

The TDR oil catch can kit consists of an oil-resistant plastic container with two 3/8" fittings that are connected to your crankcase relief port with a supplied cloth braided hose. Normally you will use only one from the existing valve cover port. Optionally you can modify your PCV valve hose arrangement. The petcock drain valve on the bottom can be swiveled to any position. The air filter can be removed and cleaned when necessary.

Your crank case builds up high pressure with high RPMs and boost. The breather hose relieves this pressure. In lower power levels and a good solid motor, oil vapor is minimal so a catch can is not necessary. During track or hard street use when you are running long periods of high RPM the pressure can distribute oil and moisture out of the valve cover port. Oil accumulation in the intercooler or intake will hurt efficiency. For occasional track days or a dedicated track car, we strongly recommend the use an oil catch can.

The photo below is the TDR catch can setup. Please note; each kit only comes with one stainless steel bracket dependent on application. The catch can installs on the brake proportioning valve by the brake booster. For hard track use we have a larger aluminum catch can setup that uses modified fittings in the valve cover and eliminates the PCV valve. Contact TDR for more information.



90-00 Model Installation

The 90-00 models use the triangular shaped bracket as shown in Photo 1-1 and installs to the proportioning valve mount.

- Install the bracket as shown in Photo 1-1 using the ¼ x 20 screws with a large Phillips screwdriver. The plate has two smaller holes for the catch can mount and a larger hole for the brake proportioning valve.
- The drain pit-cock will rotate to any position. Turn the valve down (vertical) to open or up (horizontal) to close.
- There is a rubber cap on each fitting. You can use either one to attach to the valve cover hose. The other port can be used to run a hose to the PCV valve location with modification.



Photo 1-1: Catch can mounted to SS mount



Photo 1-2: 90-93 model proportioning valve 1 bolt mount



Photo 1-3: 94-00 model proportioning valve 2 bolt mount

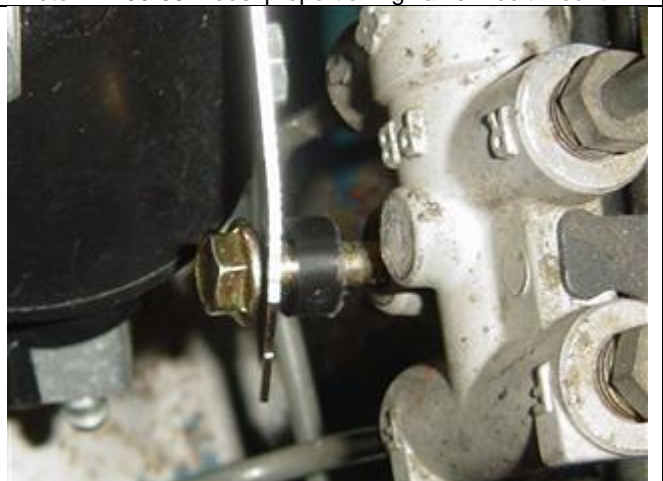


Photo 1-4: 90-93 model uses the spacer provided

- Remove the factory M6 bolt using a 10 mm wrench as shown in Photo 1-2 and 1-3.
- Mount the catch can into the brake proportioning mounting hole. The early 90-93 models use one bolt as shown in Photo 1-2. The 94-00 models use two mounting bolts. Remove only the lower bolt as shown in Photo 1-3.
- The 90-93 models require the small spacer placed behind the mounting bracket provided to support an upright position as shown in Photo 1-4. Install using the supplied M6 x 35 mm bolt.
- The 94-00 models do not require a spacer. Attach the catch can using the supplied M6 x 35 mm bolt as shown in Photo 1-5.
- Hold the catch can upright and tighten the M6 bolt using a 10 mm wrench as shown in Photo 1-6.



Photo 1-5: 94-00 model uses provided bolt only



Photo 1-6: Catch can mounted properly



Photo 1-7: Restrictor fitting being installed



Photo 1-8: Press breather hose onto the valve cover fitting

- Remove one of the plastic caps on the catch can inlet and press on one end of the cloth hose as shown in Photo 1-6.
- Lay out the cloth hose and cut to length as required to fit into the valve cover.
- After trimming the cloth wrapped hose to fit, there may be frayed threads. You can burn them off with a lighter before installing onto the fitting.
- Press the white restrictor, included in the kit, into the end of the cloth hose on the valve cover end as shown in Photo 1-7 and then install the hose as shown in Photo 1-8.
- To drain the reservoir, use a hose or cup. A plastic water bottle works best as it is flexible.

01-05 Model Installation

The 01-05 models use the parallelogram shaped bracket as shown in Photo 2-1 and installs to the proportioning valve mount.

- Install the bracket using $\frac{1}{4}$ x 20 screws with a large Phillips screwdriver as shown in Photo 2-1.
- The drain pit-cock will rotate to any position. Turn the valve down (vertical) to open or up (horizontal) to close.
- There is a rubber cap on each hose fitting. You can use either one to attach the cloth hose to. The other port can be used to run a hose to the PCV valve location with modifications.
- We will mount the catch can using the brake proportioning mounting hole. The 01-05 models use two bolts, but remove only the lower left bolt as shown in Photo 2-2.



Photo 2-1: 01-05 oil catch can with bracket



Photo 2-2: Lower bolt removed for catch can install

- Attach the catch can using the supplied M6 x 35 mm bolt as shown in Photo 2-3.
- Hold the catch can upright and tighten the M6 bolt using a 10 mm wrench as shown in Photo 2-3.
- Remove one of the plastic caps on the catch can inlet and press on one end of the cloth hose as shown in Photo 2-4.
- Lay out the cloth hose and cut to length as required to fit into the valve cover.
- After trimming the cloth wrapped hose to fit, there may be frayed threads. You can burn them off with a lighter before installing onto the fitting.
- Press the white restrictor, included in the kit, into the end of the cloth hose on the valve cover end as shown in Photo 2-5 and then install the hose as shown in Photo 2-6.
- To drain the reservoir, use a hose or cup. A plastic water bottle works best as it is flexible.

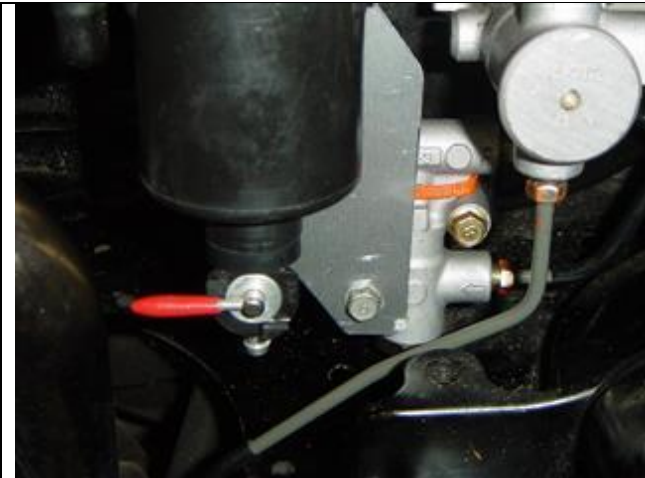


Photo 2-3: Catch can held in position and bolted



Photo 2-4: Catch installed properly



Photo 2-5: Restrictor inserted into hose end



Photo 2-6: Hose installed to valve cover fitting

Notes: