

INSTALLATION INSTRUCTIONS

COMPETITION CATCH CAN



radium
ENGINEERING

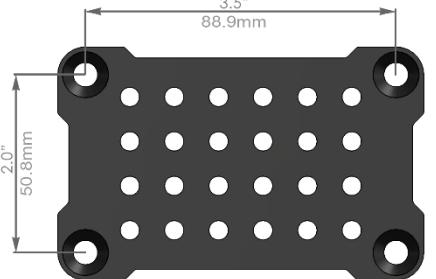
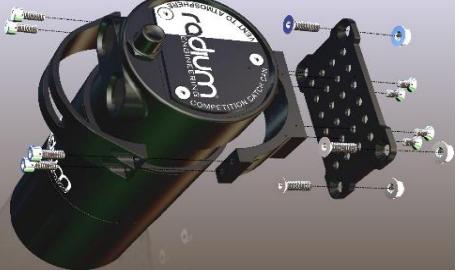
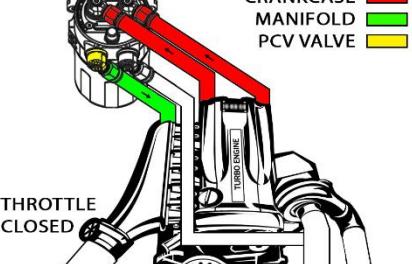
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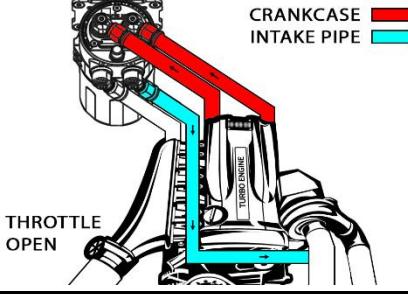
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CATCH CAN SERVICING

- Check the oil catch can dipstick regularly.
- All vehicles are unique and will accumulate contaminants at different rates.
- Unscrew the bottom portion of the catch can.
- Properly dispose of the contents as needed.
- Do NOT return the contents back into the engine.
- The stainless steel media can be cleaned with a degreaser.

| STEP | TOOLS NEEDED | INSTRUCTIONS | PHOTO |
|------|--------------------|--|-------|
| 1 | | <p>This competition catch can (CCC) is preassembled to vent-to-atmosphere (VTA). It has 2 "inlet" ports (shown blue) and 1 large outlet vent (shown yellow). The ports use 7/8"-14 threads that are compatible with 10AN ORB fittings.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Hoses will need to be constructed that route from the valve cover(s) and/or a crankcase vent to these ports. 2. If the engine only has 1 vent, a 10AN ORB plug is required. 3. A PCV valve can NOT be used with a VTA catch can. | |
| | 2.5mm Allen Wrench | As shown, there are components included to simply convert the catch can from VTA to VTE (vent-to-engine). | |
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| | | To convert, remove the top three M4x0.7mm flat head screws (shown). Next, remove the "VTA" top plate. Now, place the gasket (shown right) down and the VTE plate (shown left) on top. Secure the three M4x0.7mm flat head screws. | |
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| 3 | | <p>When using the VTE setup, the top ports (pink) and the side ports (yellow) can be used interchangeably, ie: top ports are inlets and side ports are outlets or side ports are inlets and top ports are outlets. The ports use 7/8"-14 threads, compatible with 10AN ORB fittings.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Hoses will need to be constructed that route to and from the engine. 2. A PCV valve can be used with a VTE catch can. 3. Use a 10AN ORB plug for any unused port. | |
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| 4 | | Adapter fittings are not provided. Go to www.radiumauto.com to find a wide array of 10AN ORB fitting configurations, sizes, and styles. Before installing, make sure to lubricate the O-rings. | |
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| 5 | <p>If the L (large) competition catch can was purchased, it can be converted to a XL (extra large) competition catch can, as shown. Go to www.radiumauto.com for more information.</p> |  |
| 6 | <p>If the catch can kit is mounted in an area where the lower half cannot easily be accessed for servicing, a petcock drain kit can be purchased. Go to www.radiumauto.com for more information.</p> |  |
| 7 | <p>4mm Allen Wrench 10mm Wrench</p> <p>For catch can mounting, find a suitable location away from hot engine parts which impede the phase change process. The catch can should be mounted vertical allowing contaminants to collect in the lower section.</p> <p>Four M6x1mm flat head screws and flange nuts are included for securing to the vehicle.</p> |  |
| 8 | <p>Threadlocker 4mm Allen Wrench 3mm Allen Wrench 10mm Wrench</p> <p>Shown is an exploded view of how the hardware can be assembled.</p> <p>Apply a medium-strength threadlocker (not included) to all loose screws.</p> |  |
| 9 | <p>4mm Allen Wrench</p> <p>Once assembled, the mounting clamps permit the catch can to be rotated (as depicted).</p> |  |
| 10 | <p>This plumbing schematic only applies if the CCC is converted to VTE. This diagram is specific to when the throttle is closed.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. When the throttle is closed, the PCV valve opens. 2. The Radium Engineering PCV valve (sold separately) flow direction must be towards the intake manifold (vacuum). 3. An OEM PCV valve can ONLY be used if it is installed on the intake manifold from factory. 4. As shown, this setup promotes negative crankcase pressure. |  |

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| 11 | <p>This plumbing schematic only applies if the CCC is converted to VTE. This diagram is specific to when the throttle is open.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. When the throttle is open, the PCV valve closes. 2. Because the throttle is open, there is vacuum in the intake pipe. 3. As shown, this setup promotes negative crankcase pressure. |  | |
| | 12 | <p>2.5mm Allen Wrench</p> <p>The condenser media should also be inspected occasionally for excessive debris which can create a restriction in the crankcase ventilation system.</p> <p>As shown, remove the top VTE adapter and the lower section.</p> |  |
| | | <p>2.5mm Allen Wrench</p> <p>As shown, flip the catch can over and remove the lower baffle.</p> <p>The stainless steel media will not corrode and can be cleaned in a parts washer or using soapy water.</p> |  |
| <p>5/8" or 16mm Wrench</p> <p>Catch Can Servicing</p> <ol style="list-style-type: none"> As shown, check the oil catch can dipstick regularly. All vehicles are unique and will accumulate contaminants at different rates. Unscrew the bottom portion of the catch can. Properly dispose of the contents as needed. Do NOT return the contents back into the engine. | |  | |