Installation – 2016+ GM V6 LGX Engine

2016+ GM V6 LGX Engine (Camaro / Cadillac / Etc)

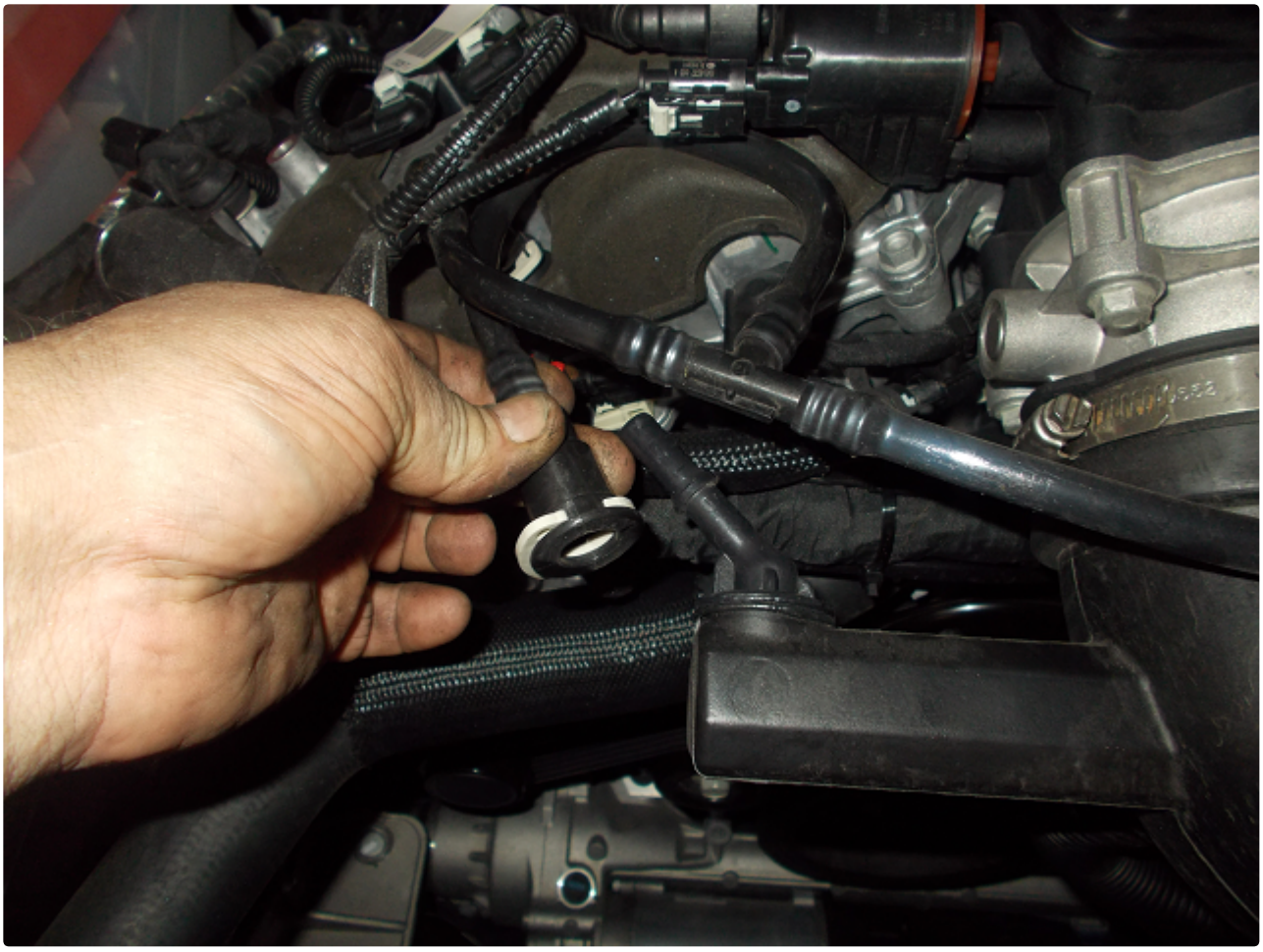
With the LGX engine released for the 2016 model year on some GM platforms (Gen6 Camaro specifically for this installation) GM has deleted the most important portion of the PCV system in an attempt to keep oil mist from the intake air charge to reduce intake valve coking issues. This has helped slow the rate of coking deposits, but has sacrificed engine longevity.

The PCV system is the only system that removes the damaging contaminates from the crankcase before they can settle and mix with the engine oil causing engine wear. Now that they have deleted using the intake manifold vacuum, the oil quickly becomes overwhelmed with the raw fuel, water vapor, sulfuric acid, and abrasive particulate matter all GDI engines have in far greater amounts than past port injection engines.

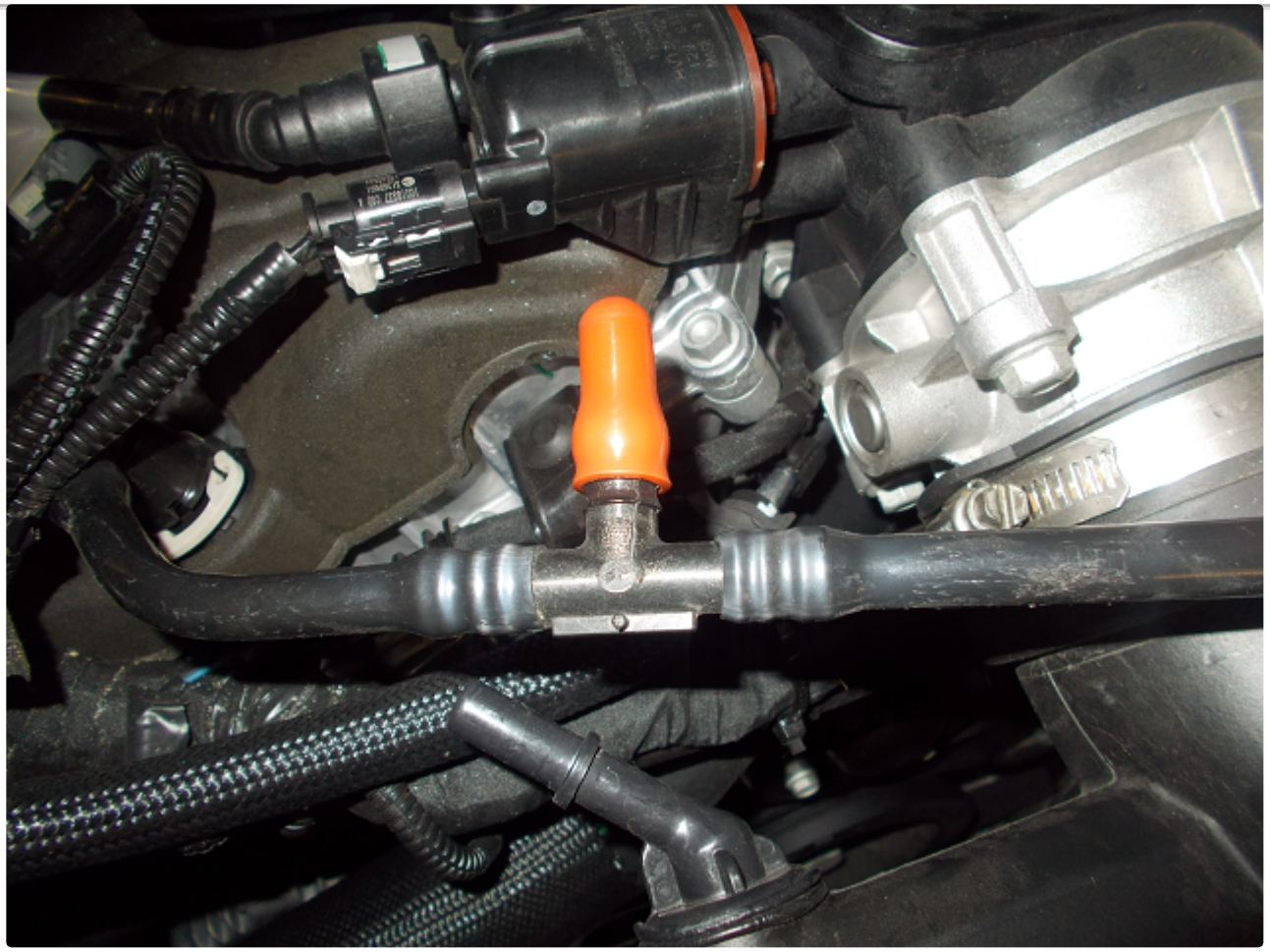
This catch can system corrects this by adding the intake manifold vacuum back in, as well as, adding a secondary evacuation suction source while retaining an emissions compliant closed PCV system. This provides far

Here are the instructions:

First, remove the stock oil fill cap and engine cover. There is one screw on the passenger side front of the cover and then it simply lifts off. Then we will locate the factory lines on the sides of the main intake air bridge.

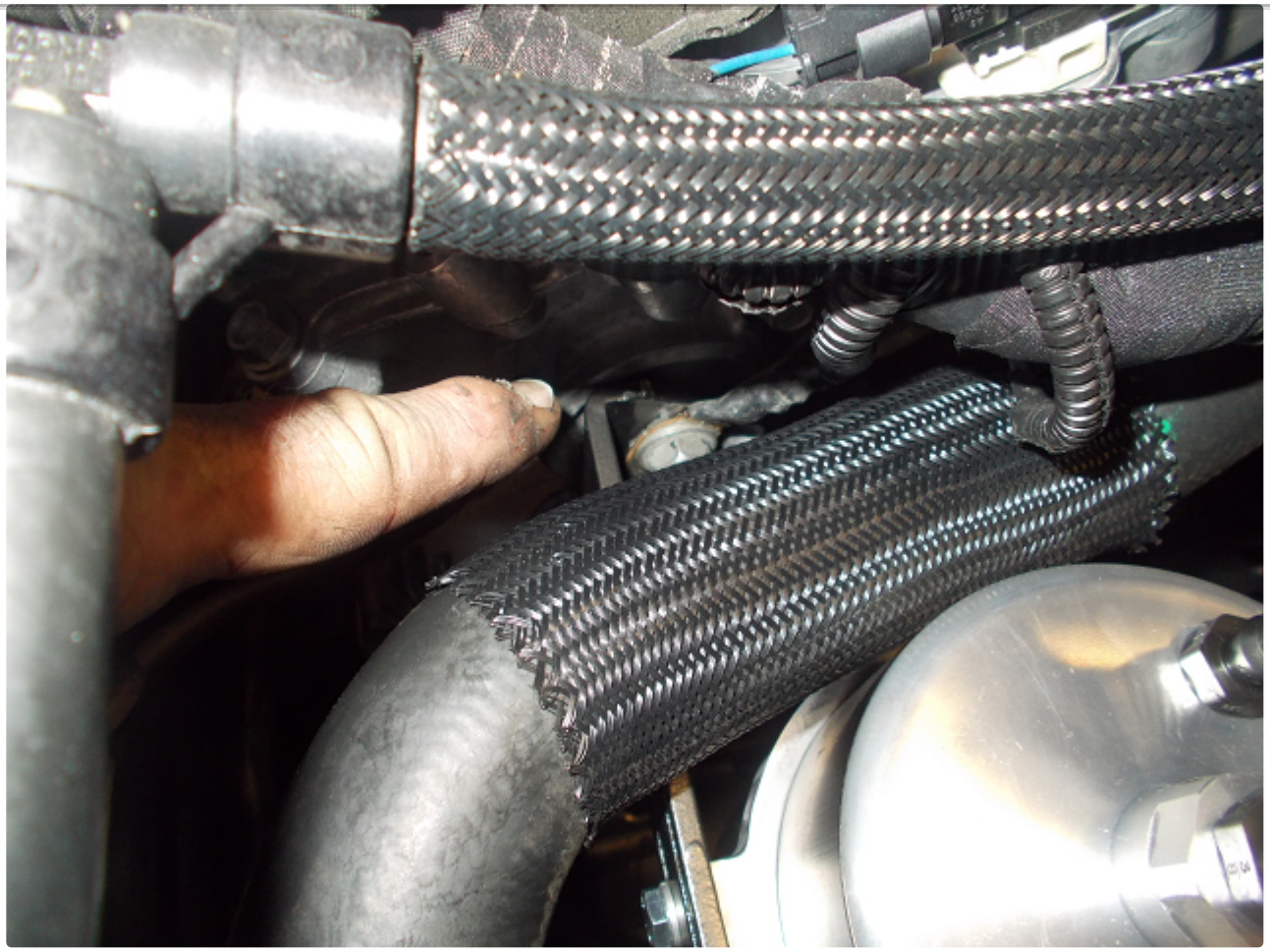


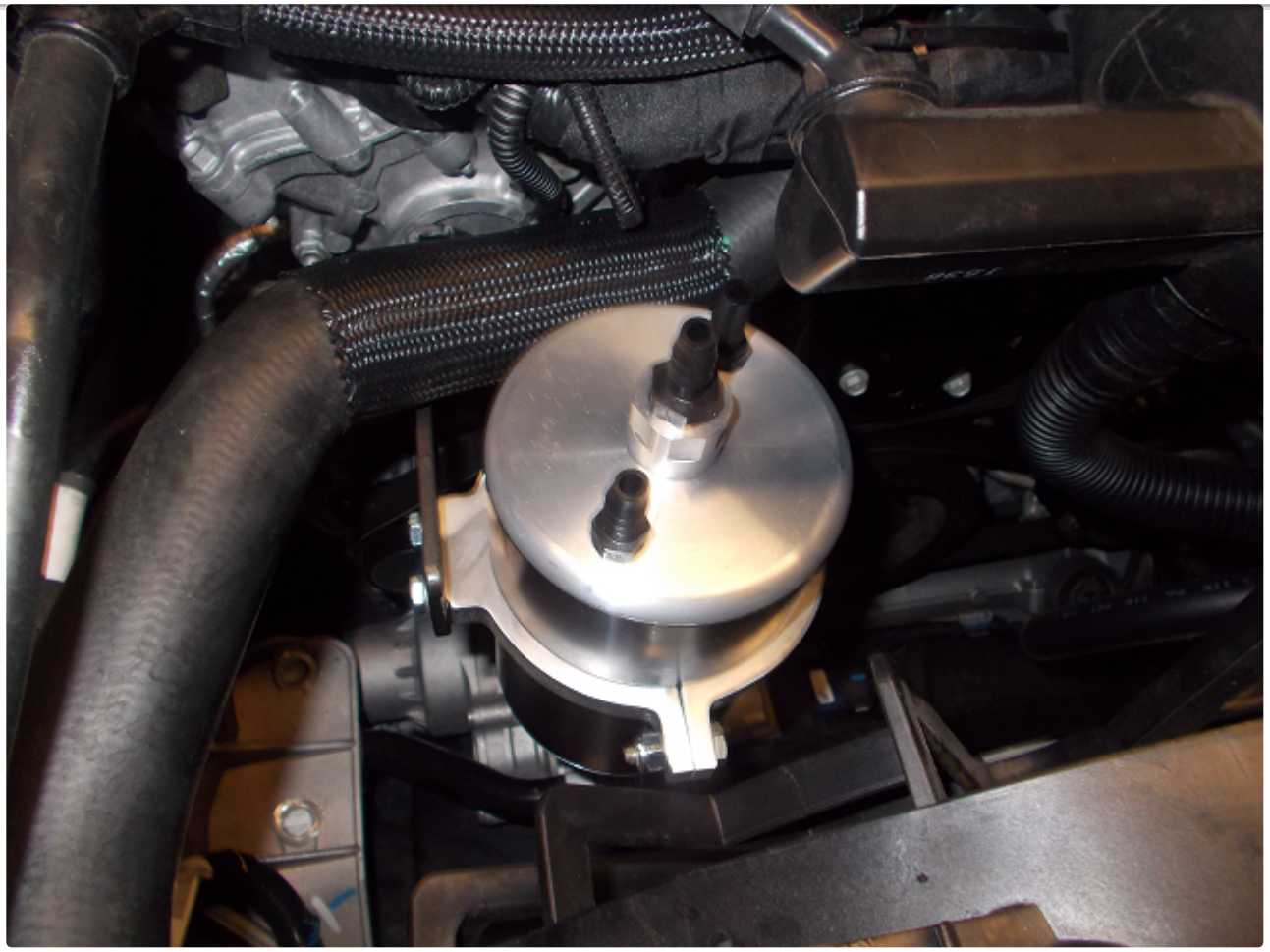
Above you will un-clip the cleanside line from the air intake muffler and then carefully slit the end on the Tee and remove. Save this if you need to put your vehicle back to stock in the future. Cap the Tee with the included vacuum cap, and that will now allow fresh/cleanside air to travel between each valve cover as it will now be entering from the cleanside separator that will replace your oil fill cap.



Run a hose from the barb on the air intake muffler to the Clean Side Separator barb and the clean side is now complete. Now we will move to the catch can itself.

The long L bracket will bolt to the 15mm headed bolt on the front of the engine cover behind and below the radiator hose as shown. Make sure the L portion faces toward the left side of the engine compartment.



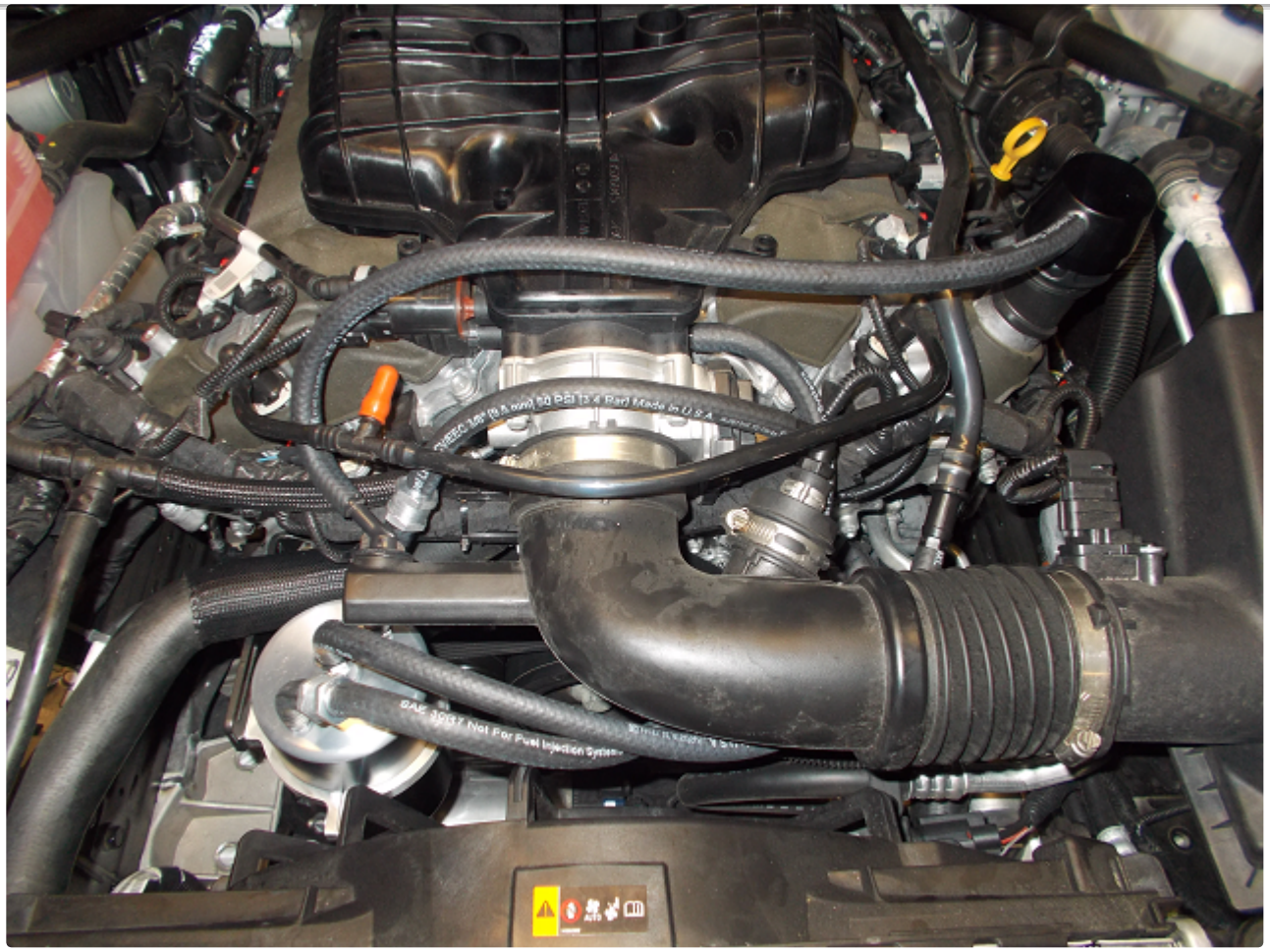


Note how the abrasion cover protects the radiator hose from the can and bracket. Secure the can to the bracket. Use a 7/16 wrench to tighten both bolts on the bracket and on the can clamp. This installation utilizes the 32 oz Monster catch can. If you have a different model catch can, mount accordingly.

Now we are going to separate the dirty/foul side line from the venturi valve on the drivers side of the intake assembly. Use a 1/4" NPT tap to cut threads into the hard line coming from the rear of the engine. This will connect to the inlet, or center fitting on the catch can bringing the foul vapors from the crankcase.

On the venturi valve side we insert a 3/8” NPT threaded x 3/8” barb. This will run to one of the outlets (outer fittings) on the catch can with an inline check valve flowing away from the can. This provides the evacuation suction when accelerating or at Wide Open Throttle.

The second outlet from the can with an inline check valve flowing away from the can will connect to a 1/4″ NPT x 3/8” barb. You will drill and tap into the driverside of the intake manifold snout as shown in the pictures. There MUST also be a fixed orifice flow restrictor in this line as well. This will provide evacuation at idle, cruise, and deceleration. This corrects the problem with the factory PCV system by restoring full time evacuation while



All lines tuck in so the engine cover installs back as stock, and only the clean side is visible.

Always check your catch can every few thousand miles and drain and dispose of the contaminates as you would with any drain oil. Never let the can overfill.

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