



# INSTALLATION INSTRUCTIONS

## VTA CATCH CAN KIT

### MKIV TOYOTA SUPRA

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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 OR IN 2 DIFFERENT LOCATIONS INDIVIDUALLY. AFTER INSTALLATION, THERE WILL BE EXTRA PARTS.

FOLLOW STEPS 3-9 FOR INSTALLING 1 CATCH CAN ON INTAKE SIDE OF ENGINE BAY

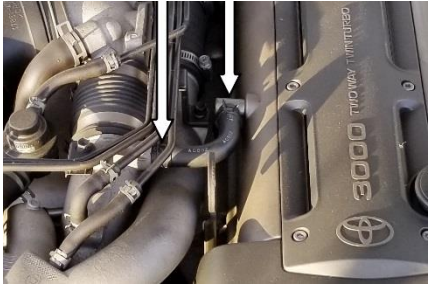





FOLLOW STEPS 10-24 FOR INSTALLING 1 CATCH CAN ON EXHAUST SIDE OF ENGINE BAY

FOLLOW STEPS 25-31 FOR INSTALLING 2 CATCH CANS TOGETHER AT EXHAUST REAR OF ENGINE BAY







MKIV TOYOTA SUPRA JZA80	<MOUNTING LOCATION OPTIONS>		
	1 can on intake side	1 can exhaust side	2 cans at exhaust rear
1993-1995, RHD	X	✓	✓
1993-1995, LHD	X	✓	X
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		To release, pull the metal PCV valve outwards away from the valve cover. Next, pry the rubber grommet out.	
		Once the OEM fitting is removed, inspect and clean the hole.	
3	Oil Lubrication	Place the included 10AN fitting into a freezer for 5-10 minutes. This will slightly decrease its size.	
	Mallet	Lubricate the press-in portion of the fitting and the valve cover hole.	
		Place a socket, such as a 14mm socket, onto the center of the fitting, contacting only the stainless steel material. Use a mallet and gently tap the fitting into the valve cover. Check often to make sure the fitting is going in straight. Be cautious to not contact the black aluminum 10AN section of the fitting when driving the fitting into the valve cover.	
4		Rotate this fitting so it points towards the rear of the vehicle.	

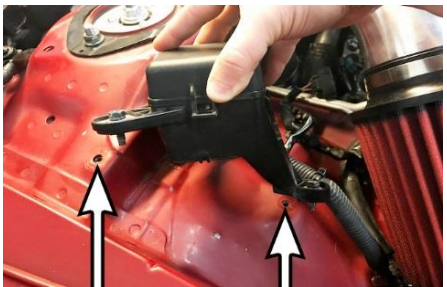
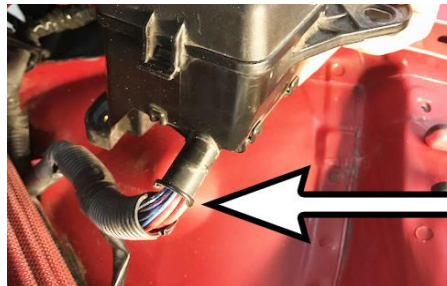
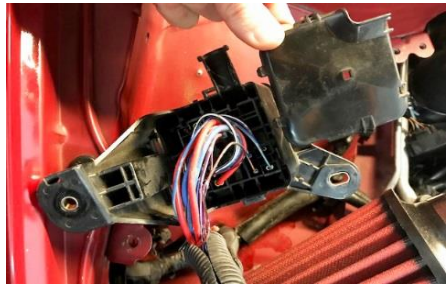





5	Pliers	Remove the short OEM hose that attaches from the valve cover port to the air intake pipe port.	
		This hose is secured with 2 spring clamps.	
6		Insert an object inside the barbed port. Pictured is a 1/4" drive 1/4" socket wrench.	
7		Find something that will aid in leverage. Pictured is a 1/4" drive socket extension.	
8	Hammer	Find something that can fit snug over the barb. Pictured is a 12mm open-ended combination wrench.	
		Find someone to help with this next step. While one person gently taps the wrench with a hammer, the other person should simultaneously rock the pressed-in fitting back and forth with the socket wrench.	
		Be cautious to not deform the valve cover hole.	
9		The pressed-in fitting will eventually break loose.	
		Once the OEM fitting is removed, inspect and clean the hole.	
10	Oil Lubrication	Place the included 10AN fitting into a freezer for 5-10 minutes. This will slightly decrease its size.	
	Mallet	Lubricate the press-in portion of the fitting and the valve cover hole.	
		Place a socket, such as a 14mm socket, onto the center of the fitting, contacting only the stainless steel material. Use a mallet and gently tap the fitting into the valve cover. Check often to make sure the fitting is going in straight. Be cautious to not contact the black aluminum 10AN section of the fitting when driving the fitting into the valve cover.	







11		Depending on which location the catch can is mounted, this fitting will be rotated towards the front or the rear of the vehicle in later steps.	
12	5mm Allen Wrench	<p><b>INSTALLATION: 1 CATCH CAN ON INTAKE SIDE OF ENGINE BAY</b></p> <p>Using the provided M8x1.25mm bolt and M6x1.0mm bolt install the catch can bracket to the threaded holes shown 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.</p> <p>Confirm there is adequate space for this location. <b>NOTE: The 1993-1995 Toyota Supra TRAC (for rear brakes) is mounted here and will cause interference.</b></p>	
	4mm Allen Wrench		
13	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 barb adapter fitting into the catch can side port. Next slide the breather filter on the barb and tighten the clamp.</p> <p>NOTES:</p> <ul style="list-style-type: none"> <li>-Use lubrication on O-rings.</li> <li>-An aluminum wrench will prevent damage to anodized surfaces.</li> </ul>	
	Thread Locker		
	Oil Lubrication		
	1" Wrench		
	1/4" Socket Wrench		
14	Oil Lubrication	<p>Hand tighten the banjo fitting into the top port of the catch can. Be sure there are sealing washers on both sides of the banjo fitting. The banjo portion of the fitting (black piece) should be oriented so that the AN male fitting is in the higher position.</p> <p>Locate the hose and a straight hose end provided in the kit. Lubricate the PushLok barbs. Firmly push and fully seat the hose end into the hose. NOTE: PushLok hose ends do not require clamps.</p>	
15		<p>Hand tighten one of the included straight hose ends into the catch can top port fitting and point the hose towards the rear of the vehicle, as shown.</p> <p>Route the hose along the firewall.</p>	
16	Hose Cutter	<p>Temporarily install one of the straight hose ends to the intake side valve cover fitting installed in Step 3 and run the catch can hose to the fitting and cut the hose to length. This hose should end up roughly 32" (+/-2") long.</p> <p>Lubricate the PushLok barbs and fully seat into the hose. NOTE: PushLok hose ends do not require clamps. Install and tighten both hose ends and the banjo fitting. Secure hose using the supplied cable zip ties.</p> <p><b>INSTALLATION COMPLETE</b></p>	
	Oil Lubrication		
	1" Wrench		
	1-1/8" Wrench		
	Diagonal Cutters		









17	10mm Socket Wrench	<b>INSTALLATION: 1 CATCH CAN ON EXHAUST SIDE OF ENGINE BAY</b> 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 17-24.	
		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.	
18	Diagonal Cutters	Remove the electrical tape and cut any corresponding zip ties from this area shown.	
19	Flat Blade	Flip the relay box over and pop off the wire cover, as shown.	
20	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.	
21	Diagonal Cutter	Cut a section out of the wire cover in the area depicted.	
22		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.	







23	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.	
24	4mm Allen Wrench	Using 2 of the provided M6 button head bolts, loosely install the relocation brackets to the OEM threaded holes.	
	10mm Socket Wrench		
	10mm Wrench	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.	
		Now, tighten the lower relocation bracket button head bolt.	
25	10mm Socket Wrench	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.	
	4mm Allen Wrench		
		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.	
		Confirm there is adequate space for a catch can in this location. If so, tighten the single CCV catch can bracket button head bolts.	
26	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 black AN male adapter 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.	
27		Hand tighten the low profile banjo fitting into the catch can top port. Be sure there is a sealing washer on both sides of the banjo fitting.	
		The banjo portion of the fitting (black piece) should be oriented so that the AN male fitting is in the higher position.	
28	Hose Cutter	Locate the short 1/2" rubber hose and the 90 degree PushLok hose end provided in the kit. Lubricate the PushLok barbs. Firmly push and fully seat the 90 degree hose end to the hose, as shown.	
	Oil Lubrication		
		Locate the 5/8" rubber hose and one of the straight PushLok hose ends provided in the kit. Lubricate the PushLok barbs. Firmly push and fully seat the straight hose end to the hose.	
		NOTE: PushLok hose ends do not require clamps.	



29		Hand tighten the straight hose end into the catch can top port.		
		Hand tighten the 90 degree hose end into the catch can side port.		
30	Hose Cutter	Find a nearby area for the breather filter that is free of hot temperatures and moving parts. This will be specific to the vehicle. Cut the 1/2" hose to length. Lubricate the included barb to barb adapter and slide it in the hose. No clamp is necessary. Slide the breather filter onto the barb to barb adapter and secure using the provided clamp.		
	Oil Lubrication			
	1/4" Socket Wrench			
	5mm Allen Wrench			
		In the example pictured, the provided p-clamp secures the barb to barb adapter. The included M6 bolt screws into the M6 threads upwards from underneath the factory sheet metal boss. Hose cut length: 6.5" (+/-1").		
31	Hose Cutter	Point the exhaust side valve cover fitting to the front and temporarily install a straight hose end. Route the catch can top port hose keeping away from the hot exhaust. Cut the hose to length 23" (+/-2"). Lubricate the PushLok barbs and fully seat into the hose. NOTE: PushLok does not require clamps. Tighten all hose ends and the banjo fitting.		
	Oil Lubrication			
	1" Wrench			
	1-1/8" Wrench			
	3/4" Wrench	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>INSTALLATION COMPLETE</b>		
32	4mm Allen Wrench	<b>INSTALLATION: 2 CATCH CANS ON EXHAUST REAR SIDE OF ENGINE BAY</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.		
33	3mm Allen Wrench	Find the eight M5 flat head Allen screws in the kit. Apply a medium strength threadlocker and install the catch cans to the bracket.		
	Thread Locker	Install the barb adapter fittings into the catch can side ports. Next slide the breather filters on the barbs and tighten the clamps.		
	Oil Lubrication			
	1" Wrench			
	1/4" Socket Wrench	NOTES: -Use lubrication on O-rings. -An aluminum wrench will prevent damage to anodized surfaces.		
34	Oil Lubrication	Hand tighten the banjo fittings into the top port of the catch cans. Be sure there are sealing washers on both sides of each banjo fitting. The banjo portion of the fittings (black piece) should be oriented so that the AN male fittings are in the higher position.		
	Hose Cutter			
		Locate the 5/8" hose and 2 of the straight hose ends provided in the kit. Lubricate both PushLok barbs. Firmly push and fully seat the hose ends to both sides of the hose. NOTE: PushLok hose ends do not require clamps. Cut the hose in half.		



35		Hand tighten each hose end into the catch can top port fittings.	
		Route both hoses along the firewall.	
36	Hose Cutter	Temporarily install one of the straight hose ends to the intake side valve cover fitting. Run the hose from the rearmost most catch can to the fitting and cut the hose to length. This hose should end up roughly 37" (+/-2").	
	Oil Lubrication		
	1" Wrench		
		Lubricate the PushLok barbs and fully seat into the hose. NOTE: PushLok hose ends do not require clamps.	
		Install and tighten the hose end.	
37		Temporarily install one of the 10AN straight hose ends on the exhaust side valve cover fitting and point it towards the firewall.	
		Run the hose from the forward most catch can to the hose end, avoiding high heat components. Secure the hose using one of the included P-clamps, as shown. Cut the hose to the proper length. Remove the hose end from the fitting on the valve cover and install it into the hose.	
		Reconnect the hose to the valve cover fitting.	
38	1-1/8" Wrench	Tighten the banjo fittings and hose ends to the catch cans.	
	1" Wrench	As depicted, secure the pair of hoses together using the supplied cable zip ties.	
	Diagonal Cutters		
		<b>INSTALLATION COMPLETE</b>	