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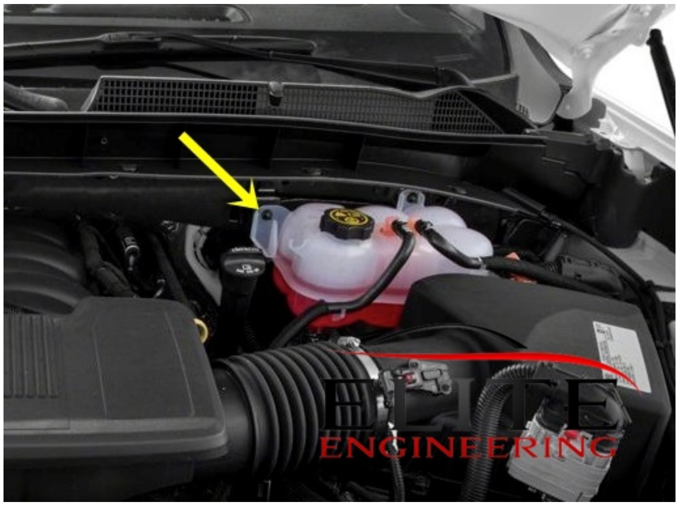
2019+ GM Truck, 5.3L and 6.0L V8 Catch Can Installation Guide

Last updated: 1/2/2019

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 best location we found to mount the E2X or our Newly designed E2000 Catch Can is on the left threaded stud of the Radiator Coolant Reservoir Tank, using our medium "L" mounting bracket (shown below).



E2X Catch Can **New - E2000 Catch Can**

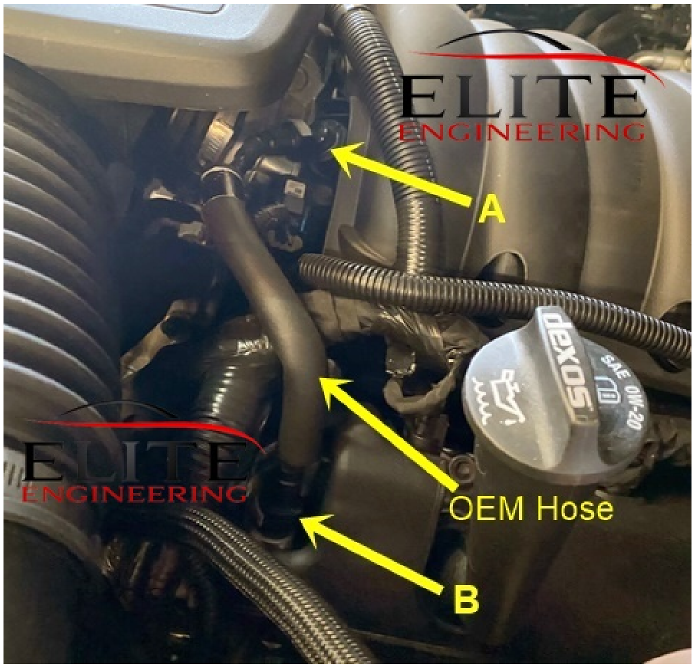
First, we will go over the hose routing. Regardless of which Catch Can you have, our new E2000 or E2-X, the center (Inlet) of the Catch Can is always the inlet from the crankcase. This is where the oil and other contaminate laden vapors enter and travel through the several steps and chambers to coalesce, condense, and contain so clean scrubbed vapors are what enters the intake manifold.

The one outer (Exit) fitting, with optional check valve flowing away from the Catch Can (arrow on check valve 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.

If you have purchased the "Dual" exit Catch Can, the second outer fitting on the Catch 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 where it connects to the throttle body. Use a 3/8" drill bit and a ¼" NPT tap for a secure tight thread fit.

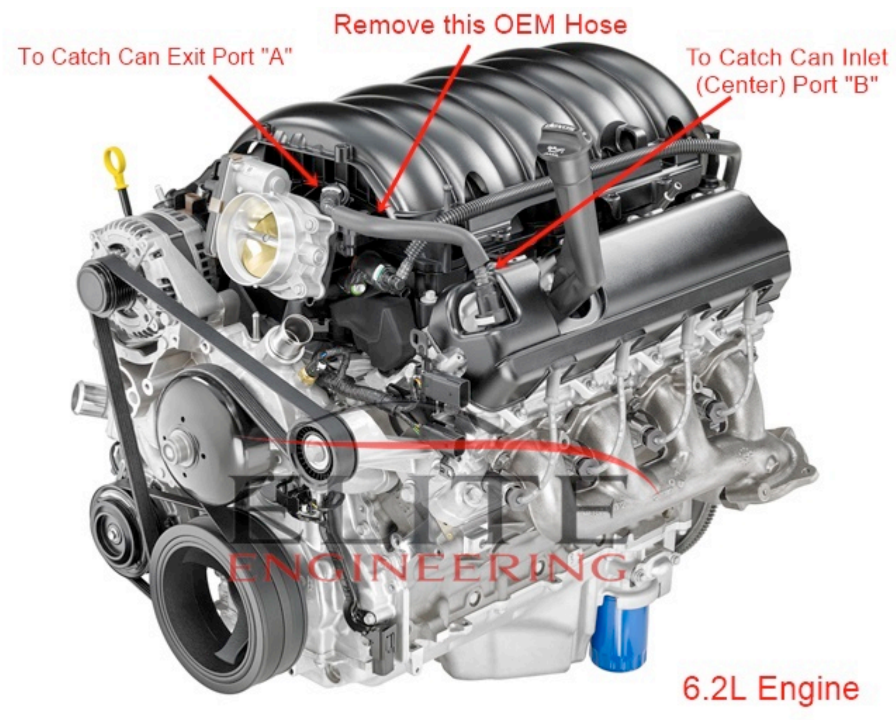
Time required: ~ 1 hour

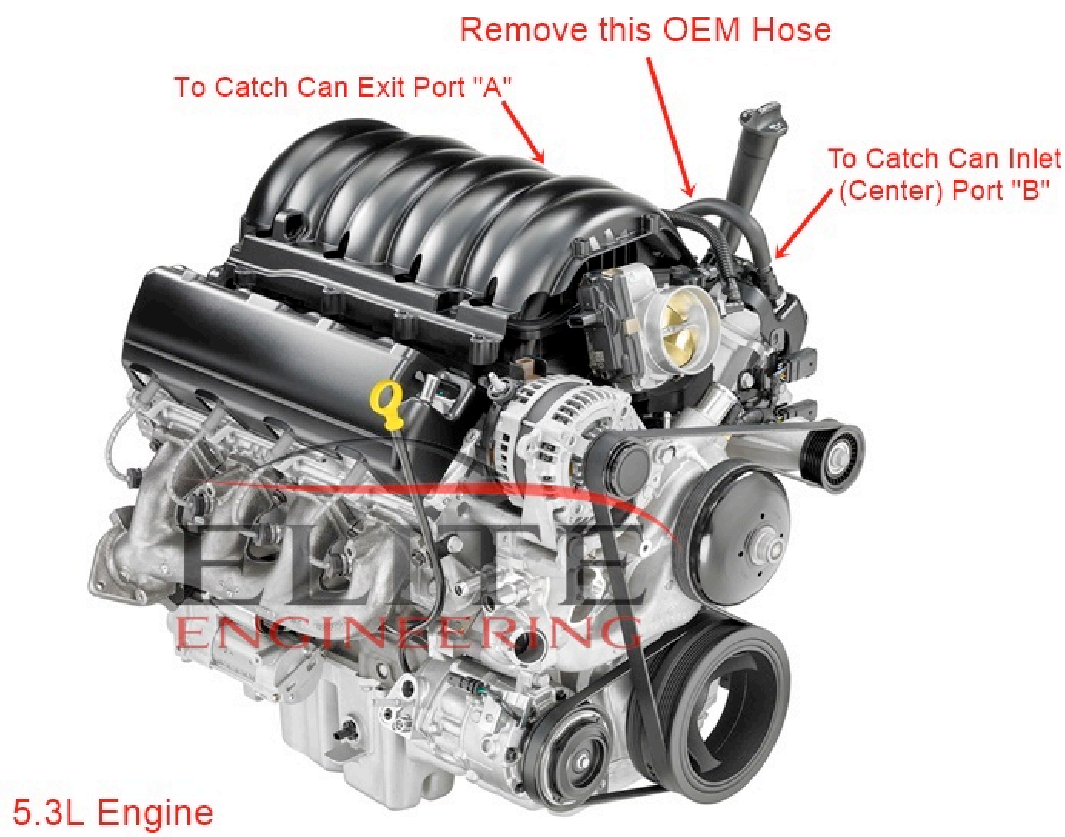
The installation is fairly simple. From the driver's side of the engine bay, locate the stock OEM PCV Hose, and remove it. The two hose locations are labeled as "A" and "B" in the picture below. You will press on the light gray tab, to review the OEM quick connect fittings.



To remove the quick-connect fitting, press on the gray tabs a shown below:

It will look like this when removed:





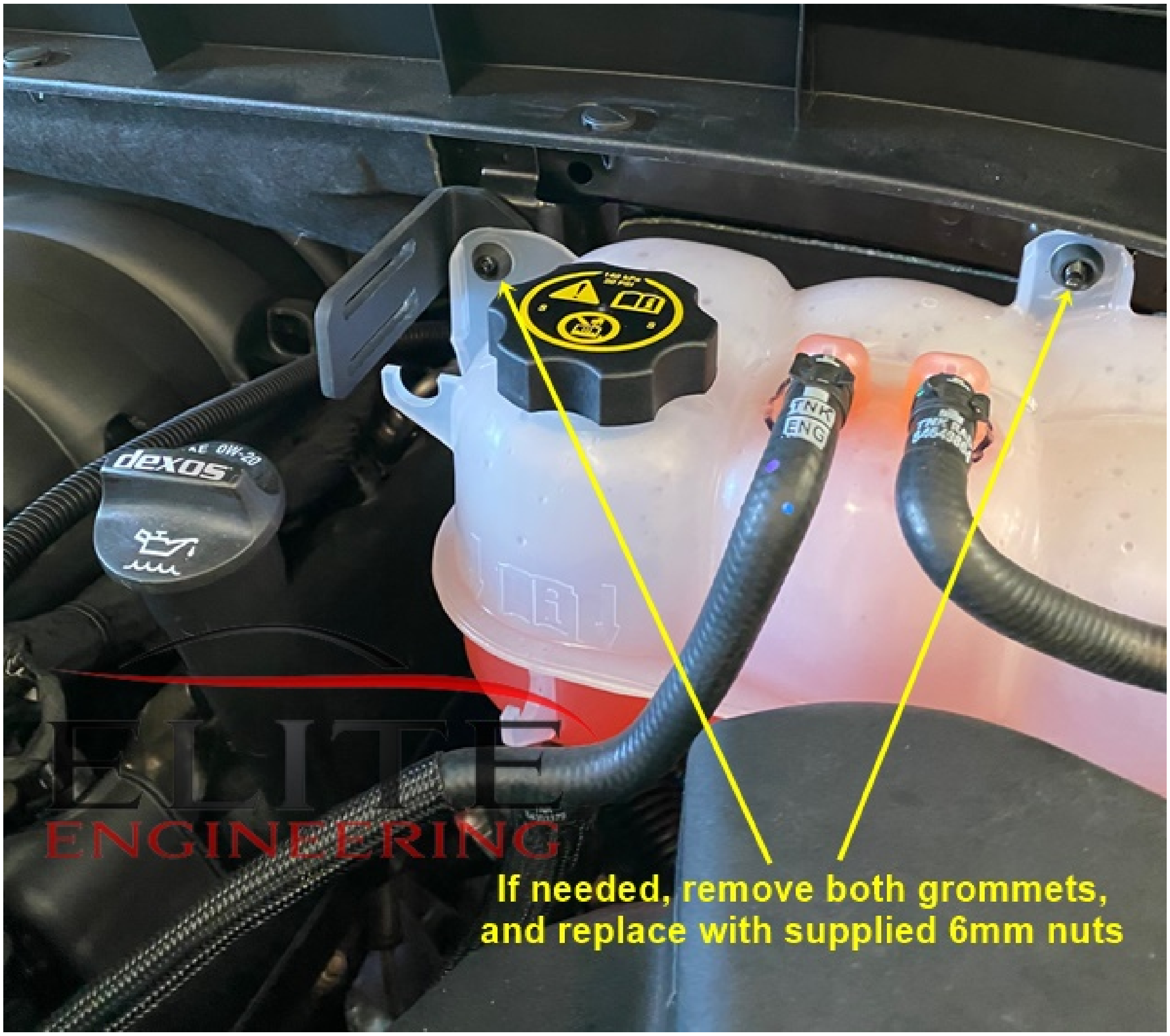
Mounting the Catch Can

Although we have several mounting bracket options, we found our Medium “L” Mounting bracket works the best. It will mount to the left stud on the Radiator Coolant Reservoir tank, and be secured to stud with the provided nut

To gain access to this stud, we recommend loosening the lower bolt that holds the coolant reservoir tank in place using a 10mm socket. See bolt location below:

This will allow you to pull the left side of the reservoir tank off the threaded stud and place the “L” bracket in place. In this position, thread the supplied 6mm Nut over the threaded stud, and press the Coolant Tank back into place.

Once the “L” Bracket is bolted into place, and the reservoir tank is pushed back into position, you can evaluate how it feels. If the tank feels a little loose, we recommend popping off the black rubber grommets, and threading another nut (supplied) over the tread to hold the tank in place.



The E2000 and E2X Catch Can will mount with the supplied C-Clamp, and (2X) 1/4-20 hex head bolts. To prevent scratching the Catch Can while sliding on the C-Clamp, spread the clamp apart using a flat head screwdriver.

You're now ready to run the supplied black braided hoses with quick connect fittings to the Catch Can and Ports "A" and "B" on the engine. The picture below shows both Inlet and Exit lines run to the ports on the engine. To complete the installation, the other ends of the black braided hoses will connect into the ferrules on the E2X or E2000 Catch Can.