



Oil Catch Can in EA82

By Loyale 2.7 Turbo, December 6, 2010 in Old Gen.: 80's GL/DL/XT/Loyales...

Oil Catch CanPCV SystemPCVHookupCatch CanBlowbyJesZeKEA82Loyale 2.7 TurboHoses



Loyale 2.7 Turbo
The Mighty "BumbleBeast"



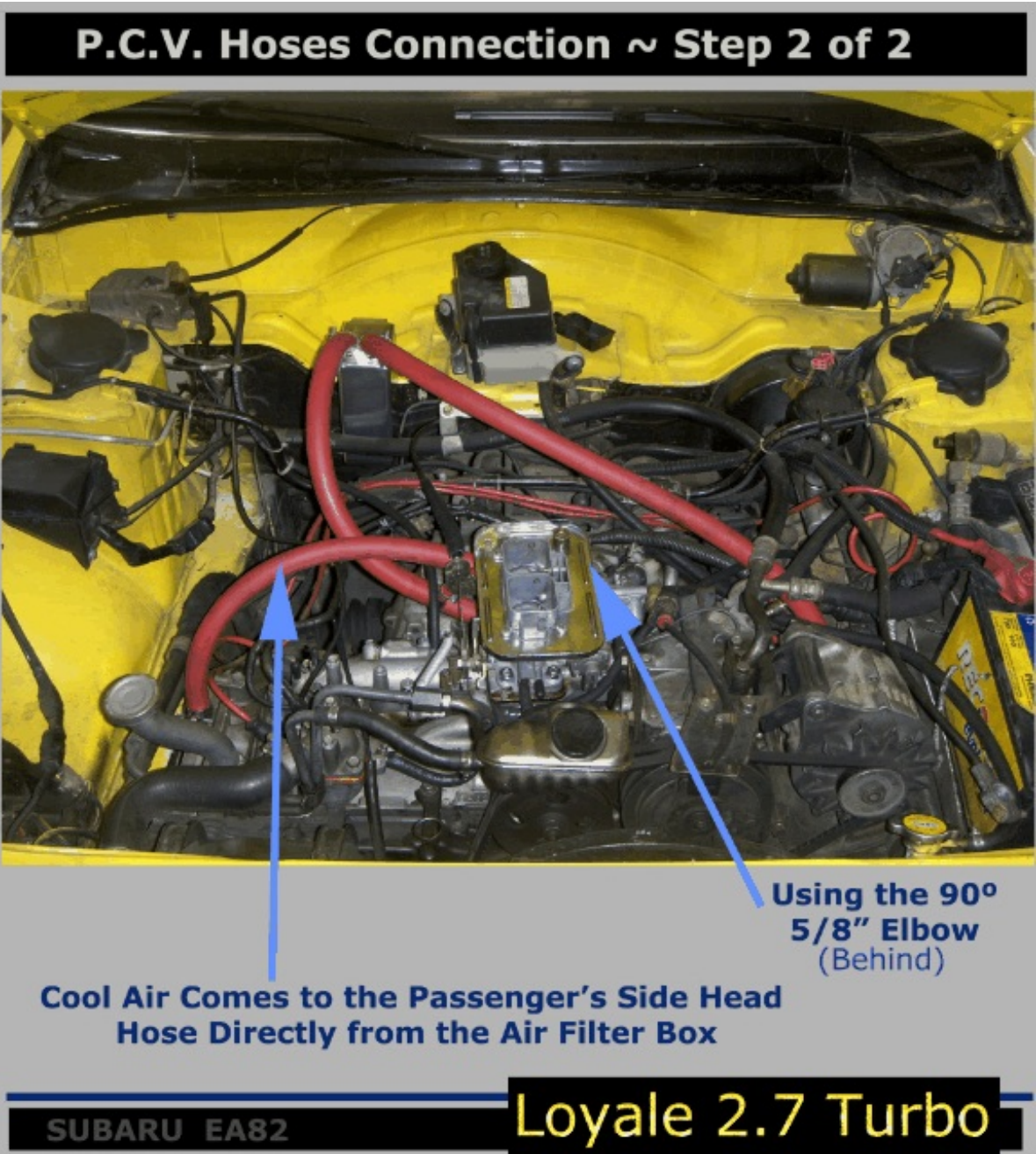
Members
1792
7629 posts
Roatán, Honduras.

This is How I Placed the Oil Catch Can on my Subaru "**BumbleBeast**"

Driver's side to the P.C.V. Valve and smaller Detour to Air Filter:



Passenger's side Hose, directly from the Head to the Air Filter Box:



I Hope this could be Useful.

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted September 27, 2011 (edited)

Report post

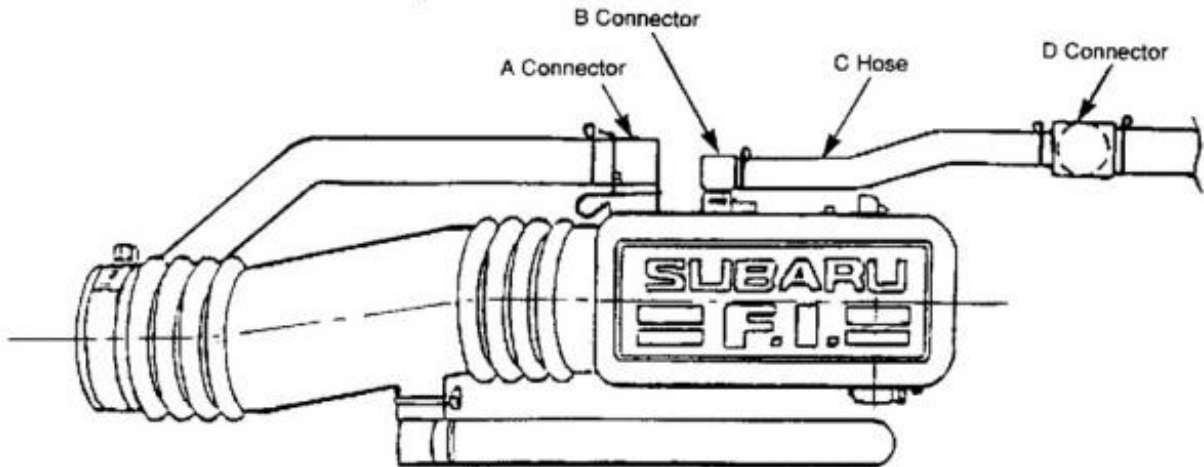
The Above procedures are for the **Carburated** EA82's.

However, certain **EFI** EA82's also has problems with their PCV System Sucking Oil,

So Subaru made a **PCV Re-Route Kit** for those models affected with the Original PCV Routing Flaw.

SUBARU EA82 EFI P.C.V. System Reroute Kit

Figure 2 Before Modification



Part Number:

11813AA010

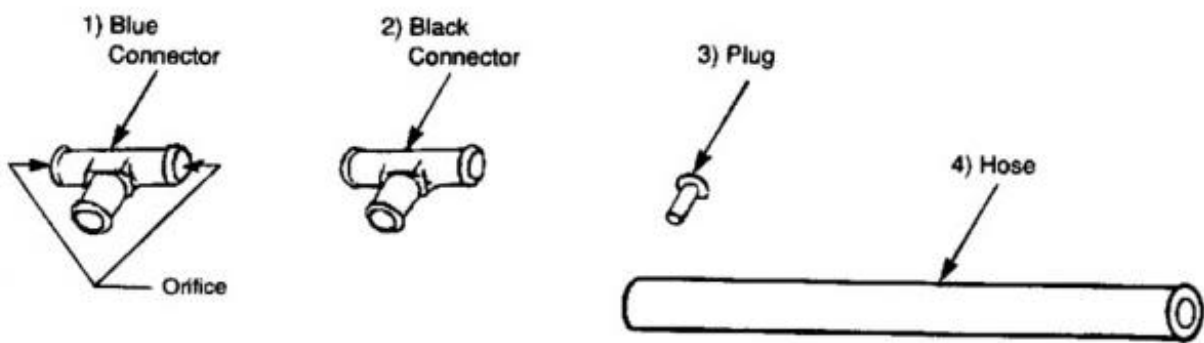
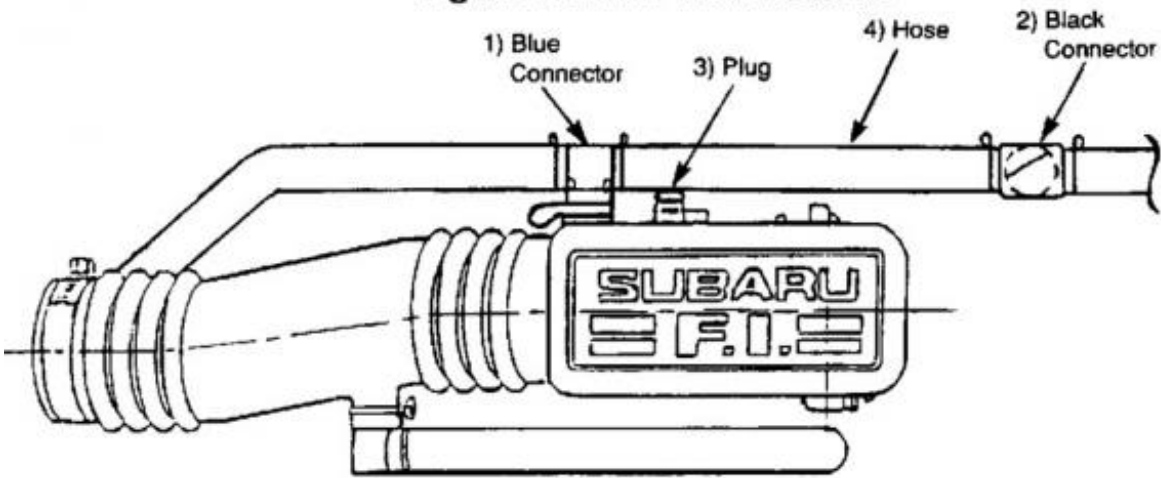


Figure 3 After Modification



Loyale 2.7 Turbo

Part Number: SUBARU **11813AA010**

You can Download a **.Pdf** file which has the Subaru Recall Info,

and the install Procedures, ~► [Here](#).

Kind Regards.

Edited June 22, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Posted September 28, 2011 (edited)

Report post

Since the Install of the Oil Catch Can, I've Noticed that the EA82 engine on my Subaru "**BumbleBeast**" suddenly stopped blowing Oil on the PCV System, Not only for the Oil Catch Can... which doesn't has caught a single drop of Oil since the install, but it is a "Side Effect" from the install due two facts, let me Explain:

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► The PROPER Routing on the Hoses, Relief the Pressure on the PCV System to Normal, and thus reduces the amount of Blown Oil to the PCV system.

► The 5/8" Hose that comes from the Drivers' side to the Oil Catch Can, is too **Long** and goes **Up** so **Far**, that the small amount of Oil blown, does slide back and return by itself to the Head, so it doesn't reach the Oil Catch Can.

Funny, isn't it?

Kind Regards.

Edited June 22, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted January 17, 2012 (edited)

Report post

The Whiter Exhaust Faded away after a week of Driving...

Kind Regards.

Edited June 22, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
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7629 posts
Roatán, Honduras.

Posted July 1, 2012 (edited)

Report post

So, the System Works Perfect and somehow it Keeps Clean itself. 😊

Six Months passed already and Not a Single Drop Caught at all...

Kind Regards.

Edited June 22, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted July 1, 2012 (edited)

Report post

Feel Free to Ask Questions.

Edited June 12, 2013 by Loyale 2.7 Turbo

Cyfun
Mud Baby



Members
+ 7
485 posts
Billings, MT

Posted July 15, 2012 (edited)

Report post

So to clarify, you put your catch can between the driver's and passenger's side valve covers?

I'm working on some catch can ideas. Was just going to make one out of a jar, but then I considered using [this](#) filter/catch can for air compressors from Harbor Break. Not too worried about the filter getting clogged, it's designed to push pretty good volume. And like you said with the eBay catch cans, the pipes seem too small.

For \$10, we'll find out! I'm actually going to try this first on my mom's Volvo 940 Turbo first, as she gets a disgusting amount of blowby. Mostly happens when I drive it, for some reason. 😊

Edited July 15, 2012 by Cyfun

kanurys
High Altitude GL



Members
+ 24
711 posts
Durango, CO

Posted July 15, 2012

Report post

The components of the can do not really filter anything. They help certain oil vapors condense in the can instead of your intake manifold. Before you try to build one, first understand what the PCV system does. The FSM has a great diagram and description. Connecting the two valve covers will do almost nothing. When you understand the PCV system, then you can see that the low pressure on the PCV valve side of the can sucks air/fuel blow-by and oil vapors up to be combusted in the cylinders, again, not to mention all the condensed water in the crank case that gets evaporated at running temp. It does this in certain conditions when pressures on either side of the valve are appropriate. Those oil vapors gum stuff up and need to be captured in the can. Now go study the PCV system and tell us where you think the can should be placed.

Cyfun
Mud Baby

Posted July 15, 2012

Report post

Yeah, the point of a catch can is to catch oil/moisture right before it enters into the intake. So I would imagine that's where you'd wanna put your can.



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I got that filter catch can from HF, I just need to get some barbed hose fittings that'll fit my PCV hose.

kanurys

High Altitude GL



Members

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Durango, CO

Posted July 15, 2012

Report post

5/8" barb, hose and a few hose clamps shoud do the trick. You want to suck through it right after the drivers side head. (L/H drive)

That is, if your system is hooked up properly.

Loyale 2.7 Turbo

The Mighty "BumbleBeast"



Members

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Roatán, Honduras.

Posted July 15, 2012 (edited)

Report post

So to clarify, you put your catch can**between the driver's and passenger's side valve covers** ...

No, Absolutely Not.

If you read carefully, the First pic explains that it must be Placed

between the Driver's Side Head and the PCV on the intake.

The Full explanation is, ~▶ [Here](#).

Kind Regards.

Edited June 22, 2013 by Loyale 2.7 Turbo

Cyfun

Mud Baby



Members

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485 posts

Billings, MT

Posted July 15, 2012

Report post

Thanks for the write-up, that makes more sense. I'd figure you'd wanna put it right next to where it gets sucked into the intake...

HYDE

Newbie

●



Members

●

0

1 post

Adelaide SA

Posted July 31, 2013

Report post

Hey this is an awsome write-up!!! I've just purchased the weber off eBay and I'm ready to start doing the install but for some reason I cant view any of the pics you've posted?

Loyale 2.7 Turbo

The Mighty "BumbleBeast"



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Roatán, Honduras.

Posted July 31, 2013 (edited)

Report post

Yes, I'm so sad and sorry for that... You can Not see any Pictures because I have uploaded all of them to the Servers of **"PhotoBucket"** and they have restricted the Bandwidth from **100** Gb monthly, to **10** Gb Monthly, and I'm using their services since year 2003, so you can imagine how many thousands (Literally) of photos I've uploaded there the Last Decade...

Photobucket Sucks! 🗑️ See this Thread for *Further* Details: ~▶ [Here](#).

So you must wait 'till they Reset the Bandwidth each month, to see the Photos...

(another way is if I could "Pay" a monthly fee to Photobucket, in order to get unrestricted Bandwidth, but Living in Honduras does it Difficult to me)

Kind Regards.

Edited August 1, 2013 by Loyale 2.7 Turbo

tweety

USMB Regular



Members

+ 67

344 posts

Euroa Victoria Australia

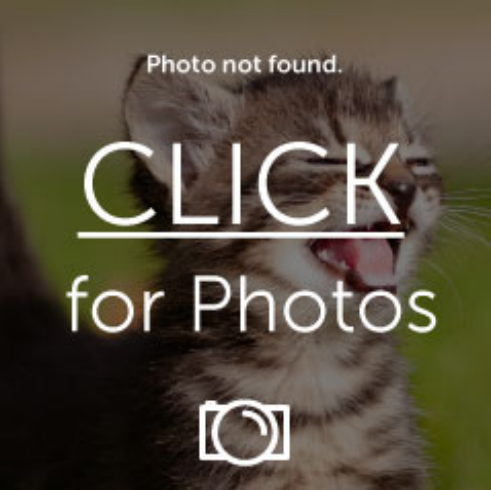
Posted August 1, 2013

Report post

On my trike with the EA81 I didnt have blow by issues. The engine had new rigns and bearings 100,000kms (60,000 mls) ago. Then I installed the supercharger. Suddenly I had blow by issues. One sign was the oil dip stick kept popping out of its home, the other was some exhaust smoke.

So I installed a catch can. The valve cover on the passenger side (US) should be sucking in air for a source. I chose the air filter assembly. The drivers side going to the PCV is one hose you can place a 'T' piece for the catch can. I then took a second point from the top of the oil filler neck to the catch can.

This will all be taken off when going SPFI next week including the SC. Here are some pics.



Loyale 2.7 Turbo

The Mighty "BumbleBeast"



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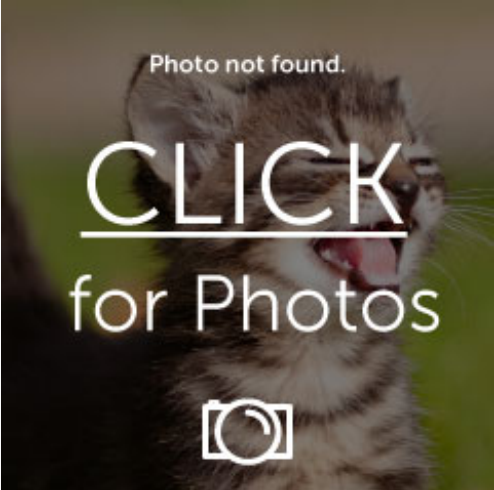
7629 posts

Roatán, Honduras.

Posted January 22, 2014

Report post

... The drivers side going to the PCV is one hose you can place a "T" piece for the catch can. I then took a second point from the top of the oil filler neck to the catch can...



This setup seems to be **Wrong** to me, because the Oil Filler tube is on the Passenger's side ® which is the side that breathes fresh air and is the opposite side to where you connected your Oil Catch Can's other end; so it ends to be like connecting both sides together. Think carefully about it.

Kind Regards.

Loyale 2.7 Turbo

The Mighty "BumbleBeast"



Members

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7629 posts

Roatán, Honduras.

Posted April 26, 2015

Report post

Three years and a Half has passed already since I installed the Oil Catch Can on my "BumbleBeast" and I want to Update this thread by saying that the thing hasn't trapped a single drop of oil, because the longer and steep incline route of the hose, prevents the oil to reach the catch can.

Funny, isn't it? ... 😊 ... Kind Regards.



Members
+
145
696 posts
San Antonio, Texas

Three years and a Half has passed already since I installed the Oil Catch Can on my "BumbleBeast" and I want to Update this thread by saying that the thing hasn't trapped a single drop of oil, because the longer and steep incline route of the hose, prevents the oil to reach the catch can.

Funny, isn't it? ... 😊 ... Kind Regards.

i just bought the recalled item acouple hours ago, will get here on friday, i think 30bucks for it was alittle pricy but where else am i going to find one unless i make one, plus it was new old stock so i think i did okay.

<http://m.ebay.com/itm/261697337308?nav=SEARCH>

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Old Gen.: 80's GL/DL/XT/Loyales...





Oil Catch Can in EA82

By Loyale 2.7 Turbo, December 6, 2010 in Old Gen.: 80's GL/DL/XT/Loyales...

Oil Catch CanPCV SystemPCVHookupCatch CanBlowbyJesZeKEA82Loyale 2.7 TurboHoses



Loyale 2.7 Turbo
The Mighty "BumbleBeast"

Posted December 6, 2010 (edited)

Report post



Members
1792
7629 posts
Roatán, Honduras.

Hi All! ... 😊 ... Please Correct me if I'm Wrong, this is for my EA82 Wagon.

if I Have a PCV Setup like This one...



(This Awesome Clean EA82 Engine Belongs to Kanurys)

...and my EA82 is Blowin' Oil thru the PCV setup, I Must install an Oil Catch Can, Right ?

Recently I Obtained an Oil Catch Can that Looks similar to This one:



The Questions Are:

- Should I Hook it Between the Driver's side Head Hose and the PCV intake Valve, isn't it ?
- The Passenger's Side Hose Doesn't need any Oil Catch Can 'cos it will only "Suck" Air from the Air Filter's Box, at the Carb... isn't it?

Any Suggestion, advice or Idea will be Greatly Appreciated.

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"

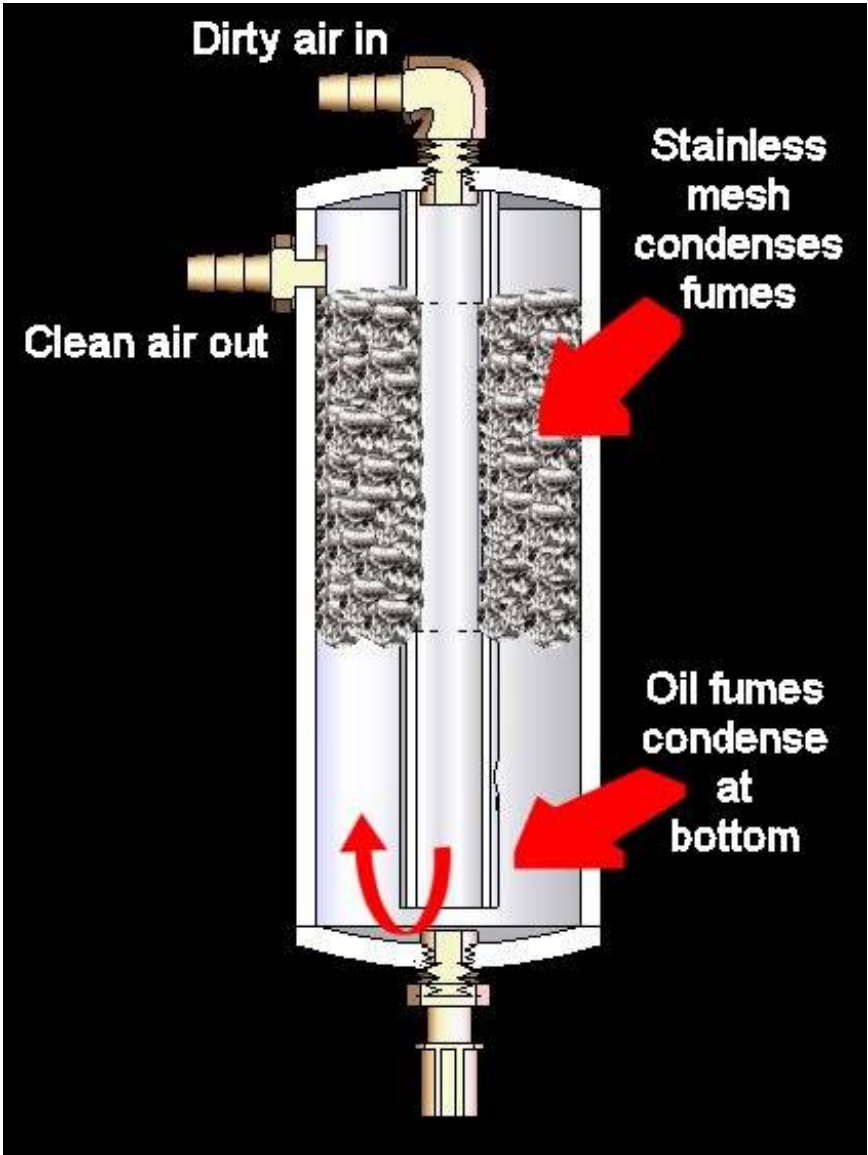
Posted December 6, 2010 (edited)

Report post



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An Oil Catch Can, Works like This:



I Found this Tiny Oil Catch Can with Filter:



But I Don't like the Idea of a Replaceable Filter

Edited June 12, 2013 by Loyale 2.7 Turbo

GeneralDisorder
Elite Master of the Subaru

Posted December 6, 2010

Report post



Members
+ 891
21152 posts
Portland

You don't need one at all - if you setup the PCV as in that picture then it shouldn't be sucking oil into the intake. Mine never do.....

GD

kanurys
High Altitude GL



Members
+ 24
711 posts
Durango, CO

Posted December 6, 2010 (edited)

Report post

Wow, nice catch can. I made a home made version with a prego jar. It's clear so I can see what gets caught in it.

Yes - you put it between the driver's side valve cover and the pcv. Make sure your system has T fitting and a smaller tube between the catch can and pcv to break the vaccume. This smaller tube should go to clean atmospheric pressure (air cleaner or standalone filter).

I have caught a tiny bit of oil, running normally. Mostly condensation water is what I catch. Up here in CO it's dry and we have big temp differences between night and day, so closed spaces catch a lot of condensation.

The only time I got a few ounces of oil in it is when I was parked on a steep hill with the driver's side pointed down hill, it was about 10 degrees F on a cold start and about 2000 RPM (really thick oil). I'm glad I had the can in there then.

p.s. Nice engine in the picture, above 😊 I had fun rebuilding it. Somewhere in there I posted a picture of my can and there is some discussion of PCV setup correctly.
<http://www.ultimatesubaru.org/forum/showthread.php?t=114817&highlight=1987+build+thread>

Edited December 6, 2010 by kanurys

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
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7629 posts
Roatán, Honduras.

Posted December 6, 2010 (edited)

Report post

Thank you Kanurys,

I Liked your Engine and that Photo got the Best Angle to Explain the PCV Stuff Correctly, Thanks ! 😊

You don't need one at all - if you setup the PCV as in that picture then it shouldn't be sucking oil into the intake. Mine never do.....

GD

Thank you GD, Again You're Right; but the Difference here is that my EA82 is Blowing *too much Oil*... I Believe that over 280K Miles Driving in a Very Dusty / Muddy (and Off-Road) Conditions 60% of the Time in my Crazy Country, have worn Faster certain engine Parts like the Piston Rings; but that EA82 Still Drives **Strong** and since it is Weberized is pretty Fast; the Only Problem is the Oil in the PCV Hoses...

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted December 6, 2010 (edited)

Report post

I Used to have Both Heads' Hoses Hooked together...



...But that was a "Temporary" Setup.

Edited June 22, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"

Posted December 7, 2010 (edited)

Report post

I'll Love to see Pictures about How others did the Oil Catch Can / PCV Hoses Hook up...



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7629 posts
Roatán, Honduras.

Could you Post your Pics here... Please?

Edited June 12, 2013 by Loyale 2.7 Turbo

maozebong
USMB is life!



Members
+ 22
338 posts
Seattle, WA

Posted December 7, 2010

Report post

when you hook up a catch can, its supposed to be inline with the PCV vacuum source. ive ran multiple catch cans on several cars, turbo or non.

crankcase->catch can->manifold vacuum

you can also hook it up to your exhaust at a 45, use the bernouli effect to create crankcase vacuum. GM did this for a grip

GeneralDisorder
Elite Master of the Subaru



Members
+ 891
21152 posts
Portland

Posted December 7, 2010

Report post

Yes - the flow is OUT of the driver's side head so that is where you would want the catch can - the flow is IN to the passenger side valve cover so it wouldn't do any good there.

You may have a lot of blow-by - that is possible. Not typical of Subaru engines, but still possible.

GD

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted December 7, 2010 (edited)

Report post

Yes, my EA82 has a Lot of Blow-By and I Agree with you, That's uncommon in Subarus...

Thank you for your Kind Answers... Now I am Sure how to Hook up that Catch Can.

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

TPain
USMB Regular



Members
0
79 posts
WA

Posted December 7, 2010

Report post

Interesting, I've never heard of this device. Do I need one for my ea82 Turbo?

kanurys
High Altitude GL



Members
+ 24
711 posts
Durango, CO

Posted December 7, 2010 (edited)

Report post

Interesting, I've never heard of this device. Do I need one for my ea82 Turbo?

For a turbo it's a good idea. You can get one of those nice PERRINs or make your own, but it won't work quite as well. I think board member CMILLER has the Perrin and loves it. I put my own in on a N/A EA82 with totally clean intake, so I have a point of reference on how dirty it gets over time. So far I've caught a little bit of nasty soup.

Maybe you could do my ghetto mod and use a jar to see if it makes a difference before you buy a nice one? That was my plan. Then let us know how much and at what rate your turbo engine collects oil in the PCV system?

SK

Edited December 7, 2010 by kanurys

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted December 24, 2010 (edited)

Report post

Recently I Obtained an Oil Catch Can that Looks similar to This one:



Ok, the Oil catch can Finally came.

When I Purchased it in e-Bay (with the Kind Help of a Friend) it said "**15mm Fittings**" that Equals to my Subie's **5/8"** Heads Hoses...

But the Thing came with **9mm Fittings**... which equals to 3/8" ... Smaller sized fittings.

I know that I could use a Small piece of 3/8" Hose in those fittings to make the 5/8" Hose plug over it, but the Question is:

Will this **3/8"** reduction be too Restrictive for my EA82 engine ?

I've Tested (with my Mouth's Vacuum 😊) the Oil Catch can flow and is somehow restrictive by itself.

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted December 26, 2010 (edited)

Report post

So, Will this reduction from the stock **5/8"** to **3/8"** be dangerously Restrictive for my EA82 engine ? 🤔

Edited June 12, 2013 by Loyale 2.7 Turbo

maozebong
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Members
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338 posts
Seattle, WA

Posted December 26, 2010

Report post

see if its possible to get a 5/8 hose fitting on there. i hate not getting the parts that are advertised.

ShawnW
Subaru Master Technician



Administrator
★★ Staff
+
253
5645 posts
Denver, Colorado

Posted December 28, 2010

Report post

Definitely make the seller send you the correct item or money back, etc. Thats not correct information. I agree I would try to find fittings that are 5/8". Its probably fine but why take the risk.

I personally don't like these devices.

Loyale 2.7 Turbo
The Mighty "BumbleBeast"

Posted December 28, 2010 (edited)

Report post



Members
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7629 posts
Roatán, Honduras.

...why take the risk.

I personally don't like these devices.

Yes, You're Right... I Don't want to Take the Risk.

That **3/8"** (9mm) Oil Catch can is very Restrictive by itself and being with that Tiny Hoses could be Dangerous to my EA82 Engine; So, I'll Try to Contact the Seller; he Listed that can as it had **5/8"** (15mm) Fittings.

Could I Ask why you Don't like these Devices? ... any Bad Experience?

I'll Like to Know in order to Avoid future Problems...

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
+ 1792
7629 posts
Roatán, Honduras.

Posted January 17, 2011 (edited)

Report post

I Already ordered **another one** and this time I Double Checked that it Really has 5/8" (15 mm) Fittings.

This time I asked for a confirmation to the Seller by e-mail Before buy it. 😊

I Sold the 3/8" one to a friend who also is mechanic, for his 22R 'yota.

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

ShawnW

Subaru Master Technician



Administrator
★★ Staff
+
253
5645 posts
Denver, Colorado

Posted January 17, 2011

Report post

Yes, You're Righ... I Don't want to Take the Risk, the 3/8" (9mm) Oil Catch can is **very** Restrictive by itself and being with that Tiny Hoses could be Dangerous to my EA82 Engine.

So, I'll Try to Contact the Seller; he Listed that can as it had 5/8" (15mm) Fittings.

Could I Ask why you Don't like these Devices? ... any Bad Experience?

I'll Like to Know in order to Avoid future Problems...

Kind Regards.

The ones I saw at the dealer were usually full of sludge which is the purpose of the device but people don't periodically check them.

The installers often use hose that isn't up to the task of warm oil and blow by gas.

It adds additional clutter to the engine compartment.

Its still not really removing the sludge from the engine its just putting it somewhere.

Over time if left neglected it could clog and increase pressure to the crank.

If a hose pops off.....

Frankly there is enough junk under the hood of an 80's Subaru engine compartment (at least from the factory) and adding more just eats time in maintenance, visual inspection, and repairs.

kanurys

High Altitude GL



Members
+ 24
711 posts
Durango, CO

Posted January 17, 2011

Report post

I just put a canning jar with the two hoses spliced with the lid in. It's clear so I can see what is in it. Usually I catch condensed water and some minor oil sludge over a few weeks. I'm sure it's helping somehow and I do check it often. The cool part is it doesn't require much maintenance aside from unscrewing and dumping it out.

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
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7629 posts
Roatán, Honduras.

Posted January 17, 2011 (edited)

Report post

...Over time if left neglected it could clog and increase pressure to the crank. ...

Yes, You're Right... its a Risk Somehow and an added mess of Hoses.

Those Oil Catch cans Aren't for the Average Driver...

Thank you Shawn for your Kind answer.

Best Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



Members
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7629 posts
Roatán, Honduras.

Posted September 12, 2011 (edited)

Report post

see if its possible to get a 5/8 hose fitting on there. i hate not getting the parts that are advertised.

Well... also I Hate to not obtain the Parts that are Advertised... and you paid for.

Now Think about that happening... Twice!! 🤔

Let me Explain: First, as Suggested, I tried to obtain**5/8"** Fittings for the First (Roundy)**oil Catch can** that came with the 3/8" ones... but the Tiny 3/8" threaded holes on that where too restrictive for a Proper Flow, so I ended Selling that 3/8" Oil catch can and Purchased another one ~► **Here**, this time I Double Checked that it Really said **5/8"** Fittings.

The New (Squared) **Oil Catch can** Came, Built in Thick Aluminium and it has the Right 5/8" Threaded Holes... but Again, it also came with 3/8" Fittings! 🚦

Could you Believe That? ... Maybe Lightning Strikes Twice ! (as Iron Maiden Said)

But this time I was *Lucky*, because since the New Catch can came with **5/8"** Threaded Holes, I was Able to obtain both 5/8" fittings using Brass couplers; the new catch can isn't restrictive at all, maybe because is Huge and surprisingly Heavy weighted to be made of aluminium...

I believe the builders exagerated using such thick aluminium therd ... it must be Renamed as: Oil Catch Tank.

Kind Regards.

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"



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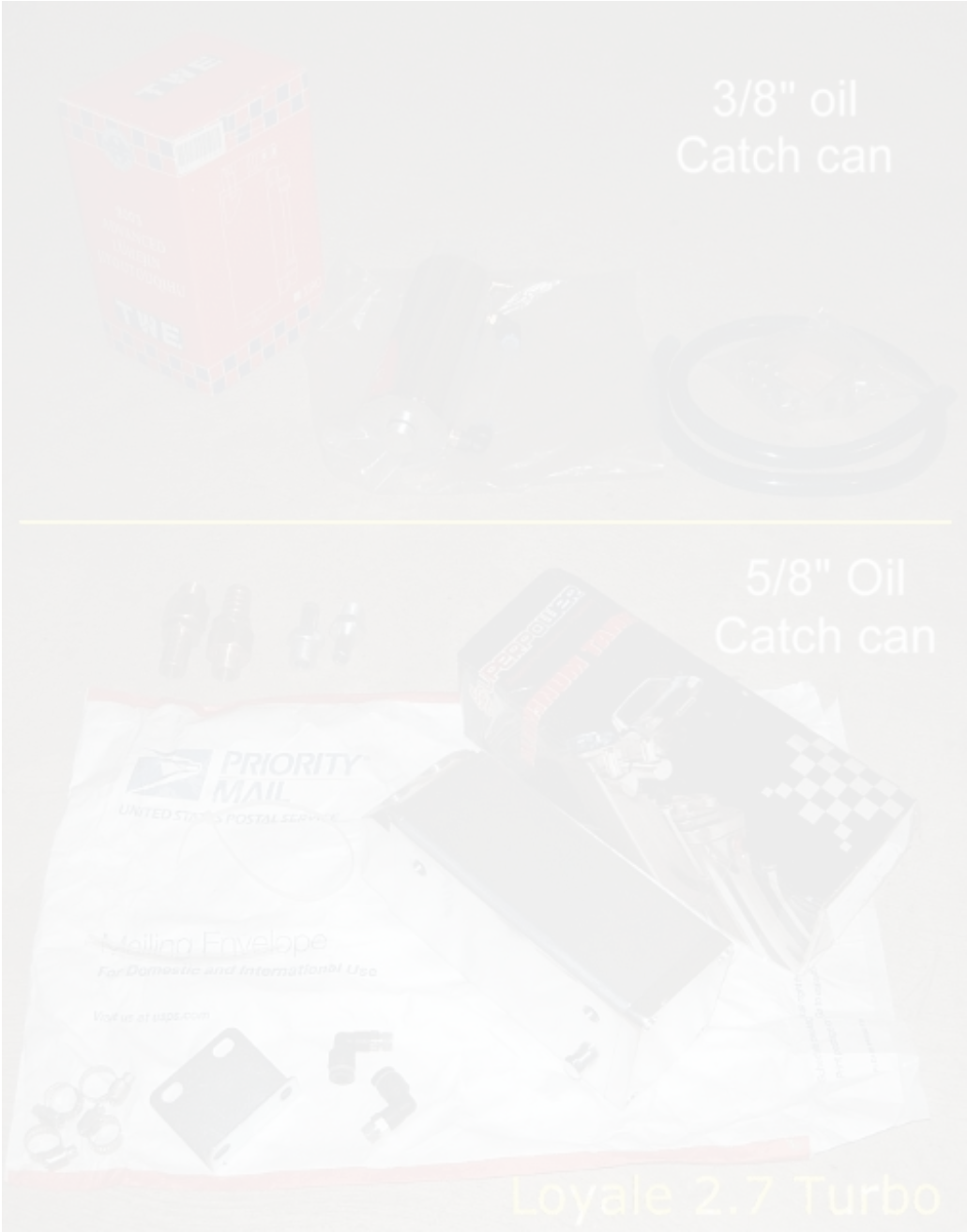
Here you can see Both Together:

The Upper one in the Picture (**Roundy**) with **3/8"** Threaded Holes,

is the one I Sold new, unused.

The other one (**Squared**) is the one with the **5/8"** Threaded Holes;

that last one is already on my EA82 Wagon:



Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"

Posted September 12, 2011 (edited)

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Roatán, Honduras.

On the Picture's Left you can see the 3/8" Fittings that came with it;

the ones at the Picture's Right side are the 5/8" ones I Made,

Using Brass Couplers.



(Those also are shown on the above picture too)

Edited June 12, 2013 by Loyale 2.7 Turbo

Loyale 2.7 Turbo
The Mighty "BumbleBeast"

Posted September 12, 2011

Report post



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[This new Oil Catch Tank...](#)



...performs good and is very thick, as you can see here:



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Sign up for a new account in our community. It's easy!

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