INSTALLATION INSTRUCTIONS
CATCH CAN KIT
2000-2005 Honda S2000 (LHD Only)
Kit # 20-0092-FL, 20-0093-FL, 20-0096-FL

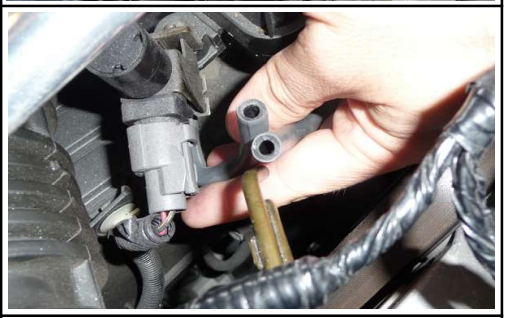
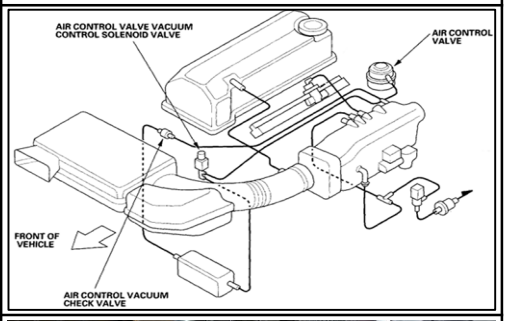
Document: 19-0062
Support: info@radiumauto.com

For kit 20-0092(CCV), follow steps 1-19

For kit 20-0093(PCV), follow steps 20-32

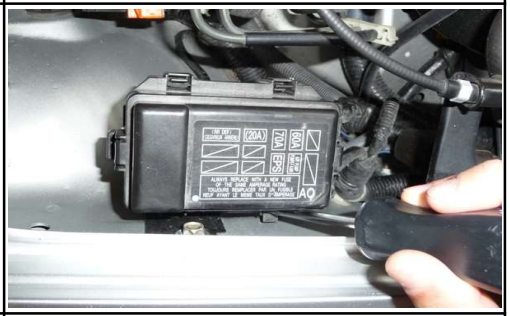
20-0096-FL			
Item Description	**Qty**	**Item Description**	**Qty**
Bracket, Catch Can, S2000, 00-05 PCV	1	10AN ORB TO 6AN MALE FITTING	2
Bracket, Catch Can, S2000, -8AN	1	10AN ORB TO 8AN MALE FITTING	2
Nylon Elbow, 90 Deg, for 1/2" hose, Black	1	PUSHLOK HOSE END, 6AN STRAIGHT	1
Catch Can, Fluid Lock 2, Preassembled	2	PUSHLOK HOSE END, 6AN 90DEG	1
5/32 VACUUM HOSE	6 ft	PUSHLOK HOSE END, 8AN STRAIGHT	1
3/8 PCV/FUEL HOSE	5 ft	PUSHLOK HOSE END, 8AN 90DEG	1
1/2 PCV/FUEL HOSE	3 ft	SPRING CLAMP, 3/8" HOSE	2
5/16 HEATER HOSE	1 ft	BHSCS, M6 X 1.0, 12mm Long, SS	1
		CATCH CAN SERVICE INTERVAL STICKER	1

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	Pliers	The metal tube assembly found on the top of the intake manifold above cylinder #1 runner will be removed. If this has already been removed due to cold air intake installation, skip steps 1-6. Squeeze and release the white plastic clip (circled) that holds the harness. Next, unlock and separate the black plastic harness/hose connection (circled).	

2	Pliers	Squeeze and release the spring clamp on the hose that attaches to the valve cover nipple. Carefully pull the hard line out of the air intake hose and off the valve cover barb. All 3 spring clamps on this connection will be reused. Note: if the vehicle is fitted with an aftermarket intake system, this may differ.	
3		Carefully pull the front two lower air control valve system vacuum lines downward and off the metal tube loom, as shown. After the metal tube loom is removed from the vehicle in the next couple of steps, pull these hoses (shown) off the air control vacuum solenoid (shown) and air control vacuum check valve (in front of engine behind the radiator fan). These OEM vacuum hoses will be discarded and replaced.	
4	Pliers	Squeeze and slide both the spring clamps down the 5/16" coolant hoses that connect to the metal tube loom barbs. Pull the 5/16" coolant hoses off the metal tube loom on each end. Have a rag handy as some coolant will leak out. Upon completion of installing this kit, consider refilling the radiator to make up for the coolant lost in this step.	
5	Pliers	Remove the metal tube lube from the vehicle (shown). This will not be re-used. Next, remove the spring clamps and remaining coolant hoses. Slide the black plastic harness-hose connector off the air bleed inlet hose and install the 11" long (5/16" ID) heater hose included in the kit. Connect this included hose to the throttle body and air bleed inlet barb and reuse the OEM spring clamps. Reconnect the wiring harness to the coolant hose using the black connector.	
6	Hose cutters	When routing the included vacuum hoses, use this diagram for a component reference. Keep the hoses away from the serpentine belt on the front of the engine. If using the OEM fuel rail, the 2 hard tubes mounted underneath the fuel rail can be reused, if necessary. Cut the included 5/32" vacuum hoses to ~1ft and ~1.5ft sections. However, there is enough hose included to bypass the 2 hard tubes. Cut ~3ft and ~2.5ft sections and attach the hoses directly to the air control valve and intake manifold barbs.	
7		Next, the Radium catch can bracket will be mounted. Near the front left upper strut, lift up the large radiator hose to disengage from the OEM C-bracket mount, as shown.	

8	10mm Socket	On the LH strut tower, remove the C-shaped bracket that holds the radiator hose. Save the bracket and screw for use later on.	
9	4mm Hex Wrench	Find the catch can mounting bracket and the stainless steel button head M6 screw included in the kit. Insert the bolt through the bracket into the factory M6x1mm boss found on the LH strut area, as shown. Do not torque this bolt yet.	
10	10mm Socket 4mm Hex Wrench	Use the bolt and C-bracket mount that was previously removed to sandwich the remaining end of the Radium catch can bracket to the stut tower. NOTE: We recommend rotating the C-bracket mount 180 degrees, as shown. This will allow more catch can accessibility as it affectively moves the large radiator hose downwards slightly. Tighten the OEM M6 bolt and the included stainless steel Allen head M6 bolt from the previous step to secure the catch can mounting bracket.	
11	1" Wrench Oil Lubrication	Install the male 8AN adapter fittings included in the kit into the two catch can ports. Use a small amount of engine oil on the o-rings. Tighten the fittings. NOTE: A non-marring aluminum wrench can help prevent scratching of the fittings.	
12	3mm Hex Wrench Threadlocker	Insert the catch can into the bracket from the bottom. Install and tighten the 4 small catch can mounting screws using a dab of medium-strength threadlocker. Snap the radiator hose into the C-shaped bracket.	
13	Hose Cutter	It is recommended to use a pair of hose cutters (shown) for cutting all hoses. If a cutter is not available, carefully cut with a razor blade as square and straight across the hose as possible.	

14	Oil Lubrication	Locate the straight hose end in the kit and push it into one end of the 1/2" hose included in the kit. Lubricating the hose barbs will help the installation.	
15	3/4" Wrench	Screw the hose end installed in the previous step to the side port of the catch can and tighten. Route the hose underneath the intake tube.	
16	Hose Cutter Pliers	If using the OEM intake tube, install the 90 degree hose barb fitting from the kit into the port where the crankcase vent hose normally attaches. Secure with the factory spring clamp. Measure and cut the hose from the previous step and attach it to the 90 degree hose barb fitting. Secure with the factory spring clamp.	
17	Hose Cutter	If using an aftermarket intake system, route the hose from step 15 to the port on the intake pipe where the crankcase vent hose is supposed to attach. Cut the hose to length and secure to the fitting on the intake pipe. A hose clamp may be required. Although not recommended, this catch can may be vented to atmosphere. In this case, use Radium part number 20-0050.	
18	Oil Lubrication	Find the ramaining section 1/2" PCV hose from the kit and install the 90 degree hose end into one end of the hose.	
19	Hose Cutter 3/4" Wrench	Screw the 90 degree hose end to the top catch can fitting. Route the hose to the crankcase vent port on the valve cover. Cut the hose to length and install to the OEM port. Due to the tight fitment on the fitting, a clamp is not required on this connection. **20-0092 INSTALLATION COMPLETE**	

20	3mm Hex Wrench Oil 1" Wrench Threadlocker	**FOLLOW THE STEPS BELOW FOR 20-0093 INSTALLATION** Prepare the catch can by installing the 6AN adapter fittings into each port on the catch can. Apply a small amount of oil to the O-rings. NOTE: A non-marring wrench can prevent scratching of the fittings. Attach the mounting bracket to the catch can and secure using the included 4 small screws and a dab of medium-strength threadlocker. If a remote drain kit was purchased, now is a good time to install the fitting in the bottom of the catch can.	
21	Flat Head Screwdriver	In the engine bay near the ABS module, use a flat blade screwdriver to carefully pry and unlock the two tab locks holding the fuse/relay box to it's bracket. Pull upwards on the box to remove it from the bracket.	
22	10mm Socket	Remove the M6 bolt (shown) that secures the OEM fuse box mount. Set the M6 bolt and relay mounting bracket aside as they will be reused.	
23	10mm Socket	Remove the M6 bolt that secures the throttle cable mounting bracket to the left wall, as shown. Set the M6 bolt and cable bracket aside as they will be reused.	
24	10mm Socket	Some vehicle may have a single relay mounted in the same area as the throttle cable bracket. If this is case, remove the screw holding the relay.	
25	Small Screwdriver	Create slack in the fuse/relay box wire harness by opening or cutting the clips bundling the wires together. Also unclip the harness from the wall.	

26	10mm Socket	Install the catch can and bracket into the location of the fuse/relay box as shown. Re-use the fuse/relay box screw and bracket and secure the front mounting hole of the catch can bracket. Reinstall the throttle cable bracket. Screw in the rear hole of the catch can bracket and secure in place. Reinstall the single relay and screw that were removed, if applicable.	
27		Mount the fuse/relay box to it's original bracket, but shifted forward so that the rear most receptacle on the box locks onto the forward most tab of the bracket. This results in only one tab being used to mount the fuse/relay box.	
28	Pliers	Remove the short hose going between the PCV valve and the intake manifold.	
29	Oil 11/16" Wrench	Find the 3/8" PCV hose in the kit and install one of the straight 6AN hose ends into one end of the hose. Some oil will be necessary to make this process easier. Screw the hose end on to the side port of the catch can and tighten. Route the hose under the ABS lines to the intake manifold.	
30	Hose Cutter Pliers	Route the hose under the intake plenum and up between the runners to the hose barb fitting on the intake manifold. Make sure the hose is not pinched or bent too severly creating a kink. Cut the hose to the proper length and install to the intake port. Secure in place with one of the spring clamps included in the kit.	
31	11/16 Wrench Oil Lubrication	Install the 90 degree hose end into the remaining length of 3/8" hose. Screw the hose end onto the top catch can fitting.	

32	Hose Cutter Pliers	Route the second hose under the intake manifold and up between the intake runners in a similar path as the first hose. Route it to the PCV valve on the engine valve cover. Make sure the hose is not kinked or pinched in any way that would restrict flow. Cut the hose to length and secure it to the PCV valve using the remaining spring clamp included in the kit. **INSTALLATION COMPLETE**	
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) Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil.