# INSTALLATION INSTRUCTIONS
## OIL CATCH CAN KIT
2007-2021 TOYOTA TUNDRA

**Kit # 20-0238-FL, 20-0239-FL, 20-0240-FL**

**Document:** 19-0110

**Support**: info@radiumauto.com

| 20-0240-FL | | | |
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| **Item Description** | **Qty** | **Item Description** | **Qty** |
| CATCH CAN MTG BRACKET, UNIVERSAL, SINGLE | 1 | 10AN ORB TO 6AN MALE FITTING | 1 |
| Bracket, Catch Can Tundra | 1 | 10AN ORB TO 8AN MALE FITTING | 3 |
| Catch Can, Fluid Lock 2, Preassembled | 2 | PUSHLOK HOSE END, 6AN 90DEG | 1 |
| 3/8 PCV/FUEL HOSE | 3 ft | PUSHLOK HOSE END, 8AN STRAIGHT | 2 |
| 1/2 PCV/FUEL HOSE | 6 ft | PUSHLOK HOSE END, 8AN 90DEG | 1 |
| 1/2 PCV/FUEL HOSE | 3 ft | Hose Barb Reducing Union | 1 |
| Flanged Hex Nut, M6 x 1.0 | 6 | 1/4 Washer | 1 |
| CATCH CAN SERVICE INTERVAL STICKER | 1 | BHSCS, M6 x 1.0, 16mm Long, SS | 6 |

| STEP | TOOLS NEEDED | INSTRUCTIONS | PHOTO |
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| 1 | | Open the hood.<br><br>To release the engine cover, lift up and remove.<br><br>Note the 3 holes in the factory sheet metal where the catch can bracket will be mounted. This area is located in the front between the radiator and the right headlight. Make sure this area is free of any aftermarket products that may have been previously installed. |  |

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| 2 | 4mm Allen Hex Wrench<br>10mm Wrench<br>10mm Socket<br>Wobbly Swivel<br>Socket Extension | Install the bracket using the included hardware.<br><br>NOTES:<br>-For 2014+ Tundras, there is a plastic splash shield that needs to be temporarily removed to access the 3 holes shown in this area.<br>-The bottom right side hole requires the large washer (as shown).<br>-The inner mounting point may require a wobbly swivel since the through hole is offset from the large sheet metal hole shown. |  |
| 3 | | When the bracket is properly installed, the OEM wiring harness will route through the bracket, as shown. |  |
| 4 | 25mm Wrench<br>Oil | Assemble the adapters fittings onto the catch can(s).<br><br>NOTES:<br>-Ignore the instructions regarding the second catch can if only one catch can was purchased.<br>-The PCV catch can uses a -6AN male adapter fitting, as shown. All other adapter fittings are -8AN male.<br>-Lubricate the O-rings with a drop of light oil.<br>-Aluminum wrenches prevent surface finish marring. |  |
| 5 | 3mm Allen Hex Wrench<br>Threadlocker | Install the catch can to the bracket.<br><br>NOTES:<br>-Use a drop of medium-strength threadlocker for each bolt. |  |
| 6 | Pliers | If the PCV catch can is being installed, remove the short PCV valve hose. This is located on the front of the engine. Use a pair of pliers to release each OEM spring clamp. The OEM spring clamps will be reused.<br><br>NOTES:<br>-To gain access, remove and discard a small portion of the OEM foam that is located in this area. |  |
| 7 | Pliers | For the PCV catch can installation, push the included 3/8" hose onto the green PCV valve barb. Reattach the OEM spring clamp. |  |

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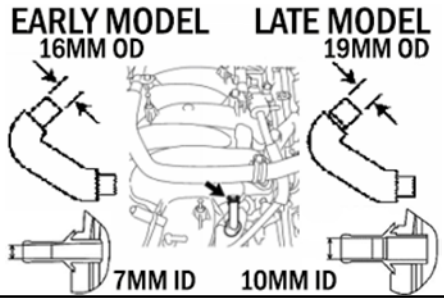
| 8 | Pliers | There are intake manifold barb differences between early model and late model Toyota 3UR-FE engines.<br><br>Early models (Engine No. = 3XXXXXX) require a 3/8" ID hose.<br>Late models (Engine No. = 5XXXXXX) require a 1/2" ID hose.<br><br>Determine which model you have and proceed accordingly. |  |
| 9 | Hose Cutter | **Early model 3UR-FE engines ONLY**<br><br>This step will convert the 3/8" intake manifold barb to a 1/2".<br><br>First, cut a short section out of the provided 3/8" hose. Push this short hose onto the small side of the barb-to-barb reducer as shown. NOTE: this connection does NOT require a hose clamp.<br><br>Next, push the opposite end of the short 3/8" hose onto the intake manifold barb and reuse the OEM spring clamp. |  |
| 10 | Pliers | **Early model 3UR-FE engines**<br>Push the included 1/2" hose onto the barb-to-barb reducer (not shown). NOTE: this connection does NOT require a hose clamp.<br>_____<br>**Late model 3UR-FE engines**<br>Push the included 1/2" hose onto the intake manifold barb. Reattach the OEM spring clamp, as shown.<br>_____<br>Route the hoses over the intake tube (shown) than underneath the air filter box. |  |
| 11 | Hose Cutter | Hand tighten the -6AN 90 degree hose end and -8AN straight hose end onto the catch can fittings.<br><br>Pull each hose up towards the hose ends. Allow some slack for engine movement and cut to length, if necessary.<br><br>NOTES:<br>-For the PCV catch can install, the 3/8" hose from the green PCV valve will route to the top port and attach to the 6AN 90 degree hose end.<br>-For the PCV catch can install, the 1/2" hose from the intake manifold will route to the side port and attach to the 8AN straight hose end. |  |
| 12 | Oil<br>11/16" Aluminum Wrench<br>7/8" Aluminum Wrench | Unscrew the hose ends from the catch can.<br><br>Drop a small amount of light oil onto the hose end barbs. With a great deal of force, push each hose onto their respective hose end until it is fully seated.<br><br>Install each hose assembly to the catch can and tighten.<br><br>NOTES:<br>-Aluminum wrenches prevent surface finish marring. |  |
| 13 | 4mm Allen Hex Wrench<br>10mm Wrench | If the second catch can is being installed, use the 3 bolts and 3 nuts included to secure the secondary catch can bracket to the main bracket, as shown. |  |

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| 14 | Pliers | If the crankcase catch can is being installed, remove the u-shaped hose (shown) from the TEE barb and air box filter barb. This is located on the right center of the engine. Use a pair of pliers to release each OEM spring clamp. The OEM spring clamps will be reused. |  |
| 15 | Hose Cutter<br>Pliers | For the crankcase catch can installation, cut the included 1/2" hose in half. Next, push each hose onto the TEE barb and air filter box barb and reattach the OEM spring clamps, as shown.<br><br>Route both hoses underneath the air filter box. |  |
| 16 | Hose Cutter | Hand tighten the -8AN 90 degree hose end and -8AN straight hose end onto the catch can fittings.<br><br>Pull each hose up towards the hose ends. Allow some slack for engine movement and cut to length, if necessary.<br>NOTES:<br>-For the crankcase install, the 1/2" hose from the TEE will route to the top port and attach to the 8AN 90 degree hose end.<br>-For the crankcase install, the 1/2" hose from the air filter box will route to the side port and attach to the 8AN straight hose end. |  |
| 17 | Oil<br>3/4" Aluminum Wrench | Unscrew the hose ends from the catch can.<br><br>Drop a small amount of light oil onto the hose end barbs. With a great deal of force, push each hose onto their respective hose end until it is fully seated.<br><br>Install each hose assembly to the catch can and tighten.<br><br>NOTES:<br>-Aluminum wrenches prevent surface finish marring. |  |
| 18 | | Reinstall the engine cover.<br><br>**Installation Complete**<br><br>*Periodically check the catch can contents using the dipstick, or by unscrewing the lower portion of the catch can(s). Empty and clean as needed.* |  |
| SERVICING | | **It is recommended to check catch can fluid level every 5,000 miles (8,000km).**<br>**It may be necessary to check more frequently in cases of extreme use.**<br>Catch can contents can be monitored using the dipstick.<br>The contents can be emptied by one of three ways:<br>1. Unscrewing the bottom half of the catch can and dumping out the collected fluid.<br>2. Extracted through the dipstick hole using a hand vacuum pump and straw.<br>3. A remote drain hose can be installed on the bottom of the catch can (P/N 20-0024)<br>Carefully drain contents into an oil-safe container and dispose in the same manner as used motor oil. |  |