

2015–2017 FORD MUSTANG GT BAFFLED OIL CATCH CAN, PCV SIDE PARTS LIST AND INSTALLATION GUIDE



PARTS INCLUDED

- 1PC | APPLICATION-SPECIFIC MOUNTING BRACKET
- 1PC | BLACK, ANODIZED 6061 ALUMINUM CATCH CAN
- 2PC | DIRECT-FIT SILICONE HOSES WITH QUICK-DISCONNECT FITTINGS
- 2PC | PLASTIC BARBED FITTINGS
- 2PC | WORM-GEAR CLAMPS
- 1PC | INTERNAL BAFFLE AND ROD
- 1PC | 3/8" NPT PLUG
- 1PC | LARGE O-RING
- MOUNTING HARDWARE

TOOLS NEEDED

- | | |
|----------------------|--------------------|
| FLATHEAD SCREWDRIVER | 10MM SOCKET |
| 2.5MM HEX KEY | 3/8" DRIVE RATCHET |

INSTALL TIME 30 MINUTES

INSTALL DIFFICULTY     

DISCLAIMER

- Raise vehicle only on jack stands or on a vehicle lift.
- Allow vehicle to cool completely prior to attempting installation.
- Do not run the engine or drive the vehicle while overheating; serious damage can occur.
- Please dispose of any liquids properly.
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products.
- Mishimoto suggests that a trained professional install all Mishimoto products.

CAUTION

Never work on the cooling system when it is hot. The coolant temperature in the radiator can be considerably higher than boiling, and the system may be under pressure. Opening a cooling system that is hot or under pressure can result in serious injury. Always wait until the system has cooled completely before servicing it in any way.

NOTE

Mishimoto recommends checking the contents of the baffled catch can every 1,000 miles until a baseline for oil accumulation is established. Oil blow-by accumulation will vary with ambient temperatures and driving conditions. It is important that the contents of the can do not rise above the internal baffle.

INSTALL PROCEDURE

01. Remove the eight pop-clips that secure the air diverter over the radiator support. Then remove the air diverter from the vehicle. (8x pop-clips)
02. Remove the two bolts that secure the passenger-side radiator stay. Then remove the radiator stay by wiggling it off the post on the radiator. (2x 10mm bolts)
03. Remove the engine cover. Feel underneath the cover to locate the studs that secure the cover, and then lift the cover at these studs. The four studs on the cover slip into grommets on the intake manifold.
04. Locate the PCV hose where it connects to the intake manifold. Push down on the connector, and slide the gray locking tab down the slot; then pull the connector off the port. Do the same at the other end of the PCV hose, and remove the PCV hose from the vehicle.
05. Locate the Mishimoto hose with the single 90° bend. Make sure that the green locking tab on the connector is open. Install this hose to the port on the valve cover, and then lock the connector by pushing the green tab into the connector.



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06. Locate the Mishimoto hose with two 90° bends. Make sure that the green locking tab on the connector is open. Install this hose to the port on the intake manifold, and then lock the connector by pushing the green tab into the connector. Route the free end of this hose so that it is clear of the other hoses.
07. Transfer the isolator bushing from the stock radiator stay to the Mishimoto radiator stay. Compress the lip of the bushing, and pop it out of the radiator stay.
08. Install the bushing into the Mishimoto radiator stay, and twist it to make sure it's fully seated.
09. Prep the Mishimoto catch can. Install the supplied fittings to the catch can. These fittings have tapered threads and do not need to bottom out in the catch can to seal properly; just snug them down. **Note:** If you are running a forced-induction system, we recommend wrapping the threads of the fittings with Teflon tape to ensure a good seal under boost.
10. Install the bracket on the catch can using the supplied hex bolts and nylon washers, but do not fully tighten them. (2x 2.5mm hex bolts, 2x nylon washers)
11. Install the catch can and bracket. Lower the can into position and slip the isolator bushing over the post on the radiator. Secure the bracket using the original hardware. (2x 10mm bolts)
12. Slip a worm-gear clamp over the hose that comes from the valve cover, and install the hose to the port marked **IN** on the catch can. Then secure the hose with the worm-gear clamp. (1x worm-gear clamp)
13. Slip a worm-gear clamp over the hose that comes from the intake manifold, and install the hose to the port marked **OUT** on the catch can. Then secure the hose with the worm-gear clamp. (1x worm-gear clamp)
14. Adjust the catch can in the bracket so that the hoses flow smoothly, and then tighten the hex bolts that secure it.
15. Install the engine cover. Place the cover so that the four studs line up with the grommets on the intake manifold, and then press it down.
16. Install the air diverter over the radiator, and secure it with the original pop-clips. (8x pop-clips)

**Congrats! You just finished installing
the 2015–2017 Ford Mustang GT Baffled
Oil Catch Can, PCV Side.**



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