PCM of NC Catch Can

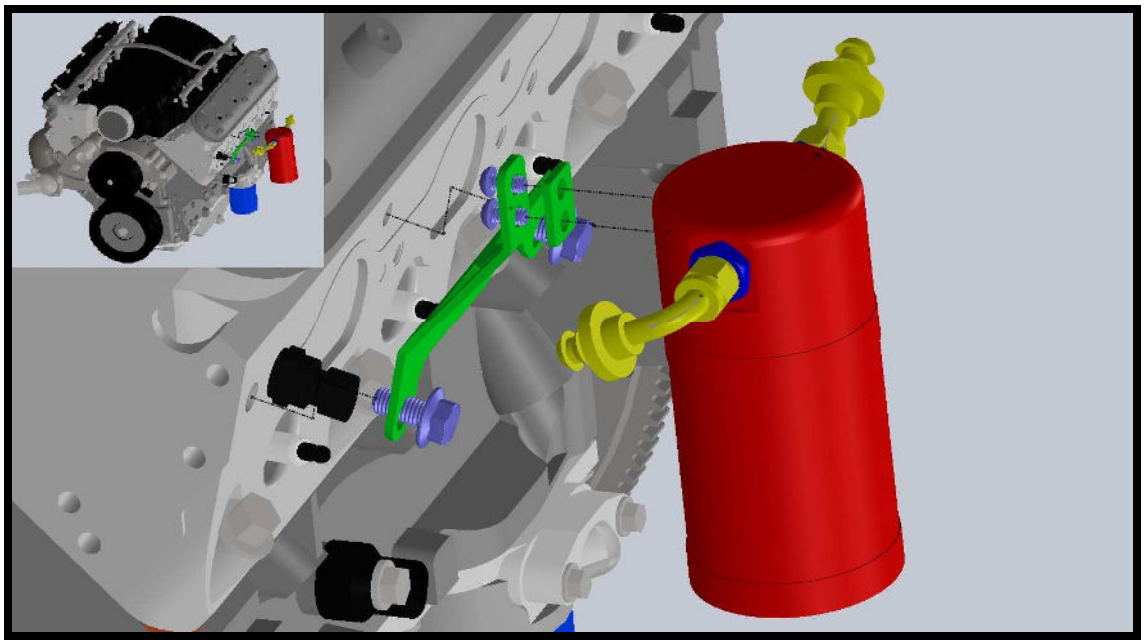
Thanks for purchasing our PCM of NC Catch Can Kit!

Forward

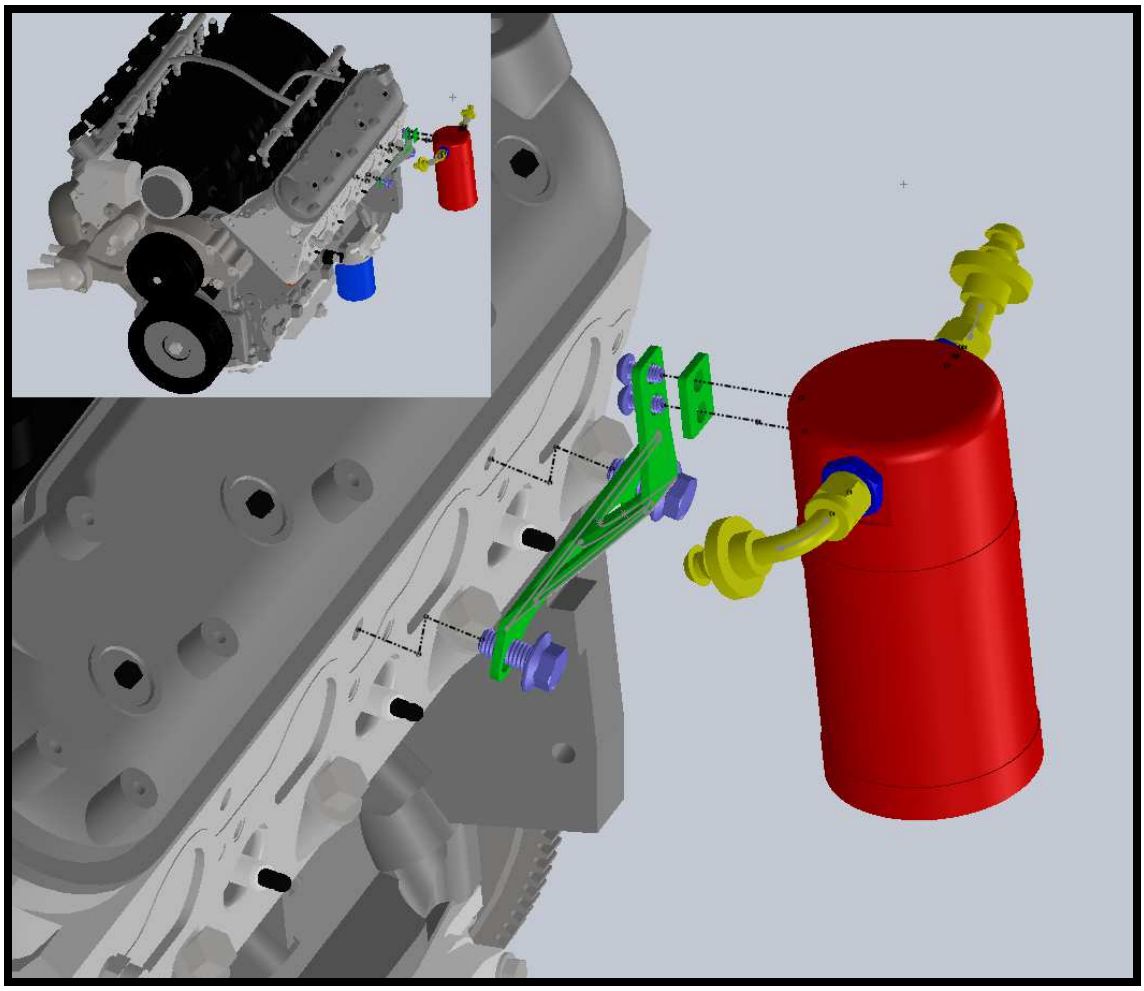
Let's take a moment to learn about the PCV system to make sure you are able to properly install our kit. The PCV system is designed to keep the air in the crank case fresh and free of contaminates, water vapor, etc. It does this by pulling fresh air from the intake tube or port on the throttle body that leads forward into the intake tube. This lets fresh air in. No oil is expelled into the intake tube. The contaminated air is then sucked into the intake manifold with a vacuum port somewhere after the throttle body. There is always a PCV valve used on this line. On late model LS motors it is either a PCV valve or a restricting orifice built into the drivers side valve cover or the valley cover (underneath intake manifold). On early model LS motors there is an external PCV valve located just left of the throttle body. This line is responsible for sucking up the crank case contaminates and water vapor. New Gen V LT1 biased engines have a screw in PCV valve in the valley cover just to the right of the throttle body. A catch can on this line is extremely handy for stopping oil contamination from reaching the intake manifold.

Mounting the Catch Can

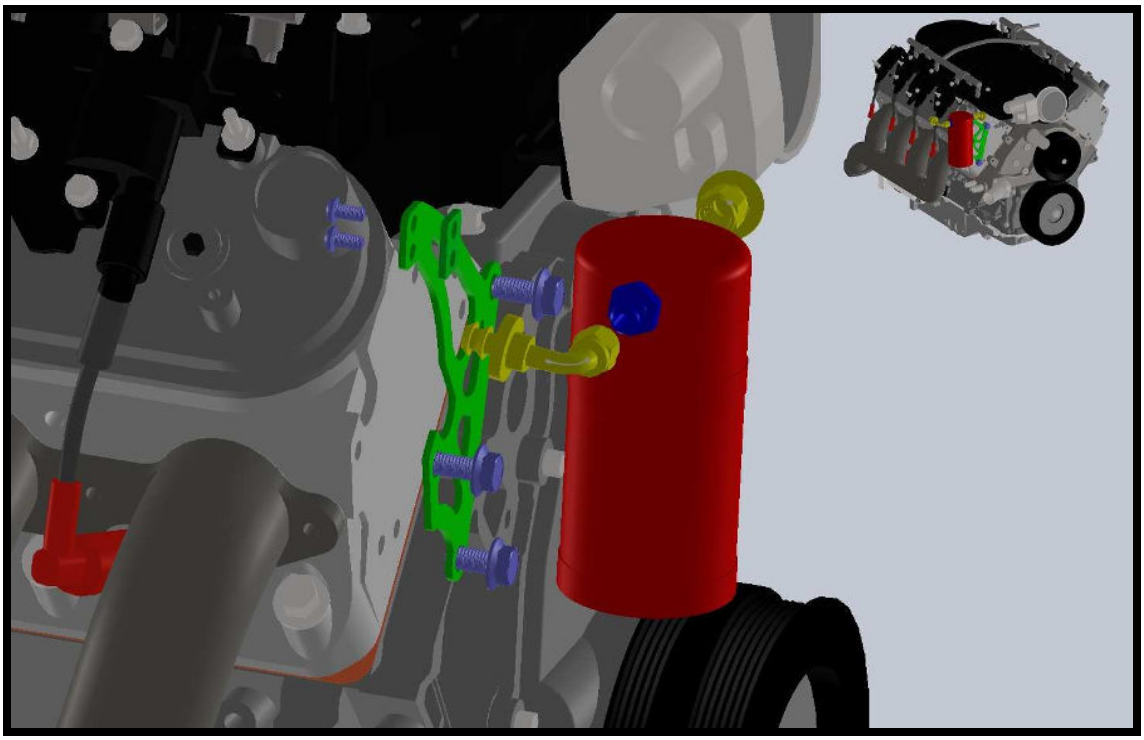
Please refer to the following images.



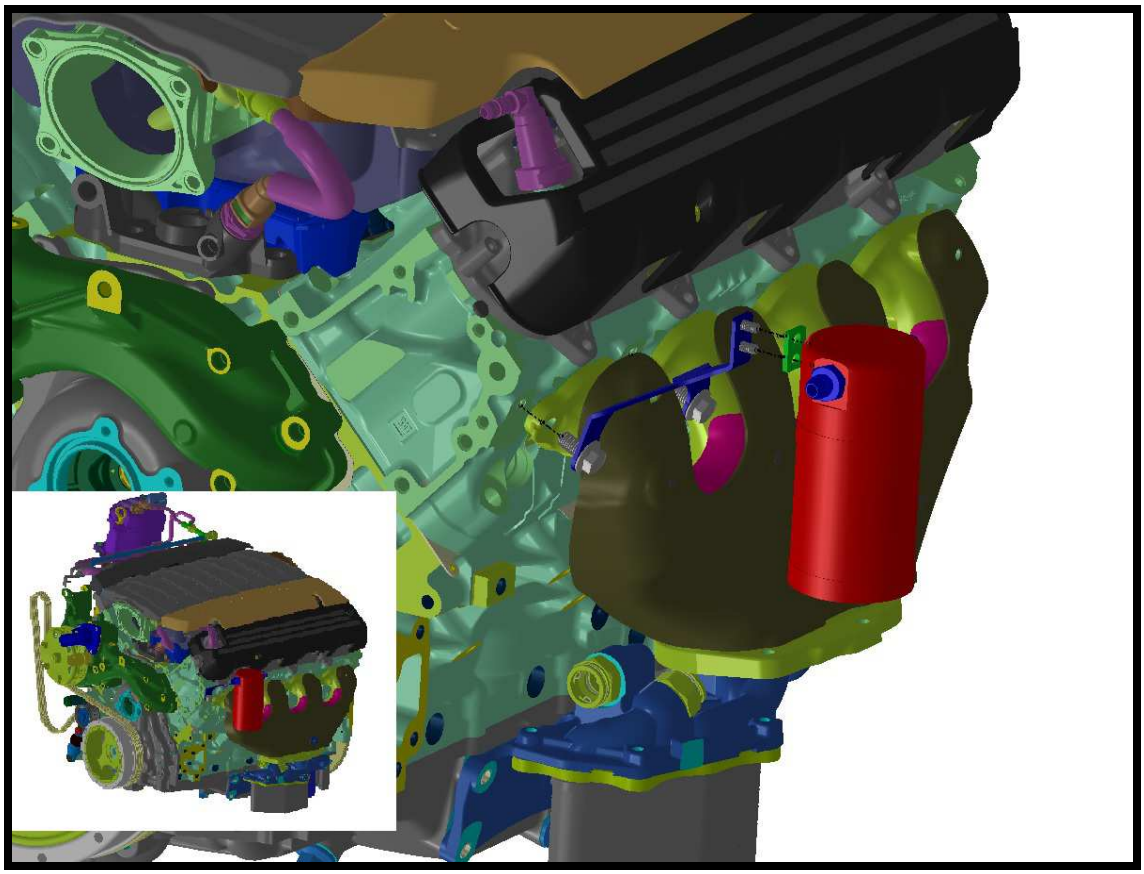
P-150019 Drivers Front Head



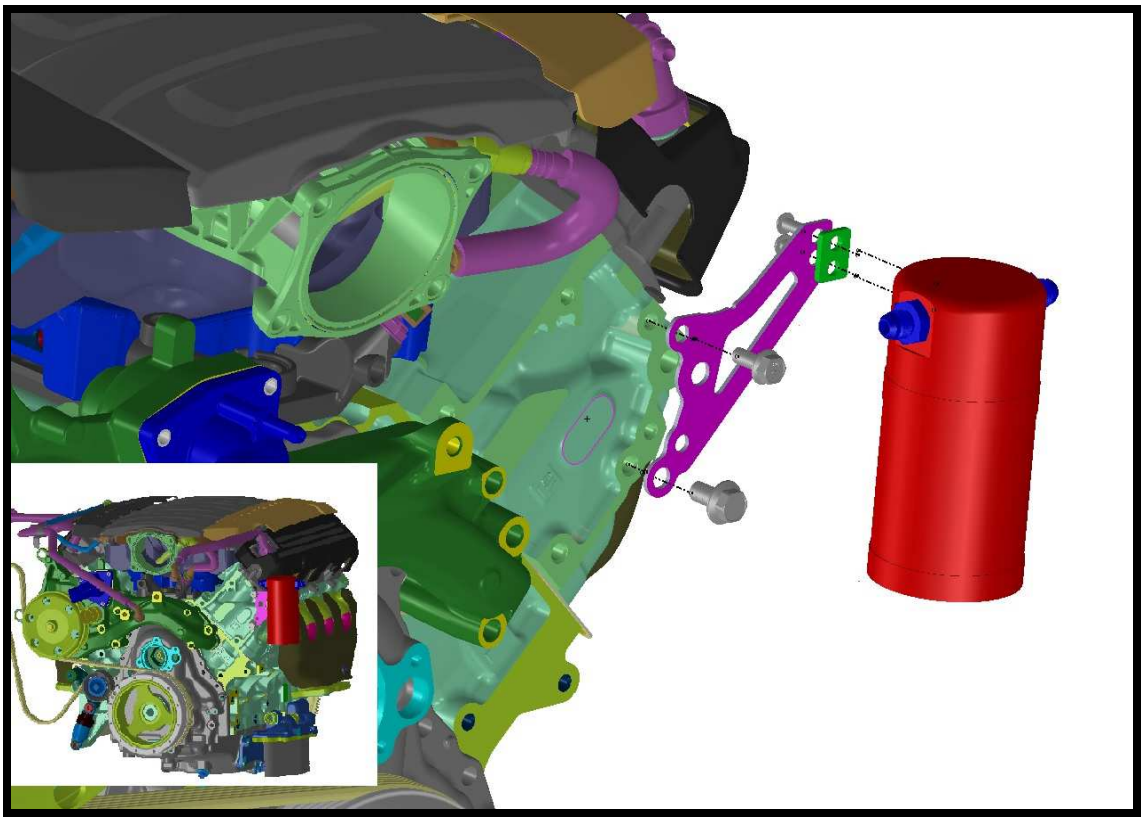
P-150021 Middle of head. Note: Fits both sides!



P-150020 Passenger side front of head. Note: Fits front PS or rear DS!



P-150022 Drivers Front (LT)



P-150023 Drivers Front Flat (LT). Note: Fits front DS or rear PS!

Connecting the lines

It does not matter which side of the catch can goes where. The catch can does not have an in/out, either side works. For supercharged/turbocharged cars install check valve with the arrow pointing towards the intake manifold. **See Figure 1** If you cannot find the arrow on the side of the valve, install so that you can blow towards the intake but not the catch can. Check valve is not needed if line is before supercharger (LSA, LS9, Magnacharger applications). *Check valve is required for aftermarket valve covers with no restricting orfice/PCV valve.* **Do not use hose clamps!**

For Vehicles with Driver's side valve cover rear capped off. – Replace line going to valley cover with our hose going to one side of the catch can, then back to the valley cover. **See Figure 1**

For Vehicles with Valley cover capped off. – Replace line going to drivers rear valve cover with our hose going to one side of the catch can, then back to the drivers rear valve cover. **See Figure 2**

For Early LSX Vehicles with Both rear valve cover ports connected to a PCV valve going to the front of the engine left of throttle body. Remove the line coming from the intake manifold to the PCV valve and take one side of the catch can to the intake manifold and the other side to the PCV valve. **See Figure 3**

For Dry Sump Vehicles. LS3 & LS7 Replace line going to valley cover with our hose going to one side of the catch can, then back to the valley cover. **See Figure 1**

For LSA/LS9 Vehicles. Replace line going to valley cover with our hose going to one side of the catch can, then back to the valley cover. **See Figure 4 & 5**

For GEN V LT1 Based Vehicles. Replace line going to valley cover with our hose going to one side of the catch can, then back to the valley cover. **See Figure 6**

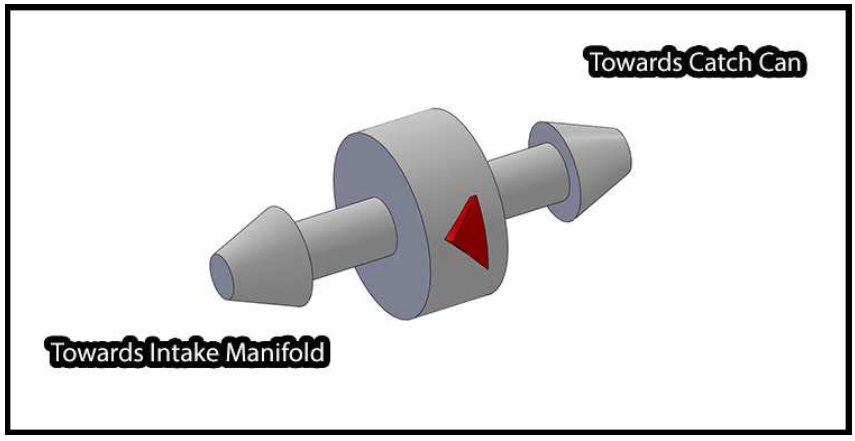


Figure 1

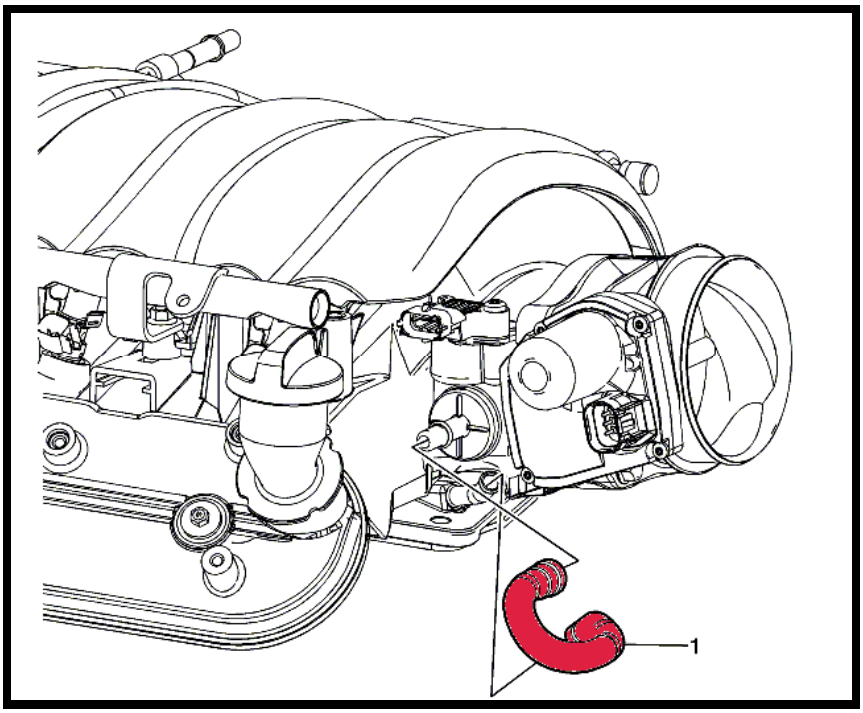


Figure 1

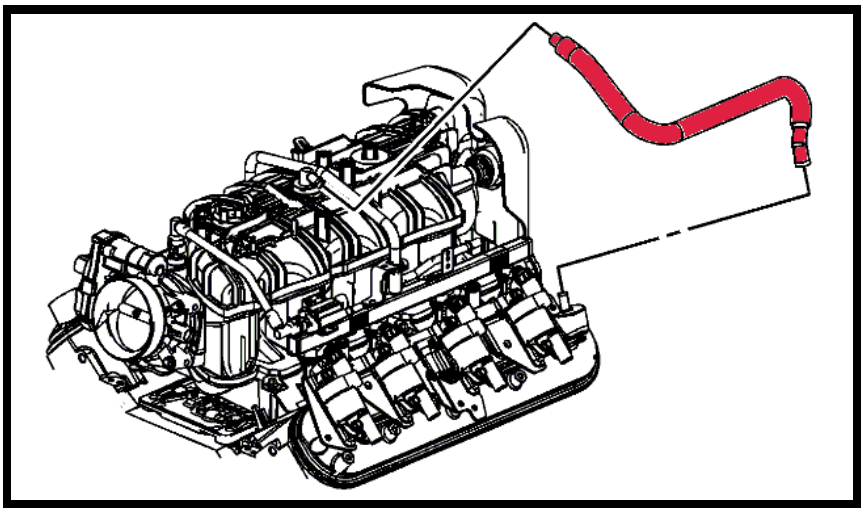


Figure 2

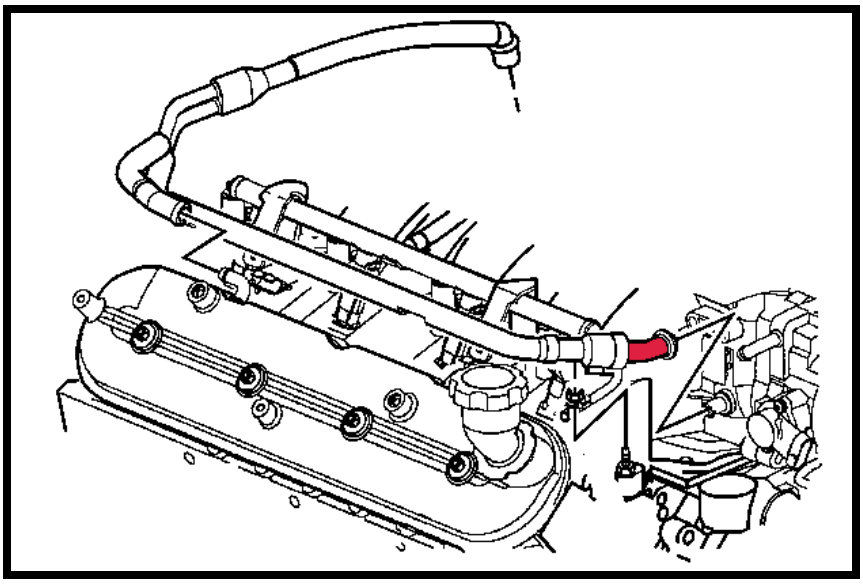


Figure 3

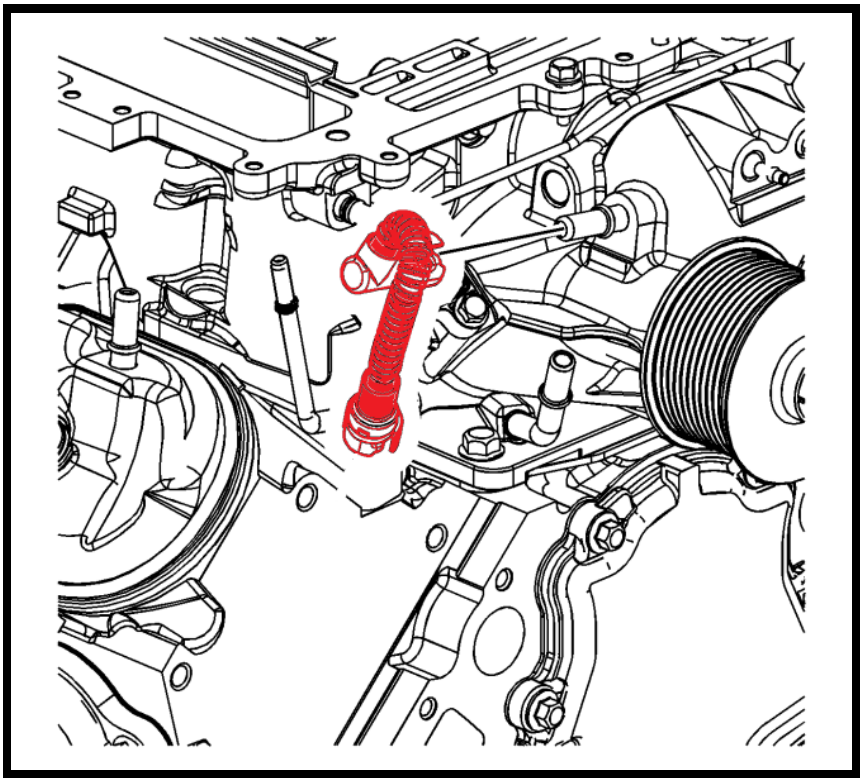


Figure 4

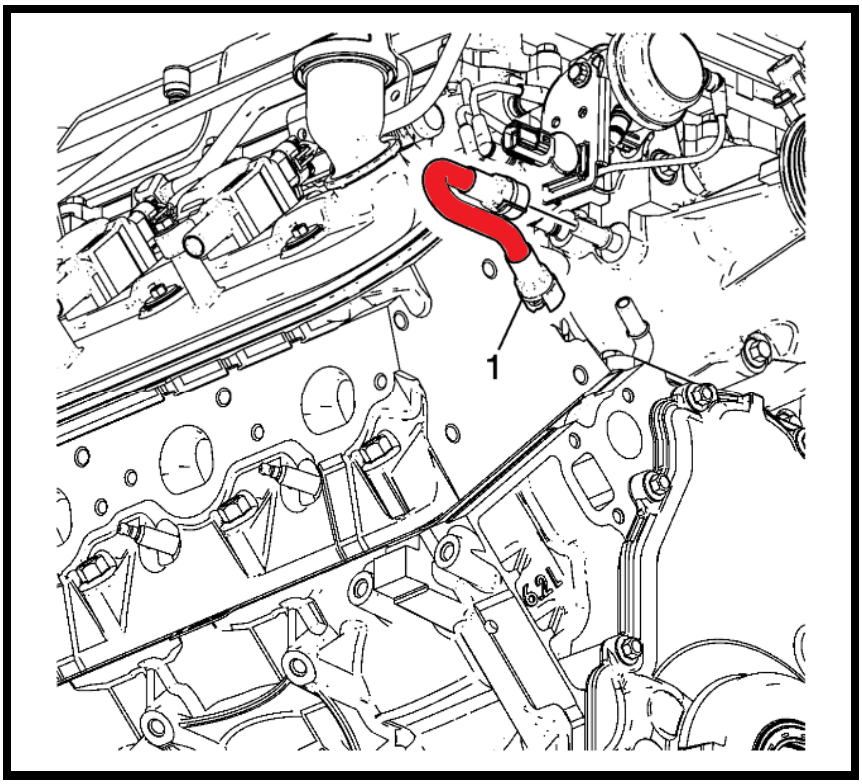


Figure 5

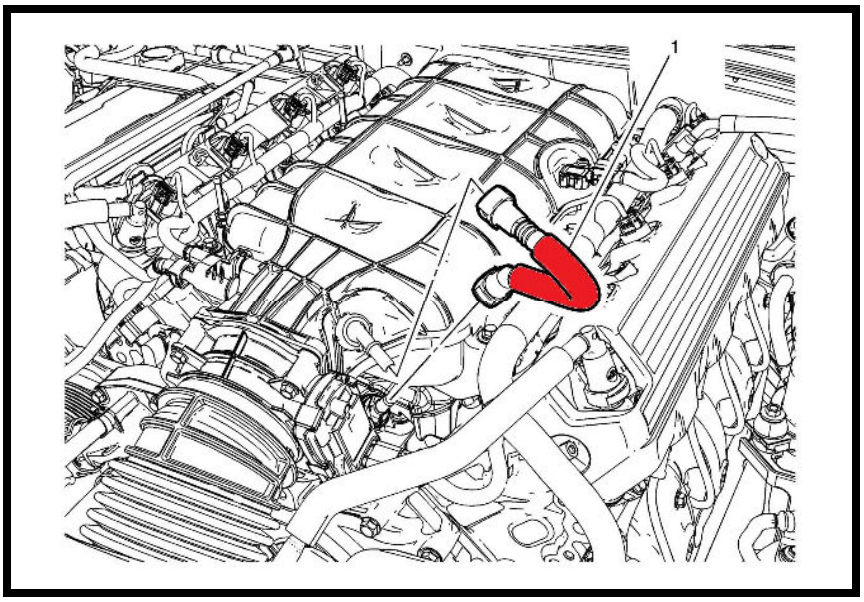


Figure 6