



# INSTALLATION INSTRUCTIONS

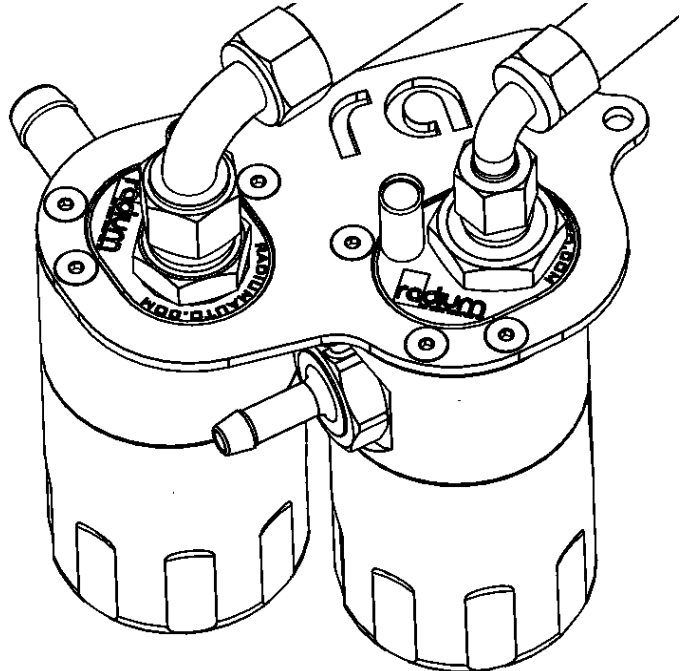
## Dual Oil Catch Can Kit

Lotus Models with 2ZZ-GE

Support: [info@radiumauto.com](mailto:info@radiumauto.com)

Document: 19-0010

Qty	Description
2	Radium Engineering Anodized and Etched Catch Can Tops
2	Radium Engineering Anodized Catch Can Bottoms
1	Radium Engineering Powder Coated Mounting Bracket
2	Radium Engineering Anodized Oil Dipstick w/ O-Ring
1	Radium Engineering Anodized 3/8" Barbed Fitting
1	Radium Engineering Anodized 5/8" Barbed Fitting
1	Anodized Billet O-Ring Sealed -6AN Adapter
1	O-Ring Sealed -10AN Adapter
2	O-Ring Sealed Plug
1	Anodized 90deg -6AN Hose End
1	Anodized 90deg -10AN Hose End
1	PCV 3/8" Rubber Hose
1	PCV 5/8" Rubber Hose
2	Stainless Steel Oil Separating Condenser Media
1	OEM Style Spring Loaded 3/8" Hose Clamps
1	OEM Style Spring Loaded 5/8" Hose Clamps
8	Stainless Steel M5 Countersink Screws
2	Stainless Steel M6 Socket Head Screws
6	Buna-Nitrile Oil Resistant O-Rings
1	Radium Engineering Instruction Manual

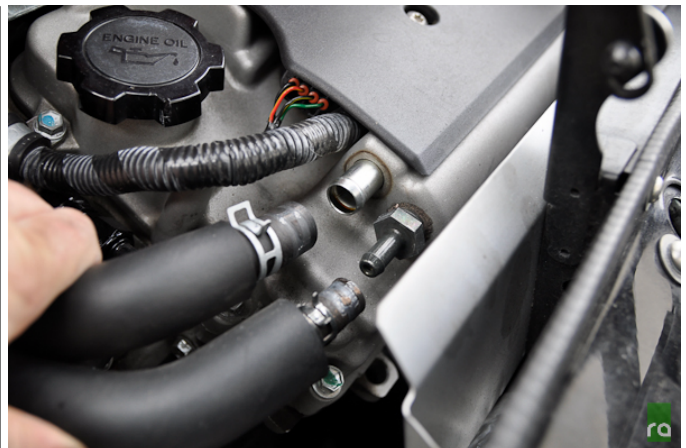


Using the picture to the right, assemble the catch cans. Confirm each fitting has an O-ring. Check the catch cans are capped on the bottom port with the included plug or the optional petcock valve is closed. Screw the green fittings into each side port. Note: the larger fitting goes on forward facing can. Install the -AN adapter fittings into the top of the cans. Note: the larger -AN fitting fastens to the can with the large green fitting. Using blue Loctite, attach the bracket to both cans using the eight M5 countersunk screws.



Using pliers, slide the factory spring clamps down a few inches on each PCV hose that is attached to the valve cover.

Carefully pull off both PCV hoses from the valve cover as shown to the right.

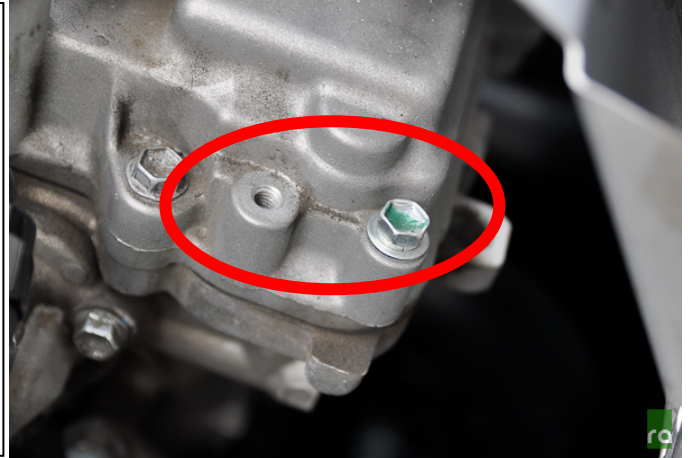


Disconnect the larger PCV hose the same way from the port on the throttle body (shown) and remove the hose from the engine bay.



Remove any fasteners that may be installed in the two threaded bosses circled at right.

These are the mounting holes used for the catch can bracket.



Attach the assembled catch cans and bracket to the valve cover and fasten using the two supplied M6 Allen head screws (as shown). Do not torque these bolts down.

Find the two 90 degree hose end fittings and temporarily screw them to the catch can's top fittings. Find the 2 supplied hoses in the kit. Measure the distance from the hose end barbs to the respective valve cover barbs. Cut the hoses to length. They will be roughly 2-1/2" (for 3/8" hose) and 4-1/2" (for 5/8" hose).



Using oil, lubricate the hose end barbs and force each hose onto the respective hose end (as shown). Next, screw the small 90deg hose (shown) onto the appropriate catch can top fitting. Do not tighten yet. Slide a clamp on and push the hose onto the smaller (PCV valve) barb fitting on the valve cover. NOTE: It might be helpful to loosen the bolts that hold the catch can bracket to the valve cover. This will allow some movement of the catch cans to help get the hoses in place.

Repeat this process for the larger hose and barbed fitting.



Torque the B-Nut on each hose end to the catch can fittings.

Next, position the hose clamps properly and secure down on the factory valve cover barbs. Note: the opposite side of each hose is push-lok and do not require hose clamps.

When hoses are positioned correctly, secure the two mounting bolts.



If not already, slide a clamp onto the hose and install the smaller factory PCV hose (still in engine bay) to the green barbed fitting on the side of the rear most catch can.

It is not necessary to cut or modify this hose.



The larger PCV hose that was removed in the earlier steps is going to be cut down and used between the port on the throttle body and the larger green fitting on the forward most catch can.

Estimate the cut length by installing the hose on the throttle body port and observing where it contacts the green fitting. Rotate the hose to make best use of the molded bends already in the hose.

Once a cut length has been determined, remove the foam sleeve and cut the hose.



If not already, slide 2 clamps onto the hose and install the hose onto each respective barb, as shown.



To inspect the catch cans, unscrew the green oil dipstick and check the oil level.

If oil registers on the dipstick, properly dispose the oil by either unscrewing the bottom plug or unscrewing the bottom half of the cans.

Carefully lift the cans out of the engine bay by unscrewing the two M6 fasteners from the valve cover.



#### Optional Petcock Drain Kit Only:

The two supplied ball valve's barbed inlets should be installed so there is one valve for each catch can independently. This is necessary because of the dynamic pressure differences in each can.

When installing the hoses, **DO NOT ROUTE THE TUBING NEAR ANY HOT COMPONENTS OR THE HOSES MAY MELT.**

The barbed outlet to the ball valves can be connected together using a ¼" TEE (not supplied) and the internal fluid can be dumped using one tube.



Start the vehicle and check for leaks.

The condenser media should be checked regularly for excessive debris which will cause restriction in the crankcase ventilation system. The stainless steel media does not corrode over time and can easily be cleaned in a parts washer or simply using soap and water.

Check the fluid level frequently using the dipstick if the vehicle is regularly tracked.

