



Thank you for purchasing a BSH Catch Can kit for your Audi A4. The kit should include the following components. Please make sure they are all in the box before continuing. If you bought any additional upgrades their specific parts list will be included separately. Required tools are not included.

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| A. PCV Nipple | 1. 3/32 Allen Wrench |
| B. PCV Guidance Block | 2. ¼ Allen Wrench |
| C. Manifold Block Off Plug | 3. T25 Torx |
| D. 3 Set screws for Block Off Plug | 4. 17mm Wrench |
| E. One O-Ring for Block Off Plug | 5. Flat Head Screw Driver |
| F. Catch Can | 6. Phillips Head Screwdriver |
| G. Lines | 7. Blue Loctite |
| H. Three clamps | |
| I. One 90 degree fitting | |
| J. Two straight fittings | |
| K. One Drain Valve | |
| L. Catch Can Bracket | |
| M. One adell clamp | |
| N. One allen head screw with matching lock nut | |

Step 1: Remove factory accordion hose that leads from the Intake manifold to the Front PCV assembly. This is done by pinching the connectors on both sides and pulling away.



Step 2: Install the manifold block off plug. Make sure the O-ring is properly seated in its groove before installing. Apply a dab of motor oil to the O-ring to help it slide on. It is easiest to install by doing a slight twisting motion. When you have it on the manifold,

look at the opening on the plug and make sure the bolt holes have cleared the lip on the manifold. When this is done, apply a small drop of blue loctite to each one of the set screws. When installing the set screws DO NOT TIGHTEN THEM. These screws hold the cap in place by locking it against the lip on the manifold. There is no need to apply force to them. Allow the loctite to dry before driving.



Step 3: Remove the front PCV assembly. Start by removing the hose on the driver side. The clip that holds it in place has 4 teeth. Remove the side teeth and the top tooth by gently lifting them up and over the lip on the nipple one at a time with your flat head screwdriver. When those are free of the lip, slide it off. Be patient with it, don't break the clip. When the hose is removed, then remove the 4 T25 torx screws holding the front PCV in place. Make sure to keep the screws as they will be re-used. With the screws removed the front assembly will come off.



Step 4: Install the PCV Nipple and the PCV Guidance Block. **You must do this as follows for the part to fit properly.** First install the PCV Nipple. Line it up and re-install using the factory screws a couple starting with the top screw and then the bottom one. Once installed and sitting flush reinstall the factory PCV hose. This is a tight fit and you will want to guide the O-rings into the hole with the tip of your flat head screwdriver.

With the hose installed you can install the new guidance block. Begin by applying blue loctite to the straight fittings and then threading them into the plate. When installing on the valve cover, re-use the factory screws starting with the top screw and then the bottom one.



Note: Do not apply too much force when re-installing the factory hardware. The needed torque is 30 in/lbs so take it very easy on them.

Step 5: Install the 90 degree fitting on the top of the catch can. Apply a bit of blue loctite before installing. Wrap the supplied adell clamp around the can just below the side fitting and attach it to the supplied bracket using the allen screw and lock nut. Once secured to the bracket it is time to install.



Step 6: Locate the Phillips Head screw on the factory coolant reservoir bracket. Remove the screw and slide the bracket in between the coolant reservoir and the OEM bracket. Line up the holes and tighten the factory screw back in place.



Step 7: Now run your lines. The fitting on the firewall side of the plate will be connected to the side port of the catch can. The fitting on the radiator side will go to the top fitting on the can. Leave just a little bit of slack to allow for engine movement. Once cut to length, secure the lines with the supplied hose clamps. The side fitting does not require a hose clamp. The picture below has the line lengths exaggerated to make it easier to follow. Cut the lines to an attractive length.



Step 8: Start the car up and check for leaks. If the engine bucks or surges then you have a leak and will need to make sure everything is seated properly. If you notice a putting sound coming from your intake it is caused by the check valve in the PCV port on the rear of the valve cover. This check valve is sealed at rest and when pressure builds up behind it the valve will open creating a putt sound. This is not harmful and if found to be an annoyance the check valve can be removed from the rear port.

Maintenance: For the first few weeks you have the can installed monitor how much blowby you are collecting. You will need to monitor how much blowby from your individual car ends up in the catch can and judge how often you need to drain. This will vary from car to car.

You will collect a mixture of oil, water, and fuel vapor in your catch can. Expect the quantity of water to greatly increase during the winter months.

Every 3-4 months remove the top fitting and clean out the can with brake cleaner. Also clean out your catch can lines.

It is of utmost importance that you do not let the catch can reach full. If the can is allowed to become full the crank case pressure will no longer be able to be vented which can lead to engine problems.

****Important Note****

Customers in regions of the world that drop well into the freezing temperatures during the winter will need to keep a watchful eye on the volume of water collected in the can. One of the main fluids caught in the can is condensation (water). In the winter months the amount of condensation caught in the can will dramatically increase. If left in the can in freezing temperatures there is a possibility that this water could freeze. If frozen, pcv flow will be inhibited. Make sure to keep an eye on your fluid levels.