



034Motorsport B7 Audi A4 2.0T FSI Catch Can Kit Installation



Supplied Parts:

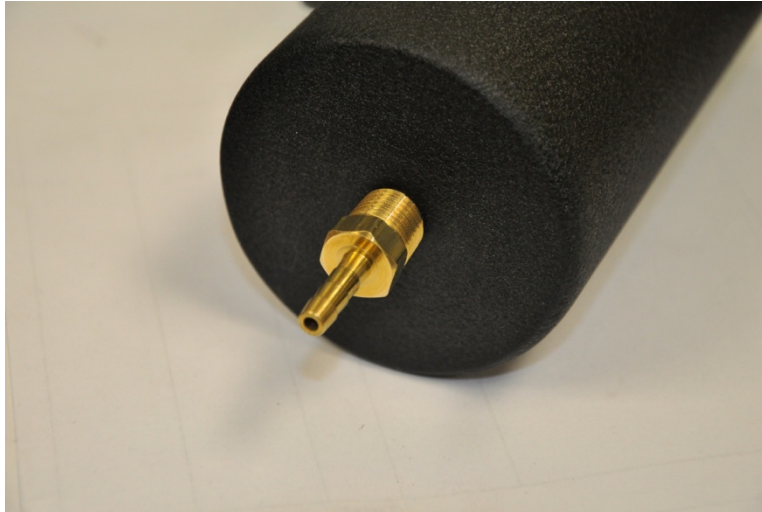
- B7 Audi A4 2.0T FSI Catch Can with Mounting Bracket
- B7 Audi A4 2.0T FSI Custom-Molded Silicone Breather Hoses (2)
- B7 Audi A4 2.0T FSI Valve Cover Breather Adapter
- B7 Audi A4 2.0T FSI Intake Manifold Plug with Boost Tap
- B7 Audi A4 2.0T FSI Catch Can Oil Drain Adapter Kit
- 1/8" Silicone Oil Drain Line
- 1/4" NPT to Barbed-Brass Fitting
- M6x16 Bolt
- M6 Washers (2)
- M6 Nut
- Screw-Type Hose Clamps (4)
- Zip-Ties (8)

Tools Needed:

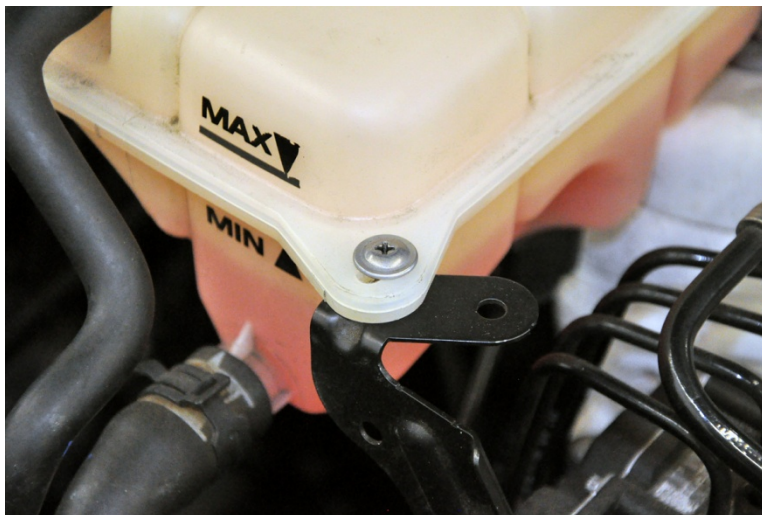
- Ratchet
- 19mm Socket
- Flathead Screwdriver
- Phillips Screwdriver
- T25 Torx Driver
- 8mm Triple-Square **or** T40 Torx Driver
- 5mm Allen Driver
- Hose Clamp Driver
- Teflon Thread Sealant **or** RTV

Step 1 – While your car is properly secured on ramps, jackstands, or a lift, drain your oil. You must remove your belly pan in order to do this. This is an excellent time to perform an oil/filter change on your car, but you can drain the oil into a clean pan and reuse it after installation if you choose to.

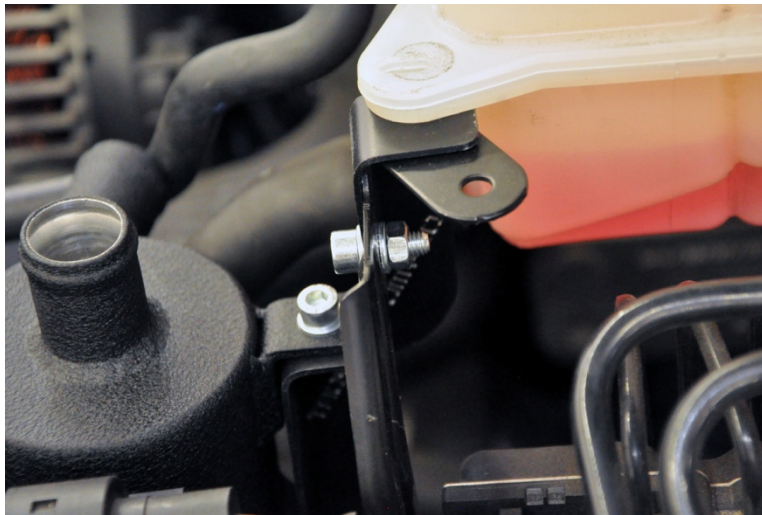
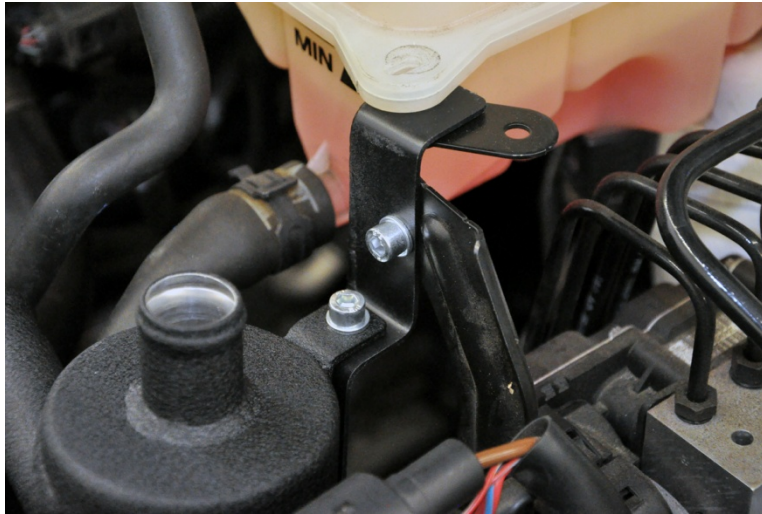
Step 2 – Locate the supplied 1/4" NPT to Barbed-Brass Fitting, and install it into the bottom of the 034Motorsport B7 Audi A4 2.0T FSI Catch Can using Thread Sealant. Make sure not to over-tighten the fitting. Attach one end of the supplied 1/8" Silicone Oil Drain Line to the barbed-brass fitting.



Step 3 – Remove the phillips-head screw securing the coolant reservoir, and tilt the reservoir up.



Step 4 – Position the Catch Can such that the holes on the Mounting Bracket align with the holes on the top and side of the factory coolant reservoir bracket. Secure to the side of the factory bracket using the supplied M6x25 Bolt, M6 Washers, and M6 Nut.



Step 5 – Realign the coolant reservoir over the top of the Mounting Bracket and reinstall the factory phillips-head screw.

Step 6 – Remove the engine cover. Locate and remove the factory valve cover breather to intake manifold hose. Remove by pinching the plastic clips at the raised/ridged tabs at each end, and sliding the hose firmly out.



Step 7 – Install the B7 Audi A4 2.0T FSI Intake Manifold Plug to black off the port where the valve cover breather to intake manifold hose was. Rotate the locking tab down to secure the plug against the plastic rib on the intake manifold

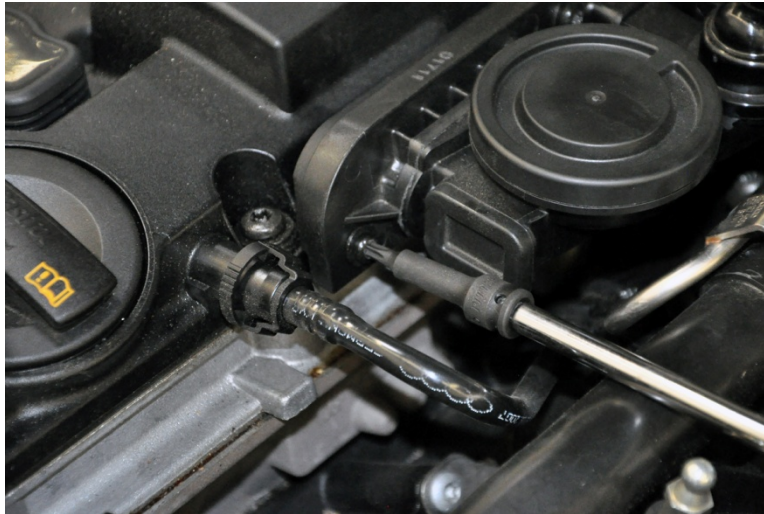
plenum. *If you intend to use this as a boost tap, unscrew the 1/8" NPT Plug, and replace it with a 1/8" NPT to appropriate barbed brass fitting for use with your boost gauge's vacuum line.*



Step 8 – Locate and detach the factory block breather hose from the valve cover breather. Detach by carefully pulling up on the clip and gently pushing the hose off of the nipple.



Step 9 – Remove the 4 T25 Torx screws securing the factory PCV check valve assembly to the valve cover. *Be careful to avoid dropping any screws into the ports in the valve cover.*



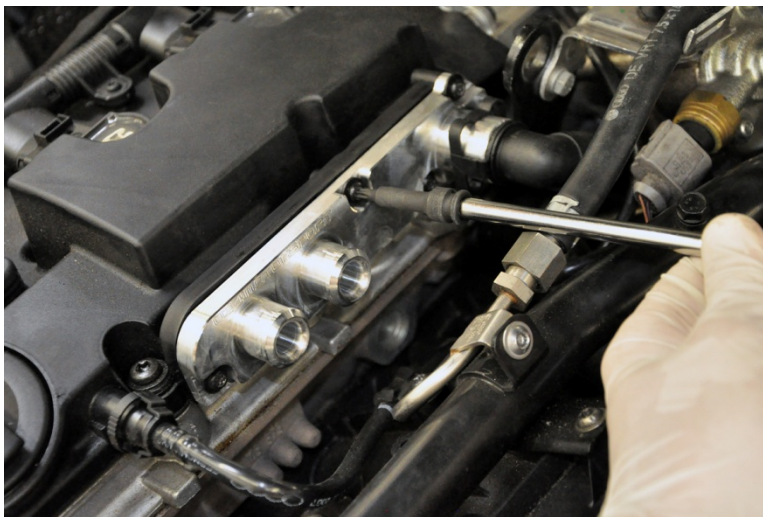
Step 10 – Slide the bottom Torx screw into the 034Motorsport B7 Audi A4 2.0T FSI Valve Cover Breather Adapter before attempting to align it with the valve cover.



Step 11 – Attach the factory block breather hose to the Valve Cover Breather Adapter by pressing it firmly over the nipple until it locks into place.

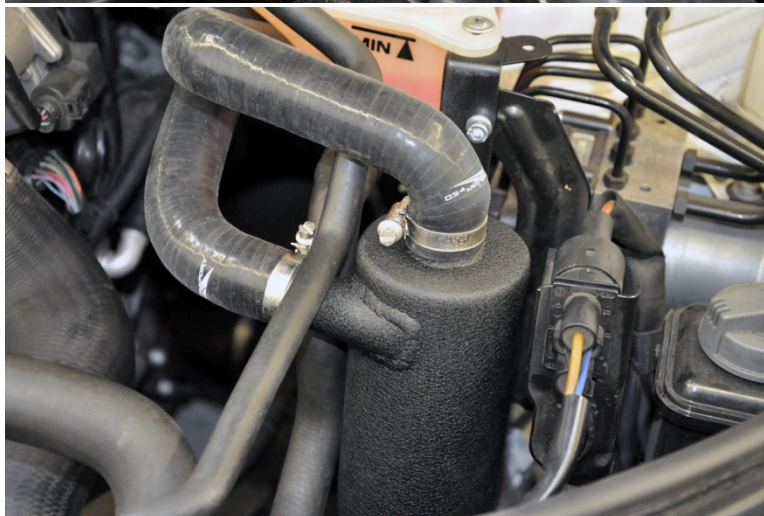


Step 12 – Secure the Valve Cover Breather Adapter to the valve cover using the factory T25 Torx screws. ***DO NOT OVERTIGHTEN THESE SCREWS! THE OEM VALVE COVER IS PLASTIC AND CAN STRIP EASILY!***



Step 13 – Route the Silicone Breather Hoses as pictured below, and secure to the Valve Cover Breather Adapter and Catch Can with the supplied Hose Clamps.





Step 14 – Make sure you have succeeded at Step 1, and that there is no longer oil in the oil pan. The next step will get messy if you forgot to drain your oil.

Step 15 – Locate the turbocharger oil drain line located on the passenger side of the oil pan. Remove the OEM bolts securing it using an 8mm triple-square bit **or** T40 Torx driver.



Step 16 – Install the Catch Can Oil Drain Adapter Kit as pictured below, with the NPT fitting installed using Thread Sealant and oriented such that the barbed brass nipple is facing up. Secure using the supplied M6x50 Bolt, with one gasket on each side of the billet aluminum adapter.



Step 17 – Route the oil drain line along the driver side framerrail, behind the block over the transmission, and around the passenger side of the block to the barbed brass nipple on the Catch Can Oil Drain Fitting. Secure with supplied Zip-Ties away from moving parts and excessively hot parts, including the downpipe, and turbine housing/exhaust manifold. Secure to NPT fittings with supplied Crimp-Clamps or Zip-Ties. **BE CAREFUL NOT TO PINCH THE DRAIN LINE WHEN SECURING WITH ZIP-TIES. THIS CAN PREVENT THE OIL IN THE CATCH CAN FROM DRAINING!**





Step 18 – Reinstall your oil drain plug if you haven't already, and replace your oil filter if you were planning on doing so. Fill the engine with the appropriate motor oil, and replace the oil fill cap.

Step 19 – The factory engine cover may need some trimming to clear the hoses if you plan to reinstall it. Trim the cover as needed and reinstall.

Step 20 – Aren't you glad you got rid of these?!

