



James Barone Racing

Custom Fabrication of Aftermarket Parts and Accessories

07' - 2012 MAZDASPEED 3 JBR Oil Catch Can Installation Instructions

Before getting started it's important to plan for your installation. The following instructions are for an installation in the easiest and most common location. Use these instructions as a guide if you choose to install your catch can in a location other than described here. With all the various intercoolers and cold air intakes it would be impossible for instructions to be written for all possible scenarios. Some important things to consider if you're installing it in another location are: – How will the catch can be mounted? – Is there enough hose to reach? - Can the hose be properly routed? -Are there any additional fittings needed? Taking some time before you get started will ultimately save you a lot of time and headache later.

Ok now let's get started.

1. Begin by parking on a smooth level surface with the emergency brake engaged. Jack up the front of the vehicle and position jack stands underneath both sides.



Refer to you vehicles owner's manual for proper jack placement and supporting procedures.

Never get under a vehicle without the proper support in place.

2. Start by assembling the mounting bracket on to the catch can with the bracket, 2 bolts and 2 lock nuts included with your kit. Use an 11mm socket and wrench to tighten.

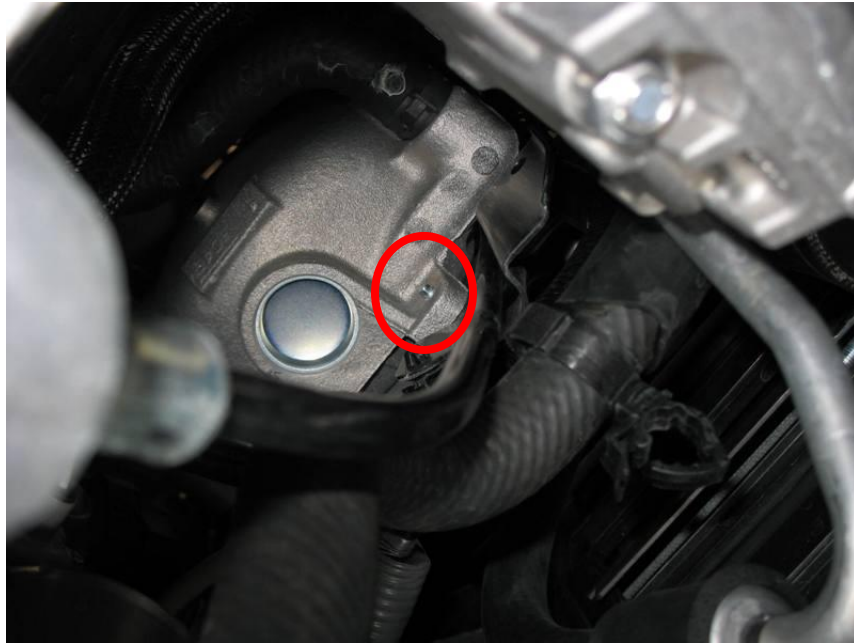


3. Next remove the engine's belly pan.

4. The catch can will be mounted in the area just in front of the driver side wheel well behind the front bumper. Using in the included 6mm bolt and lock washer, mount the catch can to the frame hole closest to the rear of the vehicle. If the hole is rusty use some penetrating oil or W4-40 to remove the rust. Don't just try and force the bolt in; you will break it.



5. With the catch can mounted you are now ready to begin running the hoses. The area you'll be working in is between the radiator and the motor, under the intake manifold. Start by removing the oil dip stick tube to make room. Use an 8mm socket and remove the bolt holding the dipstick tube bracket. The picture below is the back side of where the bolt is located. Following the dipstick tube up from the oil pan is the easiest way to find it.



6. Next remove the plastic clip that holds the oil cooler hose to the dipstick tube and remove the dipstick and tube from the top of the vehicle.



7. Now the OEM PCV hose needs to be removed. This will require time and patience. If the clamps are located facing down you can most likely use your fingers and/or a pair of needle nose pliers to squeeze them and slip them back. Remove the intake side first.

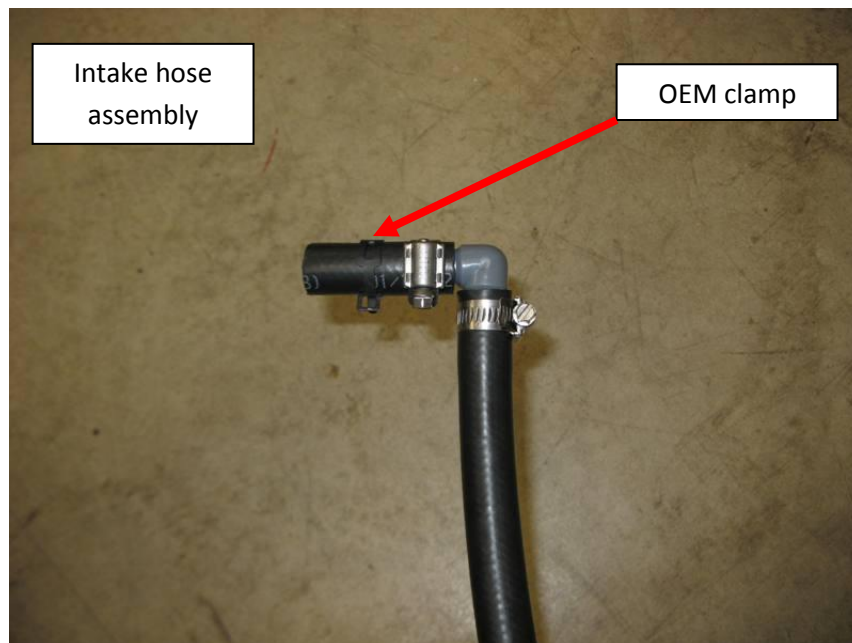
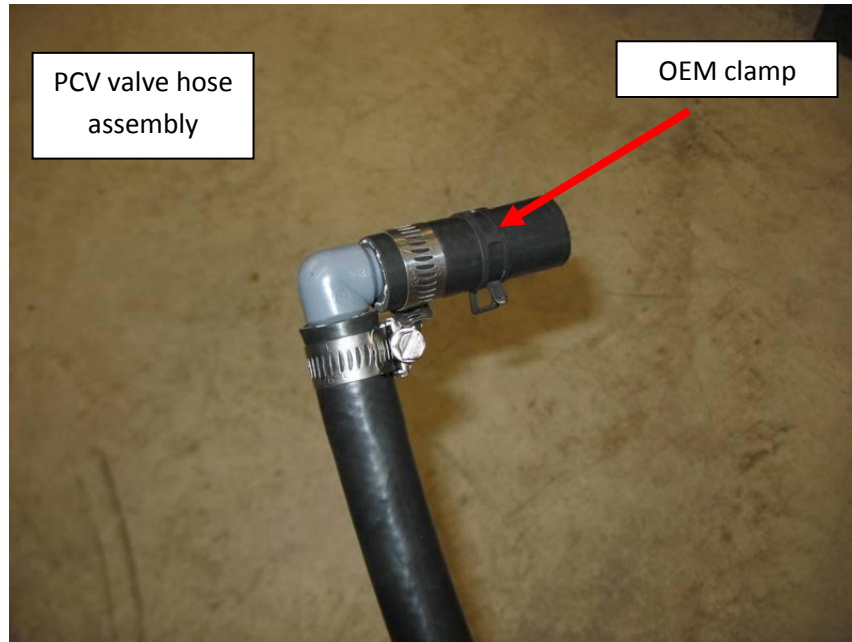


8. Now remove hose from the PCV valve. This is the most difficult to remove and will take some time. Be careful not to tug/yank too much on the hose; the PCV valve fitting is made of plastic. Remove the hose from the engine and save both clamps.

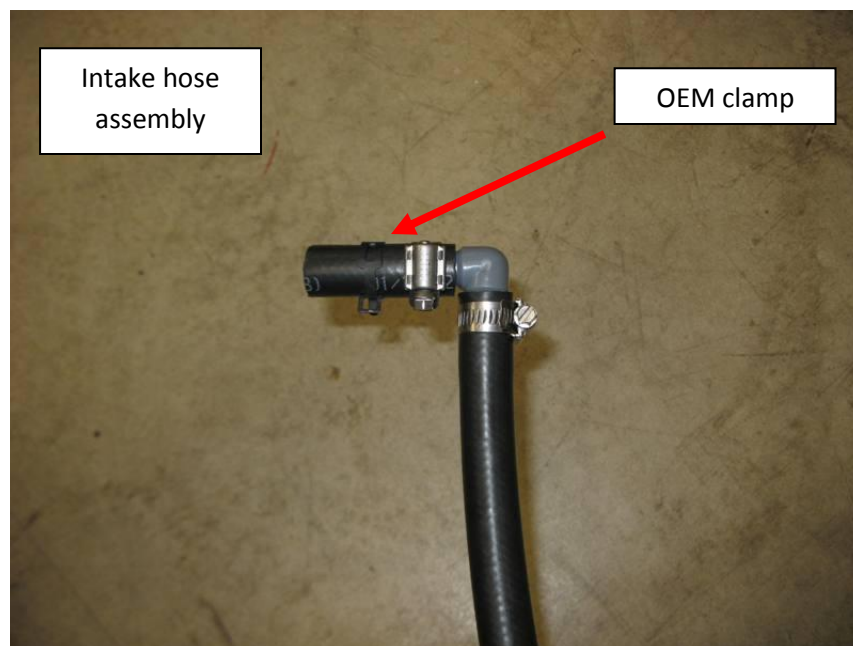
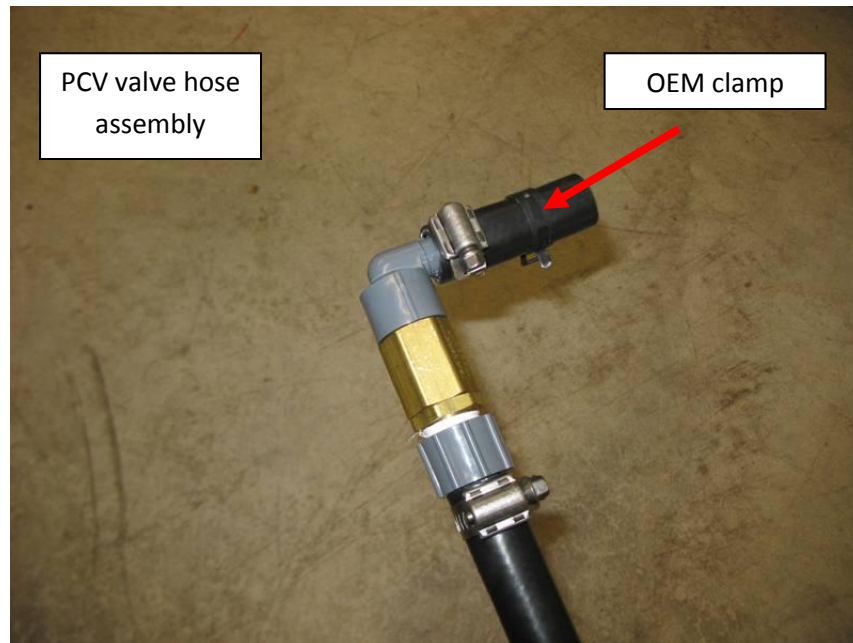


9. With the OEM PCV hose removed it's time to prepare the new hoses for installation.

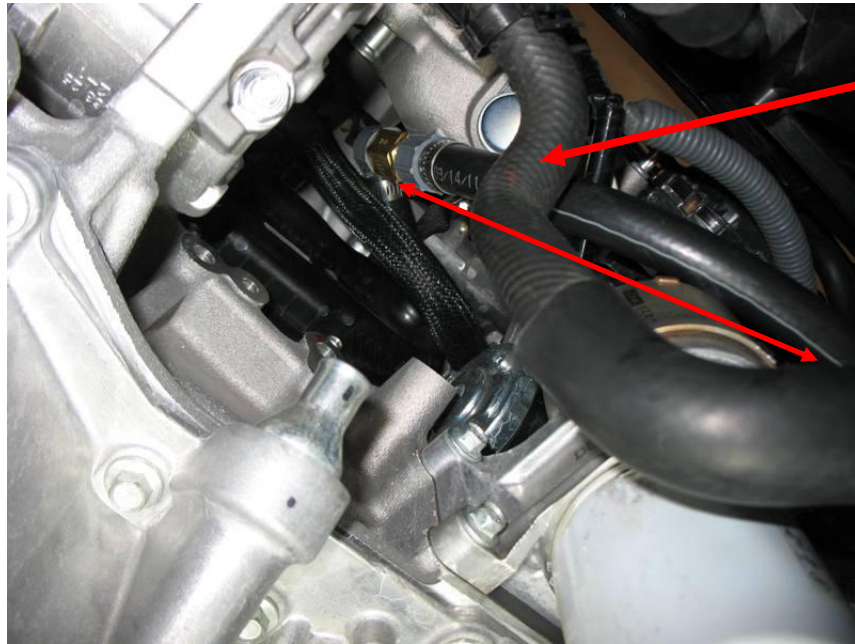
Stage 1 Kit hoses will need to look like the pictures below. With the hoses curved towards the driver side of the vehicle, install one elbow facing away from you and one with the elbow facing towards you. The hose with the elbow facing away will be for the PCV valve connection and the other will be for the intake connection. Orienting the elbows and hose in this manner will make the installation and routing of the hoses much easier. Use the hose clamps included in the kit along with the 2 OEM clamps you removed from OEM PCV hose.



Stage 2 Kit hoses will need to look like the pictures below. With the hoses curved towards the driver side of the vehicle, install the check valve assembly facing away from you and one with the elbow facing towards you. The hose with the check valve facing away will be for the PCV valve connection and the other will be for the intake connection. Orienting the elbows and in this manner will make the installation and routing of the hoses much easier. Use the hose clamps included in the kit along with the 2 OEM clamps you removed from OEM PCV hose.

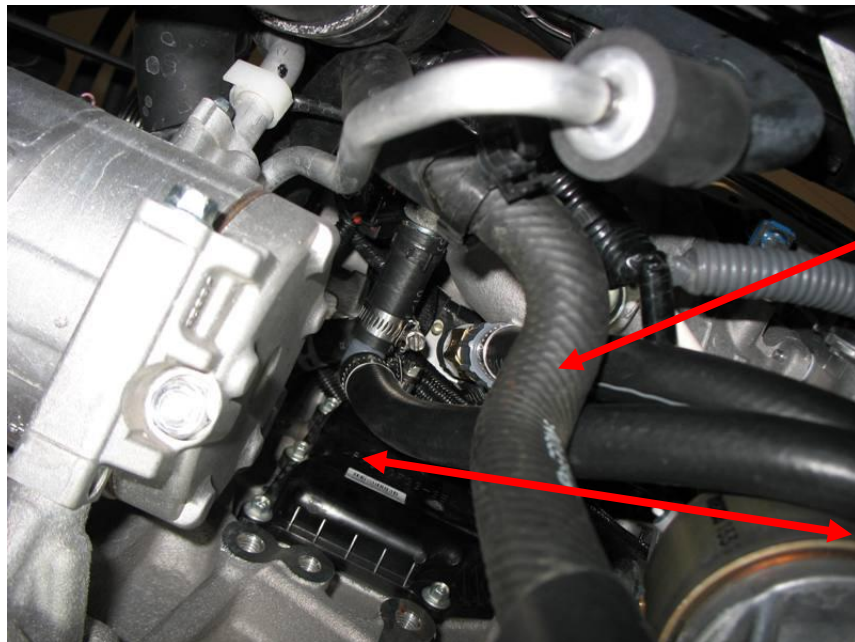


10. With the hoses prepared you're now ready to install them. Install the PCV valve hose first. Using a little oil or WD-40 inside the hose will make it slip on easier. Reposition the OEM clamp. Note the routing of the hose in relation to the oil cooler hose and filter housing. The hose needs to be in this area to reach the catch can.



Oil Cooler Hose

11. Install the Intake side hose next. Using a little oil or WD-40 inside the hose will make it slip on easier. Reposition the OEM clamp. Note the routing of the hose in relation to the oil cooler hose and filter housing. The hose needs to be in this area to reach the catch can.

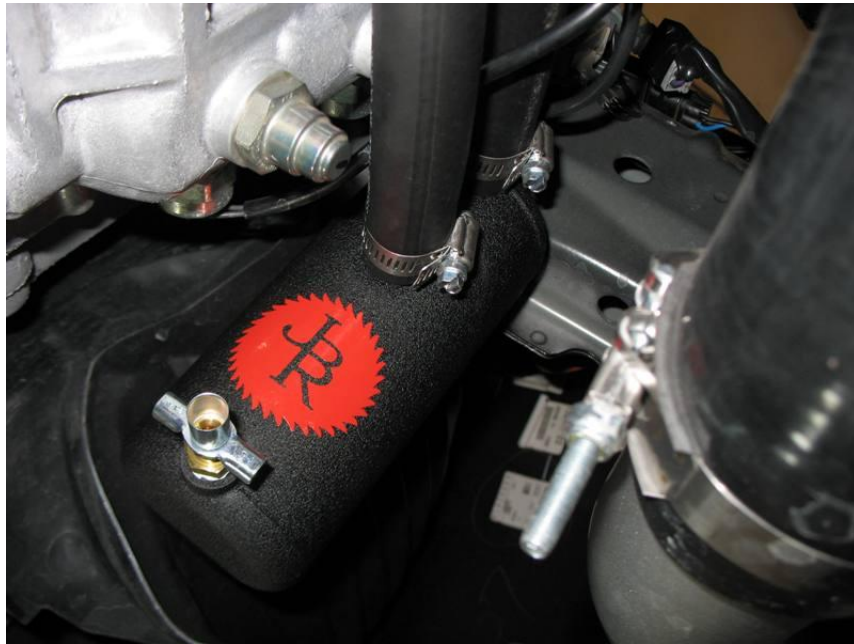


Oil Cooler Hose

12. Now that the hard part is completed it's time to finish routing the hoses and make the final connections to the catch can. Route the 2 hoses to the inside of the hard line going to the clutch slave cylinder. You will want the new PCV hose to be routed on top of the new intake hose.



13. Now connect the hoses to the Catch can. Using a little oil or WD-40 inside the hoses will make them slip on easier. Connect the PCV hose to the top inlet on the catch can and the intake hose on the bottom. Hold the catch can with one hand while pushing the tubing on with the other. You may or may not need to trim the hoses. You don't want too much hose pushing the catch can and causing it be angled down. You want it so the hoses help to support the catch can and keep it level. You also don't want so much hose that there are any dips in the hoses. The hoses need to be in a nice smooth downward arch from their connections up on the engine down to the catch can. If they are not routed as described above you may not have enough hose.



14. Now it's time to wrap things up. Reinstall the dipstick tube.
15. Inspect the routing of the hoses to ensure they're not dipping, interfering with any wiring or other objects.
16. Use 3 of the included zip ties to loosely secure the hoses together
17. Install the catch can drain tubing. Using a hair drier or heat gun warm up one end of the short small black hose included with your kit. Warm it up just a little bit and slip it over the end of the drain valve. Using a lighter to warm the hose is not recommended but will work.



14. Secure the drain hose to the valve with a zip tie.
15. Replace the belly pan. You may either drill a hole in the pan for the drain hose or let it hang through one of the vents in the pan for easy draining.



Congratulations you have now completed the installation of your new JBR Oil Catch Can Kit!

After 3 weeks check the contents of your catch can by loosening the valve and allowing it to drain in to a cup. This will help you gauge how often you'll need to check and drain your catch can. There is no need to check on it any sooner. Please don't drain it on the ground. This is also a good time to check the installation for leaks.

After 3 months or so you'll want to inspect the installation of the entire kit. If everything looks good, all that's left to do is periodically drain the catch can.

DISCLAIMERS:

Failure to carefully follow the installation instructions for your JAMES BARONE RACING product could result in significant property damage, personal injury, injury to others or even death. Please take the time to read and thoroughly understand the instructions prior to installation. The instructions are as accurate as possible and may vary slightly from model year to model year. Professional installation is recommended.

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PLEASE DRIVE RESPONSIBLY.