



Dodge Viper SRT-10 Non-Invasive Catch Can Kit

Dodge Viper Gen III- IV Non-Invasive Catch Can Kit:

Blow-by gasses vented from the PCV system contain oil and fuel that can be ingested back into the intake manifold and airbox. This "sludge" can contaminate and reduce flow through the air filter, reduce the effective octane rating of fuel, increase chance of knock / detonation, reduce power, and fuel economy. Catch cans condense and filter oil and fuel from blow-by gasses and reduce or eliminate the amount of contaminants entering the engine.

These kits are a convenient solution to allow you to catch can system without otherwise modifying your 2003-2010 Viper. Hoses, clamps, fittings, catch can, and brackets required for installation as shown are included.



DSE Gen III and IV catch can kit

- Non invasive: No drilling.
- Bracket clamps around the frame; the design reduces potential marking or damage of the frame.
- Easy and quick installation, two screws install the bracket.
- Universal fit allows Catch can to be mounted in multiple locations around the engine bay.
- Lightweight, pocketed design; billet aluminum.
- Durable hard anodized finish.

Specifications:

Composition: 6061-T6 Aluminum, Stainless Steel Hardware

Finish: Black anodize, type III hardcoat

Catch Can: Mishimoto Compact Baffled 2 Port Catch Can

<http://www.mishimoto.com/compact-baffled-oil-catch-can-2-port.html>

Package Contents (varies by year):

- 1 x top bracket
- 1 x bottom bracket
- 2 x stainless steel socket cap screws
- 1 x catch can
- 1 x loctite 242
- 5-10 feet hose
- 2-4 splices
- 2-3 elbows
- 6 tywraps



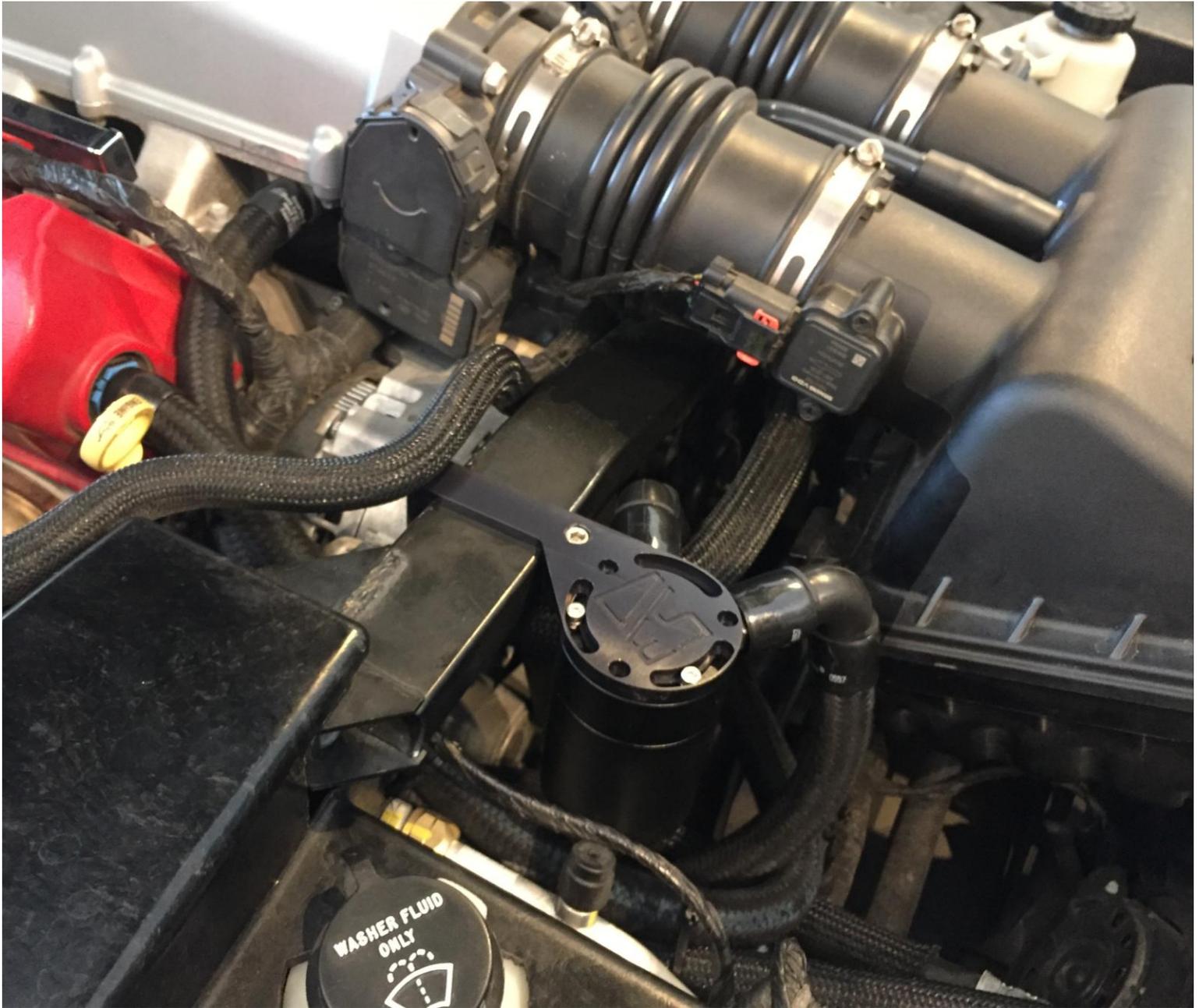
DSE Gen III - IV catch can bracket

Ordering Information:

<http://dougshelbyengineering.com/Viper.html>

Thank you for your purchase!

Your business is appreciated and customer satisfaction is our top priority! Don't hesitate to contact us via email with any questions or feedback. Word of mouth is the best form of advertising so if you are satisfied please spread the word.



DSE Gen IV catch can installed with OEM Intake Manifold

Catch Can Mounting Guide:

Bracket and Can Installation

- Determine the best mounting location for your can, roughly as shown in the photo. Experiment with potential can orientations by rotating the can on the bracket and using the 90 degree elbows. Be sure to allow for clearance of hoses, test fit everything prior to final installation.
- Remove the two bracket clamping screws; apply Loctite 242 and prepare for bracket installation.
- Install bracket onto frame. Insert clamping screws and tighten enough to allow the bracket to hold its position but to still allow it to slide on the frame as necessary.
- *After plumbing has been completed* finalize catch can location and angle. Tighten clamping screws until the two halves seat together.

Installation Guide (GEN IV):

Plumbing Installation

- The catch can is to be installed between the PCV valve (passenger side valve cover) and intake manifold.
- Please note the "IN" side of the catch can is the "dirty" side from the engine (PCV Valve). "OUT" side of the catch can is the clean side and should go to intake manifold.
- Remove or adjust the OEM components as necessary:
 - Gen IV Manifold: Remove the hose running from the PCV valve to the intake manifold.
 - Gen V Manifold: Remove the hose running from the PCV valve to the intake manifold but leave the 90 degree elbow in place under the intake manifold.
- Install DSE barbed splices on the elbow(s). Test fit to measure supplied hoses and cut to length.
- *Tip: Allow for gradual hose bends and clearance around engine components and to avoid hose kinks.*
- Press fit all hoses and fittings together as shown. Force will be required to push the hose onto the fittings.
- *Tip: For installation of hose onto PCV valve, dip ~1/2" of the hose end in boiling water for several minutes to allow it to soften for easier insertion. Oil on the PCV or other barbs may ease the fitting process. Full insertion to the base of the valve is not necessary to produce a seal.*
- Use the supplied ty-wraps to secure hoses to each other and to provide support and prevent excess movement or contact with other components.
- Hose clamps are not required, however, using ty-wraps at the hose end adds extra security. For a finished look you can use a Gates 32925 heat shrink clamp if you have access to a heat gun.

Installation Guide (GEN III):

Plumbing Installation

- The catch can is to be installed between the driver side valve cover and intake manifold.
- Please note the "IN" side of the catch can is the "dirty" side from the valve cover "OUT" side of the catch can is the clean side and should go to intake manifold.
- Remove or adjust the OEM components as necessary:
 - Remove the hose running from the driver side valve cover to the intake manifold.
 - Reuse the elbow coming from the driver side valve cover.
- Install DSE barbed splices on the catch can elbow(s). Test fit to measure supplied hoses and cut to length.
 - Run one hose from the "IN" port of the catch can, through the 90 degree elbow and splice, to the driver side valve cover OEM elbow (using a splice).
 - Run the other line from the "OUT" port of the catch can, through the 90 degree elbow and splice, to the port under the intake manifold through an elbow, splice and hose provided.
- *Tip: Allow for gradual hose bends and clearance around engine components and to avoid hose kinks.*
- Press fit all hoses and fittings together as shown. Force will be required to push the hose onto the fittings.
- Use the supplied ty-wraps to secure hoses to each other and to provide support and prevent excess movement or contact with other components.
- Hose clamps are not required, however, using ty-wraps at the hose end adds extra security. For a finished look you can use a Gates 32925 heat shrink clamp if you have access to a heat gun.

Catch Can Design:

Incoming air is directed in a rotational pattern by the deflector on the input port to allow the oil/fuel more time to condense on the baffle. The aluminum baffle promotes condensation but also serves to contain the liquid at the bottom of the can during track running. Finally the air exiting the can is filtered by a 50 micron bronze filter to ensure complete separation of air and contaminants. All of the components are removable and washable for a lifetime of use.

Maintenance:

Check your catch can often during the first 1000 miles or after every track day to understand how often it will need to be drained. At 1000 miles remove, inspect, and clean the brass filter. Ongoing maintenance will be determined by your findings during the first 1000 miles, vehicle modifications, and usage. After each engine modification or change in how the vehicle is used (track, strip, etc.) keep a close eye on the catch can to understand the amount of oil collected.

Disclaimer of Liability:

Doug Shelby Engineering assumes no liability expressed or implied for the improper installation or use of this product or its components. Doug Shelby Engineering is NOT responsible for any damage, consequential or otherwise for equipment failure after installation.

Vehicle Modification:

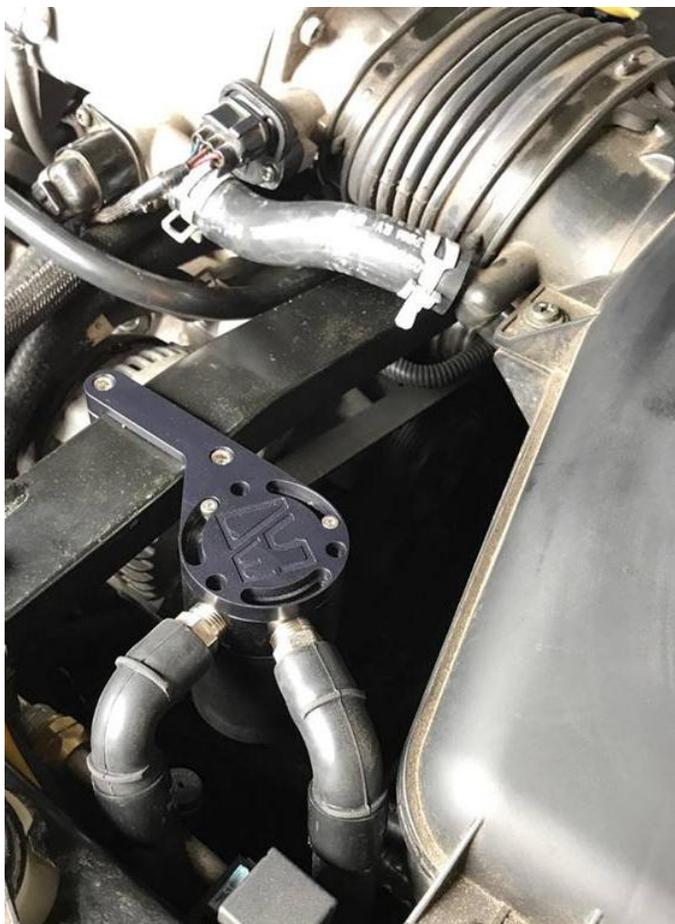
Modification of your vehicle with the parts identified above may alter its stock performance; the buyer hereby expressly assumes all risks associated with any such modification.

Disclaimer of Warranty:

Seller disclaims any warranty express or implied with respect to the parts sold hereby whether as to merchantability, fitness for particular purpose, or any other matter.



Inside view of catch can air deflector, baffle and filter



DSE Gen III catch can installed (left) showing driver side valve cover exit (right)