



INSTALLATION INSTRUCTIONS

CATCH CAN KIT

2017+ Honda Civic Type-R

Kit# 20-0424-FL, 20-0425-FL, 20-0426-FL

Document: 19-0193

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20-0424 PCV Catch Can Installation: Follow Steps 1-24







20-0425 CCV Catch Can Installation: Follow Steps 25-52







20-0426 Dual Catch Can Installation: Follow Steps 1-52










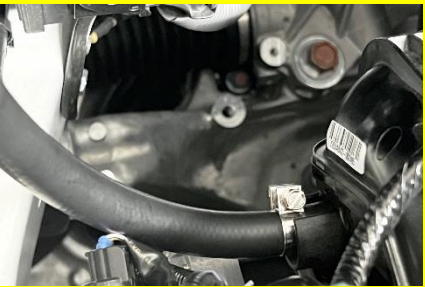




20-0426-FL	
Item Description	Qty
Bracket, PCV, 17-21 CTR	1
Bracket, Crankcase, 17-21 CTR	1
Catch Can, Fluid Lock 2, Preassembled	2
3/8 PCV/FUEL HOSE	3 ft
3/8 PCV/FUEL HOSE	2 ft
5/16 HEATER HOSE	2 ft
PUSHLOK HOSE END, 6AN 90DEG	2
EFI HOSE CLAMP,#15,SS	2
10AN ORB SWIVEL BANJO TO 6AN MALE	2
CATCH CAN SERVICE INTERVAL STICKER	1
10AN ORB SWIVEL BANJO TO 6AN MALE	2
SPRING CLAMP, 1/2" HOSE	2
SPRING CLAMP, 3/8" HOSE	9
SHCS, M6 x 1.0, 25mm Long, SS	2
CCV Hard Tube, 17-21 CTR	2
2-Way Hose Separator Clamp, Top	2
2-Way Separator Clamp, Bottom	2
Plastic Barbed Tube Fitting 90deg	2
Barbed Tube Fitting, Straight, 3/8" Tube	1
PUSHLOK HOSE END, 6AN 45DEG	1
PUSHLOK HOSE END, 6AN STRAIGHT	1
CATCH CAN SERVICE INTERVAL STICKER	1






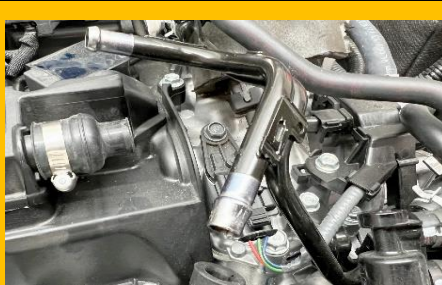
STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	10mm socket	INSTALLATION: 20-0424 CATCH CAN KIT, PCV, CIVIC TYPE-R	
		Prop the hood and disconnect the battery.	
		Unscrew the five M6 engine cover bolts and remove the engine cover from the vehicle.	

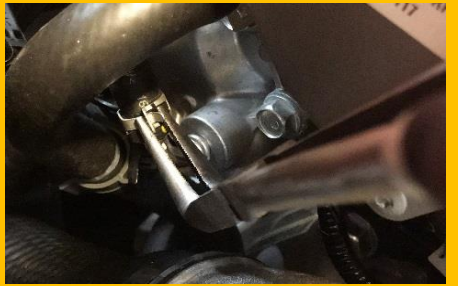





2		To release the plastic wiring harness carrier on the valve cover, squeeze the locking tabs.	
3		To dislodge the plastic wiring harness carrier pull over then up and away from the valve cover.	
4		<p>Pull the wiring harness out of the valve cover retainers.</p> <p>Allowing the wiring harness to freely move will permit additional space for working with the PCV system.</p>	
5	Pliers	<p>When pulling the plastic wiring harness carrier out of the way, the OEM PCV hose will be clearly visible, as shown. NOTE: The PCV valve is integrated into the valve cover.</p> <p>Loosen the OEM spring clamps (shown) on both sides of the hose. Pull the hose off each barb and remove from the vehicle.</p> <p>The OEM spring clamps and PCV hose will NOT be reused.</p>	
6	10mm Socket	<p>There are two M6 bolts that secure the fuel line bracket to the firewall. Because these bolts are hidden, the fuel line assembly will first need to be removed.</p> <p>Unscrew the two exposed M6 bolts that secure the metal cover to the fuel line bracket. Temporarily remove the metal fuel line cover from the vehicle.</p>	
7	Flathead Screwdriver	<p>Honda FK8 Civic Type-R Depicted</p> <p>To release the fuel line from the bracket, push the plastic mounting tab lock downwards. When disengaged, the plastic tab will rotate forward and down, as shown.</p>	

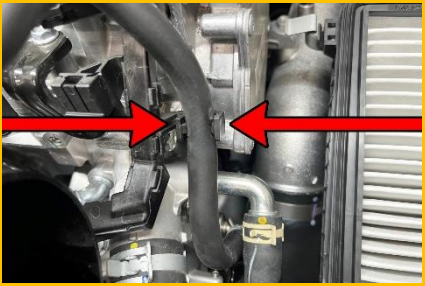





8	Pick	Honda FLM Civic Type-R Depicted	
		To release the fuel line from the bracket, push the plastic mounting tab lock from the backside. When disengaged, the plastic tab will rotate up and forward, as shown.	
9		Honda FK8 Civic Type-R Depicted	
		Unclip the OEM fuel line, as shown.	
		To dislodge the OEM fuel line, pull it away from the firewall. This will expose the two M6 bolts that secure the fuel line bracket to the firewall.	
10		Honda FLM Civic Type-R Depicted	
		To release the fuel line from the bracket, push the plastic mounting tab lock from the frontside. When disengaged, the plastic tab will rotate, as shown.	
11	10mm Socket	Unscrew the two M6x1mm bolts that hold the fuel line bracket to the firewall. Temporarily remove the bracket (shown).	
12	10mm Socket	NOTE: Regarding the 4 holes on the Radium catch can bracket, all Type-Rs will use the pair of holes furthest from the catch can. This position will space the catch can away from the OEM fuel line.	
		Place the Radium Engineering catch can bracket behind the OEM fuel line bracket. Line up the 2 OEM bolts to the threaded bosses on the firewall. While holding the mount in place, reinstall the OEM fuel line bracket.	
13	10mm Socket	Resecure the OEM fuel line like just factory.	
		Reinstall the metal fuel line cover using the two OEM M6x1mm bolts.	







14		Remove the oil dipstick from the top of the catch can. Install the banjo fittings to the catch can exactly as shown.	
		NOTES:	
		1. For kits manufactured prior to August 2020, green banjo fittings are included (not shown). Use a torque wrench with a 1-1/8" socket.	
		2. For kits manufactured after August 2020, stainless steel banjo fittings are included (shown). Tighten using a 4mm Allen wrench.	
15	Thread Locker	Apply a medium-strength thread locker to the four M5x0.8mm countersink screws provided in the kit.	
	3mm Allen Wrench		
		Place the catch can in the bracket from underneath. As shown, secure the 4 screws. Rotate the top banjo to face the side, then reinstall the oil dipstick.	
16	Oil Lubrication	Find the 2 ft long PCV hose included in the kit. Apply a liberal amount of oil to lubricate the PushLok barbs.	
	Hose Cutter		
	Vice	When installing the PushLok hose ends into each end of the hose, a large amount of force will be required. First install the fitting into a vice. In one motion, firmly push the hose down over the barbs. NOTE: hose clamps are NOT required for PushLok hose ends.	
		Next, cut the hose at the mid point, creating two equal-length hoses.	
17		Slide the included clamps over the ends to the hoses just created.	
		NOTES:	
		1. Early kits that include spring clamps require pliers.	
		2. Newer kits that include EFI clamps require a screwdriver.	
18		Loosely install the hose ends to the catch can fittings. Route the hoses so they are positioned downwards, as shown.	
		Route the catch can top port hose towards the valve cover barb.	
		Route the catch can side port hose down to the intake manifold barb.	
19	Hose Cutter	Cut each hose to length. Below are only examples. Test before cutting. Enough slack should be allowed for normal engine movement.	
		Catch Can Top Port Hose to Valve Cover: 11-12 inches (279-305 mm)	
		Catch Can Side Port Hose to Intake Manifold: 7-8 inches (178-203 mm)	

20		When connecting the catch can side port hose to the intake manifold barb, as shown, the exact process will depend on which clamps were provided in your specific kit.	
		Reference the steps below to see if you have an early kit or a newer kit.	
21	Screwdriver	For newer kits that include EFI clamps, first tighten the clamp on the hose just enough to collapse the clamp slightly. Slide the clamp through the slotted area of the intake manifold barb and tighten.	
22	Pliers	For early kits that include spring clamps, simply slide the catch can side port hose onto the intake manifold barb and install the spring clamp through the slotted area of the intake manifold barb, as shown.	
23	Screwdriver	For the valve cover connection, simply slide the catch can top port hose onto the barb and install the provided clamp.	
	Pliers		
	11/16" Wrench	Position the hose ends and tighten with a non-marring aluminum wrench.	
		PCV CATCH CAN INSTALLATION COMPLETE	
24	10mm Socket	<u>INSTALLATION: 20-0425 CATCH CAN KIT, CCV, CIVIC TYPE-R</u>	
		Prop the hood and disconnect the battery.	
		Unscrew the five M6 engine cover bolts and remove the engine cover from the vehicle.	
25	3mm Allen Wrench	Find the catch can and the four M5 countersink screws provided in the kit. Apply a medium-strength thread locker to the threads. Install the Radium Engineering mount to the catch can, as shown.	
	Thread locker		





26		Install banjo fittings to the catch can. Orient the banjos so the AN fittings are pointing in the directions shown.	
		NOTES:	
		1. For kits manufactured prior to August 2020, green banjo fittings are included (shown). Do not torque these fittings just yet.	
		2. For kits manufactured after August 2020, stainless steel banjo fittings are included (not shown). Tighten using a 4mm Allen wrench.	
27	19mm Socket	Remove the 2 motor mounts bolts shown.	
28	19mm Socket	Place the catch can assembly onto the motor mount as shown. Retighten the OEM bolts to 69 ft-lbs (93 nM).	
	Torque Wrench	NOTE: If an aftermarket motor mount is used, minor modifications may be required.	
29		The CCV breather line is integrated with a coolant tube. Removing this will differ depending on the intake system installed in the vehicle.	
		Some aftermarket intake systems (shown) bypass the OEM CCV portion of the hard tube and leave the coolant tube connected. These systems utilize a male port on the intake tube (shown red) and include a rubber CCV hose and a male to male coupler (shown white).	
30		Honda OEM intakes (shown) use the OEM hard crankcase vent tube.	
		Remove the 2 OEM tamper-proof worm drive clamps (with the long tails) from each end of the CCV hard tube. Do not remove the OEM tamper-proof worm drive clamp from the valve cover side.	
		NOTE: There are SMALL spring clamps and 2 LARGE spring clamps included in the kit. These 2 OEM tamper-proof worm drive clamps will be replaced by the LARGE spring clamps in later steps.	
31		Disengage the CCV hard tube from the rubber valve cover reducer and the intake coupler.	
		NOTE: The coolant line of the OEM hard tube will still be connected, but will be bypassed in the next few steps.	

32	Pliers	Find the heater hose supplied in the kit. NOTE: do not confuse the heater hose with the provided PCV hose. Install one of the provided Radium spring clamps near the end of the hose.	
		Next, follow the OEM coolant hose towards the front of the vehicle to find the end. As shown, loosen and slide the OEM spring clamp away from the connection. Pull the OEM rubber hose off the barb and quickly install the supplied heater hose. Some coolant will spill. Be prepared with a rag.	
33	Pliers	Install the Radium spring clamp to finish the connection.	
34	Pliers	As a more difficult but cleaner option, the new heater hose can bypass the connection in the following steps and can route directly to the throttle body barb (shown). However, the battery and compressor pipe will need to be removed and more coolant will be lost.	
		For an easier install, proceed with the following steps.	
35	Pliers	On top of the engine, loosen and slide the OEM spring clamp away from the connection on the other side of the coolant hard tube.	
		Pull the OEM rubber hose off the coolant hard tube. Some coolant will spill. Be prepared with a rag.	
36		Permanently remove the OEM hard tube assembly (shown) from the vehicle. This will NOT be reused.	
37	Oil Lubrication	Lubricate the upper OEM coolant hose and the included stainless steel barb to barb coupler. Fully insert the barbed coupler to the hose. This will be tight. Secure using the supplied spring clamp, as shown.	
	Pliers		

38		Run the heater hose provided in the kit upwards and secure it back to the OEM clip, as shown. Snake the hose around the nearby components and run it towards the upper OEM coolant hose.	
39	Hose Cutter	Cut the new heater hose to length.	
40	Oil Lubrication Pliers	Lubricate the Radium heater hose and the stainless steel barb to barb coupler. Fully insert the hose to the barbed coupler. This will be tight. Secure using the supplied spring clamp, as shown.	
41		Organize all of the hose routing. Make sure nothing is overly-stressed or getting chaffed.	
42	10mm Socket	Remove the two M6 bolts that secure the OEM coolant hard tube to the front cast aluminum intake pipe. These bolts will NOT be reused.	
43	5mm Allen Wrench	As shown, install the two black aluminum clamps with bolts and the 2 hard tubes included in the kit.	

44		Find the two PushLok hose ends provided in the kit.	
		Hand tighten the 45 degree hose to the catch can top port fitting.	
		Hand tighten the straight hose end to the catch can side port fitting.	
45		Near the catch can, temporarily pull out the rubber vacuum tubing from the 2 OEM clips shown.	
46		To provide clearance for the catch can lines, gently bend the steel vacuum tube shown for added clearance. Try to line it up with the vacuum tube next to it.	
		Reinsert the rubber vacuum tubing into the OEM clips.	
47	Oil Lubrication	Find the 3 ft long PCV hose included in the kit. Lubricate the 45 degree PushLok hose end barbs. When installing the PushLok hose end, a large amount of force will be required. First install the fitting into a vice. In one motion, firmly push the hose down over the barbs using your body weight. NOTE: hose clamps are NOT required for PushLok hose ends.	
	Hose Cutter		
	Pliers		
	Vice	Cut Length: Catch Can Top Port to Rear Tube: 8.5 inches (216 mm). NOTE: The measurement above is only an example. Test before cutting.	
48	Oil Lubrication	Lubricate the straight PushLok hose end barbs. When installing the PushLok hose end, a large amount of force will be required. In one motion, firmly push the hose down over the barbs using your body weight. NOTE: hose clamps are NOT required for PushLok hose ends	
	Hose Cutter		
	Pliers		
		Cut Length: Catch Can Side Port to Front Tube: 9.5 inches (241 mm). NOTE: The measurement above is only an example. Test before cutting.	
49	Oil Lubrication	Lubricate one of the plastic 90 degree elbows and fully install to the end of the rubber PCV hose included in the kit. Secure using the included spring clamp. Insert the plastic 90 degree elbow into the OEM reducing coupler and secure with the LARGE spring clamp included in the kit.	
	Hose Cutter		
	Pliers		
		Cut Length: Valve Cover to Rear Hard Tube: 5.7 inches (145 mm) NOTE: The measurement above is only an example. Test before cutting.	
		Lubricate the hard tube barb and secure using the provided spring clamp, as shown.	

shown.

50	Oil Lubrication	<p>This step will be determined by the air intake system installed to the vehicle. Use the second included plastic 90 degree elbow for OEM style connections. Or connect the hose directly, as pictured, for some aftermarket air intake systems.</p> <p>Secure everything using the included spring clamps. Use the last LARGE spring clamp if the plastic 90 degree elbow is used.</p>	
	Hose Cutter		
	Pliers		
51		<p>For kits manufactured prior to August 2020, position the banjo fittings (shown) in a relaxed state. Tighten the green bolts using a 1-1/8" wrench.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Allow enough hose slack for the engine to freely move when loaded. 2. An aluminum wrench will prevent surface finish marring. 	
52	11/16" Wrench	<p>Position the hose end fittings and tighten with a non-marring aluminum wrench.</p> <p>CRANKCASE CATCH CAN INSTALLATION COMPLETE</p>	
SERVICING		<p>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.</p> <p>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.</p>	
	<p>It is recommended to check catch can fluid level every 5,000 miles (8,000km).</p> <p>It may be necessary to check more frequently in cases of extreme use.</p>		