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American Brother Designs Hellcat Catch Can Install DIY



Your catch can kit should have come with the following items:

The catch can assembly with the upper and lower can pieces, the bracket attached to the upper part of the can and the two 90-degree elbow fittings coming out of the upper part of the can. There will also be two hoses (one long, one short) and the bolt that you will use to secure the catch can to the water pump housing. Also, if you opted for the braided hose covers and the color-matched hose end fittings, they will be in the box as well.



Items Needed for the Install:

American Brother Designs Catch Can Kit
15-millimeter wrench or socket and ratchet
A Very sharp knife, like a box cutter.



Step One: Remove the Supercharged Hemi coil cover on the passenger's side of the engine. It just pulls off with a light pressure.



Step Two: Locate the crankcase pressure tube on the passenger's side of the engine. It is about 5 inches long and it runs from the front end of the valve cover to the lower area of the supercharger snout. It is circled in green in the image above.

This hose has two fittings, a black 90-degree elbow on the valve cover side and a white 30-degree elbow on the supercharger side.

To remove this, there is a clip on the white fitting that you need to pull out about a millimeter, at which point it will slide off of the



snout. With that loose, you can rotate the hose on the black fitting, which will reveal a plastic tab that you push on and that will release the black fitting from the valve cover.

Step Three: On the passenger's side of the water pump housing there is a stud that doesn't do anything. That is where this catch can bolts up, so with a 15-millimeter wrench or socket, you need to remove this stud. The stud is circled in green in the image below.



At this point, you are just about ready to install your American Brother Designs oil catch can, but first you need to remove the factory crankcase pressure hose fittings for use with the hoses that come with the kit. In reading around online, it seems that both of these fittings will pull out of the hose if you heat the hose up, but I am too impatient for that. The black fitting popped right out, but I couldn't get the white one out, so after a few seconds of

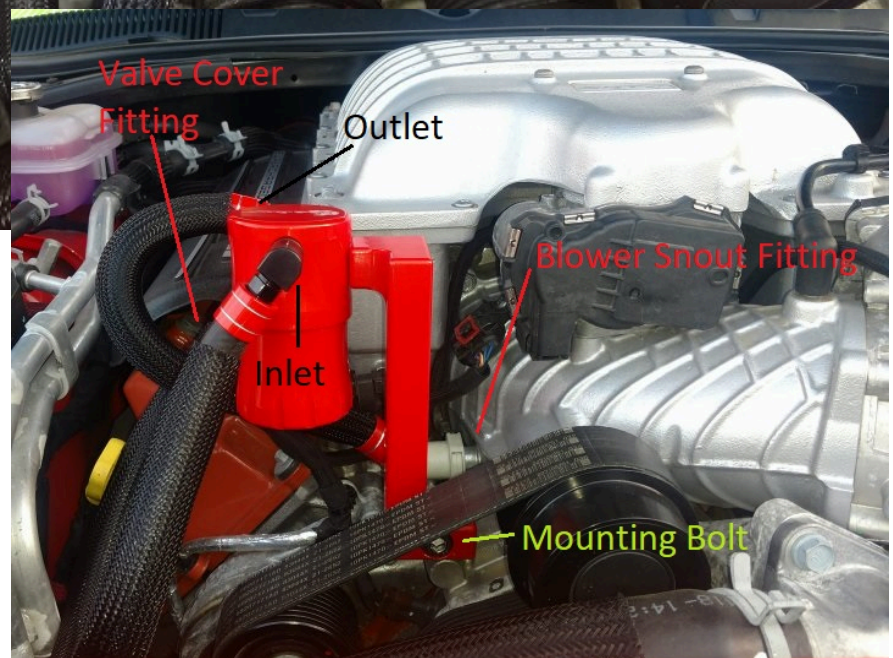


wrestling with it, I used a sharp knife to carefully cut the hose around the white fitting, as shown in the image below. With that done, you are ready to install the catch can.

Step Four: If you opted for the color-matched hose ends and the decorative hose sleeves (which I did), you want to put those on before assembling everything, so install the braided hose sleeve, then the colored ends, then connect the hoses to the catch can on one end, adding the factory fittings on the other end. For the best results, you will want to get the braided sleeves right up to the end of the hose, then slide the colored ends over the ends and when you slide the hose onto the fittings, make sure to keep the colored hose ends over the braided sleeves, against the end of the hoses. This will hold the braiding under the ends, providing the cleanest look. In the images immediately below, I did not tuck in the ends, whereas in the finished images at the end of this piece, you can see that the braiding is neatly tucked into the end caps.



The longer hose connects the valve cover to the catch can inlet (front of the catch can when mounted) while the shorter hose connects the catch can outlet to the supercharger, so on the end



of the longer hose opposite the catch can, you will want to insert the black factory fitting and in the shorter hose, you want to install the white fitting from the factory hose assembly. In the image below, I have marked each of the key points of this install.

If you did not opt for the decorative bits, you simply slide the long hose onto the front fitting of the catch can and on the other end, you insert the black fitting. Next, attach the shorter hose to the rear fitting on the catch can, plugging the white factory fitting into the other end.



Step Five: Bolt the catch can in place with the included bolt and an Allen wrench, using the alignment pins in the bracket to position the assembly. Once that bracket is tightened down, plug in the black fitting to the valve cover, plug in the white fitting to the blower snout and that is it - the American Brother Designs catch can is installed and ready to begin keeping vaporized oil out of your induction system.



It should be noted that the hoses come longer than you will need, so you can trim them to a length that you like, but you can install the catch can with the longer hoses. I installed the can with the full-length hoses at first it worked just fine` without causing any interference elsewhere in the engine bay, but the engine bay looks much tidier with the hoses trimmed up as shown in the final image below.



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