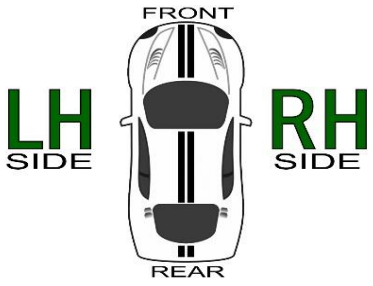
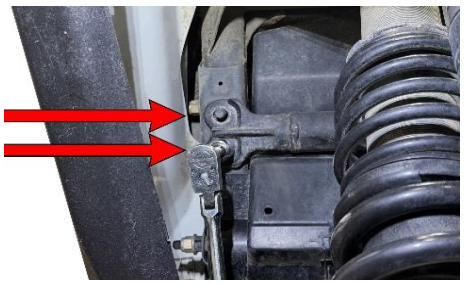
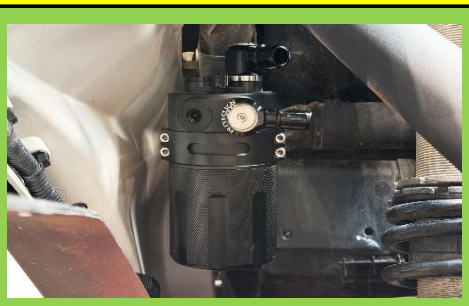
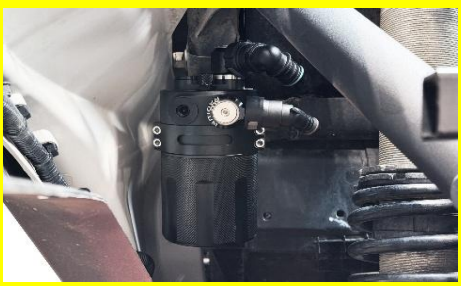
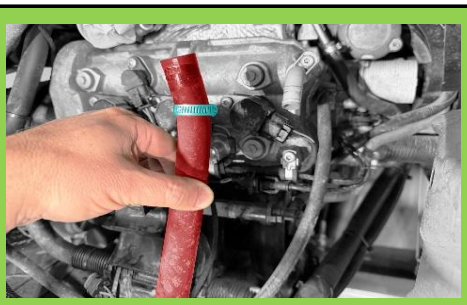
INSTALLATION INSTRUCTIONS
2017+ CAN-AM MAVERICK
CCV CATCH CAN KIT

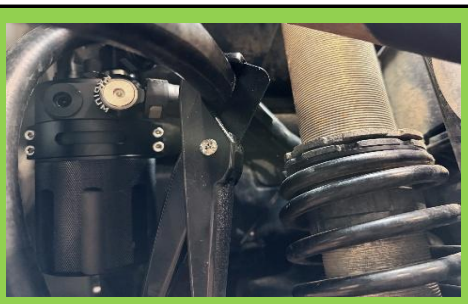
P/N: 20-0861
Document: 19-0441
Support: info@radiumauto.com

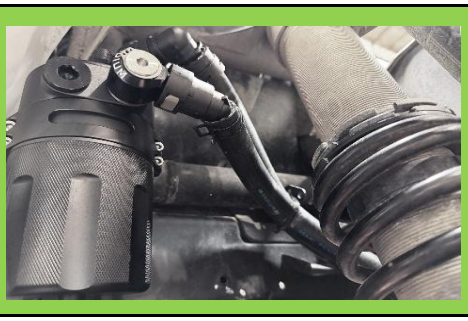
STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1		Radium Engineering P/N: 20-0861 can be configured 2 different ways; Vent To Atmosphere (VTA) or Vent To Engine (VTE). This document is not to steer the end user in either direction. Depending on which system is chosen, certain parts included in 20-0861 will NOT be used. NOTE: From Radium Engineering, the catch can is preassembled as vent to atmosphere. See below for more information	
2		NOTES: a. The terms "driver-side" and "passenger-side" will NOT be referenced. As depicted, these instructions will always reference "LH" and "RH" areas of the vehicle. b. Lubricate all O-rings with engine oil prior to installation.	

3	10mm Socket Wrench	Turn OFF the ignition and disconnect the battery (shown). CAUTION: Disconnecting the battery may cancel fault memories of some control units. Consequently, before disconnecting the battery, always cross examine any fault memories.	
4	19mm Socket	From the engine bay, remove the 2 hex nuts on the LH firewall. Apply a medium strength threadlocker on the 2 studs.	
5	19mm Socket	Place the provided mounting bracket over the studs. NOTE: This can mistakenly be oriented upside down. Make sure it situated so the catch can will be vertically mounted. Install the 2 provided hex nuts.	
6	Oil Lubrication 6mm Allen Wrench 3/8" Allen Wrench	**FOLLOW THIS STEP ONLY FOR A VTA CONFIGURATION** Find the smaller (5/8") SAE quick connect banjo fitting (shown green) and one of the 10AN ORB plugs (shown yellow) in the kit. Lubricate the O-rings. Install the fittings into the side ports shown.	
7	2.5mm Allen Wrench	**FOLLOW THIS STEP ONLY IF CONVERTING FROM VTA TO VTE** Remove the top 3 flat head M4 screws. NOTES: 1. The screws will be reused. 2. The VTA plate will NOT be reused.	
8		**FOLLOW THIS STEP ONLY IF CONVERTING FROM VTA TO VTE** Place the provided VTE gasket down through the 3 embossments.	

9	2.5mm Allen Wrench	**FOLLOW THIS STEP ONLY IF CONVERTING FROM VTA TO VTE** Press the VTE plate down until it is flush with the top of the catch can. Secure the VTE plate using the 3 aforementioned M4 screws.	
10	Oil Lubrication 3/8" Allen Wrench	**FOLLOW THIS STEP ONLY FOR A VTE CONFIGURATION** Find the two 10AN ORB plugs in the kit. Lubricate the O-rings. Install the plugs in the top and side ports shown.	
11	Oil Lubrication 6mm Allen Wrench	**FOLLOW THIS STEP ONLY FOR A VTE CONFIGURATION** Find the both SAE quick connect banjo fittings in the kit. Lubricate the O-rings. Install the larger banjo fitting into the top port and the smaller banjo fitting into the side port, as shown.	
12	4mm Allen Wrench	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Place the assembled catch can to the mount and orient as shown. Hold the other half of the clamp against the catch can and secure using the four provided M5 socket head screws.	
13	Oi Lubrication	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Find the smaller (5/8") SAE quick connect hose end in the kit. Lubricate the internal O-rings. Temporarily slide the connector onto the side port fitting until it locks in place.	
14	Oil Lubrication	**FOLLOW THIS STEP ONLY FOR A VTE CONFIGURATION** Find the larger (3/4") SAE quick connect hose end in the kit. Lubricate the internal O-rings. Temporarily slide the connector onto the top port fitting until it locks in place.	

15	Screwdriver	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Remove all necessary components to access the top of the engine. Loosen the hose clamp (shown cyan) and disconnect the breather hose (shown red) from the valve cover vent port.	
16	Screwdriver	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Remove the interior panel to access the turbo inlet pipe. Loosen the hose clamp (shown purple) and disconnect the breather hose (shown green) from the intake port.	
17		**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Remove the OEM crankcase vent hose. This hose and the hose clamps will NOT be reused.	
18	Pliers	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Push the provided 5/8" PCV hose (shown red) onto the valve cover vent port. Secure using the provided 5/8" spring clamp (shown cyan). Route this hose over to the LH side near the catch can area.	
19	Screwdriver	**FOLLOW THIS STEP ONLY FOR A VTA CONFIGURATION** Push the provided 3/4" vacuum cap (shown purple) onto the turbo inlet port. Secure using the provided 3/4" EFI band clamp (shown yellow).	
20	Screwdriver	**FOLLOW THIS STEP FOR A VTE CONFIGURATION** Push the provided 3/4" PCV hose (shown blue) onto the turbo inlet port. Secure using the provided 3/4" EFI band clamp (shown green). Route this hose over to the LH side near the catch can area.	

21	Hose Cutter	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Be sure the hose(s) are routed between the rear firewall and the suspension. Stay clear of hot exhaust areas and sharp edges as well. Line up the 5/8" hose to the 5/8" SAE quick connector on the catch can side port and cut to length. NOTE: For this installation, hose routing ended up requiring a 43" (1092mm) long 5/8" hose.	
22	Oil Lubrication	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** To remove this 5/8" SAE quick connector from the catch can, squeeze the grey locks and pull away. As shown, lubricate the O-ring and barbs.	
23	Pliers	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Install the 5/8" SAE quick connector into the cut hose and secure using the provided 5/8" spring clamp. Push the 5/8" SAE quick connector onto the side catch can banjo fitting until it clicks in place. Give the hose a tug to confirm it locked in place.	
24	Hose Cutter	**FOLLOW THIS STEP FOR A VTE CONFIGURATION** Line up the 3/4" hose to the 3/4" SAE quick connector and cut to length. NOTE: For this installation, the hose routing ended up requiring a 29" (737mm) long 3/4" hose.	
25	Oil Lubrication	**FOLLOW THIS STEP FOR A VTE CONFIGURATION** To remove this 3/4" SAE quick connector from the catch can, squeeze the grey locks and pull away. As shown, lubricate the O-ring and barbs.	
26	Pliers	**FOLLOW THIS STEP FOR A VTE CONFIGURATION** Install the 3/4" SAE quick connector into the cut hose and secure using the provided 3/4" spring clamp. Push the 3/4" SAE quick connector onto the top banjo fitting until it clicks in place. Give the hose a tug to confirm it locked in place.	

27	Cutter	**FOLLOW THIS STEP FOR BOTH VTA AND VTE CONFIGURATIONS** Install the included cable zip ties to nearby areas to secure the hose(s).	
28		Reinstall all components. Start the engine and check for any leaks or errors. **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 extreme cases.	Catch can contents can be monitored using the dipstick. 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.