

# INSTALLATION INSTRUCTIONS

## 2023+ TOYOTA GR COROLLA

### OIL CATCH CAN KIT

Kit # 20-0759-FL

Document: 19-0308







Support: info@radiumauto.com









| 20-0759-FL                             |      |
|--|------|
| Item Description                       | Qty  |
| Bracket CCV GR Corolla                 | 1    |
| Catch Can, Fluid Lock 2, Preassembled  | 1    |
| 5/8 PCV/FUEL HOSE                      | 2 ft |
| 16MM SAE FEMALE TO 45DEG 5/8 BARB      | 2    |
| 10AN ORB to 16MM SAE MALE              | 1    |
| SPRING CLAMP, 5/8" HOSE                | 2    |
| 10AN ORB SWIVEL BANJO to 16mm SAE MALE | 2    |
| CATCH CAN SERVICE INTERVAL STICKER     | 1    |

| STEP | TOOLS NEEDED | INSTRUCTIONS  | PHOTO |
|------|--------------|---|-------|
| 1    |              | NOTES:  |       |
|      |              | a. The terms "driver-side" and "passenger-side" will NOT be referenced. As depicted, these instructions will always reference "LH" and "RH" areas of the vehicle. |       |
|      |              | b. Aluminum wrenches are recommended to prevent surface marring on all anodized finishes.   |       |
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| 2  | 10mm Socket Wrench | For safety purposes, pop the trunk and disconnect the negative battery terminal. CAUTION: Disconnecting the battery may cancel fault memories of some control units. Consequently, before disconnecting the battery, always cross examine any fault memories.   |    |
|    |                    | Pop the hood. To remove the engine cover, simply pull up on all 4 corners. This will release the 4 rubber grommets.   |   |
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| 3a |                    | There are a couple different Radium Fluid Lock catch cans; high flow/single stage and low flow/dual stage. Because the Toyota G16E-GTS system uses tight crankcase pressure tolerances, a high flow/single stage catch can must be used.  |    |
|    |                    | To verify that that you have the correct high flow/single stage catch can, look inside the top port. If you see condensing media in this port (as shown), the catch can needs to be converted to a high flow/single stage. See step below.  |   |
|    |                    | If your catch can does not have condensing media in this top port, no action is required and the next step can be skipped.  |   |
|    |                    |   |   |
| 3b | 2.5mm Allen Wrench | This step will increase crankcase flow through the catch can by 19% and decrease the pressure drop by 26%.<br><br>a. Unscrew the bottom section of the catch can and set aside.<br>b. Remove the button head screw. Be careful not to lose the stainless steel float plate or ball shown in picture.<br>c. From the underside of the top, use a blunt object to push the cylindrical stainless steel media out of the top.<br>d. Reinstall all components in reverse order.<br><br><b>WARNING: to avoid a check engine light, condensing media cannot be present in the top port.</b> |   |
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| 4  | Oil Lubrication    | Lubricate the O-ring found on the provided 16mm SAE quick connect straight adapter. Install this fitting to the catch can side port, as depicted.   |  |
|    | Adjustable Wrench  |   |   |
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| 5  | M6x1.0mm Die       | There are 2 studs found on the RH strut tower. Because these are painted, they will need to be retapped.<br><br>Using a M6x1.0mm die, rethread the 2 studs as shown.  |  |
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| 6  | 10mm Socket Wrench | Mount the catch can bracket to the studs. Secure the bracket using the provided M6x1mm flange nuts.   |  |
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| 7  | Thread Locker    | Apply a medium-strength thread locker to the four provided M5x0.8mm flat head bolts.   |    |
|    | 3mm Allen Wrench | Position the catch can into the mounting bracket and secure.   |   |
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| 8  | Oil Lubrication  | Temporarily remove the oil dipstick from the catch can.  |    |
|    | 6mm Allen Wrench | Lubricate the O-ring found on the provided 16mm SAE quick connect low profile swivel adapter. Install this fitting to the catch can top port, as depicted.             |   |
|    |                  | Reinstall the oil dipstick to the catch can.   |   |
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|    |                  |  |   |
| 9  | Pliers           | The OEM crankcase vent (CCV) hose attaches the valve cover port to the turbocharger inlet port.  |   |
|    |                  | Loosen the OEM spring clamps and pull the hose from the engine bay.  |   |
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| 10 | Hose Cutter      | Cut the OEM hose in the location shown. Next, transfer the OEM spring clamp to the hose shown.   |  |
|    |                  | Replacement OEM ventilation hose: Toyota P/N: 12261-18010  |   |
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| 11 | Oil Lubrication  | Lubricate the O-ring on one of the 45 degree SAE quick connect hose ends.  |  |
|    | Pliers           | Push the 45 degree hose end into the OEM hose and orient as shown. Secure the hose end using the OEM spring clamp.   |   |
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| 12 | Oil Lubrication  | Lubricate the internal O-ring inside the 45 degree SAE quick connect hose end. Push the hose end onto the side port SAE quick connect fitting until a "click" is felt. |  |
|    |                  | Install the other end of the hose back to the vertical turbo inlet barb. Be sure not to kink the hose. This may take some adjustments.                                 |   |
|    |                  | <b>WARNING: to avoid a check engine light, this hose must be free flowing (not restrictive).</b>   |   |
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| 13        | Oil Lubrication   | Lubricate the O-ring on the other 45 degree SAE quick connect hose end.   |    |
|           | Pliers  | Push the hose end into the provided hose. As shown, secure the hose end using the provided spring clamp.  |   |
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| 14        | Oil Lubrication   | Lubricate the internal O-ring inside the 45 degree SAE quick connect hose end. Push the hose end onto the top port SAE quick connect fitting until a "click" is felt.   |    |
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| 15        | Hose Cutter   | Neatly route the hose through the integrated pinch clamp on top of the valve cover.<br><br>Route the hose towards the valve cover port. Cut to length allowing enough slack for engine movement.  |    |
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| 16        | Pliers  | Push the hose over the valve cover port. Secure the hose using the provided spring clamp.<br><br><b>WARNING: to avoid a check engine light, this hose must be free flowing (not restrictive).</b>   |   |
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| 17        | 10mm Wrench   | Reconnect the battery and start the engine. Confirm there are no leaks. Reinstall the engine cover.<br><b>INSTALLATION COMPLETE</b><br><br><i>NOTE: If this part was assembled according to the instructions above, a check engine light will not trigger. This assumes all engines components are OEM. Please know that some aftermarket intake systems can create a "CRANKCASE VENTILATION SYSTEM" check engine light on their own.</i> |  |
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| SERVICING | <p>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.</p> <p>Catch can contents can be monitored using the dipstick.</p> <p>The contents can be emptied by one of three ways:</p> <ol style="list-style-type: none"> <li>1. Unscrewing the bottom half of the catch can and dumping out the collected fluid.</li> <li>2. Extracted through the dipstick hole using a hand vacuum pump and straw.</li> <li>3. A remote drain hose can be installed on the bottom of the catch can (P/N 20-0024)</li> </ol> <p>Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil.</p> |   |  |