Mini catchcan instructions with revisions October 2021 N-14 engine

Several changes we have made for better flushing and evacuation of these. Here is a picture of a complete install. The lines show the direction of flow on each line. Our new Venturi Vacuum Generator will be drilled and sealed into the main intake air tube as shown instead of as the video shows. This generates far more vacuum when in boost to



provide the suction needed to overcome blow-by so pressure can never build to begin with. Above shows the Venturi Valves installed location. Drill angle with 1/2" drill bit and angle as shown. Seal with RTV or similar and zip tie until cured.

The Dark blue lines are the scrubbed vapors after they pass through the main separator. These each get checkvalve flowing away from the can. The black one to the intake manifold vacuum line that when stock connected directly to the passenger side rear corner of the valve cover. When stock, this drew the vapors directly from the valve cover and this is a prime path for oil ingestion. The other dark blue line with silver check valve is the alternate evacuation suction generated by the Venturi Valve.

Vacuum generated by the Venturi Effect to take over when in boost and there is no vacuum present in the intake manifold. The checkvalves prevent any pressure from reaching the crankcase and by pulling full time suction so pressure cannot buid to begin with. We now cap the original fitting that was the path for the incoming air on the center driverside of the valve cover as that used to flow both ways when stock. Fresh air in and pressure out. Now we have converted it to full time suction.

Light blue is the pathway where the filtered fresh clean air enters that flushes and makes up for the brown line where the contaminated laden vapors are drawn out. No checkvalve on either of those lines. And the light blue must be attached just past the MAF sensor to the stock location. This shows an aftermarket CAI:



Use a flat blade screw driver to pry the retainer clip from the OEM fresh air line and remove. The cleanside separator will have a 90* hose attached that will snugly fit the barb that the OEM hose was attached to. Then the barb on the CSS will connect directly to the main air intake at the OEM sensor connection.



The brown arrow is from the crankcase where the contaminated vapors are drawn into the center of the can. This has NO checkvalves and connects directly from the rear passenger side corner of the valve cover. We supply a billet aluminum adaptor that pushes into the opening and seals with O rings. The intake manifold vacuum side that the black checkvalve goes inline flowing AWAY from the can (Checkvalves ALWAYS flow away from the can) will connect to the black threaded aluminum barb that is included, It will thread right into the plastic hose end with a small adjustable wrench:

