

MQB Coolant Ventilation Union

The 034Motorsport Billet Coolant Vent Union is designed to replace the factory plastic and failure-prone coolant union on the cylinder head of the EA888 Gen3 and Gen4 engines. Being next to the turbocharger, the factory plastic coolant union is subject to a lot of heat, becoming brittle and failing over time.

Installation Spiciness Rating: MILD

Installation of your MQB Coolant Vent Union is a straightforward process that should take approximately 30 minutes to complete.

Supplied Parts:

- 034 Billet Coolant Vent Union
- 20mm x 2.5mm Buna-N O-Ring

Tools Needed:

- T30 Torx Bit
- 10mm Socket/Wrench
- Clamp Pliers

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:
techsupport@034motorsport.com

About This Guide

This Install Guide documents the installation process on an 8V A3. There may be minor differences depending on specific vehicle, market, options, etc.

Install Steps

Step 1

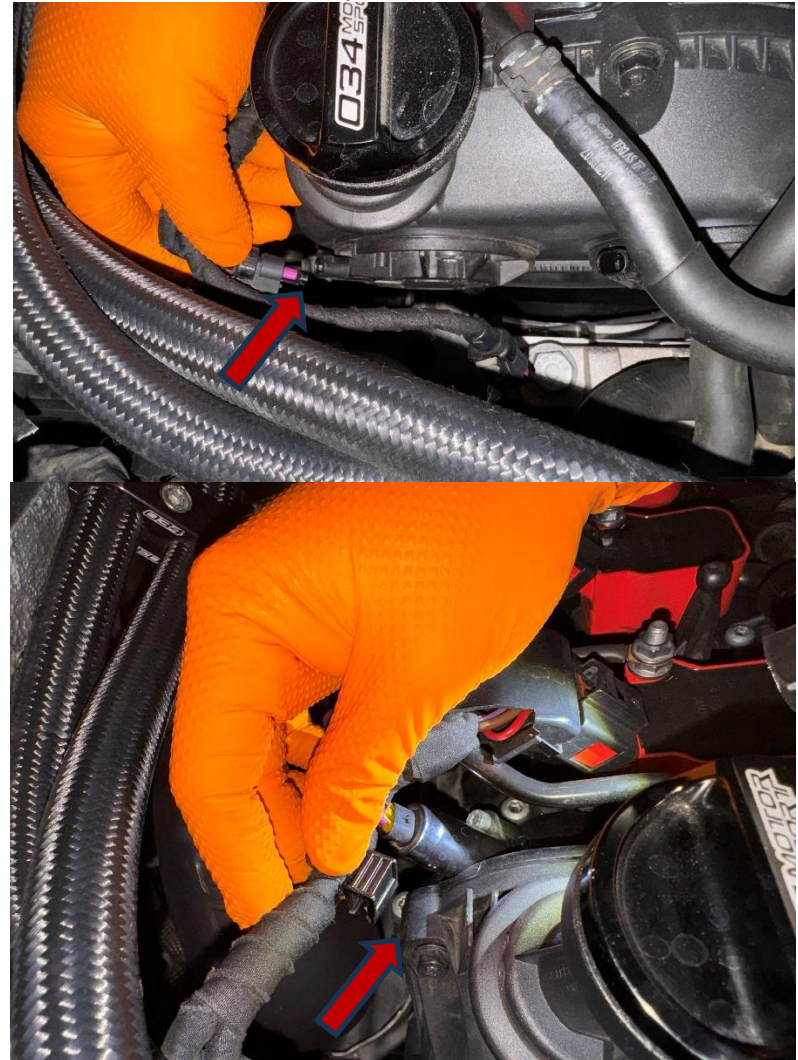
Open your hood to access the engine bay.



Many of the steps performed in this installation guide are included to make this installation easier. Please note that the removal of the coolant union is possible without disconnecting sensors and plugs but may be difficult.

Step 2

Disconnect the (2) camshaft magnet plugs located to the left of the oil cap for ease of install.



Step 3

Disconnect the HPFP.



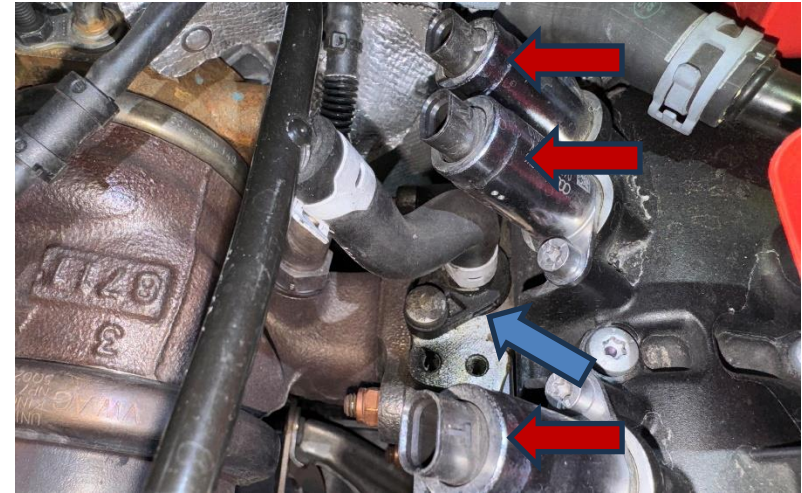
Step 4

Remove the (4) nuts securing the grounding wire to the coil packs with the 10mm socket/wrench. Disconnect the coil pack plugs and lift the harness out of the way.



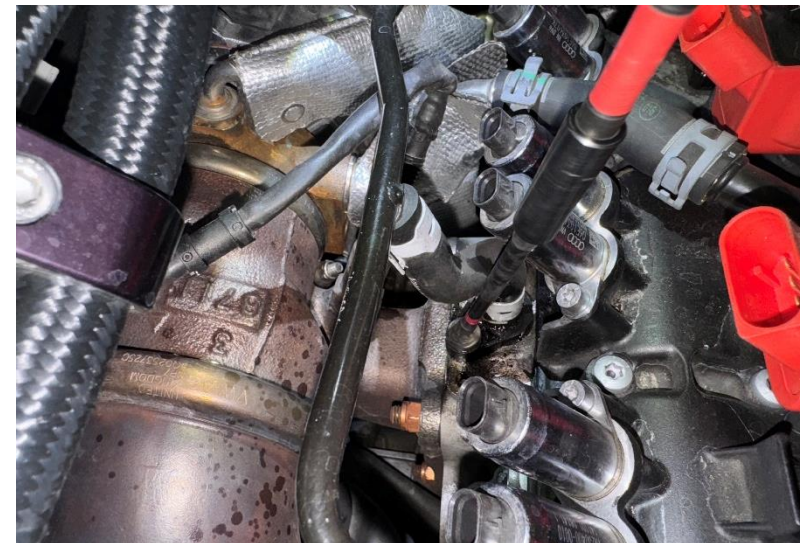
Step 5

Disconnect the camshaft adjuster sensors to reveal the OE coolant ventilation union.



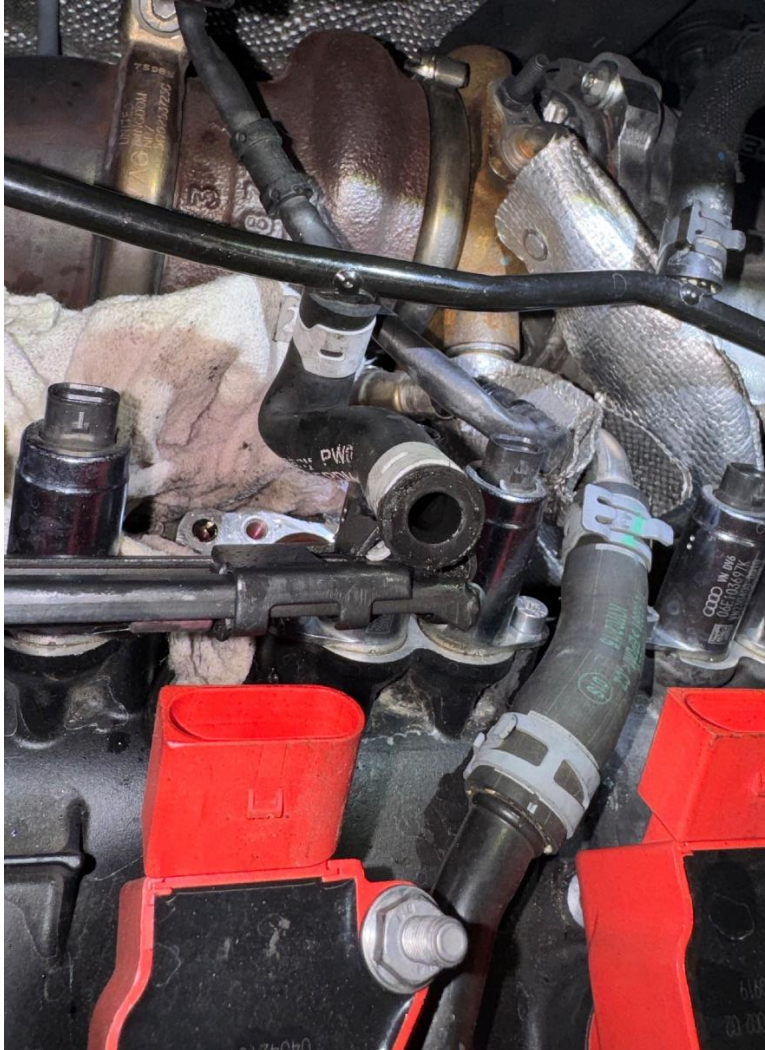
Step 6

Using a T30 Torx, remove the OE vent union.

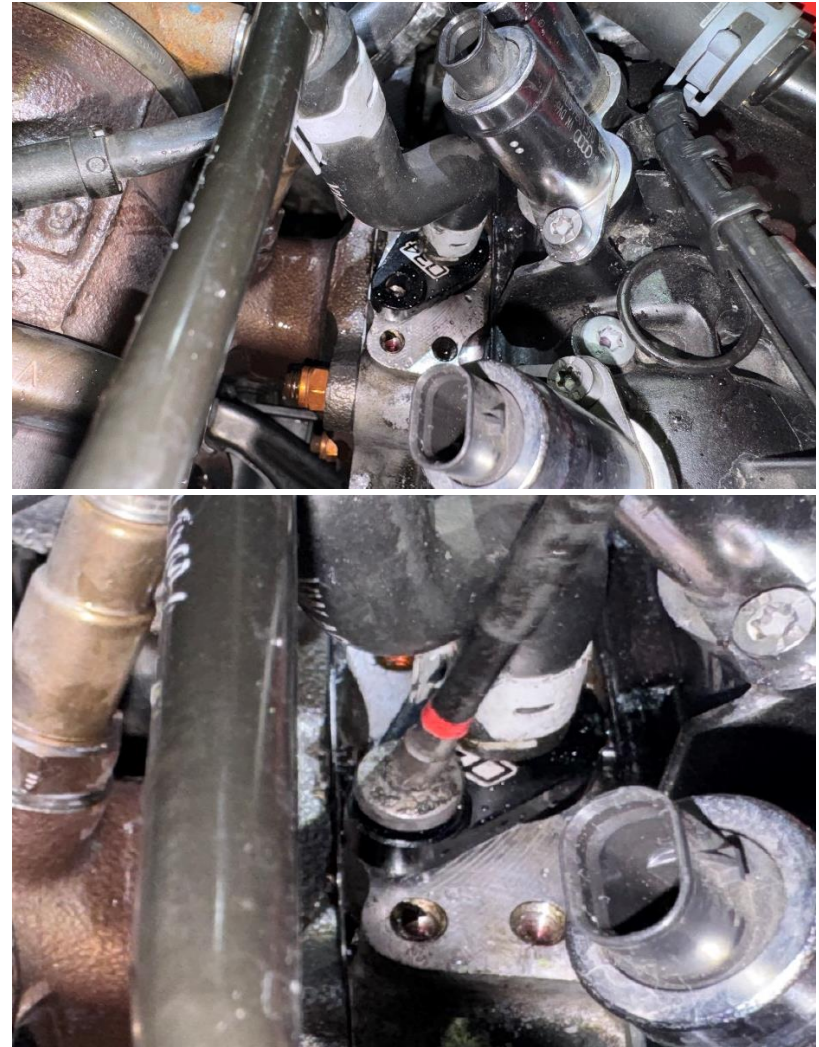


Step 7

Using a clamp pleyer, disconnect the coolant hose from the coolant union.

**Step 8**

Using the same plyers, slide the coolant hose over the 034 Billet Coolant Vent Union and reinstall it into the engine block with the T30 previously used. Torque to 9 Nm.



Step 9

Reconnect the (3) camshaft position adjusters.

Step 10

Reinstall the (4) coil packs and ground wires.

Step 11

Reconnect the HPFP plug.

Step 12

Reconnect the (2) camshaft adjuster sensors.

Step 13

To account for the coolant that was lost, top off your coolant reservoir and allow the car to idle with the heater on. Add coolant as necessary until the level no longer drops.

Step 14

Enjoy the peace of mind knowing that you have one less component that may fail!

