

**ZZPERFORMANCE**

**Installation Instructions**  
LTG Catch Can



**Estimated Installation Time: 20 minutes**

**Installation Difficulty: 1/5**

**Kit Contents:**

- (3) Silicone molded hoses
- (4) Hose clamps
- (1) Catch can push connect fitting
- (1) ZZP modified fuel line tool
- PCV connections

**Tools Needed:**

- (2) Flat head screw drivers
- Pick tool
- Supplied fuel line tool
- Razor blade/knife
- Ratchet
- 10mm socket
- T30 torx bit
- Razor Blade



### STEP ONE:

Remove the engine cover.

- Remove oil cap.
- Remove front screw using T30 Torx or 10mm

### STEP TWO:

Remove PCV hose assembly

- Using 10mm remove mounting strap.
- Disconnect the 2 circled quick-connect style hose ends.
- You can use the larger 5/8" modified fuel line tool on the rear PCV connection.

Insert both halves of the tool into the bottom of the PCV connection. While pushing the tool to the left, pull the PCV connection to the right. Then pull the connection off the nipple.

For the front PCV connection a pick tool (or two) works best. Press the fitting onto the nipple as far as you can, then reach in the back of the fitting with a small pick or 2 and release the catch tabs. While rocking the fitting back and forth, and prying OUT with the picks, you'll feel a couple small 'pops' as they release.



### STEP THREE:

Remove PCV connection on intake

- Use supplied 5/8" modified fuel line tool

Insert both halves of the tool into the bottom of the PCV connection. While pushing the tool upward, pull the PCV connection down. From there pull the PCV connection off the intake tube.

#### STEP FOUR:

Using a 10mm, remove the bolt mounting the diagonal brace to the firewall.



#### STEP FIVE:

Install the assembled catch can and replace the bolt from the previous step.

\*Note: Camaro reuses ONLY the stock bolt. ATS kits will include an additional M6 nut/bolt that needs to be used to secure the bracket to the firewall.

\*The Camaro bracket is slightly different than the (ATS) bracket pictured.



#### STEP SIX:

-Remove hard plastic line from top/back of valve cover between the last 2 coil packs using supplied 3/8" fuel line tool.

-Install new 90° aluminum quick connect fitting into valve cover fitting.





#### STEP SEVEN:

- Remove other end of hard plastic tube from stainless line coming from compressor side of the turbo.
- You will have to use a razor to cut through the plastic on the stainless end.
- Twist line back and forth if needed to remove.

#### STEP EIGHT:

- Attach assembled top hose, closest to firewall
- Attach to left rear PCV outlet with PCV connector
- Attach center inlet to new aluminum 90° from step 6 and tighten hose clamp
- Attach final end to left (or passenger side) inlet on catch can and tighten hose clamp



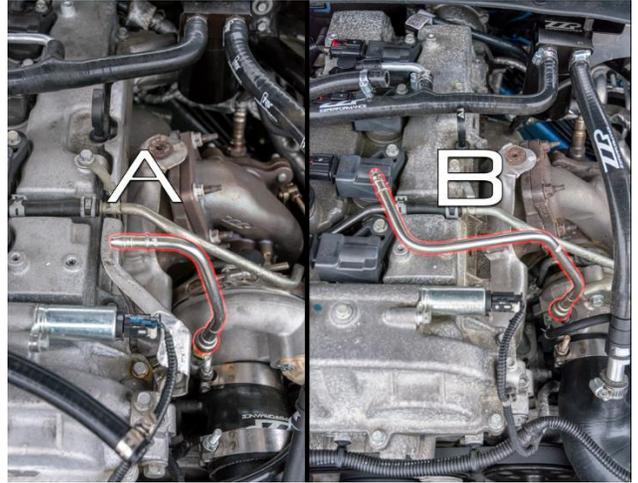
#### STEP NINE:

- Install assembled straight hose as pictured
- Attach to PCV connection on intake tube
- Attach other end of hose to the driver's side fitting on catch can.
- Tighten hose clamp

## STEP TEN:

-If you have the turbo PCV line more commonly found, marked "B", then proceed to step eleven.

-If you have the turbo PCV line marked "A" then proceed to step twelve.



## STEP ELEVEN:

-For version B noted in step 10

-Assemble and install the 3/8 90\* hose as pictured. You **will** have to cut the **straight end** of your hose for optimal fit, we recommend 2" off the end, but measure twice before cutting. Use a razor blade on a flat surface to make a clean cut.

-Insert the 3/8" 90\* fitting into straight end of hose

-Attach end with fitting onto front most passenger side PCV inlet/outlet.

-Attach other end to stainless hose that connects to compressor side of turbo

-Tighten hose clamp.

## STEP TWELVE:

-For version A noted in step 10

-Assemble and install the 3/8 90\* hose as pictured. You **may** have to cut the **straight end** of your hose for optimal fit. Use a razor blade on a flat surface to make a clean cut.

-Insert the 3/8" 90\* fitting into the 90\* end of hose

-Attach end with fitting onto front most passenger side PCV inlet/outlet.

-Attach other end to stainless hose that connects to compressor side of turbo

-Tighten hose clamp.





### STEP THIRTEEN:

- Check that all connections are tight and secure
- Start engine to check for leaks
- Replace engine cover (if wanted/needed)

### How to use this product:

- Remove mounting bracket bolt (on Camaro model)
  - Swing assembly out to gain better control of the can.
  - Unscrew bottom of catch can and dispose of water/oil.
- \*\*\* If you choose to permanently remove the factory turbo heat shield, the system can be serviced without removing the bracket/mounting bolt.
- On ATS models the system can be serviced without removal of the bracket.

