

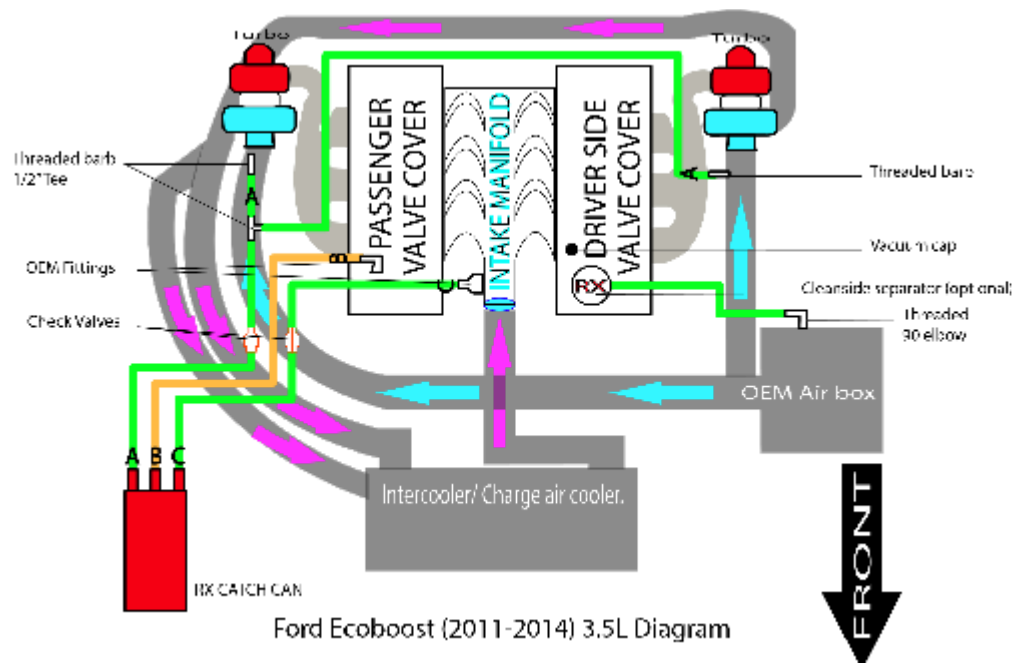
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Installation – Ford 3.5L

Installation Instructions for:

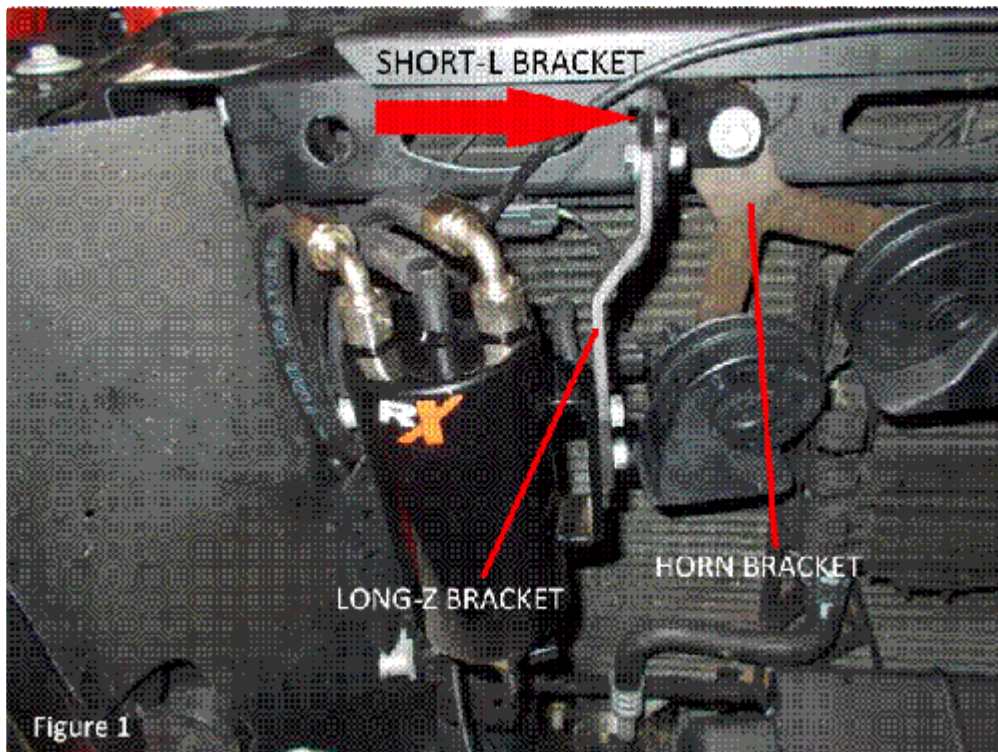
2011-2014 Ford ecoboost 3.5 v6

Please note: It is very important the you drain the CAC (Intercooler) prior to installation. You can either remove the intercooler and drain it manually, or you can drill a 1/16" hole in the bottom driver's side corner.



TOOLS / SUPPLIES

- Black RTV Sealant
- Socket Set
- Box Wrench Set
- Ratchet
- Utility Knife/Blades
- Drill
- Drill Bit Set (small bit for pilot hole and a 1/2") Step Drill Bit larger then 1/2" max



RX CATCH CAN MOUNT LOCATION

Make sure vehicle is parked on a level surface.

Set parking brake.

Let engine cool down before beginning install.

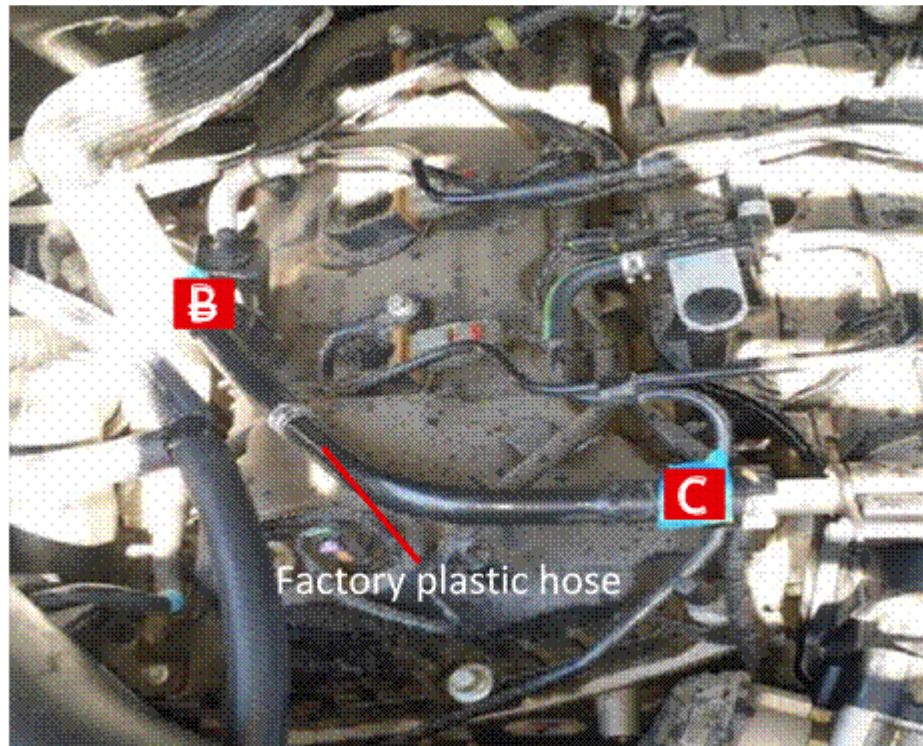
Remove oil cap and engine cover.

Remove the factory bolt holding the horn bracket. Using the factory bolt mount take the small L-bracket over the horn bracket and tighten it. (figure 1)

The Long-Z bracket will mount to the Short-L bracket using the bolt, washers, and nut provided. Do not tighten as you will need to adjust this later. (figure 1.)

Mount the catch can to the Long-Z bracket using the two smaller bolts and lock washers provided. Do not tighten these as you will adjust them later. (figure 1.)

ROUTING THE SYSTEM



Locate the passenger side valve cover and remove the factory plastic hose

Connect the 1/2" hose to the passenger side valve cover barb (B). (figure 2)
Route the hose to the front of the vehicle. Connect the 1/2" hose to the center inlet labeled B. (figure 3.)

The center of the RX catch can is always the inlet from the crankcase.
Connect the provided 1/2" hose (w/check valve) to the intake manifold barb(C). (figure 2)



Locate the passenger side turbo inlet tube/intake pipe. Anywhere that is flat is generally good.

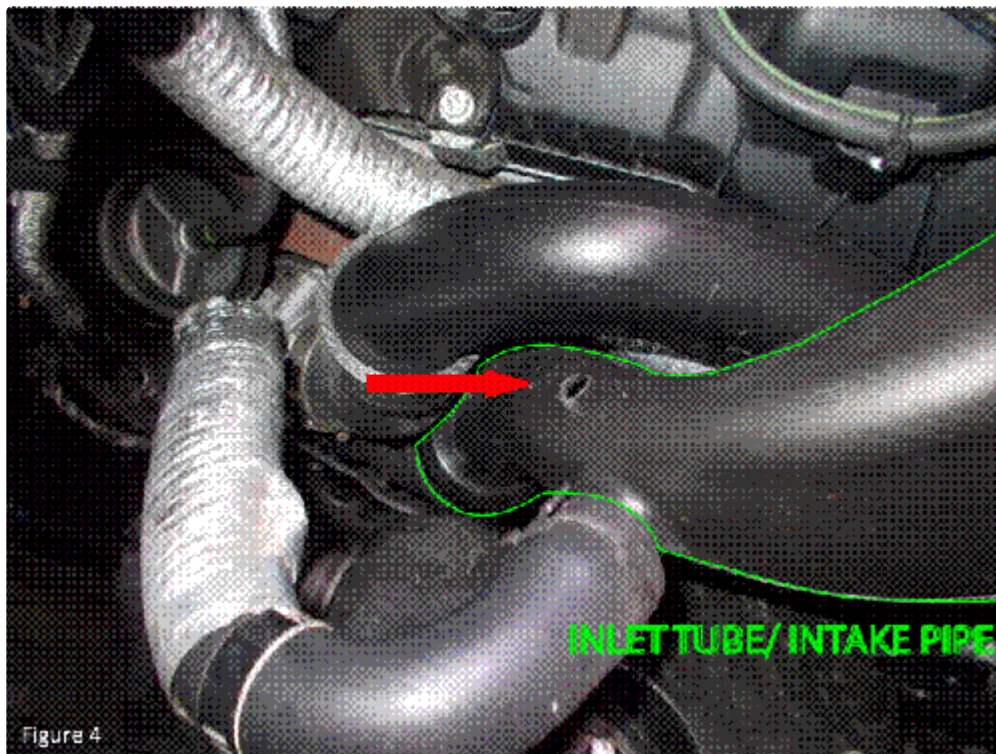
Route the hose to the front of vehicle where the catch can is located.

you will need adjust this later. (figure 3.)

The location for the threaded barb provided in figure 4.

Carefully drill a small pilot hole for the larger 1/2" drill bit. Drill slowly so most of the shavings fall out of the inlet tube. The small amount that falls into the tube will be harmless and ingested through.

After your 1/2" hole is drilled you will need to use a step bit to widen it. DO NOT USE the 1/2" bit to "wobble" out the hole as this can cause issues threading the barb in and ruin the inlet tube/intake pipe. Carefully and slowly continue drilling and testing the fitment of the barb. Once your able to thread the barb apply RTV sealant to the threads and screw it all the way in.



Route the hose from the passenger side barb and connect it to the tee provided. From the tee, route the hose behind the intake manifold to the

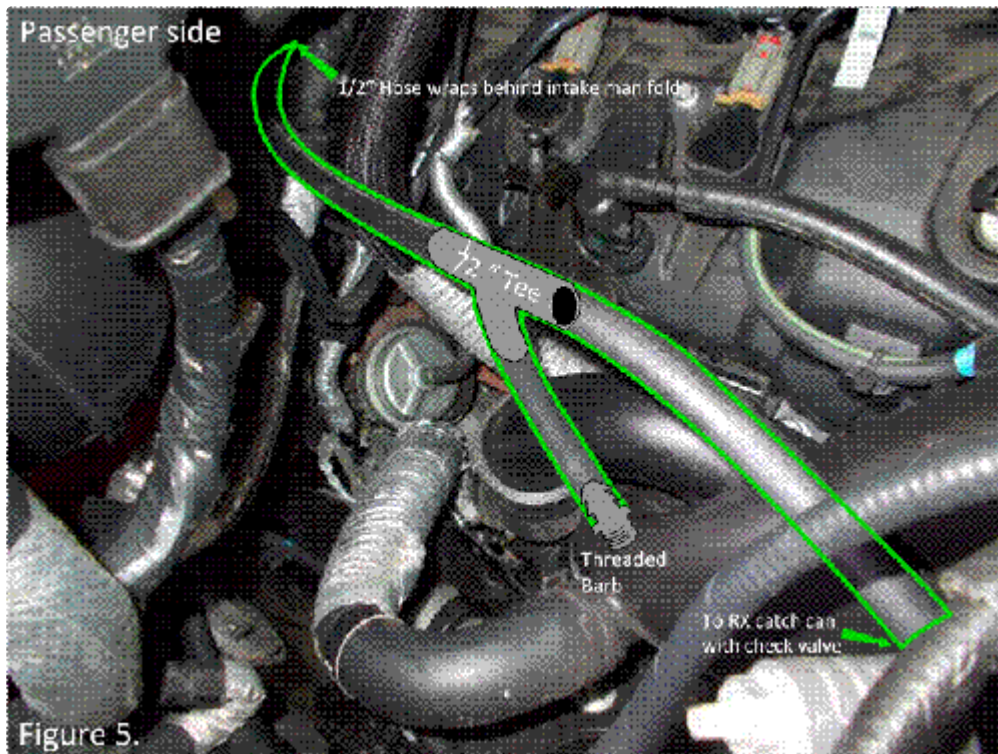
the vehicle (w/check valve). (figure 5)

Connect the AN fitting to the catch can outlet labeled A. Do not tighten as you will need adjust this later. (figure 3)

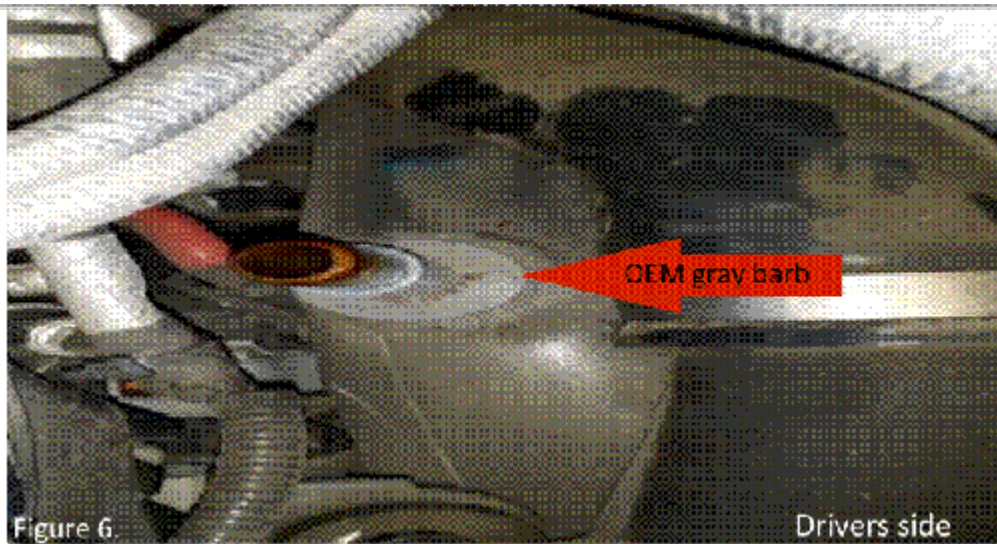
Locate the hard plastic hose that's connected from the valve cover to the OEM gray barb on the driver side inlet tube and remove it.

Connect the hose from the passenger side to the drivers side OEM gray barb. (figure 6)

Using the provided cap, close off the clean side barb coming from the valve cover.

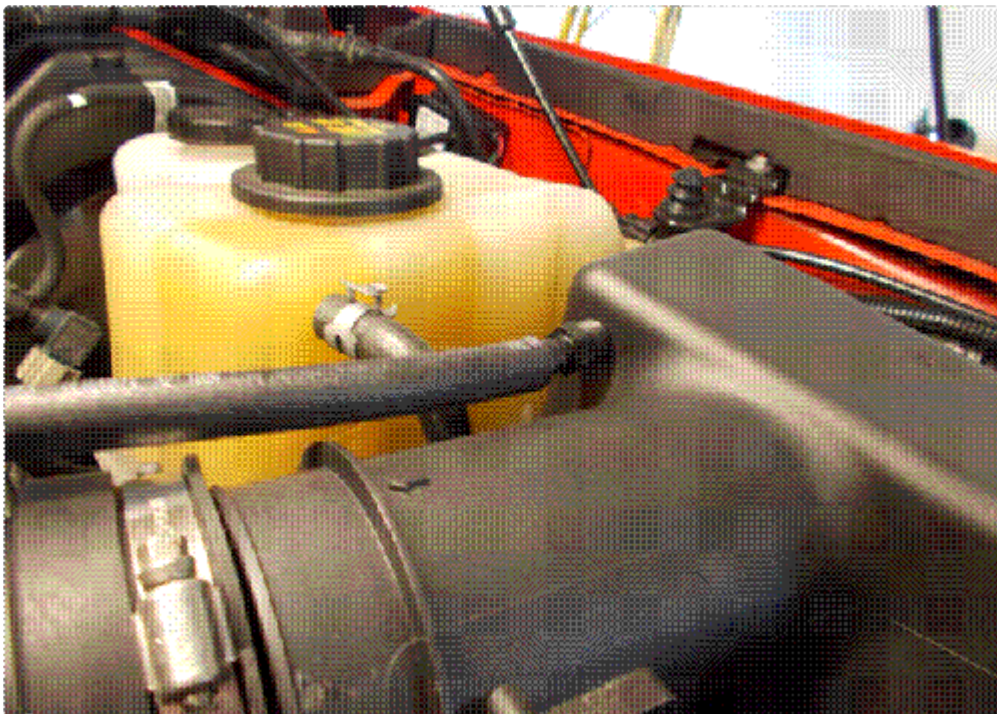


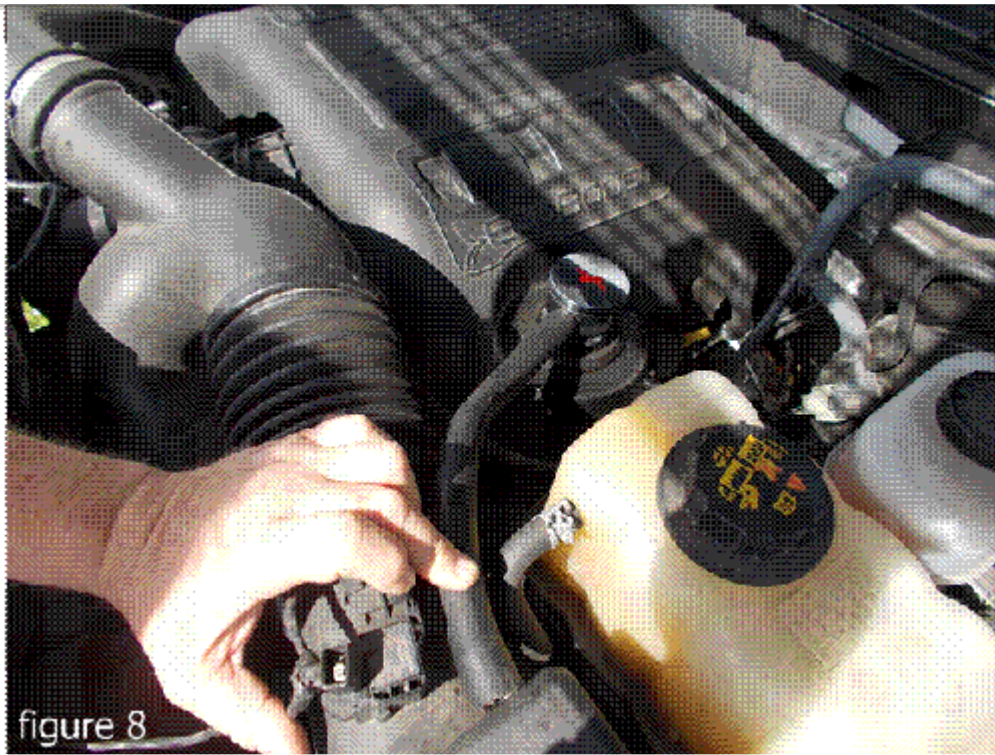
Move to the front of vehicle where catch can is located with all the fittings at the catch can loose including the bracket holding the catch can. Now you can check for clearance with the hood closed.



Make sure none of the hoses are being crushed/pinched when the hood is closed. Check the orientation of the check valves. (check valves flow away from catch can).

Make sure the catch can has proper clearance and is not rubbing. Tighten all fittings to complete the installation.





CLEAN SIDE SEPARATOR

Gather the cap, threaded barb, and the 1/2" hose.

Carefully drill a small pilot hole in the air box for the larger 1/2" drill bit. Drill slowly so most of the shavings fall out. (note: you can apply grease to the end of the drill bit to help with catching the shavings)

After your 1/2" hole is drilled you will need to use a step bit to widen it. DO NOT USE the 1/2" bit to "wobble" out the hole as this can cause issues threading the barb in and ruin the air box. Carefully continue drilling and testing fitment of barb. Once you're able to thread the barb apply RTV sealant to the threads and screw it all the way in. (see figure 7)

Remove the engine oil cap.

Install the Rx oil cap and route the hose to the air box barb.