



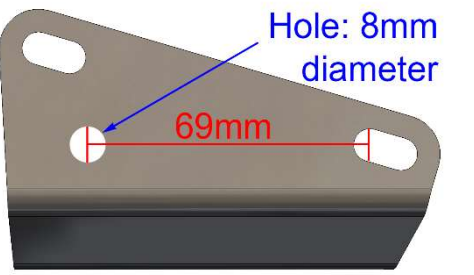





2		On the left side (drivers side) of the engine, find the PCV tube which runs from the top of the intake manifold to the back of the engine. It is a black, hard plastic tube and may or may not have a rubber or foam cover.	
3		Disconnect the tube from the barbed fitting on the intake manifold. Disconnect the other end from the fitting back behind the cylinder head. Remove the tube from the vehicle.	
4a	10mm Socket	Remove the two nuts for the grounding cables located on the firewall near the brake booster. Keep the nuts, they will be reused.	


4b		<p>NOTES:</p> <ol style="list-style-type: none"> 1. There are some discrepancies with the stud orientation on some of the vehicles. 2. If the 2 studs on the firewall are horizontal (as depicted), a mounting bracket modification may be required. 3. There is a green date stamp on the Radium Engineering packaging box. If there is a "2023" (or newer) printed on the label, no modification is required. If the date stamp is prior to 2023, the modification (in the following step) will be necessary if the studs are oriented as shown. 	


4c	8mm Drill	If the 2 studs on the firewall are horizontal, as shown above, drill an 8mm hole in the location depicted.	


5	4mm Allen Wrench	Prepare the catch can by installing the adapter fittings into the ports. Lubricate the O-rings with oil before tightening them down. Also install the mounting bracket as shown using the provided screws.	
	1-1/8" Wrench		


6	10mm Socket	Install the catch can and bracket onto the mounting studs on the firewall with the grounding cables underneath the bracket. Re-install the nuts and tighten. CAUTION: Do not overtighten these nuts or grounding studs may become damaged!	




7	Hose Cutter	Prepare the first hose by cutting a piece to 14.5" and pressing in the 90-degree hose end. Use a small amount of lubrication on the hose barbs to help get the hose fully seated on the hose end.	

8		Screw the hose end on to the top fitting of the catch can, do not tighten yet. Route the other end of the hose to the fitting on the back of the engine where the OEM PCV tube attached. Push the hose on to the fitting, a clamp is not needed.	

9	11/16 wrench	Make sure the hose is routed in a way that it does not chafe anything then tighten the hose end nut using a non-marring wrench. Hold the catch can while tightening, to avoid over-stressing the bracket and mounting studs.	

10	Hose Cutter	Prepare the second hose by cutting to 11.25" and installing the straight hose end.	

11		Push the open end of the hose on to the fitting on the top of the intake manifold. A hose clamp is not needed.	

12	11/16 Wrench	Screw the other end of the hose on to the catch can side fitting and tighten with a wrench. Support the catch can while tightening to avoid over stressing the bracket and mounting studs.	
13		The installation will look as shown.	
14	8mm nut driver	Reinstall the engine cover. Installation is complete.	
SERVICING	<p>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:</p> <ol style="list-style-type: none"> 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) <p>Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil.</p>		