



Detroit Speed, Inc.
Billet Aluminum PCV Catch Can
Part#060110

Thank you for your purchase of the Detroit Speed PCV Catch Can. These catch cans are a must on LS powered vehicles due to the stock PCV systems allowing oil vapors into the intake tract. Over time these vapors can cause harmful buildup and power loss. *Before installation, you will need to obtain two ¼ NPT fittings, as well as hoses.*



1. Locate the hose that loops from the engine valley pan cover under the intake manifold to the port on the intake just behind the throttle body (Figure 1).



Figure 1- Intake Hose

2. Remove the hose completely from the engine. You will now see a lower engine valley pan port and an upper throttle body port (Figure 2).



Figure 2 -Upper and Lower Hose Ports Shown

3. Choose a spot to mount your Catch Can so that it will be accessible to the hose ports; as well as, able to be drained from the lower petcock valve. Locate the bracket to the position on the catch can necessary to align it with a mounting bolt. Using the set screw located on the back of the bracket, lock the bracket into place. You can now mount your catch can with your mounting bolt. Install a new hose from the **lower** port on the engine valley pan to the **upper** port on the PCV catch can. Once completed, install a new length of hose from the **upper** throttle body manifold port to the **side** port on the catch can (Figure 3).

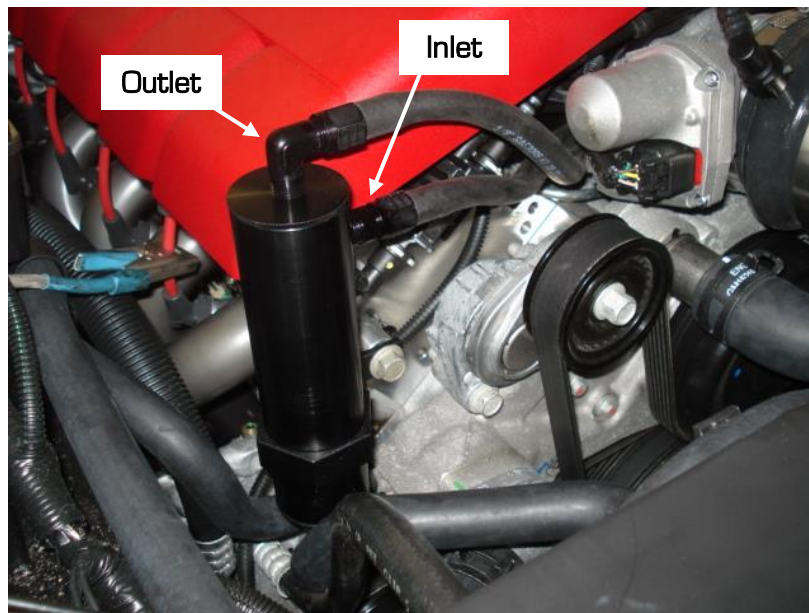


Figure 3 - Unit Mounted with Upper & Lower Hoses Installed

Your installation is now complete. Please be sure to read the very **IMPORTANT** notes below:

These units will also work very well in a supercharged or turbocharged application. We do recommend utilizing a check valve on the PCV hose on a forced induction package if one is not already installed. Most of the better forced induction packages will already have a check valve included in their kits. Consult your induction package manufacturer for this information.

On some forced induction and nitrous equipped engines; and aggressive naturally aspirated engines run a second catch can on the breather hose to keep the crankcase vapors from infiltrating the air intake from that side of the throttle body.

If you have an engine that utilizes an external PCV valve such as stock 1998-2002 Camaro/Firebird engines and early 1997 thru 2003 Corvette engines, the external PCV valve must be retained, or tuning and poor idle conditions will be present.

2005 and newer Corvette engines still using the factory fuel rail covers require a 1.5" 10mm spacer and 1.75" long 10mm x 1.5 metric bolt to mount the unit on the front of the engine. All other normal LS applications require a 0.5" long 10 mm x 1.5 metric bolt.

Due to the variety of mounting options and applications, we do not supply mounting hardware.

If you have any questions before or during the installation of this product, please contact Detroit Speed at tech@detroitsspeed.com or 704.662.3272

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