

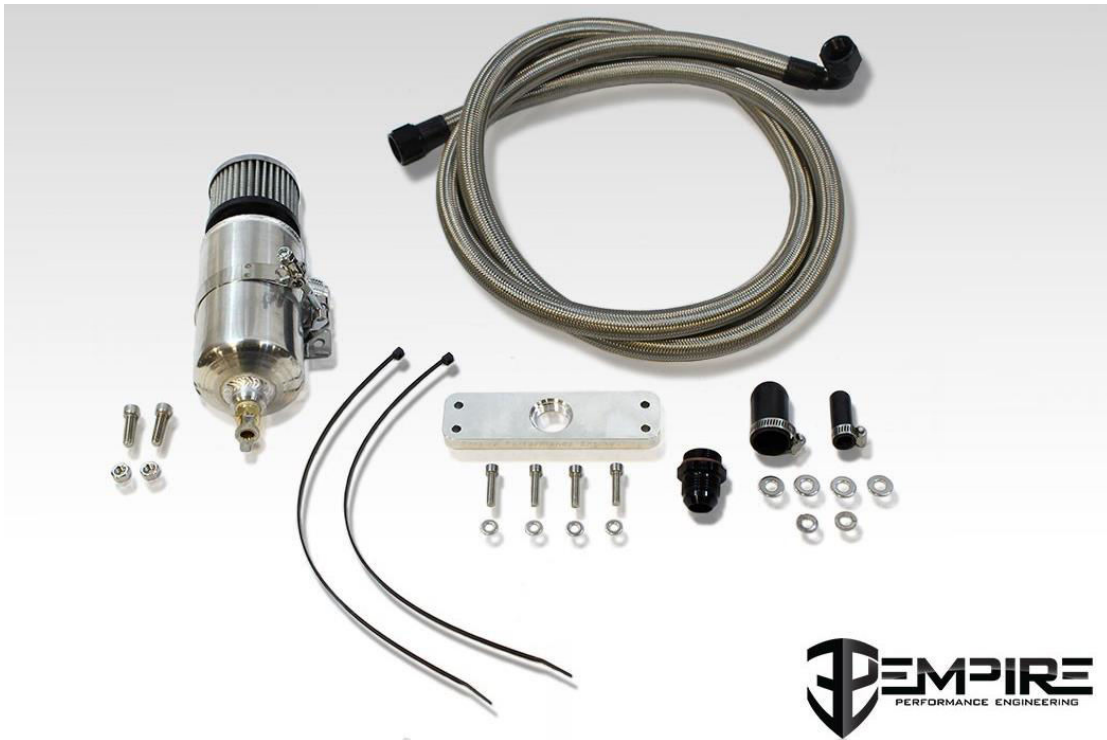


Empire Performance Engineering recommends that a certified technician install this system. In addition to these instructions, professional knowledge of disassembly/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read all the instruction before beginning the installation. Check the kit hardware against the parts list. Be sure you have all the needed parts and understand where they go. Also please review the tools needed list and make sure you have the needed tools.

Product Use Information

Do not add or alter this Empire Performance Engineering product. We will not be responsible for any



product that is altered.

Tools Needed

- 8mm socket to remove stock crank case vent
- 5mm hex key
- Drill/assorted drill bits
- ¼" hex for bolts on frame



Kit contents

- 1 Valve cover plate
- **8ft.** Push Lock - 12 hose black
- 1 120 deg. – 12 Push lock hose end - Aluminum
- 1 Straight – 12 Push hose end fitting
- 1 12 Flare to 12 ORB XRP fitting
- 4 18-8 Stainless steel socket head screw, M6 x 1mm thread, 16mm long
- 2 Socket head 5/16"-18 x 1 Bolt hardware to mount can to frame
- 4 5/16 Flat washer hardware for catch can
- 2 5/16" 18-8 Nut for catch can strap
- 2 5/16" 18-8 Lock washer for catch can strap
- 1 Catch Can; Capture The Excess Crankcase Vapors And The Residual Oil Mist From Reentering The Intake Track; 3-1/8 Inch Diameter X 6-1/2 Inch Tank Height; 1 Inlet Port; Aluminum; Non-Hooded, With Clamp On Style Filtered Breather
- 1 Rubber Plug/Cap for Plug Fitting for Factory Oil Return Line
- 1 Plug Fitting for Air Intake Tube
- 1 Worm-Drive Hose & Tube Clamp with 305SS Screw, 7/32" to 5/8"
- 1 Worm-Drive Hose & Tube Clamp with 305SS Screw, 11/16" to 1-1/4"
- 2 Zip Ties to help locate -12 Hose

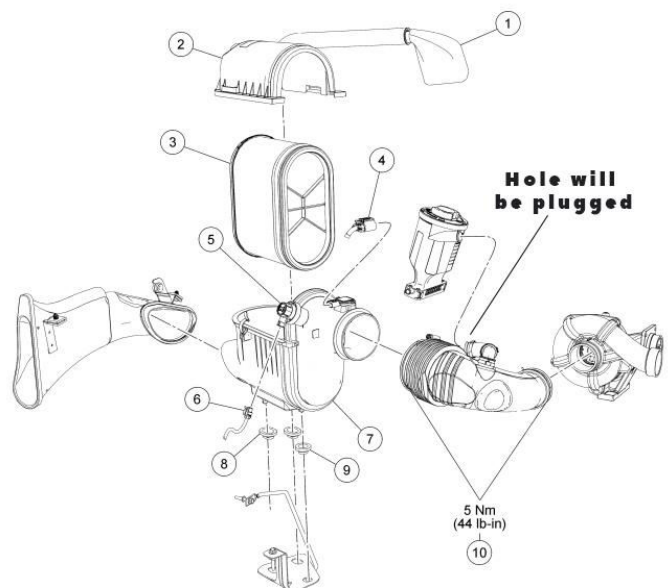
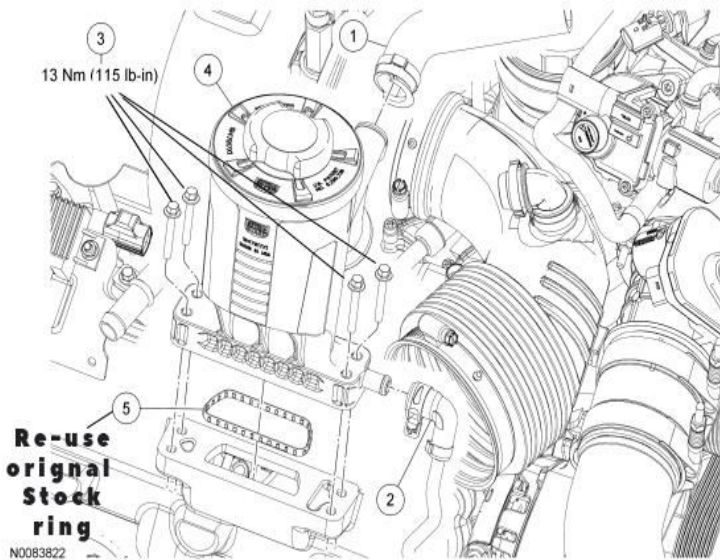




Figure 1

Figure 2

Installation Instructions



1. Remove all 4 bolts to remove part (as shown in figure 1, #3)
2. Secure relocation plate with new cap screws (do no over-tighten)
3. Run new hose along the firewall route on the fender well side
4. Securely fasten the fitting next to the relocation plate
5. Remove factory oil and drain and install provided oil drain plug
6. Fasten supplied plug to air intake tube (as shown in figure 2, #10)
7. Run line across the side while keeping away from exhaust manifold





8. Additional hole may be needed when bolting oil filter down
9. Tightly fasten line to oil filter and installation is complete

