



Parts	Tools
TSI Catch Can (x1)	T30 Torx
Catch Can Bracket (x1)	3/32 Allen Wrench
Catch Can Clamp (x1)	1/8 Allen Wrench
VW Adapter Small (x1)	12mm Wrench
VW Adapter Large (x1)	15mm Wrench
Vinyl Cap (x1)	18mm Wrench
Push Lock Hose (5 Ft)	Flat Head Screw Driver
¼ - 20 Bolts (x2)	Deep 11mm Socket
¼ - 20 Nuts (x2)	Ratchet
Manifold Cap (x1)	
Set Screws (x3)	
O-Ring (x1)	
Breather Filter	
-10 45* AN Fitting	
-10 90* AN Fitting	

This kit should only be installed by a professional. This guide is only meant as an outline and is not intended to teach a novice how to do the job. If you are unsure of your ability stop and take your car to a professional.



Step 1:

Remove your factory engine cover. This is done by rocking it back and forth. A small amount of force will be required.

Step 2:

Disconnect the hose that is attached to the intake manifold. This is done by pinching the connector and pulling it away from the manifold. (FSI Engine Pictured, Same Process Applies for TSI)



Step 3:

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 just snug them into place, the O-ring does the sealing, the screws just hold it in place. Allow the loctite to dry before driving.



Step 4:

Remove the rubber 90* hose and plastic mid pipe of the factory noise pipe. The factory uses an adhesive to secure the hoses so this will take some effort. You can break the adhesive with the tip of a flat head screw driver. You will need your vice grips or hose clamp removal tool to get the spring clamps off and also a T30 torx for the bolt on the plastic part of the noise pipe.



Step 5:

Assemble your catch can bracket by tightening the clamp to the bracket using the supplied hardware. Slide the can in and tighten the bracket down enough to keep the can in the bracket but loose enough that you can rotate it inside the bracket.

Step 6:

Unbolt the two T30 torx screws on the passenger side of the radiator shroud. Slide the bracket in and then rebolt them down.

Step 7:

Clip the small of the billet adapters into the factory PCV hose. If you leave it in the factory position you can retain the engine cover. If you desire shorter line lengths you can twist the connectors on the hose to re-angle the pipe across the intake manifold. Neither is better, this is an aesthetic decision.

Step 8:

Disconnect the clip in PCV hose from your intake. In its place clip in the larger supplied billet adapter. This can be done with the intake on the car however it is easier to remove the pipe for better access. Apply pressure to all four corners while pulling the clip out to remove. Cover the exposed hole with the supplied rubber cap and secure it.

Step 9:

Run your lines like in the picture below. The two lines coming from the fire wall side of the motor will want to be tucked underneath the noise pipe bracket. All the connections are push lock and no hose clamps are required. The picture below has the connections re-angled like mentioned in step 7.



Step 10:

Install the filter on top of the catch can and secure it down. Re-install the noise pipe, secure the catch can bracket, put your engine cover back on.

Step 11:

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.

Maintenance: For the first few weeks you have the can installed use the dipstick to 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 lines 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. Vent to atmosphere setups are considerably less prone to this. Make sure to keep an eye on your fluid levels.

