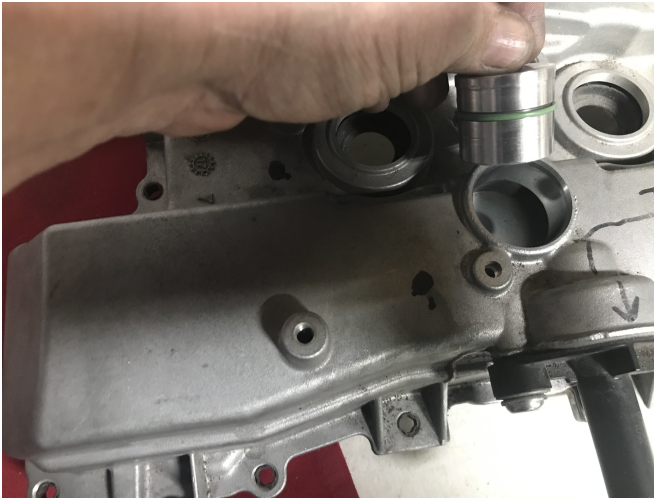


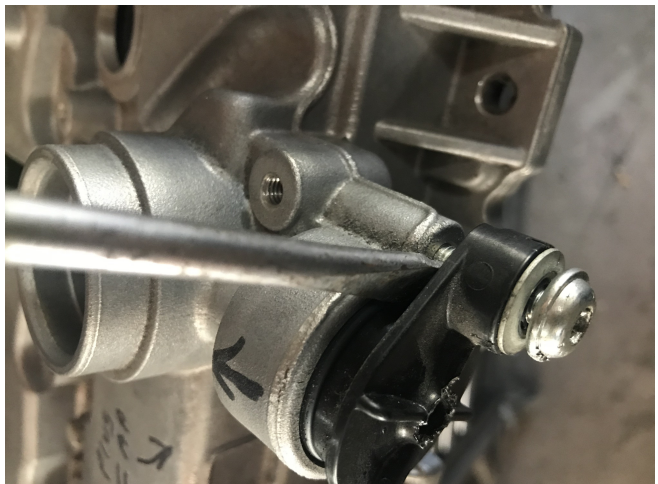
Camaro and ATS 2.0T Installation Guide LTG Engine

First step is to remove the plastic engine cover. And any stock parts removed put in a box to save if you wish to revert back to stock at any time.



In the above left picture, you will remove the entire stainless braid and plastic tube assembly. Grasp and pull firmly and they will separate. The billet plug we supply will push into place and seal this as we are using a different routing for a more complete flushing and evacuation of the entire crankcase.

We will be removing the plastic barb fitting coming from the oil fill cap location: The billet adaptor with 1/2" barb will snap into the opening left and this will be the inlet for the fresh air from the main intake air tube. Use a plyers or small vice grips to remove the screw as it is an unusual head, then pry out with screw driver.



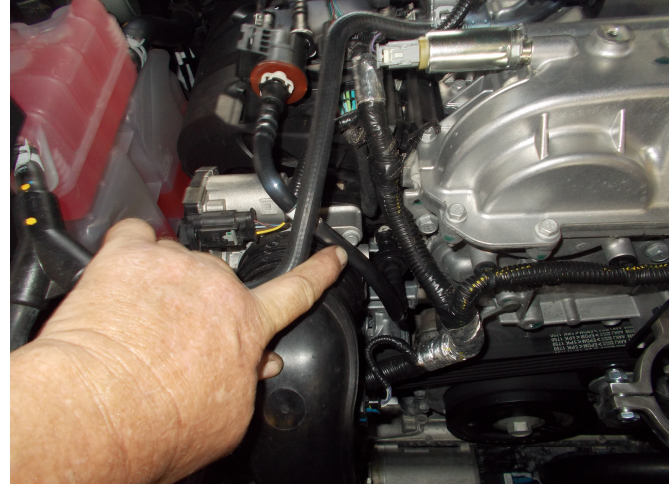
The rear most barb on the passenger side will run straight to the center of the can. No checkvalves. This you will also put a T in this hose and connect the 1/2" barb from the second billet adaptor barb. You will now run a 1/2" hose direct from the OEM barb on the air intake tube to the CSS barb (CSS replaces the stock oil fill cap). We include the OEM connector so you can save your stock tubes.



Above right shows the plug in place and the plastic fitting and barb that you will snap on one of the connectors we include and run this straight to the center of the can with no valves inline.

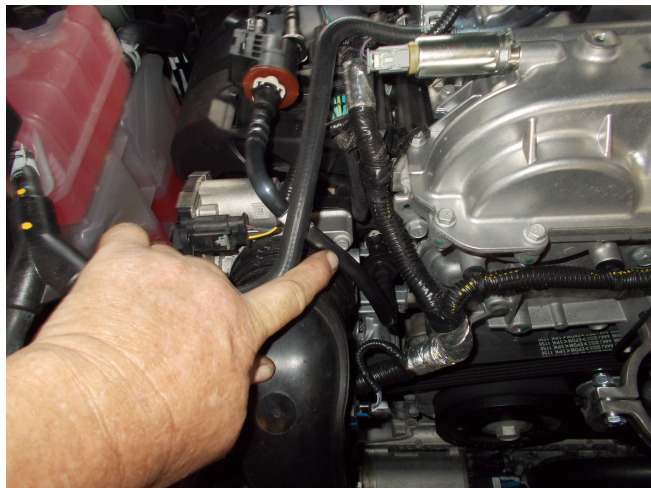
Now, we will mount the can as shown to the center bolt on the front of the valve cover: Make sure to spread the clamp with a flat blade screw driver to avoid scratching the can!





One outer fitting on can w/checkvalve flowing away from can will connect to the hard line coming from the turbo inlet. It is silver stainless steel. This takes 3/8" hose. Note the steel line can pivot.

Top right is for this:



Now we have the intake manifold vacuum. This will provide evacuation suction on the crankcase when at idle, light cruise, and deceleration when there is no boost pressure present. This is critical as GM ONLY uses the turbo inlet suction so unless you were in boost, no evacuation takes place and this is when the damage and wear causing compounds settle and mix with the oil. So, we cut the hard plastic line that runs from the lower portion of the intake manifold to the evap solinoide. Note, there is NO auxillary vacuum pump on this system! We install a T as shown and a high pressure checkvalve (with the black plastic barbs) flowing away from the can. This will also come preconfigured with a flow restricting fixed orifice inline to regulate the amount of flow. Always look into the end of the T to make sure the fixed orifice is pressed in. Finally make sure the drain valve is closed, and start and make sure there are no vacuum leaks. Reinstall the plastic cover and install the oil cap last.

