



# INSTALLATION INSTRUCTIONS

## CATCH CAN KIT

### MKIV TOYOTA SUPRA

Document: 19-0177

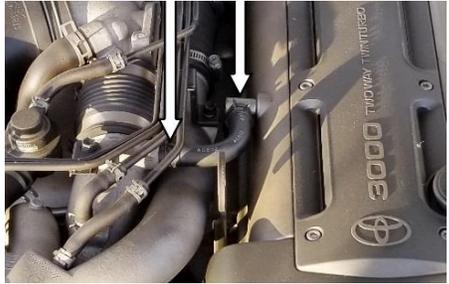
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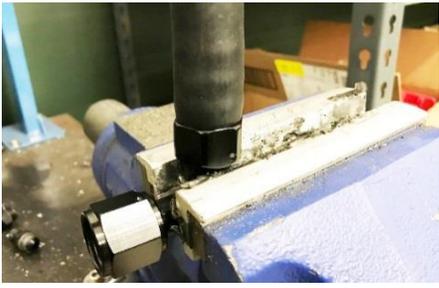
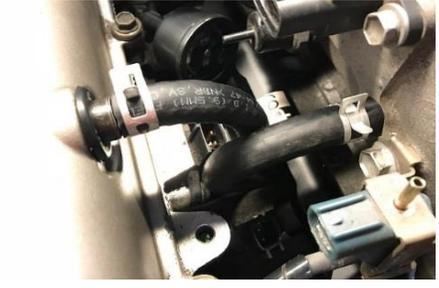
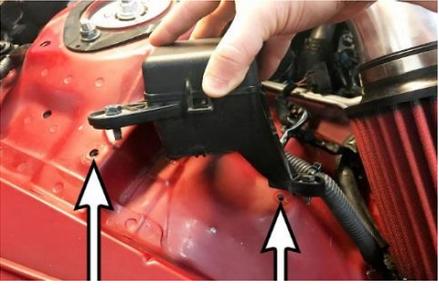
THE INSTALLER WILL NEED TO MAKE A CATCH CAN MOUNTING LOCATION DECISION. THIS WILL BE SPECIFIC TO THE ACTUAL VEHICLE. THE 2 CATCH CANS CAN EITHER BE INSTALLED TOGETHER "DUAL" OR IN 2 DIFFERENT LOCATIONS INDIVIDUALLY "SINGLE". AFTER INSTALLATION, THERE WILL BE EXTRA PARTS.

FOLLOW STEPS 3-9 IF INSTALLING SINGLE PCV CATCH CAN	MKIV TOYOTA SUPRA JZA80	<MOUNTING LOCATION OPTIONS>		
		SINGLE PCV	SINGLE CCV	DUAL (PCV & CCV)
	1993-1995, RHD	X	✓	✓
	1993-1995, LHD	X	✓	X
FOLLOW STEPS 10-24 IF INSTALLING SINGLE CCV CATCH CAN	1996-2002, RHD	✓	✓	✓
	1996-2002, LHD	✓	✓	X

✓	This location may be clear. Confirm first before proceeding.
X	OEM TRAC for rear brakes would have to be removed.
X	OEM EVAP charcoal canister would have to be relocated.

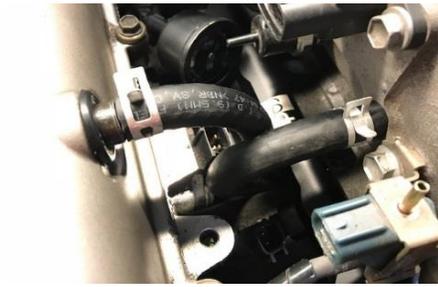
STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	10mm socket	Prop the hood and disconnect the battery.	
	Pliers	Remove the short OEM hose that attaches from the PCV valve to the intake manifold port.	
		This hose is secured with 2 spring clamps.	
2	Pliers	Remove the short OEM hose that attaches from the valve cover port to the air intake pipe port.	
		This hose is secured with 2 spring clamps.	
3	5mm Allen Wrench	<b>SINGLE PCV CATCH CAN INSTALLATION</b>	
	4mm Allen Wrench	Using the provided M8x1.25mm bolt and M6x1.0mm bolt install the PCV (positive crankcase ventilation) catch can bracket to the threaded holes in the body near the brake master cylinder (LHD vehicle). If these threaded holes have not been recently used, they may need to be cleaned with a thread tap.	
		Confirm there is adequate space for this location. <b>NOTE: The 1993-1995 Toyota Supra TRAC (for rear brakes) is mounted here and will create an interference.</b>	
4	3mm Allen Wrench	Find the four M5 Allen flat head screws in the kit. Apply a medium strength threadlocker and install the catch can to the bracket.	
	Thread Locker		
	Oil Lubrication	Install the 10AN ORB to 6AN male fitting into the catch can side port and tighten.	
	1" Wrench	NOTES: -Use lubrication on O-rings. -An aluminum wrench will prevent damage to anodized surfaces.	

5	Oil Lubrication	<p>For kits manufactured prior to December 2020, a green 6AN banjo fitting will be included (shown). First, be sure the black banjo fitting is oriented so the AN male portion is at the highest point. Next, insert a crush washer onto each side of the banjo. Hand tighten this fitting to the catch can top port.</p> <p>For kits manufactured after November 2020, a silver 6AN banjo fitting will be included (not shown). Lubricate the O-ring then tighten this fitting to the catch can top port.</p>	
	4mm Allen Wrench		
6	Hose Cutter	<p>Locate the 3/8" rubber PCV hose and the -6AN 90 degree PushLok hose ends provided in the kit.</p> <p>Lubricate the PushLok barbs with some oil. Firmly push and fully seat the hose ends to both sides of the PCV hose. NOTE: PushLok hose ends do not require clamps.</p> <p>Cut this PCV hose in half.</p>	
	Oil Lubrication		
7		<p>Hand tighten the 90 degree hose ends into the catch can ports, as shown.</p>	
8	Hose Cutter	<p>Route the hose from the catch can side port underneath the intake manifold and between the intake runners toward the port on the intake manifold plenum from Step 1. Line up the hose and cut to length. This hose should end up roughly 26" (+/-1") long.</p> <p>Insert the hose onto the intake manifold barb and secure using the OEM spring clamp.</p> <p>Tighten the corresponding hose end on the catch can.</p>	
	11/16" Wrench		
9	Hose Cutter	<p>Route the other catch can hose (from the banjo fitting) in a similar path as the previous step. Terminate this hose at the PCV valve. This PCV valve hose should end up roughly 27" (+/-1") long. Secure with the OEM spring clamp.</p> <p>For kits manufactured prior to December 2020, torque the banjo fitting.</p> <p>Tighten the hose end to the banjo fitting.</p> <p>Attach the hoses together using the supplied cable zip ties.</p> <p><b>SINGLE PCV CATCH CAN INSTALLATION COMPLETE</b></p>	
	1-1/8" socket		
	11/16" Wrench		
	Pliers		
	Diagonal Cutters		
10	10mm Socket Wrench	<p><b>SINGLE CCV CATCH CAN INSTALLATION</b></p> <p>Find the OEM relay box just in front of the shock tower near the turbo inlet. This will be relocated to permit additional room for the catch can. NOTE: if the OEM relay box has been removed, skip Steps 11-17.</p> <p>Unplug the wastegate solenoid, if applicable. Remove the two OEM M6 bolts shown. If the OEM air intake box or wastegate solenoid is attached to the outer threaded hole on the shock tower, the bolt will need to be removed.</p>	

11	Diagonal Cutters	Remove the electrical tape and cut any corresponding zip ties from this area shown.	
12	Flat Blade	Flip the relay box over and pop off the wire cover, as shown.	
13	Diagonal Cutter	The wires will be redirected towards the opposite side of the relay box.  Cut the plastic wire strain relief off the relay box, as shown.	
14	Diagonal Cutter	Cut a section out of the wire cover in the area depicted.	
15		Twist and redirect the wires out of the new hole made in the previous step. Make sure the new hole is large enough so that the wires are not severely chafing. Electrician's tape (not included) can be used to help protect the wires as well.  Reattach the wire cover.	
16	10mm Socket Wrench	Using the OEM M6 bolts and the provided M6 nuts, install the included relocation brackets to the bottom side of the relay box mounting holes, as shown. However, do not tighten yet.	

17	4mm Allen Wrench	<p>Using 2 of the provided M6 button head bolts, loosely install the relocation brackets to the OEM threaded holes.</p> <p>As shown, pull the relay box all the way towards the outer edge near the fender leaving just enough room for the wiring harness to pass by. While holding in the place, tighten the hex bolts/nuts with 10mm wrenches. HINT: The nuts will likely not need to be accessed if a small impact gun is used on the hex bolts.</p> <p>Now, tighten the lower relocation bracket button head bolt.</p>	
	10mm Socket Wrench		
	10mm Wrench		
18	10mm Socket Wrench	<p>Unscrew the upper button head bolt (from previous step) and place the single CCV (crankcase vent) catch can bracket on top of the relocation bracket (if applicable). Reinstall the upper button head bolt.</p> <p>Install the lower single CCV catch can bracket mount to the shock tower using one of the provided M6 button head bolts. NOTE: this threaded hole may need to be cleaned with a thread tap.</p> <p>Confirm there is adequate space for a catch can in this location. If so, tighten the single CCV catch can bracket button head bolts.</p>	
	4mm Allen Wrench		
19	3mm Allen Wrench	<p>Find the four M5 Allen flat head screws in the kit. Apply a medium strength threadlocker and install the catch can to the bracket.</p> <p>Install the 10AN ORB to 8AN male fitting into the catch can side port and tighten.</p> <p>NOTES:            -Use lubrication on O-rings.            -An aluminum wrench will prevent damage to anodized surfaces.</p>	
	Thread Locker		
	Oil Lubrication		
	1" Wrench		
20	Oil Lubrication	<p><i>For kits manufactured prior to December 2020, a green 8AN banjo fitting will be included (shown). First, be sure the black banjo fitting is oriented so the AN male portion is at the highest point. Next, insert a crush washer onto each side of the banjo. Hand tighten this fitting to the catch can top port.</i></p> <p><i>For kits manufactured after November 2020, a silver 8AN banjo fitting will be included (not shown). Lubricate the O-ring then tighten this fitting to the catch can top port.</i></p>	
	5mm Allen Wrench		
21	Hose Cutter	<p>Locate the 1/2" rubber hose and the -8AN 90 degree PushLok hose ends provided in the kit.</p> <p>Lubricate the PushLok barb. Firmly push and fully seat the hose ends to both sides of the hose. NOTE: PushLok hose ends do not require clamps.</p> <p>Cut the 1/2" hose in half.</p>	
	Oil Lubrication		
22		<p>Hand tighten the 90 degree hose ends into the catch can ports, as shown.</p>	

23	Hose Cutter	Route the hose from the catch can side port to the air intake tube port. NOTE: this location will vary depending on the installed intake system.	
	Pliers		
	7/8" Wrench		
24	Hose Cutter	Route the catch can top port hose to the valve cover vent barb. Keep the rubber hose away from hot exhaust parts. Line up the hose and cut to length. This hose will be roughly 30" (+/-1") long. Secure with the OEM spring clamp.  <i>For kits manufactured prior to December 2020, torque the banjo fitting.</i>  Attach the hoses together using the supplied cable zip ties. Reattach the wastegate solenoid, if applicable. Before shutting the hood, confirm there is adequate clearance with the OEM relay box. Loosen the associated hardware and reposition, if necessary.  <b>SINGLE CCV CATCH CAN INSTALLATION COMPLETE</b>	
	Pliers		
	7/8" Wrench		
	1-1/8" Socket		
25	4mm Allen Wrench	<b>DUAL CATCH CAN INSTALLATION</b> Find the three M6x1.0mm threaded holes in rear right hand wall adjacent to the firewall. Confirm there is adequate space for this mounting location. <b>NOTE: This location is where the EVAP charcoal canister is mounted on all LHD vehicles. This bracket is not compatible unless the charcoal canister has been removed or relocated.</b>  Using the included M6 button head bolts, install the dual catch can bracket. If these threaded holes have not recently been used, they may need to be cleaned with a thread tap.	
26	3mm Allen Wrench	Find the eight M5 Allen flat head screws in the kit. Apply a medium strength threadlocker and install the catch cans to the bracket.  Install the 8AN male fitting into the frontmost catch can side port and the 6AN male fitting into the rearmost catch can side port. Use lubrication on O-rings.	
	Thread Locker		
	Oil Lubrication		
	1" Wrench		
27	Oil Lubrication	Hand tighten the banjo fittings into the top port of the catch cans with the same size fittings.  Locate the following parts in the kit: two -8AN 90deg hose ends, one -6AN 90deg hose end, one -6AN straight hose end, and both hoses. Lubricate all PushLok barb. Firmly push and fully seat the hose ends to both sides of the respective hoses. NOTE: PushLok hose ends do not require clamps. Cut both of these hoses in half.	
	Hose Cutter		
28	Oil Lubrication	<i>For kits manufactured prior to Dec 2020, green fittings will be included (shown). First, be sure the black banjos are oriented so the AN male portion is at the highest point. Next, insert crush washers onto each side of the banjos. Hand tighten to the top port of the catch can with the same size fitting.</i>  <i>For kits manufactured after Nov 2020, silver banjos will be included (not shown). Lubricate the O-rings. Tighten the banjo fittings to the top port of the catch can with the same size fitting.</i>  Hand tighten each hose end into their respective catch can port fittings. NOTE: The -6AN straight hose end goes into the top port of the rear most (PCV) catch can as shown.	
	4mm Allen Wrench		
	5mm Allen Wrench		

29	Hose Cutter	Route the PCV catch can side port hose along the firewall and to the port on the intake manifold as shown. Cut to length and secure with the OEM clamp. This hose should end up roughly 42" (+/-2") long.	
	11/16" Wrench		
		Route the PCV catch can top port hose (from the 6AN banjo fitting) along the firewall and to the PCV valve on the valve cover. Cut to length and secure with the OEM clamp. This hose should end up roughly 44" (+/-2") long.	
30	Hose Cutter	Route the CCV catch can side port hose along the strut tower and towards the air intake tube port. Be sure to keep the rubber hose away from hot exhaust parts. Cut to length and secure with the OEM spring clamp. This hose should end up roughly 41" (+/-2") long.	
	7/8" Wrench		
		Route the CCV catch can top port hose along the strut tower and towards the valve cover vent barb. Be sure to keep the rubber hose away from hot exhaust parts. Cut to length and secure with the OEM spring clamp. This hose should end up roughly 41" (+/-2") long.	
31	1-1/8" Socket	<i>For kits manufactured prior to December 2020, torque the banjo fittings using a 1-1/8" or 28mm socket wrench.</i>	
	Diagonal Cutters		
		Next, tighten the hose ends to the catch cans.	
		Secure the pair of hoses together around the wire protector using the supplied cable zip ties.	
		<b>DUAL CATCH CAN INSTALLATION COMPLETE</b>	