

American Diesel Power Catch Can Kit (2016-2020 2.8L Duramax)





The ADP Catch Can kit was designed to help stock or modified trucks to mitigate the amount of oil and water vapor that enters their turbo inlet, intercooler and piping and intake manifold. On its own the water/oil are not terribly problematic though they do reduce efficiency by promoting heat soak. Should the water condense on the compressor inlet of your turbocharger and freeze overnight it can result in bent compressor blades upon start up. This may result in needing replacement of your factory turbocharger. This may cost upwards of \$1500 for parts and labor to replace it. Additionally when the oil vapor reaches your intake manifold, particularly near the EGR diffuser, it will begin to provide an adhesive compound which with the EGR soot can combine with to form large deposits. These deposits restrict air flow, reduce power and economy and can later lead to needing costly maintenance (media blasting) to help remove them from the back side of the valves and head. This is a common upkeep service on direct injected turbocharged applications. Diesel engines are no exception.

Difficulty is 2 of 5

Install time 15min

Kit Contents Include

- 1- BMS Billet Dual Baffle Catch Can
- 1- ADP Aluminum Mounting Bracket
- 1- 4ft length of fuel rated PCV hose
- 3- Stainless Steel HD Hose Clamps

Installation Instructions

1- Installation begins with removing the engine vanity cover.

2- After setting your vanity cover to the side, navigate to the coolant overflow tank and remove and set aside the 10mm nut securing it to the firewall. You may now hang your catch can and bracket assembly from this bolt and secure them finger tight with the 10mm nut.

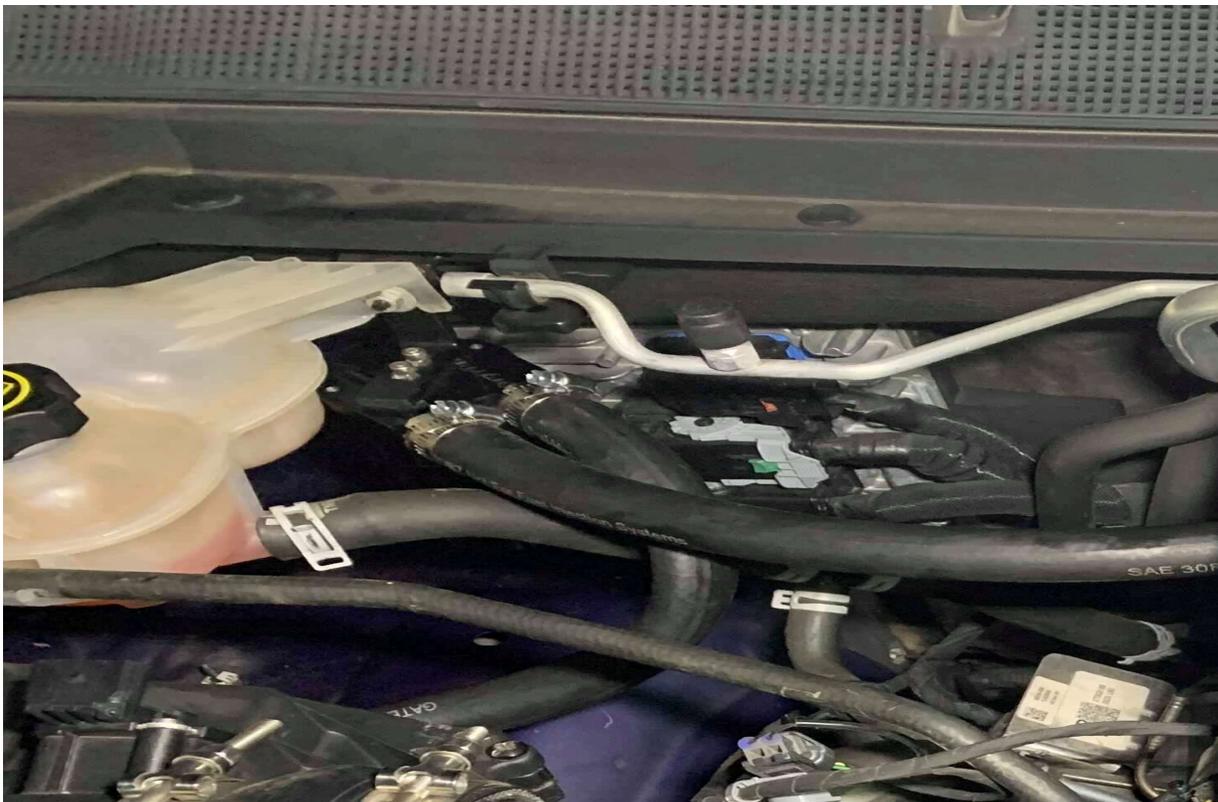




3- The following steps may be performed in two ways depending on the air intake style being used. If you are using a factory style air intake tube that retains the PCV heater, you may remove it from the air intake tube. Using a tool of your choice (we use a small hand cut off wheel with abrasive disc) safely remove the steel clamps connecting the PCV hose from the valve cover to the PCV heater. *Be careful not to cut through the clamp so far that you damage the heater or PCV port on the valve cover*

3a (Retain Heater)- At this point using the provided PCV fuel line, attach one length from you valve cover, to your (IN) port on your catch can. Attach the second length of hose to the (OUT) port on the can with the opposite end attaching to your PCV heater.

3b (Remove Heater)- For this step you may unplug and set aside your PCV heater. You will need to either plug the hole in your factory style intake OR install your ADP Carbon Fiber Intake at this time. After routing your hose from valve cover to (IN) port on your catch can, you may attach the second length to your (OUT) port on your catch can and complete your CCV reroute to airbox.





4- You may now secure the 10mm nut holding the bracket to the coolant overflow tank mounting bolt.

5- Install and tighten the 3 provided hose clamps. 1 on each of the catch can ports securing the hoses, the last clamp securing the PCV fuel line to the vent port on the valve cover. *Do not install a clamp on the PCV heater if you are retaining it*

6- At this time your catch can installation is complete. Be sure to periodically check the contents of your catch can to ensure it does not become overfilled. Extreme cold and humid climates tend to produce more water contents than dry climates. Failure to service the catch can will result in overflowing or clogging which may lead to critical engine seal failure and engine damage.