

INSTALLATION INSTRUCTIONS

DUAL OIL CATCH CAN KIT, FLUID LOCK

2015+ SUBARU WRX FA20F ENGINE
KIT# 20-0256-FL

Document: 19-0135-FL
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This dual catch can kit installs in the right-hand side of the engine bay and intercepts the crankcase breather line and PCV line. Installation should take around 2 hours.

Steps 1-14 cover installation of the PCV line catch can (all model years)







Steps 15-30 cover installation of the crankcase catch can on model year 2015 and 2016


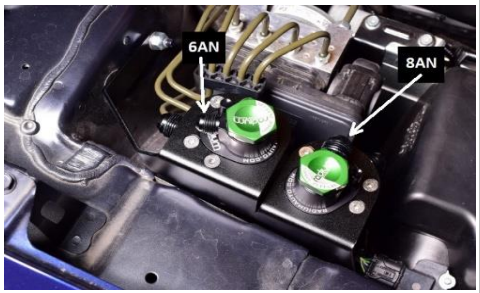




Steps 31-38 cover installation of the crankcase catch can on model years 2017+


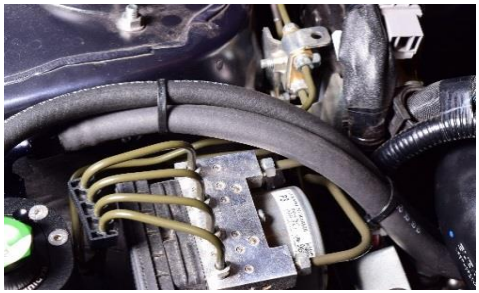










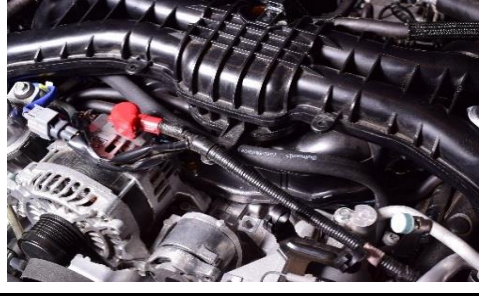

PARTS LIST







Item Description	Quantity
1/2 PCV Hose	6 ft
3/8 PCV Hose	3 ft
5/8 PCV Hose	3 ft
Catch Can Mounting Bracket, VA WRX	1
Assembled Fluid Lock Catch Can	2
10AN ORB TO 8AN MALE FITTING	1
10AN ORB TO 10AN MALE FITTING	2
PUSHLOK HOSE END, 6AN 90DEG	3
PUSHLOK HOSE END, 8AN STRAIGHT	4
PUSHLOK HOSE END, 8AN 90DEG	5
PUSHLOK HOSE END, 10AN STRAIGHT	6
SPRING CLAMP, 1/2" HOSE	7
SPRING CLAMP, 5/8" HOSE	8
10AN ORB SWIVEL BANJO TO 6AN MALE	9
10AN ORB SWIVEL BANJO TO 8AN MALE	10
SS Flat Washer for M6 Screw, 18MM OD	11
BHSCS, SS, M6x1.0 x 19mm Length	12
M8 washer	13
Nut, Conical Lock, M8X1.25, Zinc	14
10 inch Zip Tie, Black Nylon	15







STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	10mm socket	Remove the engine cover and disconnect the negative battery cable.	
2	12mm socket	Remove the intercooler.	
	8mm nut driver		
3		Remove the fresh air duct.	
4	13mm wrench	<p>Locate the M8 nut and washer in the kit.</p> <p>Install them on the stud located on the RH stud tower, near the ABS module.</p> <p>Do not fully thread onto the stud.</p>	
5	4mm Allen wrench	<p>Find the M6 button head screw and washer in the kit and install them into the threaded hole in the body, near the MAF sensor.</p> <p>Do not fully tighten.</p>	
6	3mm Allen wrench	<p>Assemble the catch cans to the bracket using the small flat head Allen screws and tighten. Apply a medium strength threadlocker.</p> <p>Using the picture as a reference, install the -10AN ORB to -8AN adapter into the side port of the catch can on the left. Install the -10AN ORB to -10AN adapter into the side port of the catch can on the right. Lubricate O-rings before installing.</p>	
	1" socket		
	Thread locker		



7	13mm wrench	Place the bracket and catch can assembly into the engine bay.	
	4mm Allen wrench	Line up the slots on the bracket with the fasteners installed in steps 4 and 5. Tighten the fasteners.	
8	5mm Allen wrench	Install the low-profile fittings in the catch can top ports. This will be different depending on the manufacture date of the catch can kit.	
	4mm Allen wrench	Prior to October 2020: These banjos bolts are green as shown. Make sure a crush washer is used on each side of the banjo fitting. Do not fully tighten the banjo bolts at this point. Newer versions of this kit include silver/black swiveling fittings. Install these using an Allen wrench into the top ports of the catch cans and fully tighten. Make sure O-rings are lubricated with oil prior to installation.	
		Regardless of which version you have, Install the smaller (6AN) fitting in the rear catch can and the larger one in the front catch can.	
9	Pliers	Locate the PCV hose on the back of the top of the engine block in the area under the intercooler. Pull back the spring clamps and remove the hose.	
10	Hose cutter	Locate the 1/2" PCV hose in the kit and cut a section to 29" long. Locate the corresponding spring hose clamp in the kit. Attach the hose to the port on the intake manifold where the PCV hose was attached. Route the hose under the intake manifold and over to the catch cans.	
11	7/8" wrench	Connect the hose from step 10 to the side port of the PCV catch can using the -8AN 90 degree push-lok hose end. First, lubricate the push-lok barbs.	
	Hose cutter	Cut the hose to the exact length as needed.	
	Light oil		
12	Light oil	Find the 3/8" PCV hose in the kit and install a 90 degree -6AN push-lok hose end in one end of the hose. First, lubricate the push-lok barbs, then push the hose on fully.	
	1-1/8 Socket	Attach this hose to the swiveling fitting on top of the PCV catch can and route the hose along the same path as the 1/2" PCV hose over to the PCV valve on the engine block. For kits manufactured before October 2020 , clock the banjo fitting to a good orientation. Using a 1-1/8" socket, tighten the banjo bolt to the recommended torque.	

13	Hose cutter	Cut the 3/8" hose to length and attach it to the PCV valve.	
	Pliers	Secure in place reusing the OEM spring hose clamp.	
14	Cutting dikes	Use the included zip ties to secure the hoses.	
		PCV catch can installation is complete. The intercooler can now be reinstalled.	
15	10mm socket	Steps 14-30 Cover Installation of the crankcase catch can on MY2015-2016 WRX. Skip to Step 31 if installing on a MY2017+ WRX Remove the engine cover mount bracket from the front of the engine. Using a ratchet with a 14mm socket, set the ratchet to tighten (clockwise) and place it on the bolt head for the belt tensioner. Relieve belt tension and slip the belt off of the A/C compressor.	
	14mm socket		
16	14mm socket	Remove the four mounting bolts holding the A/C compressor to the engine. Two are accessed from the front of the engine and two are accessed from the top of the engine. Unclip the wiring harness that crosses over the top of the compressor.	
17		Pull the A/C compressor forward in order to access the area underneath.	
18	Pliers	Disconnect the crankcase vent hose from the fitting on the engine block (smaller of the 2 shown).	

19	10mm socket	Remove the two bolts holding the RH radiator fan to the radiator. Disconnect the electrical connector for the RH radiator fan. Pull upward on the fan and remove it from the vehicle.	
20	Pliers	Disconnect the crankcase vent hose from the turbocharger inlet pipe.	
21		Remove the crankcase vent hose from the vehicle.	
22	Pliers	Find the remaining piece of 1/2" PCV hose and attach it to the fitting on the block. Use a spring hose clamp from the kit to secure it in place.	
23		Route the hose along the front of the intake manifold, making sure it does not become pinched or kinked in any way.	
24		Route the hose between the #1 and #3 intake manifold runners and under the boost tube.	

25	7/8" wrench	<p>Route the hose to the top port of the crankcase vent catch can and cut to length.</p> <p>Attach to the banjo fitting on the top of the catch can using a -8AN push-lok hose end. First, lubricate the push-lok barbs.</p> <p>For kits manufactured before October 2020, clock the banjo fitting to a good orientation. Using a 1-1/8" socket, tighten the banjo bolt to the recommended torque.</p>	
	Light oil		
	Hose cutter		
26	Pliers	<p>Find the length of 5/8" hose and slip on the appropriate spring hose clamp from the kit on to one end.</p> <p>Slide this end down the front of the engine, underneath the boost tube, to the fitting on the turbo inlet pipe.</p> <p>Attach the hose to the fitting and slide the clamp into place.</p>	
27	Hose cutter	<p>Route the hose to the side port of the crankcase vent catch can and cut to the appropriate length.</p>	
28	1" wrench	<p>Install the straight -10AN push-lok hose end into the hose. First, lubricate the push-lok barbs.</p> <p>Connect it to the fitting on the side of the catch can. Tighten the hose end.</p>	
	Light oil		
29	Diagonal cutters	<p>Make sure the hoses are not pinched or kinked in any way. Use the included zip ties to secure the hoses. Trim zip tie tails off.</p>	
30		<p>Reinstall the A/C compressor and serpentine belt.</p> <p>Reinstall the engine cover bracket.</p> <p>Reinstall the radiator fan and fresh air duct.</p> <p>Reinstall the engine cover.</p> <p>Installation is complete.</p>	

31	10mm Socket	<p>Follow the steps below for installation of the crankcase catch can on MY2017+ Subaru</p> <p>Remove the two bolts holding the RH radiator fan to the radiator.</p> <p>Disconnect the electrical connector for the RH radiator fan. Pull upwards on the fan and remove it from the vehicle.</p>	
32		<p>Locate where the crankcase vent hose attaches to the turbo inlet pipe. It is a large white plastic fitting. It consists of an electrical conenctor and an O-ring tube connection in one piece.</p> <p>Reach under the white plastic piece and press the gray release tab on the electrical connector. This will allow the entire piece to be disconnected, as shown.</p>	
33	Pliers	<p><i>This step was done on a workbench for clarity, but can be performed with the hose still in the vehicle.</i></p> <p>Remove the hose clamp from the end of the hose and carefully pull out the white plastic connector as shown. Install the connector back onto the turbo inlet tube.</p>	
34		<p>The hose is clipped to the front of the engine, under the boost pipe. Unclip the hose and pull it up and away from the front of the engine as shown.</p>	
35		<p>Route the hose under the boost pipe and over to the area of the catch cans.</p>	
36	7/8" Wrench	<p>Install the 8AN straight push-lock hose end onto the banjo fitting of the crankcase catch can and tighten.</p> <p>Slip one of the spring hose clamps from the kit onto the end of the hose from the previous step, and slip the hose onto the barbed push-lock fitting.</p> <p>With the banjo fitting oriented correctly, tighten down the banjo bolt to the specified torque.</p>	
	1-1/8" Socket		

37	1" Wrench	<p>Install the 10AN straight push-lock hose end into the 5/8" hose that was included with the kit. Screw this hose end onto the side fitting of the crankcase vent catch can and tighten. Hold the catch can while tightening to avoid over-stressing the mounting bracket.</p> <p>Run the hose under the boost pipe and down the front of the engine where the OEM hose was previously routed.</p>	
	10mm Socket		
	Hose Cutter		
38	10mm Socket	<p>Route the hose to the white plastic connector fitting on the turbo inlet tube. Make sure the hose is not kinked or pinched.</p> <p>Trim the hose to length and install it on the plastic fitting. Use the remaining large hose clamp to secure it in place.</p> <p>Re-install the radiator fan and double check all hose connections for tightness.</p> <p>Installation is complete.</p>	
	Hose Cutter		
SERVICING	<p>It is recommended to check catch can fluid level every 5,000 miles (8,000km). It may be necessary to check more frequently in cases of extreme use.</p>	<p>Catch can contents can be monitored using the dipsticks. When collected fluid reaches a certain level, a float ball in the catch can will block the passage into the collection chamber and the catch can will not collect any additional fluid.</p> <p>To empty the catch cans, unbolt the catch can bracket from the vehicle body. Lift the assembly up as high as possible. Unscrew the bottom half of the catch cans. Carefully drain contents into an oil-safe container and dispose of in the same manner as used motor oil.</p>	