

## UNIVERSAL RX CATCH CAN INSTALLATION INSTRUCTIONS

### SINGLE VALVE CAN CONNECTIONS

1. CENTER: The can has 2 fittings. The Inside fittings is the incoming where foul vapors are extracted. This typically runs to the PCV outlet. Most vehicles have a small hose running from the PCV valve to the intake manifold.
2. PRIMARY VACUUM: The outside fitting is the outgoing vacuum line and is the primary vacuum source from idle to ¾ throttle at the intake manifold. This takes a check valve flowing away from the can.

### DUAL VALVE CAN CONNECTIONS

1. CENTER: The can has 3 fittings. The Inside fitting is the incoming where foul vapors are extracted and runs to the PCV outlet. This usually has a small hose running to the intake manifold.
2. PRIMARY VACUUM: The outside fittings are the outgoing vacuum lines and it doesn't matter which is primary and which is secondary. The idle to ¾ throttle or primary vacuum source is at the intake manifold. This takes a check valve flowing away from the can.
3. SECONDARY VACUUM: Naturally aspirated vehicles run just in front of the throttle body. Insert a barb into the air bridge and connect the hose to it; for forced induction, see the guide notes below. This takes a check valve flowing away from the can.

*\* The GM LS engines will run the center extraction line to the rear of the driver's side valve cover and the valley if both are available. You tee these two lines together. If only the driver's side valve cover is available then you will only connect there.*

### THE CLEAN SIDE SEPARATOR INSTALLATION

The CSS provides ventilation while eliminating vacuum restriction with filtration and replaces the oil fill cap in most applications. It has two filters inside, one is a fiberglass media and the other stainless steel mesh. When the engine builds pressure it is able to relieve itself through the CSS and any oil that tries to escape is caught in the coalescing filter media and drips back into the crankcase.

FORD: Simply install a barb into the air box (e.g. Ford F150) and connect the CSS to it. If running a Mass Air Flow Sensor, see the GM instructions below. On the 2015 F150 there is a new sensor on both the 2.7 & 3.5 that runs from the drivers side turbo to the engine. This is removed and installed in-line with the clean side separator. On the engine side, cap it off with an included vacuum cap.

GM: General Motors products typically run a Mass Air Flow Sensor (MAF), in this case you would insert your barb into the air bridge running from the air filter to the throttle body. Just be sure to be downstream of the MAF, in other words in between the MAF and the throttle body so as not to disrupt the flow of air before the MAF. GM products also ventilate the crankcase by running lines from the valve covers to a tee then to the air bridge. These lines have no filtration and are the cause of oil ingestion. You can run them to a tee and use them for 2 additional points of extraction or just cut the tee to the air bridge and place a vacuum cap over it which will bridge them. The clean side separator will now provide the ventilation with filtration in their place resolving the oil ingestion issue. You can use the point where they ran into the air bridge to connect the CSS for a nice clean install.

### INSTALL GUIDE NOTES FOR FORCED INDUCTION ENGINES

*Ford F150 EcoBoost: The secondary vacuum connection runs from the can to a tee then to both the drivers turbo inlet and passenger side turbo inlet. On the passenger side a hole must be drilled into the inlet tube and a provided barb inserted.*

*The two connections referenced below are the vacuum connections (outer fittings)*

Top Mount Vacuum e.g. Whipple, Magnuson, Kenny Bell, Lyscholm, Eaton, Harrup.

Connection 1: Supercharger                      Connection 2: Throttle Body Coupler

Centrifugal SC or Turbo Vacuum e.g. ProCharger, Paxton, Vortech.

Connection 1: Intake Manifold                      Connection 2: Inlet Coupler

*The connections referenced below are extraction connections (center fitting)*

LS1, LQ4, LQ9 Evacuation - Only driver's side valve cover.

LS2, LS3, LS6 Evacuation - Both valley and drivers side valve cover (has vacuum cap).

\*\* Evacuation is on the side of the block on some engines e.g. GTI, Mini, Focus, various 4 cyl, etc.