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SSP Texas Race Series Gen2 Ms3 CCK Installation

Step 1: Remove Front Bumper.

Step 2: Mount Catch Tank as shown in pictures. To secure the nut on the provided bolt, you need to carefully insert it through the small hole in the crash beam as shown.



Note: Some “adjustment” may need to be made to the mounting bracket on the horn so it clears:



Step 3: Secure large bolt, large nut and small 10mm nut that mounts catch can.



Step 4: Route hoses. There are 2 hoses, they will need to be cut to length. The first hose will go on the PCV hose routing back to the intake. You need to remove the OEM hose, attach the new hose to the valve cover. If you are still routing the oem hose back into your intake, there is a supplied red high temp cap for your intake.

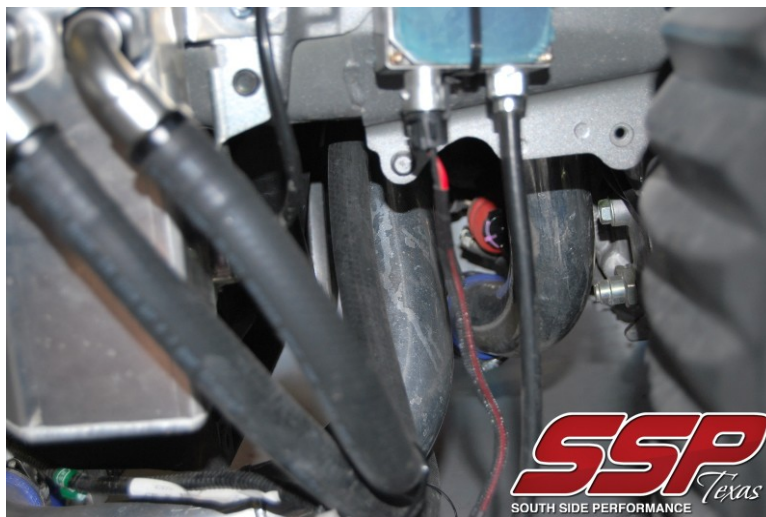


The other hose you will need to cut to length will go on the oem PCV plate. This PCV hose on the PCV plate is the same plate everyone puts a catch can on now. The catch can hose will attach to the green pcv fitting on the block. The other end on the intake manifold will be capped off with the supplied red high temp cap. You can access this from under the car however it is very tricky and easier in installation to remove the intake manifold.

Here is the hose routed on the green fitting, looking in between the runners on the intake manifold:



Make sure that when you are routing the hoses to the catch can, they are secured out of the way of anything that might rub or tear them. The hoses will simply push onto the pushlock fittings provided, no clamps needed.



Step 5: Make sure the filter and Allen drain plug are secure on the can if not already. We recommend using thread sealant tape on the threads of the drain plug to assure no small leaks in the can.

Drain intervals will depend on HP level and health of the engine. We recommend draining the can on your first oil change and determine the drain interval based on amount you find on your first drain.