



Audi B8 2.0T Performance Baffled Oil Catch Can Installation Instructions



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

INTRODUCTION

ECS Tuning's Audi B8 2.0T Performance Baffled Oil Catch Can Kit features:

- Strong and lightweight 6061-T6 billet aluminum construction
- Black anodization for corrosion resistance
- All original in-house design by ECS Tuning Engineers
- Mounting hardware included
- Easy installation
- Preassembled nylon braided feed and return lines with AN fittings
- Knurled and black anodized dipstick handle
- Reversible and fully serviceable

ECS Difficulty Gauge



1 - Easy

2 - Moderate

Pro - 4

Advanced - 3

Excess oil from the crank vent system on your B8 Audi 2.0T can lead to deposits and carbon build up on the back of the intake valves, resulting in power loss and poor driveability. Stop the problem from developing and prevent expensive repairs by installing our ECS Tuning Catch Can! Fully serviceable and easy to clean, our new Catch Can separates and stores the excess oil as it travels through the crank vent system. Thank you for looking to ECS Tuning for all your performance and repair needs. We appreciate your business!

Plastic or Aluminum?

Depending on the build date of your car, you may have either a plastic or an aluminum intake manifold. The kits differ slightly, but the installation is almost identical, and these instructions cover both.

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KIT CONTENTS



Catch Can w/Dipstick and 8 Ounce Reservoir



Catch Can Return Hose



Catch Can Feed Hose



Catch Can Bracket

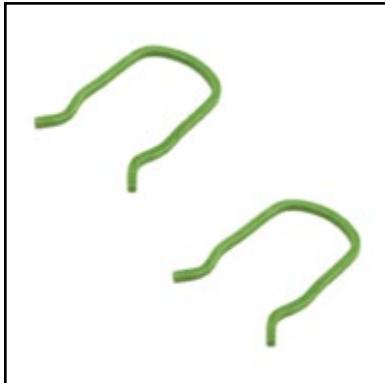


Bracket Mounting Plate



-10 AN Extender

KIT CONTENTS



Retaining Clips
(2) With Plastic Intake
(1) With Aluminum Intake



PCV Caps (2)
(Plastic Intake Only)



PCV Adapter



Turbo Adapter Plate



Line Separators (2)



PCV Block-Off Elbow
(Aluminum Intake Only)



M6 x 16 Stainless Allen Head Bolt (4)



Turbo Adapter Gasket

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Standard Automotive Tools

- Protecta-Sockets (for lug nuts).....[ES#2221243](#)
- **3/8" Drive Ratchet**[ES#2765902](#)
- 3/8" Drive Torque Wrench.....[ES#2221245](#)
- 3/8" Drive Deep and Shallow Sockets[ES#2763772](#)
- **3/8" Drive Extensions**[ES#2804822](#)
- Hydraulic Floor Jack[ES#240941](#)
- **Torx Drivers and Sockets**[ES#11417/8](#)
- 1/2" Drive Deep and Shallow Sockets[ES#2839106](#)
- 1/2" Drive Ratchet
- 1/2" Drive Extensions
- 1/2" Drive Torque Wrench[ES#2221244](#)
- 1/2" Drive Breaker Bar.....[ES#2776653](#)
- **File Set**
- Air Nozzle/Blow Gun
- Bench Mounted Vise
- Crows Foot Wrenches
- **Hook and Pick Tool Set**[ES#2778980](#)

Required For This Install

- **1/4" Drive Ratchet**.....[ES#2823235](#)
- 1/4" Drive Deep and Shallow Sockets.....[ES#2823235](#)
- **1/4" Drive Extensions**[ES#2823235](#)
- 1/4" Drive Torque Wrench
- Plier and Cutter Set.....[ES#2804496](#)
- **Flat and Phillips Screwdrivers**[ES#2225921](#)
- Jack Stands.....[ES#2763355](#)
- Ball Pein Hammers
- Pry Bar Set.....[ES#1899378](#)
- Electric/Cordless Drill
- Wire Strippers/Crimpers
- **Adjustable (Crescent) Type Wrenches**
- Drill Bits
- Punch and Chisel Set
- **Hex Bit (Allen) Wrenches and Sockets**[ES#11420](#)
- Thread Repair Tools.....[ES#1306824](#)
- Open/Boxed End Wrench Set

Available On Our Website

- **Schwaben Ignition Coil Puller**[ES#240943](#)

Specialty Tools

SHOP SUPPLIES AND MATERIALS

Standard Shop Supply Recommendations: We recommend that you have a standard inventory of automotive shop supplies before beginning this or any automotive repair procedure. The following list outlines the basic shop supplies that we like to keep on hand. Shop supplies with a hyperlink are available on our website.

- Hand Cleaner/Degreaser - [Click Here](#)
- Pig Mats - for protecting your garage floor and work area from spills and stains - [Click Here](#)
- Spray detailer - for rapid cleaning of anything that comes into contact with your paint such as brake fluid - [Click Here](#)
- Micro Fiber Towels - for cleaning the paint on your car - [Click Here](#)
- Latex Gloves - for the extra oily and dirty jobs - [Click Here](#)
- Medium and High Strength Loctite Thread lock compound - to prevent bolts from backing out - [Click Here](#)
- Anti-Seize Compound - to prevent seizing, galling, and corrosion of fasteners - [Click Here](#)
- Aerosol Brake/Parts Cleaner - for cleaning and degreasing parts
- Shop Rags - used for wiping hands, tools, and parts
- Penetrating oil - for helping to free rusted or stuck bolts and nuts
- Mechanics wire - for securing components out of the way
- Silicone spray lube - for rubber components such as exhaust hangers
- Paint Marker - for marking installation positions or bolts during a torquing sequence
- Plastic Wire Ties/Zip Ties - for routing and securing wiring harnesses or vacuum hoses
- Electrical tape - for wrapping wiring harnesses or temporary securing of small components

INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety. Please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- If using an automotive lift, be sure and utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- When lifting a vehicle using a jack, always utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear. **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.

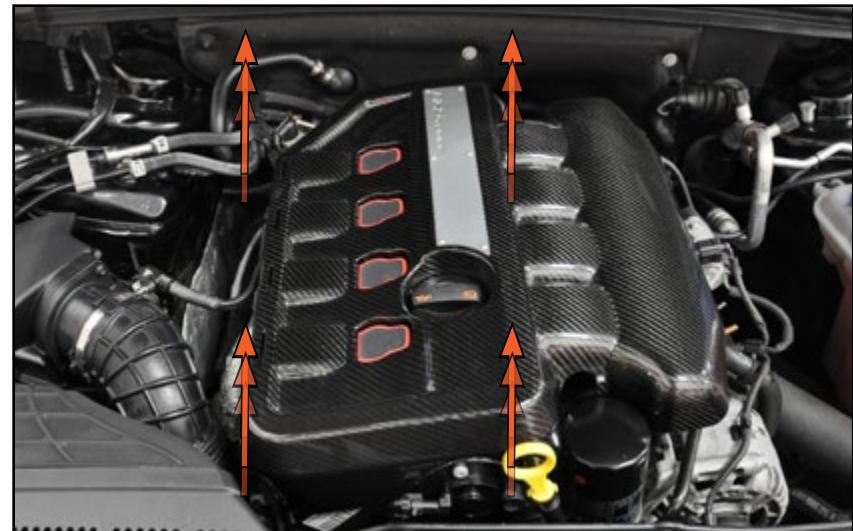


Never get underneath a vehicle that is supported only by a jack. Always make sure that the vehicle is securely supported on jack stands.

INSTALLING THE CATCH CAN KIT

Step 1:

Begin by removing the engine cover. Whether you have the factory cover or our carbon fiber engine cover as shown here, they are both removed by pulling up at the four corners to release the rubber grommets.



Step 2: T30 Torx Socket, 3/8" Ratchet

Remove the four upper radiator shroud screws (some vehicles may have push pins/expanding rivets).



The radiator shroud and original air box must be removed in order to access the breather tube on the turbo housing.



INSTALLING THE CATCH CAN KIT

Step 3:

Lift up on the rear edge of the radiator shroud, then pull it rearwards to unhook it from the grille, and remove it.



Step 4: T25 Torx Socket, Ratchet

Remove the two air scoop hold down screws.



INSTALLING THE CATCH CAN KIT

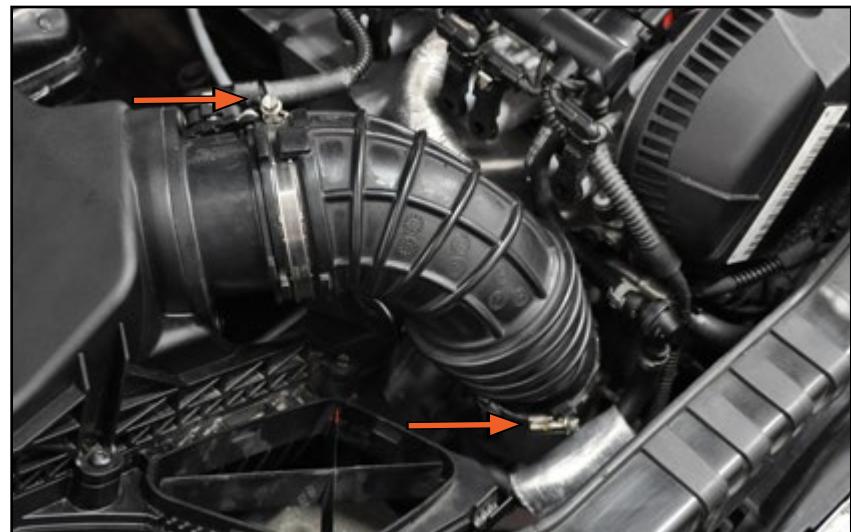
Step 5:

Pull up on the air duct where it meets the air box and remove it along with the air scoop.



Step 6: Flat Blade Screwdriver

Remove the turbo inlet hose by loosening the two clamps and pulling it off at both ends.



INSTALLING THE CATCH CAN KIT

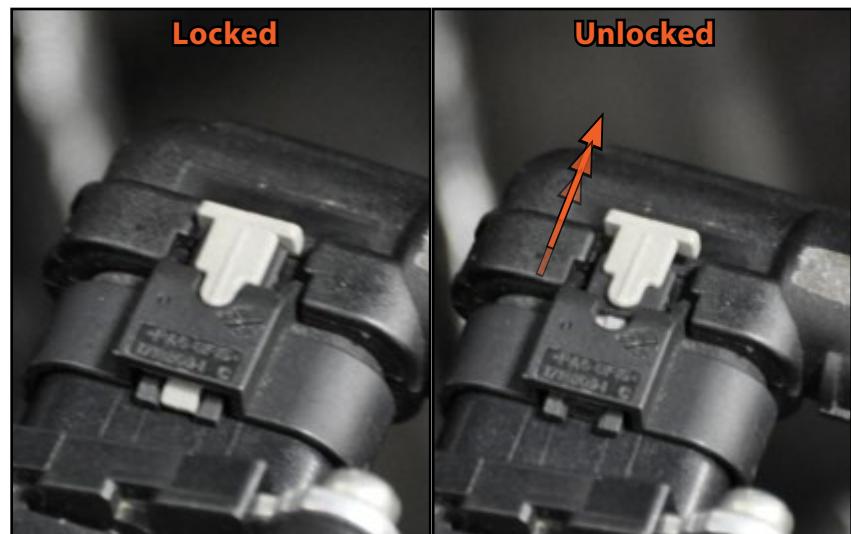
Step 7:

Locate the Mass Air Flow (MAF) sensor connector.



Step 8:

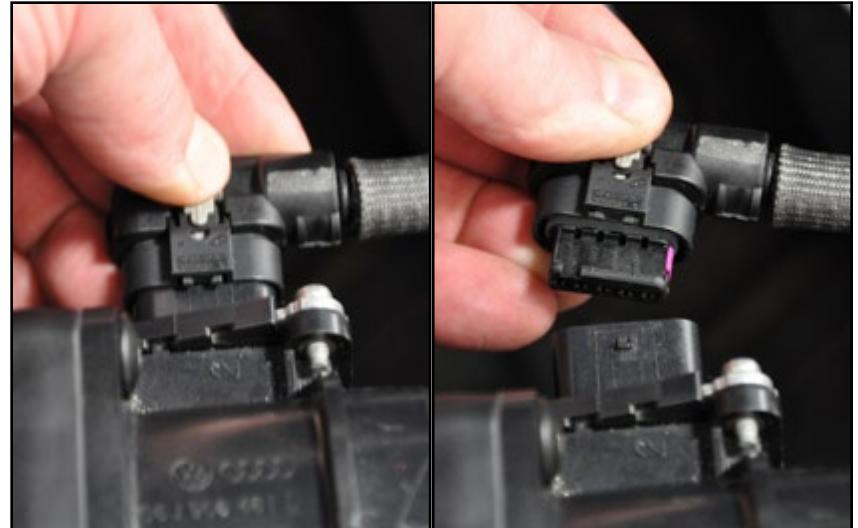
Unlock the connector on the MAF sensor by pulling the gray locking tab out until it stops.



INSTALLING THE CATCH CAN KIT

Step 9:

Press down on the end of the gray locking tab, then pull the connector off the MAF sensor.



Step 10:

Pull up on the airbox on both sides and remove it from the engine compartment.



INSTALLING THE CATCH CAN KIT

Determine which type of intake manifold you have:



With a plastic intake, proceed on
[Page 15](#).



With an aluminum intake, proceed
on [Page 31](#).

INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 11:

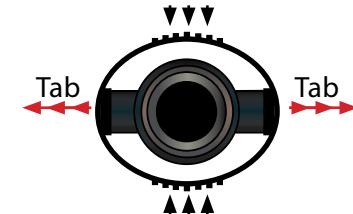
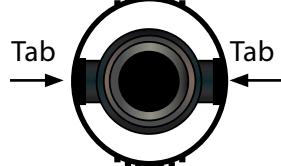
Cover the turbo inlet with a clean rag to prevent anything from falling into it during the installation.



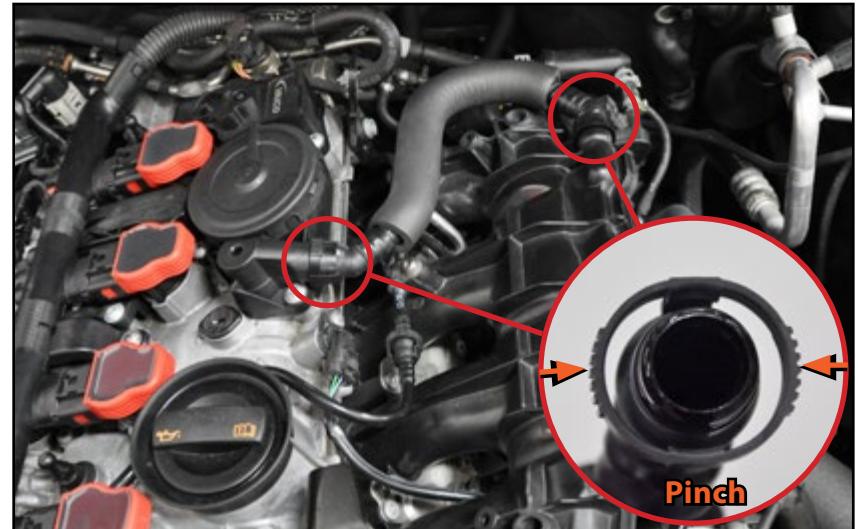
Step 12:

Remove the crank vent hose by disconnecting it from the intake manifold and PCV assembly. The diagram below explains how to release these squeeze-lock fittings.

Normal Installed State: The tabs keep the hose "locked" in place.



To Remove: Squeeze the knurled sides of the locking ring together and the tabs will expand out and unlock, allowing you to remove the connector.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 13:

Lubricate the o-rings on the PCV caps with clean engine oil, then push one onto the end of the PCV assembly and one onto the intake manifold port.



If you have an ECS Tuning Boost Tap installed on your intake manifold port, the PCV cap will fit on the end of the boost tap exactly as it would fit on the end of the intake manifold port.



Step 14:

Install a retaining clip into the groove of each PCV cap.



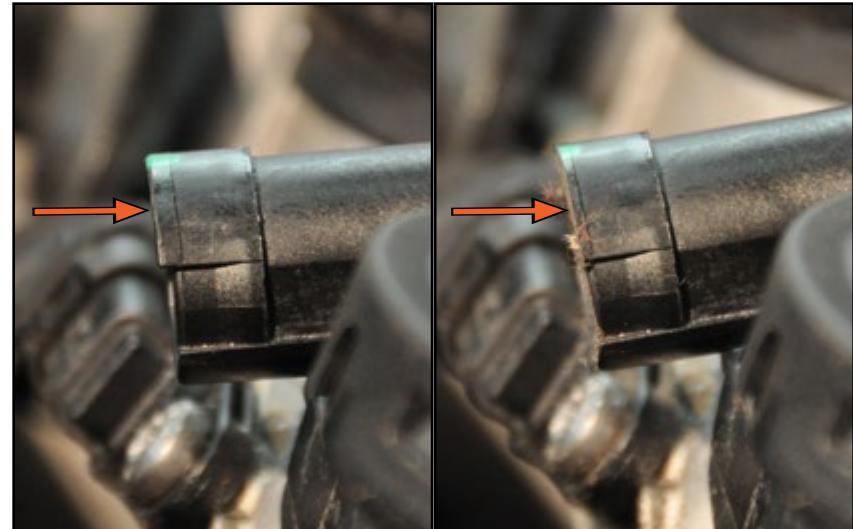
If the cap does not push onto the PCV assembly far enough to install the clip, reference step 15 and inspect the end of the PCV assembly.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 15: File

Occasionally, the PCV assembly outlet will have a lip on it that will interfere with the installation of the PCV cap. If you find this on your car, file the lip off until it is flush with the rest of the outlet, then install the cap as normal.



Step 16: T30 Torx, Ratchet

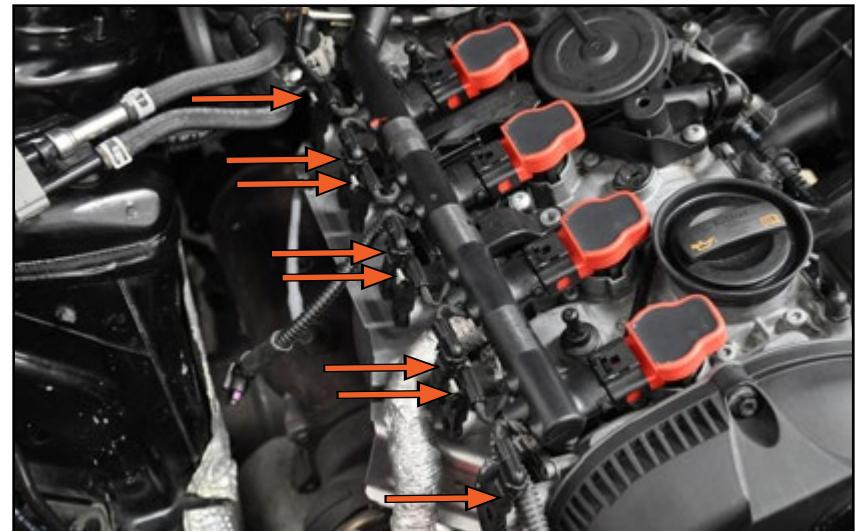
Remove the coil harness retaining bolt.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 17:

Disconnect the camshaft adjustment actuator connectors. There are eight of them, and these connector locks operate the same as the MAF sensor connector.



Step 18:

Press the release tabs to unlock all 4 coil electrical connectors.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 19:

Pull the ignition coil harness completely off of the coils.



Step 20: Schwaben Ignition Coil Puller

Remove the #3 ignition coil by pulling it straight out.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 21: T30 Torx, Ratchet

Remove the PCV adapter retaining bolt.



Step 22:

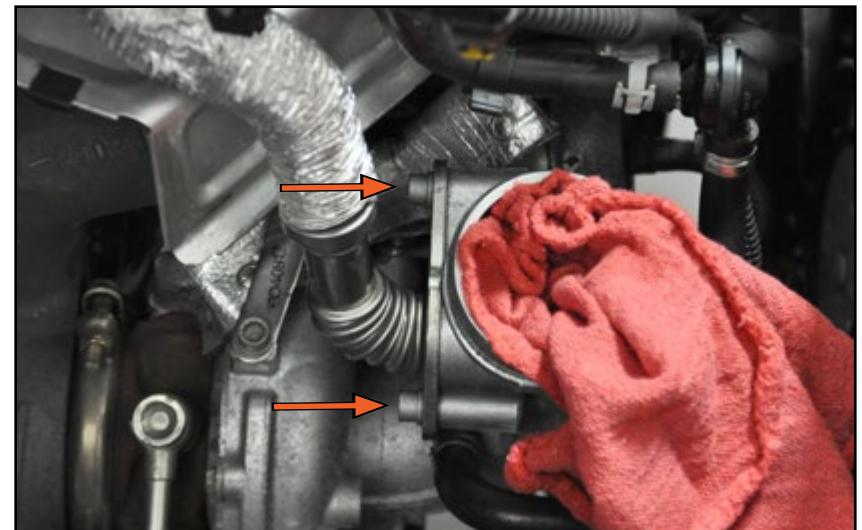
Pull the PCV adapter out of the PCV assembly.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

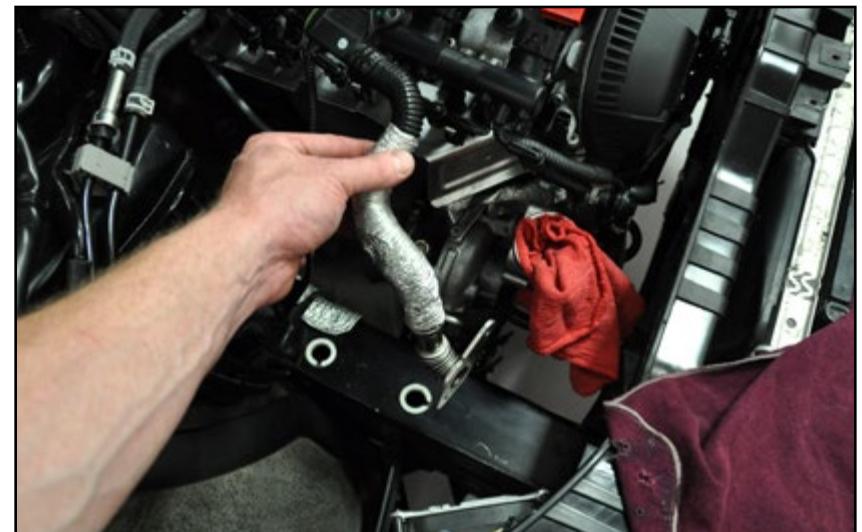
Step 23: 5mm Hex Bit (Allen) Wrench

Remove the two screws securing the breather tube to the turbo housing.



Step 24:

Remove the breather tube.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

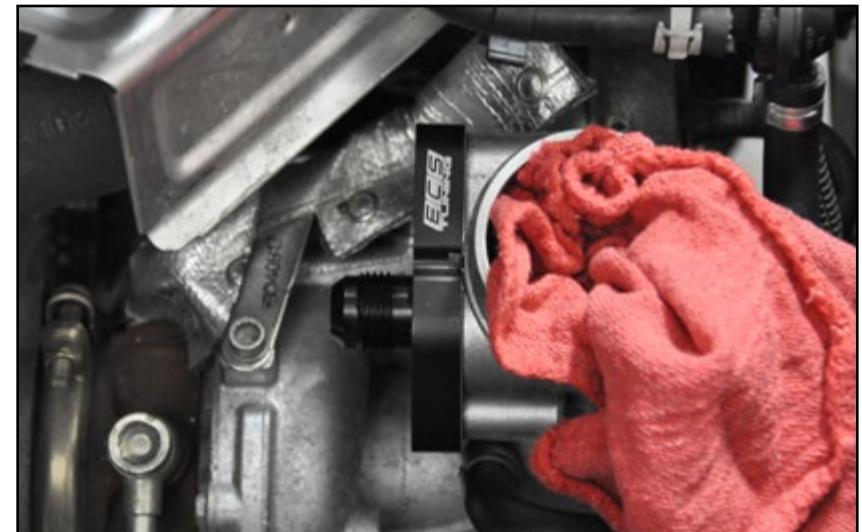
Step 25:

Place the new breather tube gasket onto the turbo adapter plate, then thread two of the new M6 x 16 screws through the plate and into the gasket. Note that the tab on the gasket aligns with the cutout in the adapter plate.



Step 26: 5mm Hex Bit (Allen) Wrench

Install the turbo adapter plate onto the turbo housing and tighten the screws.



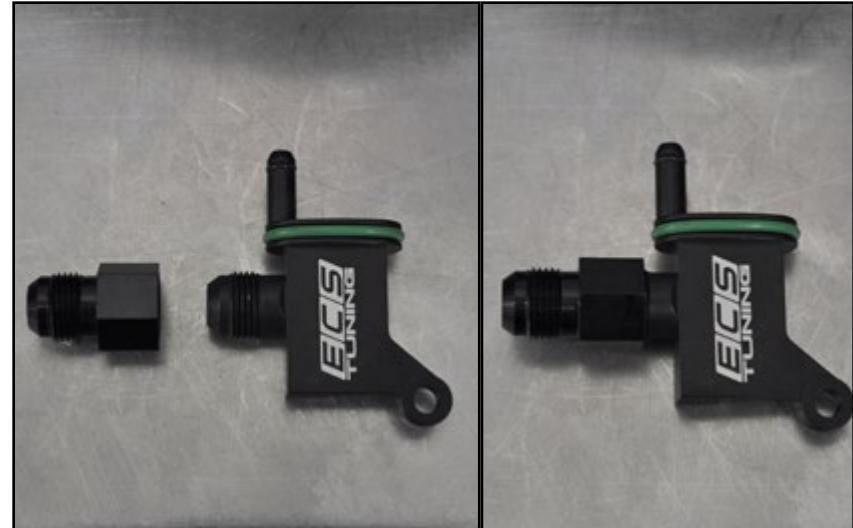
INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 27: Crescent Wrench

Install and tighten the -10 AN extender onto the PCV adapter. It is only necessary to tighten these by hand using a crescent type wrench.



Cover the jaws of a crescent wrench with masking tape to protect the finish of the catch can lines and adapters.



Step 28: T30 Torx, Ratchet

Lubricate the seal with clean engine oil and slide the PCV adapter into the PCV assembly, then install and tighten the retaining bolt.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 29:

Place the bracket mounting plate onto the lip of the radiator core support in the location shown.



Step 30:

Slide the catch can bracket underneath the radiator core support so the screw holes in the bracket are lined up underneath the holes in the bracket mounting plate. (Reference step 35 for a side view to make sure you have the bracket correctly installed).



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 31: 5mm Hex bit (Allen) Wrench

Loosely install the remaining two new M6 x 16 bolts, then push the bracket against the rib in the radiator core support (direction of arrow) and tighten the bolts.



Step 32:

Unthread and remove the dipstick from the catch can.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 33:

Unthread and remove the catch can reservoir from the separator.



Step 34:

Using clean engine oil, lubricate the o-ring seal that is located in the groove of the separator.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 35:

Place the separator into the catch can bracket.



Step 36:

Thread the reservoir onto the separator but do not completely tighten it at this time.



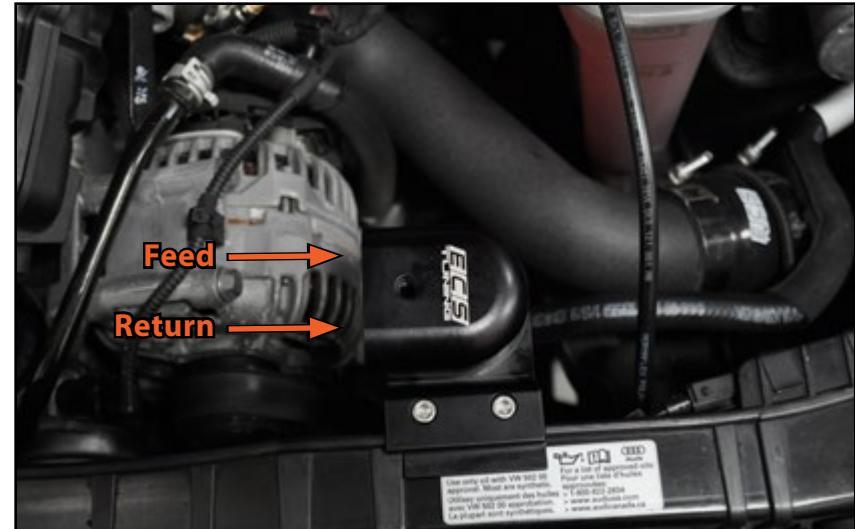
When the reservoir is fully tightened, the catch can will be locked in place in the bracket. We are leaving it loose at this point to make it easier to thread in the feed and return lines.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 37:

With the new catch can in its installed position, note the locations of the feed and return side of the separator.



Step 38: AN Fitting Wrench -or- Crescent Wrench

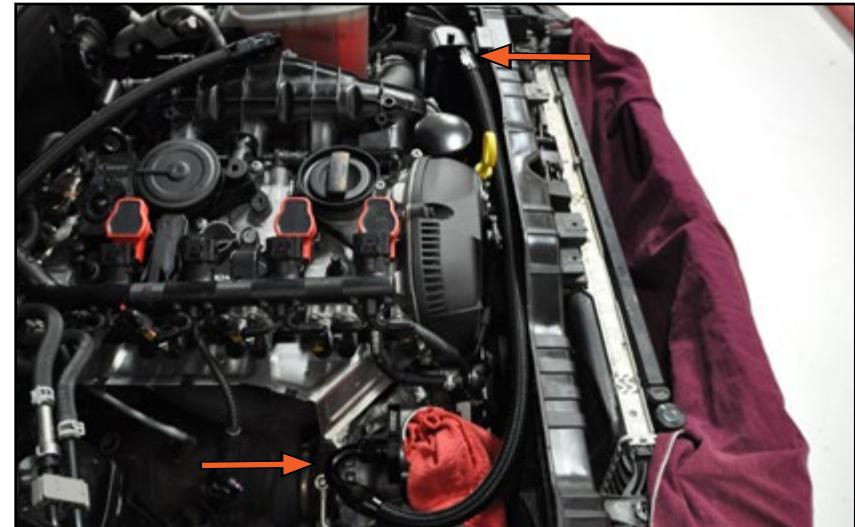
Install the return line in place between the catch can and the turbo adapter plate and tighten both fittings.



The fittings on the end of these AN lines are swivel fittings. They will rotate even when the line ends are tightened.



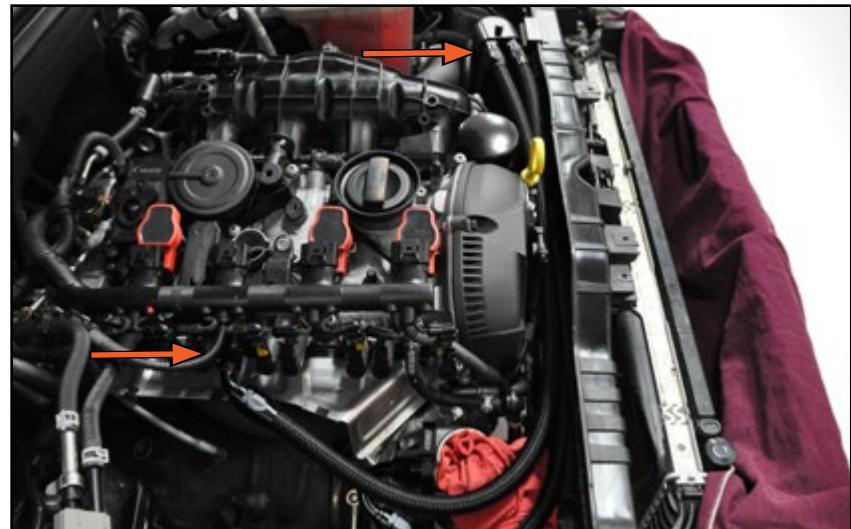
An AN Fitting wrench is designed to install these fittings without damaging the finish, but a Crescent wrench can be used carefully in its place. To prevent damage to the finish on the catch can lines, apply masking tape to the jaws of the Crescent or AN wrench.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 39: AN Fitting Wrench -or- Crescent Wrench

Install the feed line in place between the catch can and the PCV assembly adapter and tighten the fittings.



Step 40: T30 Torx, Ratchet

Perform the following:

Install the #3 ignition coil

Connect the ignition coil harness

Install the ignition coil harness bolt

Connect the camshaft adjustment actuators

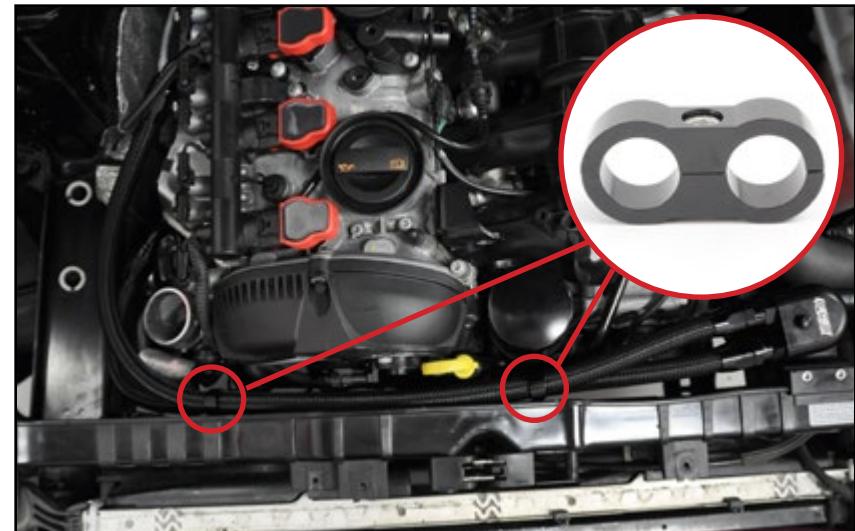
Lubricate the catch can dipstick seal with engine oil and install it into the catch can.



INSTALLING THE CATCH CAN KIT - PLASTIC INTAKE MANIFOLD

Step 41: 3/16" Hex Bit (Allen) Wrench

Install the two line separators in place where the lines run between the front of the engine and the radiator core support.



Step 42:

Rotate the catch can so it is parallel with the edges of the bracket, then fully tighten the reservoir to lock it in place.



It is only necessary to tighten the reservoir by hand.
Do not use any tools.



Remove the rag from the turbo inlet, reinstall the original air box, radiator shroud, and engine cover.

Your Catch Can installation is complete!

INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

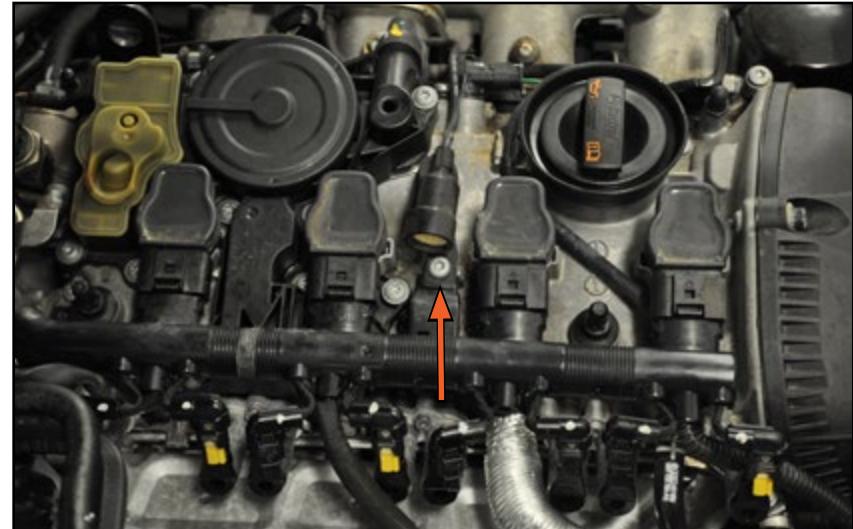
Step 11:

Cover the turbo inlet with a clean rag to prevent anything from falling into it during the installation.



Step 12: T30 Torx, Ratchet

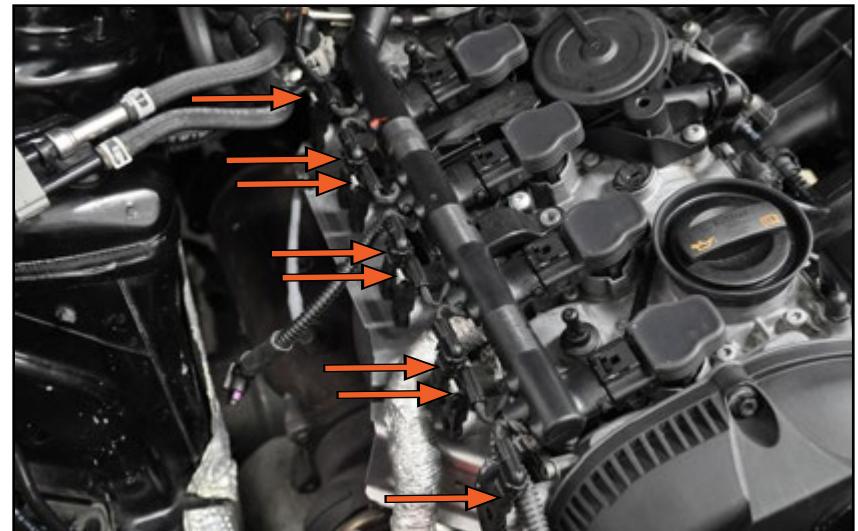
Remove the coil harness retaining bolt.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

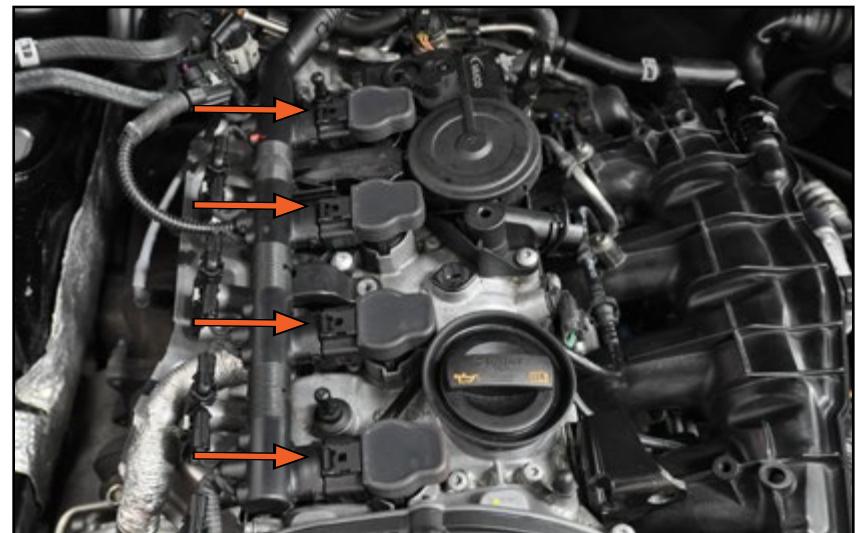
Step 13:

Disconnect the camshaft adjustment actuator connectors. There are eight of them, and these connector locks operate the same as the MAF sensor connector.



Step 14:

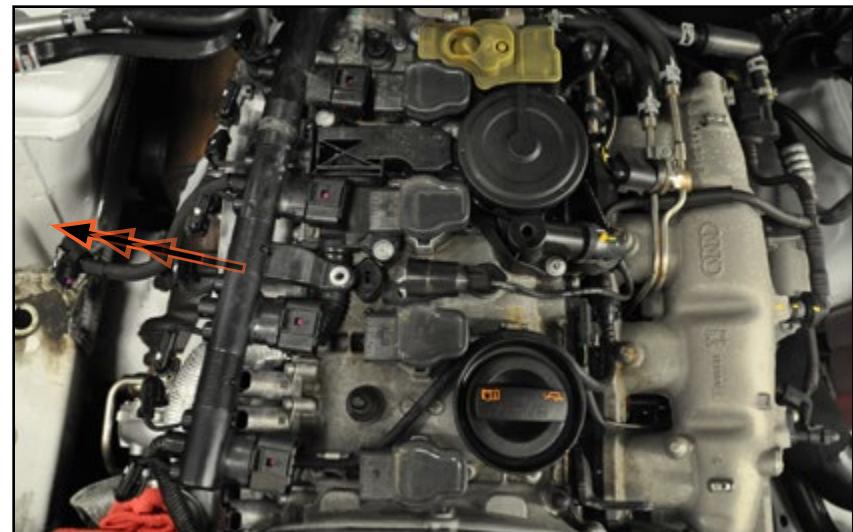
Press the release tabs to unlock all 4 coil electrical connectors.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

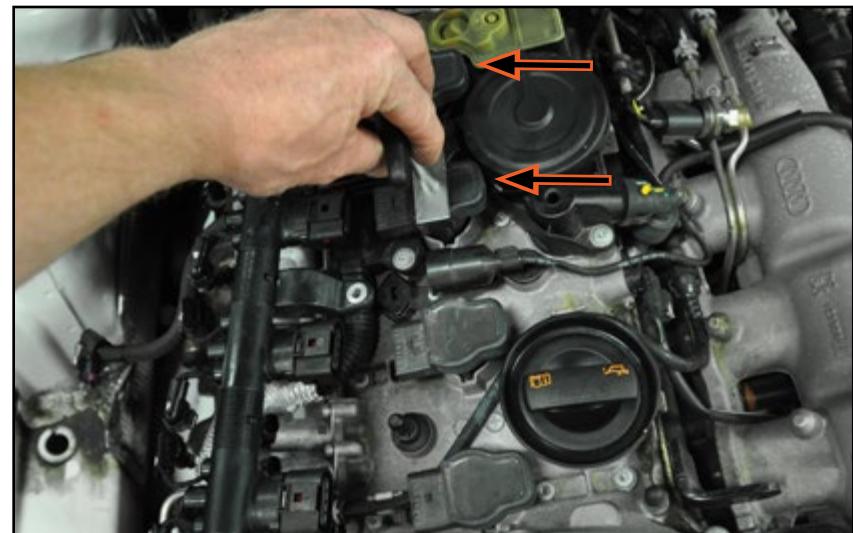
Step 15:

Pull the ignition coil harness completely off of the coils.



Step 16: Schwaben Ignition Coil Puller

Remove cylinder 3 and 4 ignition coils by pulling them out. Here we are using our Schwaben Ignition Coil Puller to make it a little easier.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 17: T30 Torx, Ratchet

Remove the PCV adapter retaining bolt.

**Step 18:**

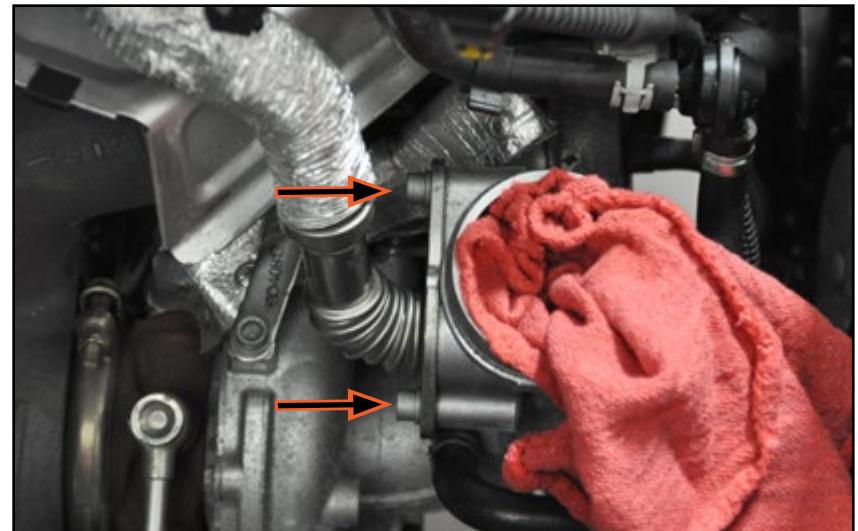
Pull the PCV adapter out of the PCV assembly.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 19: 5mm Hex Bit (Allen) Wrench

Remove the two screws securing the breather tube to the turbo housing.



Step 20:

Remove the breather tube.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

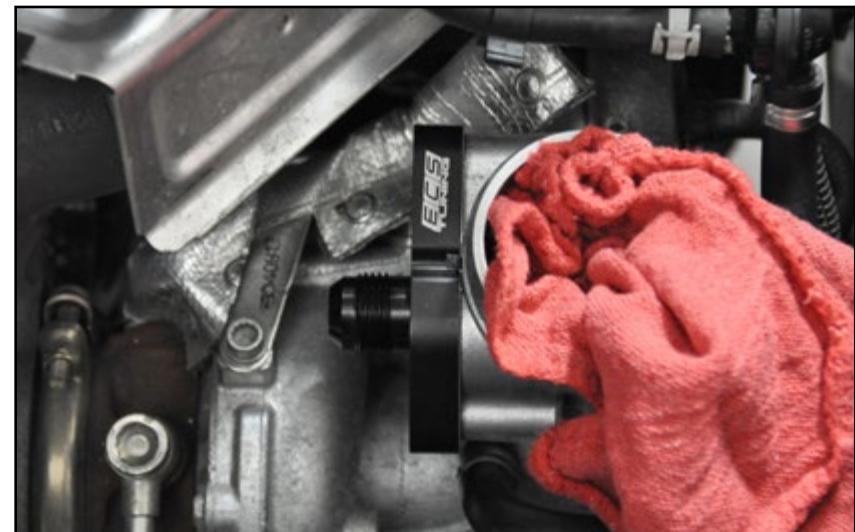
Step 21:

Place the new breather tube gasket onto the turbo adapter plate, then thread two of the new M6 x 16 screws through the plate and into the gasket. Note that the tab on the gasket aligns with the cutout in the adapter plate.



Step 22:

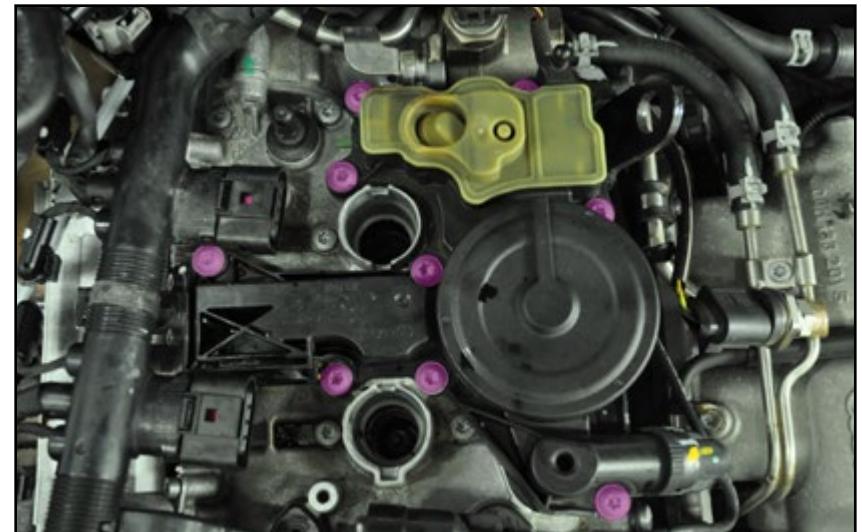
Install the turbo adapter plate onto the turbo housing and tighten the screws.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 23: T30 Torx, Ratchet

Now, remove the 9 screws (highlighted in purple) holding the PCV assembly to the valve cover.



Step 24:

Lift the PCV assembly off of the valve cover.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 25:

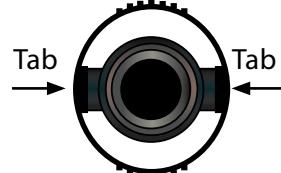
Using a lint free rag, carefully clean the sealing surface of the valve cover and also the o-ring seal on the vent tube. Be sure not to get any dirt inside the valve cover.



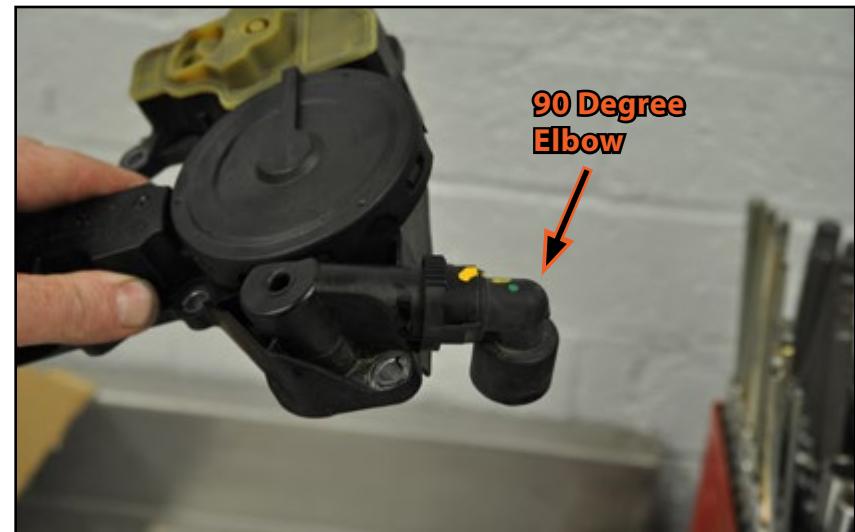
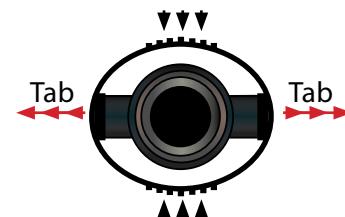
Step 26:

Remove the 90 degree elbow from the PCV assembly. The diagram below explains how to release this type of fitting.

Normal Installed State: The tabs keep the hose "locked" in place.



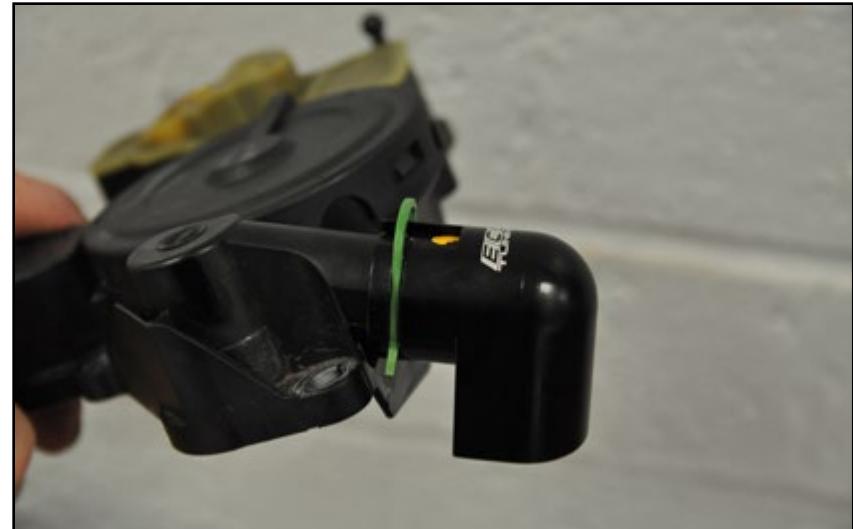
To Remove: Squeeze the knurled sides of the locking ring together and the tabs will expand out and unlock, allowing you to remove the connector.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 27:

Push the PCV Block-Off Elbow onto the PCV assembly and install the retaining clip.



Step 28:

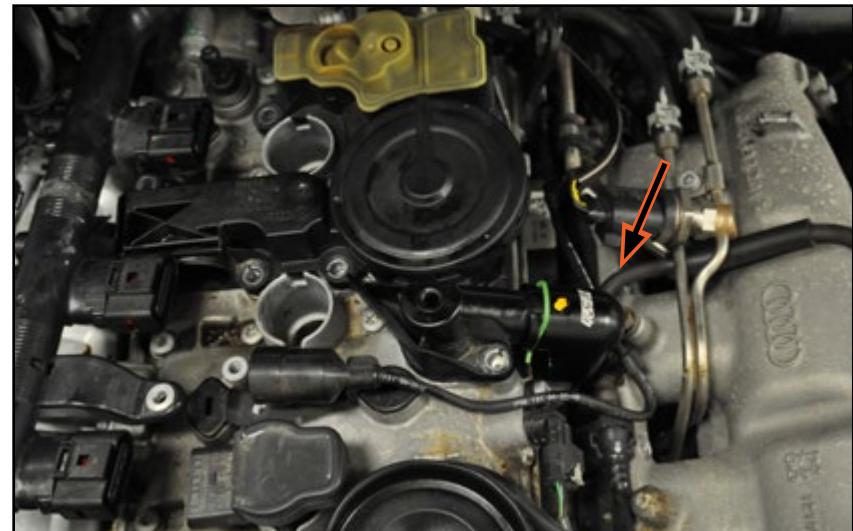
Clean the rubber seal on the base of the PCV assembly using a lint-free rag.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

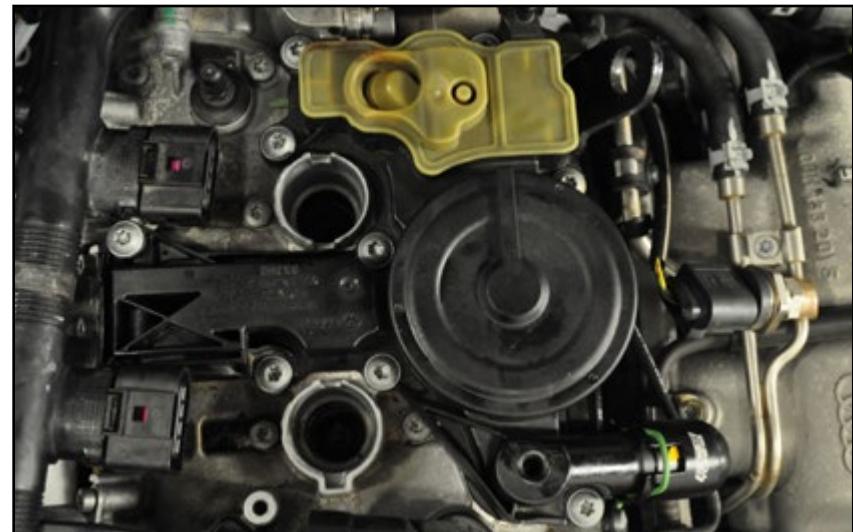
Step 29:

Position the PCV assembly back into place, making sure the Block-Off Elbow is fully seated onto the vent tube.



Step 30: T30 Torx, Ratchet

Install and tighten the 9 screws holding the PCV assembly to the valve cover.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 31: Crescent Wrench

Install and tighten the -10 AN extender onto the PCV adapter. It is only necessary to tighten these by hand using a crescent type wrench.



Cover the jaws of a crescent wrench with masking tape to protect the finish of the catch can lines and adapters.



Step 32: T30 Torx, Ratchet

Lubricate the seal with clean engine oil, slide the PCV adapter into the PCV valve assembly, then install and tighten the retaining bolt.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 33:

Place the bracket plate onto the lip of the radiator core support in the location shown.



Step 34:

Slide the catch can bracket underneath the radiator core support so the screw holes in the bracket are lined up underneath the holes in the bracket mounting plate. (Reference step 39 for a side view to make sure you have the bracket correctly installed).



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 35: 5mm Hex bit (Allen) Wrench

Loosely install the two remaining new M6 x 16 bolts, then push the bracket against the rib in the radiator core support (direction of arrow) and tighten the bolts.



Step 36:

Unthread and remove the dipstick from the catch can.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 37:

Unthread and remove the catch can reservoir from the separator.



Step 38:

Using clean engine oil, lubricate the o-ring seal that is located in the groove of the separator.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 39:

Place the separator into the catch can bracket.



Step 40:

Thread the reservoir onto the separator but do not completely tighten it at this time.



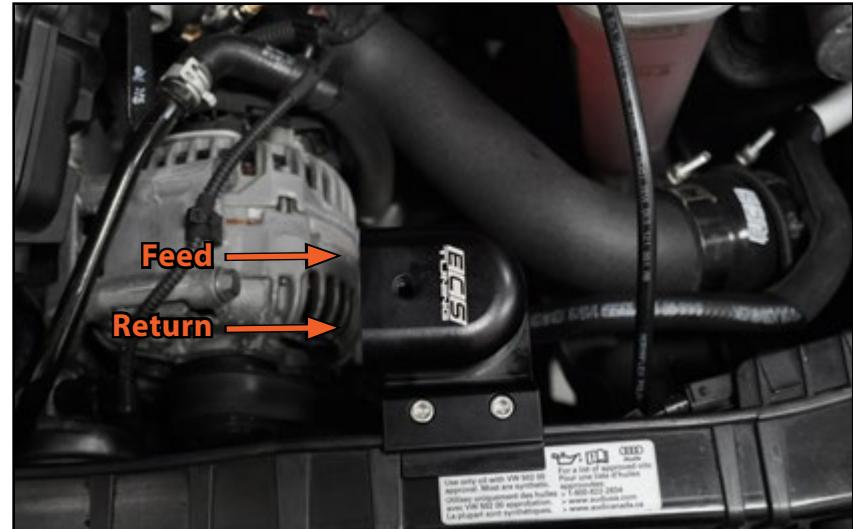
When the reservoir is fully tightened, the catch can will be locked in place in the bracket. We are leaving it loose at this point to make it easier to thread in the feed and return lines.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 41:

With the new catch can in its installed position, note the locations of the feed and return side of the separator.



Step 42: AN Fitting Wrench -or- Crescent Wrench

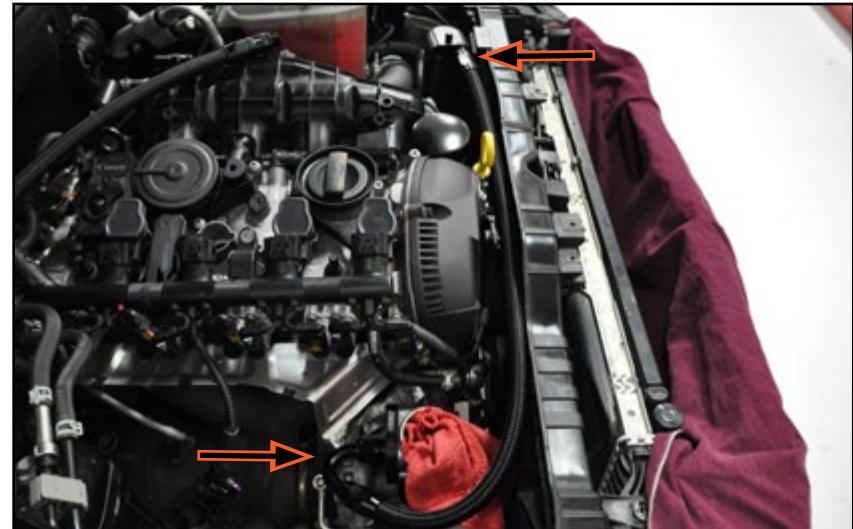
Install the return line in place between the catch can and the turbo adapter plate and tighten both fittings.



The fittings on the end of these AN lines are swivel fittings. They will rotate even when the line ends are tightened.



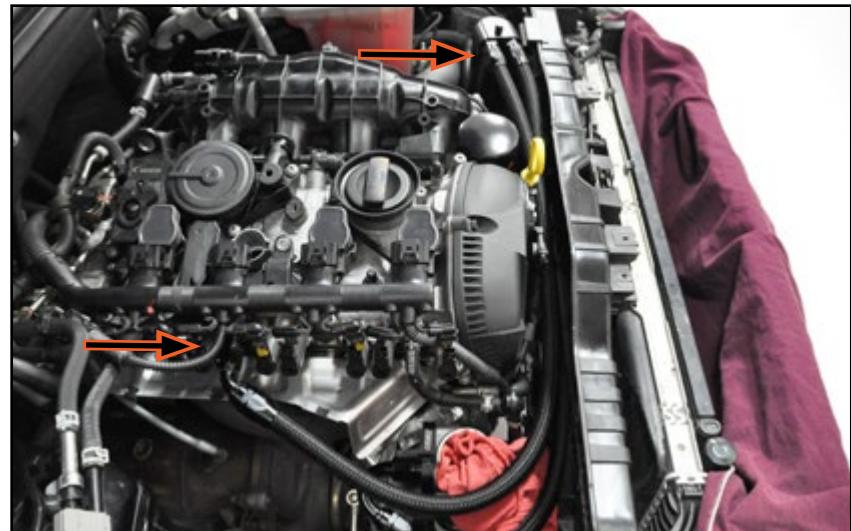
An AN Fitting wrench is designed to install these fittings without damaging the finish, but a Crescent wrench can be used carefully in its place. To prevent damage to the finish on the catch can lines, apply masking tape to the jaws of the Crescent or AN wrench.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 43: AN Fitting Wrench -or- Crescent Wrench

Install the feed line in place between the catch can and the PCV assembly adapter and tighten the fittings.



Step 44: T30 Torx, Ratchet

Perform the following:

Reinstall the ignition coils.

Connect the ignition coil harness.

Install the ignition coil harness bolt.

Connect the camshaft adjustment actuators.

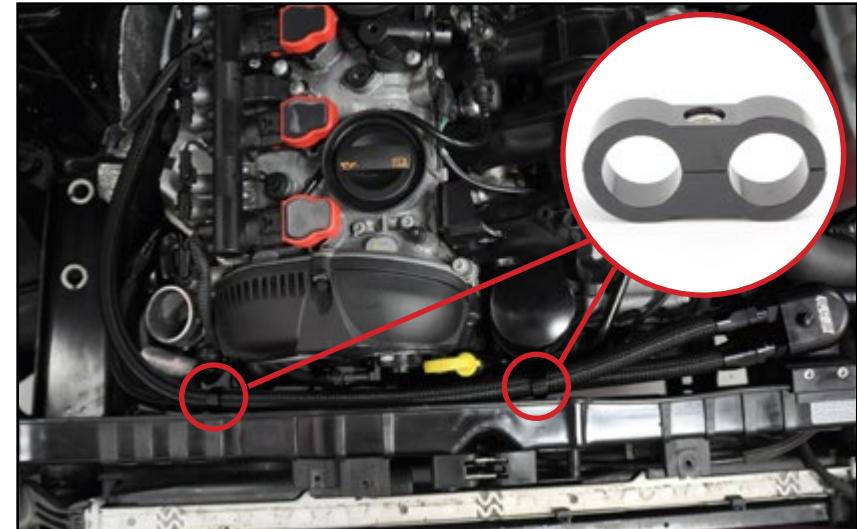
Lubricate the catch can dipstick seal with engine oil and install it into the catch can.



INSTALLING THE CATCH CAN KIT - ALUMINUM INTAKE MANIFOLD

Step 45: 3/16" Hex Bit (Allen) Wrench

Install the two line separators in place where the lines run between the front of the engine and the radiator core support.



Step 46:

Rotate the catch can so it is parallel with the edges of the bracket, then fully tighten the reservoir to lock it in place.



It is only necessary to tighten the reservoir by hand.
Do not use any tools.



Remove the rag from the turbo inlet, reinstall the original air box, radiator shroud, and engine cover.

Your Catch Can installation is complete!

CLEANING AND MAINTENANCE

Step 1:

We recommend that you check the level of the waste in your catch can on a regular basis. Start with once a week until you determine the amount of time it takes your car to fill the reservoir. Note that the dipstick does not go all the way to the bottom of the reservoir. When you begin to see waste register on the dipstick, you already have about an inch of buildup in the bottom. Empty and clean the reservoir when the waste registers approximately 2" up on the dipstick.



Step 2:

About twice a year, we recommend that you remove the separator for cleaning. To remove it, remove the lines and the reservoir, then lift the separator out of the bracket.



If the o-ring seal needs to be replaced, it is available as a replacement part on our website, [ES#3097721](#)



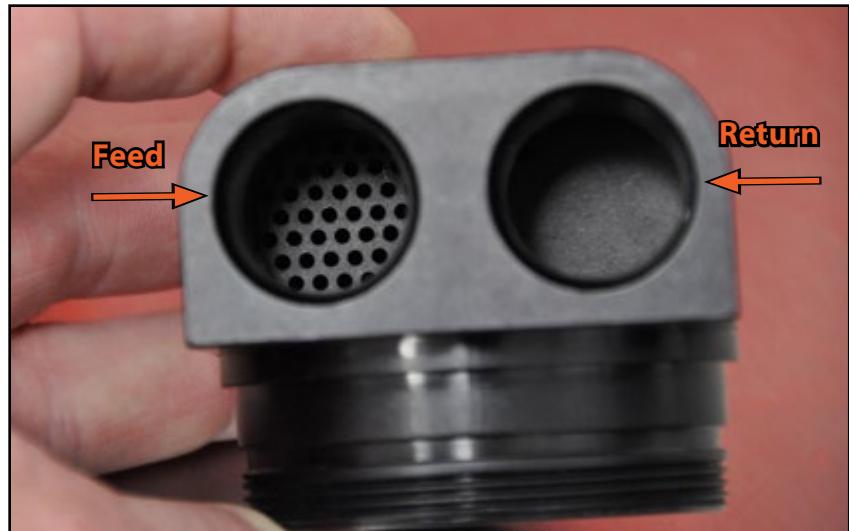
CLEANING AND MAINTENANCE

Step 3:

Once you have removed the separator, note the position of the baffle inside. The feed side of the separator has a number of small holes in it. Through the return side you will only be able to see a flat plate.

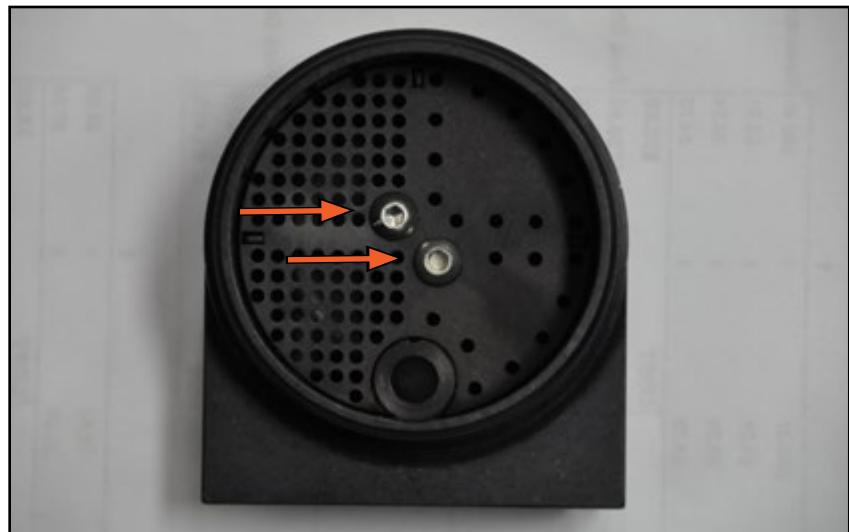


The baffle can be reversed for custom applications, it is important to note the position now so the separator is reassembled in the correct order.



Step 4:

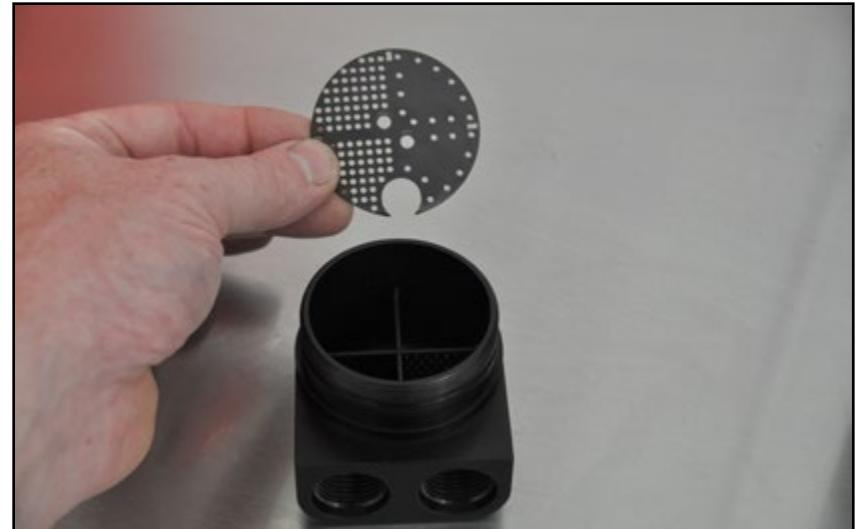
Using the 2.5mm allen wrench included with the kit, remove the two baffle plate screws.



CLEANING AND MAINTENANCE

Step 5:

Lift the baffle plate out of the separator housing.



Step 6:

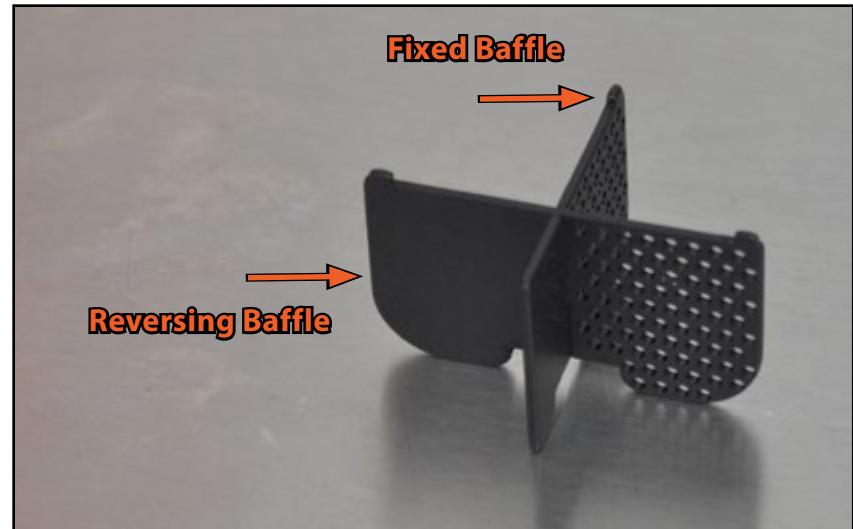
Lift the remaining baffles out of the separator housing.



CLEANING AND MAINTENANCE

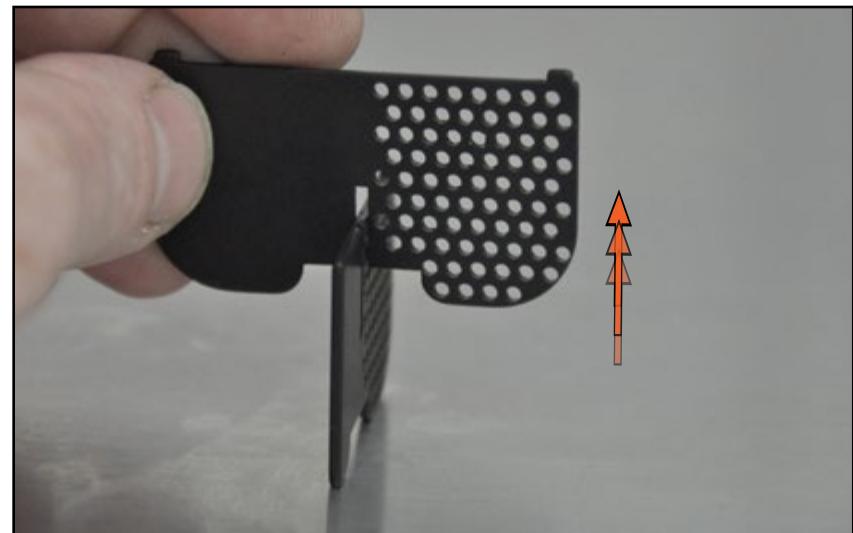
Step 7:

Note the positions of the fixed baffle and the reversing baffle.



Step 8:

Slide the two baffles apart.



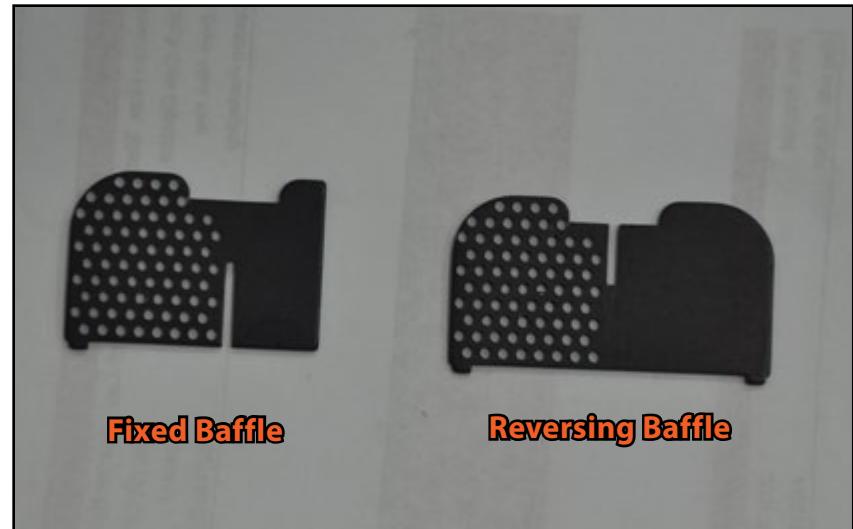
CLEANING AND MAINTENANCE

Step 9:

Clean the separator baffles, housing, and reservoir, using any mild cleanser or solvent. Note in the picture on the right that the fixed baffle is shorter than the reversing baffle.



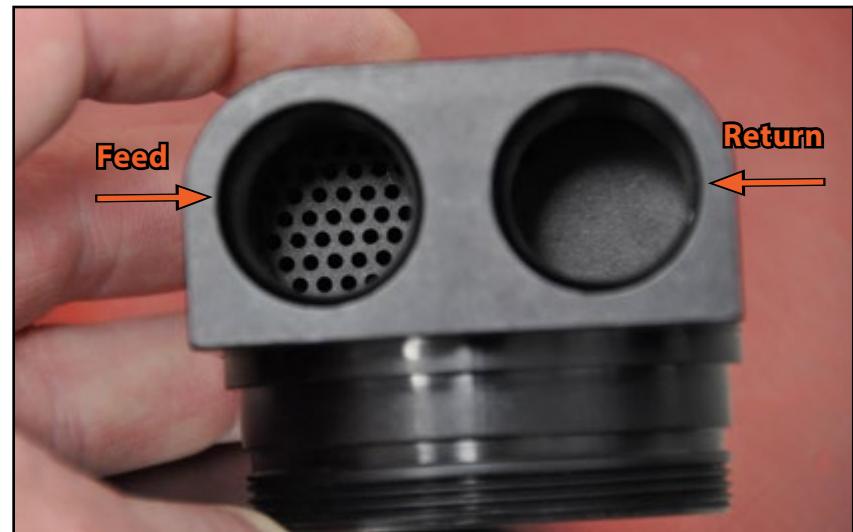
Any mild cleanser or solvent can be used to clean the catch can, however we recommend that you test all cleansers on an inconspicuous area inside the reservoir to check for discoloration before you clean the outside surfaces.



Step 10:

Reassemble the baffles into the separator housing and make sure that the baffles have not been reversed and the feed and return sides are positioned correctly.

Reinstall the catch can into your car. Be sure and lubricate all o-rings with clean engine oil.



CLEANING AND MAINTENANCE - COLD WEATHER



COLD TEMPERATURE WARNING

In cold temperatures, the crank vent system will generate a much greater amount of moisture which can present a risk of freezing.

When the temperature outside approaches freezing, your catch can should be cleaned on a weekly basis to prevent freeze up of the crank vent system and damage to engine seals.

When the temperature drops below freezing, we recommend reinstalling your original crank vent system components to prevent freeze up of the crank vent system and damage to engine seals.

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Your Audi B8 2.0T Catch Can Installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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