

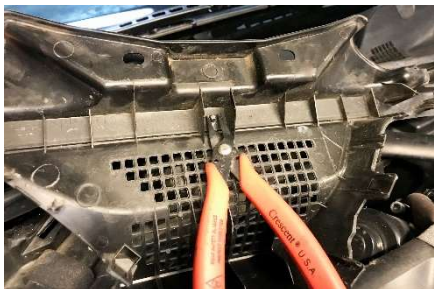



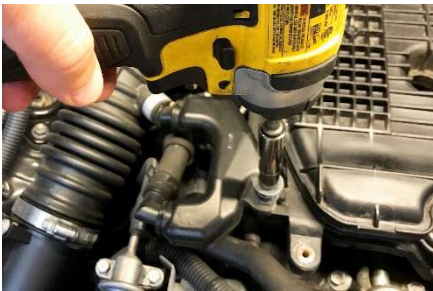






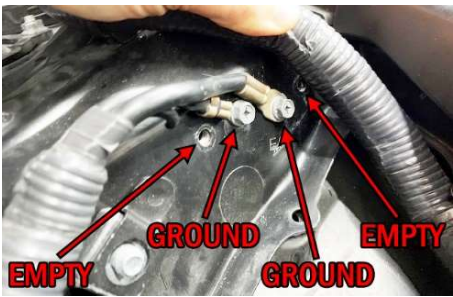














2	14mm Socket	If equipped, the strut tower brace will need to be removed.	
		NOTE: This procedure will differ depending on the vehicle or if an aftermarket strut bar was installed.	
3		For vehicles that use a triangulated strut bar, carefully pop up the center cowl section, as shown.	
4	Pliers	Flip the center plastic cowl piece over and release the rubber trim clip (shown).	
5	14mm Socket	Remove all associated strut bar bolts and nuts.	
6		Carefully remove the strut bar from the vehicle.	
7	10mm Socket	Unscrew the engine cover bolts and remove the engine covers from the vehicle.	







8	10mm Socket	Remove the M6 bolt that secures the crankcase vent chamber to the intake manifold plenum.	
9	Pliers	On both sides of the engine, loosen the OEM spring clamps and dislodge the rubber crankcase vent hoses.	
10	8mm Socket	On both sides of the engine, loosen the two OEM worm drive clamps and remove the intake hoses.	
11	Needle Nose Pliers	<p>Unplug the mass air flow sensors (MAF) and dislodge wiring harness clips from each air box.</p> <p>Unclip the air box latches and remove the air filters from each side.</p> <p>Unscrew the M6 air box mounting bolts. Pull up to dislodge the air boxes from the mounts and set aside.</p>	
	10mm Socket Wrench		
12	Pliers	<p>From the front of the engine, loosen the OEM spring clamps and pull the PCV hoses off the intake manifold barbs, as shown.</p> <p>The OEM spring clamps will be reused.</p>	
13	Pliers	<p>To remove both PCV valve hoses from the engine, loosen the OEM hose clamps and pull the hose up.</p> <p>The OEM spring clamps will be reused.</p>	







14	10mm Socket	Find the relay box in the engine bay. It is in front of the LH strut tower. Dislodge the relay box lock from the steel mount and pull upwards to release. Temporarily set the relay box aside.		
		Unscrew the relay box mount bolts. The steel bracket will NOT be reused.		
15	10mm Socket	Unscrew the chassis ground bolts in the area near the relay box.		
		Reposition the wiring harnesses to the locations shown in the picture and secure with the original fasteners.		
16	10mm Socket	Switching to the opposite side of the engine bay, find the power steering reservoir. It is in front of the RH strut tower. Dislodge the power steering reservoir lock from the steel mount and pull upwards to release. Temporarily set the reservoir aside.		
		Unscrew the 3 power steering reservoir mount bolts. The steel bracket and bolts will NOT be reused.		
17		In the same area as the power steering reservoir, dislodge the wiring harness stay from the chassis, as shown. This will create harness slack and free up space for the catch can.		
18	3mm Allen Wrench	Find the power steering reservoir relocation bracket and the RH catch can bracket in the kit. See step 19 for a photo of these parts. Also, find two M5 locking nuts and button head screws.		
	8mm Wrench			
		Use the illustration to properly secure these brackets together. The important part is that the relocation bracket is underneath the catch can bracket.		
19	3mm Allen Wrench	Fully tighten the screws to the locking nuts.		
	8mm Wrench			

20	4mm Allen Wrench	Using the OEM power steering reservoir bracket threaded holes, secure the RH side catch can bracket using 3 of the provided M6 button head screws.	
21		Lift the power steering reservoir up and slide down onto the new power steering reservoir relocation bracket, as shown.	
22	Oil Lubrication	Find one of the catch cans and a 10AN ORB to 6AN male fitting in the kit. Apply oil to the O-ring and install to the side port.	
	1" Wrench		
	Threadlocker	Apply a medium-strength threadlocker to 4 of the included flat head M5 screws in the kit. Tighten the catch can to the RH side mounting bracket.	
	3mm Allen Wrench		
23	Oil Lubrication	<i>For kits manufactured prior to December 2020, a green 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>	
	4mm Allen Wrench		
		<i>For kits manufactured after November 2020, a silver banjo fitting will be included (not shown). Lubricate the O-ring then tighten this fitting to the catch can top port.</i>	
		Loosely screw one of the 90 degree hose ends to the fitting pointing it towards the PCV valve on the RH valve cover.	
24	4mm Allen Wrench	Switching back the opposite of the engine bay, secure the LH side catch can bracket to the threaded holes near the wiring harness ground points using 2 of the provided M6 button head screws.	
25	Oil Lubrication	Find the other catch can and 10AN ORB to 6AN male fitting in the kit. Apply oil to the O-ring and install to the side port.	
	1" Wrench		
	Threadlocker	Apply a medium-strength threadlocker to the included flat head M5 screws. Tighten the catch can to the LH side mounting bracket.	
	3mm Allen Wrench		



26		Find the relay box relocation bracket in the kit. Slide the OEM relay box down onto the relocation bracket until it snaps in place.	
27	10mm Socket Wrench	Place the relay relocation mounting tab on the OEM air box's threaded boss. Next, line-up and press the OEM LH side air box down into the frame rail holes affectively sandwiching the relocation bracket.	
		Lineup the 2 holes and reinstall the OEM M6x1.0mm bolt to secure both the OEM airbox and relay relocation bracket, as shown.	
28	Oil Lubrication	<p><i>For kits manufactured prior to December 2020, a green 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 banjo fitting will be included (not shown). Lubricate the O-ring then tighten this fitting to the catch can top port.</i></p> <p>Loosely screw one of the 90 degree hose ends to the fitting pointing it towards the PCV valve on the LH valve cover.</p>	
	4mm Allen Wrench		
29	8mm Socket Wrench	Plug in both MAF sensor connectors and the MAF wiring clip to the air boxes.	
	Pliers		
		Reinstall both intake tubes and corresponding crankcase vent hoses.	
		Reinstall both air filters.	
30	Hose Cutter	<p>Cut a 17" long section of the provided hose. Lubricate the PushLok barbs of one of straight hose ends included in the kit. Fully insert the hose end into one side of the hose. Cut the included convoluted loom in half. To protect against unwanted chaffing, install one side over the hose.</p> <p>Screw the hose end into the LH catch can side port. Route the hose under the engine harness loom and to the intake plenum. Check the length of the hose and loom and cut if necessary. Using the OEM spring clamp, secure the hose to the LH intake manifold port.</p>	
	Oil Lubrication		
	Pliers		
	Scissors		
31	Hose Cutter	<p>Cut another 17" long section of the provided hose. Lubricate the PushLok barbs of the other straight hose end included in the kit. Fully insert the hose end into one side of the hose. Using the other section of convoluted loom, install over the hose.</p> <p>Screw the hose end into the RH catch can side port. Route the hose under the engine harness loom and to the intake plenum. <i>NOTE: the pictured vehicle does not have the fuel pulse damper installed in the OEM location.</i> Check the length of the hose and the loom and cut if necessary. Using the OEM spring clamp, secure the hose to the RH intake manifold port, as shown.</p>	
	Oil Lubrication		
	Pliers		
	Scissors		

32	Hose Cutter	Cut a 9.5" long section of the provided hose. Lubricate the PushLok barbs of one of the 90 degree hose ends included in the kit. Fully insert the hose end into one side of the hose.  Screw the hose end into the RH catch can top banjo fitting. Route the hose over the intake tube and down to the PCV valve. Check the length and cut if necessary. Using the OEM spring clamp, secure the hose to the RH PCV valve, as shown.	
	Oil Lubrication		
	Pliers		
33	Hose Cutter	Cut another 9.5" long section of the provided hose. Lubricate the PushLok barbs of the other 90 degree hose end included in the kit. Fully insert the hose end into one side of the hose.  Screw the hose end into the LH catch can top banjo fitting. Route the hose over the intake tube and down to the PCV valve. Check the length and cut if necessary. Using the OEM spring clamp, secure the hose to the LH PCV valve, as shown.	
	Oil Lubrication		
	Pliers		
34	9/16" Wrench	Hold the catch cans and tighten all hose ends.	
35	1-1/8" Socket	<i>For kits manufactured prior to December 2020, hold the catch can and torque the banjo fittings using a 1-1/8" or a 28mm socket wrench.</i>  Reinstall all OEM components in reverse order.  <b>CATCH CAN INSTALLATION COMPLETE</b>	
	Torque Wrench		
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 dipstick. The contents can be emptied by one of three ways: 1. Unscrewing the bottom half of the catch can and dumping out the collected fluid. 2. Extracted through the dipstick hole using a hand vacuum pump and straw. 3. A remote drain hose can be installed on the bottom of the catch can (P/N 20-0024) Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil.		