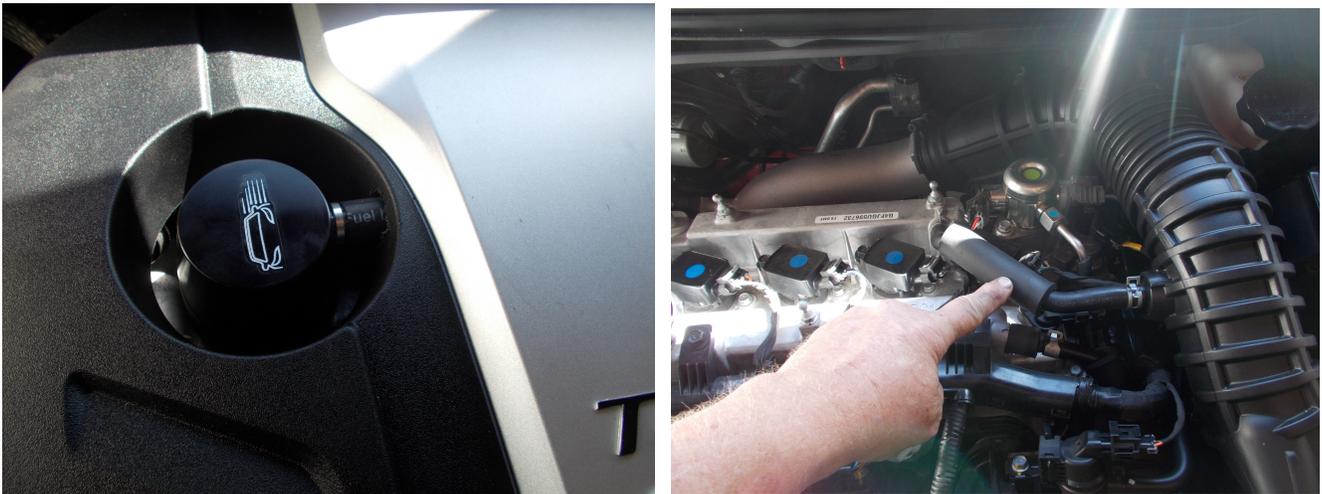


## Hyundai Veloster Installation Instructions.

We will start with how this system works. Unlike most all “catchcans”, this is a true crankcase evacuation air/oil separation system addressing the weaknesses of the factory PCV system while retaining a closed emissions compliant (EXCEPT not CA CARB cert!!. Only for “off road use” in CA.) system that provides full time crankcase evacuation as well as trapping 95% plus of the oil mist and other compounds you do not want ingested as part of the intake air charge.

First, remove the engine cover. This simply snaps off and presses back on. While the cover is off you will need to notch the area inside of the oil fill cap opening to allow the CSS (cleanside sepaerator) barb to clear so the cleanside line runs underneath the cover for a neat installation:



Locate the 2 main hoses we will tie into. First is the cleanside line, and this will need to be removed. Save this if you desire to revert back to stock in the future. You will replace you oil fill cap with the new base and billet cleanside unit. The billet unit will simply push into the base and seal with the 2 O rings so to add oil in the future, there is no need to unscrew the base. Make sure to grasp the base so it will seat tightly when installing.

Now we will replace this line with the premade line that T's the rear portion of the cam/valve cover to the line running from the CSS to the main intake air tube.



Next you will disconnect the foul/dirty side line from the factory PCV valve. The valve will be retained as this regulates the rate of flow. A hose will run from the center fitting of the can directly to the PCV valve barb. NO checkvalve on this line. (above right)

The can itself will mount to the passenger side strut tower front most bolt. The modified z bolts to the medium L bracket. Make sure to spread the billet clamp with a flat blade screw driver to avoid scratching the finish on the can. You have a good amount of leeway as to verticle placement:



You will run the front fitting hose from can w/checkvalve flowing away from can to the hose you pulled free from the PCV valve. This provides the vacuum from the intake manifold for non-boost evacuation.

The final step is to run the rear hose with checkvalve flowing away from the can and this connects to a barb you install into the rubber air intake tube just before it attaches to the cast aluminum portion that runs to the turbo inlet. Put some grease on a 3/8" drill bit to trap any debris and drill the hole and force the threaded end of the barb into this hole.

This will provide the evacuation suction to continue evacuation when in boost. This is generated by the Venturi Effect as the air flow past this barb creates vacuum.

So, the check valves will open and close automatically to always default to the strongest suction source present no matter the mode of operation never allowing pressure to build in the first place. It converts the PCV system to full time evacuation never leaving the crankcase stagnant to allow the contaminants that enter as blowby a chance to settle and mix with the engine oil, and also flushes the raw fuel and other compounds from the crankcase at all times. You NEVER want to defeat the PCV systems functions with a breather as this greatly contributes to shortened engine life through excessive wear.

Final installation with engine cover installed for a nice stock looking install:

