

INSTALLATION INSTRUCTIONS CATCH CAN KIT

1998-2002 Chevrolet Camaro:GM LS-BASED V8 ENGINES

Kit # 20-0260-FL

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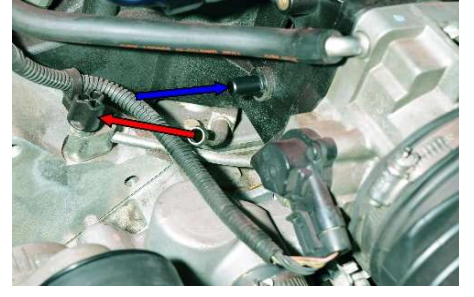

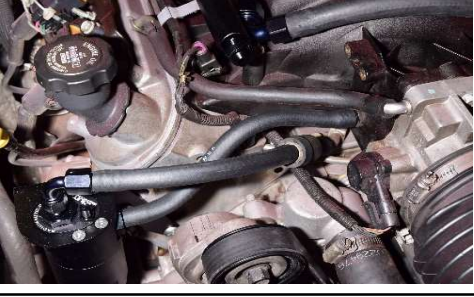

Support: info@radiumauto.com

THESE INSTALLATION INSTRUCTIONS COVER THE INSTALL PROCESS ON A CHEVROLET CORVETTE Z06 WITH AN LS6 ENGINE. INSTALLATION ON OTHER LS ENGINES/VEHICLES MAY DIFFER SLIGHTLY AND SOME STEPS MAY NOT APPLY. THIS KIT IS NOT COMPATIBLE WITH LS4, LS9, OR LSA ENGINES. CONTACT TECH SUPPORT FOR ANY QUESTIONS.



Item Description	Qty
Bracket, CC LS Engines	1
Catch Can, Preassembled	1
3/8 PCV/FUEL HOSE	6 ft
10AN ORB TO 6AN MALE FITTING	1
10AN ORB TO BARB FOR 3/8IN HOSE	1
PUSHLOK HOSE END, 6AN 90DEG	1
SPRING CLAMP, 3/8" HOSE	3
BHCS, M10 x 1.5, 20 mm Long, SS	2
CATCH CAN SERVICE INTERVAL STICKER	1

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1		Disconnect the battery. On some engines, the oil filler cap must first be unscrewed to pull the plastic cover off. After removing the cover, reinstall the oil filler cap to prevent debris from entering the engine.	
		NOTE: Late model LS-based engines have an EVAP canister purge solenoid valve mounted on the front RH cylinder head, as shown. This solenoid must be slightly repositioned to gain the appropriate catch can clearance needed for this kit.	

2	5MM ALLEN	Install the catch can bracket to the 2 outer threaded holes on the front of the RH cylinder head using the included stainless steel button head allen screws.	
		NOTE: First relocate the wiring loom clip secured in the upper outer threaded hole (if equipped). Also, it may be necessary to clean these 2 threaded holes using a M10x1.5mm tap.	
3	4MM ALLEN	Prepare the catch can by installing the straight hose barb fitting in the side port and the 10AN ORB to -6AN flare adapter in the top port. Lubricate each O-ring before tightening.	
	7/8" WRENCH		
	1" WRENCH	Install the catch can in the bracket and fasten using the 4 small flat head allen screws. Use a medium strength threadlocker.	
	LIGHT OIL	Loosely screw on the 90 degree hose-end on the top fitting.	
	THREADLOCKER		
4		GenIII engines vent from the rear valve cover ports and use a PCV valve.	
		GenIV engines (shown) do not use a PCV valve. Instead, they regulate flow through a small non-removeable orifice built into the valley port fitting.	
		Late GenIV engines use SAE quick connects. To remove, slide the SAE lock and simultaneously pull to release. Cut the SAE fittings out and discard the tubing.	
		The position of the intake manifold port shown is common with all engines. The OEM crankcase vent port is typically found as depicted. In some cases, the crankcase vent(s) are found on the rear of the engine.	
5	HOSE CUTTER	Measure the distance between the crankcase vent tube and the catch can's 90 degree hose end. Cut the included 3/8" PCV hose to length.	
	LIGHT OIL	Slide the hose over the crankcase barb (or SAE quick connect fitting). Install the included spring clamp. NOTE: If the engine was equipped with a PCV valve, it must be reused with a proper flow direction. Pressure is NOT permitted to flow into the crankcase.	
		Push the 90 degree hose end barbs into the included hose (light lubrication may be necessary). Hose clamps are NOT necessary for Push-Lok hose ends.	
6	HOSE CUTTER	The next step is attaching the catch can to the intake manifold.	
		Slide the remaining 3/8" hose over the intake manifold barb (or SAE quick connect fitting). Route the hose to the catch can side fitting. Cut the hose to length. Install the included spring clamps on both ends.	
		NOTE: Depending on the engine and model trim, the plastic cover may need clearancing.	
		Installation is complete.	
SERVICING		Catch can contents can be monitored using the dipsticks. When collected fluid reaches a certain level, a float ball in the catch can will block the passage into the collection chamber and the catch can will not collect any additional fluid.	
	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.	To empty the catch cans, unbolt the catch can bracket from the vehicle body. Lift the assembly up as high as possible. Unscrew the bottom half of the catch cans. Carefully drain contents into an oil-safe container and dispose of in the same manner as used motor oil.	