Mazdaspeed 3 2007-09 Version 2 Oil Catch Can Kit Install Guide

WARNING:

By installing this Product, you understand that:

The buyer/user assumes all risk as to quality, performance and use of these products and agrees to hold DD2, Inc. DBA Damond Motorsports ("DM") and its representatives not responsible for any injury, loss, or damage; including any and all incidental or consequential damages arising from the sale, installation, or use of our products.

Many parts are intended for "OFF ROAD " and "RACING" applications only. It is suggested that State and Federal emission regulation be checked, to see whether or not this product complies with those laws. Read through the instruction guide thoroughly, before attempting this install. Do not install any components while the engine is running or shortly after the car has been running. Give the car some time to cool down. Failure to install this product correctly, or failure to remove/reinstall existing components correctly, could result in poor running conditions, or even component and engine failure, which the sole user of this product is responsible for. The install instructions are intended to guide you on how to install this product properly. Only an experienced mechanic should perform this install. In addition, DM, and its representatives reserve the right to modify and or discontinue parts without notice. If you the user/buyer of this product do not agree with the above, contact DM immediately, to discuss a possible return of our product for a full refund minus shipping costs, and other fees.

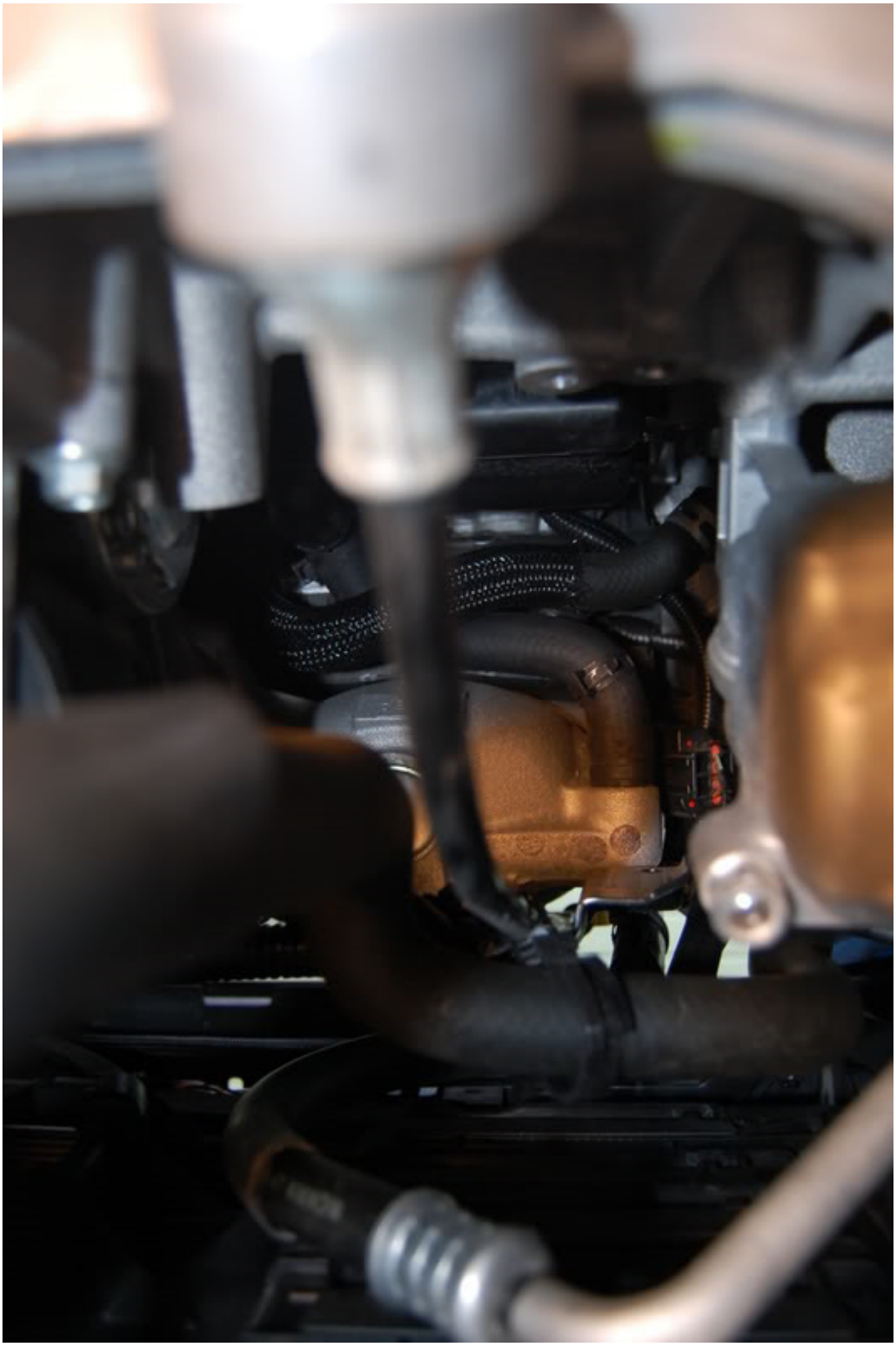
Tools required/purpose:

Jack and jackstands or ramps/to lift the car
Socket wrench:
10mm socket/remove undertray and attach bracket to car
8mm socket or flathead screw driver/tighten hose clamps remove fender undertray
11mm wrench/attach bracket to OCC
Various assortment of pliers, needle nose seem to have worked quite well/used also to work with the factory hose clamps

Step 1:
Safely lift the front of the car in the air, and support the car on jackstands.

Remove the engine undertray, remove fender undertray bolts.

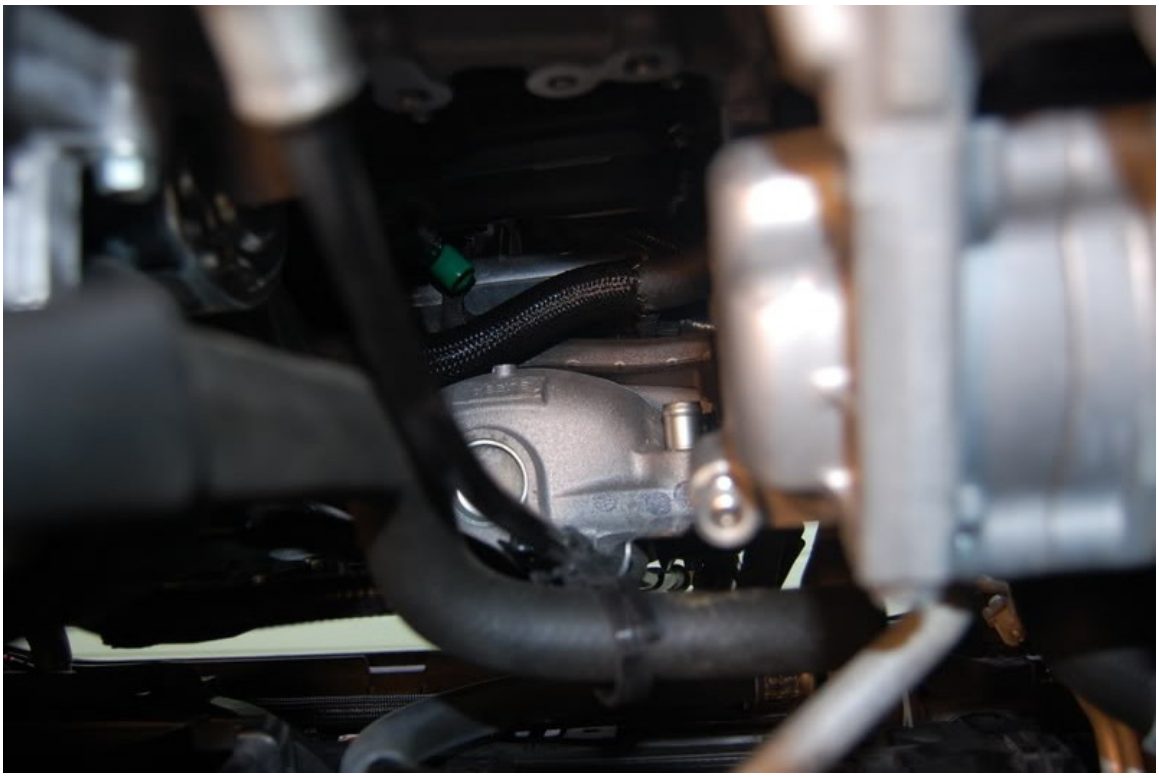
Step 2:
Locate the factor PCV hose, it runs from the IM to the factory PCV



This is the tricky part, with your pliers, move the factory hose clamp off the intake manifold port. Once the clamp is moved off the IM nipple, slide the clamp on the factory PCV valve off the valve. This is a bit harder than the IM clamp, and may take some time,

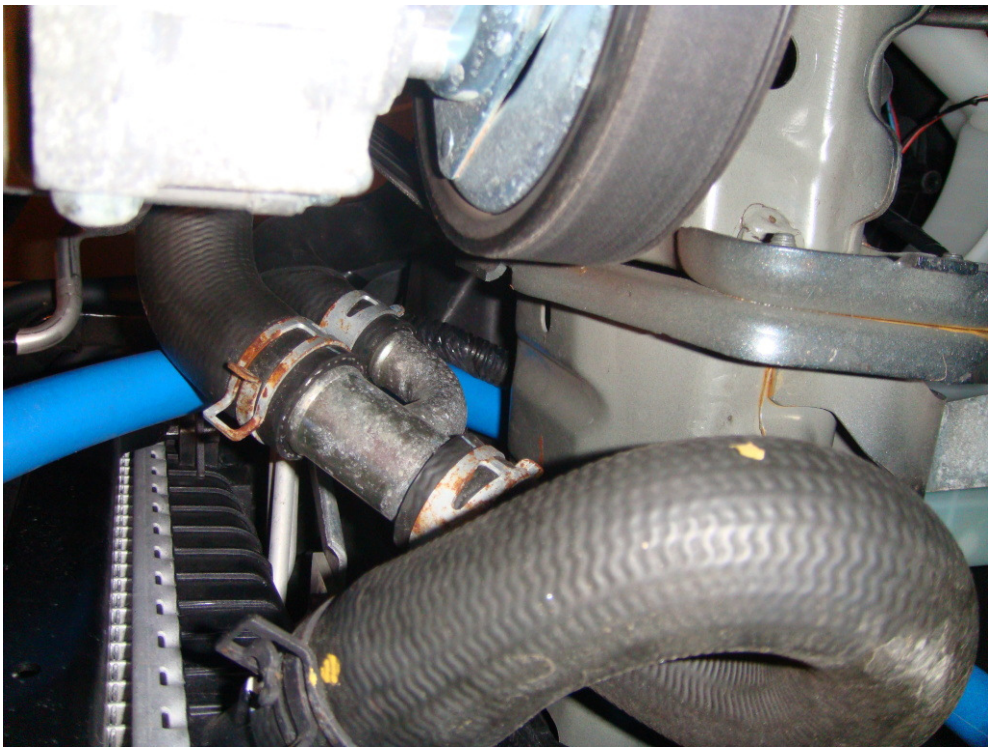
but you can get it off. Last time I installed my OCC kit on a MS3, I used my fingers to squeeze the clamps and move them out of the way. If you have tiny hands, this will be easier, if not, call up a friend. Trying various pliers you can fit up there, and with a little bit of time, the clamps will come off.

Now that the clamps are slid off the IM port and PCV valve, you can remove the factory hose. First remove it from the IM, then the PCV valve. Be careful when removing it from the PCV, the valve is plastic, and it could break if you're not careful. Gently twist the hose around, and wiggle it back and forth, to get it off the PCV valve.

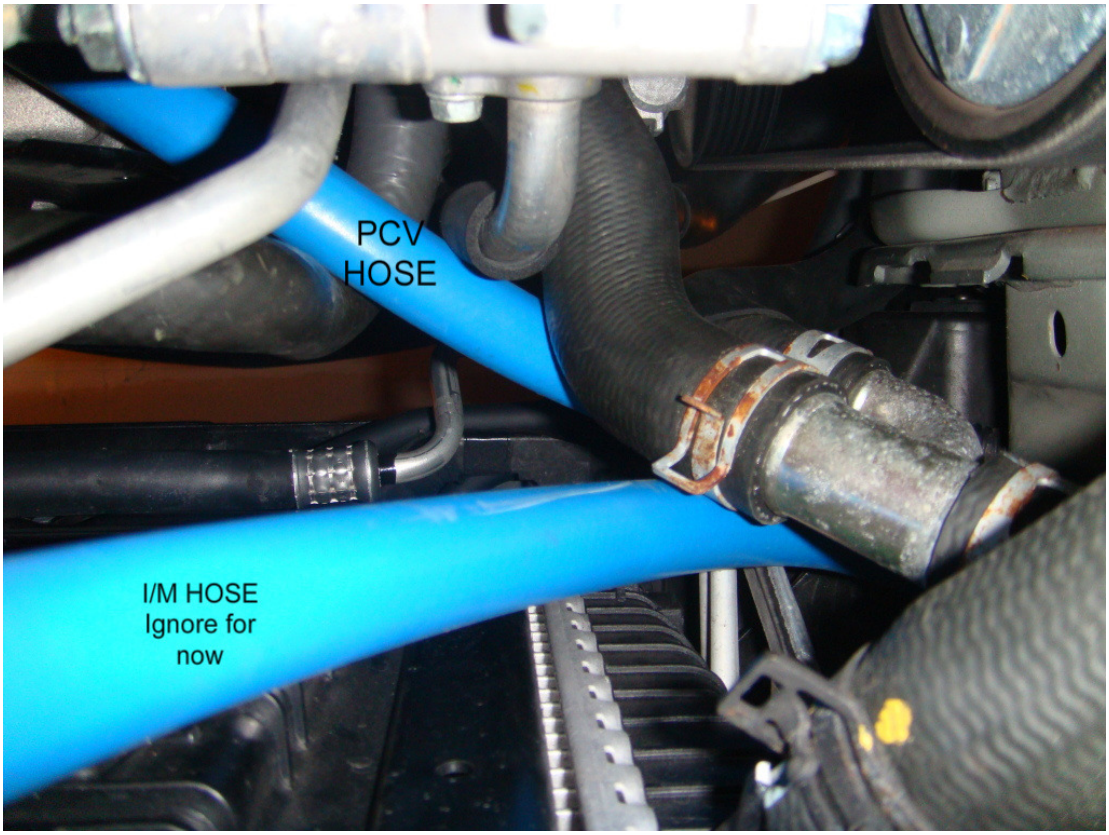


Step 3:

Now begin to route the new PCV hose (should be marked with red tape), this is done from underneath the car. This is the tricky part, it helps to reach up into this area and feel where the hose will go. It routes in between the washer tank and the headlight, and then curves almost 90º towards the driver's side, as it goes over the frame.



Make sure that the hose is routed in front of the coolant tubes. Now bring the hose over to the factory PCV valve, the pictures should aid as to where it goes after the coolant tubes.

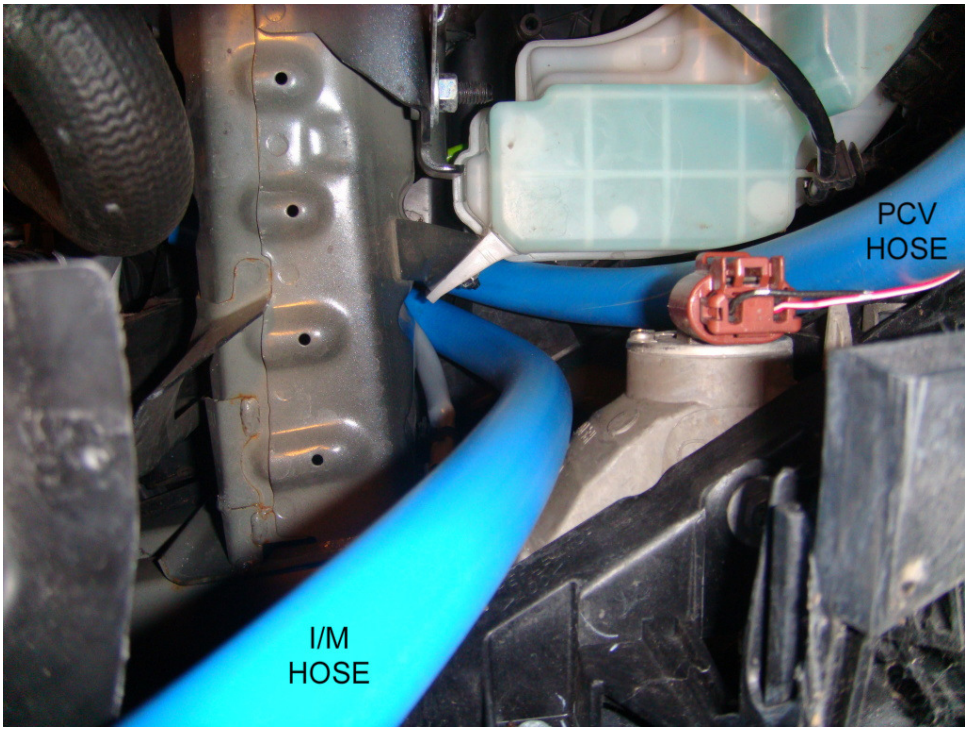


Now with the factory PCV hose off, place the factory hose clamps on new hose. I have provided zip ties, so that you can clamp the factory hose clamp ends, making the clamp fit loosely on the new hose. Just squeeze the clamp with your pliers, and wrap the zip tie around the clamp ends, this keeps the clamp secured open, and makes this job ten times easier. Like this:

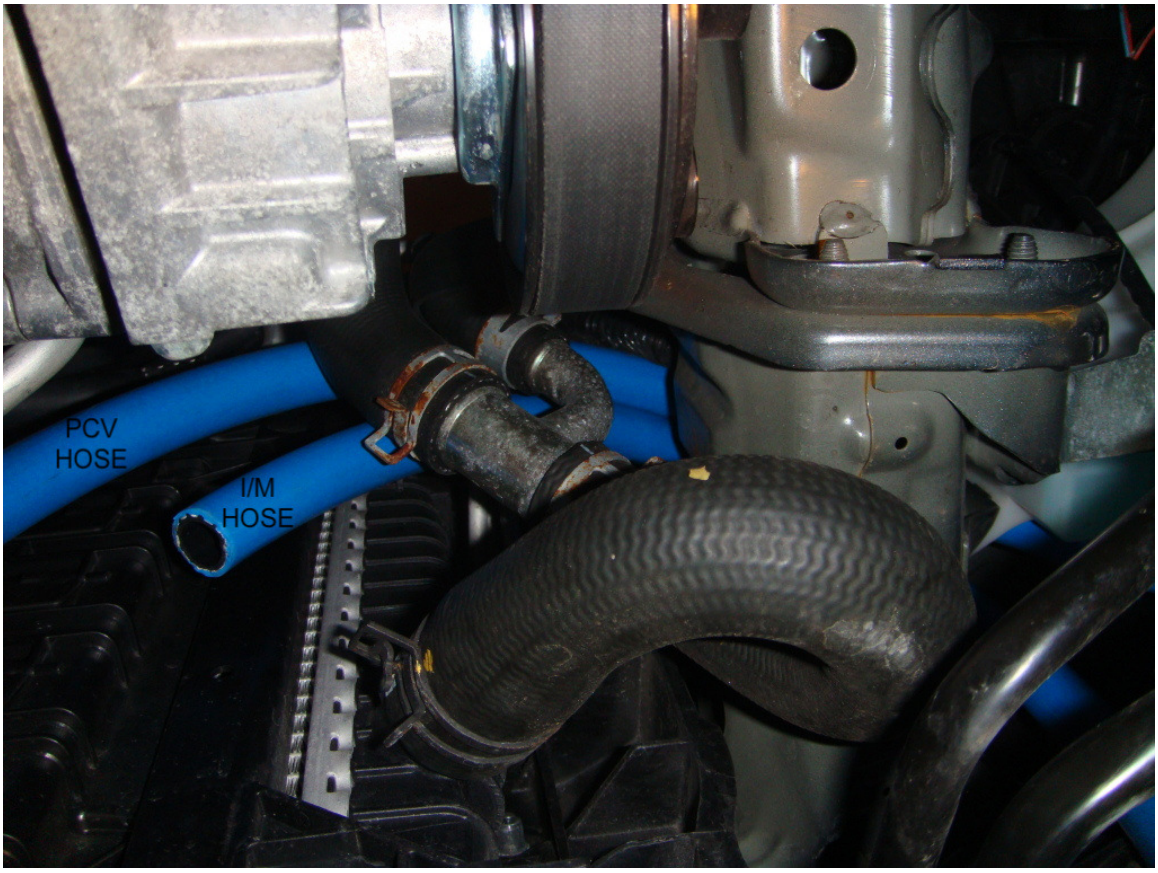
With the factory hose clamp on the new PCV hose, push the new hose onto the factory PCV valve, move the hose clamp till it sits on the end of the hose at the PCV valve, and remove the zip tie locking the clamp in place.

Step 4:

Begin routing the Intake Manifold hose (blue tape) through the same hose as the new PCV hose. Thy to get it left and underneath of the PCV hose.

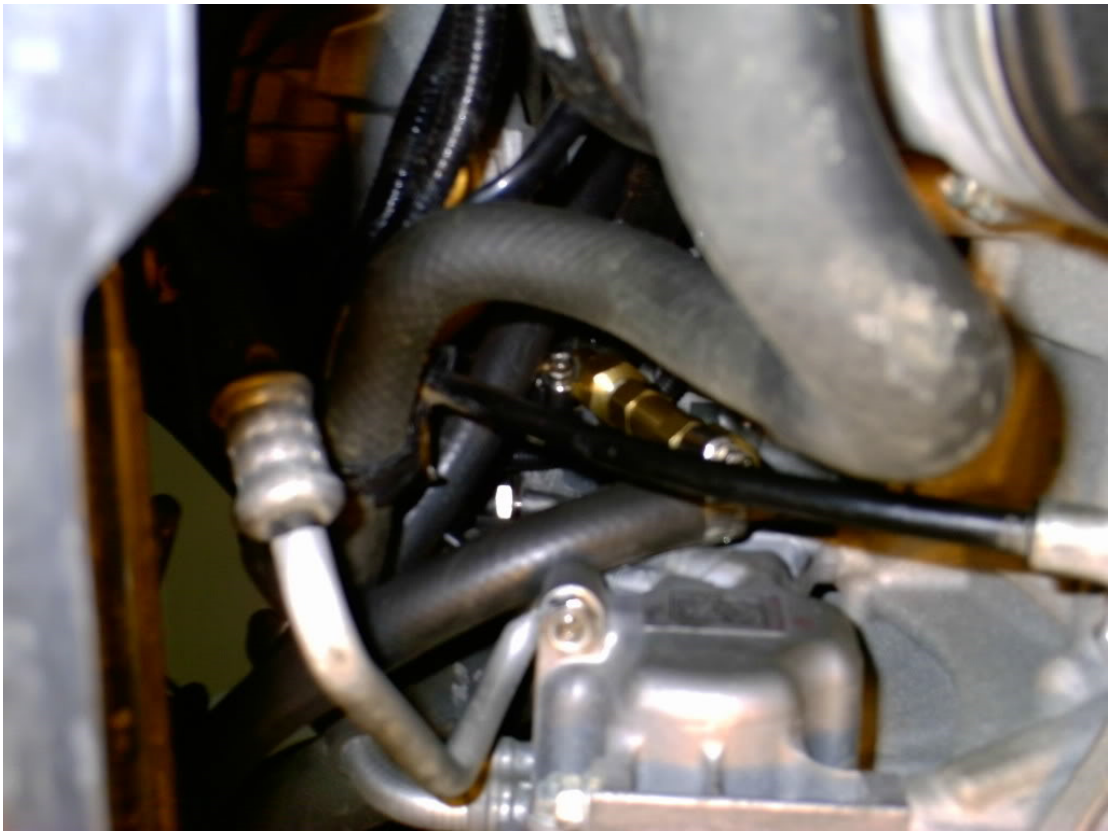


Keep pushing on the hose and move it around, till it makes it through the same path as the PCV hose. Remember, try to mimic the hose routing as close as you can to the pictures. If the routing is slightly off you may end up with not enough hose length to attach it to the OCC



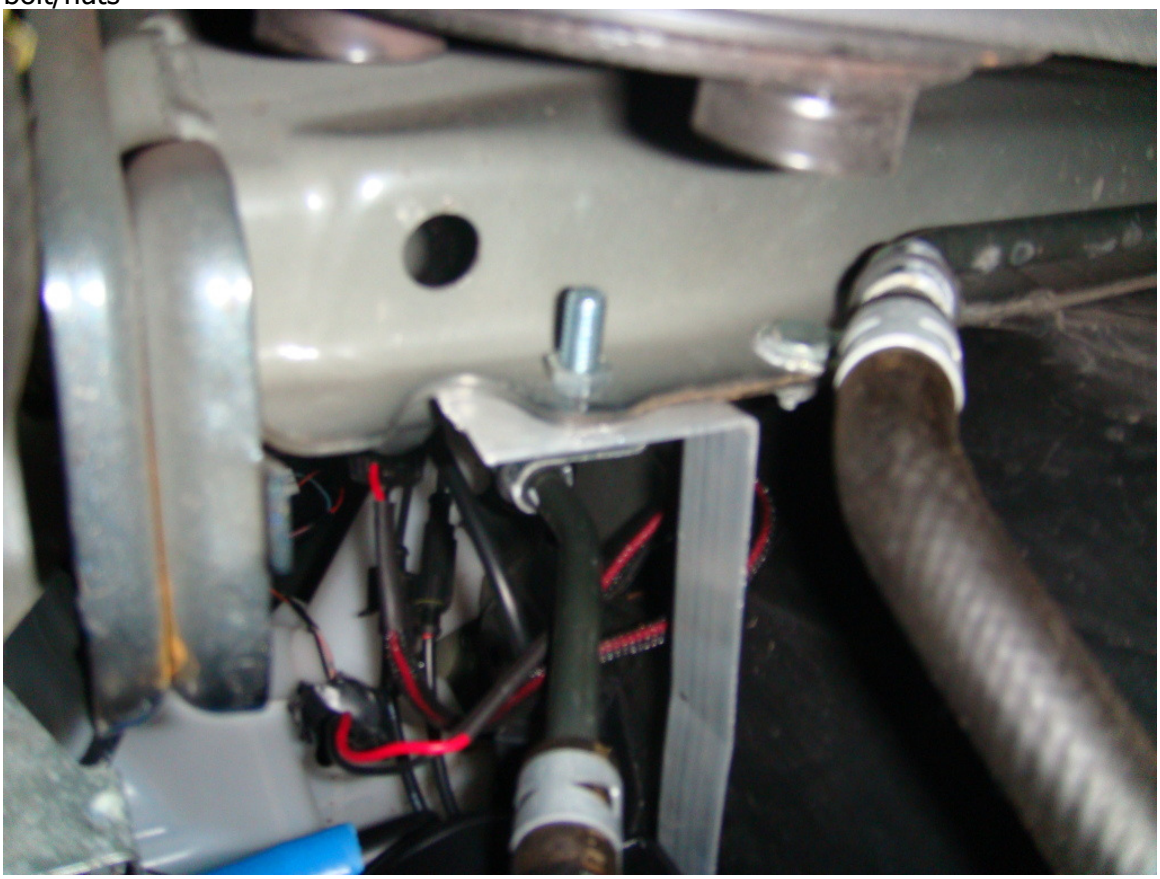
With the I/M hose through the tight spot, attach the check-valve to the I/M hose

With the new check-valve on the I/M hose, attach it to the I/M (use the same process with the factory hose clamp as done before).

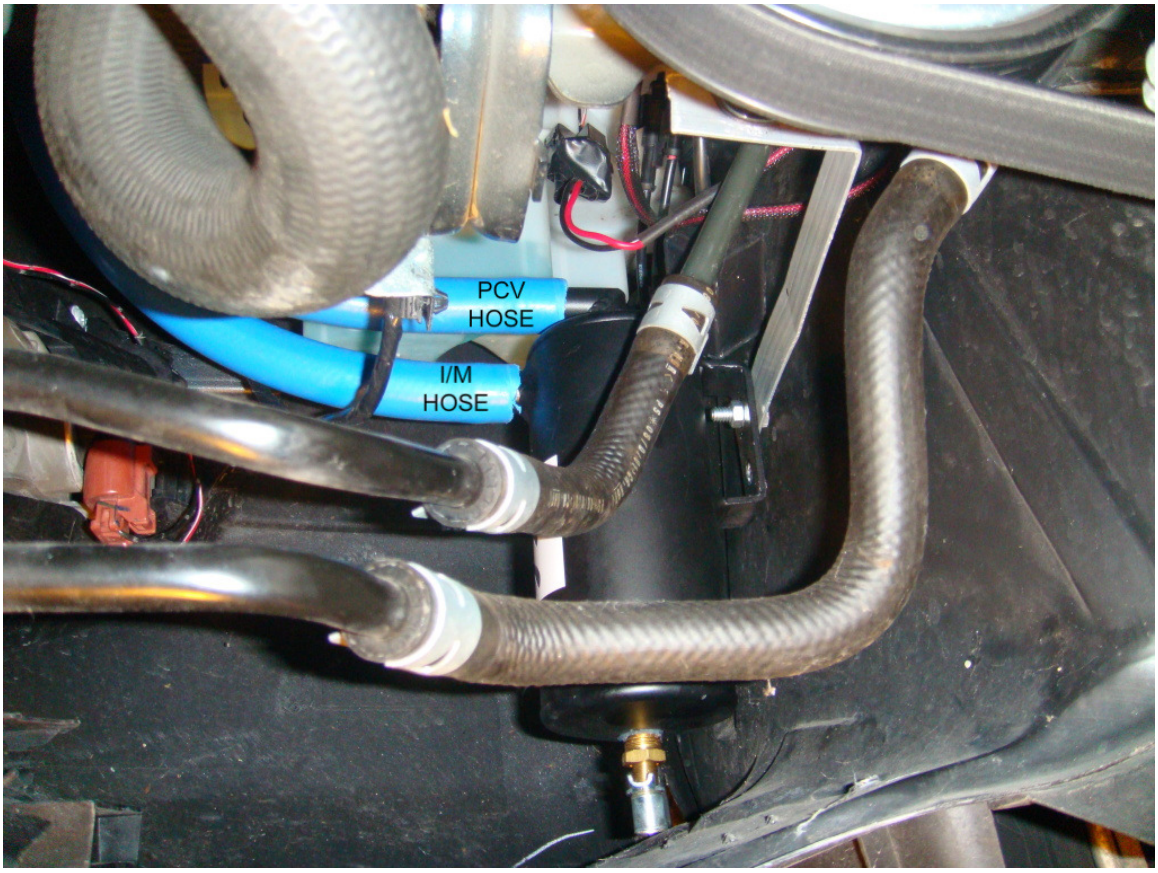


Double check that the new hose is on securely, and now the hard parts are done.

Step 5:
Mount the OCC to the bracket, and mount the bracket to the frame, with the provided bolt/nuts



With the OCC mounted, attach the hoses to the OCC with the provided hose clamps. The hose coming from the I/M attaches to the bottom port on the OCC, and the hose coming from the factory PCV mounts to the top port for the Saikou Michi OCCs, the Damond Motorsports OCC ports are opposite. The clamps should be tightened on the OCC, right behind the raised edge on the OCC ports.



With the provided zip ties, loosely attach the hose where you see fit. We want there to be a little play for the hose to travel as the engine moves, so don't tighten the zip ties all the way, just to secure the hose in place.

Now check the system for any leaks, and start the car. Let it run for a little as you double check all the connections for leaks.

