



2017-2021 XP Turbo & Turbo S Catch Can

SKU(s): 803FP0006

INCLUDED PARTS

(1) EVP Catch Can
(1) Catch Can Pre-Filter
(1) 1" Silicone Cap
(2) M8 Black Socket Head Screw
(1) Catch Can Filter
(1) 40-25mm Worm Clamp
(1) 3/4"-3/4" Hose Adaptor
(6) 27.1mm Pinch Clamp
(1) 1" 90 Degree Adaptor
(1) EVP Catch Can Bracket
(1) 16x3/4" Hose
(1) 25x3/4" Hose
(1) 3x3/4" Hose
(2) M6 Flange Locknut
(2) M6 Flange Head Bolts
(1) EVP Aluminum Oil Cap
(1) 3/4" 90 Degree Hose Adaptor
(3) 32-20mm Worm Clamp
(2) M8 SS Socket Head Bolt
(2) M8 SS Flange Locknut
(4) M8 SS Washer
(1) Manifold Block Off

REQUIRED TOOLS

Pinch Clamp Tool
Drill
Flat Head Screwdriver
15/64" Drill Bit
Silver Sharpie
6mm Allen Socket
10, 13mm Socket
Side Cutters



NOTE: When running 110 and E85 Fuel, please make sure to change your oil frequently. Oil level on the dipstick should be on or slightly above the full mark.

Installation Steps:

Step 1: Remove the rear access panel out of the bed.

Step 2: Locate the mounting location on the driver's side rear, in the wheel well.

Step 3: In that mounting location you will find one factory drilled hole. With the EVP 3x5" Catch Can mounting bracket, line it up with the factory hole. With your silver sharpie, mark the placement where you want to drill the second hole. Use a 15/64" drill bit and drill the hole. You will also need to make the factory hole the same size. (See figure 1).



Figure 1

Step 4: Install the EVP mounting bracket using (2) M6 flange bolts and (2) M6 locknuts. Tighten down.

Step 5: Disconnect the crank case vent line from the V-Flow. Plug the V-Flow with the 1" 90-degree fitting. Cap the open end off with the supplied 1" rubber cap. Use (2) 32-20mm worm gear clamps. (See figure 2).



Figure 2

Step 6: On the end of the crankcase vent hose that was disconnected, cut the 1" 90-degree off. You want the hose down to a straight 3/4". Mark it with a silver sharpie. (See figure 3)



Figure 3

Step 7: On the EVP Catch Can (have the fittings on the catch can facing you) mount the 3" x 3/4" hose with the 3/4"-3/4" 90-degree fitting onto the **left** fitting of the catch can. Use (2) pinch clamps. (See figure 4).



Figure 4

Step 8: On the other end of the 3/4"-3/4" 90-degree fitting, install the 25" x 3/4" hose using (1) pinch clamps. (See Figure 5)



Figure 5

Step 9: On the **right** fitting of the Catch Can, install the 16" x 3/4" using a pinch clamp. (See figure 6).



Figure 6

Step 10: Install the 1 x 5" bracket with four mounting holes to the back of the Catch Can. Use the (2) inside holes with (2) M8 black head socket screws and (2) SS washers. Tighten down. (See figure 7).



Figure 7

Step 11: Install the EVP pre-filter onto the white Catch Can filter. Then install it onto the top of the Catch Can using (1) 40-25mm worm clamp. (See figure 8).



Figure 8

Step 12: Install the EVP Catch Can onto the EVP mounting bracket already on the car. Use (2) M8 SS flange head bolts with (2) M8 washers and (2) M8 locknut. Tighten down. (See figure 9).

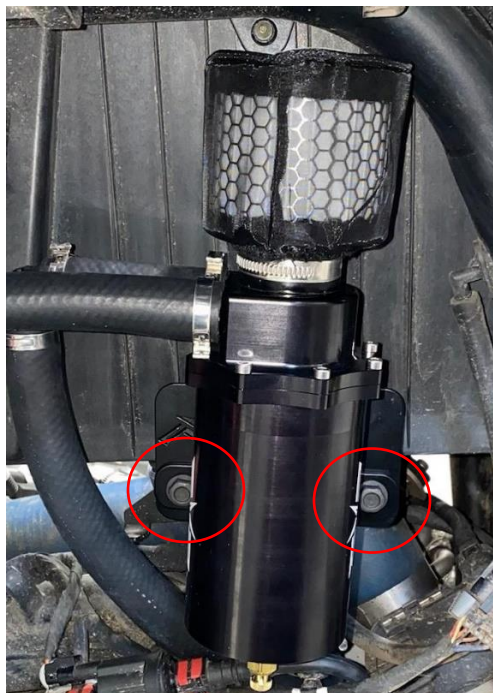


Figure 9

Step 13: Route the 25" x 3/4" hose underneath the charge tube, up to the oil cap. **NOTE:** Make certain the hose stays straight with no kinks. (See figure 10-11).



Figure 10

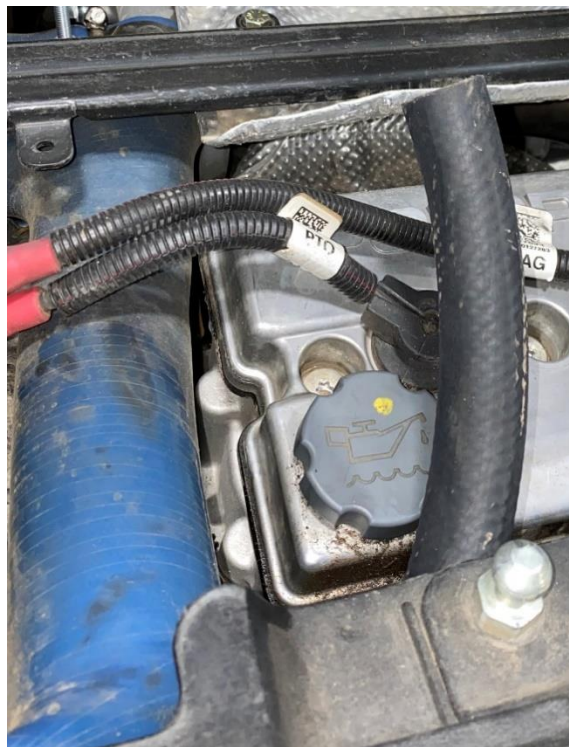


Figure 11

Step 15: Remove the OEM oil cap and replace with the EVP Aluminum oil cap. Reuse the OEM O-ring off the OEM oil cap. Use a 32-20mm worm clamp to fasten the EVP oil cap to the 25" x 3/4" hose. (See figure 13).

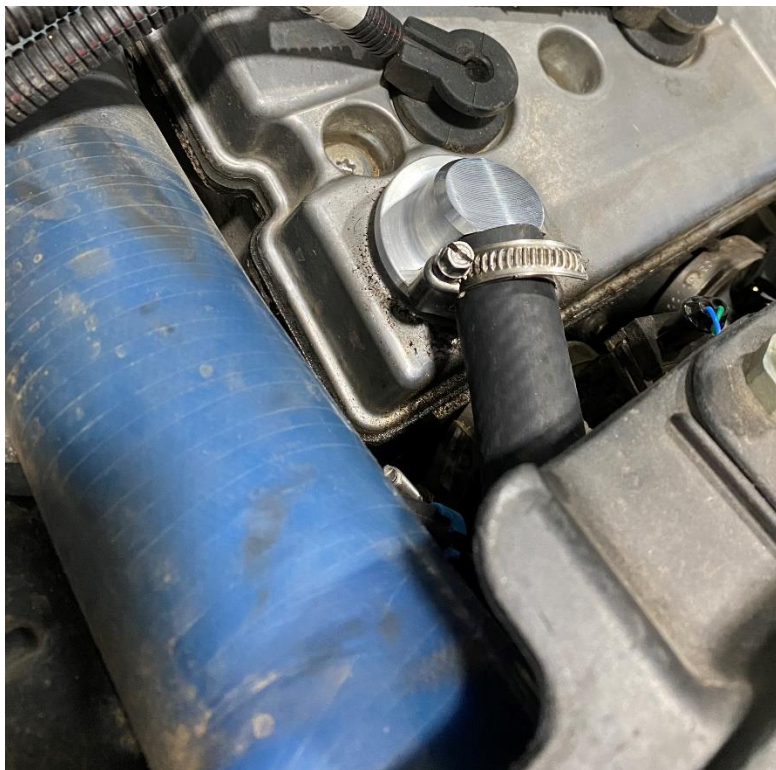


Figure 13

Step 16: Reinstall the rear access panel back into the bed.

Step 17: Located through the turbocharger access panel, underneath the turbocharger you will find the OEM crankcase block. If the engine is dirty, spray the area with brake cleaner or compressed air. Make sure your engine is cold prior to this.



Figure 12

Step 18: Remove the oil dip stick screw and “C” clamp using an 8mm socket. Remove dip stick tube and O-ring.



Figure 13

Step 19: Remove the (4) crank case manifold screws using a 8mm socket. Remove the orange gasket and lay it in the new crank case manifold block. You can use some dielectric grease. **NOTE:** If running E85 this gasket will grow, let it sit for 12 hours and it will shrink back to normal size.



Figure 14



Figure 15

Step 20: Install the new crank case manifold block, torque all (4) fasteners to 10 ft-lb. Reinstall the oil dip stick tube, install supplied 5/8 ID- 3/4 OD O-ring under the lip, making sure the O-ring is clean of debris. Install the -12AN fitting making sure the 45-degree barb is facing upwards at the 2-O'clock position.



Figure 16



Figure 17



Figure 18

Step 14: Route the 16" x 3/4" to the crankcase vent line that you cut prior. Connect the OEM crank case hose to the 45-degree barb fitting. Connect the two hoses using the 3/4"-3/4" adaptor. Use (2) pinch clamps. (See figure 12).



Figure 18



INSTALLATION INSTRUCTIONS

Thank you for choosing Evolution Powersports products. If you require further assistance, please call our Tech Support @ (715) 247-3862

Note: This product is exempt from the emission standards and related requirements of 40 C.F.R. § 1051 as provided by 40 C.F.R. § 1051.620, and California law [e.g., vehicle code §§ 27156 and 38391]. This product is sold only for use in connection with EPA certified, purpose-built, nonroad vehicles used solely for closed course, nonroad competition/racing and not used for any recreational purpose or on public highways or right of ways maintained by and open to the public. This product is sold only in connection with machines that do not fall under state and/or federal noise or emission standards/regulations. Purchasers who/that purchase this product represent and warrant that the product is purchased only in connection with EPA -certified, emission-regulations-exempt and noise-regulations-exempt competition/racing vehicles as interpreted under applicable state and/or federal law. Questions: Call Evolution Powersports at (715) 247-3862.

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