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2009-2013 GM Truck, 5.3L and 6.0L V8 Catch Can Installation Guide

Last updated: 1/2/2018

This is for both the 5.3 and the 6.0L GM V8's. The only difference will be the location of the vacuum barb on the intake manifold. Both evacuate the foul, or dirty vapors from the valley PCV barb that comes up under the intake manifold snout and points toward the driver's side front of the engine compartment.

The standard mount location is on the outer mount stud on the brake boost/master cylinder. Some mount in the empty 2nd battery location as well.

The pictures will be later, first we will go over the routing. Regardless of if you have our Standard, E2, or E2-X Catch Can, the center of the Catch Can is always the inlet from the crankcase. This is where the oil and other contaminate laden vapors enter and travel through the several steps and chambers to coalesce, condense, and contain so clean scrubbed vapors are what enters the intake manifold.

The one outer fitting, with optional check valve flowing away from the Catch Can (arrow on checkvalve indicates flow direction) will connect to the Intake manifold port on the driver's side of the intake manifold. On the 5.3 this is located app ½ way back.

The second outer fitting on the can (if a dual Catch Can, 3 fitting can. If a 2 fitting you are complete) will run to a barb you drill and tap for on the top of the plastic portion of the main intake air bridge. This is right where it connects to the throttle body. Use a 3/8" drill bit and a ¼ NOT tap cutting app 2/3rds of that on the tap for a secure tight thread fit.
Now you have completed the dual valve connections.

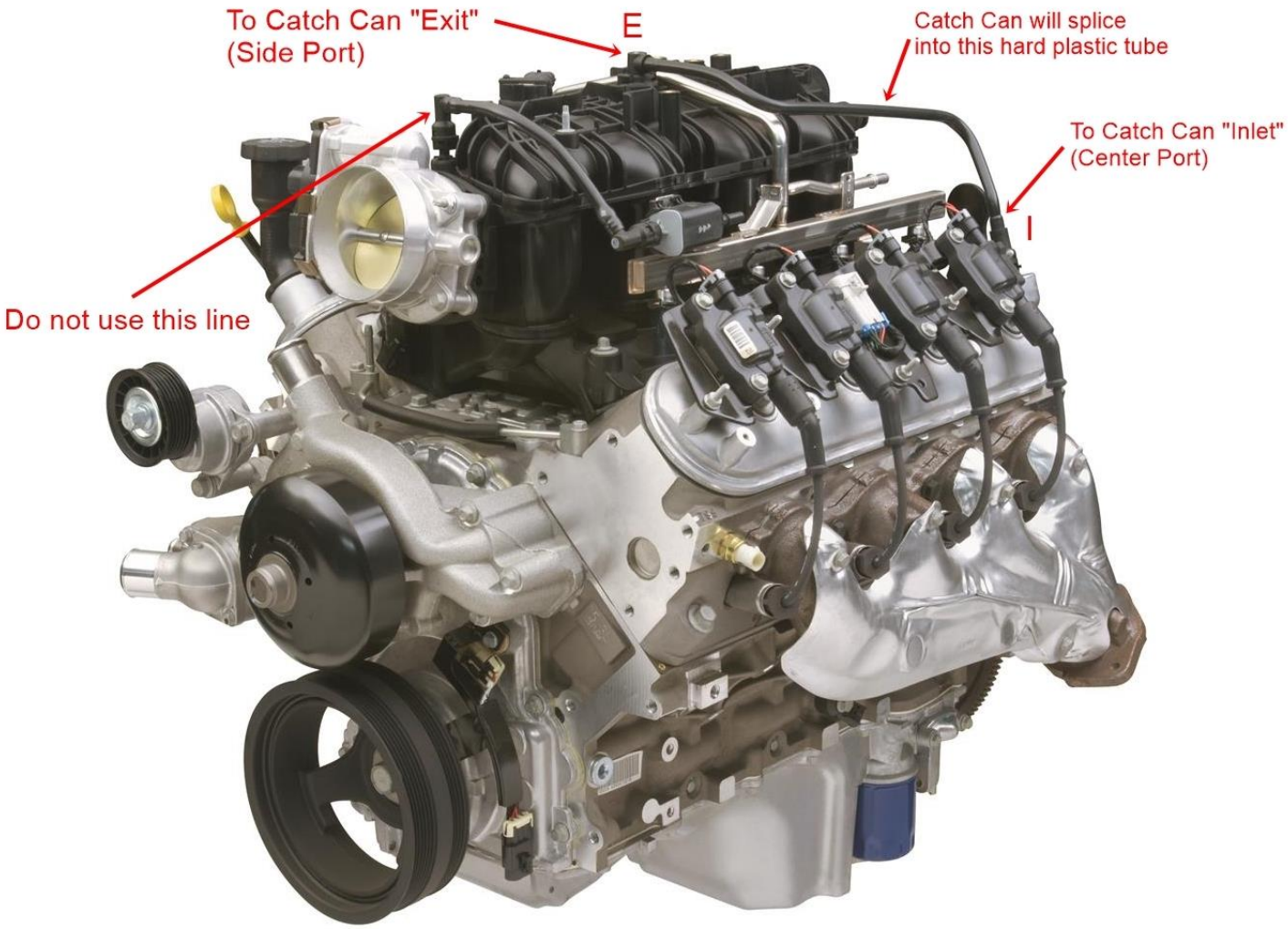
Time required: ~ 1 hour

The installation is fairly simple. We'll remove the cover t expose the PCV line, mount the Catch Can, run the hoses, connect the hoses, and tighten all fittings.

Remove the plastic engine cover to expose the top of the engine.

With the cover removed, you can see the hose that you'll access to splice the Catch Can in.

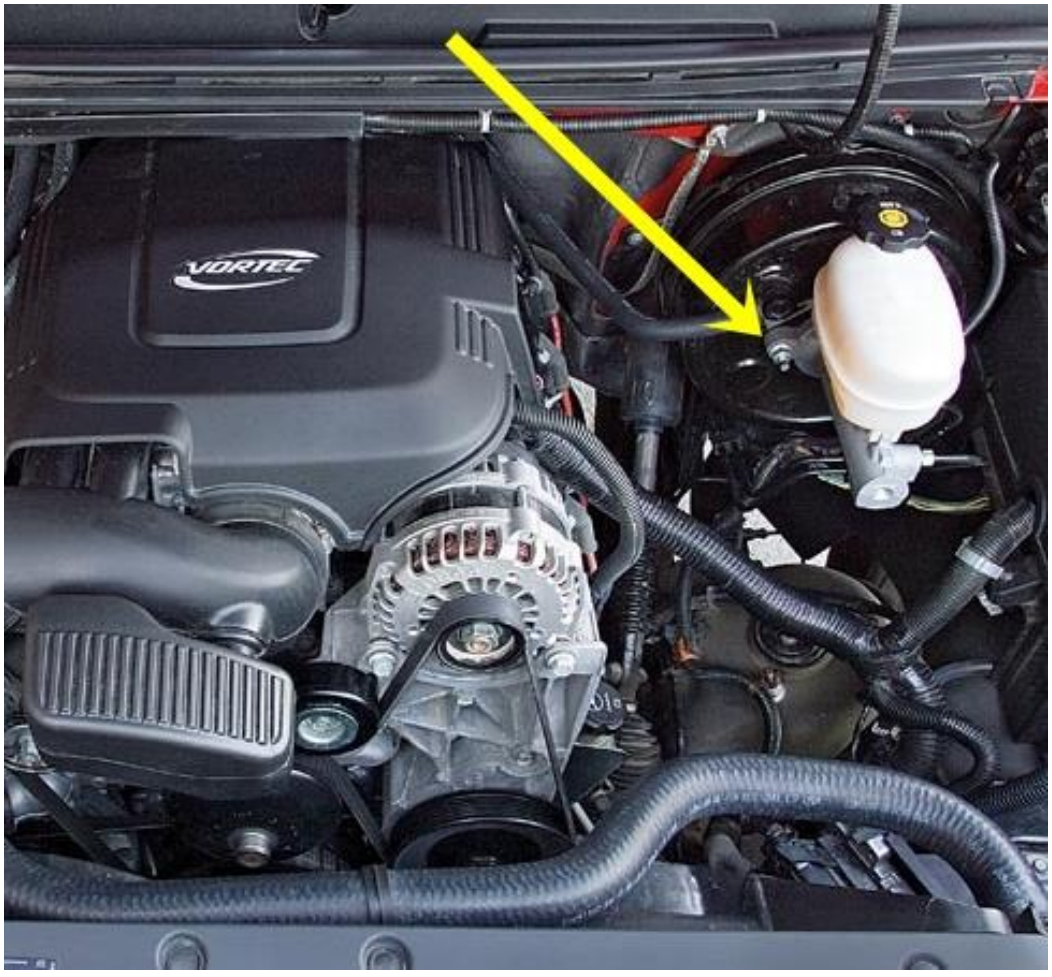
Here is a clearer illustration of the hard-plastic tube



Mounting the Catch Can

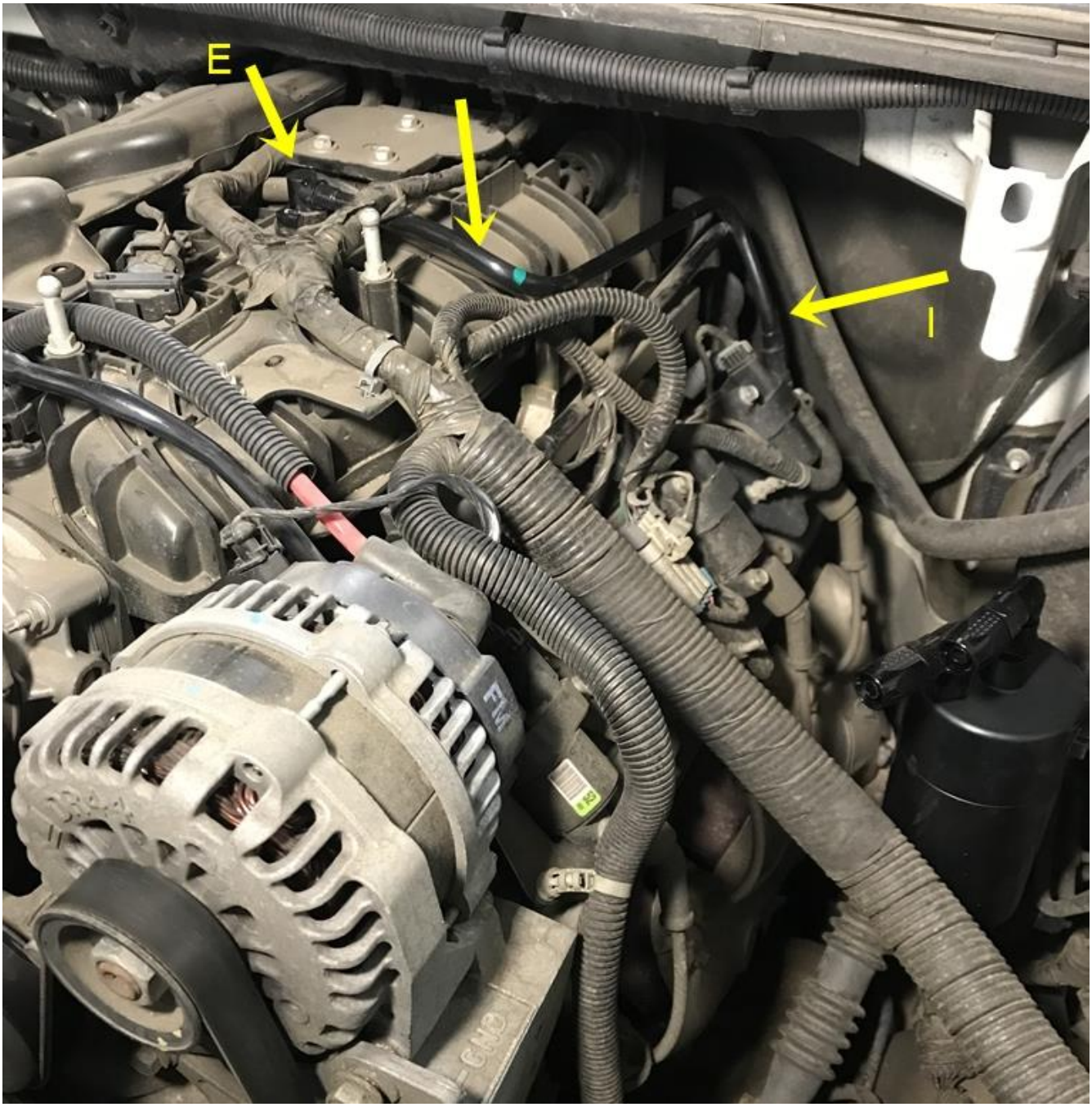
Although our “Hockey” bracket can be used to mount the Standard or E2 Catch Can to the Passenger’s side engine block, we have found a good option for mounting is our 62L bracket, mounted to the master cylinder bolt. You can also mount the E2-X Catch Can in this manner with the Clamp and “L” bracket shown on the right.

We found the best place to mount the Catch Can is on the Master Cylinder mounting bolt, shown here. You can also mount in the extra battery box location.

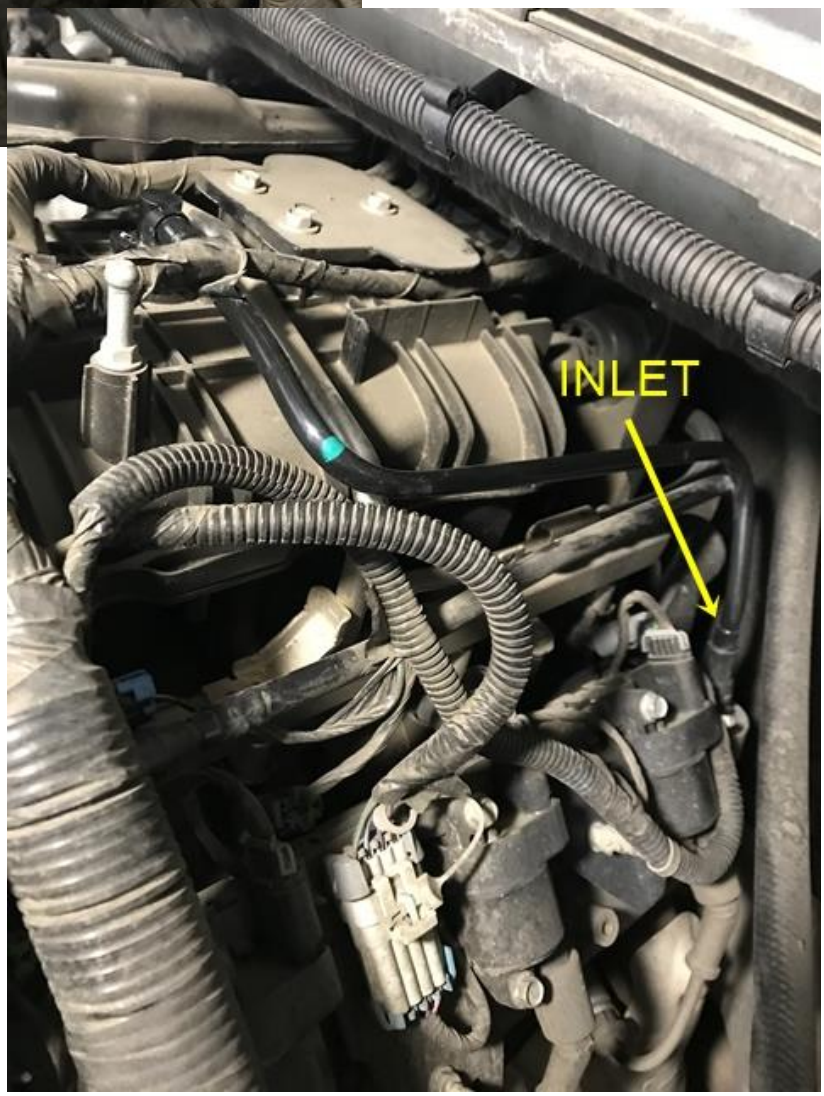



Master Cyl Nut/Stud

This hard black plastic line will be the line we splice the Catch Can into.

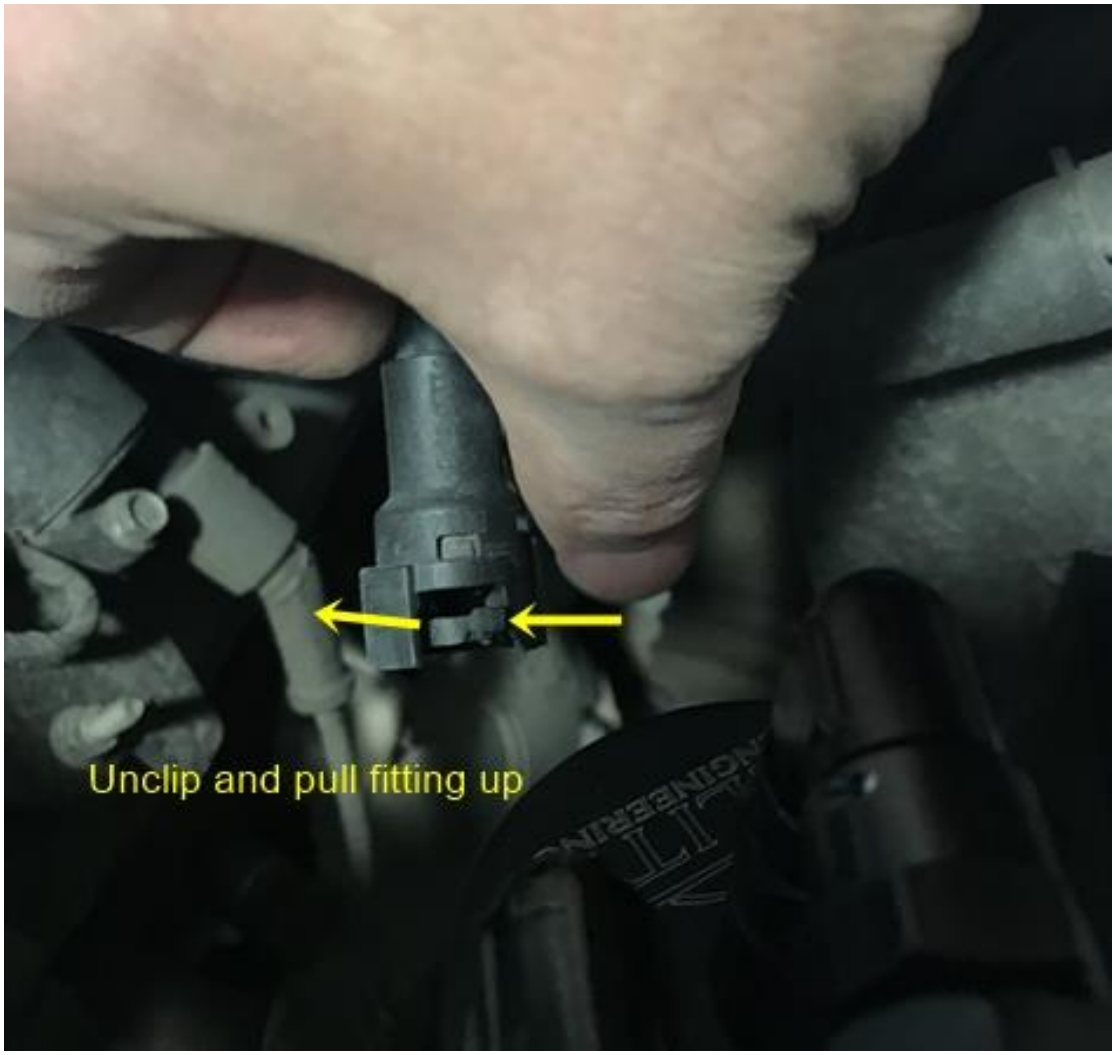



EXIT


INLET

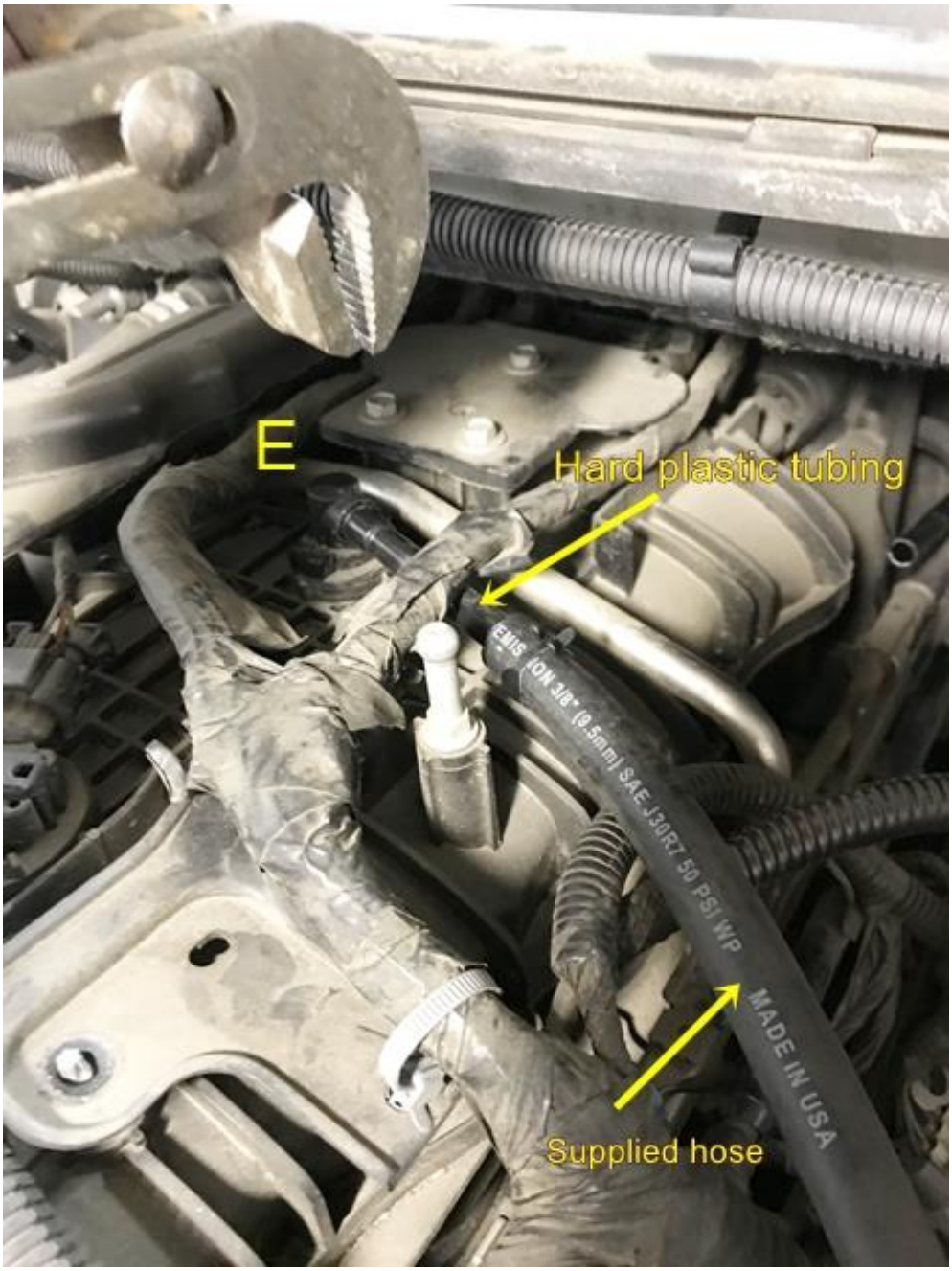
The Hard-Plastic Line can be cut in two places:

Once cut, we found it was easier to unclip the “Inlet” side of the hard plastic tube to gain better access. It unclips by pushing the tab away from the plastic fitting.

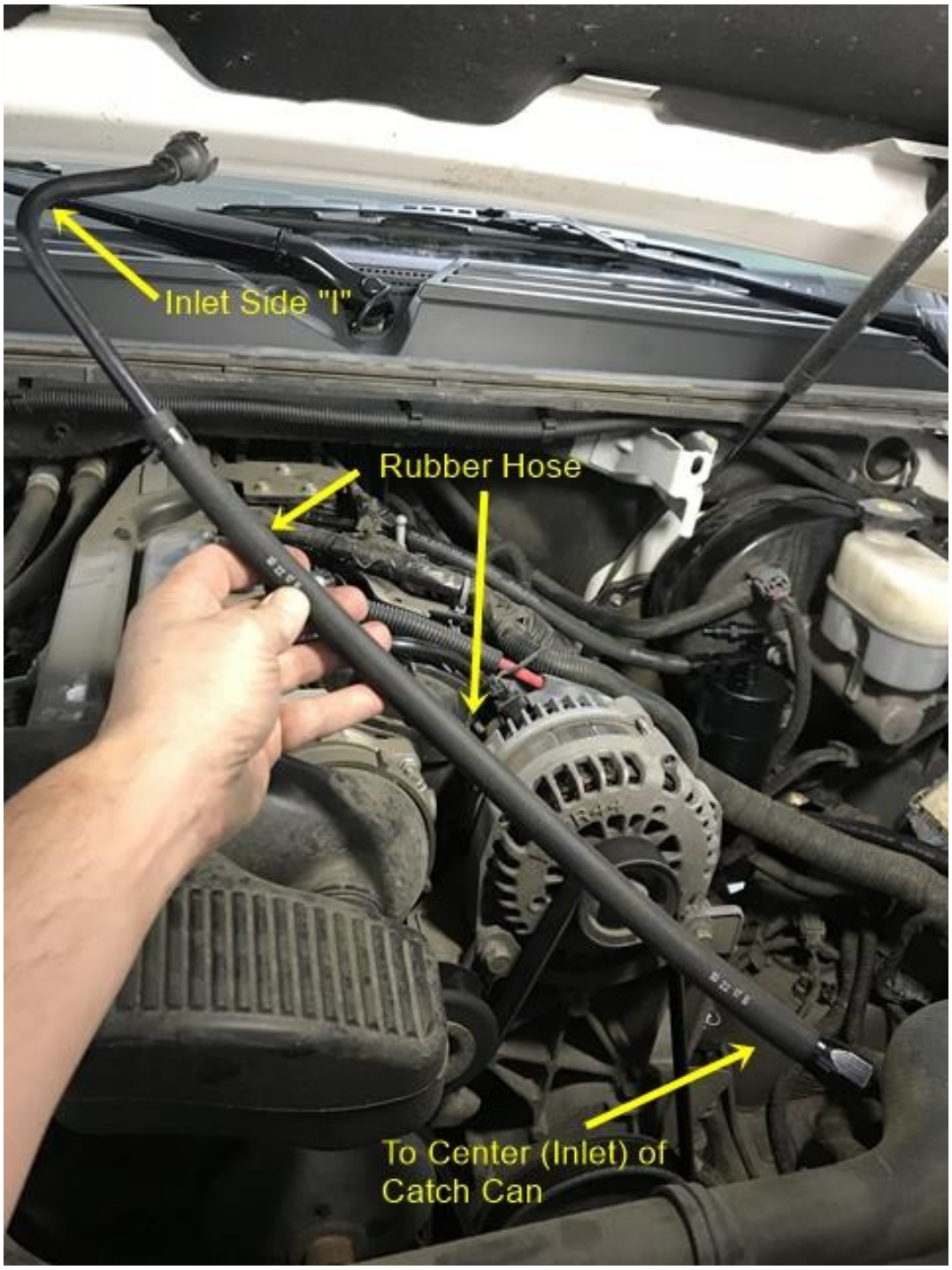


Now you’re ready to run the supplied rubber hose to each port “Exit” (E), and “Inlet” (I).

The rubber hose will slide over the hard-plastic tubing, be sure to put a hose clamp on the rubber hose prior to sliding over the hard plastic tubing. This is the Exit side of the Catch Can shown:

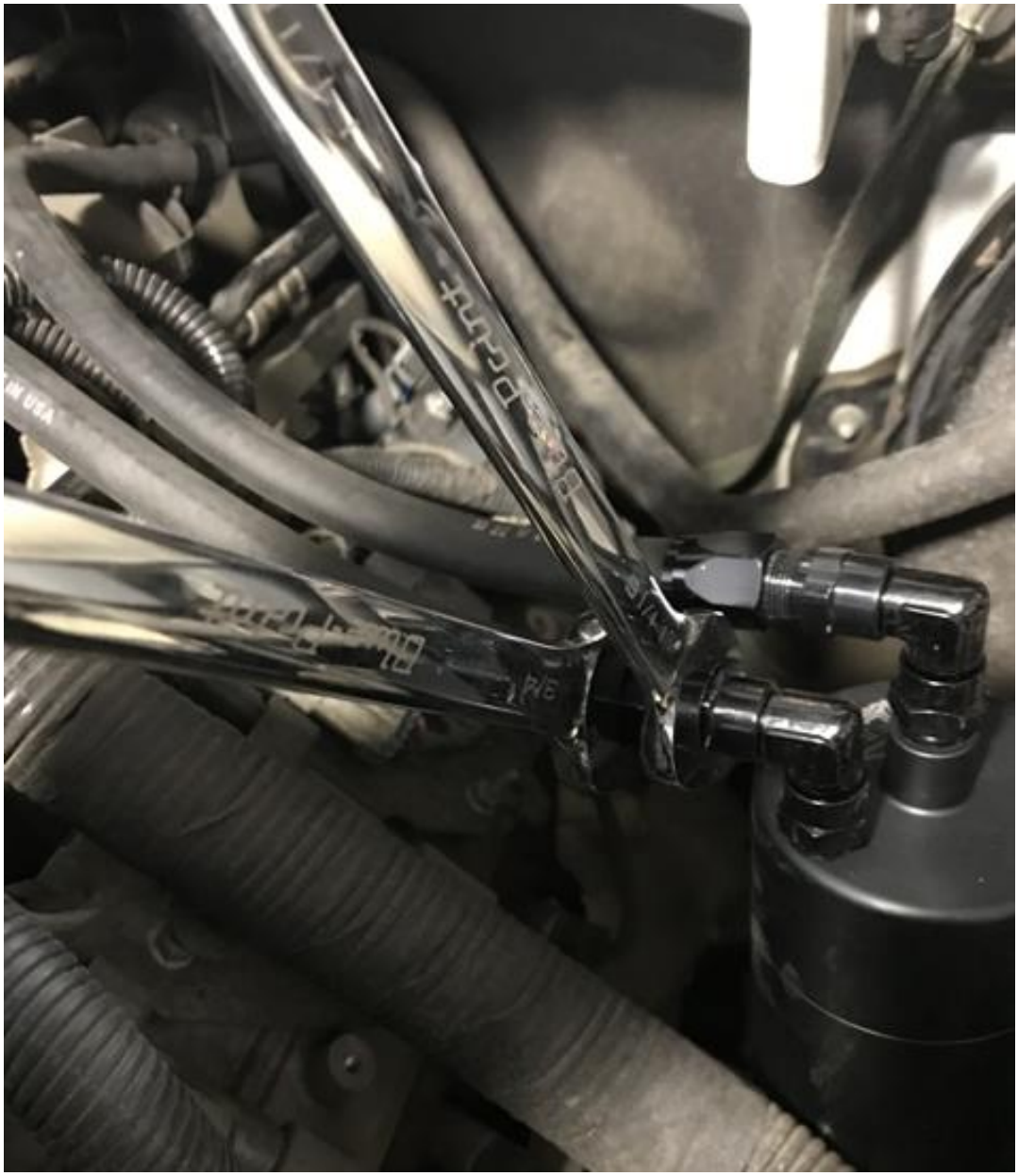


Again, we found it easier to disconnect the Inlet side of the hard-plastic tubing to work on it. Here's the hard-plastic tubing and rubber hose. We have also put on the swivel AN fittings that are used on the E2 and E2-X Catch Cans. The Standard Catch Can will have hose barbs.

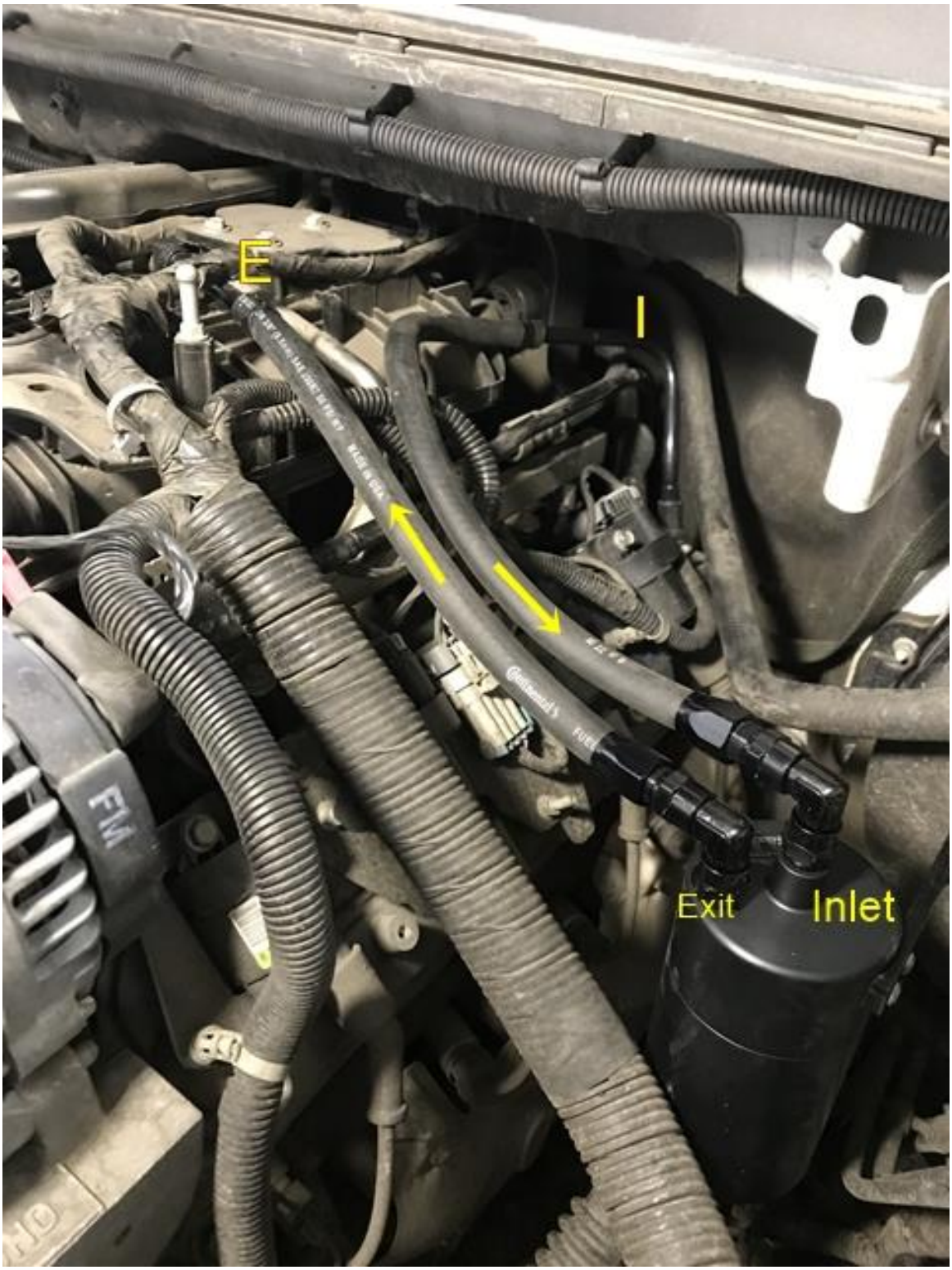


When installing the AN fittings, be sure you don't push the rubber hose too far into the fitting. You should be able to see the hose from the open end. This will thread onto the Catch Can on the E2 and E2-X.

Using 3/4” and 11/16” wrenches, tighten the nuts on the Catch Can, be careful not to overtighten, snug is good enough.



This shows the complete installation and hoses.



If you also purchase our Billet Clean Side Separator – This is how it's installed:

** ELITE ENGINEERING'S CLEAN SIDE SEPARATOR (CSS1) ****

Part number CSS1

CSS1

Hardware Kit

-Clean Side Separator (CSS)
-24" of 3/8" Fuel Hose
-(2X) Clamps
-(1X) 5/16" Vacuum Cap

If you purchased the "optional" Clean-Side Separator, this is how it will be installed.

You'll replace your stock (OEM) Oil Fill Cap with the Elite Engineering Clean Side Separator and Base (CSS)

Remove existing Oil Cap, and inert Clean Side Separator Base into Oil fill port

The picture below shows which plastic line the CSS will splice into.

Cut the hard plastic line. You can pull the end out of the top of the engine if it's easier.

Place a small piece of the supplied 3/8” rubber hose over the newly cut end. Then put the small vacuum cap on the other end of the hard plastic tubing you cut.

This is how it will look when it's completed. To add oil, just pull the CSS Top out of the plastic base. It's sealed with O-rings.