



INSTALLATION INSTRUCTIONS

Dual Oil Catch Can Kit 2010-2021 Lotus Evora Kit # 20-0026-FL

Support: info@radiumauto.com



20-0021-FL	
Item Description	Qty
Catch Can, Bracket, Dual Mount, Evora	1
10AN ORB TO 6AN MALE FITTING	1
10AN ORB TO BARB FOR 3/8IN HOSE	1
PUSHLOK HOSE END, 6AN 90DEG	1
10AN ORB TO 10AN MALE FITTING	1
10AN ORB TO BARB FOR 5/8IN HOSE	1
PUSHLOK HOSE END, 10AN 90DEG	1
Catch Can, Fluid Lock 2, Preassembled	2
10 inch Zip Tie, Black Nylon	2
SPRING CLAMP, 3/8" HOSE	2
SPRING CLAMP, 5/8" HOSE	2
5/8 PCV/FUEL HOSE	3 ft
3/8 PCV/FUEL HOSE	6 ft

1. Using the picture to the right, assemble the catch cans. Confirm each fitting and each can has its own O-ring.

Check that the bottom ports are capped with the included plug or the optional petcock valve is closed.

Screw the barbed fittings into each side port.

Install the larger -AN fitting to the top of the can that has the large barb fitting. Install the smaller -AN fitting to the top of the can that has the small barb fitting. Tighten all 4 fittings using a non marring wrench.

Newer catch cans will appear different than the ones in these pictures.



2. Unlock the rear deck lid and lift the trunk open. Pushing in the two latches, unlock and remove the engine cover from the engine bay.

The catch cans' mounting bracket will fasten using two factory points on the right side trunk hinge.

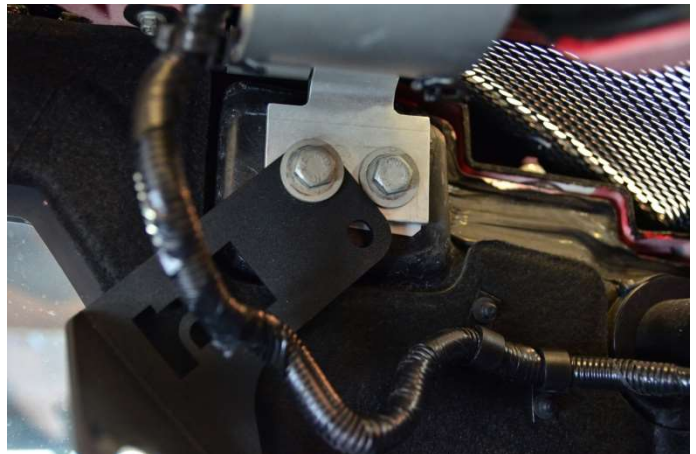
Using a 13mm socket with an extension, remove ONLY the inner (left side) bolt of the hinge mount. Do not remove the outer bolt yet as the trunk will tend to shift uncontrollably.

Some vehicles may have an aluminum shim between the hinge and the firewall, be careful not to let it drop out.



3. To install the Radium catch can mounting bracket, first insert the previously removed hinge bolt through the left mounting hole.

Rotate the bracket ~45 degrees clockwise, as shown, and replace the hinge bolt without applying full pressure.

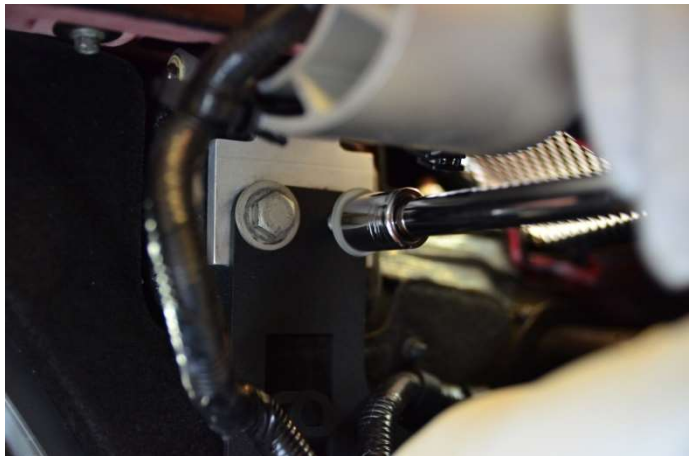


4. Unscrew the outer (right side) hinge bolt.

Rotate the bracket back to its normal upright position to align it with the factory mounting point.

Fasten the right hinge bolt.

Torque both hinge bolts to 28ftlbs.



5. Using the 8 included M5 countersink screws, secure both catch cans to the mounting bracket. It is recommended to use Blue Loctite thread-locker on these fasteners.

Position the catch can with the larger fittings on the outer (right side) and put the catch can with the smaller fittings on the inner (left side).



6. Locate the factory PCV hose connection on the intake tube near the throttle body.

Using pliers, slide the factory spring clamp down a few inches.

Carefully pull off the PCV hose from the plastic fitting, as shown to the right.
NOTE: This hose will be reused.



7. Locate the other end of the hose from the previous step where it attaches to the rear valve cover. Use pliers to release the hose clamp and remove the hose from the valve cover fitting. Pull the hose out from underneath the intake manifold, as shown to the right. Rotate the hose ~180 degree with respect to this port (pointing toward front of car) and reattach the hose and clamp to the fitting on the valve cover.

Use the included 90 degree larger size barbed hose end and install it in the end of this hose. Screw the hose end to the top of the right side catch can. When positioned properly, tighten the hose end using a non marring wrench.



8. Locate the other PCV hose that connects the intake manifold port to the front bank PCV port, shown at right. To disconnect this hose follow the same procedure as the previous step.

NOTE: This hose will be replaced with a new supplied hose; however, the factory hose clamps will be reused.

Locate the supplied 5/8" ID hose and route it from the RIGHT catch can side port (use supplied hose clamp) to the factory PCV hose connection on the intake tube near the throttle body (use factory hose clamp).



9. Cut a section of the included 3/8" ID hose to roughly 32" long. Route it from the LEFT catch can side port (use supplied hose clamp) to the intake manifold port (use factory hose clamp).

Using the rest of the 3/8" ID hose, cut to ~39" long. Insert the small 90 degree barbed hose end into one end and secure using supplied hose clamp. Route this hose from the LEFT catch can top port behind the right catch can then to the front bank PCV port. Use the factory spring hose clamp to secure in place. After properly positioned, use a non marring wrench to tighten the hose end on the left catch can top port.



10. Using the included zip ties, secure the three hoses, that are routed along the top of the engine, to the fuel rail.

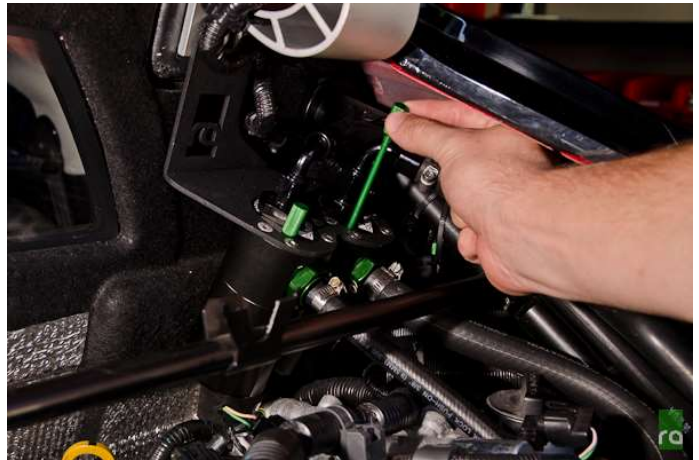
Using a pair of diagonal cutters, snip the remaining tails off the zip ties.

Before replacing the engine cover, make sure all of the catch can plumbing is free from moving parts and/or hot engine components.



11. To inspect the catch cans, unscrew the oil dipstick and check the oil level.

If oil registers on the dipstick, properly dispose the oil by either unscrewing the bottom plug or unscrewing the bottom half of the cans.



12. Optional Petcock Drain Kit Only:

The two supplied ball valve's barbed inlets should be installed so there is one valve for each catch can independently. This is necessary because of the dynamic pressure differences in each can.

When installing the rubber hoses, DO NOT ROUTE THE TUBING NEAR ANY HOT COMPONENTS OR THE HOSES MAY MELT.

The barbed outlet to the ball valves can be connected together using a 1/4" Tee fitting (not supplied) and the internal fluid can be dumped using one tube.



SERVICING

It is recommended to check catch can fluid level every 5,000 miles (8,000km). It may be necessary to check more frequently in cases of extreme use. Catch can contents can be monitored using the dipstick. The contents can be emptied by one of three ways:

1. Unscrewing the bottom half of the catch can and dumping out the collected fluid.
2. Extracted through the dipstick hole using a hand vacuum pump and straw.
3. A remote drain hose can be installed on the bottom of the catch can (P/N 20-0024)

