

R_X Catch Cans

**(For the 5th Gen Camaro, L99 A6 V8)
(For the LS3 M6 V8, see pics at the end)**

What makes the RX performance the most effective oil separating catchcan on the market?

There are several factors that come into play to effectively remove & trap oil mist/vapors from the PCV flow.

1. Condensation

This is the most effective, and how most cans work (even an empty beer can will catch a good amount of oil if plumbed inline).

The vapors traveling through the can make contact with the outer (cooling) surface and the oil is condensed to droplets where they fall to the bottom of the can and are trapped for removal.

2. Slowing the velocity of the flow in a large enough chamber to prevent these droplets from being carried through the can and into the intake manifold.

Lastly come the Ebay and other off-brands that are nothing more than an empty can with 2 fittings attached. These WILL catch oil, but most comes in and right out the outlet, and the home depot/lowes air compressor plastic devices. They will again catch oil, but let far too much through.

The RX can has a perforated dispersion tube running down the center from the inlet that disperses the gasses to contact the most possible cooling/condensing surface, then it is large enough in area (nearly 1 qt) to allow the flow to slow enough to drop out of suspension, it then flows around an internal disc baffle system giving it one more surface to contact and cool and forces it to contact the outer cooling surface evenly before exiting through an integrated poly check valve to prevent any reversion.

Does that mean these other cans are junk? Absolutely not! Most are extremely high quality in construction & appearance, and DO catch most of the oil, so they should all be considered as good choices over nothing at all, and will prevent most of the issues oil in the intake air charge cause. So weigh the price and your goals in making your choice.

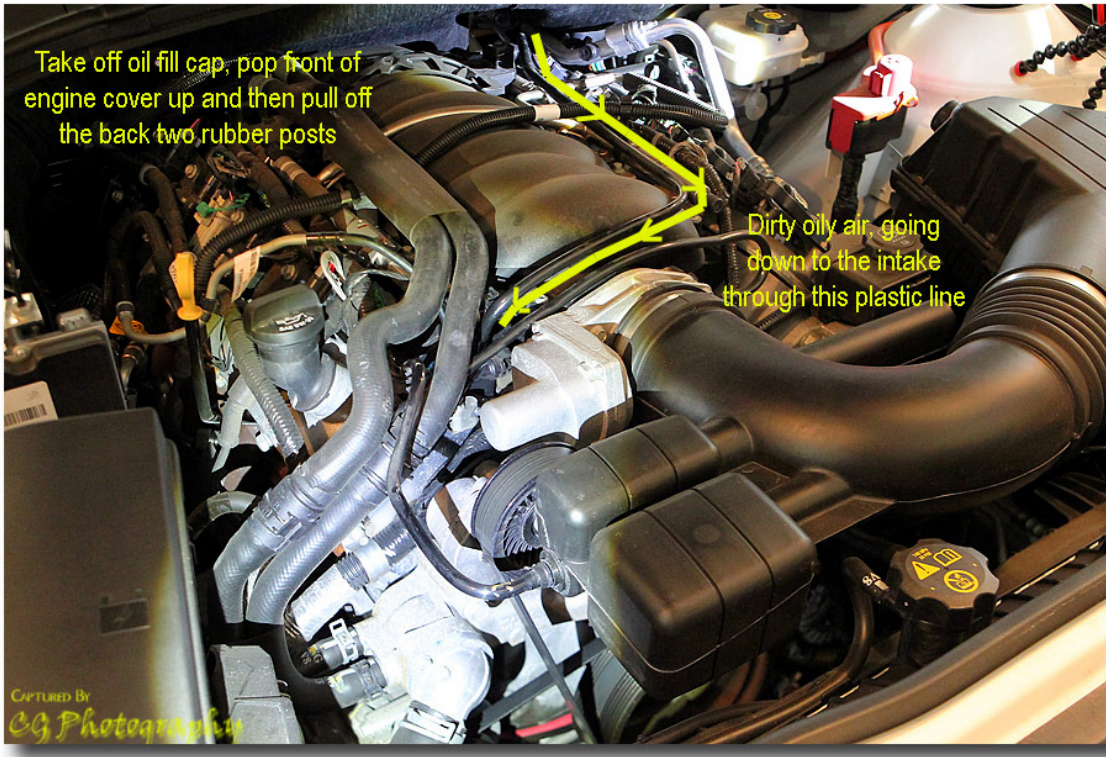
The RX can requires NO disassembly to clean. The filter media cans require disassembly & cleaning (including removing the mesh and cleaning it) every few days/weeks of use to be truly effective. The RX has a easy drain valve on the bottom and a remote 3' long drain hose to zip tie in place so you can simply put a drain pan under the car to catch it. No mess, No dis-assembly, and no internal cleaning needed ever.

The RX can is the ONLY can on the market with an integrated PCV/check valve to ensure the proper flow/metering that the LSX V8's require.

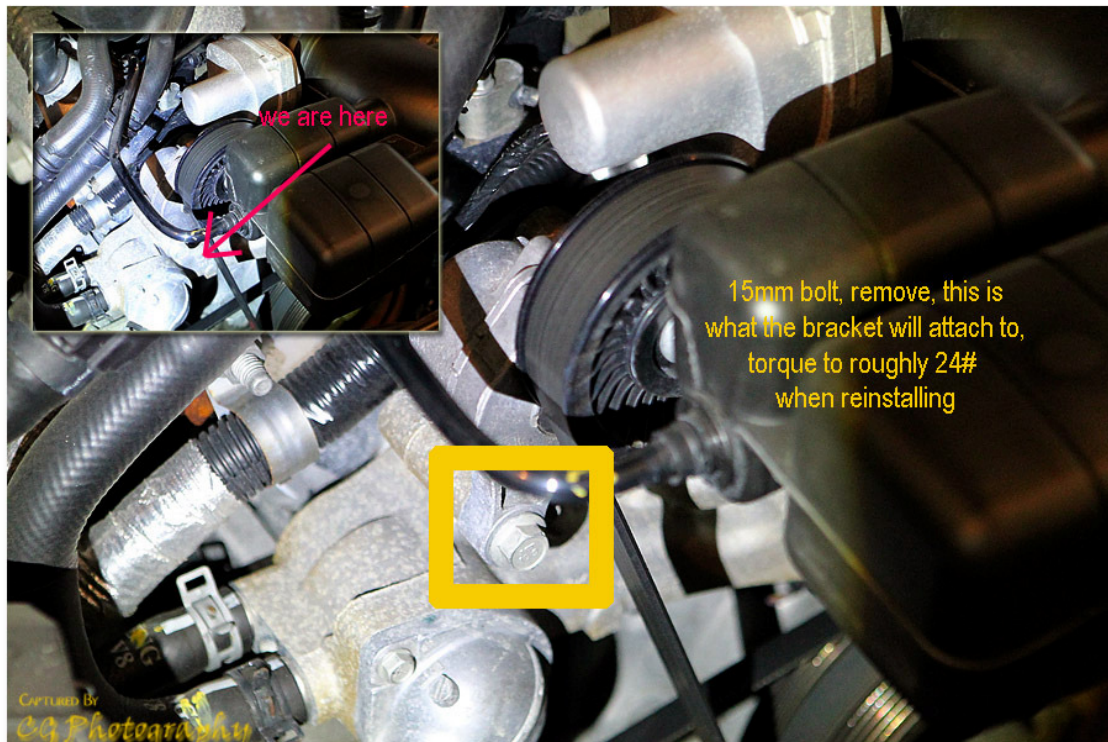
RX performance has the ONLY can specifically configured for forced induction applications with dual poly check valves integrated into the design, and the RX standard can is \$139 (add \$20 for FI) and the best tech support by email, PM. or phone nearly 24/7 and detailed application diagrams for most any car/motor/power adder combo.

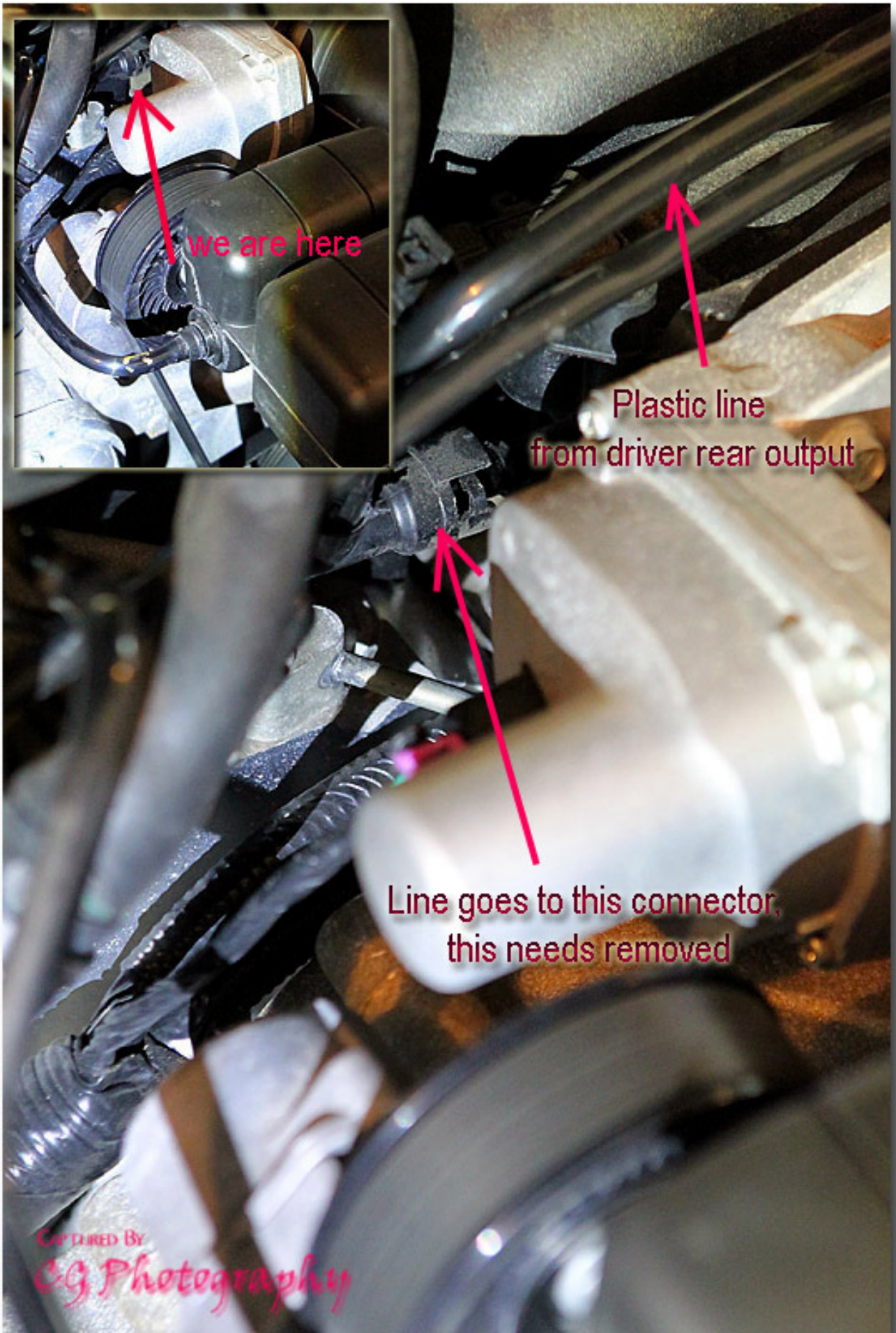
Instructions:

1. Take off engine cover to expose the air line that will need removed (remove oil fill cap, pull up on front, and remove from rear rubber grips).



2. Take note of the 3 locations with which you will be working, the ends of the air line, and the mounting bracket bolt.



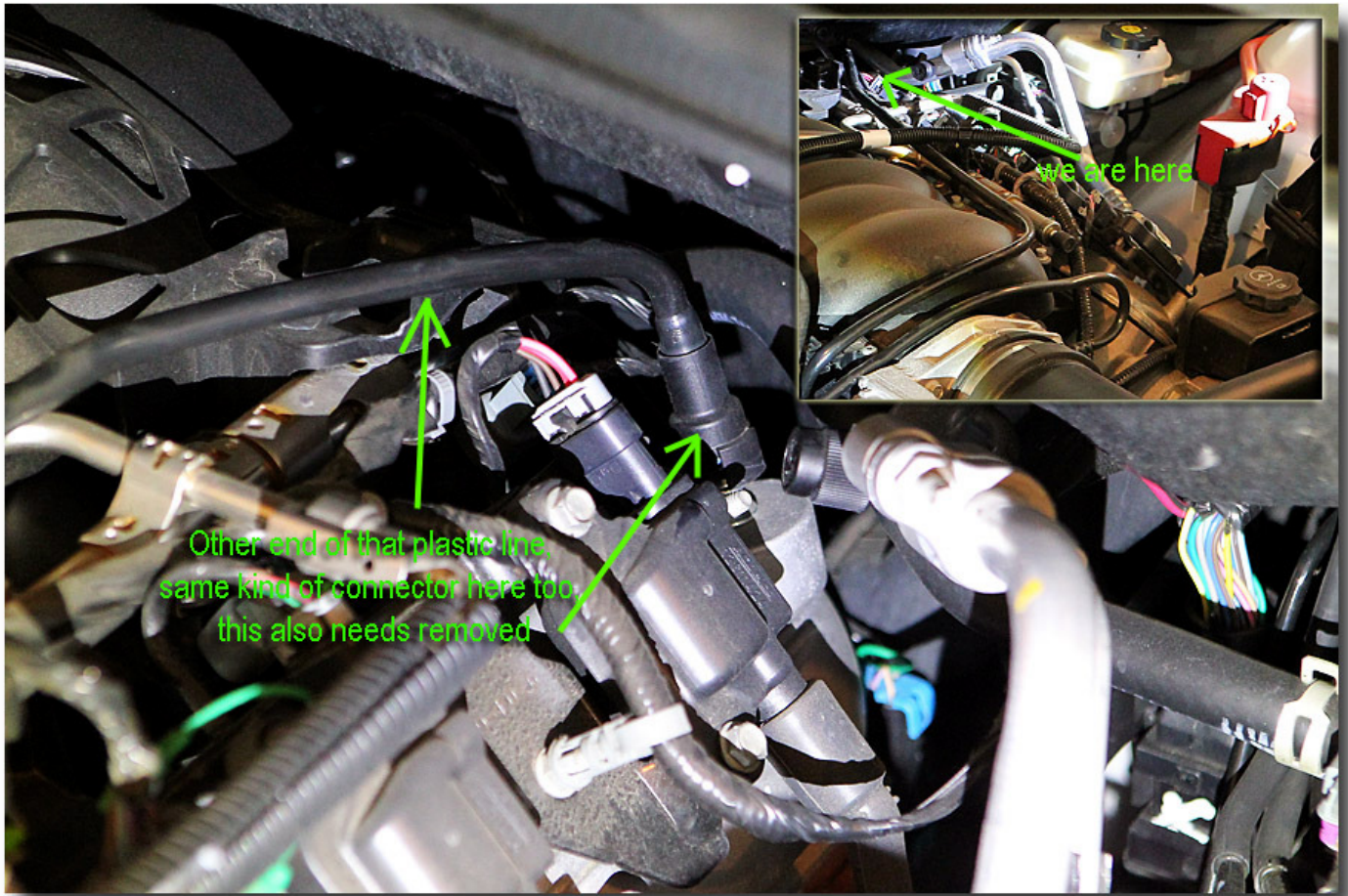


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Plastic line from driver rear output

Line goes to this connector, this needs removed

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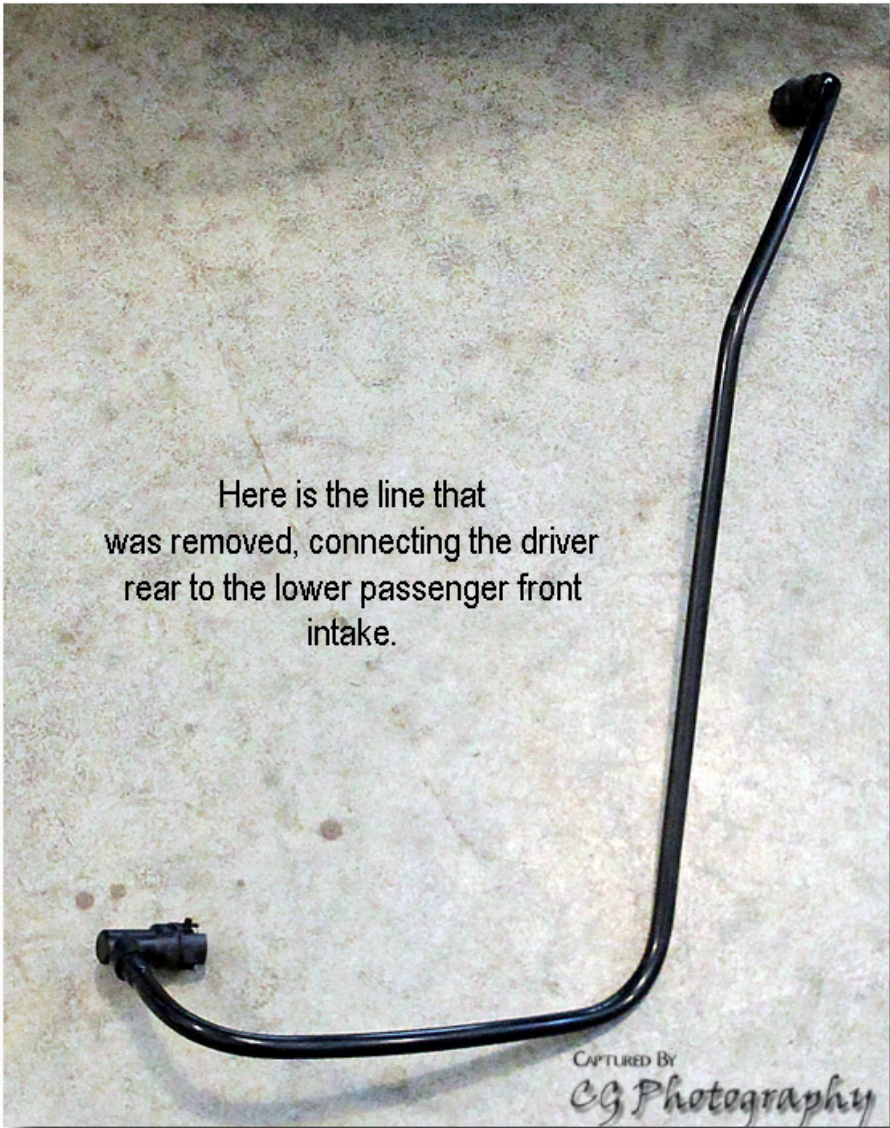


- 3. Remove the air line connectors from the front and rear nipples. Take note of how these connectors are constructed so that you can remove them with ease. Pictures below show you the end results of what the line looks like and the exposed nipples.**

Here is what the connector at each end looks like, this is the side you will see, but the unlocking clip is on the other side, you will have to feel for it.

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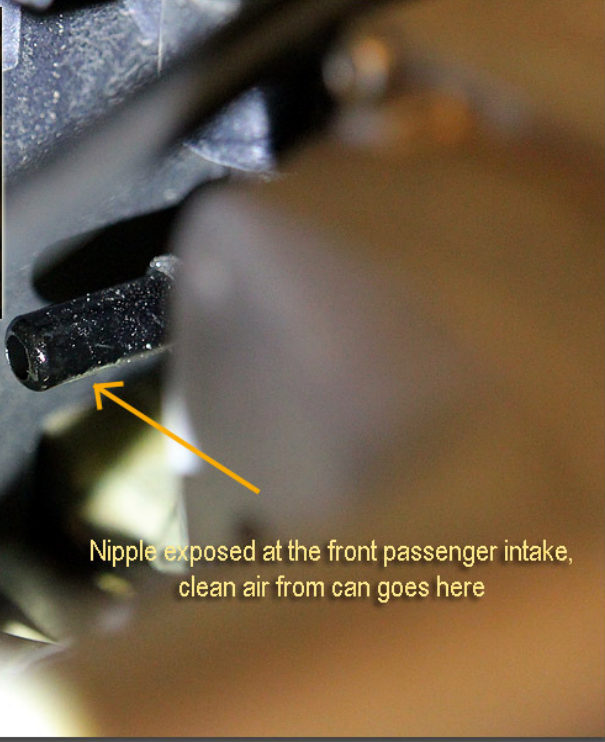


Here is the line that was removed, connecting the driver rear to the lower passenger front intake.

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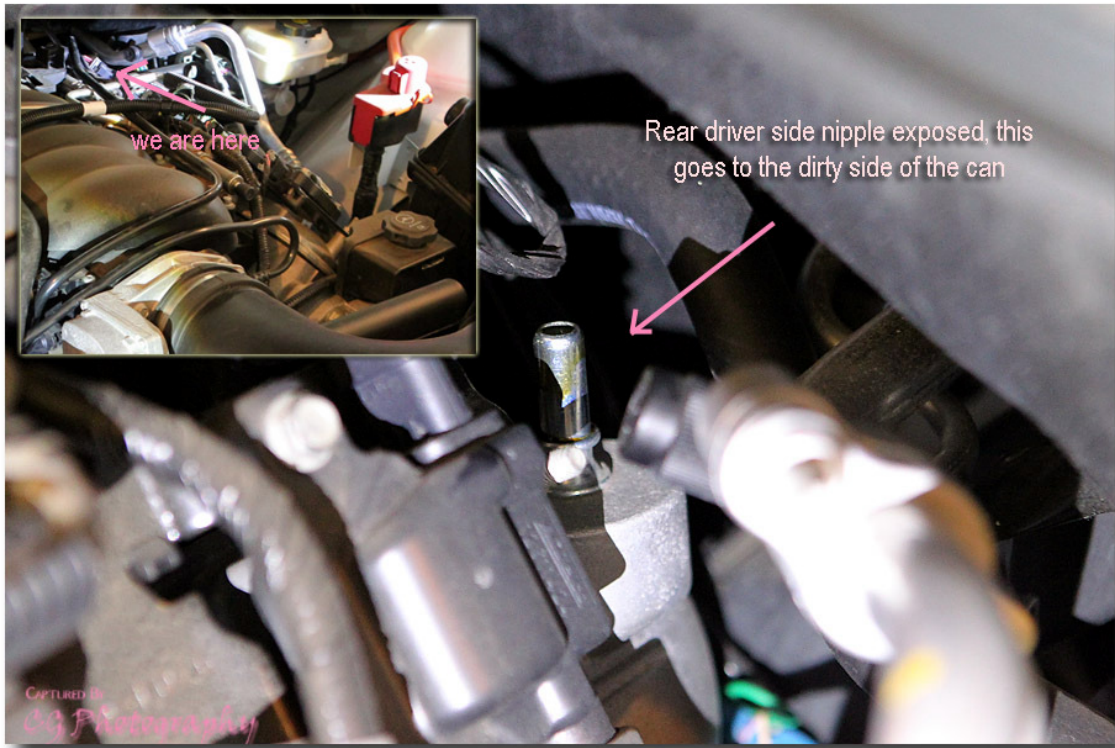


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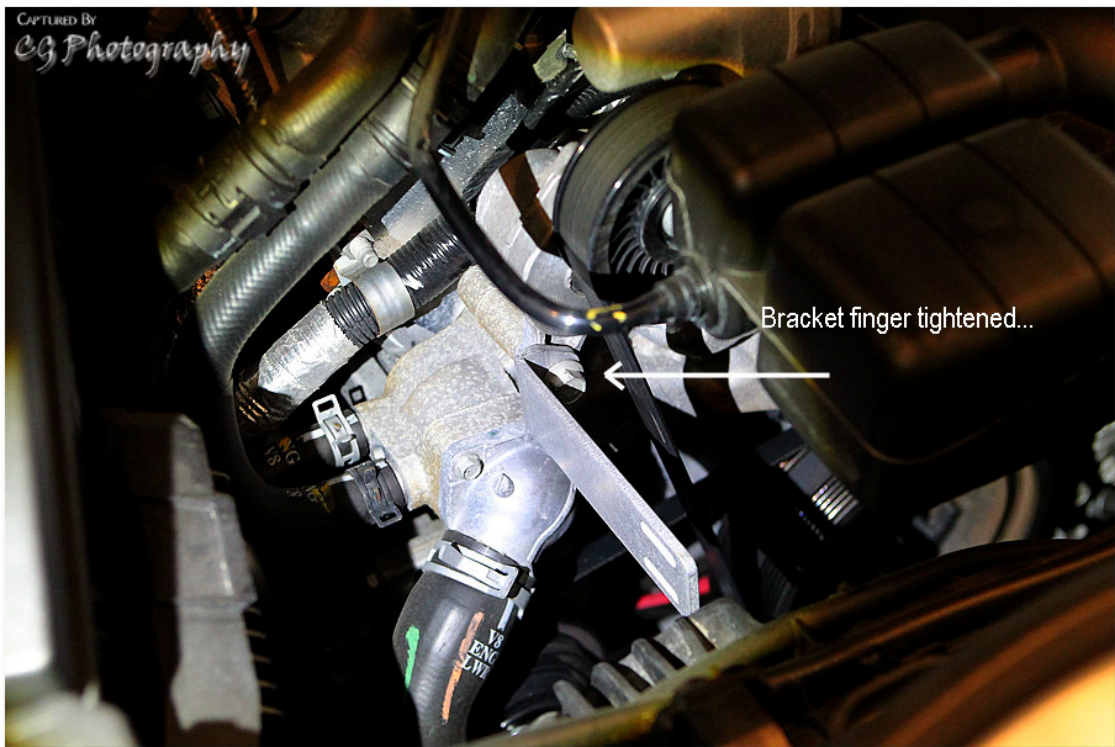


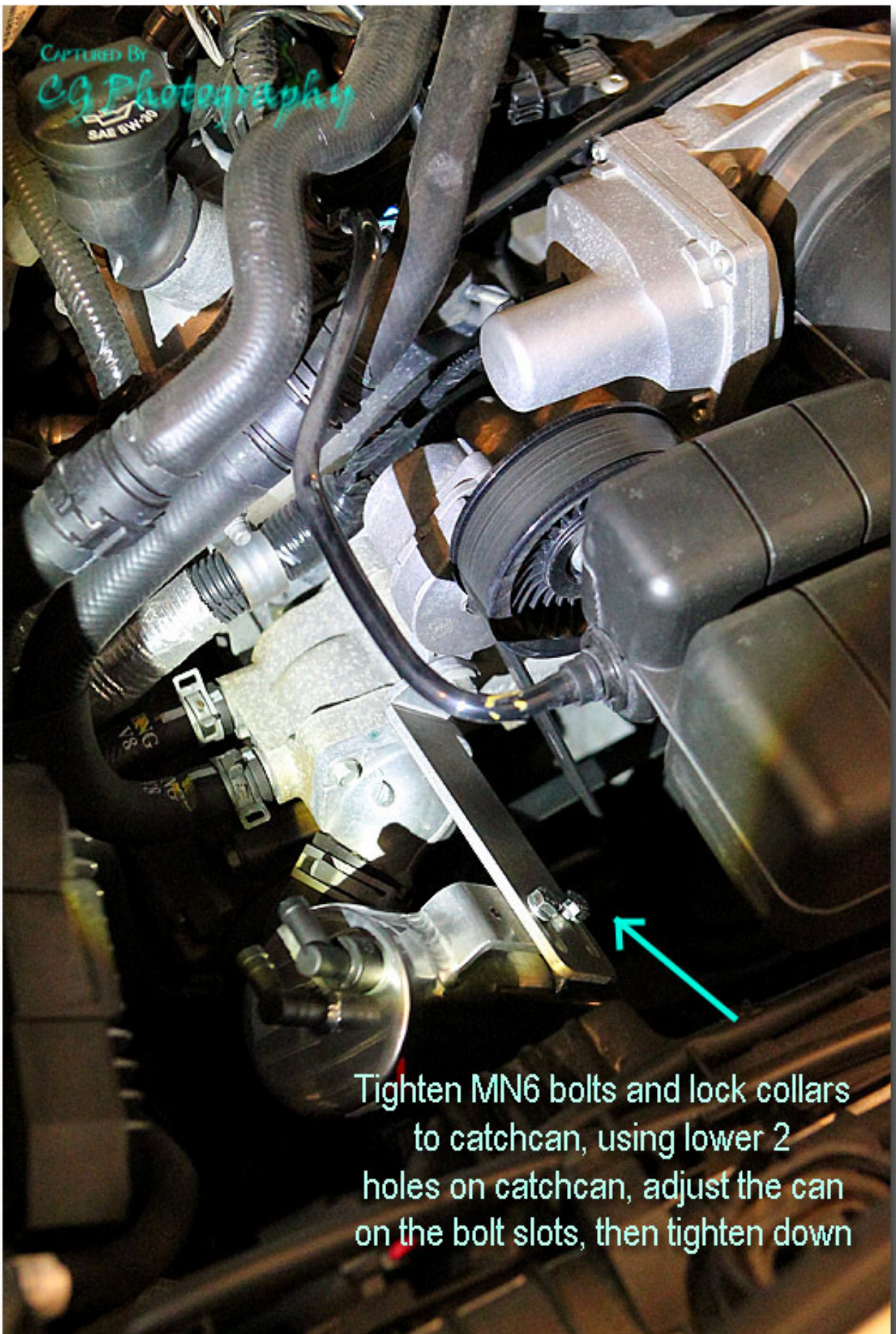
Nipple exposed at the front passenger intake, clean air from can goes here

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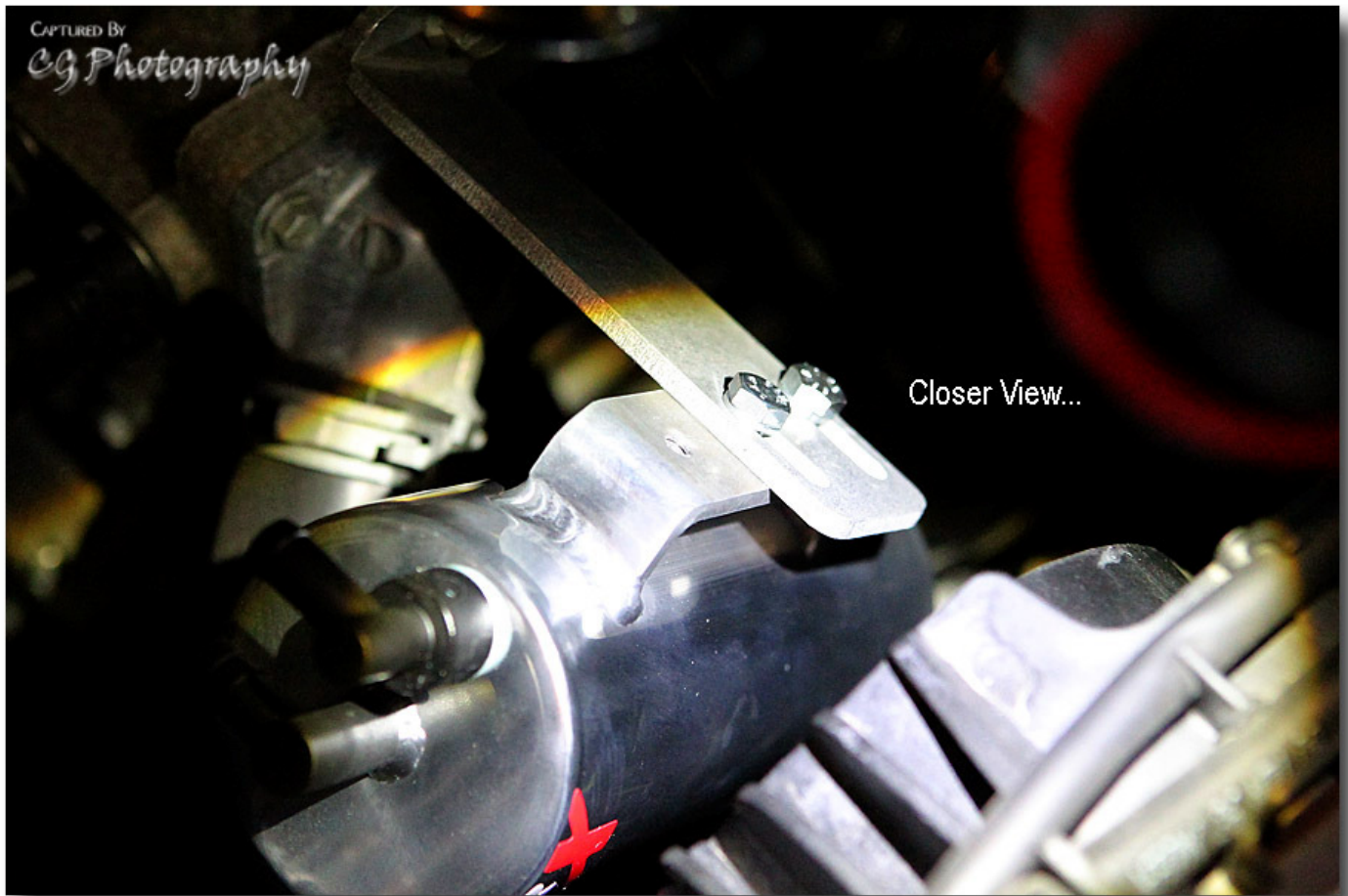


4. Mount the bracket and the can to the bracket.





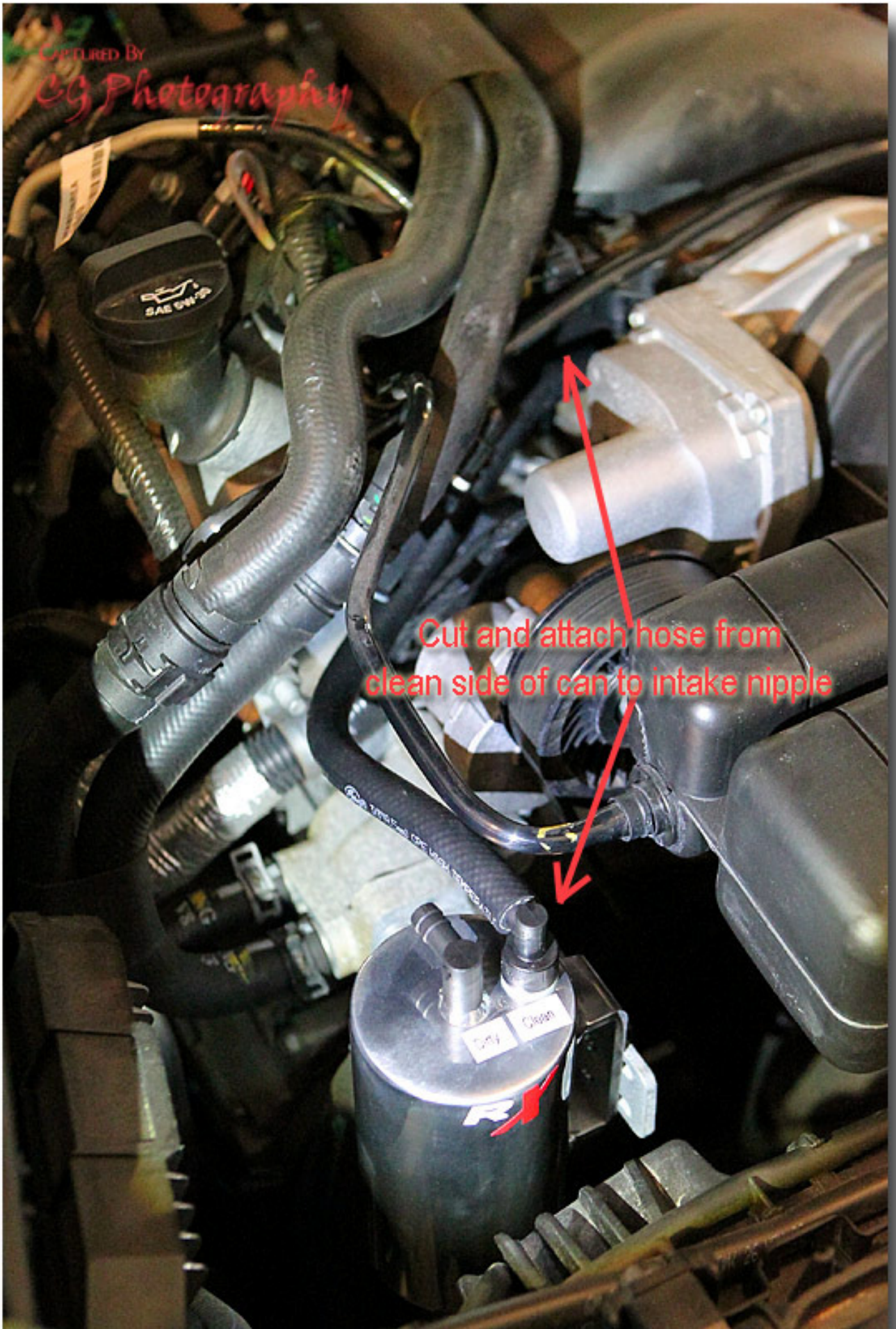
Tighten MN6 bolts and lock collars to catchcan, using lower 2 holes on catchcan, adjust the can on the bolt slots, then tighten down



- 5. Run the hoses, starting with the shorter length that goes from the clean side of the can (side inlet, not the middle one) up to the passenger front intake nipple. Then go with the longer one to the rear driver side nipple, routing the hose basically the same way the original factory OE line ran. This goes to the dirty side of the can, the middle inlet valve.**

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Cut and attach hose from
clean side of can to intake nipple



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Attach 44" 3/8 hose
to dirty side
of can to rear nipple,
may need
to purchase longer hose

6. **Run the drain tube from the bottom of the can down to a safe area below the radiator. One possible place would be through one of the holes in the frame supporting the front end, immediately below the oil lines going to the cooler. Use the cable tie to secure the drain line to one of the rubber lines nearby, but not tightly, keep the cable tie a bit loose. You want to be able to twist that drain line.**

If you run the drain line this way, only about 1" is visible from underneath the car, and gives great access to put a pop bottle or cup for the draining procedure.

7. **Tighten down the bracket bolt going to the tensioner to roughly 24#.**
8. **Congrats, you are finished! Just clean up the can, and place the engine cover back on!**

LS3 Images (Courtesy of VR Baron and others on Camaro5 forums)

- **Instead of the factory line running from the passenger side going into the intake from the rear drivers side, the LS3 has a short line that ties the valley to the intake manifold. Removal of each end is similar to the that on the L99 line.**



- **Hook the middle of the can to the valley line closer to the throttle body, and the the outer of the can line to the intake manifold, similar to the L99 nipple. This is much simpler due to not having to run a longer hose over the top and to the back of the driver side!**

