




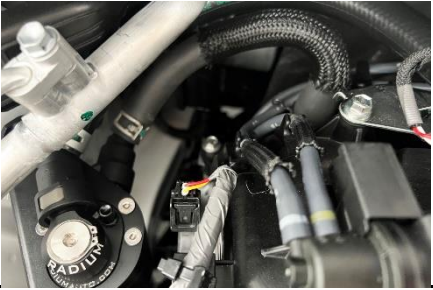







2	10mm Socket Wrench	For safety purposes, pop the trunk and disconnect the negative battery terminal. CAUTION: Disconnecting the battery may cancel fault memories of some control units. Consequently, before disconnecting the battery, always cross examine any fault memories.	
		Pop the hood. To remove the engine cover, simply pull up on all 4 corners. This will release the 4 rubber grommets.	
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 though the catch can by 19% and decrease the pressure drop by 26%. a. Unscrew the bottom section of the catch can and set aside. b. Remove the button head screw. Be careful not to lose the stainless steel float plate or ball shown in picture. c. From the underside of the top, use a blunt object to push the cylindrical stainless steel media out of the top. d. Reinstall all components in reverse order. WARNING: to avoid a check engine light, condensing media cannot be present in the top port.	
4	Oil Lubrication Adjustable Wrench	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.	
5	M6x1.0mm Die	There are 2 studs found on the RH strut tower. Because these are painted, they will need to be retapped. Using a M6x1.0mm die, rethread the 2 studs as shown.	
6	10mm Socket Wrench	Mount the catch can bracket to the studs. Secure the bracket using the provided M6x1mm flange nuts.	

7	Thread Locker	<p>Apply a medium-strength thread locker to the four provided M5x0.8mm flat head bolts.</p> <p>Position the catch can into the mounting bracket and secure.</p>	
	3mm Allen Wrench		
8	Oil Lubrication	<p>Temporarily remove the oil dipstick from the catch can.</p> <p>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.</p> <p>Reinstall the oil dipstick to the catch can.</p>	
	6mm Allen Wrench		
9	Pliers	<p>The OEM crankcase vent (CCV) hose attaches the valve cover port to the turbocharger inlet port.</p> <p>Loosen the OEM spring clamps and pull the hose from the engine bay.</p>	
10	Hose Cutter	<p>Cut the OEM hose in the location shown. Next, transfer the OEM spring clamp to the hose shown.</p> <p>Replacement OEM ventilation hose: Toyota P/N: 12261-18010</p>	
11	Oil Lubrication	<p>Lubricate the O-ring on one of the 45 degree SAE quick connect hose ends.</p> <p>Push the 45 degree hose end into the OEM hose and orient as shown.</p> <p>Secure the hose end using the OEM spring clamp.</p>	
	Pliers		
12	Oil Lubrication	<p>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.</p> <p>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.</p> <p>WARNING: to avoid a check engine light, this hose must be free flowing (not restrictive).</p>	

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.	
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.	
15	Hose Cutter	Neatly route the hose through the integrated pinch clamp on top of the valve cover. Route the hose towards the valve cover port. Cut to length allowing enough slack for engine movement.	
16	Pliers	NOTE: The Radium PCV/fuel hose has a natural curve to it. This last connection uses a tight radius bend. It is easiest to rotate the hose around to take advantage of this natural bend of the hose. Push the hose over the valve cover port. Secure the hose using the provided spring clamp. WARNING: to avoid a check engine light, this hose must be free flowing (not restrictive).	
17	10mm Wrench	Reconnect the battery and start the engine. Confirm there are no leaks. Reinstall the engine cover. INSTALLATION COMPLETE <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>	
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"> 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) <p>Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil.</p>		