

Dual valve V6 Camaro/CTS/etc. Can system installation



To start, we will show the cleanside of the LLT & LFX engines. Remove the factory plastic tube from the drivers side rear and cap the barb with the 1/2" included cap.

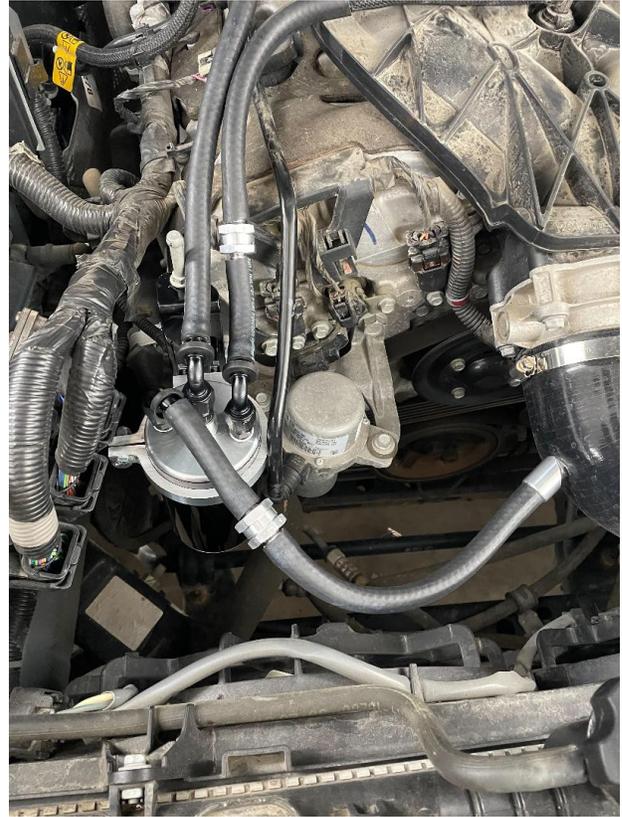


Cut where shown above and then you can slide the 1/2" provided hose from the cleanside barb onto the stock section left.



When finished with the clean side it should look like the above as the cleanside will replace the existing oil fill cap. Install cleanside base first, 1/2 turn and then the separator will simply push in and pull out as needed to add oil. Now you have finished the cleanside. If you have a pre-2012 you will also need to perform the "drill mod" to the passenger side PCV barb that is located in the rear top of the valve cover. Drill the top hole to 1/8" and the bottom two to 5/64" each. This will bring your engines PCV up to 2014 and up spec for CFM of flow. To remove, grasp barb at base, twist and pull straight up. Then to replace simply press back in fully.

Now to the Catchcan/main air oil separator: You will be able to mount the main separator in several locations, This shows the engine cover mount, but the vacuum pump mount bolt works best:



The center of the can will always connect to the rear of the passenger (in US, left hand drive countries will be on the right, or driversside) side valve cover (see the “drill mod” instructions on page 1 for Plastic valve covers) with no valve inline. One of the outer fittings w/checkvalve flowing AWAY from can (arrows on check valves) will connect to the center top of the intake manifold. Most will cut this hard plastic line and simply slide the 3/8” hose over each end as needed. If running the single valve, then you are finished. If running the dual valve (best solution as it provides for evacuation suction under acceleration when the IM vacuum drops to zero for a far better constant evacuation of the crankcase.) then with a 3/8” drill bit, drill a hole in the coupler as shown to insert the second outlet checkvalve also flowing away from the can. When finished, the engine cover will fit and you have now halted the oil and other contaminate ingestion from entering the intake air charge and causing intake valve coking, etc.

Make SURE you check the amount caught after 1000 miles to judge how often you will need to empty the can. All engines will vary. Those driven easy the first 3-400 miles generally will have more blow-by and oil consumption than those driven hard due to poor ring seating. Also, dispose of what is caught as you would any drain oil, in an approved oil recycling center.

Note: ALWAYS check your engine oil level on ALL GM V6 engines due to known oil consumption issues. Until 2014 there is NO low oil level indicator so you the owner MUST check your oil every 1000 miles or so to ensure you do not run low.

Note: The optional Venturi Vacuum valve would install where the 2nd can outlet hose connects!!

Venturi Vacuum Generator supplement:

