



Audi B7 2.0T Oil Catch Can Kit Installation Instructions



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

INTRODUCTION

ECS Tuning Audi B7 2.0T Oil Catch Can Kit ES#2966735

Our ECS Tuning Audi B7 2.0T Oil Catch Can Kit offers the following features:

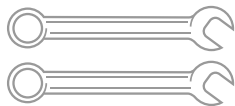
- Constructed of strong and lightweight 6061-T6 billet aluminum
- Black anodized for corrosion resistance
- In-house designed by ECS Tuning Engineers
- All mounting hardware included
- Easy installation
- Includes preassembled nylon braided feed and return lines with AN fittings
- Includes a dipstick to check content level
- Fully serviceable

EASY



**BASIC SKILLS
REQUIRED**

MODERATE



**SOME EXPERIENCE
RECOMMENDED**

ADVANCED



**ADVANCED SKILLS &
EXPERIENCE REQUIRED**

PROFESSIONAL



**PROFESSIONAL SKILLS &
SPECIALTY TOOLS REQUIRED**

Excess oil coating the inside of the intake from the crank vent system on your Audi B7 2.0T will lead to excessive deposits and carbon build up on the back of the intake valves, resulting in power loss and poor driveability. Stop the problem from developing and prevent expensive repairs by installing our ECS Tuning catch can. Fully serviceable and easy to clean, our new catch can separates and stores the excess oil as it travels through the crank vent system. Thank you for purchasing our ECS Tuning Audi B7 2.0T Oil Catch Can Kit. We appreciate your business!

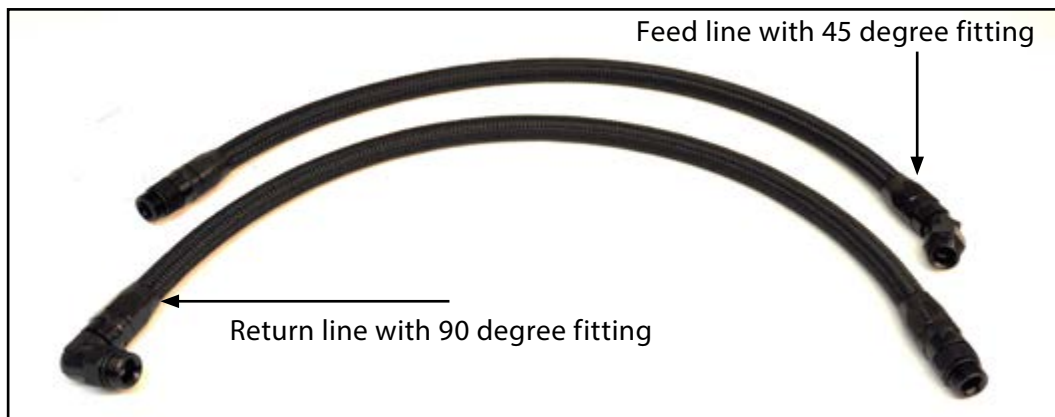
TABLE OF CONTENTS

Kit contents.....	pg.4
Required tools and equipment	pg.6
Shop supplies and materials	pg.7
Installation notes	pg.8
Preparation and safety	pg.8
Installing the catch can kit	pg.9
Cleaning and maintenance	pg.27
Schwaben tools.....	pg.33

KIT CONTENTS



8 ounce Catch Can w/Dipstick



Feed and Return Lines



PCV Adapter Plate



Catch Can Mounting Bracket



Allen Wrench (for catch can cleaning)



Bracket Mounting Hardware



Line Separators



PCV Cap Retaining Clip



PCV Cap

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Below is a list of the tools we used to install our ECS Tuning Audi B7 2.0T Oil Catch Can Kit. Additional tools may be required for any issues that arise during installation such as rust, corrosion, or broken and stripped fasteners. Tools with a part number listed are available on our website - click on their [ES# link](#) to view them.

- 1/4" Drive Ratchet
- 1/4" Drive Extensions
- Small Angled Pick [ES#2778980](#)
- Torx Drivers: T25, T30..... [ES#11417](#)
- Flat Blade and Phillips Screwdriver(s)..... [ES#2225921](#)
- AN or Adjustable (Crescent) Wrench
- Open End Wrenches: 8mm, 10mm..... [ES#2765907](#)
- Hex Bit (Allen) Wrench or Sockets: 3mm, 4mm, 3/16"
- Needle Nose Pliers

SHOP SUPPLIES AND MATERIALS

Below is a list of standard shop supplies which we like to keep on hand during all repairs and services. Shop supplies with a link are available on our website.

Hand Cleaner/Degreaser - [Click Here](#)

Aerosol Brake/Parts Cleaner - for cleaning and degreasing parts

Shop Rags - used for wiping hands, tools, and parts

Pig Mats - for protecting your garage floor and work area from spills and stains - [Click Here](#)

Penetrating oil - for helping to free rusted or stuck bolts and nuts

Mechanics wire - for securing components out of the way

Silicone spray lube - for rubber components such as exhaust hangers

Spray detailer - for rapid cleaning of anything that comes into contact with your paint such as brake fluid - [Click Here](#)

Paint Marker - for marking installation positions or bolts during a torquing sequence

Micro Fiber Towels - for cleaning the paint on your car - [Click Here](#)

Latex Gloves - for the extra oily and dirty jobs - [Click Here](#)

Medium and High Strength Loctite Thread lock compound - to prevent bolts from backing out - [Click Here](#)

Plastic Wire Ties/Zip Ties - for routing and securing wiring harnesses or vacuum hoses

Anti-Seize Compound - to prevent seizing, galling, and corrosion of fasteners - [Click Here](#)

Electrical tape - for wrapping wiring harnesses or temporary securing of small components

INSTALLATION NOTES

- **RH** refers to the passenger side of the vehicle.
- **LH** refers to the driver side of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety. Please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- If using an automotive lift, be sure and utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- When lifting a vehicle using a jack, always utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear. **ALWAYS** support the vehicle with jack stands.
- Always read and follow all safety information and warnings for the equipment you are using.



Never get underneath a vehicle that is supported only by a jack. Always make sure that the vehicle is securely supported on jack stands.

INSTALLING THE CATCH CAN KIT

Step 1:

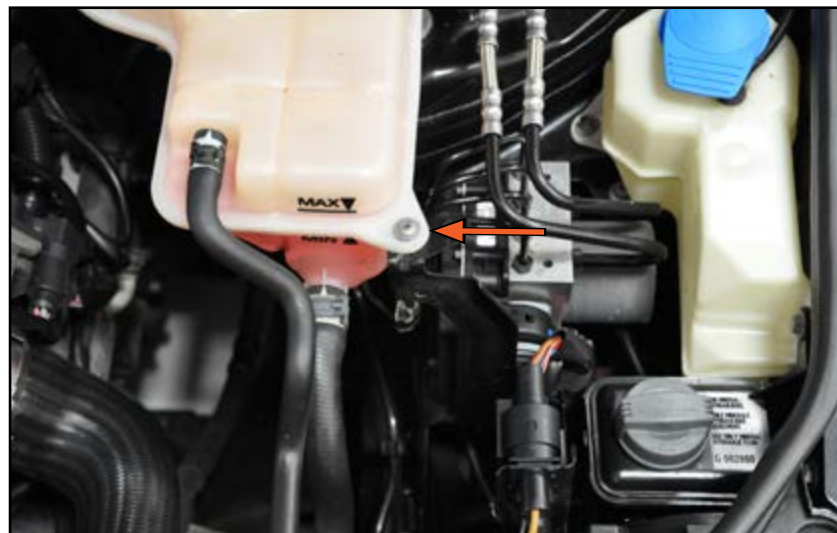
Remove the engine cover by pulling up on the four corners to release it from the grommets.



Step 2:

Phillips screwdriver

Remove the screw from the corner of the coolant reservoir.



INSTALLING THE CATCH CAN KIT

Step 3:

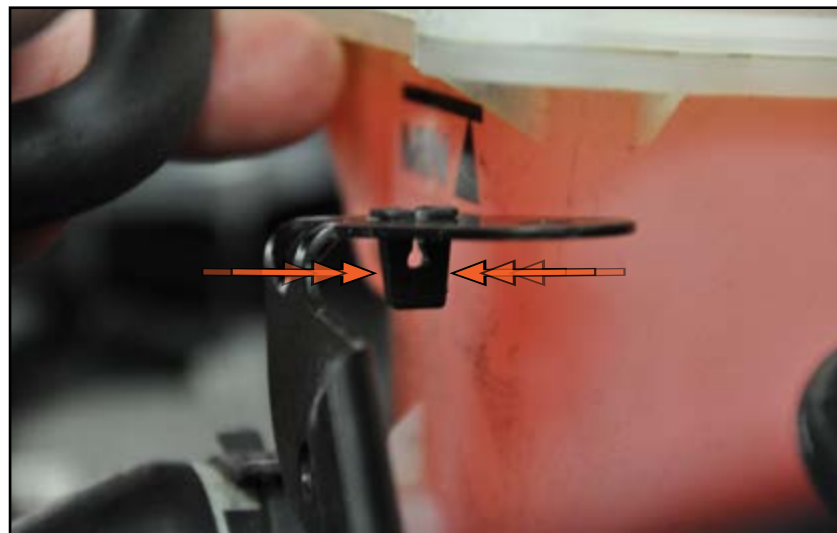
Lift up the corner of the coolant reservoir to expose the plastic thread insert in the reservoir bracket.



Step 4:

Needle nose pliers

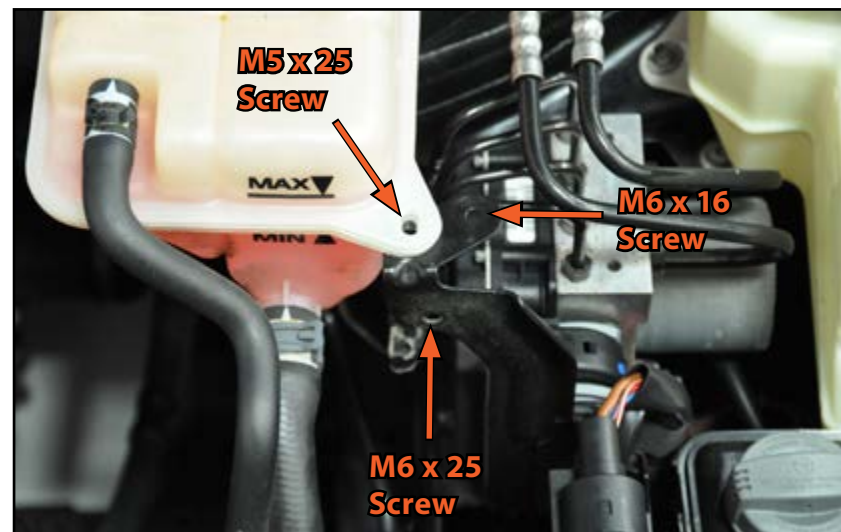
Squeeze the plastic thread insert together, then push it up out of reservoir bracket.



INSTALLING THE CATCH CAN KIT

Step 5:

Inspect this picture to familiarize yourself with the catch can bracket mounting hardware locations, then proceed with the next step.



Step 6:

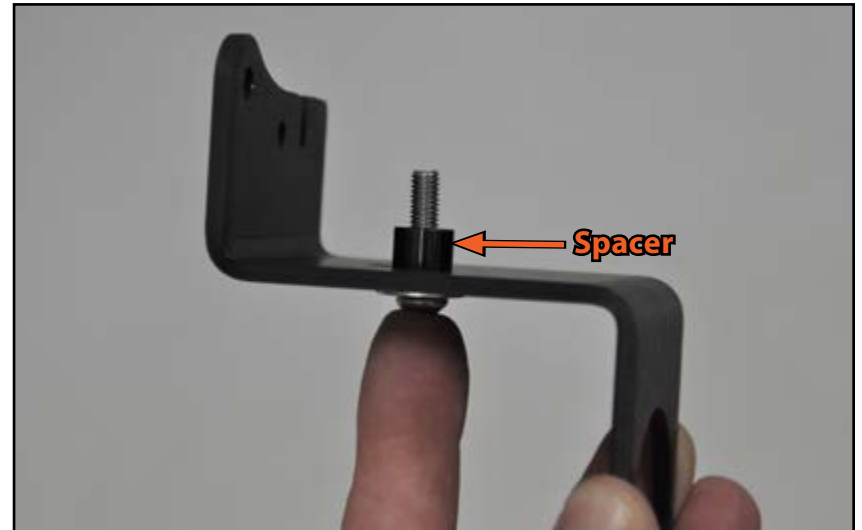
Place one of the M6 washers onto the end of the M6 x 25 screw, then insert the screw through the catch can bracket as shown.



INSTALLING THE CATCH CAN KIT

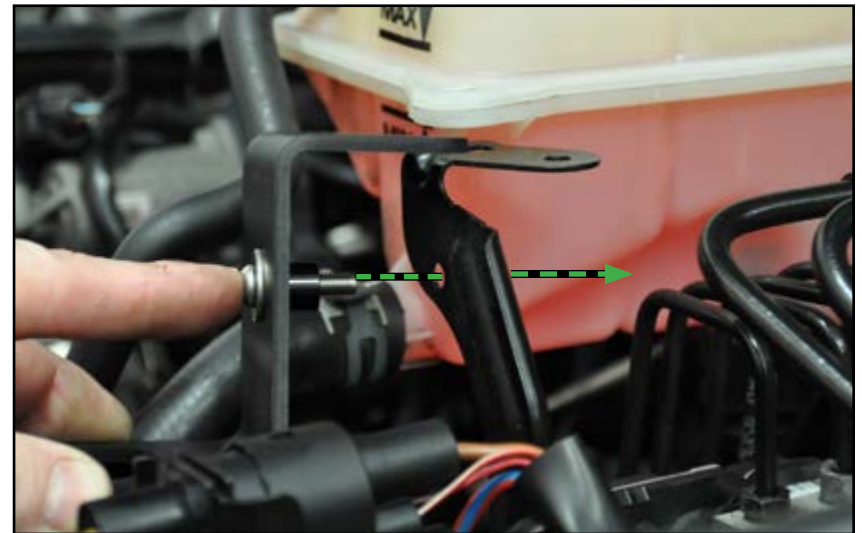
Step 7:

Hold the end of the screw with your finger, then flip the bracket over. Slide the spacer onto the M6 x 25 screw as shown.



Step 8:

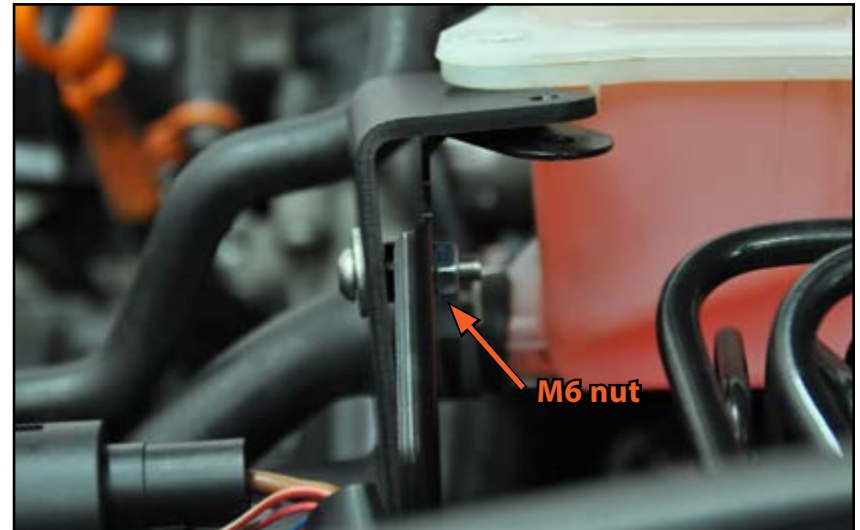
Guide the catch can bracket into place, locating the top of the bracket between the coolant reservoir and the reservoir brace. Make sure the spacer does not fall off and guide the M6 x 25 screw through the hole in the reservoir brace.



INSTALLING THE CATCH CAN KIT

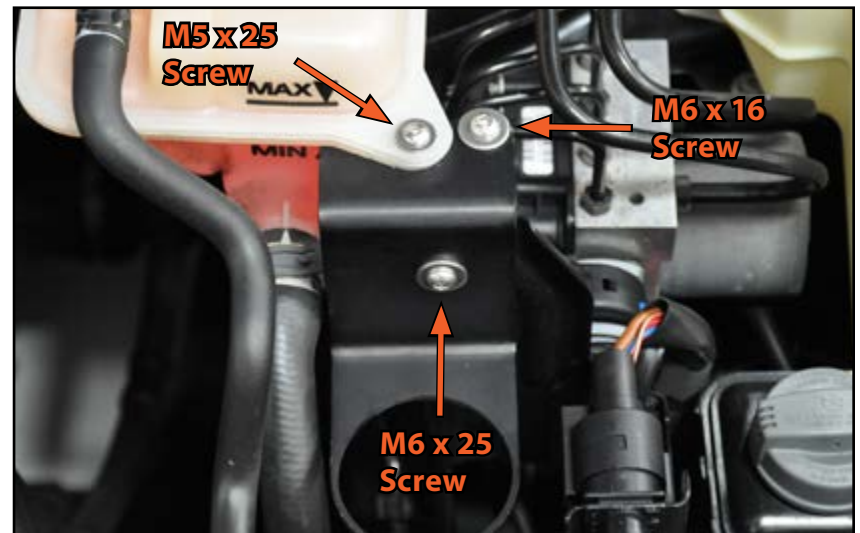
Step 9:

Loosely install an M6 nut on the back of the screw.



Step 10: 1/4" Ratchet, allen Sockets: 3mm, 4mm

Refer to the picture for location, then Install the remaining two screws with a washer underneath the head of each one, and finally tighten all three.



INSTALLING THE CATCH CAN KIT

Step 11:

Unthread and remove the dipstick from the catch can separator.



Step 12:

Unthread and remove the reservoir from the catch can separator.



INSTALLING THE CATCH CAN KIT

Step 13: Small angled pick

Carefully remove the o-ring seal from the groove in the separator.

NOTE

This seal must be removed before installing the separator into the catch can bracket or it will be damaged.

NOTE

If the o-ring seal needs to be replaced, it is available as a replacement part on our website, [ES#2960397](#)

Step 14:

Place the separator into the catch can bracket.



INSTALLING THE CATCH CAN KIT

Step 15:

Lubricate the o-ring seal with clean engine oil, then reinstall it into the groove in the separator.



Step 16:

Install the reservoir back onto the separator and thread it on until it is fully tightened. Make sure the separator is aligned as shown in the picture. When the reservoir is tightened completely, the catch can will be locked in place in the bracket and will not rotate in either direction.



INSTALLING THE CATCH CAN KIT

Step 17:

Lubricate the o-ring seal with clean engine oil, then install the dipstick into the catch can.



Step 18:

Remove the original PCV tube between the PCV assembly and the intake manifold by squeezing the tube end retainers together and pulling it off each end.

The inset photo shows a view of the end of the tube. Squeeze the retainers where indicated by the arrows to release the locking tabs for removal.



INSTALLING THE CATCH CAN KIT

Step 19:

Lubricate the o-rings with clean engine oil, then push the PCV cap onto the intake manifold port.



Step 20:

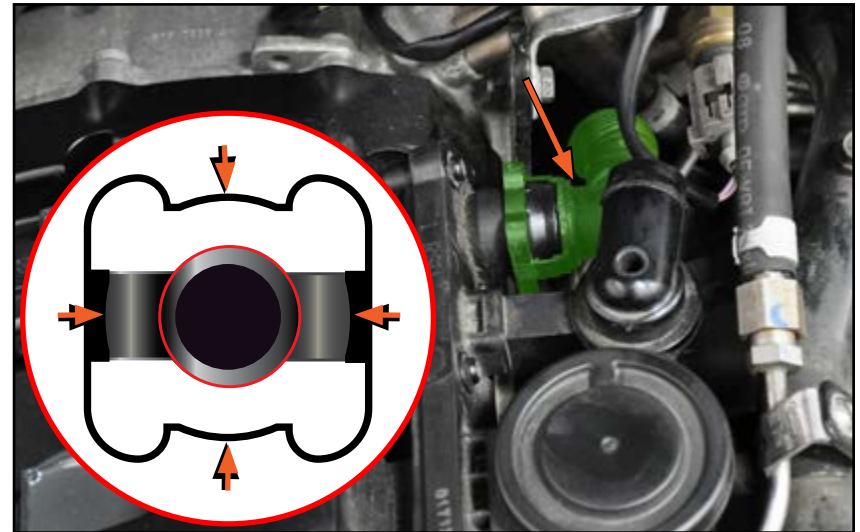
Install the PCV cap retaining clip into the groove.



INSTALLING THE CATCH CAN KIT

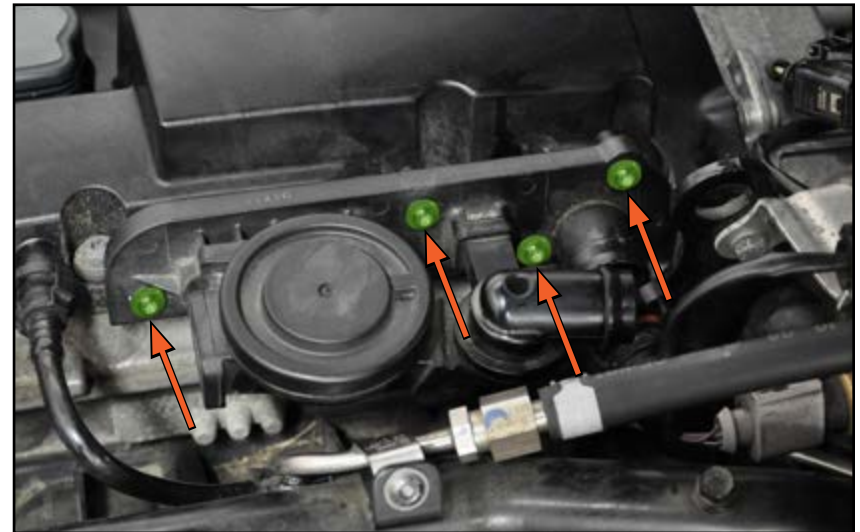
Step 21: Small angled pick

Disconnect the crank vent hose from the PCV assembly. These are a little tricky. The inset photo shows the end of the crank vent hose. It locks onto the PCV assembly at the four points indicated by the arrows. Begin by pulling back on the hose, then slowly working your way around the end and release it at each point. Pulling back on the hose will prevent each point from re-locking onto the PCV assembly. Once you have released all four points, the hose will slide off.



Step 22: T25 Torx

Remove the four screws on the PCV assembly. Set them aside but do not lose them, you will be reusing them in a later step.



INSTALLING THE CATCH CAN KIT

Step 23:

Lift the PCV assembly off of the valve cover.



Step 24:

Disconnect the air tube from the valve cover by squeezing the tube ends together and pulling it off (the same method used for the PCV tube in [step 18](#)).



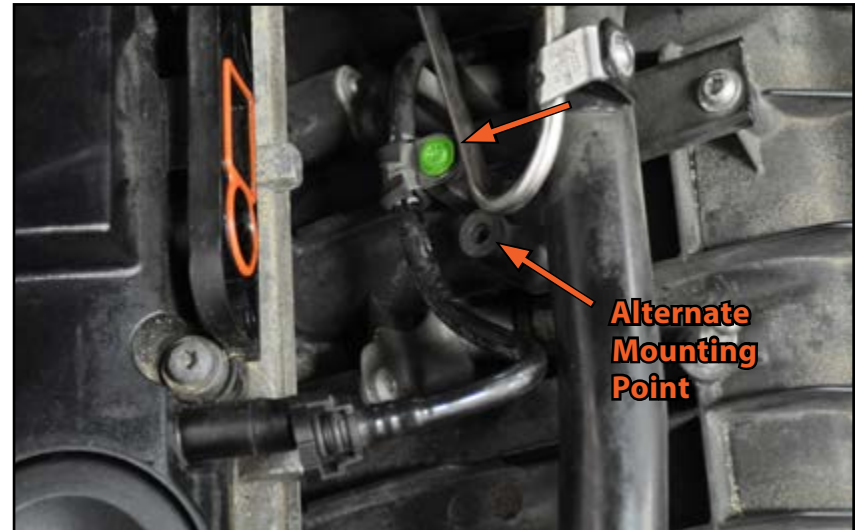
INSTALLING THE CATCH CAN KIT

Step 25: T30 Torx

Remove the screw holding the air tube clamp to the intake manifold. Now look just ahead of the mounting point for the clamp and you will see an alternate mounting point.

Step 26: T30 Torx

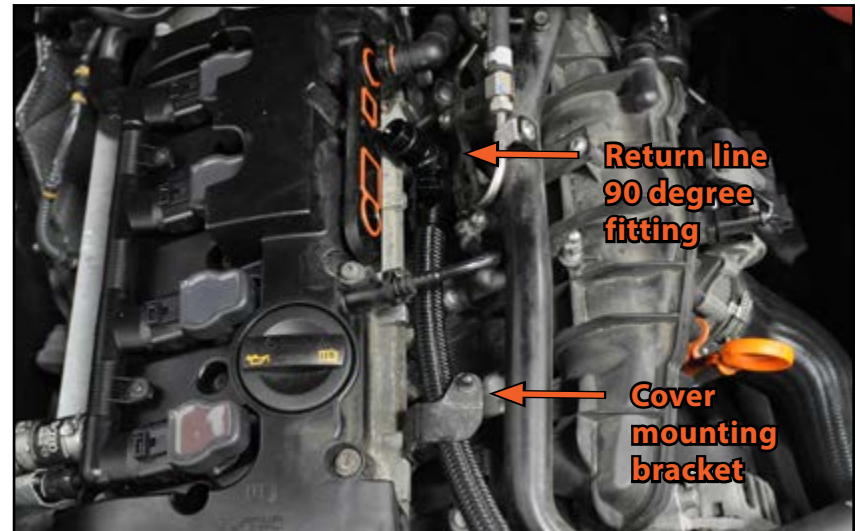
Slide the clamp along the air tube and line it up with the alternate mounting point on the intake manifold. Reinstall and tighten the screw. Do not reconnect the air tube to the valve cover at this time.



INSTALLING THE CATCH CAN KIT

Step 27:

Guide the return line underneath the engine cover mounting bracket and locate the 90 degree end near the PCV openings on the valve cover as shown.



Step 28: AN Wrench or Crescent wrench

Thread the 90 degree end of the return line into the new PCV adapter plate and tighten the fitting.

TECH TIP

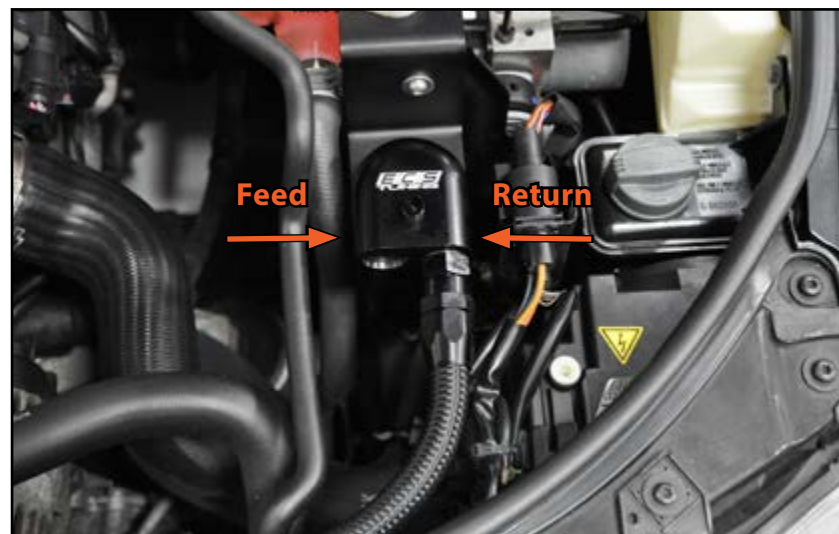
To prevent damage to the finish on the catch can lines, apply masking tape to the jaws of the Crescent or AN wrench.



INSTALLING THE CATCH CAN KIT

Step 29: AN or Crescent wrench

Thread the straight end of the return line into the catch can separator and tighten the fitting.



Step 30:

Clean the PCV seals on the valve cover with a lint free rag.



INSTALLING THE CATCH CAN KIT

Step 31: T25 Torx

Position the new PCV adapter plate on the valve cover, then install and tighten the four screws.



Step 32:

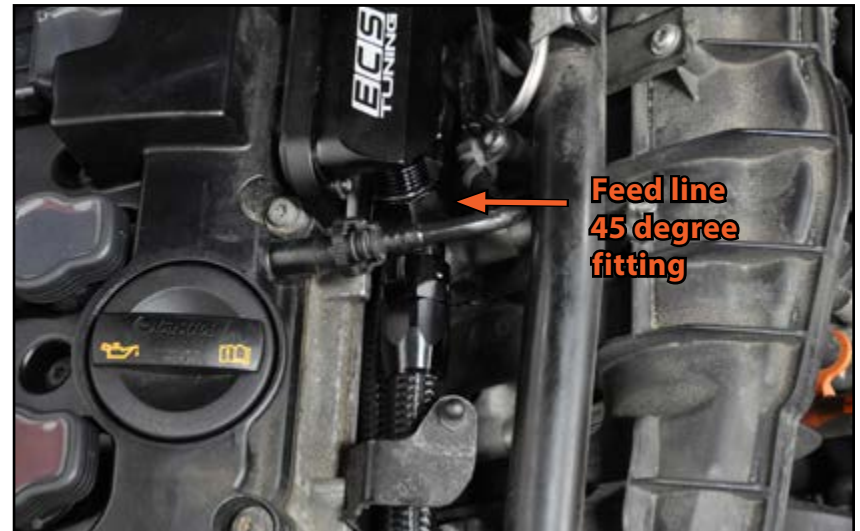
Attach the crank vent hose onto the new PCV adapter plate.



INSTALLING THE CATCH CAN KIT

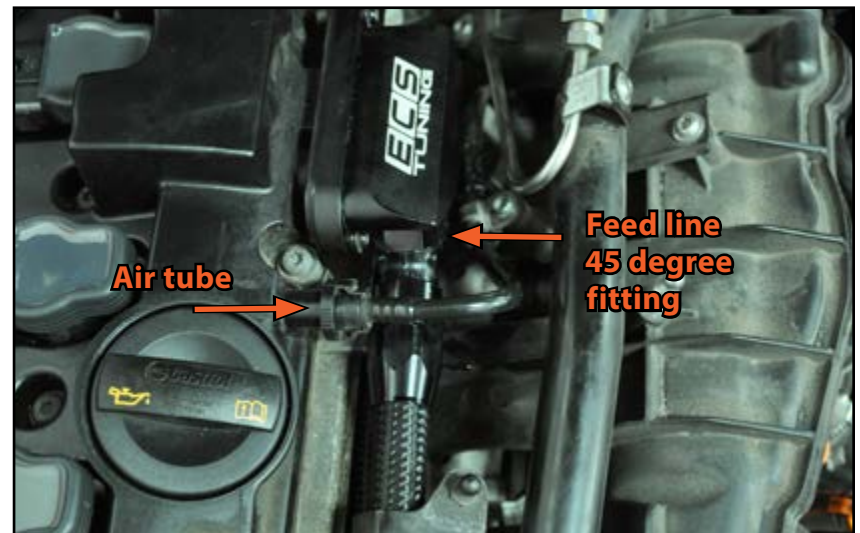
Step 33:

Route the 45 degree end of the feed line underneath the engine cover mounting bracket.



Step 34: AN or Crescent wrench

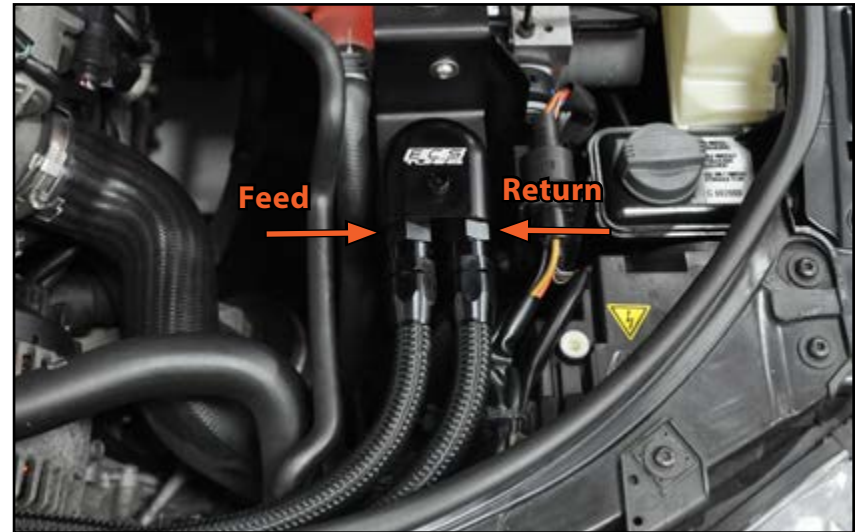
Thread the end of the feed line into the new PCV adapter plate, then tighten the fitting. Push the air tube back onto the valve cover.



INSTALLING THE CATCH CAN KIT

Step 35: AN or Crescent wrench

Thread the straight end of the feed line into the catch can separator, then tighten the fitting.



Step 36: 3/16 Hex Bit (Allen) Wrench

Install the two line separators in place on the feed and return lines as they run along the core support.

Reinstall the engine cover.

Your Catch Can installation is complete!



CLEANING AND MAINTENANCE

Step 1:

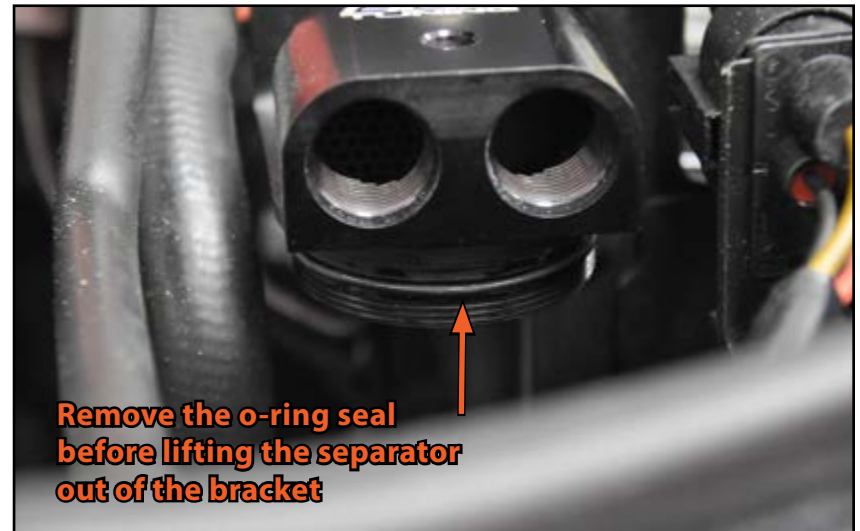
We recommend that you check the level of the waste in your catch can on a regular basis. Start with once a week until you determine the amount of time it takes your car to fill the reservoir. Note that the dipstick does not go all the way to the bottom of the reservoir. When you begin to see waste register on the dipstick, you already have about an inch of buildup in the bottom. Empty and clean the reservoir when the waste registers approximately 2" up on the dipstick.

Step 2:

About twice a year, we recommend that you remove the separator for cleaning. To remove it, remove the lines and the reservoir. Remember to remove the o-ring seal, then lift the separator out of the bracket.

NOTE

If the o-ring seal needs to be replaced, it is available as a replacement part on our website, [ES#2960397](#)



**Remove the o-ring seal
before lifting the separator
out of the bracket**

CLEANING AND MAINTENANCE

Step 3:

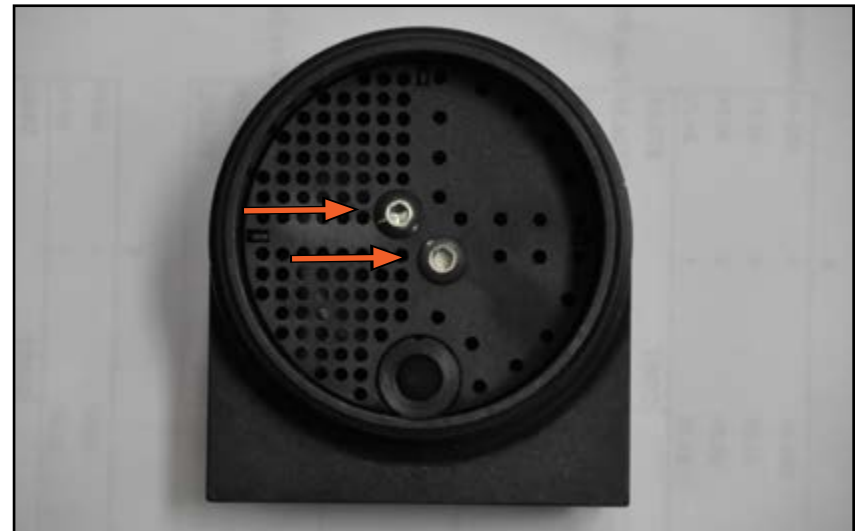
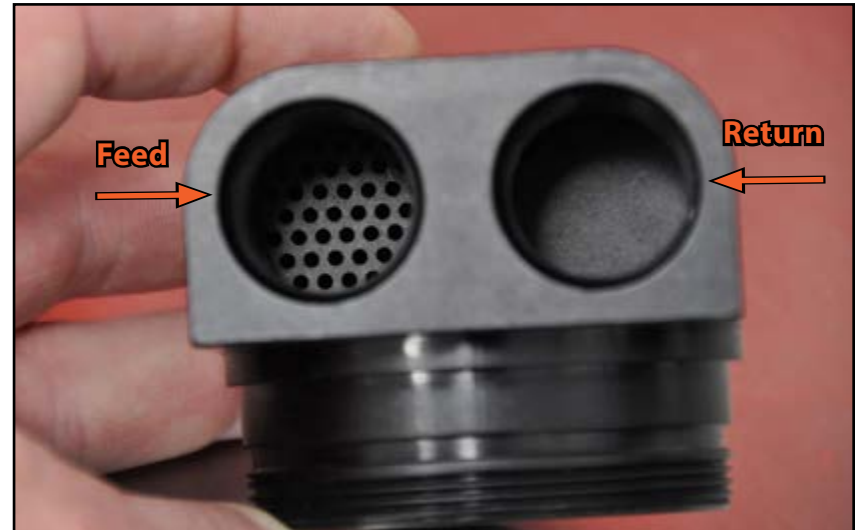
Once you have removed the separator, note the position of the baffle inside. The feed side of the separator has a number of small holes in it. Through the return side you will only be able to see a flat plate.

NOTE

The baffle can be reversed for custom applications, it is important to note the position now so the separator is reassembled in the correct order.

Step 4:

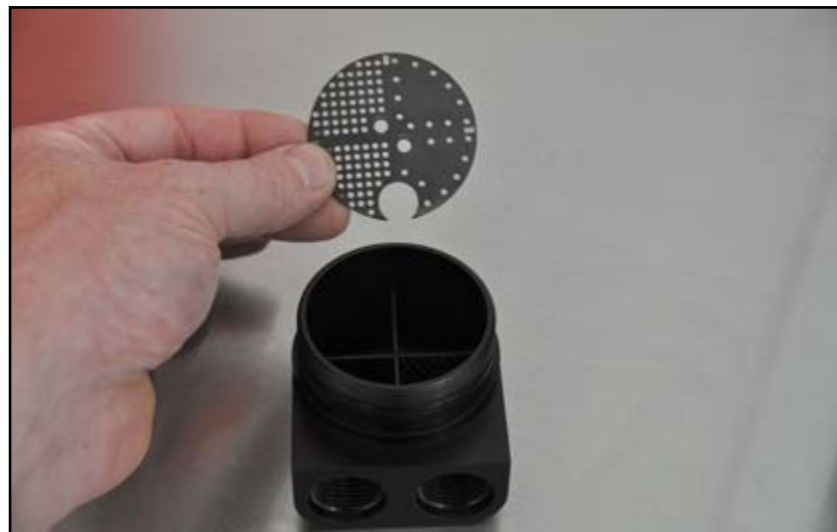
Using the 2.5mm allen wrench included with the kit, remove the two baffle plate screws.



CLEANING AND MAINTENANCE

Step 5:

Lift the baffle plate out of the separator housing.



Step 6:

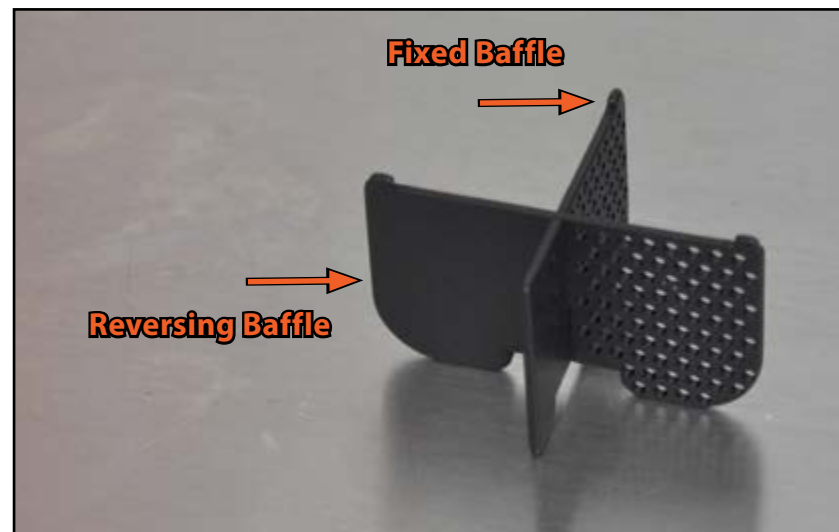
Lift the remaining baffles out of the separator housing.



CLEANING AND MAINTENANCE

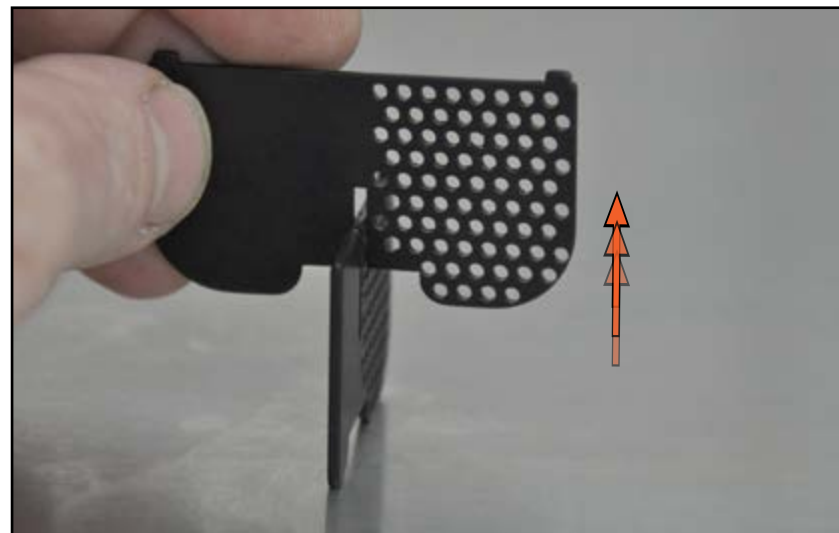
Step 7:

Note the positions of the fixed baffle and the reversing baffle.



Step 8:

Slide the two baffles apart.



CLEANING AND MAINTENANCE

Step 9:

Clean the separator baffles, housing, and reservoir, using any mild cleanser or solvent. Note in the picture on the right that the fixed baffle is shorter than the reversing baffle.

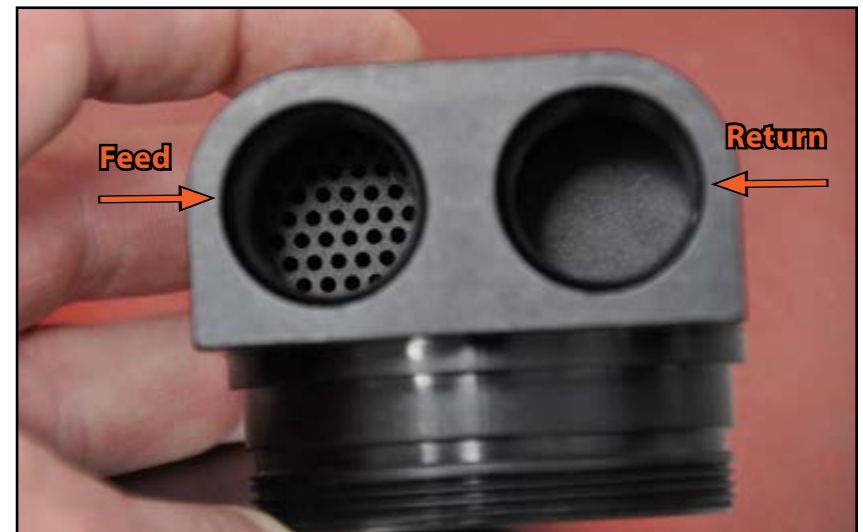
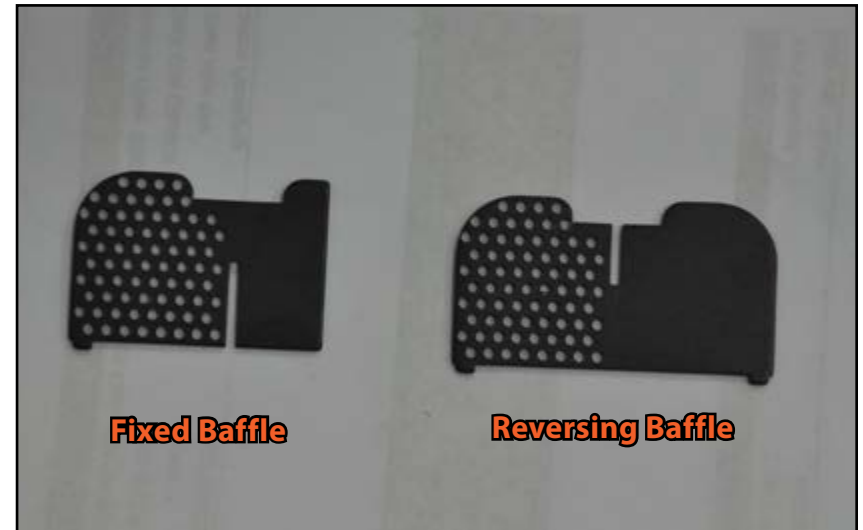
NOTE

Any mild cleanser or solvent can be used to clean the catch can, however we recommend that you test all cleansers on an inconspicuous area inside the reservoir to check for discoloration before you clean the outside surfaces.

Step 10:

Reassemble the baffles into the separator housing and make sure that the baffles have not been reversed and the feed and return sides are positioned correctly.

Reinstall the catch can into your car. Be sure and lubricate all o-rings with clean engine oil.



CLEANING AND MAINTENANCE - COLD WEATHER



COLD TEMPERATURE WARNING










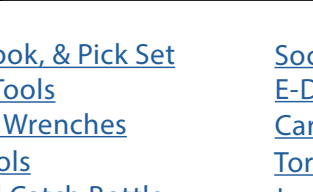
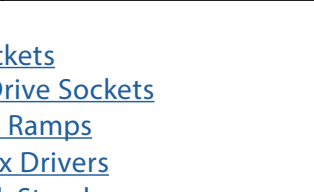




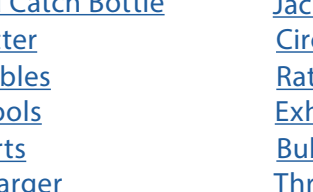
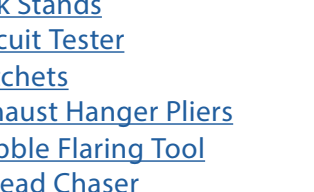


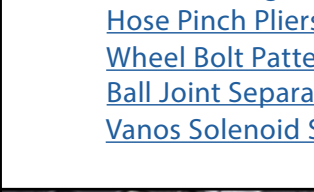
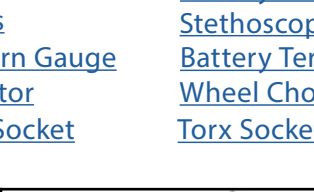
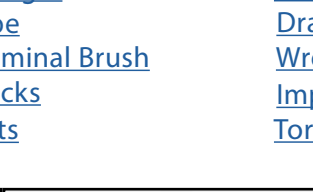








In cold temperatures, the crank vent system will generate a much greater amount of moisture which can present a risk of freezing.

When the temperature outside approaches freezing, your catch can should be cleaned on a weekly basis to prevent freeze up of the crank vent system and damage to engine seals.

When the temperature reaches freezing and below, we recommend disconnecting the feed and return lines and installing the original PCV hose between the intake pipe and PCV valve assembly.

SCHWABEN - BUILD THE ULTIMATE TOOL COLLECTION

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[Bubble Flaring Tool](#)

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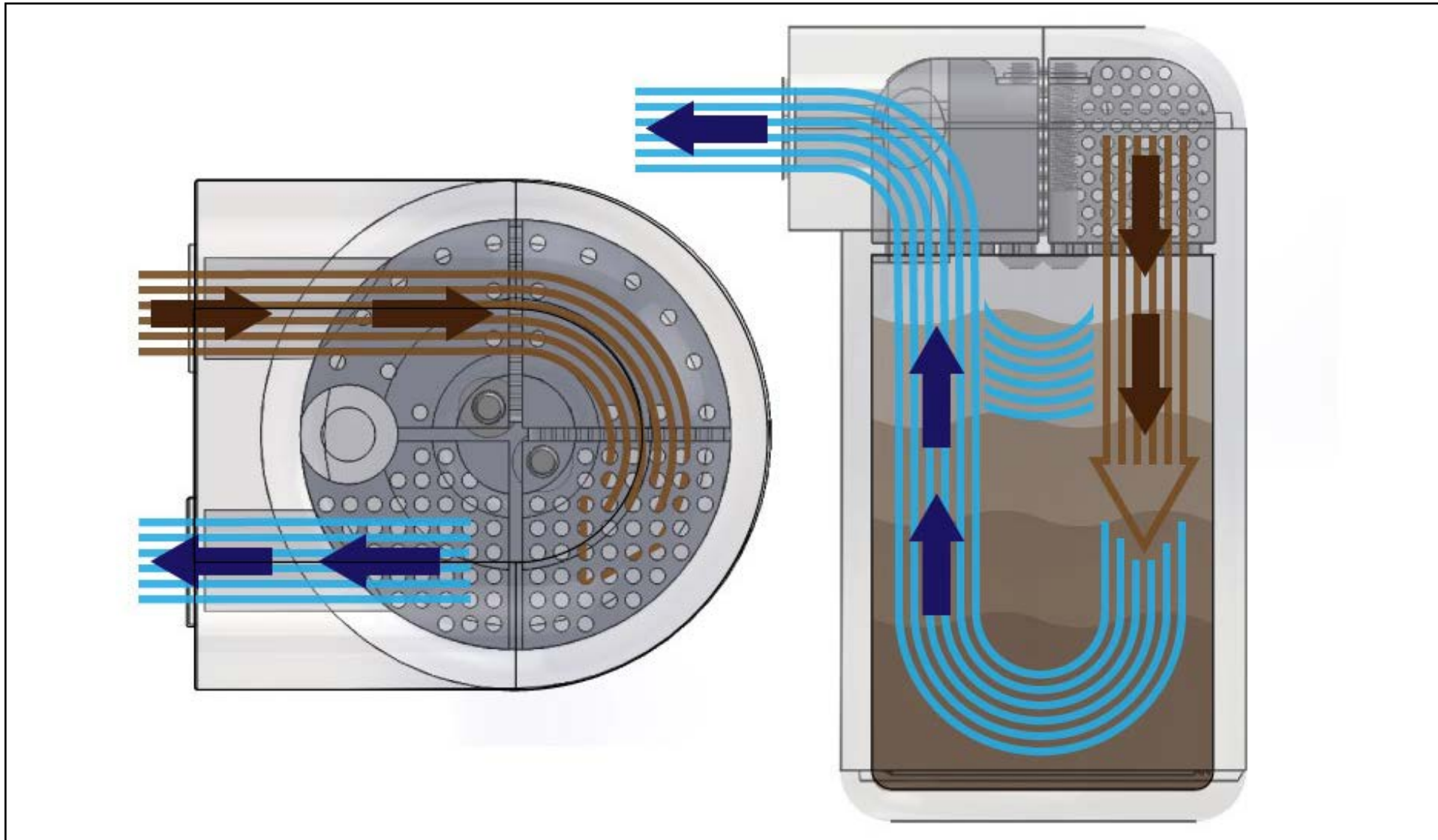
[Drain Pans](#)

[Wrenches](#)

[Impact Sockets](#)

[Torque Wrenches](#)

Your Audi B7 2.0T Catch Can Kit Installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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