



## **CLEAN CATCH CRANCASE OIL SEPARATOR 2.0T TSI – CCT003**

Audi 8K (B8)A4 2.0T, Audi 8T A5 2.0T

### **INSTALLATION INSTRUCTIONS**

#### **Parts Included:**

- 1 - CLEAN CATCH Catch Can**
- 2 - #10-#10 Fitting Adapter**
- 2- Hose Lengths with Crimped Ends**
- 1- Small Port AN Adapter**
- 1- Rubber Block Off Plug**
- 2- M6 Nut and Washer**
- 1- Nickel Plated Connector Clamp**

- 1- Can Bracket, Upper & Lower halves**
- 1 - #8 Plug**
- 1- Intake Manifold Plug**
- 1- Aluminum Hose Separator**
- 1 – DEI Fire Sleeve**
- 2- 5mm Socket Bolt (20mm length)**
- 1- #10 Threaded AN Bung for Factory Turbo connection**

#### **Tools Needed:**

- T-30 Torx (or Torx socket)**
- 10mm Socket/wrench**
- 5mm Allen wrench**
- Ratchet**
- 3/16 Allen wrench**

- 1/2 Allen wrench**
- Flathead Screwdriver**
- Dremmel Tool or X-acto Knife**

All Work is performed under the hood, Black Forest Industries recommends that all work be done on a cool engine. Always use proper safety protection when working on a vehicle!

**1.** Remove the engine cover by pulling up swiftly to loosen it from its grommets.



**2.** With the engine cover removed, locate the front mounted PCV valve and remove the s-shaped connecting hose from the PCV valve and intake manifold.



**3.** Using a flathead screwdriver – remove the rear PCV hose connection at intake tube as it enters turbo inlet (passenger side rear of engine). Using a T-30 Torx remove the Torx screw that holds the coil pack wiring harness, and the Torx screw hold down for the rear PCV hose. Using the screwdriver again unclip and release the coilpack harness and move it aside. With the T-30 Torx removed, pull out and remove the PCV hose (towards the passenger side of the car).



**4.** With the rear PCV hose removed, the plastic hose must be separated from the removable PCV barbed port. This is done with brute force (pull them apart), or the plastic hose can be heated or cut to be removed from the barbed section of the port. Once removed – plug the barbed end with the supplied rubber block off plug (no hose clamp is necessary). Re-install the port and tighten down the T-30 Torx holding it. Re-install and clip in the coilpack harness.



**5.** Assemble the catch can/hose assemblies. Use a size 10 AN wrench (or an adjustable wrench), tighten the #10-#10 Fitting Adapters into each catch can. Make sure each fitting is sufficiently tight to slightly crush the sealing o-ring. Take care not to damage the anodized coating on all of the fittings.



**6.** Assemble the Clean Catch catch can and bracket together. Unscrew the can top and mount the can bracket in-between the two pieces. Orient the can ports facing away before tightening can top. (On some cans it is necessary to install the top to the bracket and then install the sealing o-ring to the can – please check before installing. Install #8 plug into the bottom of the catch can and tighten to crush the o-ring using a 1/2 Allen wrench. Mount the can using the upper and lower bracket halves to the front core support – covering over the engine sticker.



**7.** Assemble the catch can/hose assemblies. Using a size 10 AN wrench (or an adjustable wrench), tighten the #10-#10 Fitting Adapters into each catch can. Make sure each fitting is sufficiently tight to slightly crush the sealing o-ring. Take care not to damage the anodized coating on all of the fittings.



**8.** Using a Dremmel tool or X-acto blade trim the two tabs on the side of the factory PCV/Oil Separator port. The two tabs run parallel, front to back in either side of the port – these tabs must be removed to allow installation of the quick release connector on the PCV Port.



**9.** Insert the Small Port AN adapter into the front PCV Port, being sure to orient the tab correctly (if your vehicle has a tab on the end of the port). Press in firmly, and attach the quick release connector, locking both pieces together – make sure all three locking tabs lock on the connector – if they do not, then you must remove more material from the PCV port tabs. Once the AN adapter is seated thread the 90° hose end into the threaded AN portion of the adapter.

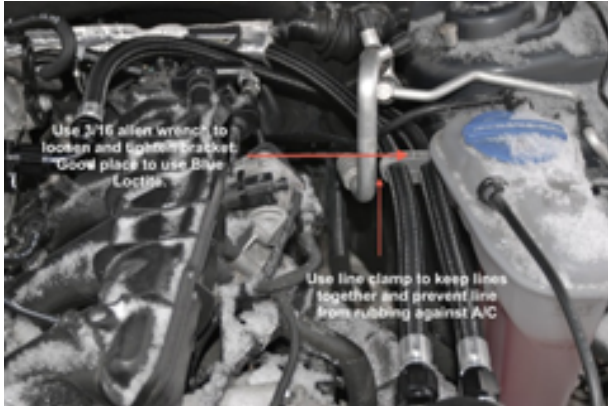


**10.** Remove the factory PCV port at the turbo inlet (two T30 Bolts). Remove and re-install pcv gasket on BFI AN adapter port. Tighten to 80 in/lbs. Attach AN hose end with 45° bend to adapter port. Slide DEI Fire Shield over exposed hose running over turbo and route the rest of the line behind the engine.





Connect the two hose ends (both straight couplers) to the #10 Adapters on the Clean Catch catch can. Use a size 10 AN wrench or adjustable wrench. Tighten all hose ends/adapters to ensure a correct seal.



**12.** Install threaded plug into included intake manifold block off. We recommend using a thread sealer on threaded plug before installation. Tighten with a 3/16" Allen wrench. Lubricate intake manifold block off and push into open port, once fully seated, twist to lock tab into place on manifold.



**13.** Re-install engine cover. Make sure the dipstick on the can is securely twisted into place and re-check the tightness of all fittings.

Your Clean Catch Oil Separator is now installed and ready to begin cleansing your engine of excess oil vapor and condensation!