CCS OIL CATCH CAN KIT FOR ND MAZDA MX-5 MIATA

PART NO. CCS-MA-100

MADE IN USA



Important: Read these instructions in their entirety prior to installation.

For contact information, visit www.improvedracing.com

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Rev 260105

PARTS CHECK

- Visit the website product page for technical data and to confirm all parts have arrived by checking the images.

EXTRA HOSE CLAMPS IN KIT

- The extra hose clamps supplied with this kit must be installed if:
  - The engine is supercharged or turbocharged (forced induction)
  - Forced induction pressures can easily pop lines that are not clamped to the barb fittings.
  - The intake manifold must be removed to install the hose clamps.
- The extra hose clamps supplied with this kit are optional to install if the car does not have forced induction.
  - The intake manifold must be removed to install the hose clamps

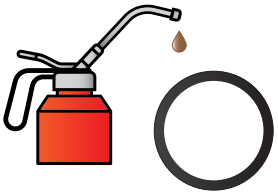
INSTALLATION INSTRUCTIONS

BEFORE YOU BEGIN

⚠ **WARNING: This product should be installed by a qualified mechanic.**

⚠ **WARNING: Improper installation could result in severe engine damage.**

- Lubricate all quick connect fitting barbs before connecting the hoses.
- Lubricate all visible O-rings prior to installation to prevent damage and ensure a leak-free seal.
- Use aluminum tools to avoid damaging the aluminum fittings.
- Read through this manual, in addition to the general CCS product manual prior to installation.



PREPARING THE CAR

WARNING: Confirm the car is not hot prior to installation.

1. Open the hood to access the engine compartment.
2. Use a 10mm tool to disconnect the battery.
3. Reach through the strut tower support bar and coolant pipe to locate the factory PCV hose behind the intake manifold, shown in Figure 1.
4. Remove the U-shaped factory PCV hose, shown sitting atop the engine cover in Figure 1.

The workspace is tight, but removing the factory PCV hose is possible without removing parts.

Refer to the factory service manual if removing the intake manifold.



Figure 1 - Removing the Factory PCV Hose

5. Find the plastic hose holder clip on the passenger side of the engine bay, shown in Figure 2.

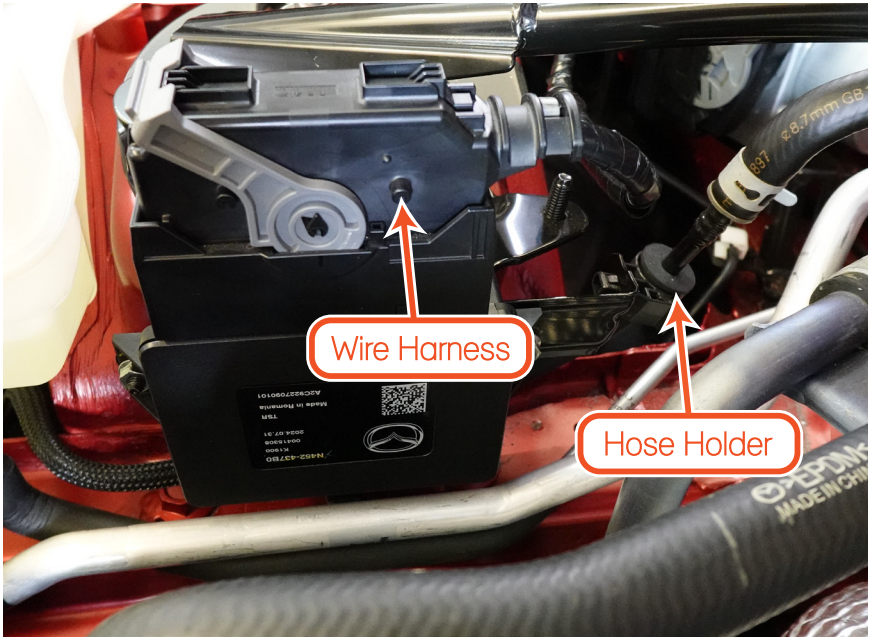


Figure 2 - Wire Harness & Hose Holder Location

6. Remove the clip from the bracket by gently squeezing the locking tabs with pliers, shown in Figure 3.



Figure 3 - Removing the Hose Holder

7. Disconnect the wiring harness:
    a. Lightly press down where shown in Figure 4.
    b. Swing handle rearward as shown in Figure 4.
    c. Disconnect the harness.

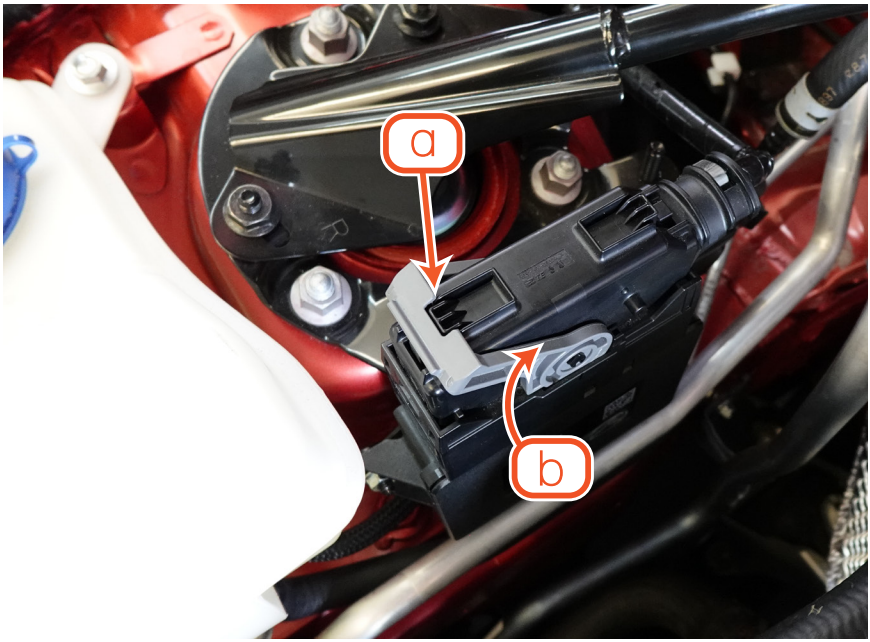


Figure 4 - Disconnecting the Wire Harness Connector

8. Set the harness aside, shown in Figure 5.

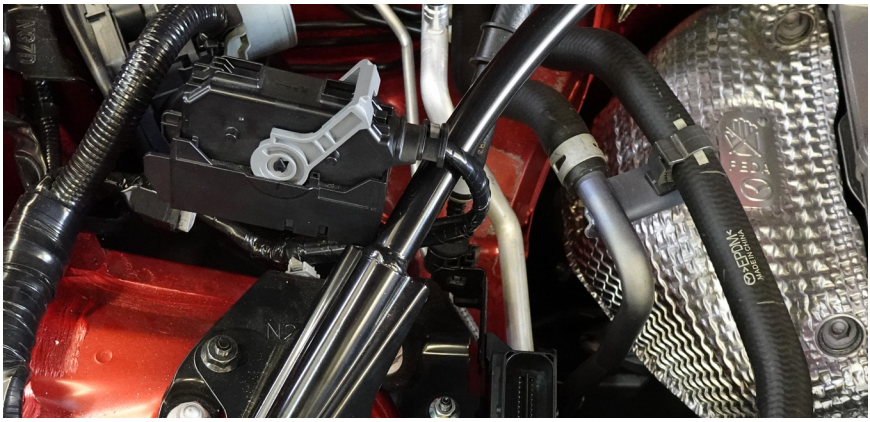


Figure 5 - Wire Harness Set Aside

9. Use a 10mm tool to remove the nuts shown in Figure 6.

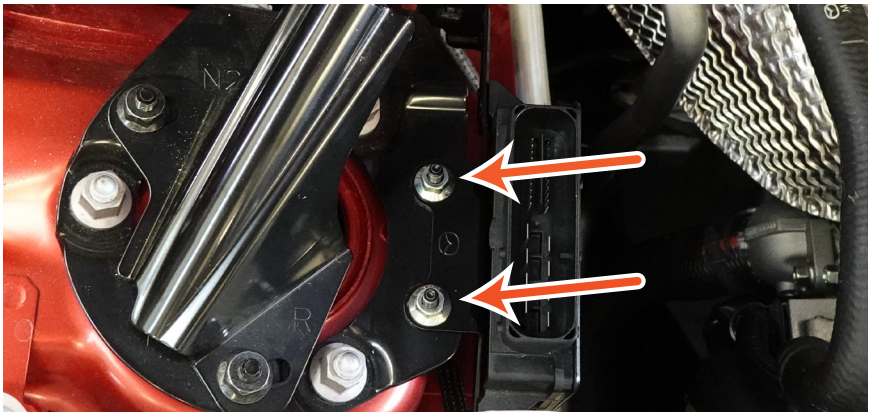


Figure 6 - Nuts to Remove

10. Remove the bracket and circuit box from the strut tower studs.
11. Use a 10mm tool to remove both nuts from the circuit box bracket.

Do not remove the circuit box from the bracket.

MOUNTING THE CATCH CAN BRACKET

1. Install the bracket with the threaded stud onto the strut tower studs, shown in Figure 7.
2. Reinstall the factory circuit box and bracket onto the strut tower studs, shown in Figure 7.

Do not let the circuit box fall.



Figure 7 - Brackets Installed on Strut Tower Studs

3. Reinstall the strut tower nuts, confirming the included lanyard has been installed where shown in Figure 8.



Figure 8 - Fastened Brackets & Lanyard

4. Reconnect the wiring harness.
5. Install the second bracket included with the kit onto all three studs using the original circuit box nuts, and the included nut, as shown in Figure 9.

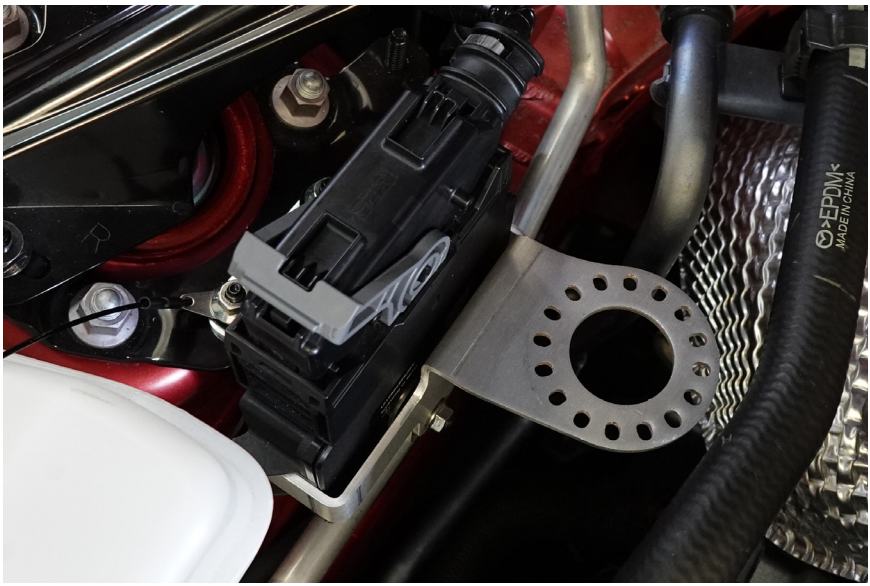


Figure 9 - Second Bracket Installed

6. Use a 10mm tool to torque the nuts to 55 lb-in (6.2 N-m) maximum.

MOUNTING THE CATCH CAN

1. Thread each adapter fitting into the catch can.
2. Torque the fittings between 13 to 16 lb-ft (17 to 22 N-m).
3. Remove the nut and reservoir from the catch can.
4. Insert the catch can top through the large hole in the mounting bracket.
5. Position the pin into the bracket hole shown in Figure 10.

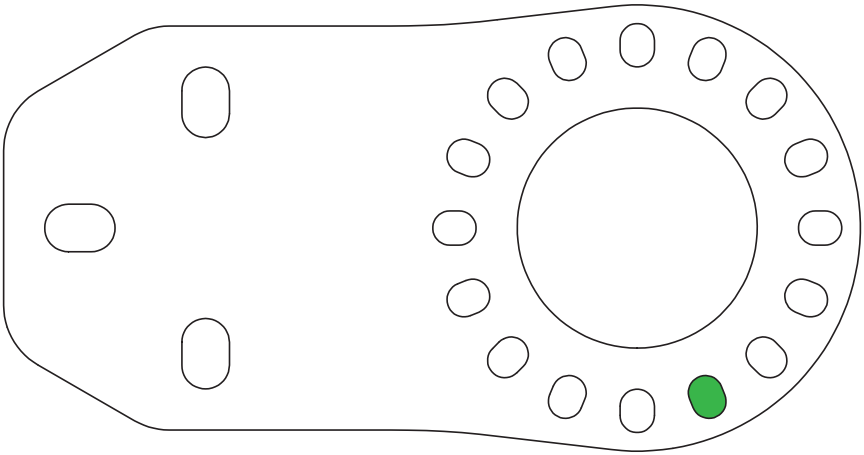


Figure 10 - Correct Bracket Hole for Pin on Top of Catch Can

6. Thread the nut onto the catch can and tighten with a 16mm ($^5/_8$") wrench.

When hand tightening, smear a dab of anti-seize around the threads to guarantee the nut is properly tightened.

CONNECTING THE LINES

1. Route both lines behind the engine, shown in Figure 11.

Ignore this step when the intake manifold has been removed.

2. Connect the larger hose to the intake manifold barb.

Use the included hose clamp to secure the hose for boosted cars.

3. Connect the smaller hose to the PCV barb on the engine.

Use the included hose clamp to secure the hose for boosted cars.

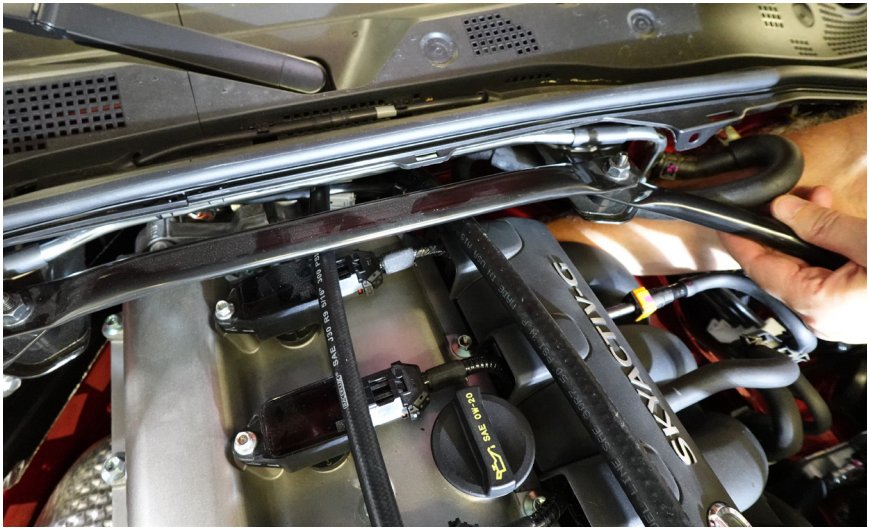


Figure 11 - Starting Hose Routing

4. Reinstall the intake manifold when applicable.
5. Push the hoses behind the engine as shown in Figure 12.



Figure 12 - Hose Routing Behind the Engine

6. Connect the 90° fitting to the top of the catch can.
7. Connect the straight fitting to the side of the catch can.
8. Use a cable tie to fasten the hoses as shown in Figure 13.

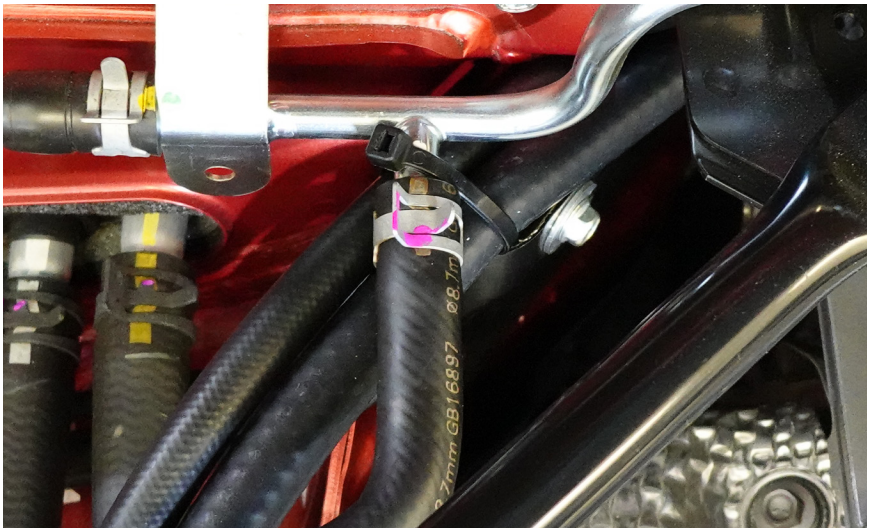


Figure 13 - Cable Tie Securing Hoses

COMPLETING THE INSTALL

1. Confirm all mounting hardware is properly fastened.
2. Confirm all hoses are properly connected.
3. Reinstall the reservoir onto the catch can top.
4. Attach the safety lock clip to the lanyard and install onto the catch can.
5. Start the vehicle and check for signs of a vacuum leak.
   a. Troubleshoot and check connections if necessary.
6. Confirm the safety lock clip is installed in the can before closing the hood.

Installation is now complete. Thank you for purchasing an Improved Racing product!