

INSTALLATION INSTRUCTIONS CATCH CAN KIT

2016-2018 FORD FOCUS RS / 2013-2018 FORD FOCUS ST

Kit # 20-0315-FL, 20-0316-FL, 20-0357-FL

20-0328-FL, 20-0358-FL

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STEPS 1-22 COVER THE PCV SIDE CATCH CAN KIT (P/N: 20-0315)

STEPS 23-32 COVER THE CRANKCASE CATCH CAN KIT (P/N: 20-0316 & 20-0357)

FOLLOW ALL STEPS BELOW FOR DUAL CATCH CAN KITS (P/N: 20-0328 & 20-0358)




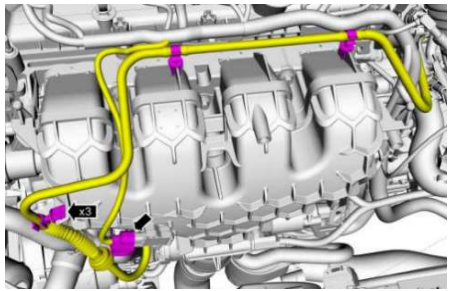
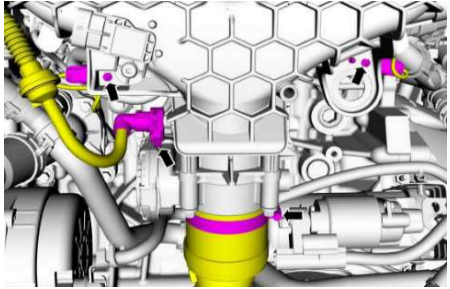
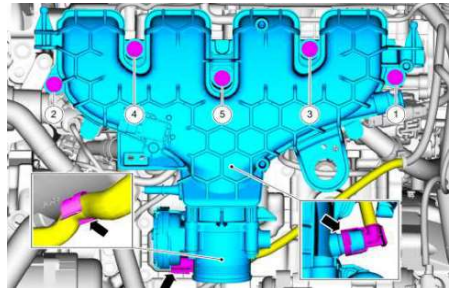








20-0358-FL	
Item Description	Qty
Bracket, PCV, Focus	1
Bracket, Crankcase, Focus ST	1
Catch Can, Fluid Lock 2, Preamsembled	2
3/8 PCV/FUEL HOSE	2.5 ft
1/2 PCV/FUEL HOSE	3 ft
10AN ORB TO 6AN MALE FITTING	1
PUSHLOK HOSE END, 6AN 90DEG	2
SPRING CLAMP, 3/8" HOSE	2
10AN ORB SWIVEL BANJO TO 6AN MALE	1
BHSCS, M6 x 1.0, 16mm Long, SS	2
10 inch Zip Tie, Black Nylon	2
10AN ORB TO 8AN MALE FITTING	1
PUSHLOK HOSE END, 8AN STRAIGHT	2
10AN ORB SWIVEL BANJO TO 8AN MALE	1
Flange Nut, M8	1
CATCH CAN SERVICE INTERVAL STICKER	1












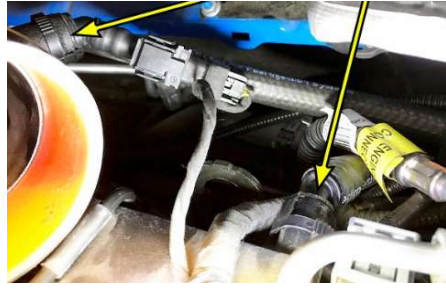


20-0328-FL	
Item Description	Qty
Bracket, PCV, Focus	1
Bracket, Crankcase, Focus	1
Catch Can, Fluid Lock 2, Preamsembled	2
3/8 PCV/FUEL HOSE	2.5 ft
1/2 PCV/FUEL HOSE	3 ft
10AN ORB TO 6AN MALE FITTING	1
10AN ORB TO 8AN MALE FITTING	1
PUSHLOK HOSE END, 6AN 90DEG	2
PUSHLOK HOSE END, 8AN STRAIGHT	2
SPRING CLAMP, 3/8" HOSE	2
10AN ORB SWIVEL BANJO TO 6AN MALE	1
10AN ORB SWIVEL BANJO TO 8AN MALE	1
Hex Nut, M6 x 1.0, SS	1
BHSCS, M6 X 1.0, 12mm Long, SS	1
BHSCS, M6 x 1.0, 16mm Long, SS	2
10 inch Zip Tie, Black Nylon	2
CATCH CAN SERVICE INTERVAL STICKER	1

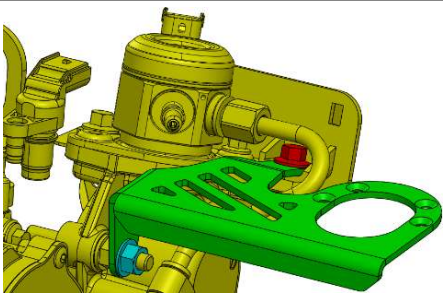





STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1		<u>P/N: 20-0315 PCV SIDE CATCH CAN KIT INSTALLATION</u>	
		Prop the hood and disconnect the battery's negative terminal.	
		Remove the engine cover by carefully pulling upwards until released. Pay close attention to where the 4 pegs from the cover interface with the rubber grommets. Set the cover aside.	


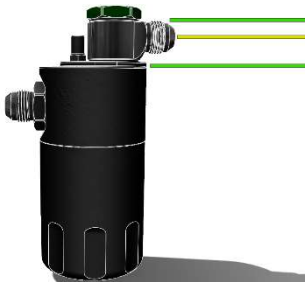

2		Pull and release the coolant hose clip from the front left bulkhead, as shown. This clip will be reused.	
3	10mm Socket	Using a 10mm wrench, remove the hood latch screw shown. This screw will be reused.	
4		Pop up the rubber air duct coupler. Rotate and pull the plastic intake tube out of the air box, as shown.	
5		Remove the intake manifold by following the steps below: First, disconnect the MAP sensor on the front of the plenum, as shown. In 3 locations, pop off the EVAP purge tube from the intake runners.	
6	Socket Wrench	To remove the EVAP purge connector fitting, simply press the tab inwards and pull away from the intake manifold. Unlatch the grey connector housing from the back left side of the intake manifold. It does not need to be disconnected. Loosen the compressor coupler clamp on the throttle body. This will generally be unique to the vehicle. OEM clamps require a 7mm wrench. Aftermarket clamps typically require a 7/16" wrench.	
7	10mm Socket	Remove the five M8 bolts that secure the manifold to the cylinder head using a 10mm socket wrench. When pulling the intake manifold away there will be a few more connections (described below). Attached to the backside of the intake manifold are the 2 knock sensor connectors. Simply pull the connectors off the intake manifold mounting tabs.	

8		To disconnect the electrical plug from the throttle body, first pull the red locking tab back. Next, press the thumb tab in and pull away to release.	
9		To disconnect the PCV tube from the intake manifold simply squeeze each side of the connector fitting and pull away. Remove the intake manifold from the vehicle.	
10	8mm Socket	Using a 8mm socket wrench, remove the eight PCV plate M6 bolts. Carefully pull the PCV plate off the engine and place on a bench.	
11	Heat Gun	Using a heat gun, carefully warm up the black tube just enough to release it from the PCV valve. Do not melt the plastic.	
12	Heat Gun	Using a heat gun, carefully warm up the black tube just enough to release it from the intake manifold connector. Do not melt the plastic.	
13	Hose Cutter	Find the 3/8" PCV hose in the kit and cut it in half (two 12" sections are ideal).	
	Pliers		
	8mm Socket	Install one of the halves to the PCV valve and secure using one of the included spring clamps, as shown.	
		Clean the mating surface on the block and reinstall the PCV plate onto the engine. Tighten all bolts in an alternating pattern using Ford torque specifications.	

14	Pliers	Install the remaining 3/8" PCV hose to the intake manifold connector fitting.	
		To secure, use the other included spring clamp, as shown.	
15		**FORD FOCUS ST MODELS ONLY** Some models have a fan controller module mounted on the radiator fan shroud that will need to be relocated for catch can fitment. The controller does not need to be unplugged. There are 3 mounting points. First, push the lower tab downwards with your thumb. From the bottom, rotate the controller outwards to release. Pull and release the 2 large gauge wires from the 2 lower hold downs. This will free up the required wire slack.	
16	Diagonal Cutters	**FORD FOCUS ST MODELS ONLY** For clearance purposes, cut the inward upper tab. Not much needs to be removed, as shown.	
17	Diagonal Cutters	**FORD FOCUS ST MODELS ONLY** Reposition the controller to the LH side of the fan shroud. Using zip ties, secure the controller to the fan shroud brace, as shown.	
18	4mm Allen Wrench	Find the included Radium mounting bracket and the two M6 button head bolts in the kit.	
	10mm Socket	INSTALL THE BRACKET UNDER THE OEM TAB, shown in the center.	
19		Rotate the OEM coolant hose clip from earlier steps and line it up to the Radium mounting bracket. Push the clip upwards until it locks into place.	

26	Heat Gun	Using a heat gun, carefully warm up the black tube just enough to release it from the valve cover fitting. Do not melt the plastic.	
27	Light Oil	Find the 1/2" PCV hose in the kit and cut it in half (two 15" sections are ideal).	
		Install one hose to the OEM pressure sensor barb. Lubrication will be required, as this will be a tight fit. Because these aggressive barbs are PushLok style, a clamp is not necessary.	
28	Light Oil	Install the remaining 1/2" PCV hose to the valve cover connector fitting.	
		Lubrication will be required, as this will be a tight fit. Because the crankcase operates at low pressure, clamps are not required for this kit.	
29		Reinstall each individual hose to the appropriate fitting.	
		Intake Tube (shown left)	
		Valve Cover (shown right)	
		Route the hoses to LH side of the vehicle.	
		The Radium crankcase catch can bracket will mount near the high pressure fuel pump using factory mounting points, described below.	
30		**FORD FOCUS ST MODELS ONLY (20-0357)**	
		Lift and temporarily remove the insulation on the OEM high pressure fuel pump, as shown.	
31	10mm Socket Wrench	**FORD FOCUS ST MODELS ONLY (20-0357)**	
		Temporarily remove the OEM M8 bolt shown.	

32	10mm Socket Wrench	**FORD FOCUS ST MODELS ONLY (20-0357)** Slide the Radium crankcase catch can bracket (shown in GREEN) in place. The upper rear hole should line up with the threads from the bolt that was previously removed. The bracket's lower front hole should fit over the OEM M8 stud. Do NOT remove the OEM M8 nut on the OEM M8 stud. To secure the bracket in place, reinstall the OEM M8 bolt (shown in RED) and install the included M8 nut (shown in BLUE) to the stud. Be careful not to drop the nut.	
	13mm Wrench		
33		**FORD FOCUS RS MODELS ONLY (20-0316)** Shown in yellow, dislodge the grey wiring clip from the OEM mount. Shown in blue, remove the M8 nut using a 13mm wrench. Shown in green, remove the M8 bolt using a 10mm wrench.	
34	Pliers	**FORD FOCUS RS MODELS ONLY (20-0316)** Near the high pressure fuel pump, rotate the coolant hose's OEM spring clamp towards the center of the vehicle, as shown. This will permit extra clearance for the catch can mounting bracket.	
35		**FORD FOCUS RS MODELS ONLY (20-0316)** Sandwich the aforementioned wiring harness from Step 30 between the high pressure fuel pump and the Radium mounting bracket. This will hold the wiring harness in place. Hand tighten the OEM bolts back into place. Insert the included M6 button head through the extra mounting bracket hole.	
36	Tape	**FORD FOCUS RS MODELS ONLY (20-0316)** Use tape (not provided) and stick the included M6 nut to an open-ended 10mm wrench, as shown. Use a 4mm Allen wrench, carefully tighten the inserted M6 button head bolt (from the previous step) to this M6 nut. Tighten the 10mm hex bolt and 13mm hex nut.	
	4mm Allen wrench		
	10mm wrench		
	13mm wrench		
37	1" Wrench	Install the included adapter fitting into the catch can side port. Use a drop of oil lubrication on the O-ring.	
	Oil Lubrication		

38	3mm Allen Wrench	Apply a medium strength threadlocker to the four M5 Allen flat head screws and install the catch can. Radium 20-0316 (Focus RS) is shown. Radium 20-0357 (Focus ST) is very similar.	
	Hose Cutter		
	7/8" Wrench	Locate the 1/2" PCV hose from the valve cover port. Measure and cut to length (if necessary). Lubricate the barbs on one of the included hose ends. Firmly push and fully seat the hose on the end. NOTE: Pushlok hose ends do not require clamps.	
		Using a 7/8" wrench, install the hose end into the catch can side port. <i>This is not a typo. Dirty air will enter the side port of this catch can. Radium catch cans are equally effective with flow in either direction.</i>	
39	Oil Lubrication	For kits manufactured prior to December 2020, a green banjo fitting will be included. First, be sure the black banjo is oriented so the AN male portion is at the highest point as depicted. Next, insert a crush washer onto each side of the banjo. Hand tighten the banjo fitting to the catch can top port.	
	4mm Allen Wrench		
		For kits manufactured after November 2020, a silver banjo fitting will be included (not shown). Lubricate the O-ring then tighten to the catch can top port.	
40	1-1/8" Wrench	Rotate the banjo just enough that it will not interfere with the dipstick. Grab the 1/2" PCV hose from the turbo inlet pipe. Measure and cut to length. Lubricate the barbs on the other included hose end. Firmly push and fully seat the hose on the end. NOTE: Pushlok hose ends do not require clamps.	
	Hose Cutter		
	7/8" Wrench	For kits manufactured prior to December 2020, torque the banjo fitting now using a 28mm or 1-1/8" socket wrench.	
		Using a 7/8" wrench, install the hose end onto the banjo fitting. Reinstall all OEM components. Reconnect pressure sensor plug.	
		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 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. 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.	