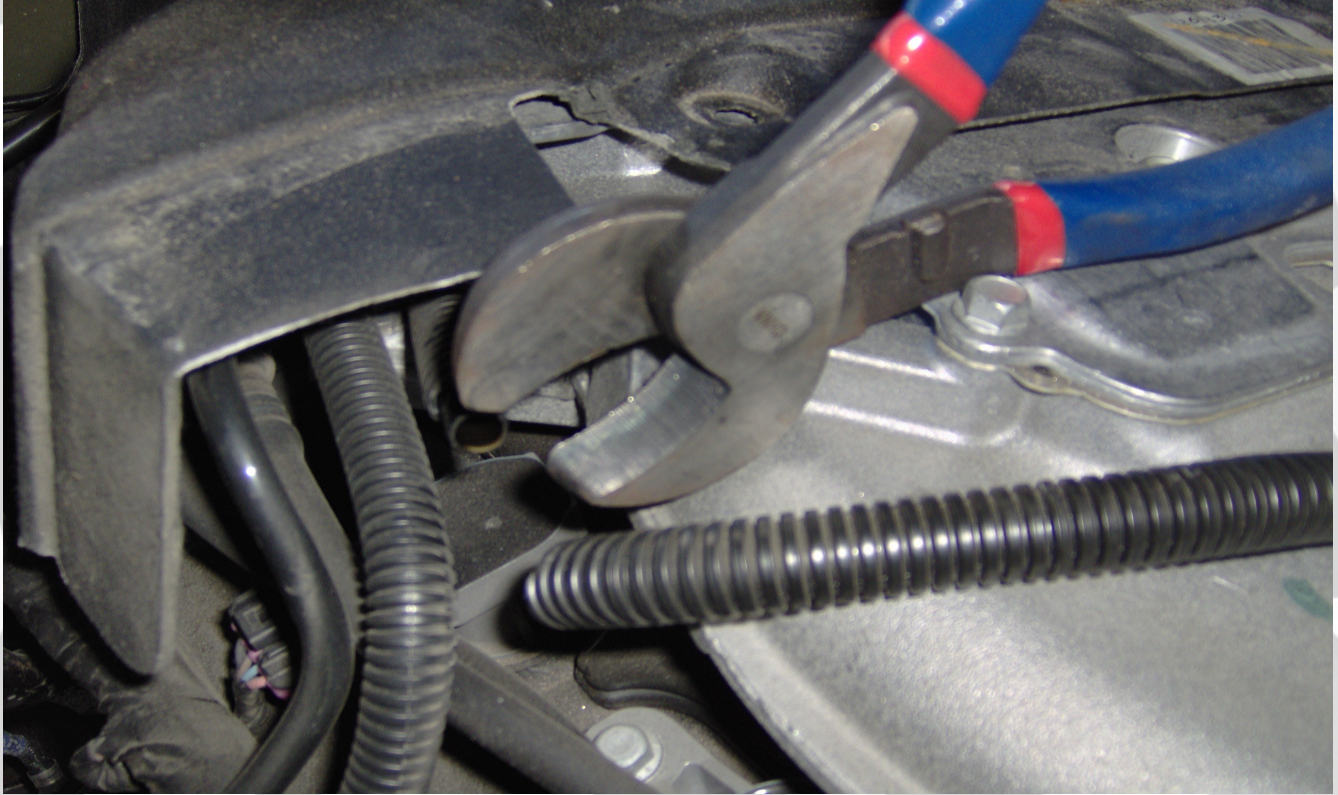
RX Performance 2010/2011 V6 Camaro Catch Can installation

The V6 GM engine is one of the worst in oil ingestion into the intake air charge. The following pictures will walk you through the installation.



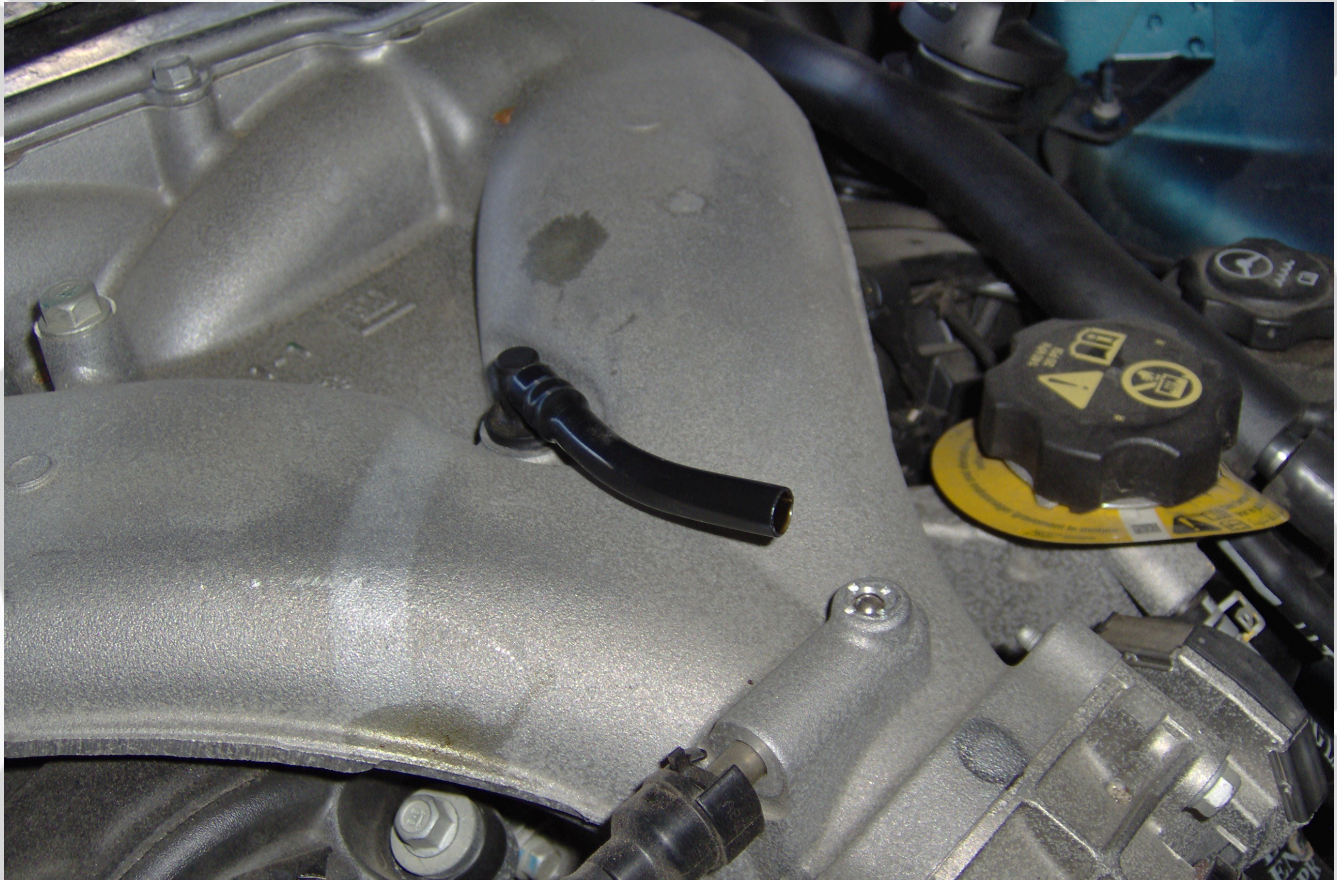
Start with removing the top engine cover and locate the vacuum tube as shown above. This tube runs to the passenger side valve cover where the crankcase vapors are drawn from.





Cut the plastic tube as shown, and slip one hose over the inner plastic tube making sure it slips on at least an inch. You will not need a clamp as the hose fits snugly and is not under pressure.





Above shows the vacuum end already cut. It is only oriented in this direction to show where to cut it.

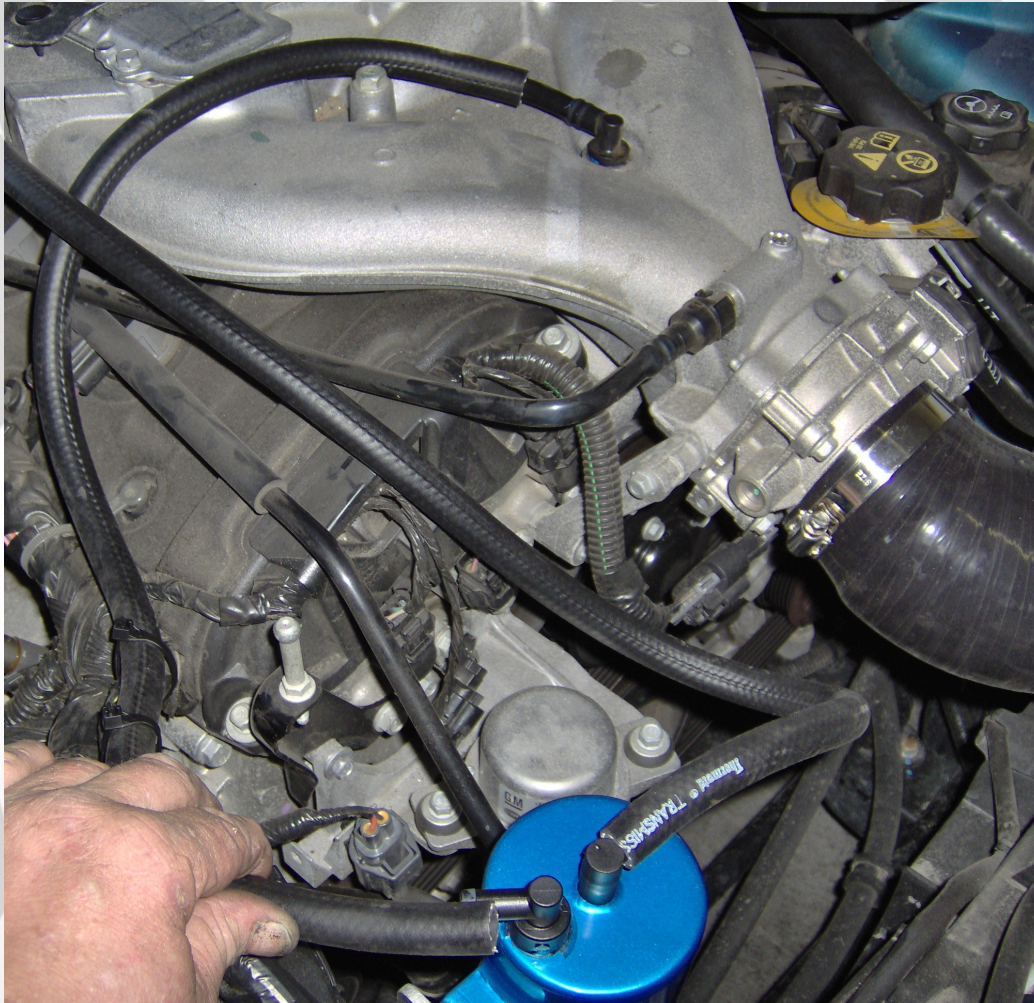
Next, bolt the can to the bracket using the holes closest to the radiator mount.

CAUTION!!!! The bolt that the bracket uses is in plastic and if tightened to much will easily strip. If this happens any hardware store will have hex head lag bolts like you will need. The size is 1 1/2" x 5/16" This will allow the bolt to bite deeper into the plastic mount.

The hose running below the bolt will need to be raised to above the mount to avoid pinching. It does NOT need to be disconnected, simply moved up.

Note: If mounting with the optional drivers side mount it bolts onto the stud that the stock air box used. Simply route the hoses to the drivers side.





Mount the can bracket to the bolt to the left side of the evap cannister right next to the grey connector you see above with the black hard line passing over it.

Run the remote drain tube along the pass side of the radiator fan shroud and zip tie it LOOSELY to secure it in place so it can spin when the drain is opened. Run the hose down so it terminates in a convenient location so draining is easy. The hose included may be longer than needed, so simply trim any excess.





NOTE! The above picture shows the best mount for all makes/models with the LLT or LFX 3.6L engine!!

The can should be drained every oil change and as the contents are nasty, do NOT put it into the crankcase! Discard properly. And the finished installation!

Email: Rxproducts@aol.com for tech support or help if stuck .

Note: You may notice a slight buzz or rattle when running, this is NORMAL! It is the checkvalve working.

If using the optional breather kit, depending on the style of CAI you have installed



capping the fresh air tube to prevent clean-side ingestion will vary.

Here are some tips, but you will need to be creative as well:

I went to lowes tonight, found some very good fitting 1/4" Gray plastic plugs in the isle with the long pvc pipe, area of a bunch of gray 1/4,3/4,1", etc fittings of all type 2 x .57 = \$1.14.

I removed the long pipe (with the oil catch can for lack of a better description), may as well remove it, so it's not in the way flopping around.

Inserted plug into rubber tube coming off the intake on drivers side.

Inserted other plug into rubber tube on drivers side near the firewall on top of valve cover.

I zip tied it in place, to prevent it from rattling off now that they aren't connected to anything.

No cutting necessary and i can revert back to stock at any time.

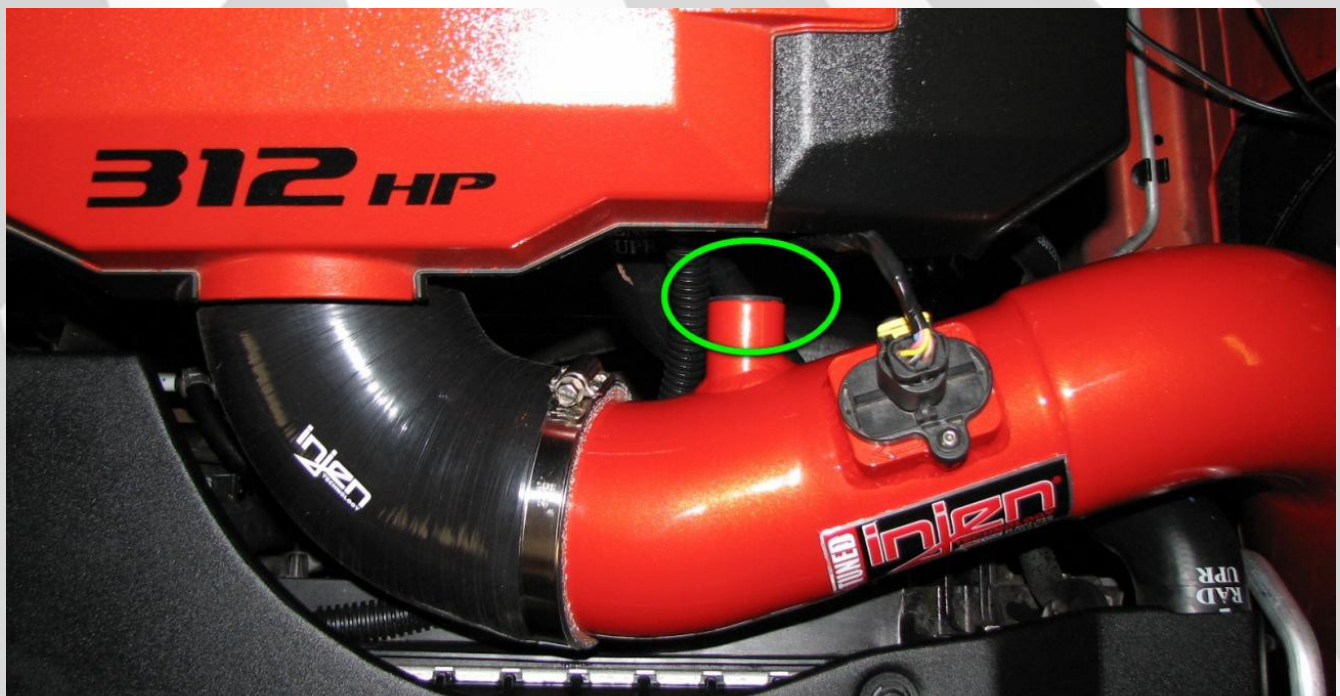
There was definately oil in the tube, not much but it was there.

Pic 1 : part no. for plugs. 2 of them.

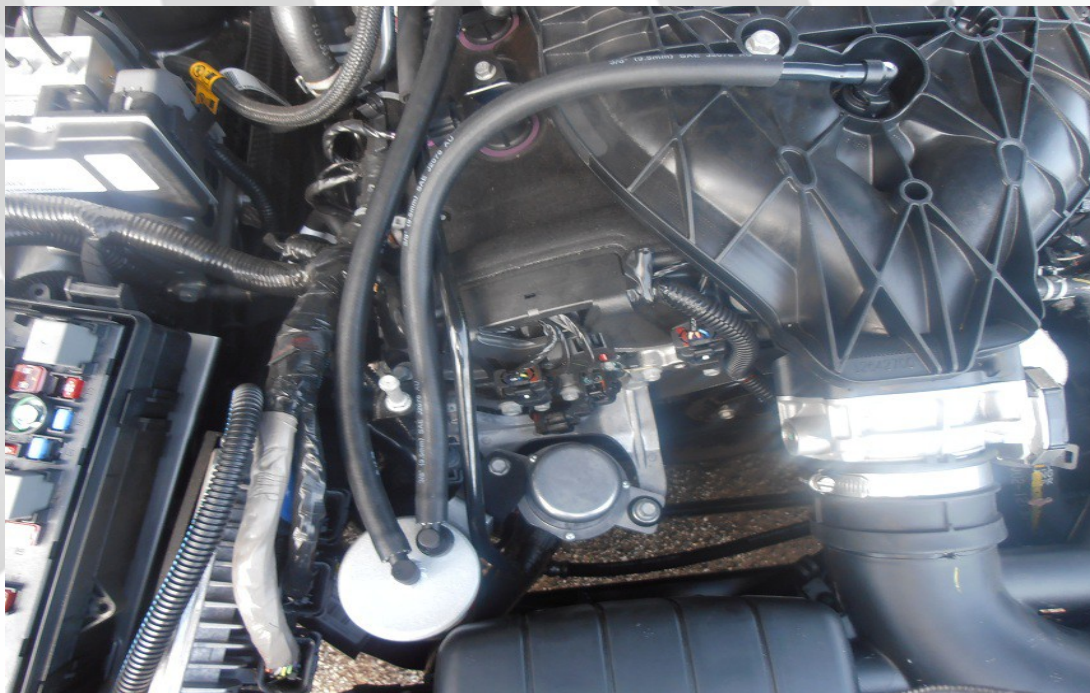
Pic 2 : Remove unnecessary stock tube and can.

Pic 3 : Stock tube capped off at the stock intake.

Pic 4 : Stock tube near firewall capped off, drivers side, under the cheap gray back engine cover.



Alternate mount:



Note!! LY7 engines, the intake manifold will have a vacuum port on each side of the intake manifold that T into the line running to the rear of the passenger side valve coverjust plumb the same way between the valve cover and the line that goes to the T to the IM.

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