

## 3.0 TFSI EA839 Oil Catch Can

VWR131000

### FITTING INSTRUCTIONS



### WHAT'S IN THE KIT?

- ▷ 1 x Replacement PCV breather plate with oil filter cap
- ▷ 2 x Pre-assembly internally-baffled separator turrets
- ▷ 1 x Baffled catch tank
- ▷ 1 x Oil dipstick
- ▷ 2 x 6AN fittings on catch tank
- ▷ 2 x 6AN braided breather lines
- ▷ 1 x Quick release Norma fitting corrugated hose
- ▷ 1 x Quick release Norma fitting blank
- ▷ 6 x M6\*25mm cap head bolts
- ▷ 2 x M6\*10mm cap head bolts
- ▷ 2 x M3\*8mm countersunk bolts

### REQUIRED TOOLS AND PARTS

- ▷ T30 Torx Bit & Driver
- ▷ AN6 Aeroquip Spanner
- ▷ Adjustable Spanner
- ▷ 2.5mm Allen Key
- ▷ 5mm Allen Key
- ▷ 10mm & 13mm Socket/Spanner

### FITTING NOTES

- ▷ This is a complex install, and any mistakes on the oil system will be critical to engine longevity.
- ▷ Therefore we recommend professional fitment for all modifications to the car's oil system.
- ▷ A clean environment is vital for any oil system modification.



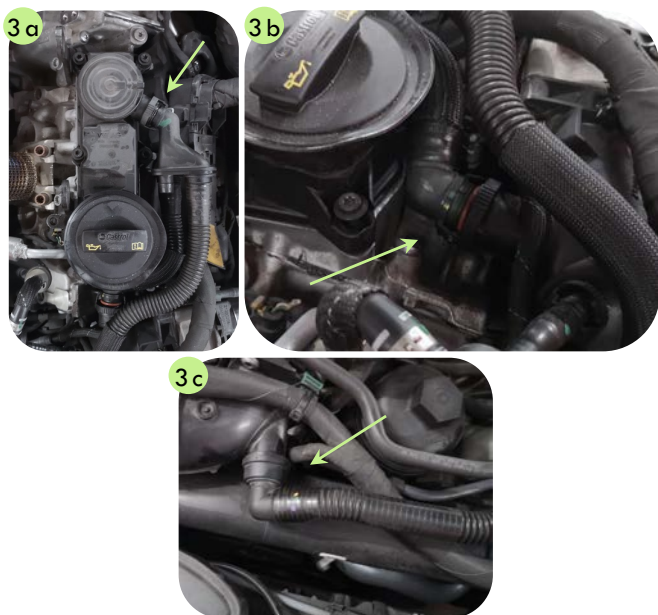
Step 1:

Remove engine cover – pull up on the engine cover on both sides to release the rubber grommets that hold it in place. Once loosened, pull upwards on the left side of the cover and remove it from the vehicle.



Step 2:

Removal of engine heat shield – Using a long reach 13mm socket remove the 4 x ball screws and remove the heat shield from the engine bay and set aside.



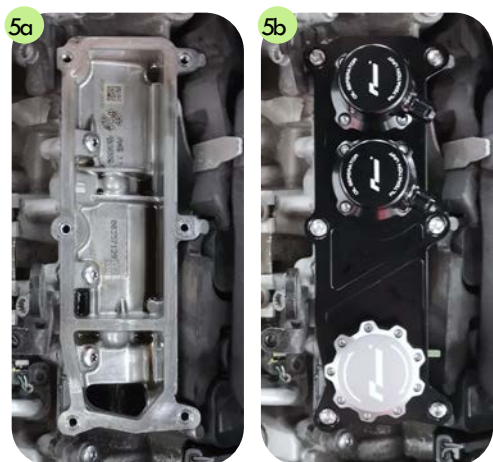
Step 3:

PCV Breather Hose Removal – Before removing the OEM PCV top plate, please remove the PCV breather hose's. The first Norma fitting to remove is attached to the right-hand of the PCV shown in *Figure 3a*. Pitch the clip and pull fitting off. The same method is to be used on the 2 remaining Norma fittings shown in *Figure 3b* and *3c*. Once removed place the breather hose aside.

Step 4:

Removal of OEM PCV Top Plate – Using a T30 Torx bit loosen the 6 x captive retaining bolts shown in *Figure 4a*. Once all six are detached remove PCV from the engine, place aside.

Next remove the green seal shown in *Figure 4b* from the OEM PCV and refit on the RacingLine PCV top plate.



Step 5:

Installation of RacingLine PCV Top Plate – Place the RacingLine PCV top plate in place on the engine and using the 6 x M6\*25mm, bolt the top plate down.



Step 6:

Installation of Catch Tank – First remove the 2 x T30 Torx shown in *Figure 6a* and place the OEM bracket aside, keep these bolts safe as they are required for installation of the RacingLine catch tank.

Next pre-assemble the catch tank brackets using the 2 x M6\*10mm cap head screws and 2 x M3\*8mm counter sunk screws. Once assembled use the 2 x OEM T30 Torx bolts removed earlier in Step 6 to bolt the assembled catch tank as shown in *Figure 6b*.

Final stage of this section of install is to install the heat shield mounting point, this requires 10 & 13mm spanner which can be seen in *Figure 6c*.

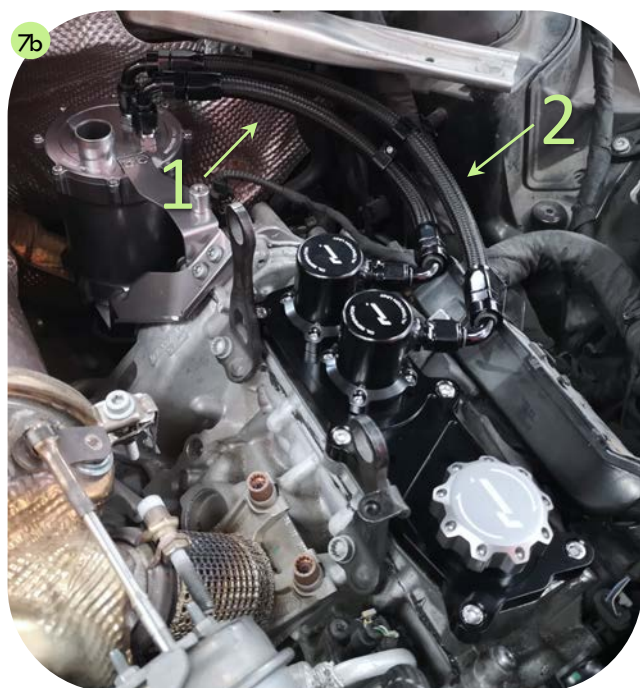


Step 7:

Installation of breather hose set – Using the supplied quick release Norma fitting blank, insert this blank into the pre-throttle breather outlet on the right hand of the engine bay, shown in *Figure 6a*.

Next install the shorter of the two -6AN braided hose's onto the closest together outlets, marked as 1 in *Figure 6b*. Next assemble the 2<sup>nd</sup> -6AN hose onto the remaining outlets. Once both lines are in place, use the hose spacer to align them and tighten fittings and spacer down once routed suitably.

Finally install the corrugated hose with 2 x Norma fittings as shown in *figure 7c*, which shows the hose routed underneath the braided hoses for the PCV top plate.




Step 8:

Re-Installation of heat shield and engine cover – complete the reverse of step 1 and 2 to correctly re-install your engine heat shield and engine cover.

**Service and Inspection:**

RacingLine advises that you inspect the catch tank levels every 2 weeks, with the incorporated dipstick and drain the tank when it is close to being full. The service/drain intervals will change depending on driving conditions, engine condition, engine power and ambient conditions.

We also advise that the catch tank is drained after race/track usage.

Running the vehicle with a full catch tank can cause severe damage to your engine and your turbocharger if left uncorrected. Please check the catch tank at regular intervals to avoid this situation. 

Avoid (if possible) running the catch tank in extreme winters temperatures. Due to water being present in the vapour collected in the catch tank, it has the potential to freeze when experiencing prolonged periods of minus temperatures, this potentially could cause damage/wear to your engine and turbo.

