

RYCO CRANKCASE VENTILATION FILTRATION SYSTEM

RCC351 is an advanced crankcase ventilation filtration system that will filter out impurities in oil from the blow by gases that are generated by the engine. It will do so before they are recycled back into the intake system, which keeps it clean and operating effectively.

The purpose of this guide is to facilitate the fitment of RCC351 to any vehicle. It is a general instruction and not specific to a vehicle, however the steps below apply to all.



We strongly recommend the installation of the RCC351 be carried out by a qualified mechanic and that the installer has access to the correct workshop manual for the specific vehicle. Before attempting to install RCC351 to your vehicle make sure you have identified the engine PCV hose. You may require an additional hose which must be the same diameter (heat, fuel and oil resistant hose required) to complete the installation.

TOOLS & PPE REQUIRED

- Pliers
- T15 Torx
- T30 Torx
- 8mm Socket

- 1 Flexible orientation outlet port (size 1")
- 2 T15 Torx screws (4)
- 3 High efficiency oil vapour coalescing filter media
- 4 Intergrated safety valve (opens @ +4kPa)
- 5 310 ml storage sump
- 6 Flexible orientation inlet port
- 7 Quick release universal mounting bracket design
- 8 T30 Torx screw plastic bracket
- 9 Easy to use drain tap (size 8mm)



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- 1 Find a safe working area, switch off the engine, and remove the keys from the ignition. Ensure the engine is cool enough to work around it.
- 2 Remove the engine cover to access the PCV hose (if applicable).
- 3 Identify the factory crankcase emissions hose (PCV) location and size (it will either come out of the crankcase or the back of the rocker cover and connect to the engine air intake pipe). We strongly recommend referring to the vehicle workshop manual to correctly identify the PCV hose.
- 4 Find a suitable location to fit the RCC351, preferably on the same side as the vehicle's existing crankcase hose and mounted to the body frame. Common places are the firewall, wheel arch, or at the front of the engine bay behind the headlamps. Avoid mounting the unit directly to the engine, near the turbo, exhaust, or behind the radiator.
- 5 Use the 2x8mm bolts to fix the quick release bracket (supplied) to the desired location in the engine bay. Once fixed to the vehicle, RCC351 can slide in, or out, as desired without tools for ease of maintenance. The width of the bracket can be adjusted by cutting out the outer holes if not needed.
- 6 In some cases it may be possible to re-use a portion of the factory hose, however to complete the installation some more heat, oil, and fuel resistant hose of identical diameter will have to be sourced. To simplify connection to the RCC351, we have included 3 different sized hose reducers.
- 7 Disconnect the crankcase hose from the intake pipe side and connect to the intake port on RCC351 (lower port). Ensure there are no kinks or sharp bends on the hose. Secure the hose with the spring clamp supplied.
Installation Tip: The bottom section can be rotated partially by loosening the plastic bracket.
- 8 Complete the fitment by connecting a section of hose from the outlet port (top port) to the intake pipe. Again, ensure the hose is free of kinks or sharp bends and secure the hose with the spring clamp supplied.
Installation Tip: The top section of RCC351 can be oriented in 4 different positions to face in the desired direction.
- 9 To install the drain hose, remove the drain plug from the bottom of RCC351, take out the rubber seal from the plug and refit. Insert the drain hose and secure it with the spring clamp. Insert the hose drain tap to the other end and use the zip ties to secure the hose. To drain, pull back the red section until all oil has drained out.
- 10 If it has been fitted without using the drain hose supplied, simply slide out the unit from its bracket and loosen the drain plug on the unit and let the oil drain onto a pan or bottle.

ATTENTION



RYCO CATCH CAN FILTRATION SYSTEM FITTED

Regular maintenance and monitoring is required

Check for weeping around the relief valve every month or 5000km whichever comes first. Drain the sump as required. When four-wheel driving or towing, checks are recommended daily. Replace the element when weeping consistently occurs around the relief valve. Do not leave the element longer than 20,000km without replacing. Replacement element: RCC151F

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