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	Threadlocker		
3	Oil	<p>Locate the 8AN straight push-lok hose end found in the kit. Lubricate the barbs and insert into the end of the provided 1/2" ID hose. Push the hose on until fully seated, as shown.</p>	
4	Pliers	<p>Remove the engine cover to gain access to the OEM PCV hose.</p> <p>Remove the hose by loosening the spring clamps and sliding the hose off of the OEM barbs. The spring clamp on the end of the hose attaching to the PCV valve will be re-used.</p>	
5	10mm Socket	<p>Remove the screw for the inner mounting tab on the RH headlight.</p> <p>After it has been removed, place the provided flat washer where the screw was. This will be used as a spacer.</p>	
6	M6x1.0mm Tap	<p>Locate the threaded hole shown in the picture. This will be the other mounting point for the catch can bracket. It may be necessary to use a tap to clean the threads of rust and/or paint.</p>	
7		<p>Clearance with the A/C hard lines is necessary in order to fit the catch can in the proper position.</p> <p>Gently pry the aluminum lines toward the rear of the vehicle. Test fit the catch can mounting bracket assembly until clearance is achieved.</p> <p>Do not kink or damage the lines during this step.</p>	

8	4mm Allen Wrench	As shown, attach the catch can assembly to the core support using the included flat head screws.	
9		The hose coming from the side port of the catch can will be in contact with the A/C hose, as shown. Install the provided split-loom convoluted tubing over the catch can hose to prevent chafing.	
10	Hose Cutter	Route the 1/2" hose from the side port of the catch can to the intake manifold barb. Test fit for length, then cut the hose.	
11	Pliers	Attach the hose to the barb and secure using the spring hose clamp included in the kit.	
12	Oil	Find the 6AN 90-degree push-lok hose end and 3/8" hose section included in the kit. Lubricate the barbs on the hose end and press it into the hose until fully seated.	
13	Hose Cutter	Loosely screw the 90-degree hose end onto the fitting installed in the top port of the catch can. Route the hose in a similar path as the other catch can hose, terminating at the PCV valve. Determine ideal hose length, then cut the hose. NOTE: Double-check clearance with the plastic engine cover (not shown) before cutting.	

14	Pliers	Secure the hose to the PCV valve barb by using the clamp from Step 4.	
15	11/16" Wrench	Tighten the hose end to the fitting on the catch can using a non-marring wrench. Be careful to not overtighten.	
16		Test fit the plastic engine cover again and check for interference with the catch can hoses. If necessary, cut notches into the cover to provide clearance.	
		INSTALLATION COMPLETE	
17	1" Wrench	CCV Catch Can Kit Installation Install the provided -AN adapter fittings to the catch can ports. Lubricate the o-rings and tighten with a non-marring wrench. NOTES: 1. The 08-09 EVO X (with metal valve cover) requires the smaller 6AN adapter fitting in the top port. 2. The 2010+ EVO X (with plastic valve cover) requires the larger 8AN adapter fitting (shown) in the top port.	
	Oil		
18	3mm Allen Wrench	Attach the catch can mounting bracket to the top of the catch can as shown. Use the four small screws included in the kit and tighten. Medium strength thread locking compound is recommended.	
	Threadlocker		
19	Pliers	Remove the engine cover and locate the CCV port near cylinder #4 on the back side of the valve cover.	

26	7/8" Wrench	Install the hose from the previous step onto the side port of the catch can and route it as shown to the turbo intake pipe.	
		Tighten the hose end to the catch can fitting using a non-marring wrench.	
		NOTE: -AN style connections do not need to be very tight to achieve proper sealing.	
27	Pliers	If necessary, rotate the fitting in the air intake pipe 90 degrees, as shown.	
		Using the spring clamp from Step 19, attach the catch can hose to the fitting and secure in place with the spring clamp.	
		NOTE: Trimming of the hose length may be necessary for best fit.	
28		NOTES: 1. The 08-09 EVO X (with metal valve cover) requires the smaller 6AN 90 degree hose end and 3/8" hose for this connection. 2. The 2010+ EVO X (with plastic valve cover) requires the larger 8AN 90 degree hose end and 1/2" hose for this connection.	
		Install the appropriate 90 degree hose end into one end of the remaining hose following the same technique used in previous steps.	
29		Screw the hose end onto the top port fitting of the catch can. Route the hose to the barb on the valve cover. Test fit and cut the hose to ideal length. Secure the hose to the fitting using the provided spring hose clamp.	
		Secure the relay box back in place that was removed in Step 22.	
		INSTALLATION COMPLETE	
30		Crankcase Vent-to-Atmosphere Catch Can Kit Installation	
		Note: In order to install this kit a METAL VALVE COVER from an earlier model (08-09)EVO X is required.	
		Review the installation of CCV Catch Can Kit (above) for mounting the catch can to the LH bracket. Install the included barb fitting and air filter to the catch can side port (as shown). Next, install the -10AN ORB male fitting to the top port of the catch can.	
31		Referencing a factory service manual, remove the valve cover and clean it thoroughly.	
		Find a suitable location at the end of the valve cover to weld the included aluminum bung.	
		Drill a 1/2" hole and prep the area for welding. Have the bung welded by an experienced aluminum TIG welder.	
		Reinstall the valve cover.	

32		Loosely screw the 2 provided 90 degree hose ends to the valve cover and catch can.	
		Route the 5/8" hose between the two locations and cut to length.	
		Assemble the hose ends and permanently install into the vehicle.	
		Install the vacuum cap to plug the turbo air inlet barb. NOTE: Two caps are provided depending on the model year of the vehicle.	
33		For EVO X applications that are still using a MAF sensor, the PCV hose should be removed and the ports should be plugged using the included 1/2" and 3/8" vacuum caps. If not removed, a very small amount of "unmetered" air will enter the system through the catch can's breather filter. For EVO X applications that have converted to "speed density" via a MAP sensor, the PCV hose CAN remain in place. Furthermore, the Radium 20-0105 PCV Catch Can kit is recommended for the best performance and protection.	
		INSTALLATION COMPLETE	
34		Alternate Location Crankcase Mount Kit	
		NOTE: The "alternate location" crankcase mount can be used for both CCV catch can kits listed above.	
		Disconnect and/or remove the components in the LH area behind the radiator. This is generally the mass air flow sensor, intake pipe, air filter, blow off valve, etc.	
		The bracket will be secured to the two highlighted frame rail holes shown.	
35	5mm Allen Wrench	To secure the bracket, first loosely secure the provided button head bolt to the top threaded hole.	
	M8x1.25mm Tap		
		Chase the threads with a M8x1.25mm tap, if necessary.	
36	14mm Socket Wrench	Next, insert the included sheet metal screw through the bottom hole. Tighten the bolt to start thread engagement. Once the bolt's hex flange touches the catch can bracket surface, add another 1/2 turn.	
		NOTE: Excessive torque can unload the bolt's clamping force through the sheet metal.	
37		Finally, torque the upper M8x1.25mm button head bolt using a 5mm Allen hex wrench.	
		Review Section 2 or Section 3 discussed above for installing the catch can to the bracket, attaching the CCV fittings, routing the hose(s), etc. Radium 20-0106-10 shown at right.	
		Reinstall all previously removed components.	
		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.

