

Z1 Q50/Q60 3.0T BAFFLED OIL CATCH CAN KIT INSTALLATION MANUAL



This Installation Manual is intended for the following models:

2016+	Infiniti Q50
2017+	Infiniti Q60

PROLOGUE:

Study these instructions completely before proceeding to assembly. The installer must have a thorough knowledge of automotive systems operation. If unfamiliar with any of the concepts outlined in this instruction, we recommend the installation be completed by a qualified professional.

WARNING!

Extreme caution should be taken when performing maintenance or performance upgrades to your vehicle. Please observe and abide by any Warning or Caution labels placed on the various components and tools used when servicing your vehicle. If you have any questions regarding installation or the various components included with the Z1 Motorsports Q50/Q60 Baffled Oil Catch Can Kit, consult with a Professional Mechanic, or contact Z1 Motorsports for more information.

PARTS INCLUDED:

Item	Quantity	Description
1	1	Z1 Catch Can
2	2	Banjo Fitting, M18 Bolt to 3/8" Barb
3	2	Banjo Bolt, M18 x 27mm Bolt
4	1	Catch Can Bracket
5	1	Catch Can Return Hose
6	1	Catch Can Feed Hose
7	4	Crush Washer
8	3	M4 Screw
9	4	Hose Clamp
10	2	M6 x 55mm Socket Head Screw
11	2	Split Lock Washer
12	1	2.5mm Ball-End Hex Screwdriver

TOOLS REQUIRED:

- Ratchet
- Ratchet Extension(s)
- 5mm Allen Wrench
- 8mm Allen Wrench
- Assorted Metric Sockets
- Assorted Metric Wrenches
- Pliers

SAFETY REQUIREMENTS:

- Always wear safety glasses and any necessary protective garments. If using any fluids, chemicals, or solvents, a respirator is recommended.
- Always turn the ignition to the OFF position and disconnect the NEGATIVE battery terminal.
- Always use properly rated jack stands when working under your vehicle.
- Always keep limbs and parts away from moving drivetrain parts.
- Only operate drivetrain in safe space and well-ventilated areas.

BEFORE YOU BEGIN:

Remove contents from the Z1 Motorsports Q50/Q60 Baffled Oil Catch Can Kit and verify that ALL necessary hardware is present.

PROCEDURE:

1. Place the transmission in Park position (or in Reverse gear if equipped with a manual transmission). Apply the parking brake.
2. Raise and support the hood of the vehicle.
3. Remove the (4) four bolts securing the Driver Side Intercooler to the vehicle.
4. Disconnect the (2) two electrical connectors located on the Driver Side Intercooler. *Figure 1.*



Figure 1

5. Disconnect the Intercooler Inlet Pipe on the bottom right corner of the Intercooler.

6. Loosen the Clamp on the Driver Side Throttle Body and rotate the Intercooler out of the way towards the front of the vehicle. *Figure 2.*



Figure 2

7. Disconnect the factory PCV Hose attached at the front of the Driver Side Valve Cover, next to the Oil Fill Cap, and on the rear of the Intake Manifold next to the Driver Side Throttle Body. *Figure 3.*



Figure 3

8. Locate the Z1 Catch Can Feed and Return Hoses. *Figure 4.*

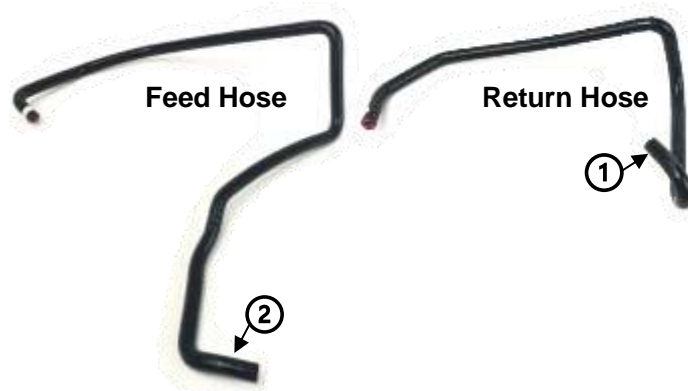


Figure 4

9. Route the Return Hose underneath the Upper Intake Manifold towards the firewall. Attach the front of the Return Hose marked 1 to the port on the Intake Manifold next to the Driver Side Throttle Body. Secure it with a Hose Clamp. *Figure 5.*



Figure 5

10. Route the Feed Hose under the Intake Manifold next to the Return Hose. Attach the front of the Feed Hose marked **2** to the port on the Driver Side Valve Cover where the OEM Hose was removed in *Step 7*. Secure it with a Hose Clamp. *Figure 6*.

NOTE: The Figure below shows the Throttle Body removed to show the routing of the hoses, however removing the Throttle Body is not necessary but may provide easier access to route the hoses.

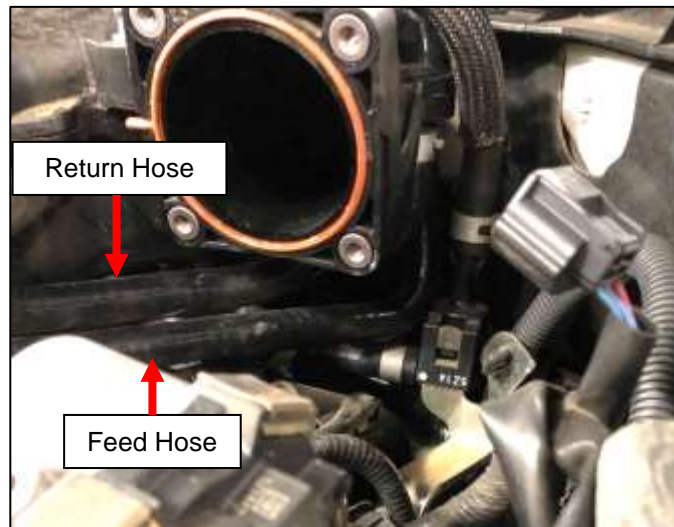


Figure 6

11. Locate the Z1 Catch Can, Catch Can Bracket, (3) three M4 Flat Head Socket Cap Screws, (2) two Banjo Fittings, (2) two Banjo Bolts, (4) four Crush Washers and the supplied 2.5mm Allen Wrench.
12. Use the supplied 2.5mm Hex Screwdriver and the (3) three M4 Screws to attach the Catch Can Bracket to the Z1 Catch can in the same orientation shown below.
13. Place a Crush Washer on each Banjo Bolt, then place each Banjo Bolt through a Banjo Fitting. Place another Crush Washer on the end of each Banjo Bolt. Thread the Banjo Bolts into the (2) two ports on the Catch Can, but do not tighten the bolts yet. *Figure 7*.



Figure 7

14. If you are installing the Catch Can Drain Kit, do so at this time.

15. The Wiring Harness to the left of the passenger side Throttle Body will need to be disconnected from its clip and pushed down and away from the Throttle Body to make room for the Catch Can. *Figure 8.*

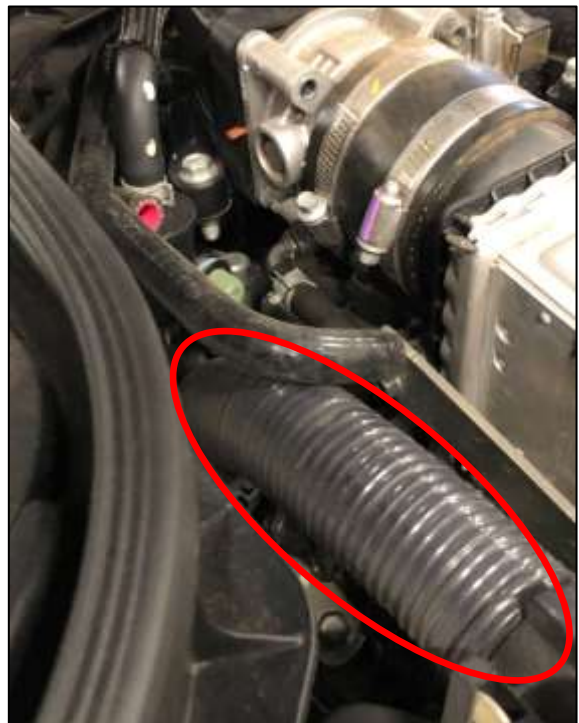


Figure 8

16. Remove the (2) two bolts on the left side of the passenger side Throttle Body. *Figure 9.*

NOTE: You may have to rotate the clamp at the Throttle Body to access the lower bolt.



Figure 9

17. Attach the Catch Can Bracket to the Throttle Body Mounting holes using the supplied M6 x 5mm bolts.

18. Attach the Return hose to the top Banjo Fitting and secure with a Hose Clamp. *Figure 10.*

NOTE: Ensure the top Banjo Bolt is clocked so the hole on the top of the Bracket is accessible.



Figure 10

19. Attach the Feed Hose to the front Banjo Fitting and secure with a Hose Clamp. *Figure 10.*

20. Using an 8mm Allen Wrench, tighten the Banjo Fittings.

21. Follow *Steps 3-6* in reverse to reinstall the Driver Side Intercooler.

DRAINING PROCEDURE:

This procedure is only for users not using the Catch Can Drain Kit

1. While supporting the bottom of the Catch Can, use the supplied 2.5mm ball-end hex screwdriver to unscrew the (3) three outer bolts on the top of the Z1 Oil Catch Can.

NOTE: DO NOT unscrew the (3) three bolts securing the top of the Catch Can to the Bracket. The screw closest to the engine should be accessible through the access hole on the top of the Bracket.

2. Carefully remove the bottom of the Z1 Oil Catch Can. Properly dispose of oil.
3. Reattach the bottom of the Catch Can.

END

Additional Technical Support:

Contact Z1 Motorsports at info@z1motorsports.com
Or call 770-838-7777 between 9am and 6pm ET