

## 034Motorsport MkV/MkVI 2.0 TSI Catch Can Kit Installation



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### Supplied Parts:

- 034Motorsport MkV/MkVI 2.0 TSI Catch Can with Mounting Bracket
- 034Motorsport MkV/MkVI 2.0 TSI -10 AN Breather Hoses (2)
- 034Motorsport MkV/MkVI 2.0 TSI Valve Cover Breather Adapter
- 034Motorsport 2.0 TSI Intake Manifold Plug with Boost Tap
- 034Motorsport -10 AN Hose Separator
- M6x25 Bolt (8)
- M6x22 Bolt (1)
- 034Motorsport MkV/MkVI 2.0 TSI Catch Can Oil Drain Kit (Optional)

### Tools Needed:

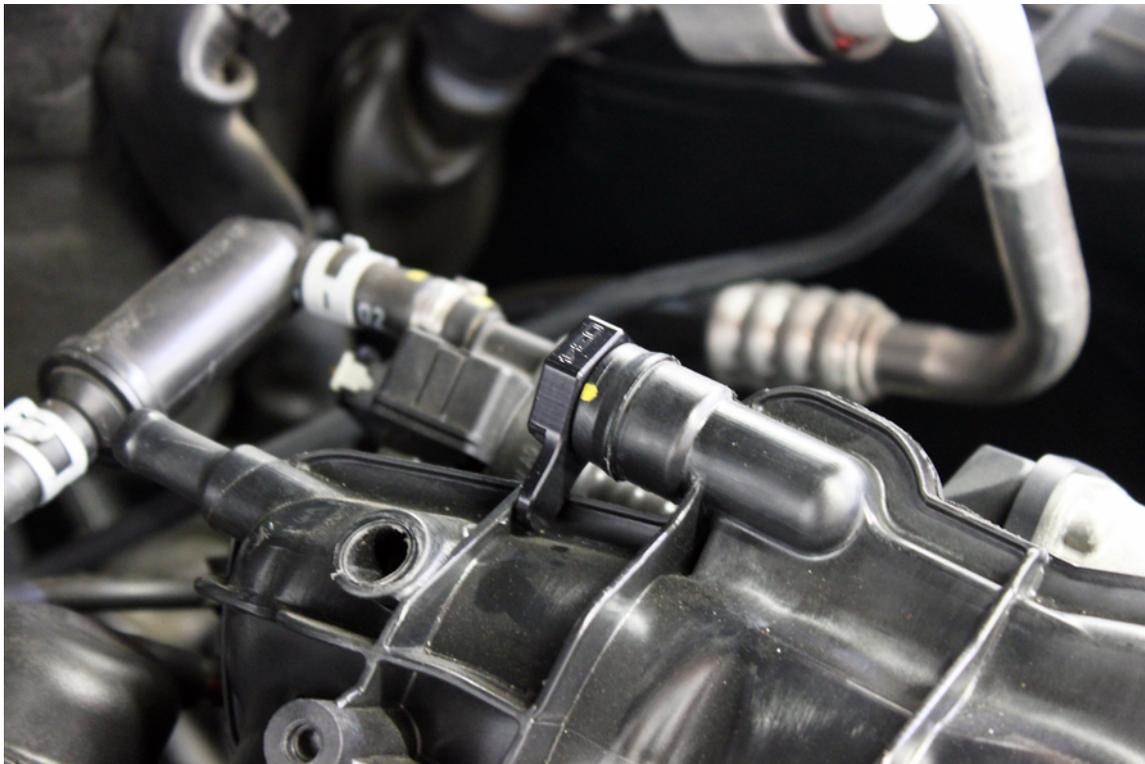
- Hands (2) (*Opposable thumbs are optional*)
- T30 Torx Driver
- T27 Torx Driver
- Various Allen Drivers
- 16mm & 17mm Sockets
- -10AN Wrench or 1" Hex Wrench
- Oil Drain Pan (*Only for installing oil drain kit.*)

**Step 1** – Remove your engine cover by using your hands and/or opposable thumbs to pull up on the plastic cover.

**Step 2** – Locate and remove the factory valve cover breather to intake manifold hose. Remove by pinching the plastic clips at the raised/ridged tabs at each end, and sliding the hose firmly out.



**Step 3** – Install the 2.0 TSI Intake Manifold Plug to black off the port where the valve cover breather to intake manifold hose was. Rotate the locking tab down to secure the plug against the plastic rib on the intake manifold plenum. *If you intend to use this as a boost tap, unscrew the 1/8" NPT Plug, and replace it with a 1/8" NPT to appropriate barbed brass fitting for use with your boost gauge's vacuum line.*



**Step 4** – Unbolt the T30 Torx screw securing the coil harness loom, and unplug the coil harness from all 4 coils. You can now access the single T25 Torx screw securing the PCV assembly to compressor inlet tube to the valve cover. Remove the T25 Torx screw and pull to remove the tube from the PCV assembly.

**Step 5** – Remove the 9 T25 Torx screws securing the factory PCV assembly to the valve cover, and remove the PCV assembly. *Be careful to avoid dropping any screws into the holes in the valve cover.*



**Step 6** – Remove the factory rubber seal from the PCV assembly, and install it into the Valve Cover Breather Adapter.





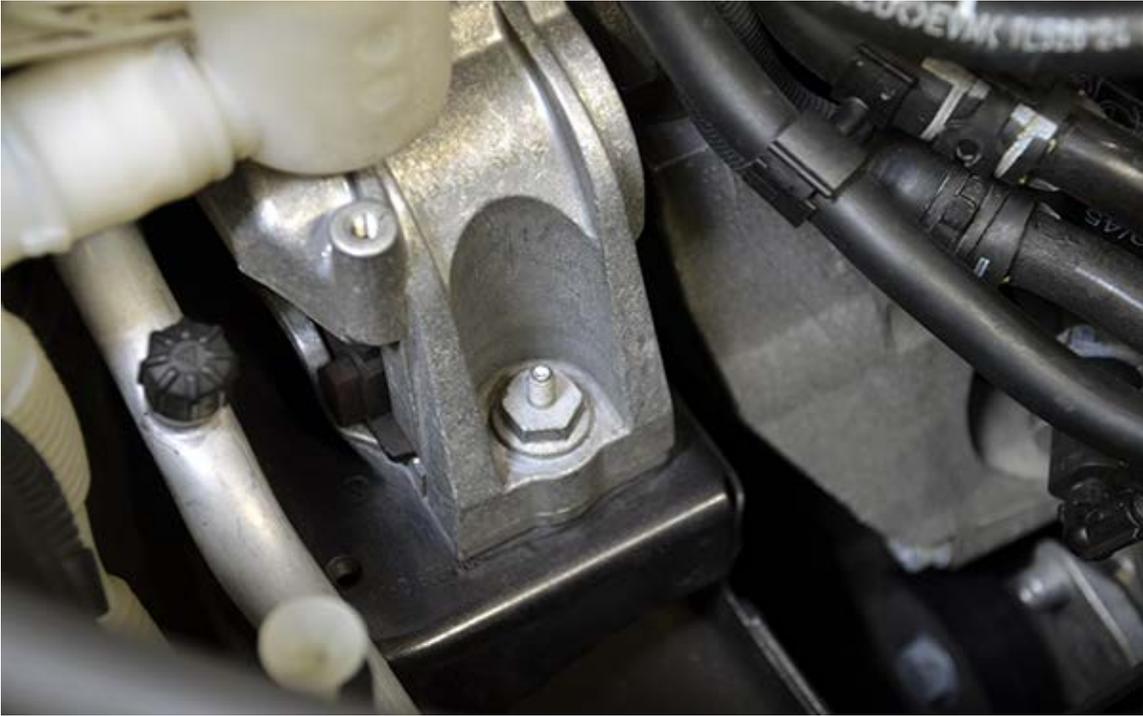
**Step 7** – Position the 034Motorsport Valve Cover Breather Adapter such that the holes align with the threaded holes in the valve cover, and push the PCV assembly to compressor inlet tube into it until it seats.

**Step 8** – Secure the Valve Cover Breather Adapter to the valve cover using the supplied M6x25 Bolts, and the M6x22 Bolt, which goes in the hole shown with the red circle in the picture below. Secure the PCV assembly to compressor inlet tube to the valve cover using the factory T27 Torx screw.



**Step 9** – Plug the coil harness back into all four coils, and secure the loom using the factory T30 Torx screw. Reinstall the coilpacks.

**Step 10** – Remove the front bolt from the passenger side engine mount. The catch can will mount to this location using the supplied bolt.



**Step 11** – Mount the catch can to the passenger side engine mount using the supplied bolt. **Please Note: If you are installing the optional oil drain kit, skip ahead to the instructions for installing the oil drain kit before mounting the catch can.**



**Step 12** – Route the -10 AN Breather Hoses as pictured below, and secure to the Valve Cover Breather Adapter and Catch Can. Install the hose separator over the hoses and secure using the Allen bolt as pictured.



**Step 13** – Reinstall your engine cover by using your hands and/or opposable thumbs to push the plastic cover down onto the locating tabs. Give yourself a high-five!



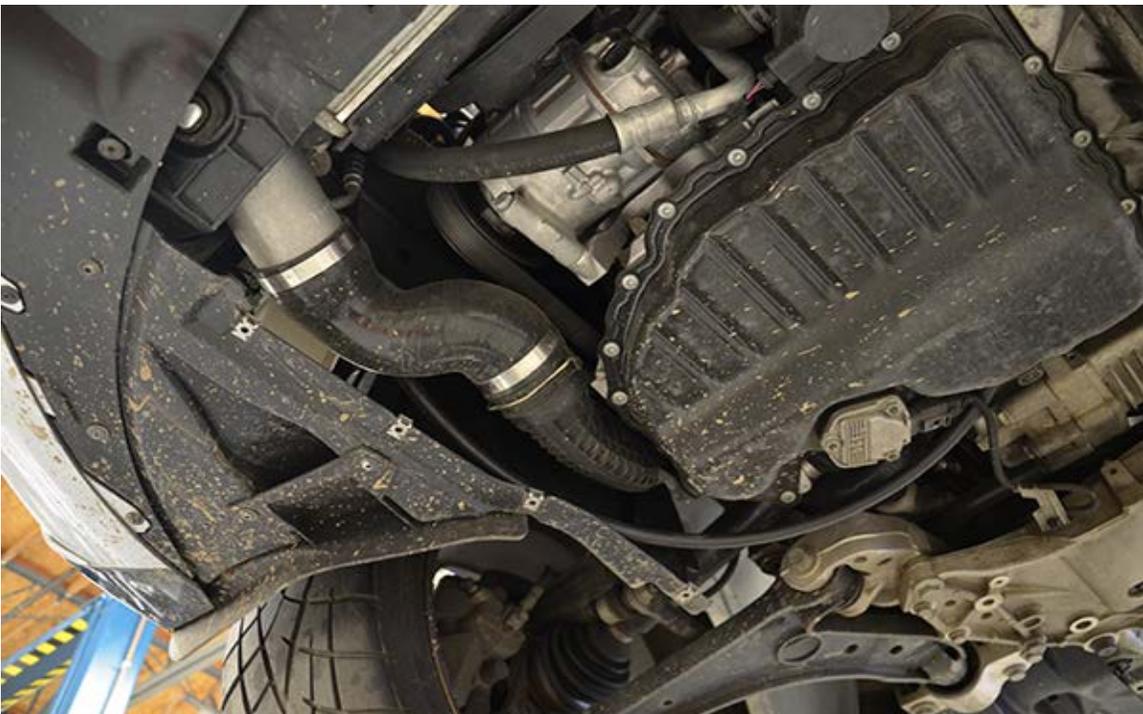
**Draining the Catch Can** – The Catch Can can be drained by removing the top bracket, and accessing the 1/8" NPT Plug at the bottom of the can. The Catch Can can also be completely disassembled by unscrewing the top and bottom plates from the body. Be mindful of the o-ring seals when reassembling the can.

## Installing the Optional Oil Drain Kit

**Step 1** – Before mounting the catch can to the engine mount, remove the NPT plug from the bottom of the catch can, and replace it with the supplied 90 Degree NPT to Pushlock Fitting as shown. Then, install the catch can as shown in Step 11.



**Step 2** – Route the line for the oil drain away from any belts and pulleys, and secure it using the provided zip-ties. It needs to run from the catch can to the oil drain plug on your oil pan.



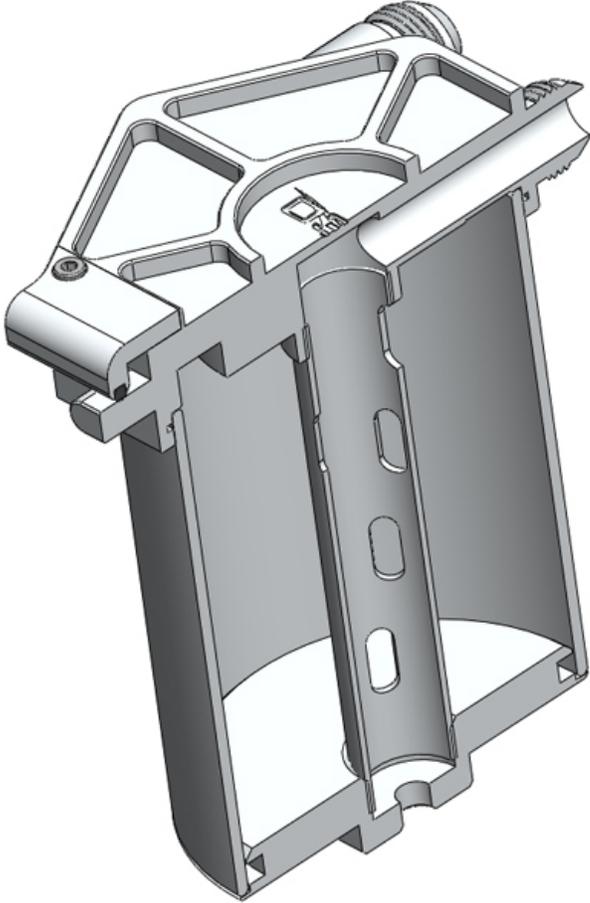
**Step 3** – Drain your oil by removing the factory oil drain plug. If you drain it into a clean pan, it can be reused. If you do not wish to reuse it, you can perform an oil change at this time.



**Step 4** – Push the oil drain line from the catch can onto the supplied pushlock banjo fitting. Install the banjo bolt through the fitting, and into the oil pan to replace the oil drain plug. The correct order with washers should be: Oil Pan > Washer > Banjo Fitting > Washer > Banjo Bolt.



**Step 5** – Fill the vehicle with the appropriate amount of oil. Trim any zip-ties. Make sure than all lines are secured properly and routed correctly.



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