

CorkSport Performance

AXO-6-889-1x Oil Catch Can

Installation Instructions for the CorkSport Performance Oil Catch Can Kit for the 2019+ Mazda3/
CX30 Turbo and Non-Turbo

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INTRODUCTION

In this installation guide, we have provided step-by-step instructions to remove the necessary OEM components and install the CorkSport Performance Oil Catch Can.

Advisory:

- Working under the vehicle requires a safe and sturdy location for the vehicle to sit on jackstands.
- The engine bay will be hot after recent vehicle operation. Allow the vehicle to cool or use a fan to cool the engine bay before working on the vehicle.
- If you live in an area which gets below zero you need to empty the catch can before the temperatures drop to maintain the functionality.
- There are permanent OEM clamps that will need to be removed by cutting. This can be done with wire cutters however we strongly recommend using a die grinder or rotary tool with a small cutoff wheel.
- Installation instructions were created using a 2021 Mazda3 2.5-Turbo and a 2019 Mazda3 Non-Turbo. Installation on other models will be similar

TOOLS:

- [1/4" Ratchet](#) (1)
- [8mm Socket - Deep](#) (1)
- [10mm Socket-Deep](#) (1)
- [12mm Socket - Deep](#) (1)
- [13mm Socket - Deep](#) (1)
- [5/32" Allen Wrench](#) (1)
- [Flathead Screwdriver](#) (1)
- [Small Needle Nose Pliers](#) (1)
- [Wire Cutters](#) (1)
- [Silicone Lubricant Spray](#) (1)
- [Razor Blade](#) (1)
- [Hydraulic Jack](#) (1)
- [Jack Stand](#) (2)

PARTS:

- [CorkSport Oil Catch Can](#) (1)
- [CorkSport ATK OCC Mounting Bracket](#) (1)
- [CorkSport ATK OCC Hardware and Drain Valve Kit](#) (1)
- [Oil Catch Can Hose](#) (1)

Step 1 — Getting Started



- First and foremost; **THANK YOU** for becoming a part of the CorkSport Family. We hope to bring you the highest level of Parts, Customer Service, & Support
 - ⓘ How To Use These Instructions: The instruction format will relate colored markings in the image to the color dot in the text to the right of the image
 - For clarity, "OCC" in these instructions refers to the "Oil Catch Can"
 - Approximate hose lengths are given in the instructions, however, you may need to trim the hose as needed for best fit.
- ⚠ The CorkSport OCC is not compatible with vehicles equipped with Mazda's i-stop system (engine start-stop)

Step 2 — Lifting the Car

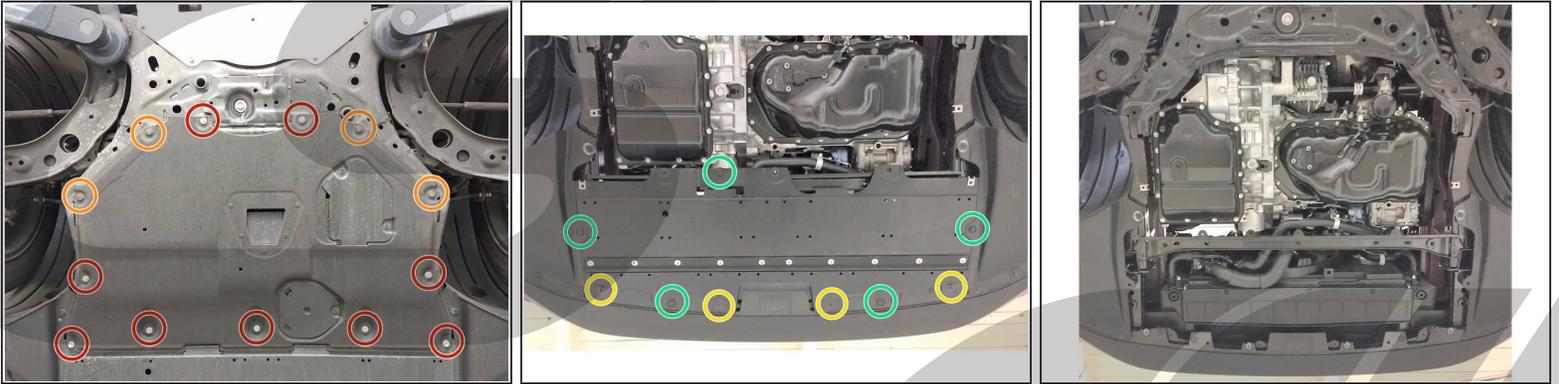


⚠️ Ensure the vehicle is parked on a level surface before proceeding.

- Start by lifting up the front of the car using a hydraulic jack and jack stands.

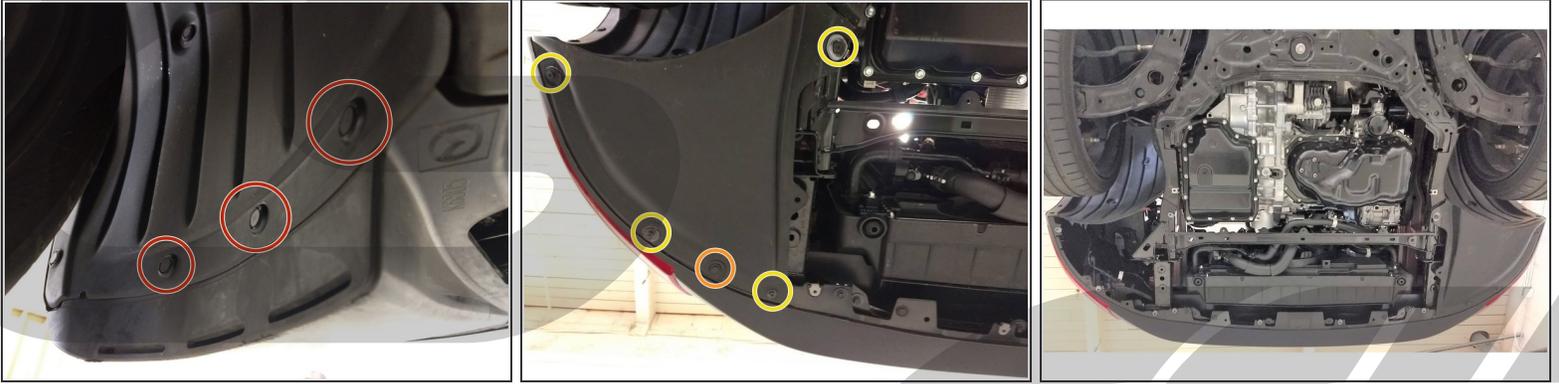
⚠️ Be sure to reference your owners manual for jack points and the jack manufacturer's instructions for proper practices.

Step 3 — Accessing the OCC Mounting Location Part 1



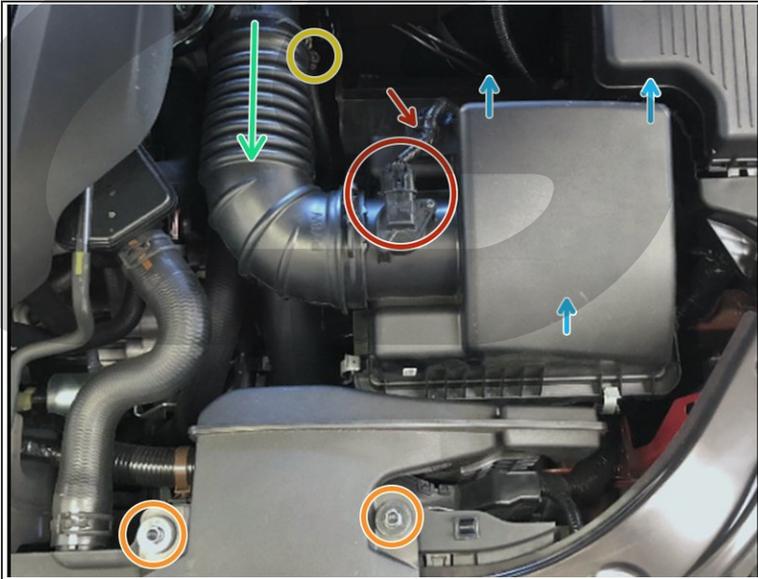
- Underneath the car, remove the **Nine(9) 10mm bolts** from the rear section of the engine underbody tray using a **10mm socket and ratchet**.
- With a **flathead screwdriver**, remove the **Four(4) small push clips** in the locations shown
- Remove the rear section of engine underbody tray from the vehicle and set aside
- With an **8mm socket and ratchet**, remove the **Four(4) 8mm bolts** holding the front section of the engine underbody tray
- With a **flathead screwdriver**, remove the **Five(5) small push clips** in the locations shown
- Remove the front section of the engine underbody tray from the vehicle and set aside

Step 4 — Accessing the OCC Mounting Location Part 2



- On the lower-forward side of the left fender-liner, remove the **Three(3) plastic push clips** with a **flathead screwdriver**
- Underneath the vehicle, remove the single **plastic push clip** with a **flathead screwdriver**
- Remove the **Four(4) 8mm screws** with an **8mm socket and ratchet**
- Remove the fender cover from the vehicle and set aside

Step 5 — Turbocharged Cars: Removing the OEM Intake and Engine Cover

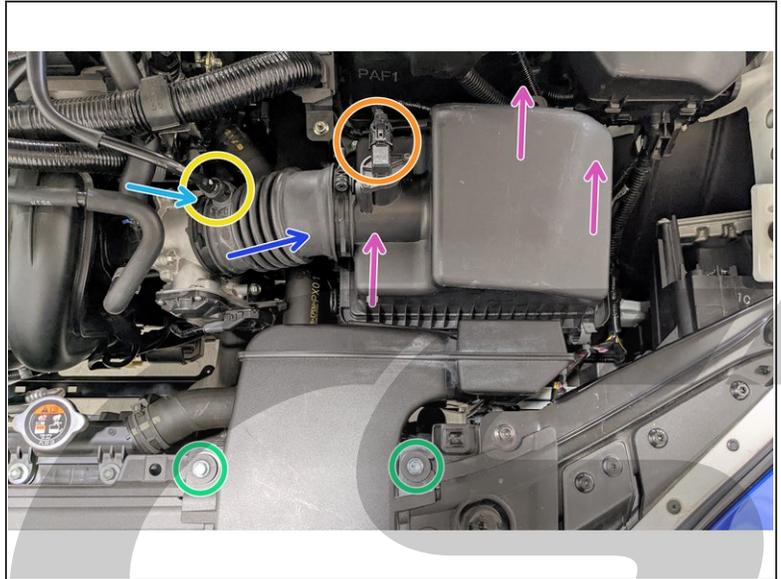


⚠ If your car is Naturally Aspirated (Non-Turbo), please move to the next step

i These instructions show removing the OEM intake. If you have a CS intake, the steps to remove are very similar, but you will not have the bolts circled in orange.

- Unplug the MAF sensor & unclip it from the top of the airbox.
- Remove the two 10mm bolts from the front of the intake.
- Loosen the 10mm clamp that attaches the intake tube to the turbo inlet pipe.
- Pull the intake tube off of the turbo inlet pipe.
- Lift upwards to release the OEM intake from the rubber mounts. Remove it from the vehicle.
- Grip the engine cover from each side and lift it upwards to release it from the rubber grommets. Remove it from the vehicle and set aside

Step 6 — Naturally Aspirated Cars: Removing OEM intake and Engine Cover



i These instructions show removing the OEM intake. If you have a CS intake, the steps to remove are very similar, but you will not have the bolts circled in green

- Grip the engine cover from each side and lift it upwards to release it from the rubber grommets. Remove it from the vehicle and set aside
- Unplug the MAF sensor & unclip it from the top of the airbox
- Remove the Valve Cover Breather Hose from the intake tube by firmly pulling upwards
- Remove the two 10mm bolts from the front of the intake
- Loosen the 10mm clamp that attaches the intake tube to the throttle body
- Pull the intake tube off of the throttle body
- Lift upwards to release the OEM intake from the rubber mounts. Remove it from the vehicle.

Step 7 — OPTIONAL: Front Bumper Removal



⚠ The CS Oil Catch Can Kit can be installed without removing the front bumper, however it does provide easier access. If do not wish to remove your bumper, please skip to step 13

- If you elect to remove your front bumper, repeat Step 4 on the other side of the vehicle to remove the opposite-side front fender cover
- Place painter's tape along the forward edge of the front fender on each side to prevent damage when removing the front bumper

Step 8 — Front Bumper Removal - Part 1



- i The front bumper is a two-piece design. The upper portion must be removed first before removing the main section of the front bumper
- Remove the plastic trim piece surrounding the hood latch by firmly pulling upwards
- With a **30W Star bit**, remove the **Eight(8) screws** in the locations shown
- With a **flathead screwdriver**, remove the **Three(3) plastic push pins** in the locations shown
- Remove the **Two(2) plastic pins** in the locations shown with a **Phillips Head screwdriver**. These are removed by a 1/4 turn and pulling the inner clip upward
- Grab the ends of the upper trim piece and firmly pull upwards to release it from its retaining clips
- Grab the center of the upper trim piece and firmly pull upwards to release it from its retaining clips
- Remove the upper trim piece from the vehicle and set it aside

Step 9 — Front Bumper Removal - Part 2



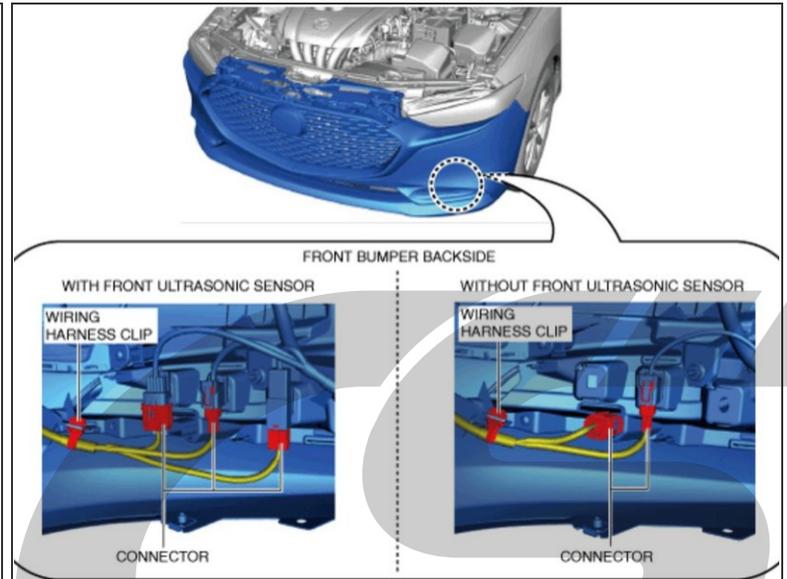
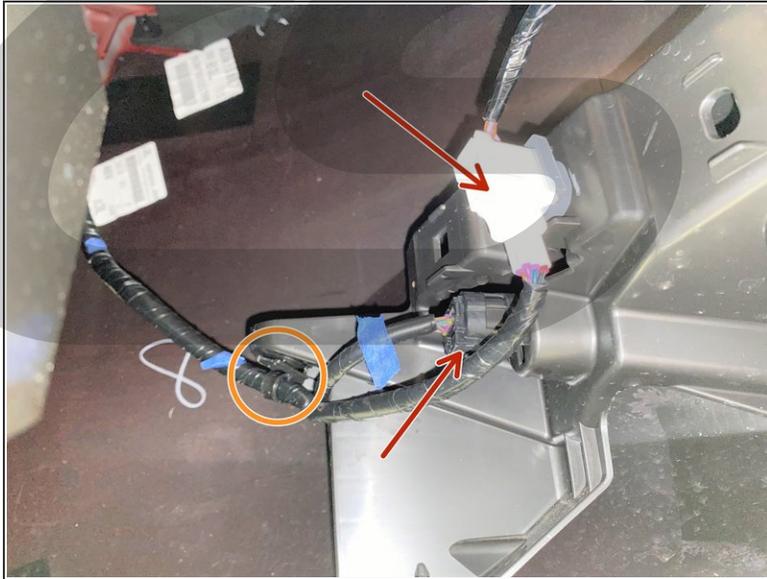
- Remove the **Three(3) plastic push clips** with a **flathead screwdriver**
- Peel back the fender-liner and remove the **8mm screw** with an **8mm socket, ratchet, and extension** in the location shown
- Repeat the above steps on the other side of the vehicle

Step 10 — Front Bumper Removal - Part 3



- On the underside of the front bumper, remove the **Two(2) 8mm bolts** in the locations shown
- Remove the **Two(2) plastic push clips** with a **flathead screwdriver**
- On the top-side, remove the **Two(2) bolts** with a **30W Star bit**
- Remove the **Two(2) plastic push clips**

Step 11 — Front Bumper Removal - Part 4



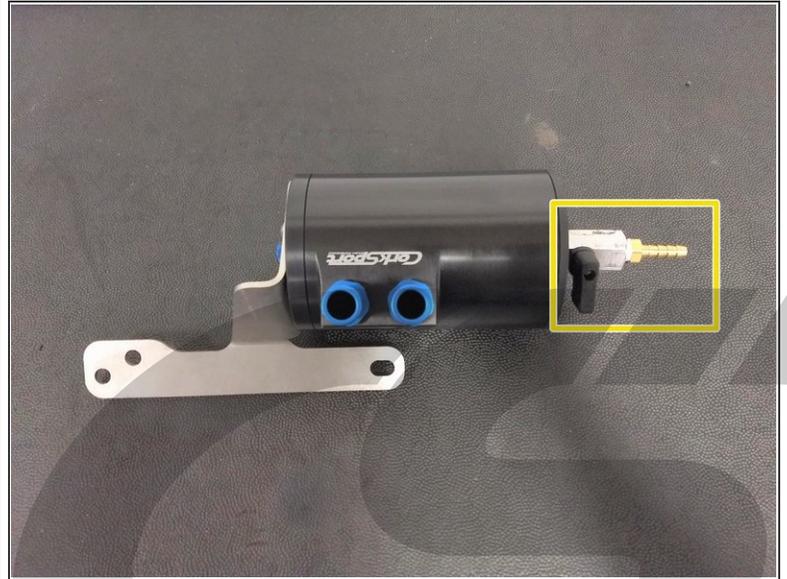
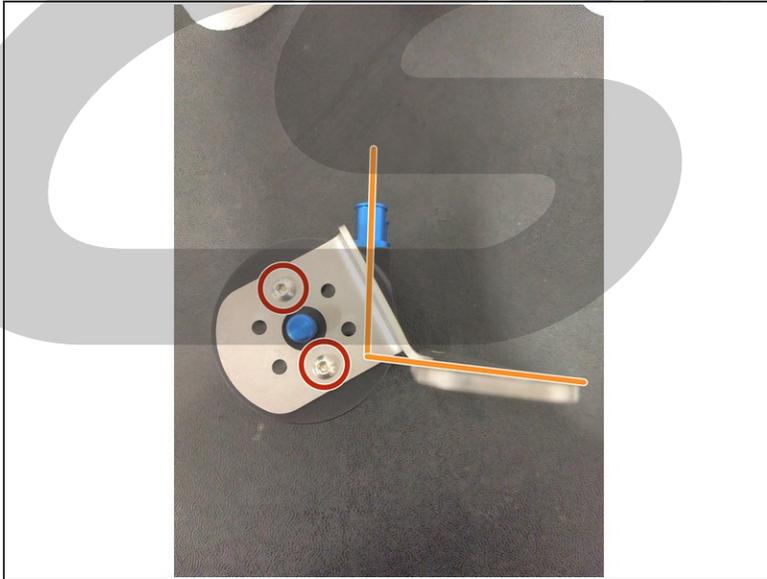
- On the left, inner side of the bumper, remove the **Two(2) electrical connectors**
 - Remove the **wire-harness retaining clip** in the location shown with a pair of **needle-nose pliers**
- ⓘ Some trim levels are equipped with an additional sensor located in the front bumper. If this is the case with your vehicle, remove its respective electrical connector and retaining clip to free the bumper from the wiring harness

Step 12 — Front Bumper Removal - Part 5



- With a **friend** on the other side of the vehicle, gently pull on the sides of the bumper in the direction shown to release it from its retaining clips
- Carefully pull the front bumper forward and away from the vehicle
- Place the bumper on a protected surface to prevent scratches or damage

Step 13 — Preparing the CorkSport OCC



- Align the CS OCC bracket with two holes in the CS OCC as shown and secure with the two provided **1/4"-20 x 1/2" button head screws** using a **5/32" Allen wrench**
 - The mounting face should be *approximately* perpendicular to the ports of the oil catch can.
- Attach the OCC drain kit to the bottom of the OCC. The drain kit comes with complete installation instructions.

Step 14 — Mounting the CorkSport OCC



i The images in this step were taken with the bumper removed for clarity

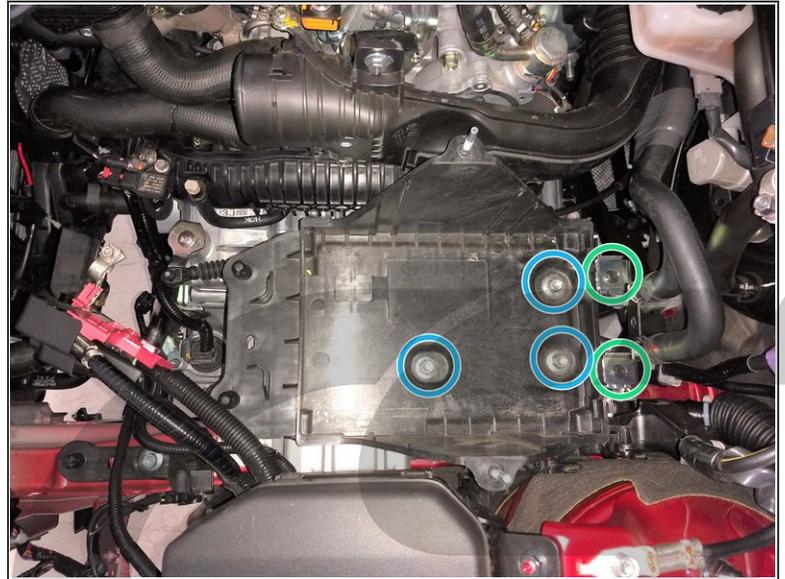
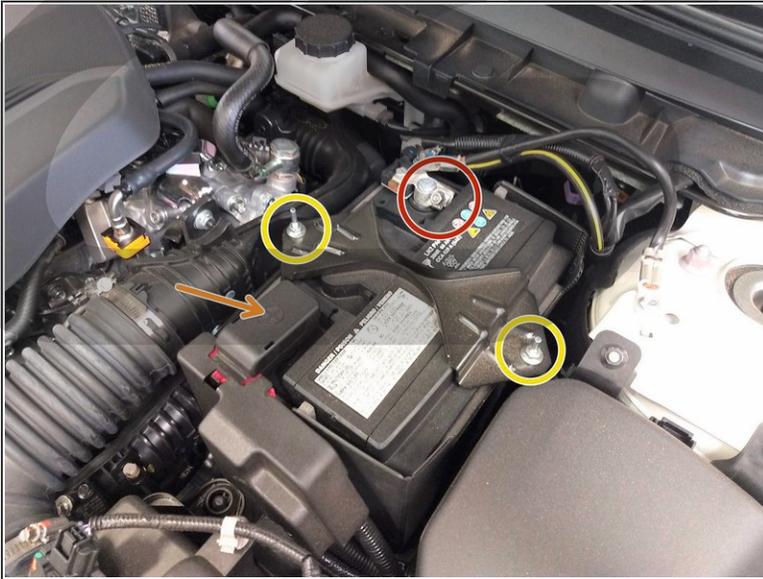
⚠ **The CorkSport OCC is not compatible with vehicles equipped with Mazda's i-stop system (engine start-stop).** If your vehicle is equipped with this system, custom mounting and hose length/routing will be required

- Locate the OCC mounting locations on the chassis.
- Using the supplied **M8x1.25x25mm bolts and M8 washers**, attach the CorkSport OCC to the chassis mounting locations.
- i** The two blue ports should face toward the center of the vehicle and the OCC should be positioned ahead of the of the mounting points
- ⚠** **Be sure to use the bolt-holes indicated for proper fitment of the OCC**
- Using a **13mm socket and ratchet**, tighten the OCC mounting bolts to *12-15 ft-lbs*

Step 15 — Is your vehicle Turbo or NA?

- ① If your vehicle is Turbocharged, please continue with the next step on this installation guide
- ① If your vehicle is Naturally Aspirated (Non-Turbo), please skip to step 39

Step 16 — Remove the Battery and Battery Tray



- With a **10mm socket and ratchet**, disconnect the negative terminal of the battery and tuck out of the way
- Flip open the cover of the positive terminal and disconnect with a **10mm socket and ratchet**. Tuck the connector out of the way
- With a **10mm deep socket and ratchet**, remove the **Two(2) 10mm nuts** and remove the battery brace from the vehicle
- Firmly grab the battery and remove it from the vehicle
- Using a **10mm Socket and Ratchet**, remove the **Two(2) 10mm bolts** attaching the coolant lines at the rear of the battery tray
 - Slide the coolant line brackets to the left, then lift up to remove it from the battery tray
- Using a **12mm Socket and Ratchet**, remove the **Three(3) 12mm bolts** attaching the battery tray to the chassis
- Remove the Battery Tray from the vehicle and set aside

Step 17 — Remove the Turbo Inlet Pipe



⚠ If you have the CorkSport Turbo Inlet Pipe, skip to the next step

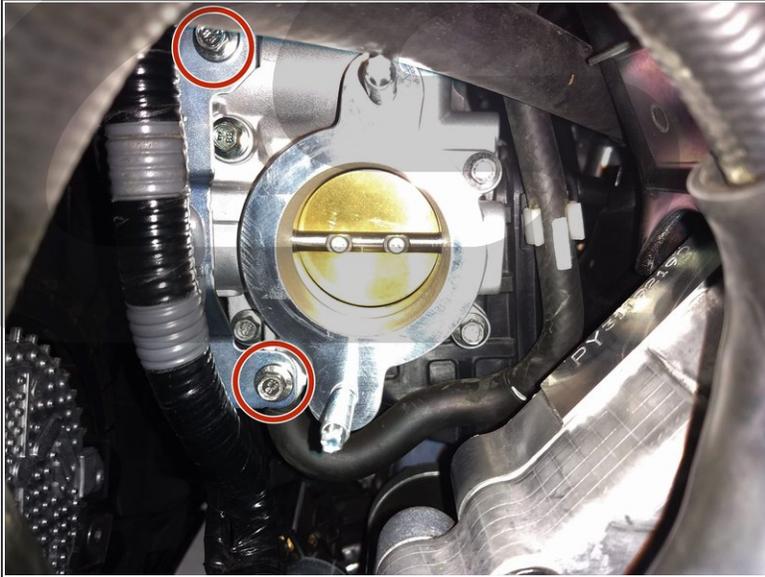
- With a **10mm Socket and Ratchet**, remove the **10mm nut** securing the front-end of the Turbo Inlet Pipe to the vehicle
- With a shallow **10mm Socket and Ratchet** or **10mm Wrench**, loosen the first clamp on the rubber coupler connecting the Turbo Inlet Pipe to the Turbocharger
- Pull the Turbo Inlet Pipe in the direction shown and remove from the vehicle
- ⓘ If the Turbo Inlet Pipe is difficult to remove, loosen the Turbo-side clamp further, pull the front-end of the pipe so as to clear the 10mm mounting stud, then rotate the pipe to loosen it from the rubber coupler, then remove from the vehicle
- ⓘ If the Pipe and Coupler are both removed from the Turbocharger at the same time, this is okay. Simply remove the Inlet Pipe from the coupler and replace it onto the Turbocharger, being sure to tighten the clamp with a 10mm socket and ratchet

Step 18 — Remove the Charge Air Pipe



- Unclip the **Two(2) electrical connectors** shown, then tuck the wiring harness out of the way
- With a pair of **needle-nose pliers**, remove the hose attached to the Charge Air Pipe and tuck out of the way
- With a **12mm Socket and Ratchet**, remove the **12mm bolt** securing the Charge Air Pipe to the engine
- ⓘ If you have the CorkSport Turbo Inlet Pipe, remove this bolt from the bracket with a **12mm socket** and a **13mm wrench**
- On the Turbo-Side (rear of the engine bay), remove the **Two(2) 12mm Nuts** securing the Charge Air Pipe to the Turbocharger
- On the front-side of the engine bay, remove the **Two(2) 12mm Nuts** securing the Charge Air Pipe to the Throttle Body
- Remove the Charge Air Pipe from the vehicle and set aside

Step 19 — Unbolt the Throttle Body from the Intake Manifold



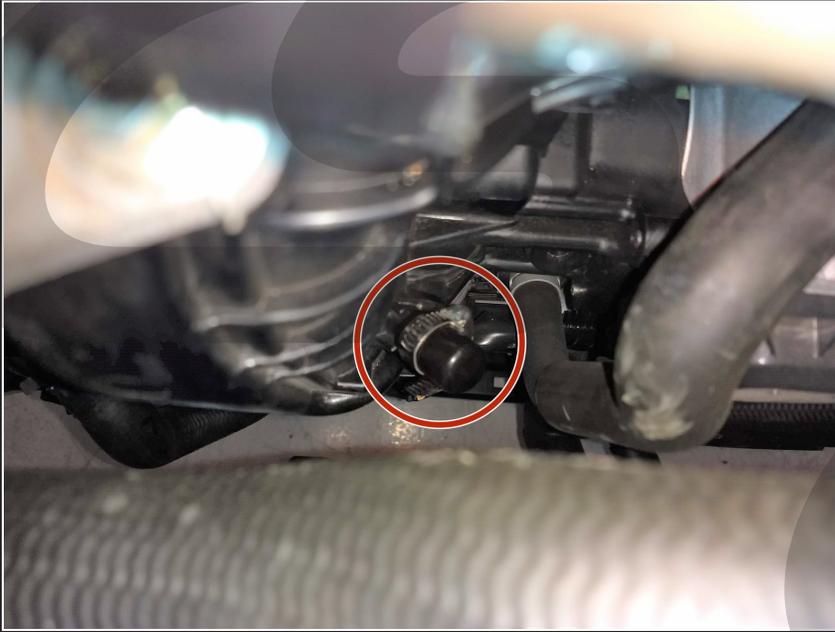
- i The Throttle Body will not be removed from the vehicle, but simply unbolted from the intake manifold to allow for hand clearance during the PCV hose removal and installation steps
- With a **10mm Socket, ratchet, and extension**, remove the **Two(2) 10mm bolts** securing the wiring bracket to the Throttle Body
- With a **10mm Socket, Ratchet, and extension**, remove the **Four(4) 10mm bolts** securing the Throttle Body to the Intake Manifold
- i Be sure to track which bolt goes in each hole. The top-left bolt is longer than the rest
- i The Throttle Body is now being supported by the attached coolant lines, this is okay for the duration of the PCV hose installation steps. Be careful and do not apply excess force to the throttle body in the following steps

Step 20 — Locating and Removing the PCV hose



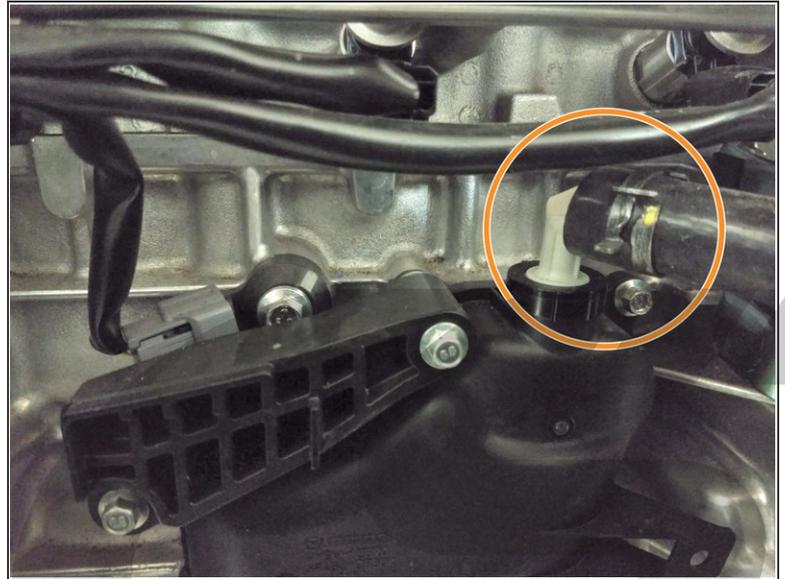
- i The PCV hose is extremely difficult to access, especially on the engine-side. Please take your time and be patient when removing and installing the PCV hose
 - The first and third images shown is with the Intake Manifold removed from the vehicle for demonstration of the PCV location. ***Complete removal of the intake manifold is not necessary for installation of the CorkSport OCC***
 - With a pair of **Needle-nose Pliers**, loosen the clamp on the manifold-side of the PCV hose and move it upwards along the hose ~1in (~25mm)
 - Gently pull upwards on the manifold-side of the PCV hose and disconnect it from the manifold
 - i Slightly twist the hose to break it loose if it is difficult to remove
 - Carefully follow the hose to the PCV plate on the engine. You can test if you are in the correct location by swinging the hose back-and-forth as the PCV elbow is designed to swivel. The elbow is also **White** in color if you are able to see the end of the hose
 - Using a pair of needle-nose pliers, squeeze the clamp and move it away from the fitting, along the length of the hose ~1in (~25mm)
 - Gently grab the hose and pull it to remove it from the PCV elbow (gently twisting if necessary), then remove the hose from the vehicle

Step 21 — Capping the Intake Manifold PCV port



- Slide the provided **Vacuum Cap and Worm Gear clamp** over the PCV port on the Intake Manifold
- ⓘ Position the Worm Clamp as shown for easiest tool access from underneath the vehicle
- Tighten the hose clamp with a flathead screwdriver until snug
- ⚠ **Do not overtighten the clamp to prevent cracking the PCV port**

Step 22 — Installing the new PCV Hose

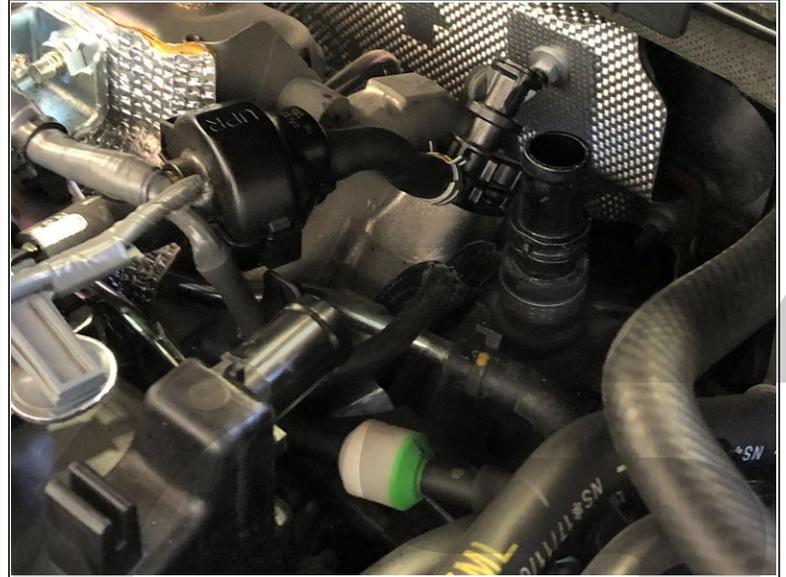
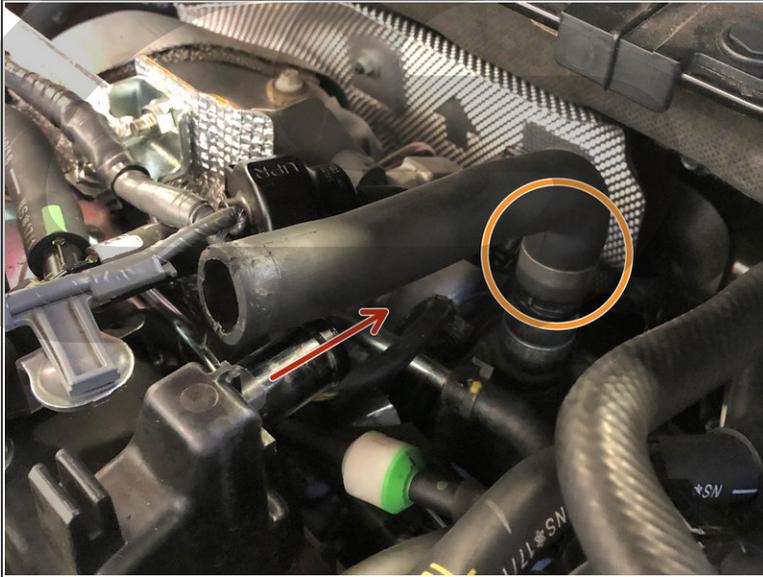


- Rotate your PCV port until it is pointing toward the left side of the vehicle.
- Cut off an **12.5-13.5 inch** piece of the supplied 14mm oil catch can hose.
- ⓘ Use a sharp razor blade or some hose cutters to ensure an even cut on the hose.
- Remove one of the OEM clamps that was used to secure the OEM PCV hose and use it to secure the new PCV hose to the PCV plate elbow
- Slide one end of the hose over the PCV port and secure with the OEM clamp
- ⓘ We recommend using some silicone lubricant spray to help get the OCC hose on the PCV port.
- Leave the other end open for later installation

Step 23 — Removing the Valve Cover Hose - Part 1



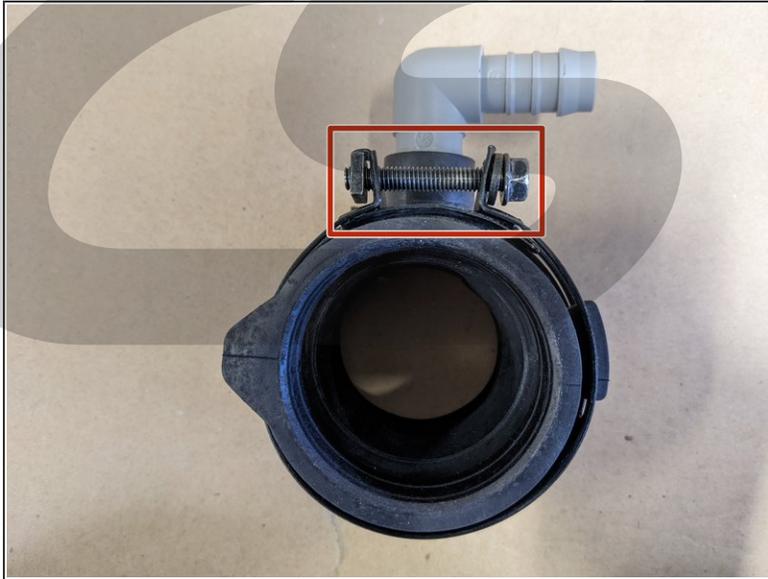
- If you have the CorkSport Turbo Inlet Pipe on your vehicle, simply remove the Valve Cover Hose by pulling away from the fittings on the Valve Cover and Silicone Coupler, then skip to Step 28
- ⓘ If you have the Stock Turbo Inlet Pipe, continue with this guide
- Locate the OEM valve cover breather hose. It is located on the rear of the engine, towards the driver's side.
- As shown, the hose uses permanent clamps to secure it to the Valve Cover and Turbo Inlet Pipe ports.
- ✦ **These permanent OEM clamps will need to be cut to be removed. This can be done with wire cutters however we strongly recommend using a die grinder or rotary tool with a small cutoff wheel.**
- If you do not have access to a die grinder or rotary tool, use wire cutters to cut through the permanent clamps.
- ⓘ Wire cutters will take some time to cut through the permanent clamps. Keep cutting the same location and you will eventually cut through.
- ⚠ **Regardless of method of cutting, ensure you do not damage the plastic valve cover port or the plastic fitting of the turbo inlet pipe.**

Step 24 — Stock TIP - Removing the OEM Valve Cover Hose Part 2

- Once through the first permanent clamp, remove the hose from the valve cover port.
- ⓘ To make the following process easier, the rubber coupler may be removed from the turbocharger. The remaining permanent clamp(s) can then be removed on a workbench
 - With a 10mm socket, loosen the clamp securing the rubber coupler to the turbocharger, then remove the coupler from the vehicle
 - Repeat the cutting procedure on the turbo inlet pipe permanent clamp.
 - Then remove the OEM valve cover breather hose from the vehicle.

Step 25 — Stock TIP - Prepare Turbo Inlet Pipe silicone coupler - Part 1

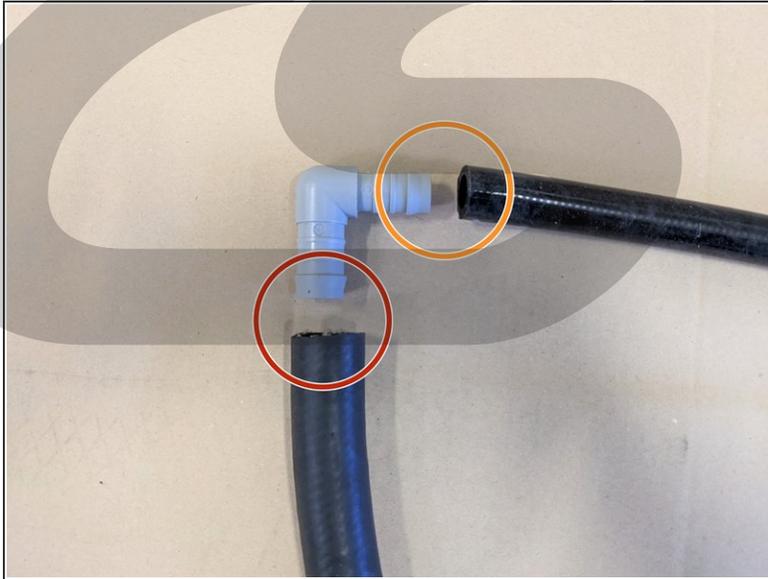
- Remove the third permanent clamp
- ⚠ Be careful to not damage the surrounding rubber when cutting, especially with rotational cutting tools
- Remove the OEM straight barb fitting from the silicone coupler
- Insert the larger end of the provided 90° elbow fitting

Step 26 — Stock TIP - Prepare Turbo Inlet Pipe Silicone Coupler - Part 2

- Loosen the bolt clamp until it is free to slide off the coupler
- Slide the clamp off of the coupler and flip it's direction
- ⓘ Note the direction of the bolt-head in the images
- ⓘ Be sure to align the slots in the clamp with the rubber protrusions located on the surface of the coupler
- Repeat for both sides of the coupler

Step 27 — Stock TIP - Prepare OCC Outlet Hose

- Cut a 46-47in section of the smaller 14mm hose
- Attach one end of the hose to the exposed end of the 90° elbow
- ⓘ Silicone Lubrication Spray is strongly recommended for easier hose installation on all fittings
- Set aside for later installation

Step 28 — Prepare New Valve Cover Hose

- Cut a 7.5-8.5in section of the larger provided hose
- Cut a 34.5-35.5in section of the smaller provided hose
- Pair the larger end of the 90° elbow with the larger hose
- Pair the smaller end of the 90° elbow with the smaller hose

Step 29 — Installing the new Valve Cover Hose

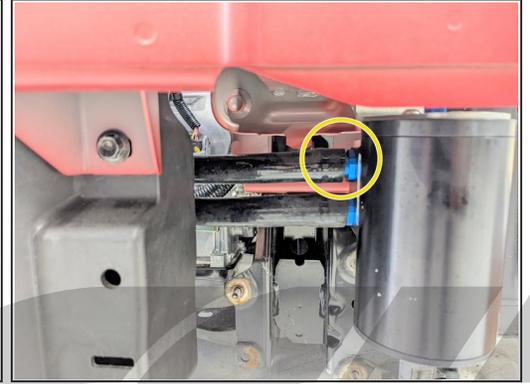


- Install the supplied 5/8" vacuum tee fitting into the PCV hose installed earlier. The tee should be oriented as shown, with one open port pointed toward the rear of the vehicle and the other pointed toward the left side of the vehicle.
- ⓘ Use silicone spray to help install all hoses onto fittings
- Maneuver the New Valve cover hose behind the engine as shown
- Install the end of the larger hose onto the Valve Cover
- Route the New Valve Cover Hose along the transmission as shown
- Install the other end of the hose onto the Tee-fitting as shown
- ⓘ Silicone lubrication spray is strongly recommended to help install hoses onto fittings

Step 30 — Installing the OCC Inlet Hose

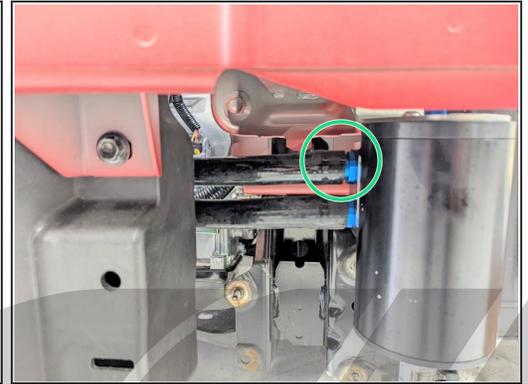
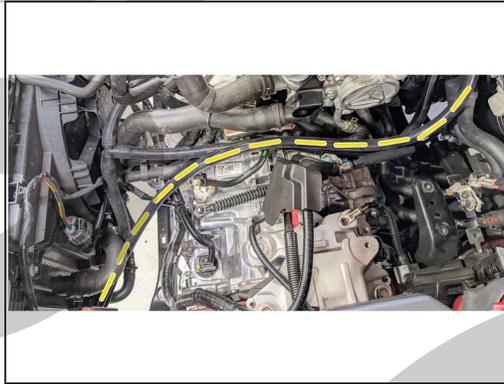


- Cut an **18.5-19 inch** section of the **Smaller 14mm OCC hose**
- ⓘ Use a sharp razor blade or some hose cutters to ensure an even cut on the hose.
- Attach this new hose to the remaining open port on the vacuum tee.
- Route the hose as shown from the Tee to the lower port of the OCC, being sure to go underneath the radiator hose
- Attach the OCC inlet hose to the lower port of the OCC.
- ⓘ Use silicone spray if needed to help install the hose on the valve cover and/or the vacuum tee.

Step 31 — CS TIP - Installing the new OCC Outlet Hose

⚠ If you have the Stock Turbo Inlet Pipe, skip to the next step

- Cut a 68-71in section of the provided 14mm silicone hose
- Attach one end of the hose to the Barb of the Silicone Coupler of the Turbo Inlet Pipe
- Route the new Outlet hose as shown, over the Brake Fluid Reservoir and alongside the new Valve Cover Breather Hose
- ⓘ If you have a Front Strut Tower Bar installed on your vehicle, tuck the hose between the reservoir and the Bar
- Attach the other end to the Upper Port on the CS Oil Catch Can

Step 32 — Stock TIP - Installing the new OCC Outlet Hose

⚠ If you have the CorkSport Turbo Inlet pipe, skip to the next step

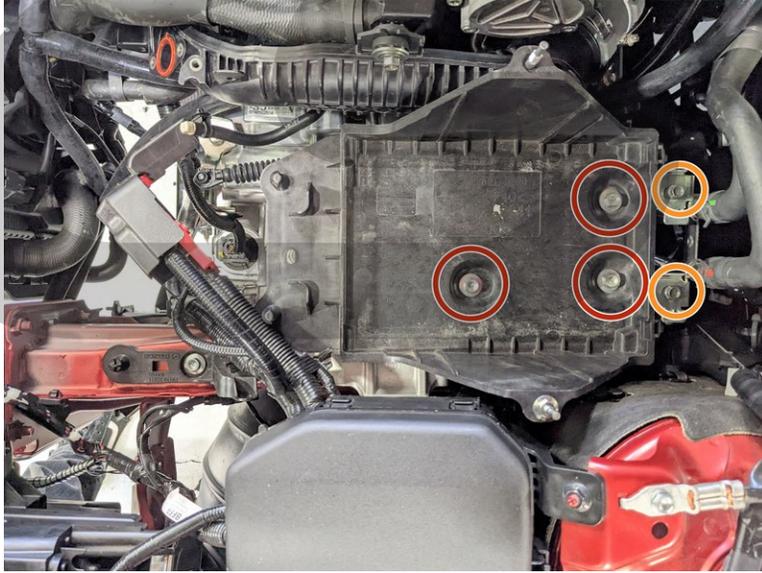
- Reinstall the rubber Turbo Inlet Pipe Coupler prepared earlier
- ⓘ The Coupler is directional, the smaller end mates with the turbocharger
- Rotate the coupler to where the 90° elbow is pointed towards the rear of the vehicle
- Route the new hose along the transmission as shown, following the Valve Cover hose installed earlier
- Attach the other end of the hose to the upper port of the OCC as shown

Step 33 — Reinstall the intake system and Battery Tray - Part 1



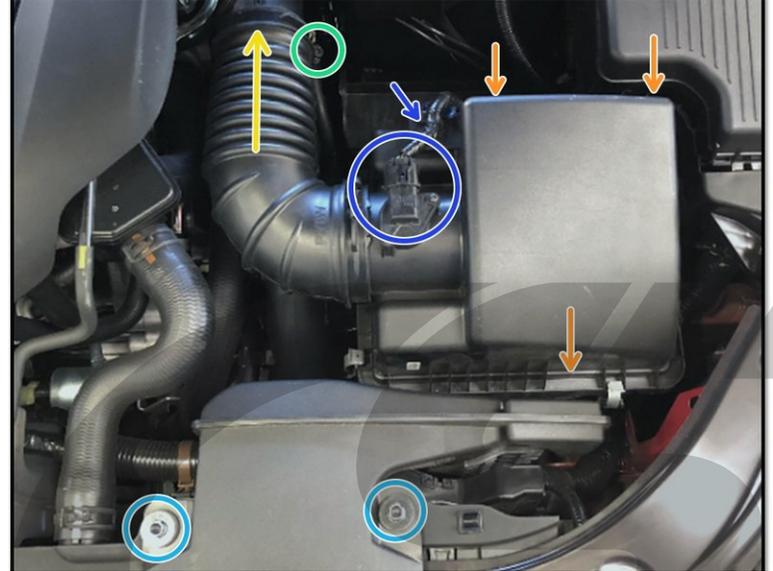
- Reinstall the throttle body with the **Four(4) 10mm bolts** removed earlier. Tighten until snug
 - ⓘ The longest bolt installs in the top-left corner
 - ⚠ **Do not overtighten**
- Reinstall the wire harness bracket to the throttle body. Tighten the **Two(2) 10mm bolts** until snug
- Reinstall the Chargepipe by lining up the studs on the throttle body and turbocharger. Tighten the **Four(4) 12mm nuts** and **single 12mm bolt** until snug
 - Be sure the new hoses route underneath the Chargepipe and along the transmission as shown
- Reinstall the Turbo inlet pipe and tighten the **10mm nut** and **both rubber coupler clamps** until snug
- Reconnect all connectors removed

Step 34 — Reinstall the Intake System and Battery Tray - Part 2



- Reinstall the battery tray. Tighten the **Three(3) 12mm bolts** until snug
- Reinstall the Coolant line brackets. Tighten the **Two(2) 10mm bolts** until snug
- Reinstall the battery, its protective sleeve, and top bracing, making sure the Positive and Negative terminals are in the correct orientation (Positive towards the front, Negative towards the rear)
- Reconnect the Positive terminal and secure with a **10mm socket and ratchet**, then flip the protective cover closed
- ⓘ Do not connect the negative terminal at this stage

Step 35 — Reinstall the Intake System and Battery Tray - Part 3



- Line the engine cover up using the dipstick and oil fill holes. Push down on each of the four corners to pop the engine cover into the four rubber grommets.
- Push the airbox down onto the three rubber mounts. They will pop into place.
- ⓘ Make sure that the lower portion of the OEM airbox is not pinching or kinking any of the oil catch can hoses. There is a small gap between the airbox and the radiator that is perfect for the OCC hoses.
- Push the rubber elbow onto the turbo inlet pipe.
- Tighten the turbo inlet pipe clamp until snug.
- Secure the front of the airbox with the two OEM bolts removed earlier. Tighten to 8-10ft-lbs with a 10mm socket and ratchet.
- Reconnect the MAF sensor by pushing the connector together until it clicks. Also clip the wiring back into the hole on the airbox.
- ⓘ CorkSport intake reinstallation will be similar.

Step 36 — Reassemble the Vehicle

- If removed, reinstall the front bumper in the reverse order of removal
- Install all undertrays and coverings in the reverse order of removal
- Reconnect the Negative Battery Terminal

Step 37 — Maintaining the Oil Catch Can



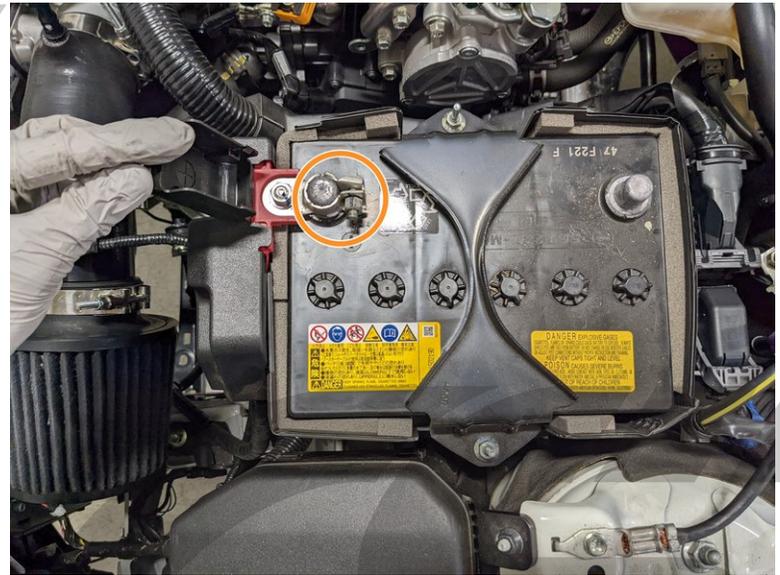
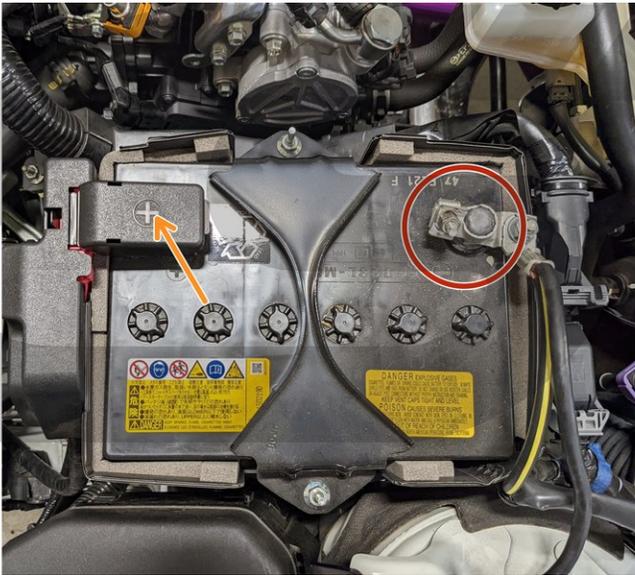
- ① On first startup, if any check engine lights appear, double check all OCC lines to ensure the connections are secure and the hoses are free from any kinks or holes.
- After the initial installation, the OCC will capture an excessive amount of vapor and contaminants. Drive the vehicle for 500 miles, then empty the catch can.
- Once the first drainage is performed, the OCC only needs to be drained every oil change or every 3 months, whichever comes first.
- ⚠ If you live in a climate that has freezing temperatures, you must empty the OCC before the temperature drops below freezing to ensure OCC function. Service the OCC frequently during the winter months to retain good OCC function.

Step 38 — Installation Complete



- This completes your installation of the CorkSport Oil Catch Can!
- Contact us with any questions or concerns at sales@corksport.com or (360) 260-2675.
- Share your experience using #CorkSport on Instagram, Facebook, and Twitter.

Step 39 — Naturally Aspirated OCC Install: Disconnect the battery



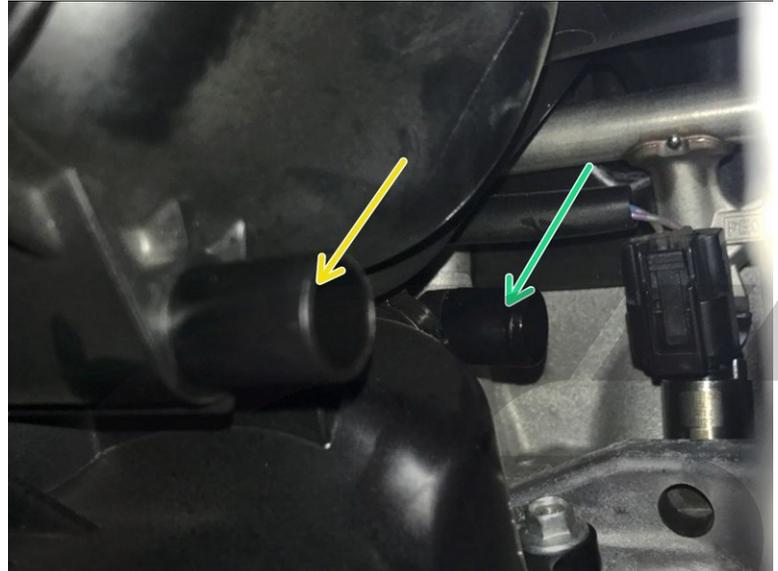
- Disconnect the Negative Terminal of the Battery with a 10mm socket and ratchet
- Flip open the plastic covering to the positive terminal and remove it with a 10mm socket and ratchet
- Set both wire harness out of the way from the terminals

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Step 40 — Remove the Starter - Part 1

- Underneath the vehicle, remove the white electrical connector from the engine starter
- Flip open the plastic cover by firmly pinching from both sides, exposing the 12mm nut securing the electrical harness to the starter
- Remove the 12mm nut from the starter
- Pull on the harness in the shown direction to free the electrical harness from the starter

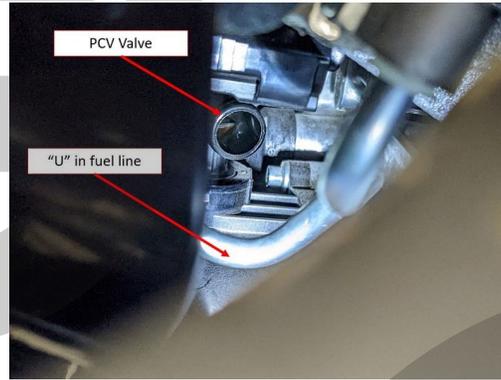
Step 42 — Locate and Remove OEM PCV hose



⚠ When working in this area, be aware of the high pressure fuel line feeding the fuel rail (circled in Red). Do not damage this fuel line

- Remove the OEM PCV Hose by pulling away from the intake manifold for both the upper and lower ports
- The lower port is the Intake manifold vacuum port. This connects to the upper port on the OCC
- The upper port on the Manifold is the Positive Crankcase Ventilation (PCV) valve. This connects to the lower port on the OCC

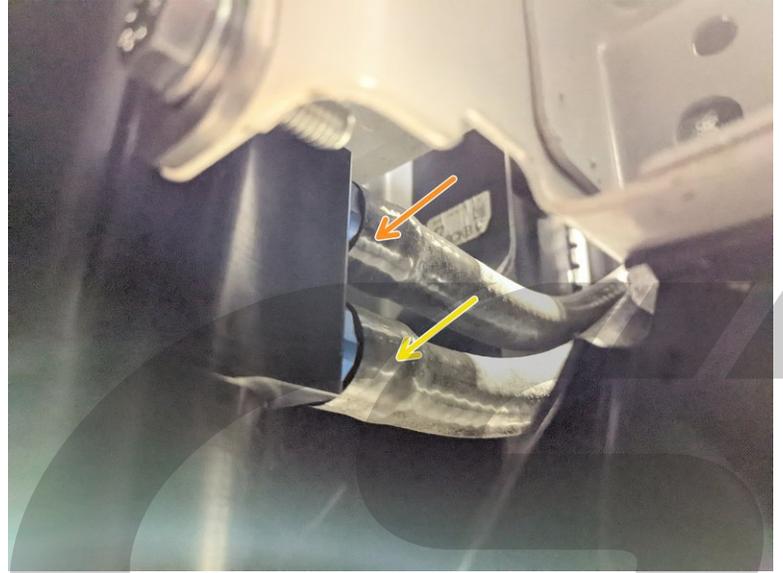
Step 43 — Hose Installation



- Trim two 31in sections of the provided 14mm rubber hose
- Route the PCV hose through the "U" of the fuel line and install onto the PCV valve
 - ⓘ Silicone lubricant spray is strongly recommended
- Route the Intake Manifold hose through the curve in the plastic harness mount and install onto the manifold port with the provided worm gear clamp
 - Position the bolt of the worm gear clamp downwards and tighten snugly

⚠ Be careful and do not overtighten to prevent cracking the manifold port

Step 44 — Hose Routing & OCC install



- Route the two hoses, parallel to each other, as shown
- Use the provided ZipTies in the locations shown to secure the hoses

⚠ It is important to route the hoses in this way to clear the shifter mechanism and intake air box

- Secure the intake Manifold Hose to the Top Port of the OCC
- Secure the PCV hose to the Lower Port of the OCC

Step 45 — Reassemble the Vehicle - Part 1



- Reinstall the Starter
 - Line up the starter and install the Lower Starter bolt
 - Reinstall the Upper Starter bolt
 - Tighten starter bolts to 29-38 ft*lbf
 - Reinstall the starter electrical harness and tighten the 12mm nut
 - Reconnect the white electrical connector
- Reinstall the starter harness electrical bracket on the transmission and tighten the two 10mm bolts

Step 46 — Reassemble the Vehicle - Part 2

- If removed, reinstall the front bumper in the reverse order of removal
- Install all undertrays and coverings in the reverse order of removal
- Reconnect the Positive and Negative Battery Terminals

Step 47 — Maintaining the Oil Catch Can



- On first startup, if any check engine lights appear, double check all OCC lines to ensure the connections are secure and the hoses are free from any kinks or holes.
 - After the initial installation, the OCC will capture an excessive amount of vapor and contaminants. Drive the vehicle for 500 miles, then empty the catch can.
 - Once the first drainage is performed, the OCC only needs to be drained every oil change or every 3 months, whichever comes first.
- ⚠️ If you live in a climate that has freezing temperatures, you must empty the OCC before the temperature drops below freezing to ensure OCC function. Service the OCC frequently during the winter months to retain good OCC function.**

Step 48 — Installation Complete!

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