

# Vibrant Performance Catch Can - 12694/12695 Installation Instructions

Included in packaging: 1x Integrated Filter Catch Can and adjustable Mounting Bracket, 2x -10AN Fittings, Mesh Filter, Dip Stick

The Vibrant vented catch can is a perfect solution for cars with a MAP sensor based tuning system that need to expel crankcase pressure. The large -10AN fittings in the top will allow for ample flow out of the engine to the baffled catch can.

## 1 Mounting the Vibrant Catch Can

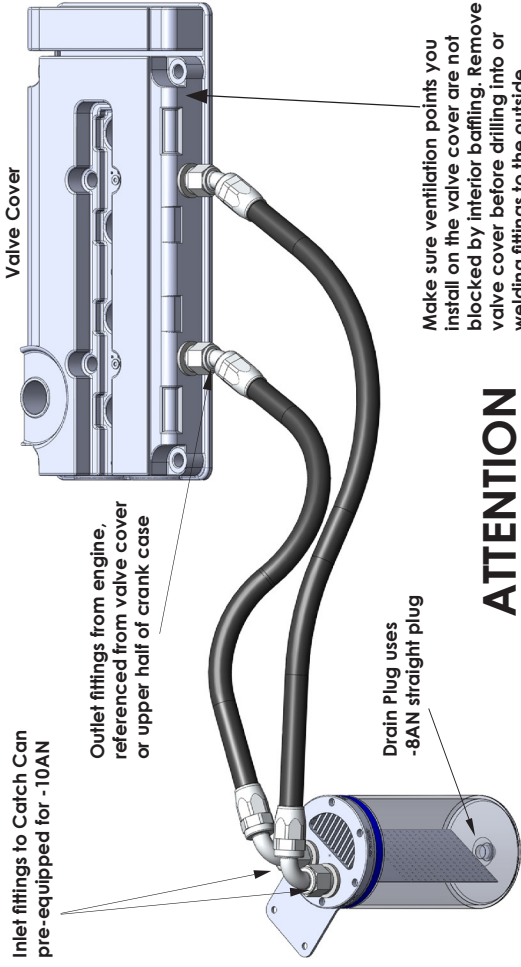
Setup a location in a fender well or on the firewall where you can utilize the stainless bracket that is incorporated in the catch can design. The bracket can be clocked to any position if needed to suit your ideal location with in the engine bay. If you are venting the catch can from the valve cover try to keep the lines entering the catch can level with or just below the valve cover. This will help the catch can accumulate the most fume or oil particle over time. It is not recommended you mount the Catch Can directly to the engine.

## 2 Reference Line Location

The fittings on the catch can are 2x -10AN male, this will suit ample flow from the valve cover for many performance applications. The easier and most common place to vent crank case pressure is from the valve cover, a second choice would be the upper half of the crank case. Accessing and connecting these areas successfully will require the use of some Vibrant Performance adapter fittings and hoses. Here are some common part numbers that could help you get the job done.

- 11153** - Aluminum Weld Bung (male) -10AN
- 22910** - Push-on 90 deg Hose End -10AN
- 16320** - Push-on Style Flex Hose -10AN
- 21910** - Swivel Hose End 90 degree -10AN
- 11940** - Stainless Braided Hose -10AN

## Recommended Setup for Integrated Filter Model (#12694, #12695)



Make sure ventilation points you install on the valve cover are not blocked by interior baffling. Remove valve cover before drilling into or welding fittings to the outside.

**ATTENTION**

## 3 Servicing the Vibrant Catch Can

There is minimal upkeep to this design of the catch can, it has a small dipstick to advise you of the level on the inside and it will not corrode while being amodized. To empty the catch can you can drain the contents out from the bottom, or remove from the engine bay if the drain is not easily accessible.

If severe build up or debris is clogging the baffle, remove it and clean with brake cleaner.

## 4 Cleaning the Catch Can Filter

To clean the filter element you must remove the 6 screws that are in the top of the catch can and remove the upper half of the top section. This will provide access to remove the filter. It can be cleaned effectively with brake cleaner spraying from the top.

# Vibrant Performance Catch Can - 12696/12697 Installation Instructions

Included in packaging: 1x Recirculating Catch Can and adjustable Mounting Bracket, 4x -10AN Fittings, Dip Stick

The Vibrant Closed Loop Catch Can is a perfect solution for cars with a MAF sensor based tuning system that also need to remedy crank case pressure. MAF sensor based cars usually require closed loop catch cans to keep the metered air that has passed through the MAF from escaping the tune. The included large -10AN fittings ensure ample flow in and out of the Vibrant Catch Can.

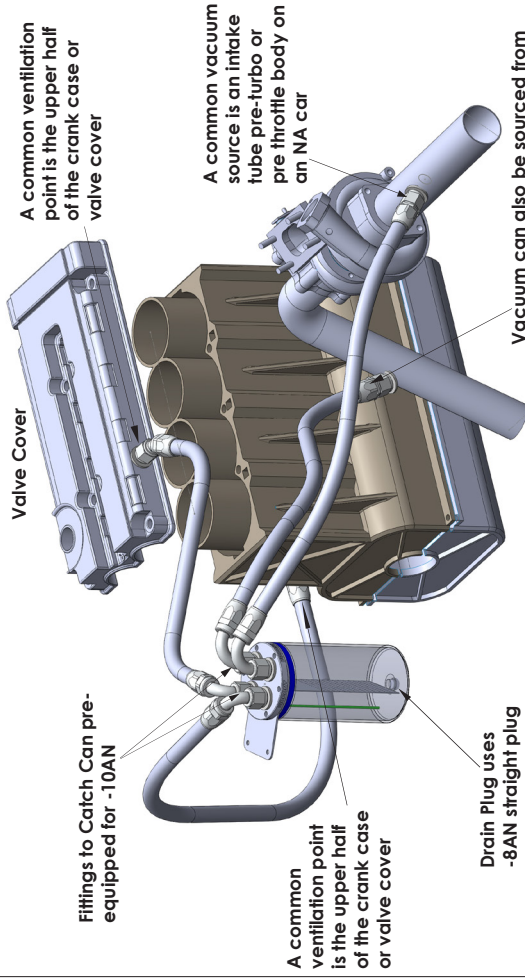
## 1 Mounting the Vibrant Catch Can

Setup a location in a fender well or on the firewall where you can utilize the stainless bracket that is incorporated in the catch can design. The bracket can be clocked to any position if needed to suit your ideal location within the engine bay. If you are venting the catch can from the valve cover try to keep the lines entering the catch can level with or just below the valve cover. This will help the catch can accumulate the most fume or oil particle over time. It is not recommended you mount the Catch Can directly to the engine.

## 2 Reference Line Location

The fittings provided on our Catch Can are 4x -10AN male, this will suit ample flow from the engine for many performance applications. A recirculating catch can system generally needs a pressure and vacuum source. Pressure created from the crank case can be vented from the valve cover or upper half of the crank case. The vacuum source can be taken downstream of the MAF sensor before turbo inlet on a charged system or up-stream of the throttle body on a NA engine, but downstream again of the MAF. It is also possible to run a vacuum source from a downpipe or the intake manifold, but a check valve may be required to stabilize the tune and separate the fume flow from the engine and Catch Can. Accessing and connecting these areas successfully will require the use of some Vibrant Performance adapter fittings and hoses.

## Recommended Setup for Recirculating Closed Loop Model (#12696, #12697)



## ATTENTION

Here are some common Vibrant Performance part numbers that can help you get the job done:

- 11153** - Aluminum Weld Bung (male) -10AN
- 21910** - Swivel Hose End 90 degree -10AN
- 11940** - Stainless Braided Hose -10AN
- 10454** - Flare Cap (block off-male) - 10AN
- 11191** - One-Way Check Valve (male) -10AN

You can also mate this Catch Can to our 12694/12695 models for added filtering and accumulation.

## 3 Servicing the Vibrant Catch Can

There is minimal upkeep to this design of the catch can, it has a small dipstick to advise you of the level on the inside and it will not corrode while being anodized. To empty the catch can you can drain the contents out from the bottom, or remove from the engine bay if the drain is not easily accessible. If severe build up or debris is clogging the baffles, remove it and clean with brake cleaner.