





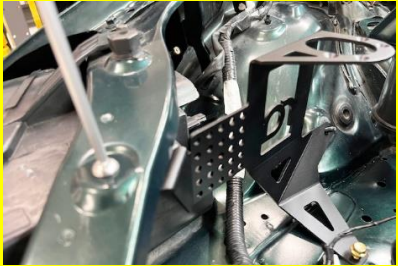


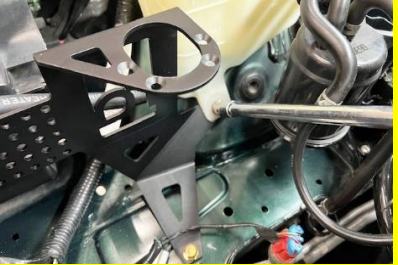








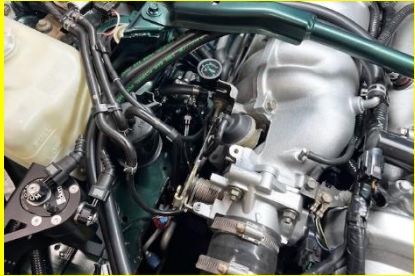













2	10mm Socket	Remove the lower M6x1mm screw from the coolant overflow bottle.	
3	10mm Socket	Remove the upper M6x1mm screw from the coolant overflow bottle.	
4	Rag	Prior to pulling off the coolant overflow hose from the radiator barb, move the overflow bottle down. This will prevent too much coolant from spilling out of this connection.	
5	Rag	Place the coolant overflow bottle on a workbench in the position shown. Remove the hose.	
6	Pliers	Find one of the 2 small spring clamps and the heater hose provided in the kit. Secure the included heater hose to the overflow bottle, as shown.	
7	5mm Allen Wrench	Find one of the M8x1.25mm button head screws, the M8x1.25mm female threaded coupler, and the large mounting bracket included in the kit. Secure the threaded coupler to the mounting bracket, as shown.	







8	5mm Allen Wrench	Find the other M8x1.25mm button head screw and the M6x1mm hex bolt provided in the kit.	
9	10mm Socket	Secure the lower hex bolt, as shown.	
10	10mm Socket	Place the coolant overflow bottle mount over the lower stud (on top of the catch can mounting bracket).	
11	10mm Socket	As shown, secure the coolant overflow bottle's upper mount reusing the OEM M6x1mm bolt.	
12	Hose Cutter	Route the new coolant overflow hose to the radiator neck.	
13	Pliers	Secure the coolant overflow hose to the radiator barb using the last small spring clamp included in the kit.	


14	Oil	Find the catch can and the 2 SAE quick connect fittings provided in the kit. Lubricate the O-rings and secure as shown.	
	4mm Allen Wrench		
15	Thread Locker	Find the four M5x0.8mm countersink screws provided in the kit. Apply a medium-strength thread locker to the threads. Install the catch can to the mounting bracket, as shown.	
	3mm Allen Wrench		
16	Pliers	Find the OEM PCV valve hose. NOTES: 1. The OEM PCV valve hose attaches the valve cover mounted PCV valve to the intake manifold. 2. This picture may differ from your specific vehicle as there are multiple engines and intake manifolds compatible with this kit. Loosen the OEM spring clamps.	
17		Pull the PCV valve hose off. This will not be reused.	
18	Hose Cutter	Cut the provided hose exactly in half.	
19	Pliers	Install one hose to the intake manifold barb and the other hose to the PCV valve. Secure each hose using a large spring clamp.	

20	Oil	Lubricate the internal O-rings inside the 2 SAE quick connect hose ends. Push each onto the catch can fittings until they click in place.	
		Route the 2 hoses towards the catch can hose ends staying clear of moving components, hot areas, and chaffing points.	
21	Hose Cutter	Starting with the hose attached to the intake manifold barb, route towards the side catch can port. Cut this hose to length allowing enough slack for engine movement.	
22	Oil	Lubricate the external O-ring and barbs on the SAE quick connect hose end.	
	Pliers	Install the (intake manifold) hose onto the (side catch can port) hose end. Secure using one of the large spring clamps, as shown.	
23	Hose Cutter	Route the hose attached to the PCV valve towards the top catch can port. Cut this hose to length allowing enough slack for engine movement.	
24	Oil	Lubricate the external O-ring and barbs on the SAE quick connect hose end.	
	Pliers	Install the (PCV valve) hose onto the (top catch can port) hose end. Secure using one of the large spring clamps, as shown.	
25	Diagonal Cutters	Secure the hoses together using the provided cable zip ties.	

26	10mm Socket	Reinstall the battery. Start the engine and check for leaks.	
		20-1336-FL INSTALLATION COMPLETE	
27	10mm Wrench	20-1337-FL INSTALLATION This add-on requires 20-1336-FL (above) to be installed. Before disconnecting the battery, be sure to have the anti-theft code for the OEM radio, if applicable. Write down the frequencies for the radio's preset buttons. Access the battery and remove the negative (-) terminal. Unlatch and prop the hood. Allow the engine to cool before proceeding.	
28	3mm Allen Wrench	Find the three M5x0.8mm bolts, the three M5x0.8mm nuts, and the small catch can bracket included in the kit. Lineup and place the small catch can bracket to the inside of the mount from the 20-1336-FL kit. Insert the button head bolts from the outer side and secure the nuts from the inner side, as shown.	
	8mm Socket		
29	Diagonal Cutter	There is a large wire loom (shown) and smaller wires that are found underneath where the catch can will be mounted. These wires should be repositioned for easier catch can servicing. On the sheet metal below this area, there are 2 holes in the chassis. Curl one of the included cable zip ties and insert it through the holes as shown. Secure the wires.	
30	Oil	Find the catch can and the 2 SAE quick connect fittings provided in the kit. Lubricate the O-rings and secure as shown.	
	4mm Allen Wrench		
31	Thread Locker	Find the four M5x0.8mm countersink screws provided in the kit. Apply a medium-strength thread locker to the threads. Install the catch can to the mounting bracket, as shown.	
	3mm Allen Wrench		

32	Pliers	Remove the OEM crankcase vent (CCV) line. This hose connects the valve cover to the intake pipe.	
33	Hose Cutter	Cut the provided hose exactly in half.	
34	Oil	Lubricate the external O-ring and barbs on the 45 degree SAE quick connect hose end. Push (either) one of the hoses fully over the barbs. Secure using one of the spring clamps, as shown.	
	Pliers		
35	Oil	Lubricate the internal O-rings inside the 45 degree SAE quick connect hose end. Push onto the side catch can port until it clicks in place.	
	Hose Cutter	This hose will attach to the intake barb. For optimal routing, run the hose under the throttle body, but above the thermostat. Be sure to stay clear of moving components, hot areas, and chaffing points.	
		Cut the hose to length. NOTE: This hose will likely be much longer than necessary. This extra length may be necessary if the vehicle is using aftermarket parts such as a turbocharger.	
36	Pliers	Secure the hose using one of the spring clamps provided in the kit.	
37	Oil	Lubricate the external O-ring and barbs on the straight SAE quick connect hose end. Push the other hose fully over the barbs. Secure using one of the spring clamps, as shown.	
	Pliers		

38	Hose Cutter	Cut a short 2" (51mm) section from the provided hose.	
39	Oil	Lubricate one side of the provided elbow. Push the hose fully onto the elbow. Place a spring clamp onto the end of the hose, as shown.	
	Pliers		
		NOTE: a spring clamp is NOT required for the elbow barb.	
40	Oil	Install the short hose to the valve cover barb, as shown.	
	Pliers		
41	Oil	Lubricate the internal O-rings inside the straight SAE quick connect hose end. Push onto the top catch can port until it clicks in place.	
	Hose Cutter		
		For optimal routing, run the hose in a similar manner as the previous hose (under the throttle body, but above the thermostat). Be sure to stay clear of moving components, hot areas, and chaffing points.	
		Cut the hose to length.	
42	Oil	Lubricate the other side of the provided elbow. Push the hose fully onto the elbow. NOTE: a spring clamp is NOT required for the elbow barb.	
43	Diagonal Cutters	Secure the hoses together using the provided cable zip ties.	

44	10mm Socket	Reinstall the battery. Start the engine and check for leaks. 20-1337-FL INSTALLATION COMPLETE	
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 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. 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.	