

LS3 Installation – Alternate Mount

Remove fuel rail cover (passenger side). They just snap off.



Locate the PCV valve hose behind the fuel module. It is a little hard to see and even harder to get to. I unsnapped the wiring harness just above it so I could get to it easier.

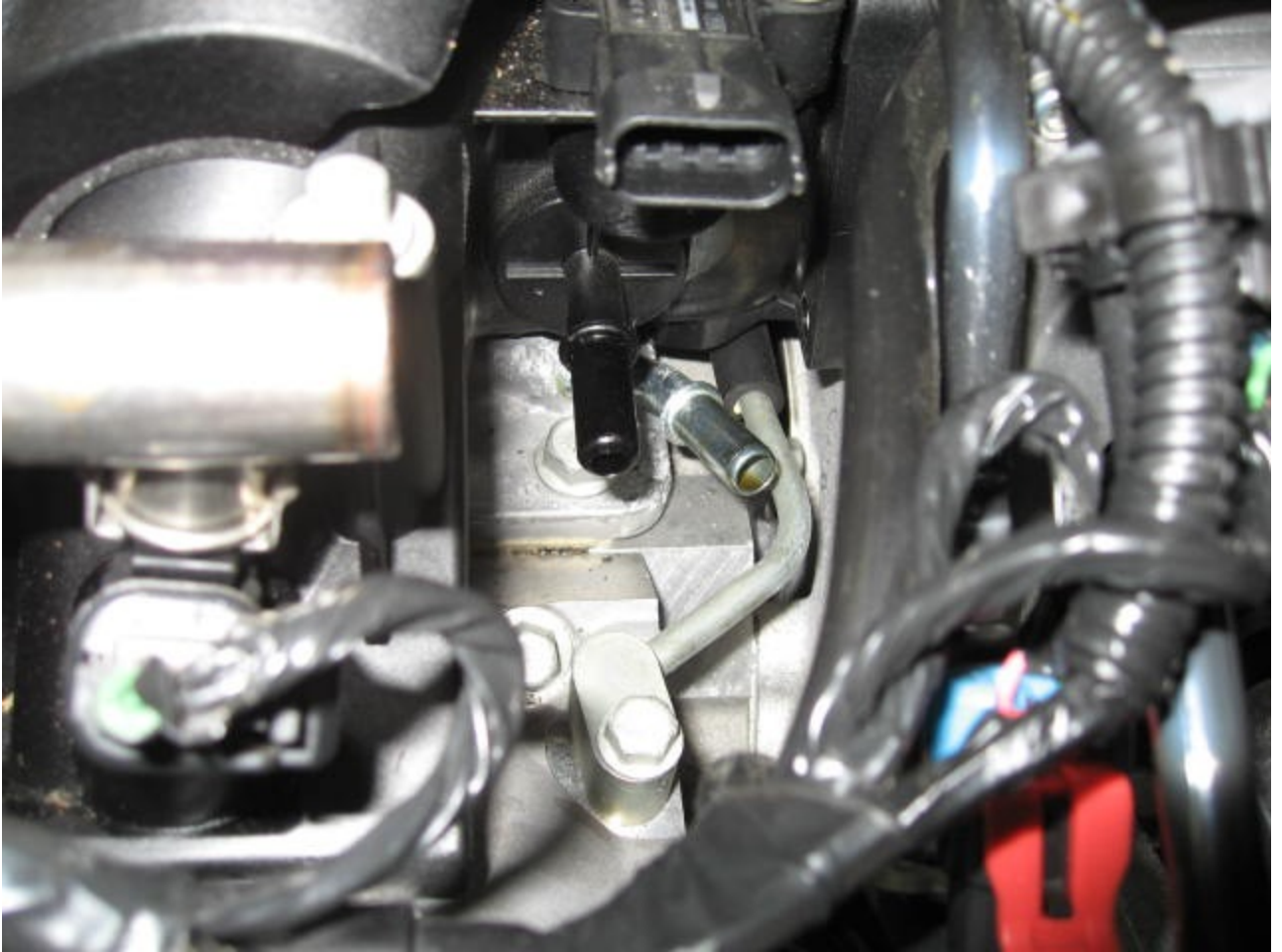


The hose on my GS did not look like a regular hose as you can see by the pic. I had a difficult time trying to figure out how it came off. Pulled and twisted to no avail. Finally took a screw driver and pried it off. Broke one of the hose ends just getting it off, but it didn't matter as I was replacing it with the hose that came with the can.





After hose is removed. Notice the drop of oil on the silver PCV spout. I only have 3,800 miles on my GS and do not track or race the car. So this answers the question if oil still goes into the intake on the LS3 engine. Yes!



Next unsnap the resonator air box to give you a little working room. You can remove it if you want.



Attach the can to the mounting bracket. The instructions tell you to use the provided spacer for the LS3 engine. As you can see from the pic, using the spacer puts the can too far to the right and the resonator air box will not fit back in place. **DO NOT** use the spacer.



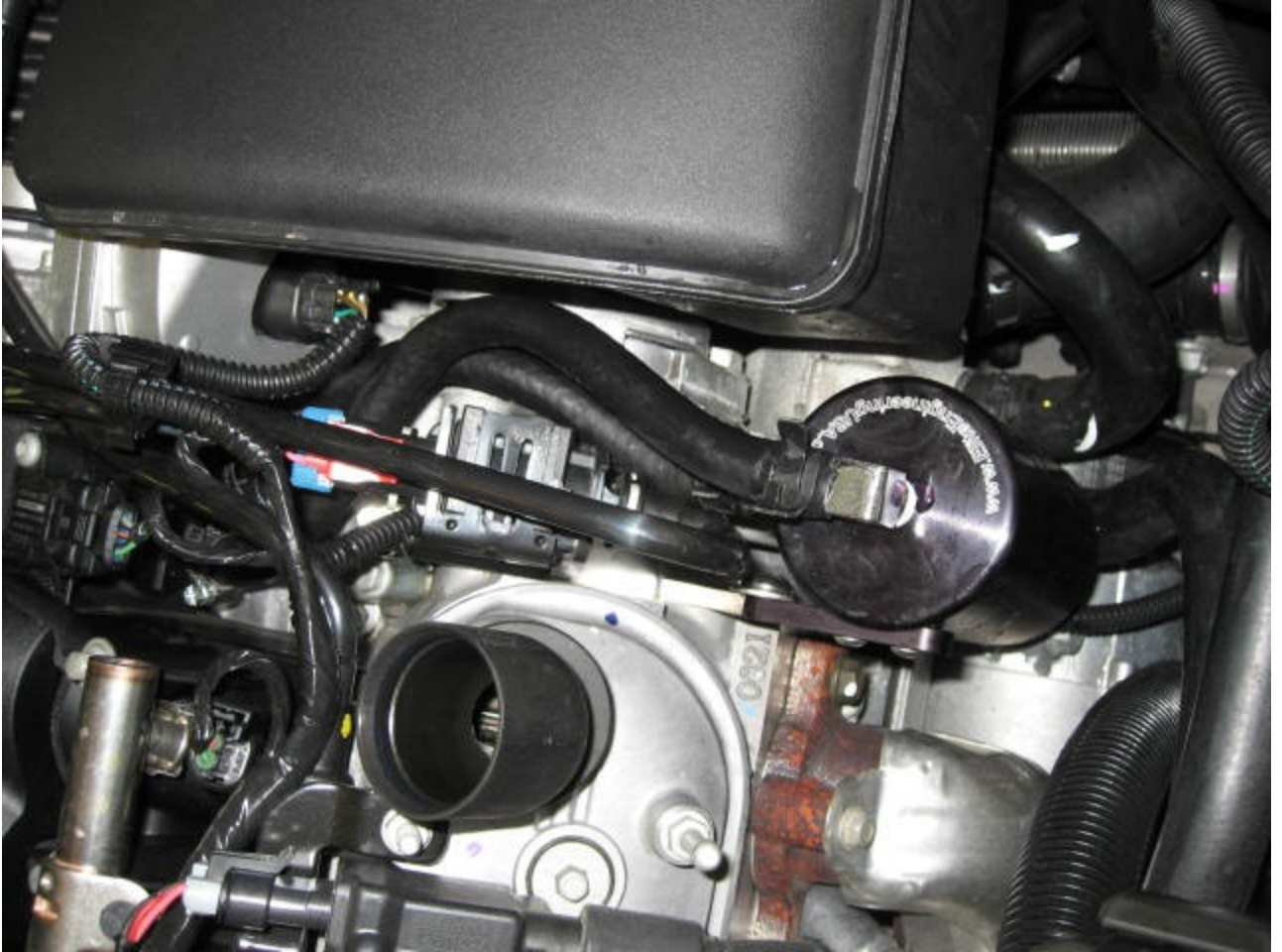
Measure and cut the hose provided to the proper length. Measure routing it to the right side of the fuel module. I attached the hose to the PCV valve with regular hose clamps as they were easier to tighten in the tight space.



Using the bolt provided, mount the bracket with can attached to the side of the engine block using the top bracket slot. There is a threaded hole there. The bracket will only mount with 1 bolt. The bottom one will not line up. I used a thin lock washer next to the engine block to help secure from vibration and add just a little more space for the hose to go around the fuel module. Tighten securely.



Attach the hoses to the can. The hose from the black (top left) connection on the PCV goes to the top of the can connector. Use the provided hose clamps or regular ones to secure to the can.



Snap the resonator air box back in place. Reconnect the wiring harness by the PCV valve. It doesn't look like it, but the fuel rail cover will snap back down right over the top of the catch can.







The only issue with this is that you will have to undo a couple of things to empty the can. But this is the only way this Can will mount. I spoke with Paul (Talon90), very nice gentleman that I purchased the can from, about the issue I was having and how I ended up mounting it. He said it should be fine, just check the tightness of the mounting bolt every so often as there is some vibration there. He was getting with Elite to see if there was an alternate mount that would work without it being under the fuel rail cover.

So there you have it. Take your time and plan on a good hour to do the job. Mainly due to the tight area you are working in. 🇺🇸 😊

Billy