

INSTALLATION INSTRUCTIONS




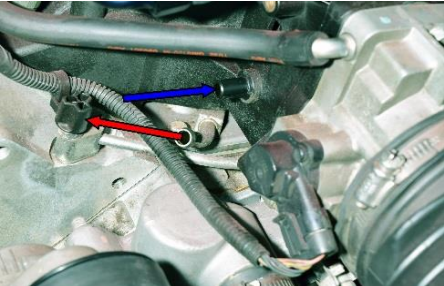
CATCH CAN KIT


GM LS-BASED V8 ENGINES

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THESE INSTALLATION INSTRUCTIONS COVER THE INSTALL PROCESS ON A CHEVROLET CORVETTE Z06 WITH AN LS6 ENGINE. INSTALLATION ON OTHER LS ENGINES/VEHICLES MAY DIFFER SLIGHTLY AND SOME STEPS MAY NOT APPLY. THIS KIT IS NOT COMPATIBLE WITH LS4, LS9, OR LSA ENGINES. CONTACT TECH SUPPORT FOR ANY QUESTIONS.

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1		Disconnect the battery. On some engines, the oil filler cap must first be unscrewed to pull the plastic cover off. After removing the cover, reinstall the oil filler cap to prevent debris from entering the engine.	
		NOTE: Late model LS-based engines have an EVAP canister purge solenoid valve mounted on the front RH cylinder head, as shown. This solenoid must be slightly repositioned to gain the appropriate catch can clearance needed for this kit.	
2	5MM ALLEN	Install the catch can bracket to the 2 outer threaded holes on the front of the RH cylinder head using the included stainless steel button head allen screws.	
		NOTE: First relocate the wiring loom clip secured in the upper outer threaded hole (if equipped). Also, it may be necessary to clean these 2 threaded holes using a M10x1.5mm tap.	
3	4MM ALLEN	Prepare the catch can by installing the straight hose barb fitting in the side port and the -10AN ORB to -6AN flare adapter in the top port. Lubricate each O-ring before tightening.	
	7/8" WRENCH		
	1" WRENCH	Install the catch can in the bracket and fasten using the 4 small flat head allen screws. Use a medium strength threadlocker.	
	LIGHT OIL		
	THREADLOCKER		
	Loosely screw on the 90 degree hose-end on the top fitting.		
4		GenIII engines vent from the rear valve cover ports and use a PCV valve.	
		GenIV engines (shown) do not use a PCV valve. Instead, they regulate flow through a small non-removeable orifice built into the valley port fitting.	
		Late GenIV engines use SAE quick connects. To remove, slide the SAE lock and simultaneously pull to release. Cut the SAE fittings out and discard the tubing.	
		The position of the intake manifold port shown is common with all engines. The OEM crankcase vent port is typically found as depicted. In some cases, the crankcase vent(s) are found on the rear of the engine.	

5	HOSE CUTTER	<p>Measure the distance between the crankcase vent tube and the catch can's 90 degree hose end. Cut the included 3/8" PCV hose to length.</p> <p>Slide the hose over the crankcase barb (or SAE quick connect fitting). Install the included spring clamp. NOTE: If the engine was equipped with a PCV valve, it must be reused with a proper flow direction. Pressure is NOT permitted to flow into the crankcase.</p> <p>Push the 90 degree hose end barbs into the included hose (light lubrication may be necessary). Hose clamps are NOT necessary for Push-Lok hose ends.</p>	
	LIGHT OIL		
6	HOSE CUTTER	<p>The next step is attaching the catch can to the intake manifold.</p> <p>Slide the remaining 3/8" hose over the intake manifold barb (or SAE quick connect fitting). Route the hose to the catch can side fitting. Cut the hose to length. Install the included spring clamps on both ends.</p> <p>NOTE: Depending on the engine and model trim, the plastic cover may need clearancing.</p> <p>Installation is complete.</p>	