



CCS OIL CATCH CAN KIT FOR PONTIAC G8 GT/GXP, CHEVY SS, PPV CAPRICE

PART NO. CCS-GM-108

MADE IN USA

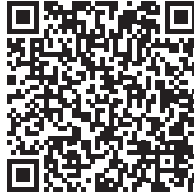


Important: Read these instructions in their
entirety prior to installation.

For contact information, visit www.improvedracing.com
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PARTS CHECK

- Visit the website product page to confirm vehicle application and confirm all parts have arrived by checking the images (Tap the QR code when viewing this manual on your phone, PC or tablet):



EXTRA LONG HOSE IN KIT

- The extra long hose supplied with this kit is a trim-to-fit hose.
- The extra quick connect fitting inserts into the hose once trimmed for the specific PCV hose design.
- Factory PCV hose designs are different for LS3 and L76/L77 engines, as shown in Figure 1 and Figure 2

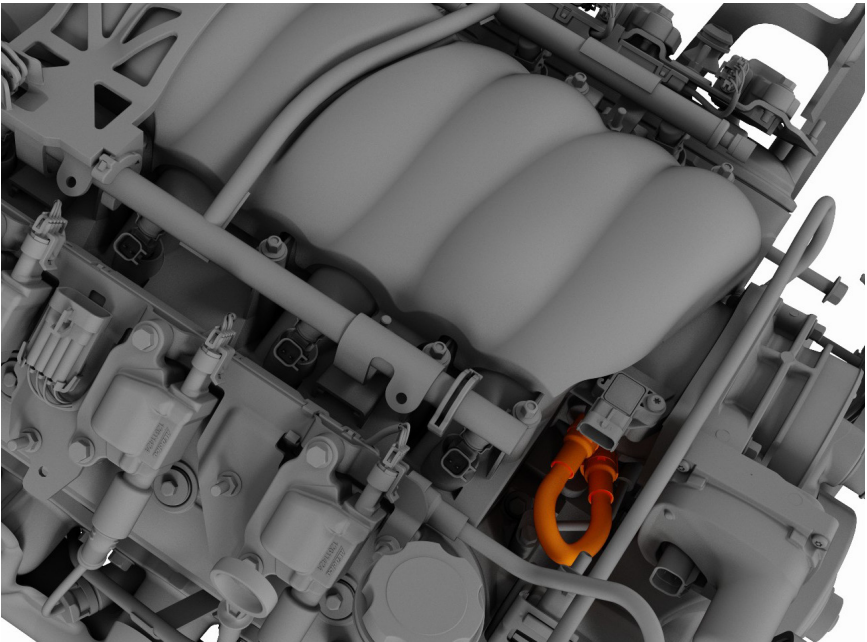


Figure 1 - PCV Hose Design for LS3

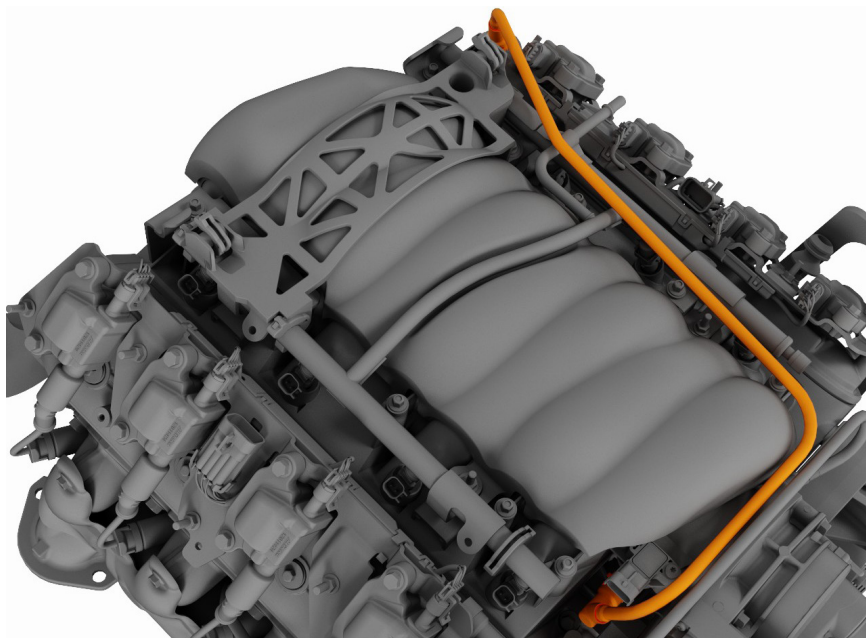
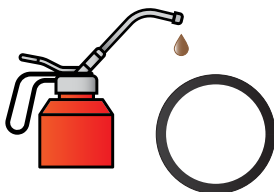


Figure 2 - PCV Hose Design for L76/L77

INSTALLATION INSTRUCTIONS

BEFORE YOU BEGIN

-  **WARNING:** This product should be installed by a qualified mechanic.
-  **WARNING:** Improper installation could result in severe engine damage.
-  Lubricate all quick connect fitting barbs before connecting the hoses.
-  Lubricate all visible O-rings prior to installation to prevent damage and ensure a leak-free seal.
-  Use aluminum tools to avoid damaging the aluminum fittings.
-  Read through this manual, in addition to the general CCS product manual prior to installation.



PREPARING THE CAR

⚠ WARNING: Confirm the car is not hot prior to installation.

1. Open the hood to access the engine compartment.
2. Remove the engine cover when applicable.
3. Find the water pump mounting hole on the passenger side of the water pump, shown in Figure 3.

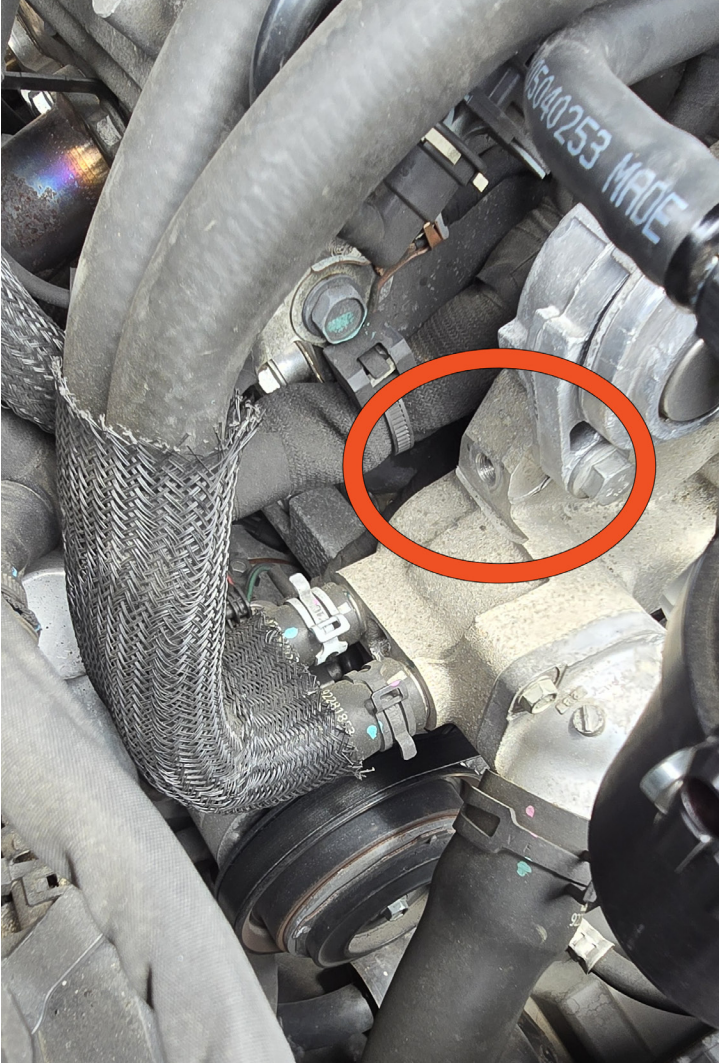


Figure 3 - Bracket Mounting Hole on Water Pump

4. Refer to Figure 1 and Figure 2 then remove the original PCV hose:
 - a. Consider removing the EVAP solenoid bracket on the cylinder head for more work space.
 - b. Consider unplugging the MAF harness for more work space.
 - c. Consider removing the vent line from the passenger valve cover and air intake bellows/box for more work space.
 - d. Leave parts off/unplugged until reassembly.
5. Set the original PCV hose aside: This part will no longer be used.

MOUNTING THE CATCH CAN BRACKET

1. Use a 15mm tool to install the bracket onto the water pump using the included M10 flange screw, shown in Figure 4.
 2. Torque the screw to 33 lb-ft (44 N-m).
 3. Assemble the 90° catch can bracket onto the bracket using all three M6 flange screws, as shown in Figure 4.
- 💡 Secure the lanyard cord with one of the screws.
4. Use a 10mm tool to torque the hardware to 100 lb-in (11 N-m).



Figure 4 - Brackets Mounted on Pump

MOUNTING THE CATCH CAN

1. Remove the nut from the catch can.
2. Insert the catch can through the large hole in the mounting bracket.
3. Position the pin into the bracket hole shown in Figure 5.

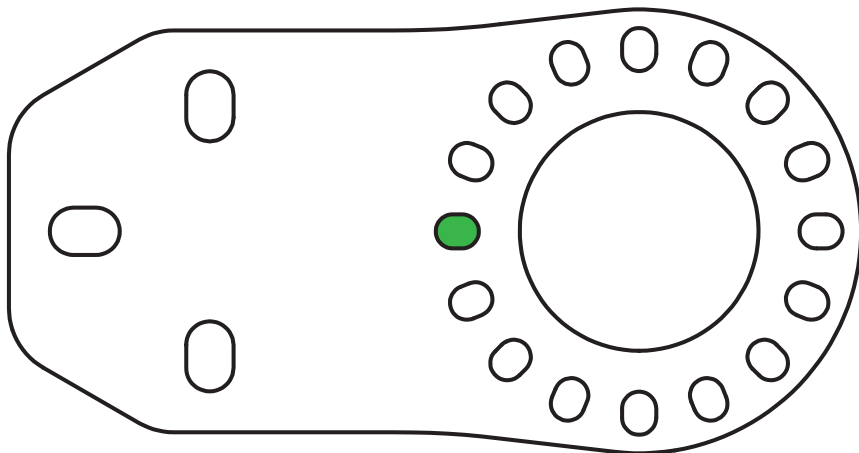


Figure 5 - Correct Bracket Hole for Pin on Top of Catch Can

4. Thread the nut onto the catch can and tighten with a $\frac{5}{8}$ " (16mm) wrench.
-  When hand tightening, smear a dab of anti-seize around the threads to guarantee the nut is properly tightened.

CONNECTING THE LINES

1. Thread each adapter fitting into the catch can.
2. Torque the fittings between 13 to 16 lb-ft (17 to 22 N-m).
3. Connect the longer hose:
 - a. Install the extra quick connect fitting onto the valley cover (LS3) or valve cover (L76/L77).
 - b. Connect the 90° fitting to the catch can IN port.
 - c. Test fit the line length.
 - d. Mark and cut the line.
 - e. Remove the extra quick connect fitting from the valley or valve cover.
 - f. Install the Oetiker clamp onto the hose, then insert the fitting into the hose.

- g. Crimp the Oetiker clamp.
- 💡 Wire cutters can be used to crimp the Oetiker clamps if crimping pliers are not available.
- 4. Connect the shorter hose as follows:
 - a. 90° fitting to the catch can OUT port.
 - b. Straight fitting to the intake manifold.
- 💡 Refer to Figure 6 for hose routing.



Figure 6 - Final Hose Routing

COMPLETING THE INSTALL

1. Confirm all mounting hardware is properly fastened.
2. Confirm all hoses are properly connected.
3. Attach the safety lock clip to the lanyard.
4. Reinstall any vent lines, EVAP or MAF harnesses removed for installation.
5. Reinstall the engine cover when applicable.
6. Start the vehicle and check for signs of a vacuum leak.
 - a. Troubleshoot and check connections if necessary.
7. Confirm the safety lock clip is installed in the can before closing the hood.

 Installation is now complete. Thank you for purchasing an Improved Racing product!