SAIKOU MICHI CO.

QUALITY CATCH TANK SYSTEMS

S1-OCC

INFORMATION

WARNING!

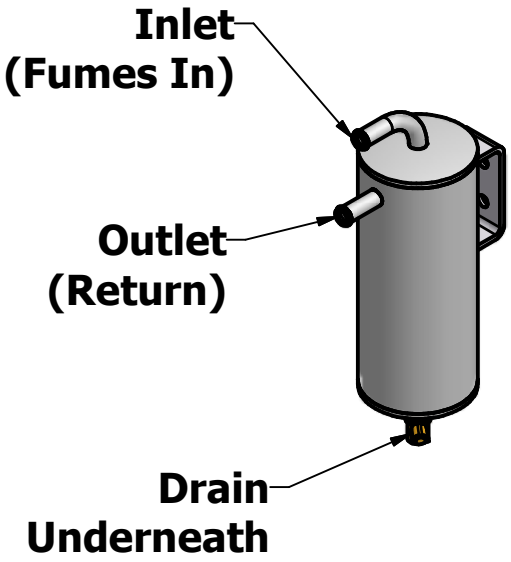
WORKING ON YOUR VEHICLE OR
OR ANY VEHICLE CAN BE DANGEROUS.
USE CAUTION.

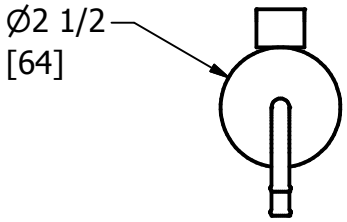
YOU MUST BE QUALIFIED TO DO THE
INSTALLATION SAFELY
OR
SEEK THE HELP OF A PROFESSIONAL MECHANIC.

THIS PRODUCT IS A SIMPLE DEVICE BUT
MAY BE CONSIDERED FOR "OFFROAD USE ONLY" IN SOME AREAS.

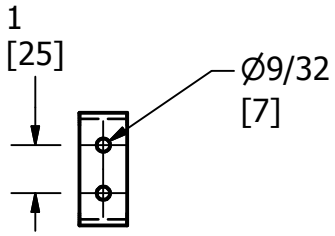
Saikou Michi Co. liability is limited to the purchase price of your Product.

SAIKOU MICHI CO.
S1 OCC
DIMENSIONS

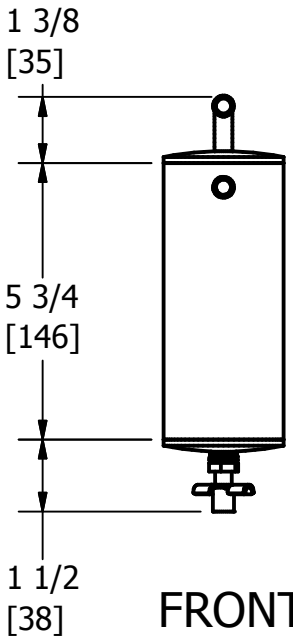




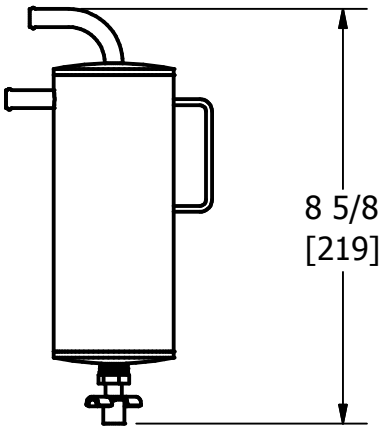
TOP



Universal Mount



FRONT



SIDE

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Thank you choosing this Saikou Michi Company product. The OCC (Oil Catch Can or Catch Tank) is designed to provide the features that other brands simply neglect.
The one thing we want to accomplish is to prevent “blow by” products from escaping out of the valve cover section and going out the breather fitting into the turbo and intercooler and also through the PCV valve into the intake manifold. If blow-by gets into the turbo, and intercooler, this reduces the efficiency of both parts. The intercooler especially will not transfer heat as well as it could if it was clean.

Blow-by products in the intake manifold reduce air flow efficiency, and reduce the octane levels in the cylinders increasing the possibility of detonation. The solution is the introduction of an oil catch can in both lines. The line continues its original function, but the catch can provides a location for oil vapor and blow-by products to condense and pool.

The OCC is a “trap” for blow-by products. The installation is simple using proper fuel/oil hose and some hose clamps. The best location for mounting is up to the user. The addition of an OCC does not modify your PCV system, it only helps to protect it.

IMPORTANT

Before you do this install, be sure you do the following things:

1) Make sure the parking brake is engaged.
2) If the engine has been running, make sure you have allowed plenty of time for the engine to cool off. You should not be able to feel any warmth coming from the engine bay.
3) The engine should be off, and the key should be out of the ignition switch. **(DO NOT WORK ON THE OCC WITH THE ENGINE ON)**
4) Be aware of any wires or important components that may be behind the mounting location. The person installing the OCC unit must take proper precautions to avoid damaging the vehicle.
5) Hoses used for the install must not contact hot surfaces.
6) Only do this install if you are qualified to do so, otherwise seek the help of a professional mechanic.

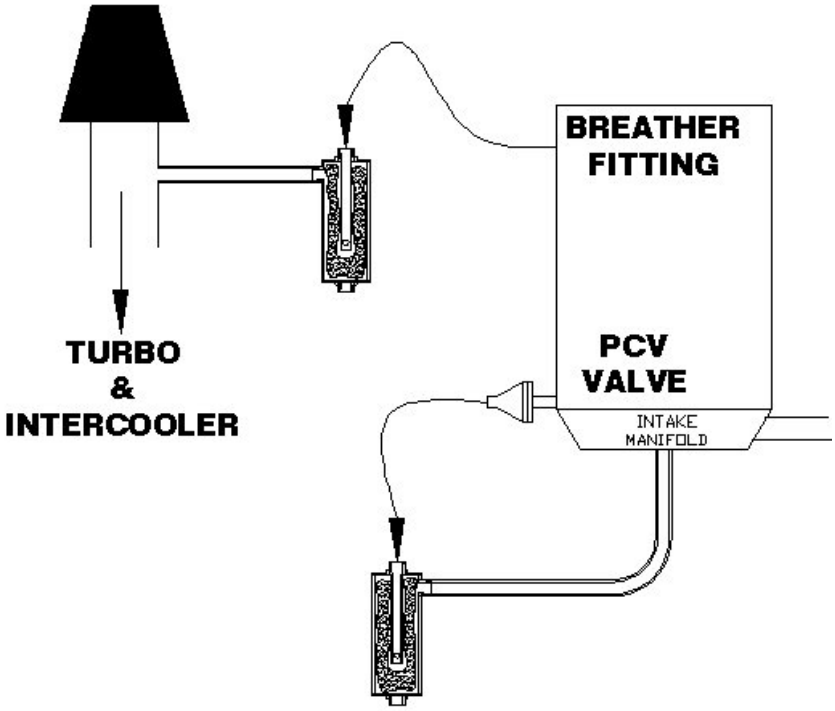
The Basics:

Either one of the fittings from the valve cover can be connected to the top fitting of this OCC. The top fitting is the “Line In” from the valve cover, this is the “dirty line”.
You can choose the PCV line or the breather line.

The fitting in the side of this OCC is connected back to the intake or the manifold to complete the original line. This exit fitting is the “clean line”.

DO NOT CONNECT BOTH PCV AND BREATHER TO ONE OCC ONLY!!!

The original design of the PCV system remains intact. This OCC is just place in the line to help contain blow-by products that may escape the valve cover section.
Here is a simple diagram of what the install is doing. The OCC is placed in the normal flow of the breather or the PCV valve.

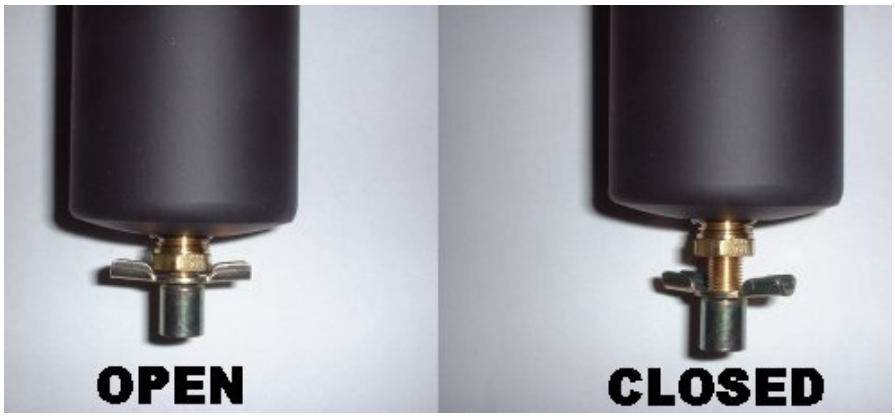


The mounting method is left up to the end user. Self-tapping screws have been used successfully in the past. Other methods are available such as riveting or using nuts and bolts.
The hardware provided is used to mount the bracket to this OCC unit. The bracket may stick up or stick down depending on the mounting location.

DON’T FORGET TO MOUNT THE OCC UPRIGHT OR ELSE IT WILL NOT WORK PROPERLY.

DRAIN POSITIONS

The drains are normally opened and closed by hand. When the drain is closed, it sticks out about a half inch. When it is open, the valve is very short. See Picture.



*****Catch Tanks with Brass barbs: Brass can "gall up" or "weld itself" to aluminum if you grind it back and forth. Sometimes it can happen if you merely unscrew a fitting from an aluminum boss.**
If you need to rotate a fitting on the OCC, please be careful. A little adjustment may be ok, but it is not a good idea to try and unscrew the fitting completely, especially if you notice some resistance.

*****Catch Tanks with welded hose nipples:** Aluminum hose nipples are welded in the configuration you choose. They are not intended to be adjusted or bent, doing this will result in kinked tubing or even breakage.