













# INSTALLATION INSTRUCTIONS

## MITSUBISHI EVO 4-6

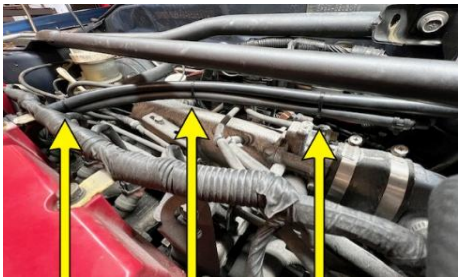

### PCV CATCH CAN KIT

2	Pliers	Find the PCV valve on the backside of the valve cover. Squeeze the spring clamp and slide it down the hose just enough to pull and free the hose off the PCV valve.	
3	Pliers	Follow the PCV hose down to the intake manifold port. Squeeze the spring clamp and slide it up the hose just enough to pull and free the hose off the barb.  The OEM hose and springs clamps (shown) will NOT be reused.	
4	Hose Cutter	Cut a 32" (813mm) long section from the 5/16" (5AN) PCV hose.  NOTE: Once this hose is routed in the engine bay, it will be cut to length in a later step. Roughly another 8" (203mm) will be taken off.	
5	Pliers	As shown, slide one of the included spring clamps over one side of the hose.	
	Oil Lubrication	Using a small dab of oil, lubricate the inside of the hose and the outside of the intake manifold barb.	
6	Pliers	Slide the hose over the intake manifold barb. This will take a little bit of force. As shown, secure the spring clamp.	
7	Pliers	Grab the other (left over) hose. As shown, slide another spring clamp over one side of this hose. Using a small dab of oil, lubricate the inside of the hose and the outside of the PCV valve barb.	
	Oil Lubrication	NOTE: Once this hose is routed in the engine bay, it will be cut to length in a later step. Roughly another 8" (203mm) will be taken off.	

8	Pliers	Slide the hose over the PCV valve barb. This will take a little bit of force. As shown, secure the spring clamp.	
9	14mm Socket Wrench	Remove the two M10x1.5mm screws that secure the OEM strut tower brace to the firewall.	
10	Oil Lubrication	Lubricate the O-ring on one of the 5/16" SAE quick connect banjo fittings. As shown, secure the fitting to the catch can side port.	
	4mm Allen Wrench		
11	Thread Locker	Apply a medium-strength thread locker to the eight provided M5x0.8mm flat head screws.	
12	3mm Allen Wrench	Position the catch can into the mounting bracket and secure the screws.	
13	Oil Lubrication	Lubricate the O-ring on the other 5/16" SAE quick connect banjo fitting. As shown, secure the fitting to the catch can top port.	
	4mm Allen Wrench		

14	14mm Socket Wrench	Lineup the catch can assembly to the two M10x1.5mm threaded holes in the firewall. Using the OEM screws, secure the catch can assembly.	
15	Oil Lubrication	Find the two 5/16" SAE quick connectors in the kit. Lubricate the internal O-rings and press them into the male fittings into they lock in place. Orient the fittings as shown.	
16	Hose Cutter	Route the hose from the intake manifold port to the catch can side port fitting. Cut the hose to length allowing for engine movement.  Now route the hose from the PCV valve to the catch can top port fitting. Cut the hose to length (as shown) allowing for engine movement.	
17	Pliers	Slide the other 2 provided spring clamps over each hose.	
	Oil Lubrication	Remove the SAE quick connectors from the catch can. Lubricate the O-ring and barbs, as shown.	
18	Pliers	Fully insert the 5/16" SAE quick connectors into the each hose. As shown, secure with the spring clamps.	
19		Install the hose from the intake manifold port to the catch can side port fitting until the 5/16" SAE quick connector locks in place.  Install the hose from the PCV valve to the catch can top port fitting until the 5/16" SAE quick connector locks in place.	



20	Cutter	As shown, secure the PCV hoses together using the included cable zip ties.	
21		<p>Start the engine and check for any leaks or errors.</p> <p><b>INSTALLATION COMPLETE</b></p>	
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 extreme cases.</p>	<p>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.</p> <p>To empty, unscrew the bottom half of the catch can. Carefully drain contents into an oil-safe container and dispose of in the same manner as used motor oil. Contents may also be drawn out through the dip stick hole using a hand vacuum pump and a straw.</p>	