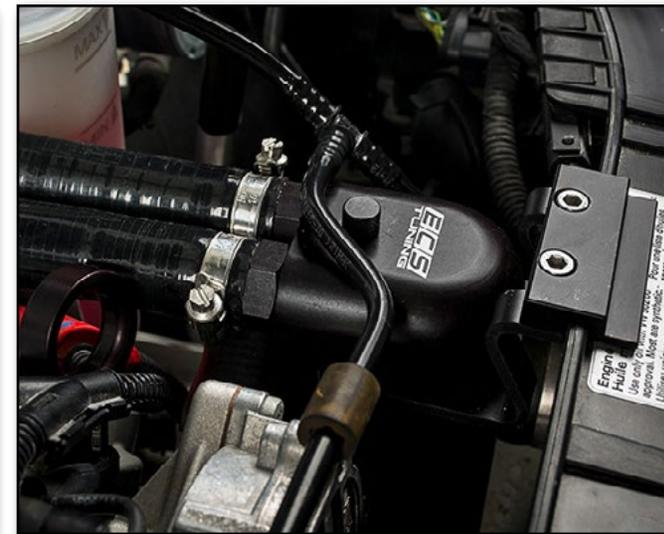




# Audi B8 3.0T Performance Baffled Oil Catch Can Kit Installation Instructions - [ES3142968](#)



**Skill Level:**  
**1 - Easy**  
**Basic Skills**  
**Required**



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

Our ECS Tuning Audi B8 3.0T 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 for easy installation
- Includes engine-specific silicone feed and return hoses
- Includes a dipstick to check content level
- Fully serviceable design

Excess oil coating the inside of the intake from the crank vent system on your B8 Audi 3.0T 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 Performance Baffled Oil Catch Can System. 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 looking to ECS Tuning for all your performance and repair needs, we appreciate your business!

## TABLE OF CONTENTS

Kit Contents.....	<a href="#">pg.3</a>
Required Tools and Equipment.....	<a href="#">pg.5</a>
Installation and Safety Information.....	<a href="#">pg.6</a>
Project Overview.....	<a href="#">pg.7</a>
Installing the Catch Can System.....	<a href="#">pg.9</a>
Catch Can Drain System Components.....	<a href="#">pg.21</a>
Installing the Optional Drain System.....	<a href="#">pg.22</a>
Cleaning and Maintenance.....	<a href="#">pg.24</a>
Reversing the Flow of the Catch Can.....	<a href="#">pg.30</a>
Schwaben Tools.....	<a href="#">pg.36</a>

**KIT CONTENTS**

Catch Can Separator, Reservoir, Dipstick &amp; Allen Key



Catch Can Bracket



Catch Can Bracket Clamp and Hardware



Collector Hose



Collector Hose Bracket



Feed and Return Hoses

**KIT CONTENTS**

Catch Can Hose Fittings (QTY 2)



Hose Coupler (QTY 1)



Hose Adapter (QTY 1)



20-32mm Hose Clamps (QTY 5)



25-40mm Hose Clamps (QTY 2)



Vent Hose Plug (QTY 1)

**REQUIRED TOOLS**

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

**Standard Automotive Tools**

- Protecta-Sockets (for lug nuts) ..... [ES#2221243](#)
- **3/8" Drive Ratchet** ..... [ES#2765902](#)
- 3/8" Drive Torque Wrench ..... [ES#2221245](#)
- **3/8" Drive Deep and Shallow Sockets** ..... [ES#2763772](#)
- 3/8" Drive Extensions ..... [ES#2804822](#)
- Hydraulic Floor Jack ..... [ES#2834951](#)
- Torx Drivers and Sockets ..... [ES#11417/8](#)
- 1/2" Drive Deep and Shallow Sockets ..... [ES#2839106](#)
- 1/2" Drive Ratchet
- 1/2" Drive Extensions
- 1/2" Drive Torque Wrench ..... [ES#2221244](#)
- 1/2" Drive Breaker Bar ..... [ES#2776653](#)
- Bench Mounted Vise
- Crows Foot Wrenches
- Hook and Pick Tool Set ..... [ES#2778980](#)

**Required For This Install**

- **1/4" Drive Ratchet** ..... [ES#2823235](#)
- **1/4" Drive Deep and Shallow Sockets** ..... [ES#2823235](#)
- **1/4" Drive Extensions** ..... [ES#2823235](#)
- **Plier and Cutter Red** ..... [ES#2804496](#)
- **Flat and Phillips Screwdrivers** ..... [ES#2225921](#)
- Jack Stands ..... [ES#2763355](#)
- Ball Pein Hammers
- Pry Bar Set ..... [ES#1899378](#)
- Electric/Cordless Drill
- Wire Strippers/Crimpers
- Drill Bits
- Punch and Chisel Set
- **Hex Bit (Allen) Wrenches and Sockets** ..... [ES#11420](#)
- Thread Repair Tools ..... [ES#1306824](#)
- Open/Boxed End Wrench Set ..... [ES#2765907](#)

**Available On Our Website**

**Specialty Tools**

- **AN Wrench or Crescent Wrench**

## 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.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and 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.



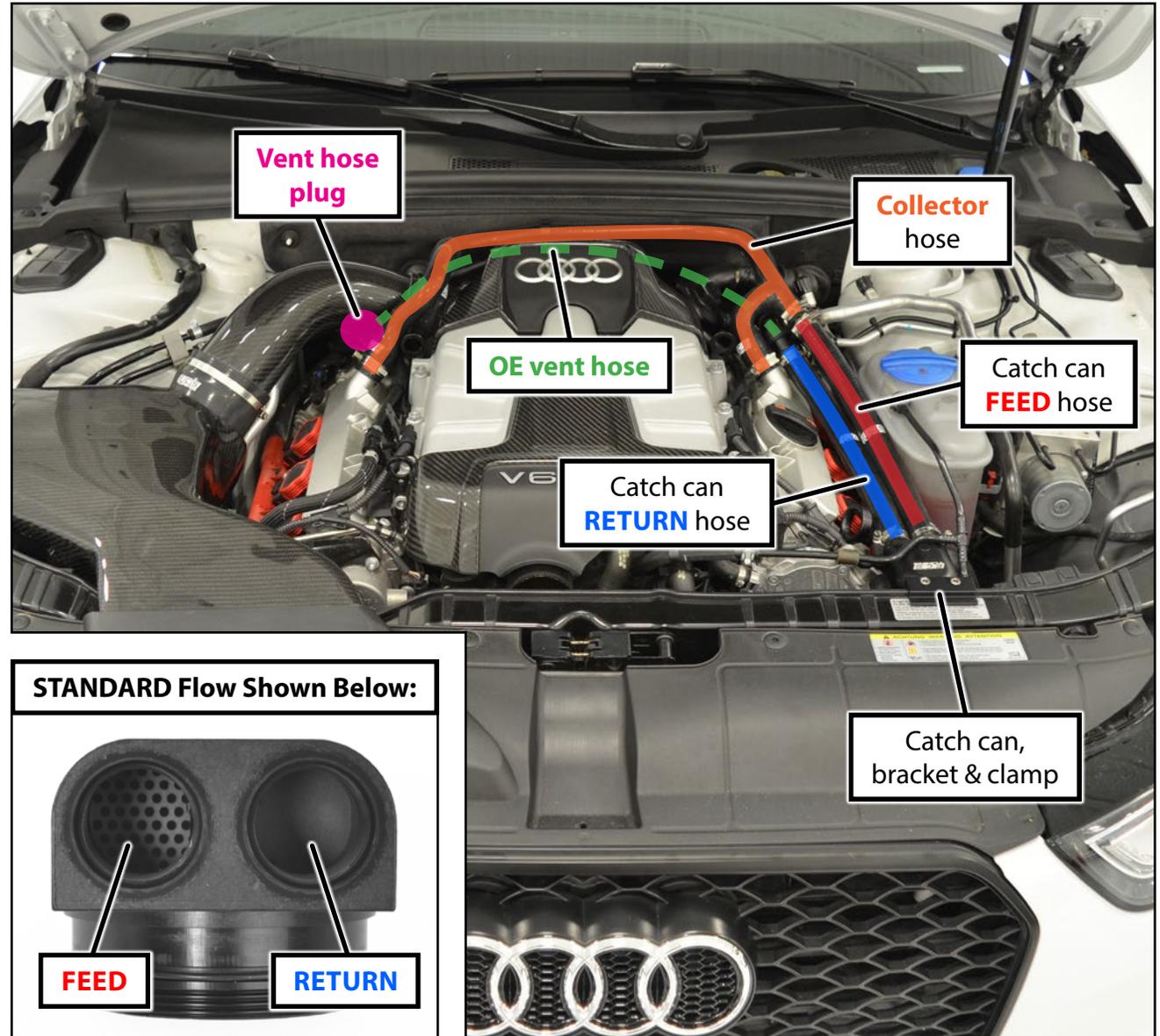
**NEVER** get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

## PROJECT OVERVIEW

Here is an overview of the B8 S4 engine compartment. As you can see, the catch can will be mounted to the radiator support on the LH (driver's) side.

Take a look at the photo below and familiarize yourself with the mounting location and hose routing for this system. It's important to note that the catch can system needs to be setup in **STANDARD FLOW**. Be sure to confirm that your catch can is set up for standard flow **BEFORE** connecting the hoses (see the inset photo below).

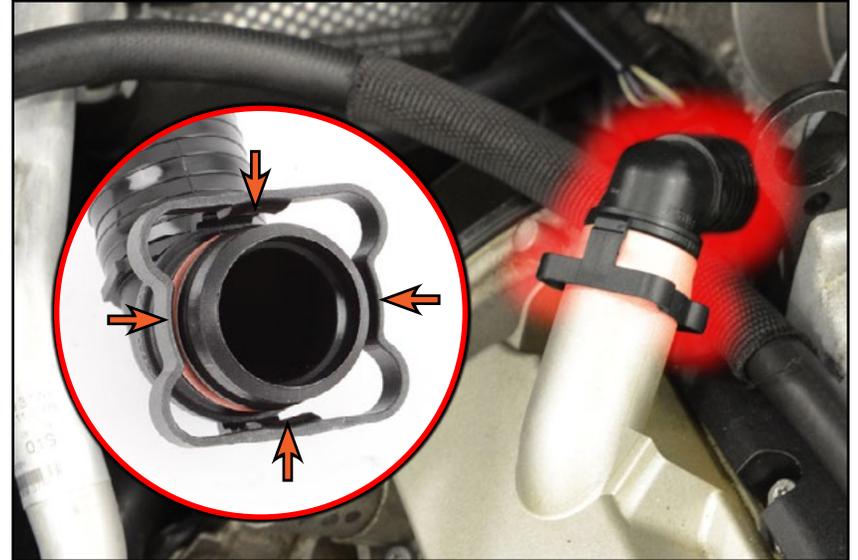
Now let's take a look at what is involved in releasing the OE vent hose from the valve covers ([Page 8](#)).



## PROJECT OVERVIEW

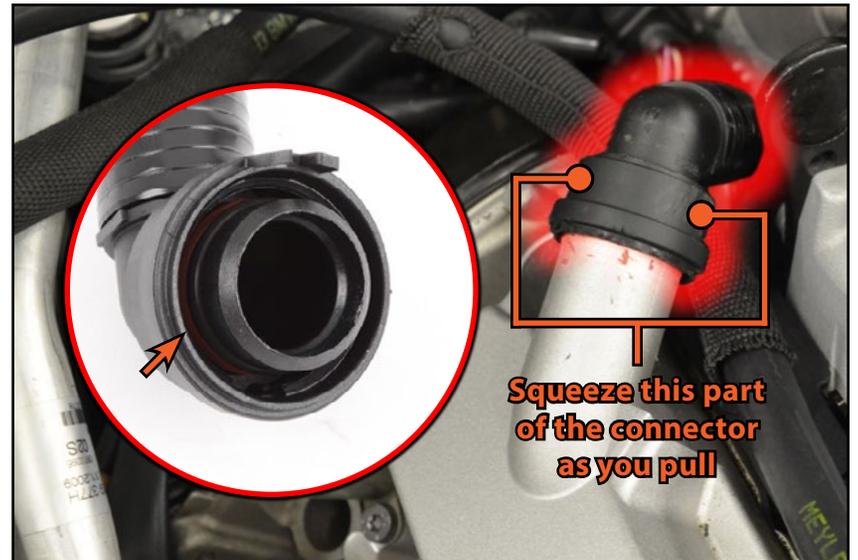
### Pre-Facelift (2009-2012)

The inset photo shows the end of the Pre-Facelift (2009-2012) vent hose, it locks onto the valve cover at the four points indicated by the arrows, this style of hose can be tricky to release without breaking it. Begin by pulling back on the hose, then slowly working your way around the end and release it at each point (a small angled pick works best for this). Pulling back on the hose will prevent each point from re-locking onto the valve cover. Once you have released all four points, the hose will slide off.



### Facelift (2013+)

The inset photo shows the end of the Facelift (2013+) vent hose. Unlike the Pre-Facelift vent hose, this one locks onto the valve cover with one continuous top ring indicated by an arrow in the photo. Begin by pulling back on the hose, then squeezing the connector with channel locks or pliers. Gently wiggle the hose side to side, then once the connector releases, the hose will slide off.



**Squeeze this part of the connector as you pull**

**Now let's start the install!**

## INSTALLING THE CATCH CAN SYSTEM

### Step 1: Flat Blade Screwdriver

Loosen the hose clamps and remove the intake pipe from the engine compartment.



The vehicle we are working on is equipped with our Kohlefaser Luft-Technik Intake System. If your vehicle is equipped with a factory intake system, the process is the same.



### Step 2:

Remove rear engine cover by lifting it upwards as shown.



## INSTALLING THE CATCH CAN SYSTEM

### Step 3: Channel Locks - or - Flat Blade Screwdriver

Disconnect the OE vent hose from each valve cover as described on [Page 8](#).

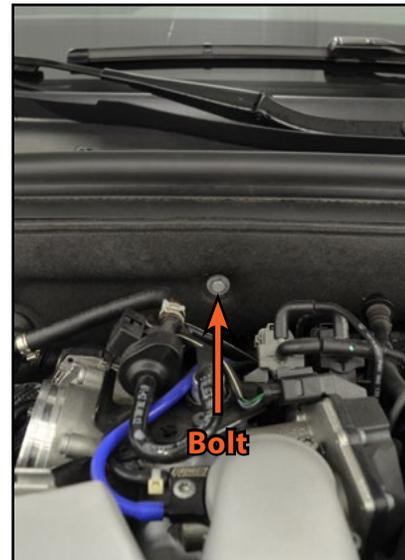


The photos on the right show the removal of the OE vent hose from a **FACELIFT** (2013+) 3.0T.



### Step 4: 10mm Socket & Ratchet

Remove the bolt shown in the LH photo which secures the engine insulation to the firewall, then insert the bolt through the collector hose bracket as shown in the RH photo and tighten it until snug.



## INSTALLING THE CATCH CAN SYSTEM

### Step 5:

Route the **Collector hose** as shown in the photo and clip it into the bracket we installed into the firewall in Step 4.



### Step 6:

Slide one of the 25-40mm hose clamps over each end of the collector hose, then slide the hose ends onto the valve covers and tighten the clamps.



Be sure to orient the clamps as shown in the photo, this should prevent them from coming into contact with any of the surrounding engine components.



RH Shown:



LH Shown:

## INSTALLING THE CATCH CAN SYSTEM

### Step 7:

Pull the coolant hose out of its mounting clip as shown in the photo, this will allow the coolant line to flex enough to install the catch can assembly.



### Step 8: 5mm Allen

Slide the catch can bracket underneath the radiator core support as shown in the LH photo, making sure that the mounting hole for the catch can is positioned **BELOW** the level of the core support. Insert the supplied allen screws through the clamp and into the bracket, but leave the screws loose for now, you may need to move the bracket slightly once the catch can has been installed in order to clear the coolant hoses.



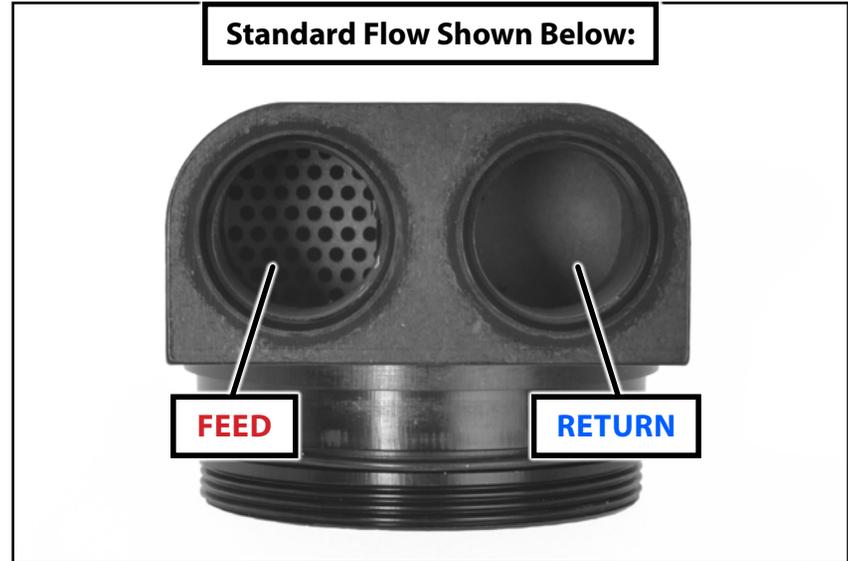
# INSTALLING THE CATCH CAN SYSTEM

## Step 9:

If you haven't done so already, now is the time to confirm that the catch can is set up for **STANDARD FLOW** (shown in the photo on the right).



If your catch can is not set up for **STANDARD FLOW**, please click [HERE](#) to jump ahead to our instructions on reversing the flow of your catch can.

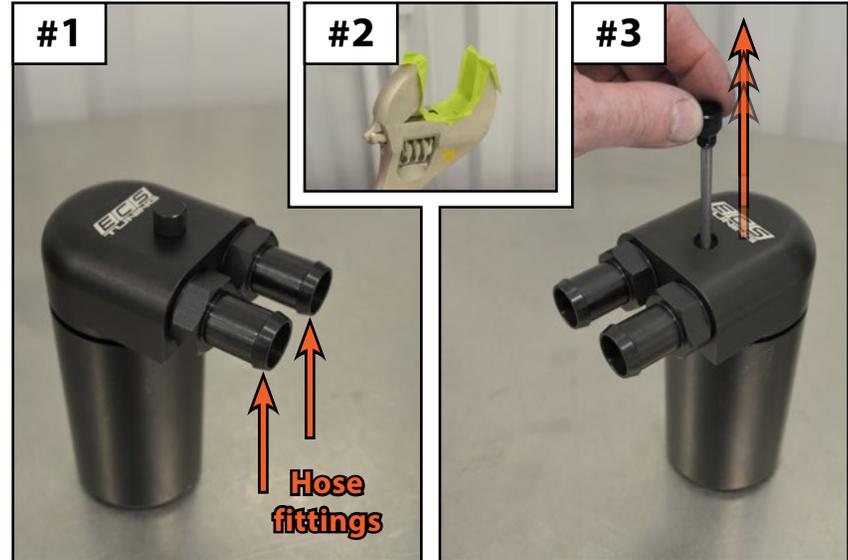


## Step 10: AN Fitting Wrench -or- Crescent Wrench

Thread the two catch can hose fittings into the separator and tighten them (**photo #1**). Unthread and remove the dipstick from the catch can (**photo #3**).



An AN Fitting wrench is designed to install these fittings without damaging the finish, but a Crescent wrench can be used carefully in its place. To prevent damage to the finish on the fittings, apply masking tape to the jaws of the Crescent or AN wrench (**photo #2**).



## INSTALLING THE CATCH CAN SYSTEM

### Step 11:

Unthread and remove the catch can reservoir from the separator.



### Step 12:

Lubricate the o-ring seal on the separator with clean engine oil, then push the separator downward into the catch can bracket gently so as not to snag the seal.



## INSTALLING THE CATCH CAN SYSTEM

### Step 13:

Carefully guide the catch can reservoir downward into position between the coolant reservoir and the radiator hose as shown.

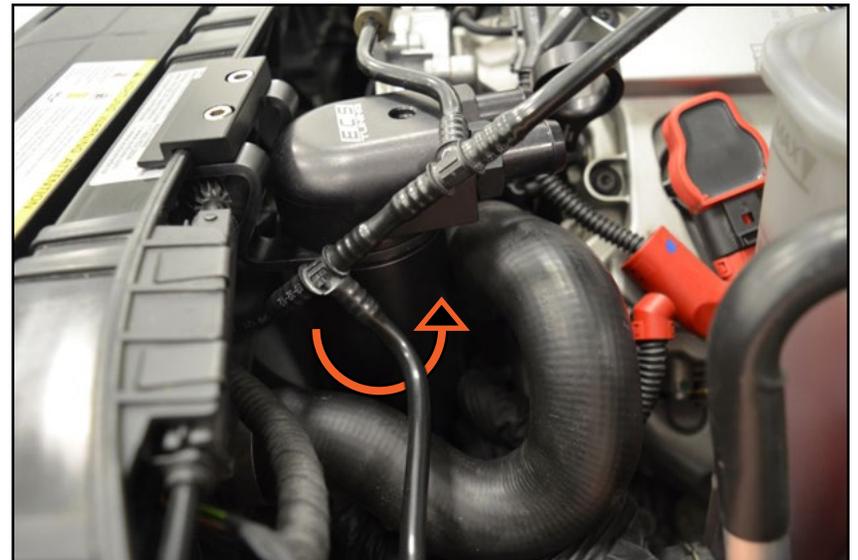


### Step 14:

Thread the reservoir onto the separator but do not completely tighten it at this time.



When the reservoir is fully tightened, the catch can will be locked in place in the bracket. We are leaving it loose at this point to make the hoses easier to install later on.



# INSTALLING THE CATCH CAN SYSTEM

## Step 15:

Lubricate the catch can dipstick seal with clean engine oil, then install it into the catch can.



## Step 16:

Let's take a moment and learn how to identify the feed and return hoses from one another by looking at the photo on the right. As you can see the **FEED** hose is 355mm in length, while the **RETURN** hose is slightly shorter at 340mm in length. With this in mind, proceed to the next page.



## INSTALLING THE CATCH CAN SYSTEM

### Step 17:

Slide the **FEED** hose onto the hose fitting located closest to the driver's side on the separator, then slide the **RETURN** hose onto the other fitting (not shown in the photo).



### Step 18: Flat Blade Screwdriver, 5mm Allen

Slide two of the 20-32mm hose clamps over the open ends of the hoses and tighten them.

Reconnect the coolant hose mounting clip we removed in step 7 on [Page 12](#).



Be sure to orient the clamps as shown in the photo, this should prevent them from coming into contact with any of the surrounding hoses or moving parts.



## INSTALLING THE CATCH CAN SYSTEM

### Step 19:

Push the hose adapter shown in the inset photo into the driver's side end of the **OE vent hose** until you hear it "click" into place.



### Step 20: Flat Blade Screwdriver

Slide one of the 20-32mm hose clamps over the open end of the **RETURN** hose, then slide the hose onto the adapter we installed in step 19 and tighten the clamp.



Be sure to orient the clamp as shown to prevent it from coming into contact with any of the surrounding hoses or the air conditioning lines.



## INSTALLING THE CATCH CAN SYSTEM

### Step 21:

Push the hose coupler shown in the inset photo into the driver's side end of the collector hose until it bottoms out.



### Step 22: Flat Blade Screwdriver

Slide the **FEED** hose onto the hose coupler we installed in step 21, then install and tighten the two 20-32mm hose clamps.



Be sure to orient the clamps as shown to prevent them from coming into contact with any of the surrounding hoses or the air conditioning lines.



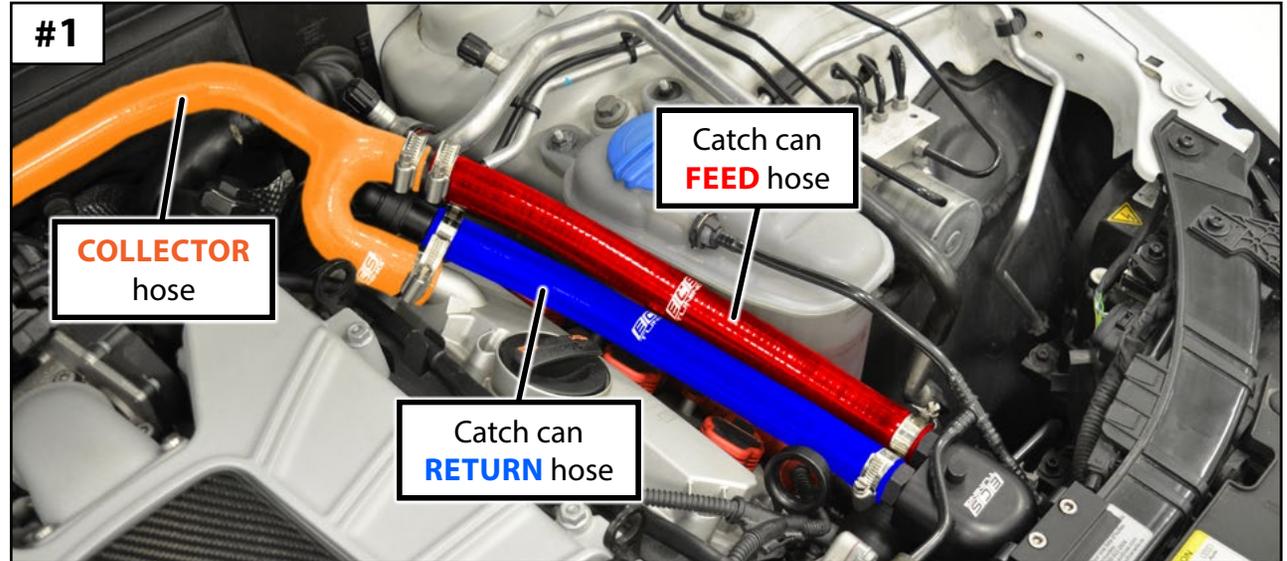
# INSTALLING THE CATCH CAN SYSTEM

## Step 23:

Double check to make sure all hose clamps are tightened, then slide the catch can mounting bracket side to side if necessary to clear the coolant hoses. Tighten the catch can bracket clamp screws, then fully tighten the reservoir to lock it in place (**photo #1**).

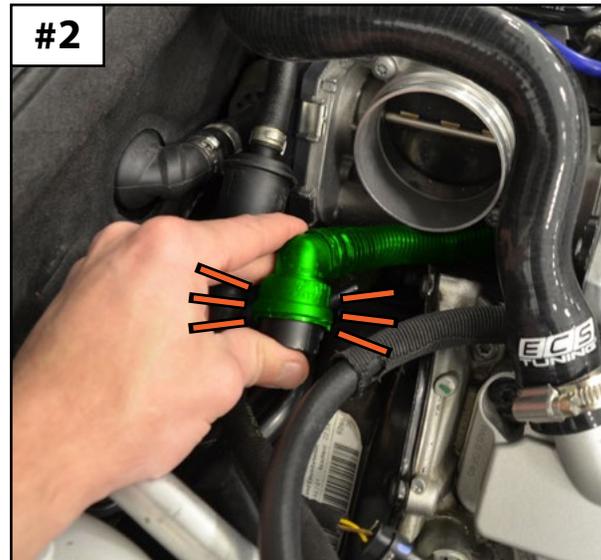
Push the vent hose plug into the passenger's side end of the **OE vent hose** until you hear it "click" into place (**photo #2**).

Reinstall the intake tube (**photo #3**).



Select one of the following:

- Continue to the next page for installation of the optional catch can drain system.
- Click [HERE](#) for catch can cleaning & maintenance.
- Click [HERE](#) for catch can flow reversal.



**CATCH CAN DRAIN SYSTEM COMPONENTS**

**Note:** The catch can drain system is an optional extra which is compatible with any ECS catch can system. It must be purchased separately.



36" Section of 1/4" ID Hose (QTY 1)



1/4" Shut Off Valve (QTY 1)  
3/8" Clamps (QTY 2)



3/32" to 5/8" Clamp (QTY 1)



1/4" Hose x 1/4" Male NPT Brass Hose Barb (QTY 1)



1/4" Hose x 1/4" Male NPT 90° Brass Hose Barb (QTY 1)



1/4" Allen Key (QTY 1)

## INSTALLING THE OPTIONAL DRAIN SYSTEM

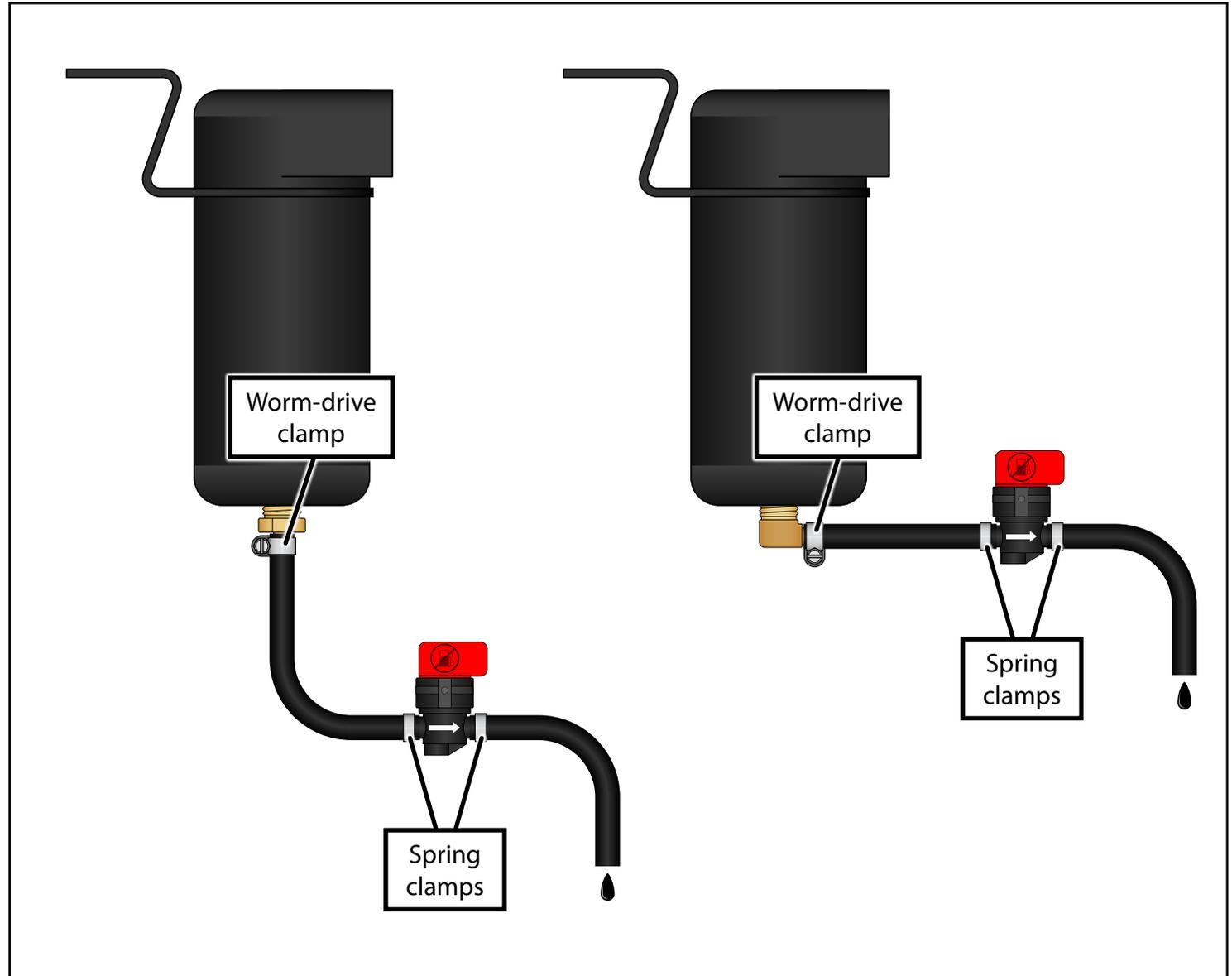
**Note:** The catch can drain system is an optional extra which is compatible with any ECS catch can system. It must be purchased separately.

### Step 1:

Let's take a moment and look at the catch can drain system, the diagram on the right shows two different system configurations.

This system has been designed with flexibility in mind, YOU get to choose where you want the drain valve to be located in the vehicle. You want the valve mounted up high so you can drain the system from under the hood? No problem! You want to route the hose down to the bottom side near the oil pan for easy access during oil changes? You got it!

Reference the diagram on the right and familiarize yourself with the overall system layout, then proceed to the next page.



## INSTALLING THE OPTIONAL DRAIN SYSTEM

**Note:** The catch can drain system is an optional extra which is compatible with any ECS catch can system. It must be purchased separately.

### Step 2:

Recent production catch can reservoirs feature a 1/4" NPT black zinc plated brass plug in the bottom of the reservoir. This plug can easily be removed with the 1/4" allen key which is included in the drain system.

Early production catch can reservoirs won't have this feature, but it can be added. You will need to drill a hole in the center of the reservoir with a 7/16" drill bit, then tap the hole with an NPT pipe thread tap (1/4" NPT, 18 threads per inch). Be sure to drill the hole as straight as possible.

Select the fitting which allows you to route the drain hose to wherever you want to access it from in the vehicle; one is straight, while the other has a 90° bend.

Apply thread sealant to the threads on the fitting you selected, then install the new fitting in place of the plug we removed earlier.

Route the hose to your desired location, securing it along the way with zip ties, then attach the drain valve and tighten all of the clamps.



Use an appropriately sized wrench to turn the hose barb fitting into the catch can, stop once it is snug.

***Your catch can drain 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 all B8 S4 catch can kits come with an 8oz reservoir. The dipstick will not reach all the way to the bottom of the reservoir, so the dipstick won't register all of the build up inside.

Empty and clean the reservoir when the waste registers approximately 2" up on the dipstick.

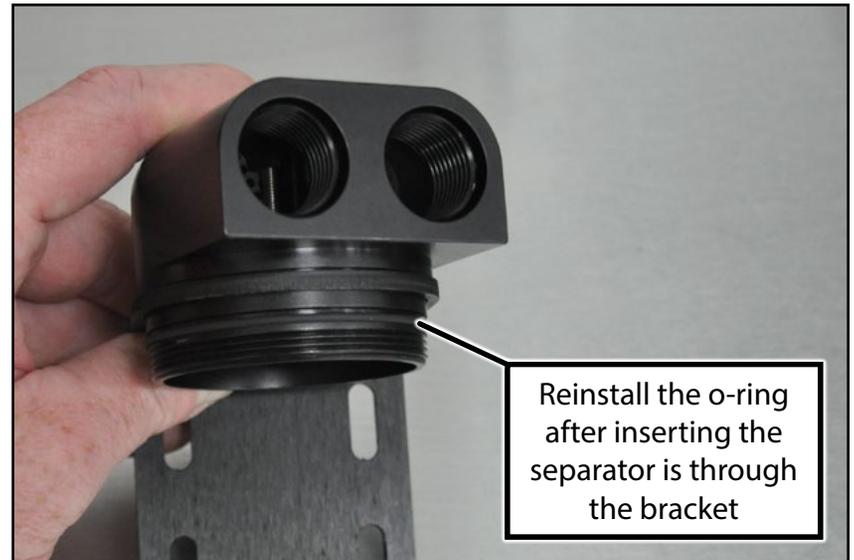


### Step 2:

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



If the o-ring seal needs to be replaced, it is available as a replacement part on our website: [ES#3097721](#).



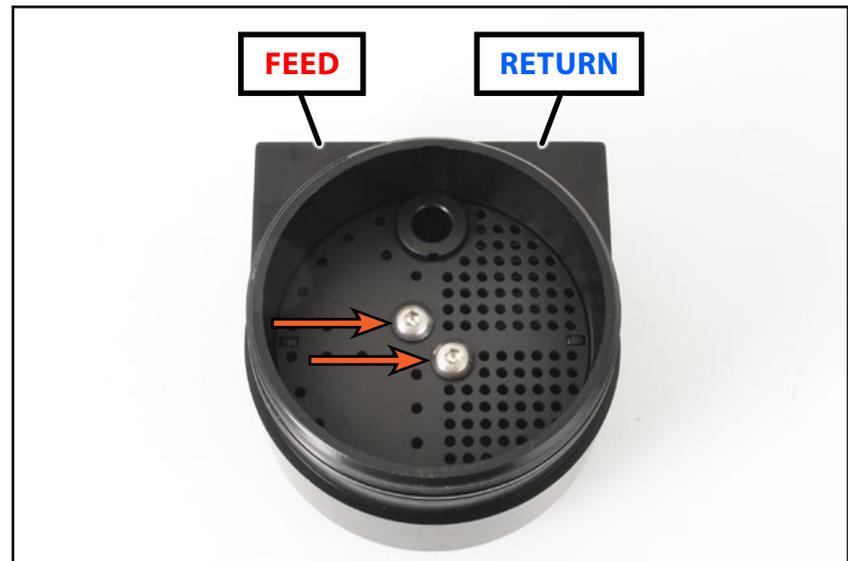
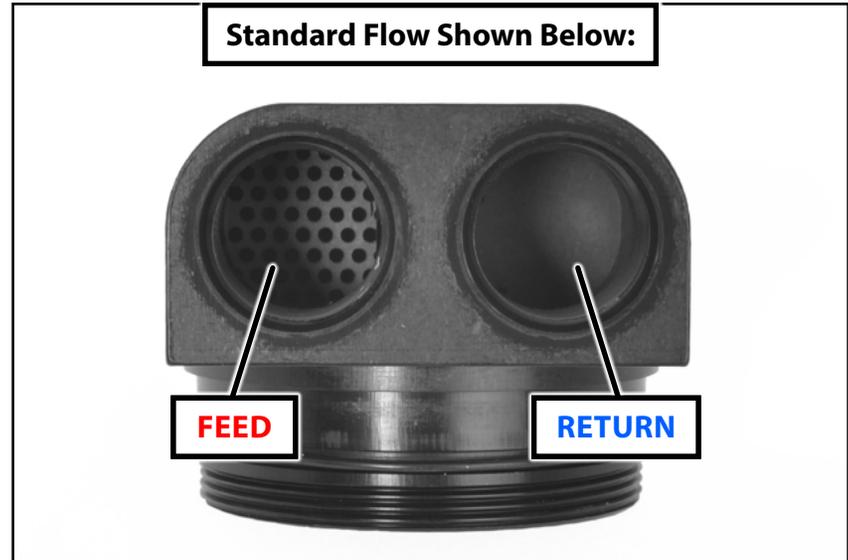
## CLEANING AND MAINTENANCE

### Step 3:

Once you have removed the separator, note the orientation of the baffle inside. The feed side of the separator has a number of small holes in it, the return side looks like a flat plate.

### 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:

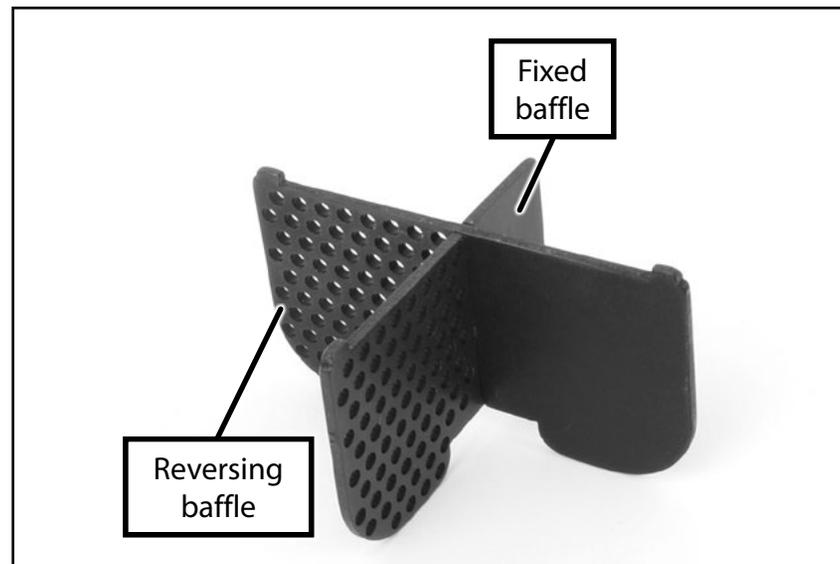
Lift the remaining baffles out of the separator housing.



## CLEANING AND MAINTENANCE

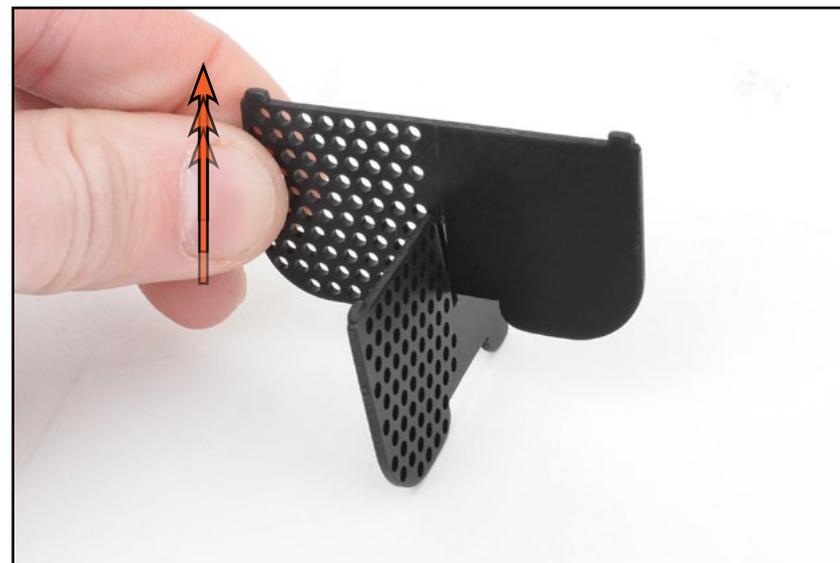
### Step 7:

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



### Step 8:

Slide the two baffles apart.



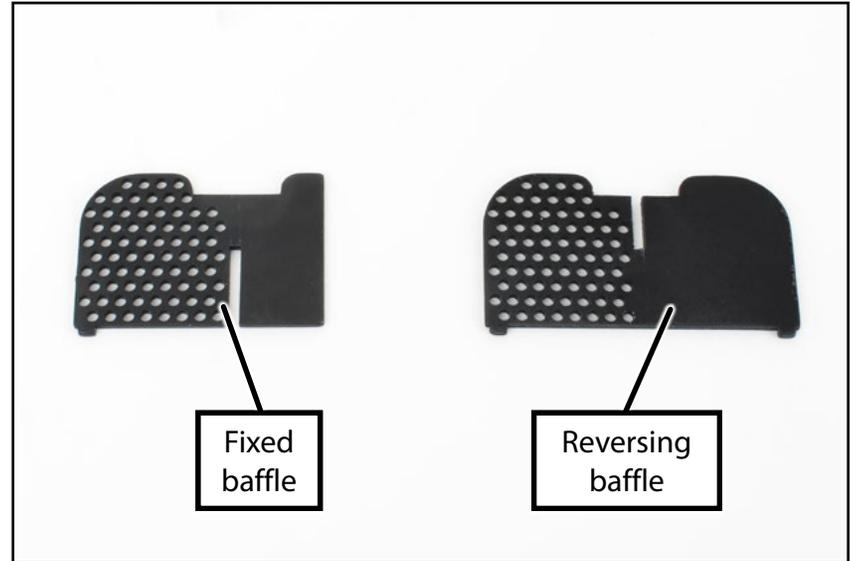
## CLEANING AND MAINTENANCE

### 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.

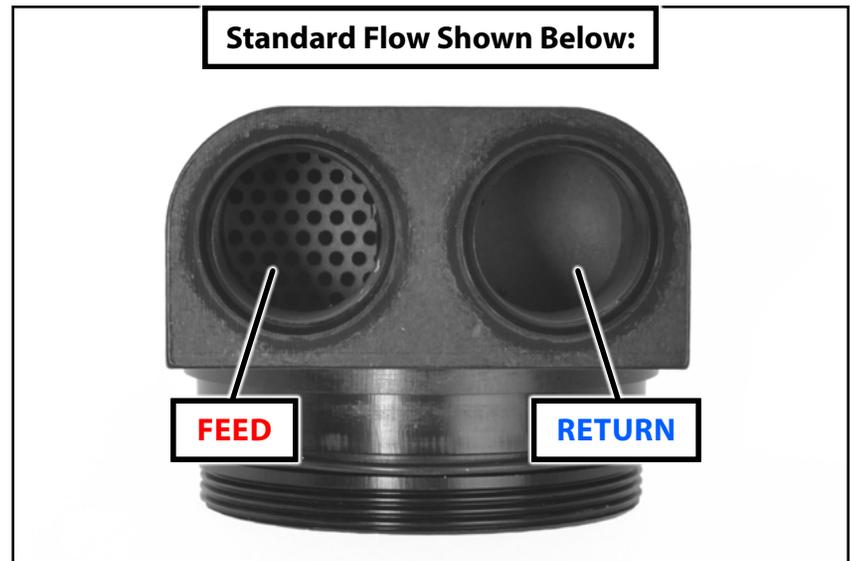


Any mild cleanser or solvent can be used to clean the catch can, however we recommend that you test all cleansers on an inconspicuous area inside the reservoir to check for discoloration before you clean the outside surfaces.



### 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. Reference step 4 in this section to make sure it is properly installed.



## 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 drops below freezing, we recommend reinstalling your original crank vent system components to prevent freeze up of the crank vent system and damage to engine seals.

## REVERSING THE FLOW OF THE CATCH CAN

### Step 1:

You can reverse the flow of your catch can in order to create the best mounting location and hose routing for your application. To begin, look into the separator and identify where the feed and return sides are oriented from when the catch can was originally assembled. The feed side of the separator has a number of small holes in it, the return side looks like a flat plate.

### Step 2:

Using the 2.5mm allen wrench included with the separator, remove the two baffle plate screws (arrows).

Reverse Flow Shown Below:



RETURN

FEED



## REVERSING THE FLOW OF THE CATCH CAN

### Step 3:

Lift the baffle plate out of the separator housing.



### Step 4:

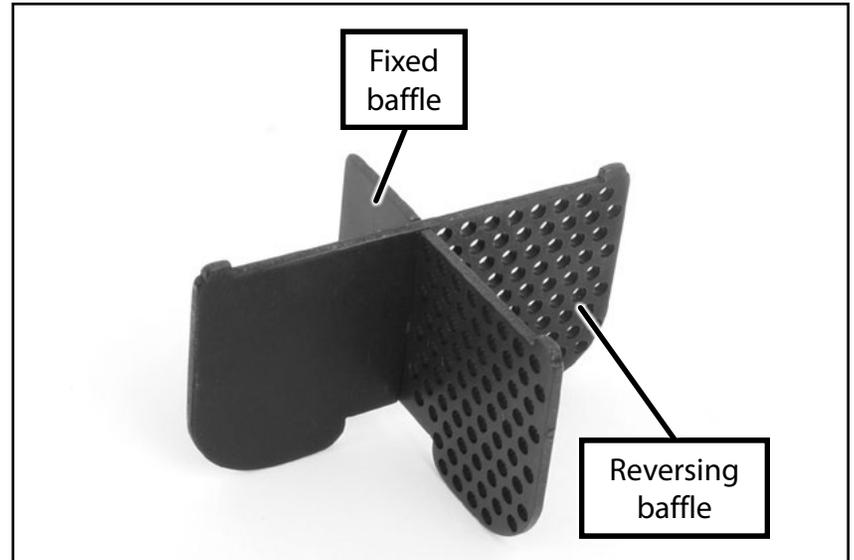
Lift the remaining baffles out of the separator housing. Note the position of the inlet screen on the reversing baffle (arrow).



## REVERSING THE FLOW OF THE CATCH CAN

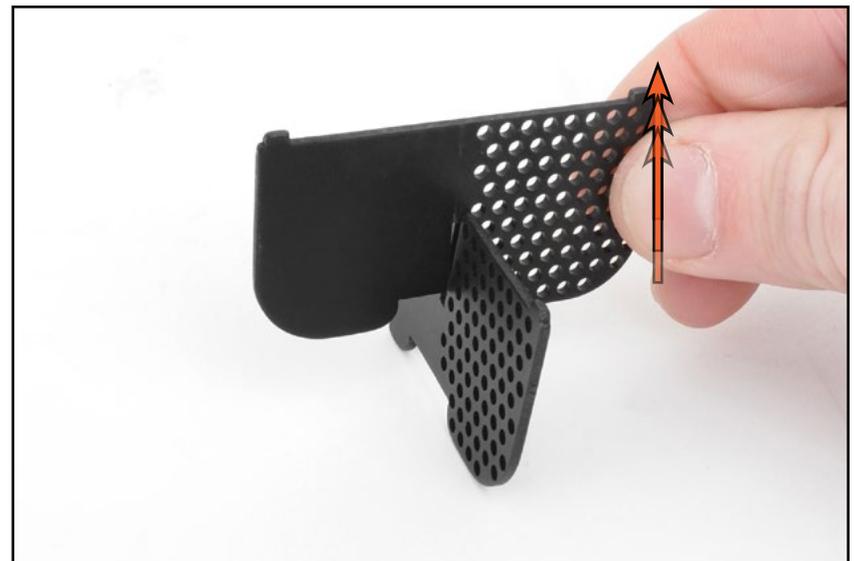
### Step 5:

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



### Step 6:

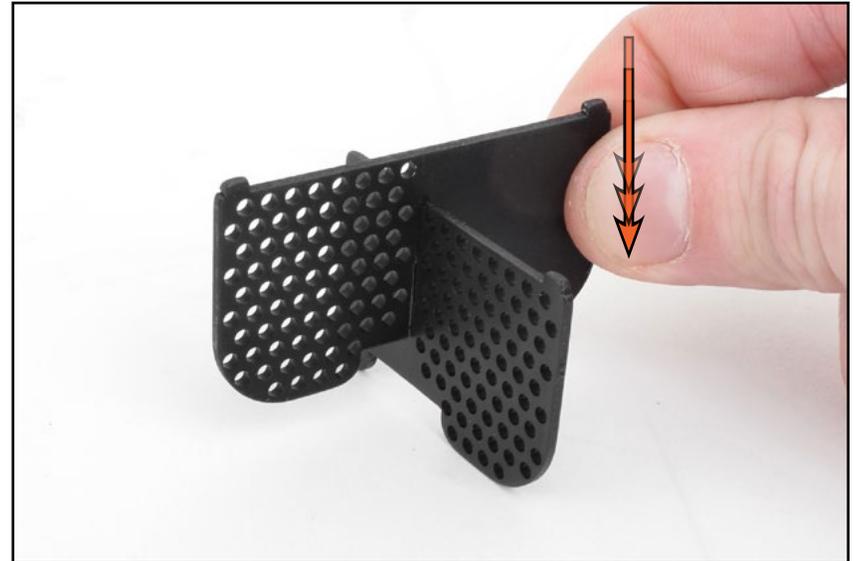
Slide the two baffles apart.



## REVERSING THE FLOW OF THE CATCH CAN

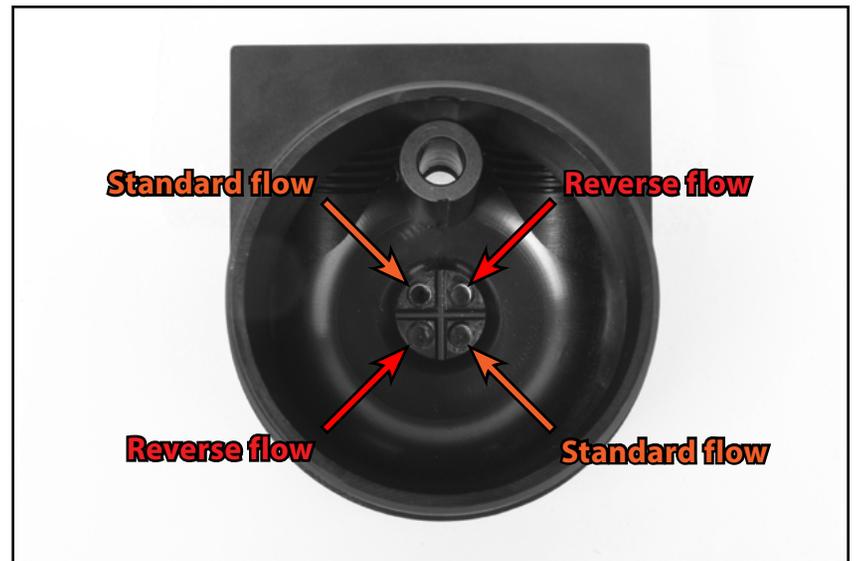
### Step 7:

Flip the reversing baffle and slide it back onto the fixed baffle.



### Step 8:

Inspect the inside of the separator housing. You will see that there are two sets of threaded holes for the baffle plate screws. When you reverse the flow, you will use the opposite holes when reinstalling the baffle plate screws.



## REVERSING THE FLOW OF THE CATCH CAN

### Step 9:

Reinstall the baffles into the separator housing. Note that the inlet screen on the reversing baffle should now be located on the opposite side.



### Step 10:

Flip the baffle plate so it is opposite of the removal position and place it back into the separator housing.



## REVERSING THE FLOW OF THE CATCH CAN

### Step 11:

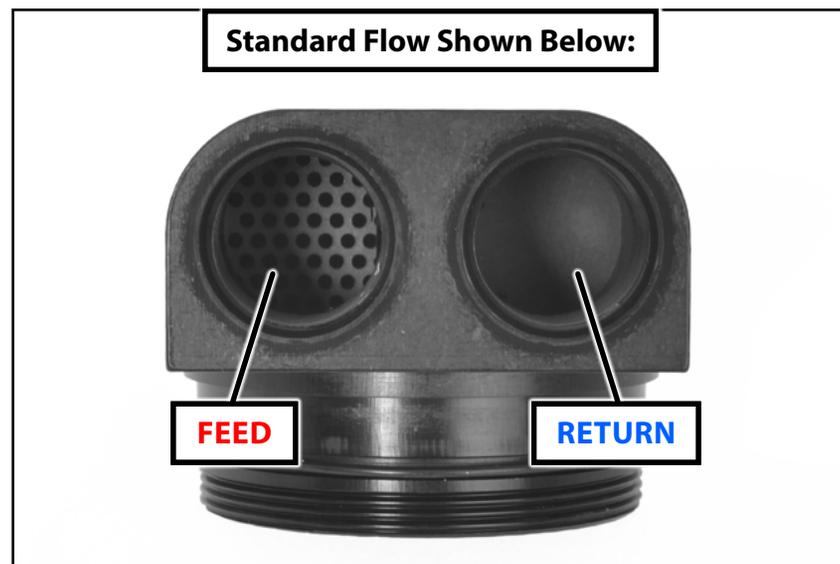
Reinstall the baffle plate screws utilizing the opposite holes in the separator housing. Compare the new baffle plate position with step 2 in this section to make sure it is properly installed for standard flow.

### Step 12:

Your standard flow separator will now have the feed side and return side located as shown in the photo.



If you need to return to the installation steps please click [HERE](#).



## SCHWABEN - BUILD THE ULTIMATE TOOL COLLECTION

At ECS Tuning, we carry a line of high quality Schwaben Tools and Equipment to help you build your ultimate tool collection. Never before has affordability and quality been so closely related. Our entire Schwaben line is subjected to strict in house testing for strength and durability. See what we have to offer and equip your garage without breaking the bank.

## Your Catch Can System installation is complete!



### **These instructions are provided as a courtesy by ECS Tuning**

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.

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