Catch Can Kit, Mk8 GTI and Audi 8Y A3/S3

Prevent excessive crankcase oil and water vapors from entering the intake tract with 034Motorsport's Billet Catch Can Kit! 034Motorsport engineers have designed the most comprehensive and effective PCV System solution for the Volkswagen MK8 GTI and Audi 8Y A3/S3. Our kit provides optimal crankcase ventilation while keeping oil and water vapors out of the intake tract, drastically reducing carbon buildup and extending life from the 2.0T EA888 Gen 4 motor!

Installation Spiciness Rating: MILD

Installation of your 034Motorsport Catch Can Kit for the MK8 GTI and Audi 8Y A3/S3 is a very straightforward process that *should* take approximately 1.5 hours.

Supplied Parts:

034 Catch Can, AN Hoses, Adapter Fittings and Hose Separator

Tools Needed:

- Torque Wrench, Slim 10mm Wrench, -10 AN wrench
- 10mm Socket, 16mm Deep Socket
- 5mm Allen Bit, 2.5mm Allen Bit / Hex Key
- Flat Head Screwdriver or Pick
- Optional: Ignition coil puller tool, paint pen, long extension,

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

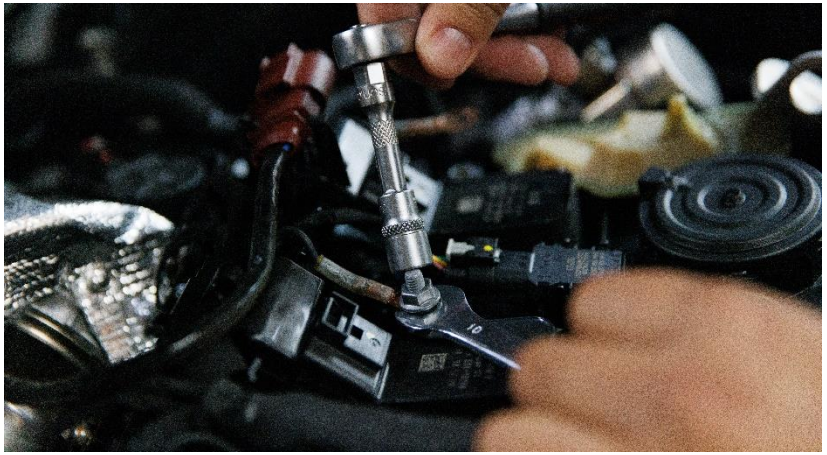
About This Guide

This Install Guide documents the installation process on MK8 GTI. There may be minor differences depending on specific vehicle, market, options, etc.

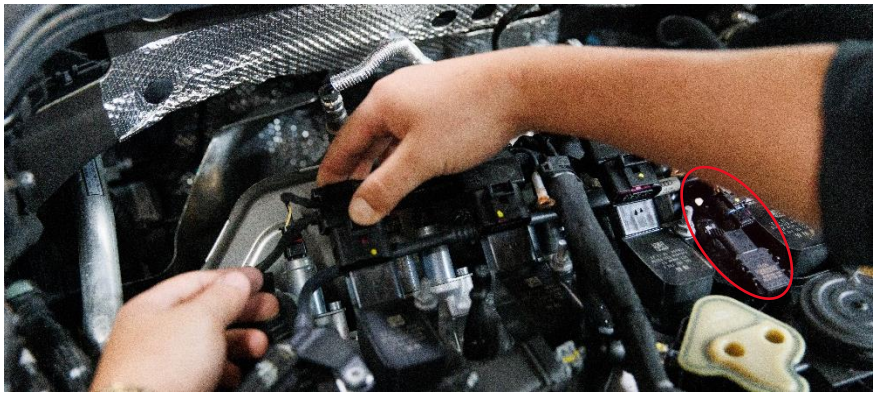
Install Steps

Step 1: Pop the hood and take off your engine cover.

Step 2: Start removing the ground straps from all of the ignition coil studs. Use a slim 10mm wrench to counter hold the stud while using the 10mm socket to remove the upper nut.

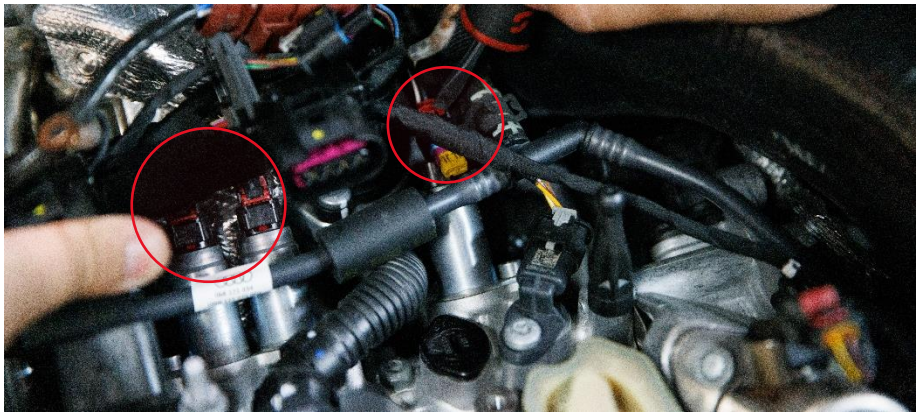


Step 3: Unplug the spark plug coil connectors from all four coils. This allows slack in the wiring harness.
Make sure to unplug the connector from the pressure sensor on the PCV plate as well.

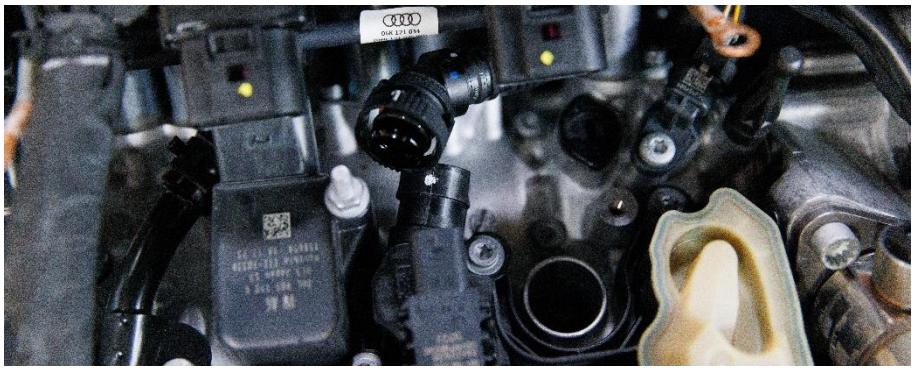


Step 4: Remove coil pack#4 (the coil closest to the intake) by completely removing the 10mm stud holding it down. A coil puller tool can help remove the ignition coil.

Step 5: Unplug the three camshaft position solenoid connections shown below. Use of a flat head helps. The red tab needs to be moved upwards to unlock the connection, then push in the tab as and pull the connector away from the solenoid to remove it.



Step 6: Remove the PCV connection from the housing by gripping the tabs and pulling away. The flat head can help here to carefully pry the connection off of the housing.



Step 7: Carefully route and position the PCV hose as shown below by pushing it under any wiring / hosing.

Step 8: At this point, you can insert the -10 AN hose with the new Norma connetion onto the PCV hose you just relocated. (This hose goes to the “OUT” port of the catch can.
Note: The 02 connector does not need to be unplugged, although it is shown in the following pictures.

Step 9: We now have a 45 degree billet fitting to insert into where we removed the PCV hose from. It is secured into place by the two billet halves and the M4 bolts. Use a 2.5mm Allen bit or Hex to tighten the halves, rotating the assembly as needed to tighen both ears. **Be very careful not to drop the M4 bolts into a crevice or the spark plug hole.**

Step 10: Grab the second -10 AN hose and route as shown. The 90 deg connection is used to attach onto the fitting you just installed. Be careful when routing the hose and not to damage any sensor cables. Tighten the connection with a -10 AN wrench. This AN hose goes to the “IN” port of the catch can.

Step 11: At this point, we need to plug in everything we have removed in reverse order (the three camshaft solenoids, the pressure sensor, the ground straps on the ignition coil studs), **but first:**

Do an initial test by reinstalling the ignition coil and it’s harness connector.

- We have found that depending on the angle of the -10 AN fitting and the billet ears, the ignition coil may not connect as easily as before.
    - **Loosen the connections and adjust the angles until the ignition coil and its connection fit neatly. Refer to the previous picture for the recommended angle of both the shell ears and fitting angle.**

Step 12: Once the electrical connections are back in place, it's time to tackle the catch can install. Remove the mounting bolt shown below with a 16mm socket.

Step 13: We will need to adjust the angle of the catch can so it clears properly in your car. **Refer to Step 16 to see how it should look. If it fits as shown first try, no adjustment is needed.**

The catch can assembly may differ from batch to batch, so the orientation of it on the bracket may point in a slightly different direction than wanted.

We can adjust the angle the -10 AN ports point by loosening the bolts on the bottom of the catch can so it can be rotated about the slots on the bracket. Loosen these bolts with a 5mm Allen, then loosely install the catch can with the mounting bolt you removed in the previous step.

Step 14: The two 45 deg hose end fittings connect to the catch can -10 AN ports. Loosely install them. We want these hoses to avoid touching the dip stick when installed. Once this is achieved, mark the catch can and bracket with a paint pen to make sure you know the proper alignment. Pull the catch can back out and snugly tighten the M6 bolts with the 5mm Allen.

Step 15: Reinstall the catch can. Torque the mounting bolt to 40Nm + 90 degrees.

Step 16: This is how it should look (lines away from the dipstick).

Step 17: Once your setup looks as shown, make sure all -AN connections are snugged up and install the hose seperator halves onto the hose in a location you like.
Snugly tighten the M6 bolt with a 5mm Allen.

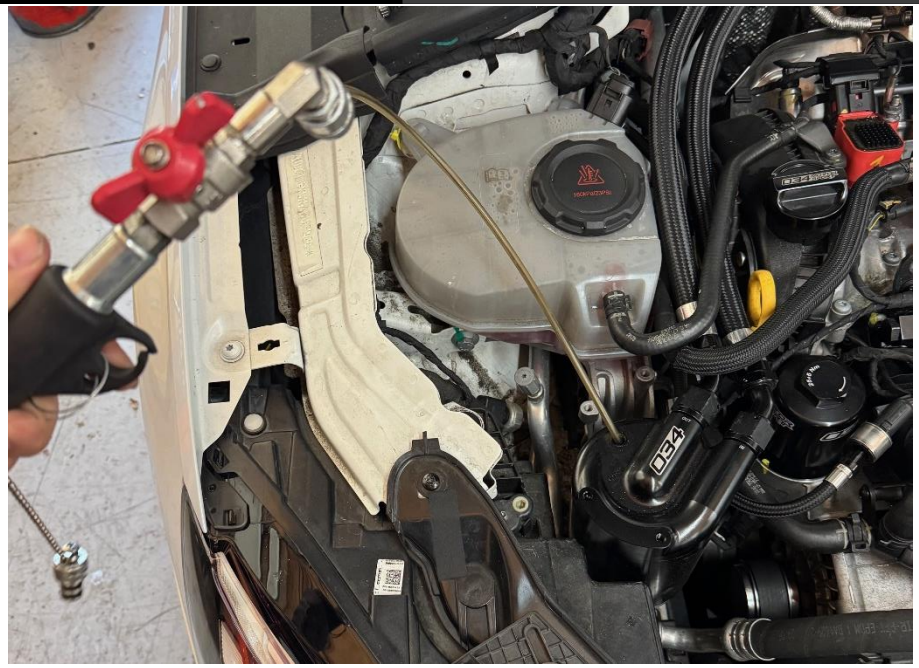
Step 17: Put your engine cover back on. You're done, enjoy!

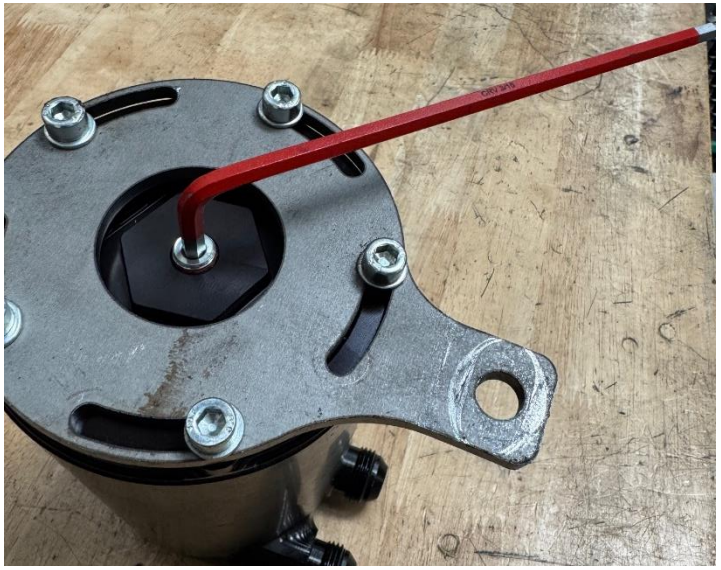
How to Drain the Catch Can:

Option 1: Remove the dipstick. Use a fluid transfer pump or any other vacuum source to pull the fluid out of the catch can.

Option 2: Remove the catch can to drain it.

1. Remove the 16mm mounting bolt you used to install the catch can.
2. Disconnect the -10 AN hoses at the catch can ports.
3. Remove the can out and away from its home.
    a. Be careful not to point the open -10 AN ports down while removing. Oil can also escape from those.
4. Drain from the “IN” and “Out” ports. This should be able to drain a good amount out.
5. Remove the 1/8” NPT plug on the bottom of the catch can. It is a 3/16” Allen.
6. Reinstall in reverse. If you have Teflon tape or paste, please apply to the NPT plug. Tighten until you feel resistance.



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