

## RCC351 General Fitting Recommendation

### Ryco Crankcase Ventilation Filtration System

RCC351 is an advanced crankcase ventilation filtration system designed to filter oil and impurities from the blow by gases, generated by the engine, before they are recycled back into the intake system, keeping it clean and operating efficiently.

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 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 additional hose which must be the same diameter (heat, fuel and oil resistant hose required) to complete the installation.**

- 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)

#### Tools required:

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



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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 consulting 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 vehicles 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.



**We recommend inspecting the unit and to drain any captured oil every 10,000kms. Replace the filter element every 40,000kms. Washing the element is not recommended as filter separation efficiency is significantly reduced.**

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