## **INSTALLATION INSTRUCTIONS**

**Catch Can Kits** 

2006-2009 LHD Honda S2000, All RHD Honda S2000

## Kit # 20-0097-FL, 20-0098-FL, 20-0099-FL

**Document:** 19-0065 **Support**: info@radiumauto.com



20-0099-FL			
Item Description	Qty	Item Description	Qty
CATCH CAN MOUNTING BRACKET, UNIVERSAL, SINGLE	1	10AN ORB TO 6AN MALE FITTING	2
Bracket, Catch Can, S2000, RHD	1	PUSHLOK HOSE END, 6AN STRAIGHT	1
Catch Can, Fluid Lock 2, Preassembled	2	PUSHLOK HOSE END, 6AN 120DEG	1
1/2 PCV/FUEL HOSE	5 ft	SPRING CLAMP, 3/8" HOSE	2
3/8 PCV/FUEL HOSE	6 ft	BHSCS, M6 x 1.0, 16mm Long, SS	6
5/32 VACUUM HOSE	6 ft	M6 Flange Nut	3
5/16 HEATER HOSE	1 ft	CATCH CAN SERVICE INTERVAL STICKER	2
PUSHLOK HOSE END, 8AN 120DEG	1	10AN ORB TO 8AN MALE FITTING	2
Nylon Elbow, 90 Deg, for 1/2" hose, Black		PUSHLOK HOSE END, 8AN STRAIGHT	1
BHSCS, M6 x 1.0, 16mm Long, SS	3		100

STEP	TOOLS NEEDED	INSTRUCTIONS	РНОТО
1	Pliers	Locate the metal tube assembly found on the top of the intake manifold above the cylinder #1 runner, this will be removed. This will differ depending on the model year of the S2000. Using a pair of pliers, squeeze and release the white plastic clip (circled) that holds the wiring harness. Next, unlock and separate the black plastic harness-hose connection (circled).	



2	Pliers	Using the pliers, squeeze and release the spring clamp on the hose that attaches to the valve cover breather 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 process may slightly differ.	
3	Pliers	Use a pair of pliers to squeeze and slide both the spring clamps down the 5/16" coolant hoses that connect to the metal tube assembly barbs. Pull the 5/16" coolant hoses off the metal tube assembly on each end. Have a rag handy as some coolant will leak out. Note: Upon completion of installing this kit, consider refilling the radiator to make up for the coolant lost in this step	
4		On S2000 models that have the early Honda Secondary Air Control Valve system, carefully pull the front two lower air control valve system vacuum lines downward and off the metal tube assembly, as shown. After the metal tube assembly is removed from the vehicle in the next step, 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.	
5		Remove the metal tube assembly from the vehicle (early model shown). This will not be re-used. Next, remove the remaining coolant hoses by removing the spring clamps. Slide the black plastic harness-hose connector off the air bleed inlet hose and install it to the 11" long (5/16" ID) heater hose included in the kit. Now, connect this included coolant hose to the throttle body and air bleed inlet barbs. Reuse the OEM spring clamps. Reconnect the wiring harness back to the coolant hose using the black connector.	R
6		When routing the included vacuum hoses (early models only), use this diagram for component reference. Keep hoses away from serpentine belt on the front of engine. If using the early 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.	AR CONTROL VALVE VACUUM CONTROL SOLENDI VALVE VALVE TROL PROVI OF AR CONTROL VALVE AR CONTROL VALVE
7	10mm Socket 12mm Socket	Gently lift the coolant overflow reservoir upwards and off the mounting bracket and temporarily set aside. Using a 10mm socket wrench, remove the two M6 bolts that secure the coolant overflow tank bracket (shown) to the frame rail. Discard the 2 bolts as these will be replaced with the included longer M6 Allen head bolts. RHD ONLY: Use a 12mm socket to remove the M8 bolt securing the horn. Relocate to a nearby area keeping the horn outlet facing downwards to avoid moisture collection.	

	4mm Allen Wrench	If the PCV and Crankcase Vent catch cans were both purchased, attach the 2	
8	10mm Socket	included catch can brackets together using the 3 sets of button head bolts and flange nuts. Attach the small catch can bracket to the backside of the S2000-specific bracket mount, as shown. Install the flange nuts on the backside. If only the PCV catch can kit was purchased, discard the small mounting bracket and only use the S2000-specific bracket.	
9	4mm Allen Wrench	Set the coolant overflow reservoir bracket back in its normal location, but do not reinstall the 2 bolts. Next, place the Radium bracket on top of the OEM coolant overflow reservoir bracket and install the included bolts. Use the extra Allen head screw to secure the Radium bracket to the chassis wall. Note: Picture shown with both catch can brackets attached.	
10	1" Wrench	Install the 2 included 10AN ORB to 8AN Male fittings into the catch can's ports, as shown. Lubricate the O-rings with a small amount of engine oil or similar lubricant. Note: Your catch can make look slightly different than the ones shown in this document.	
11	1" Wrench	If the PCV catch can was purchased, find the 2 included 10AN ORB to 6AN Male adapters and install one into each of the PCV catch can's ports, as shown. Lubricate O-rings.	
12	3mm Allen Wrench	Apply a medium strength thread locker to the included M5 countersink Allen head screws. Lower the can(s) down underneath the mount(s). Using a 3mm Allen wrench, secure the catch can(s) to the bracket and torque to 68 in-lbs. Notes: 1. The catch cans can be swapped from one bracket to the other. Just know that the suggested hose lengths may differ. 2. For dual catch can RHD S2000s, the nearby hard tube A/C line will require modification for rear can fitment clearance.	
13	Hose Cutter	<ul> <li>Find the included 1/2" ID hose in the kit. For the catch can side port, the hose will route underneath the intake. If the OEM intake is being used, measure and cut the hose to ~18".</li> <li>Cut the left over hose to ~30" for the top port.</li> <li>Note: The 1/2" hose is extra long in order to accommodate aftermarket intakes. Cut the hose to the appropriate length.</li> <li>1/2" Hose is used for the crankcase vent catch can kit (valve cover port) and the 3/8 hose is used for the PCV valve catch can kit</li> </ul>	

14		Find the included -8AN push-lok 120 degree and straight hose ends in the kit.         Lubricate the barbs on both hose ends. Insert each barb into the respective 1/2" hose: The straight hose end will be used for the 18" long catch can side port hose. The 120 degree hose end will be used for the 30" long catch can top port hose. Slip the hose on all the way until fully seated. For ease of insertion press against a hard flat surface, as pictured. Hose clamps are not required.         For OEM air intake systems, insert the included 90 degree barb to barb connector into the opposite end of the 18" long side port hose.         Use a drop of engine oil for lubrication.         Use the factory OEM spring clamp (as shown).	
16	Pliers 7/8 Wrench	Screw the 18" hose on to the catch can side fitting and route them to the engine. This hose routes underneath the air inlet tube, with the 90 degree tube fittings plugging into the port on the air intake pipe as shown. Secure with the OEM spring clamp. Tighten the hose end on to the catch can fitting.	
17	7/8 Wrench Pliers	The 30" long 1/2" hose routes from the top port of the catch can under the throttle body and to the valve cover hose barb fitting as shown. Secore with the included spring clamp. Tighten the hose end on the catch can fitting. Installation of the CCV catch can kit is complete. Proceed to the steps below for the PCV catch can kit.	
18	Pliers	If the optional "PCV" catch can kit was purchased, please follow the instructions below.         Use a pair of pliers to squeeze and release the spring clamps away from the opposing barbs PCV valve and intake manifold. Note: AP1 S2000 PCV valves will look slightly different than the pictured AP2 PCV valve.         Gently pull the hose off the PCV valve and off the intake manifold barb.         The OEM hose and OEM spring clamps will not be reused.	
19	Hose cutter	Cut the included 3/8" ID hose to ~30" and ~36" lengths. Install the 6AN straight hose end into the 30" hose. Install the 6AN 120 degree hose end into the 36" hose.	

20	1" Wrench Pliers	Route the 36" hose with the 120 degree hose end from the top port of the catch can, under the intake manifold, and to the PCV valve on the valve cover. Secure with the included spring clamp. Route the 30" hose with the straight hose end from the side port of the catch can, under the intake manifold, and to the PCV hose fitting on the intake manifold. Secure with a spring clamp.	
21		<ul> <li>Shown is the dual catch can kit installed on a LHD vehicle.</li> <li>The crankcase vent catch can is located on the right side and the PCV catch can is on the left side. These can be swapped, but suggested hose lengths will differ.</li> <li>Before starting the vehicle, double check that there are no interferences between the new hoses and any moving parts.</li> <li>INSTALLATION COMPLETE</li> </ul>	
SERVICING	It is recommended to chere It may be necessary to chere Catch can contents can be The contents can be empti 1. Unscrewing the bottom 2. Extracted through the di 3. A remote drain hose can Carefully drain contents int	<b>ck catch can fluid level every 5,000 miles (8,000km).</b> <b>eck more frequently in cases of extreme use.</b> monitored using the dipstick. ed by one of three ways: half of the catch can and dumping out the collected fluid. pstick hole using a hand vacuum pump and straw. I be installed on the bottom of the catch can (P/N 20-0024) to an oil-safe container and dispose in the same manner as used motor oil.	