



2.0 TFSI PCV Bypass/ Oil Catch Can Fitting Instructions

Applications:

Transverse and Longitudinal 2.0T **FSI only** (Not applicable to newer TSI engine)

Tools required:

T25 Torx drive bit

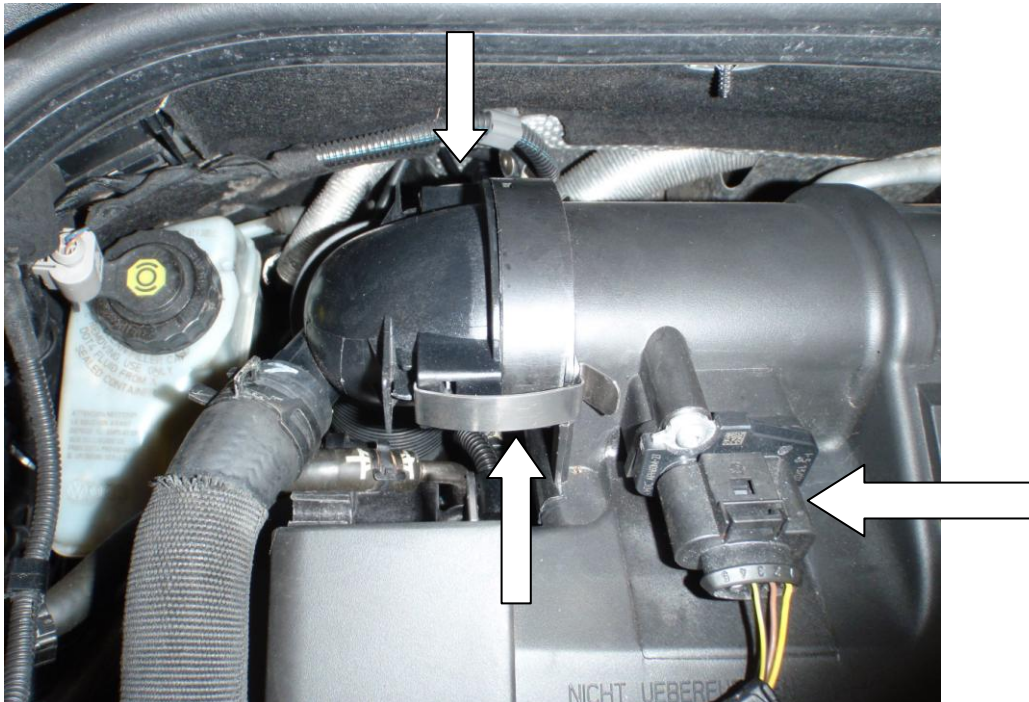
7mm socket

Flat headed screwdriver

10mm socket with matching ratchet

7mm hose clamp driver

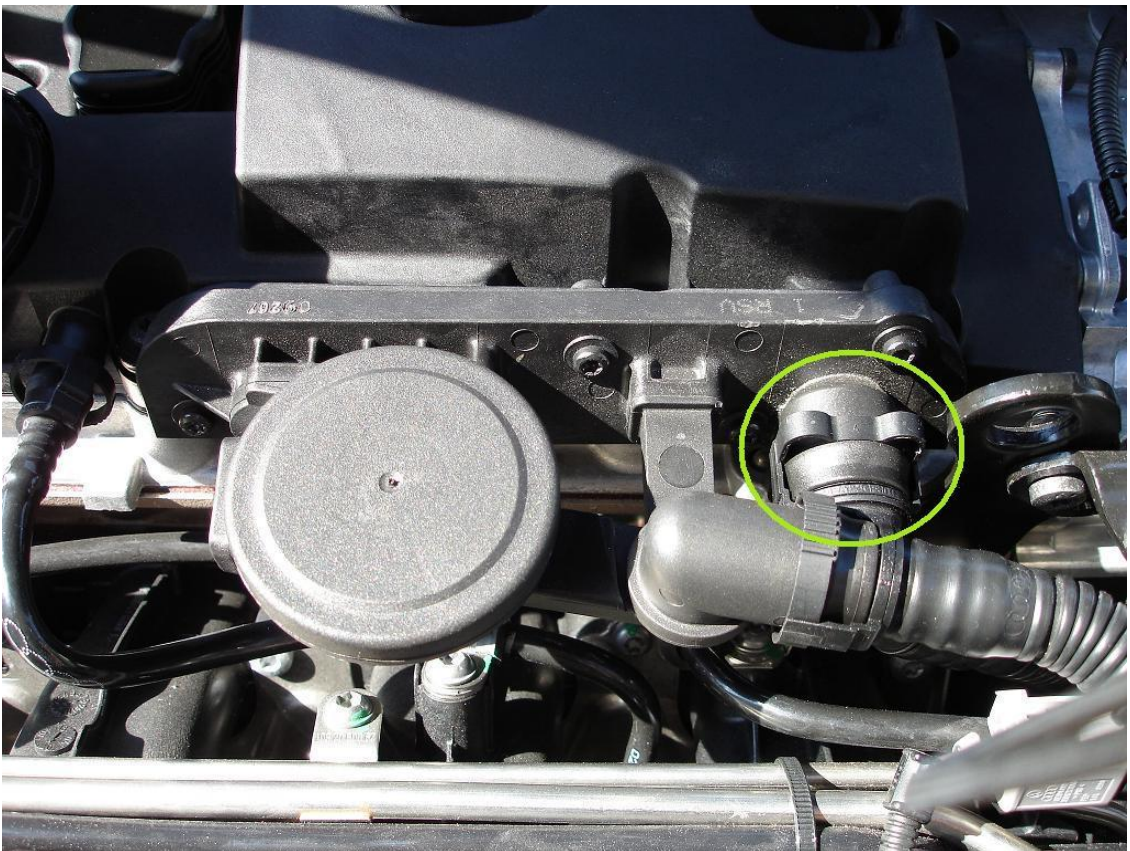
1. You will need to disconnect the two clips that secure the turbo inlet hose at the top left of the cover, just to the left of the MAF sensor connection. Pull the hose away from the engine cover then disconnect the MAF sensor connection, now remove the engine cover.



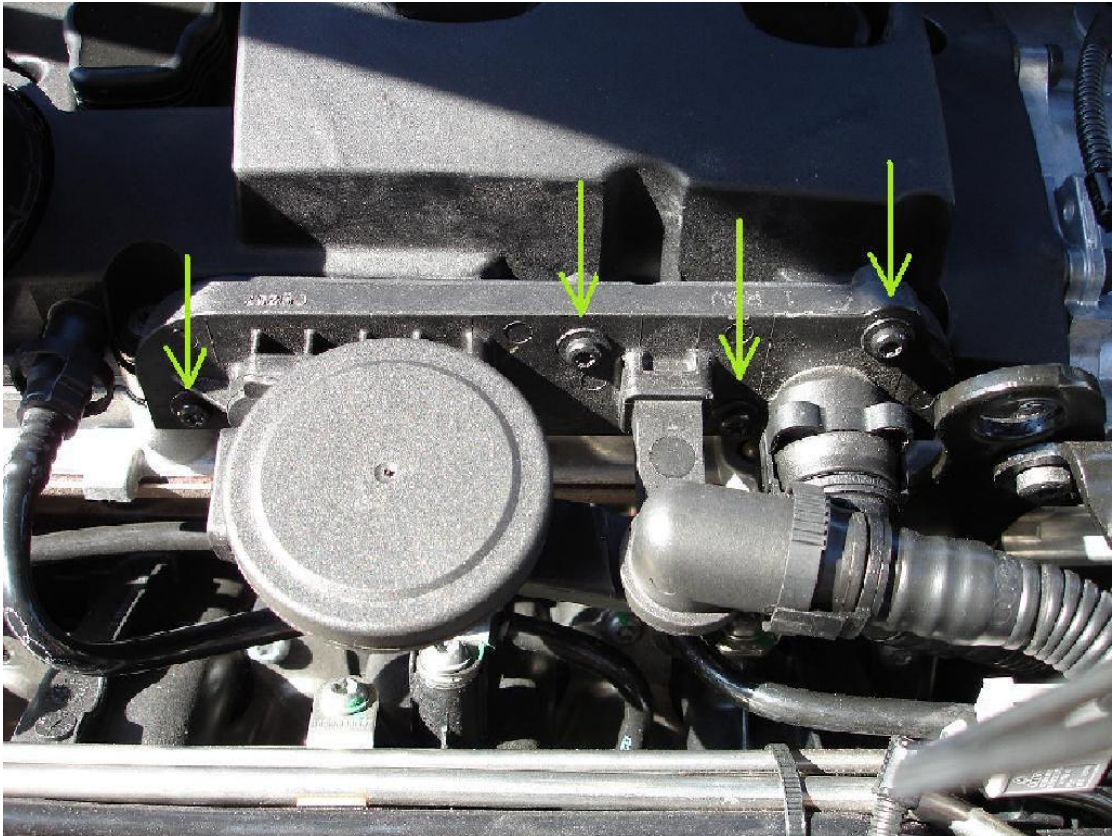
2. Unclip the connectors for both ends of the corrugated plastic pipe that connects to the PCV valve and intake manifold by squeezing the knurled clips at the end of each hose and simply pull out the hose.



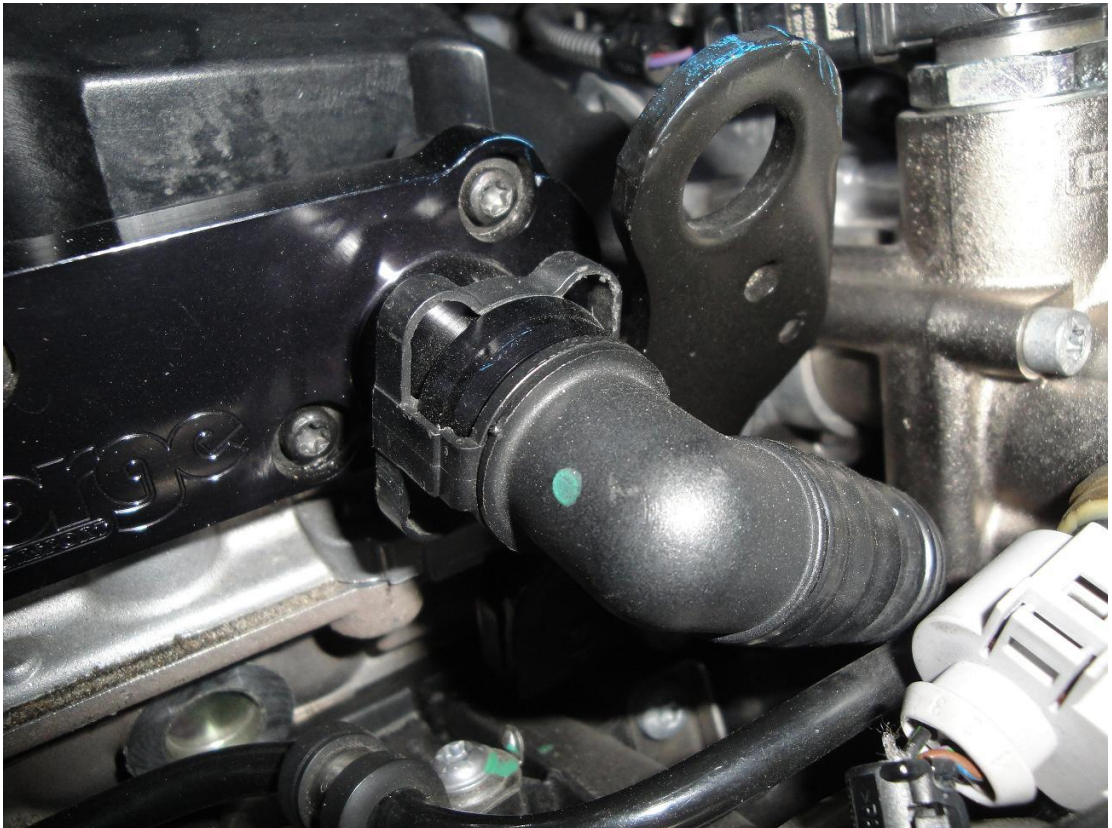
3. Very carefully using a flat headed screwdriver, unclip the connector on the far right of the PVC assembly. This connector secures at the top, bottom and both sides, so all 4 clips must be undone.



4. Using the T25 Torx bit, remove the 4 torx screws securing the PCV assembly to the valve cover. Now remove the PVC assembly from the engine.



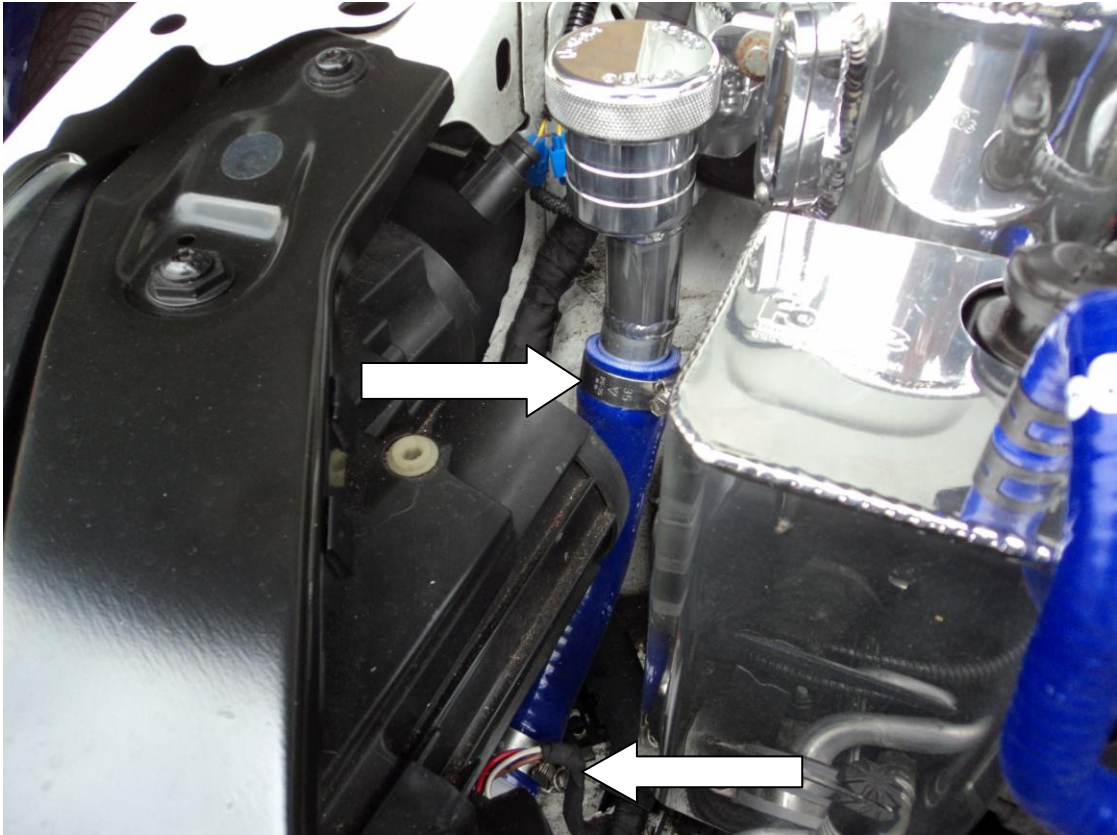
5. Remove any excess oil on the orange o-ring using a cloth. Fit the new Black anodized Forge PCV bypass plate using the screws you removed in the step above. Reattach the previously disconnected clip connector into the far right hand connection on the forge plate until the clip looks firmly in place.



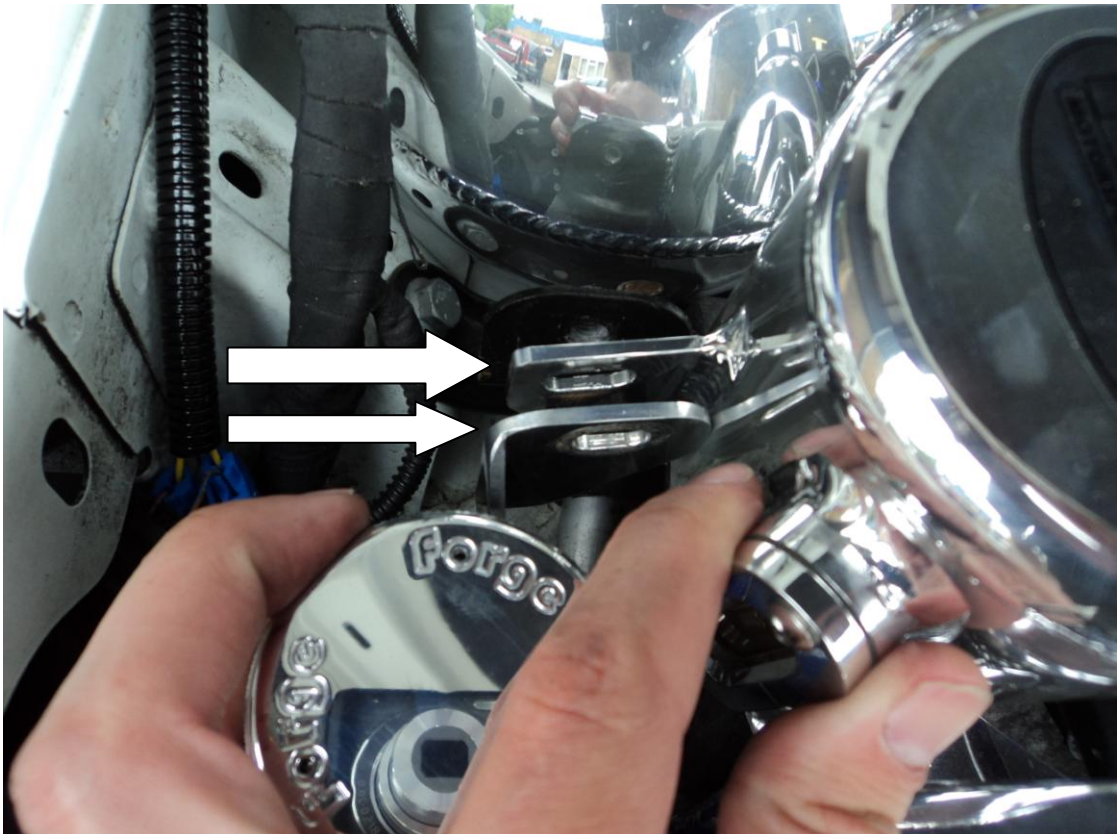
- Using a 10mm socket and matching ratchet undo the 10mm bolt holding the plastic washer bottle pipe in place. Once the bolt is removed you will need to pull up on the bottom of the pipe to release it from the washer tank.

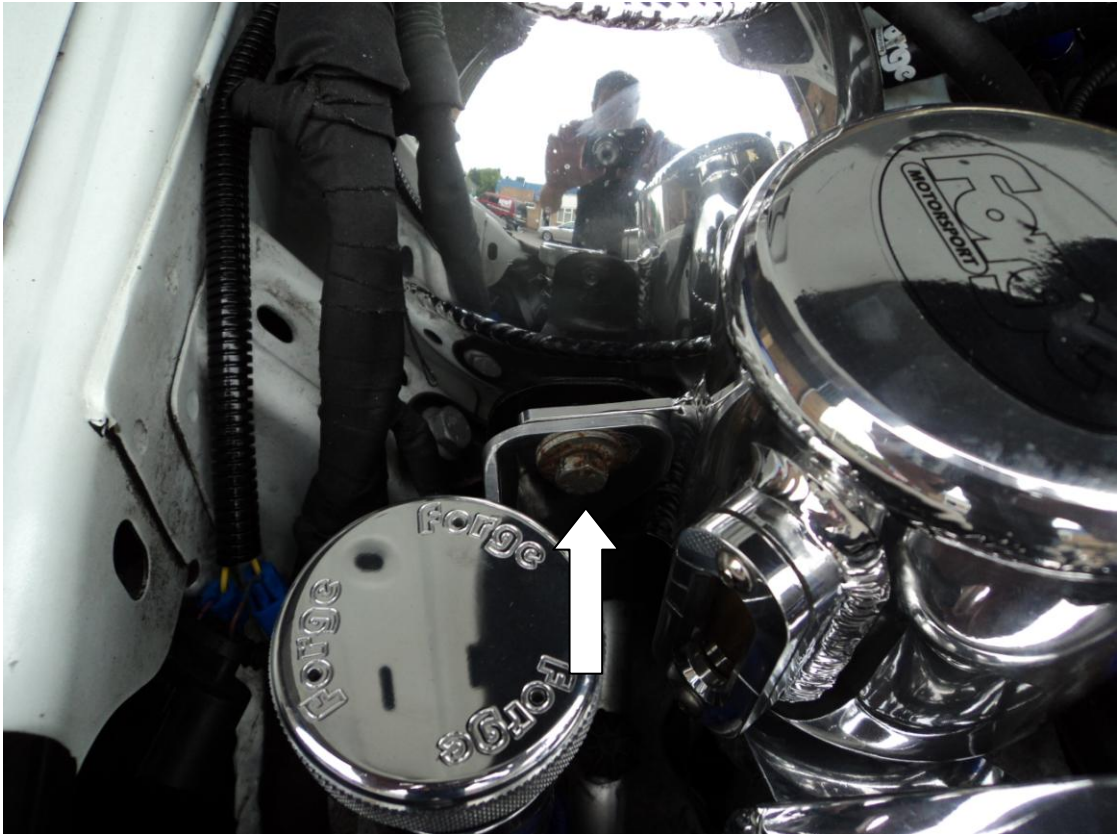


7. Fit the silicon 45 degree pipe on to the top of the washer tank and tighten with a hose clamp driver. Then fit the new forge washer bottle to the other end of the pipe, again securing with a hose clamp and tighten.



8. Place the oil catch can bracket behind the washer bottle bracket and secure both the catch can and washer bottle using the 10mm bolt previously removed and tighten.





9. With the catch can in place, connect the 2 pipes from both catch can outlets to the PVC bypass plate. It doesn't matter which way round the pipes attach to. Secure with the cable ties supplied. If the hoses are too long simply cut off the excess.





Install the Clip on blanking cap for the intake manifold. Prior to doing so, you will need to fit all 3 grub screws into the blanking plug unless you require a vacuum pipe if you are running a boost gauge. It is recommended that when fitting the grub screws, use a semi permanent thread lock.

10. Install the manifold cap by sliding it over the manifold outlet pipe until the lip on the manifold pipe can no longer be seen through the grooves on the cap. The double o-ring seals are very tight and secure so this may need a bit of force. Once the blanking cap is on insert the black plastic C-clip to secure it in place.



The catch tank is fitted with a sight glass on one side so you can monitor the fluid level. You will need to periodically empty this by unscrewing the drain plug on the bottom of the tank.

Drain intervals will vary based on the amount of fluid collected. This will depend heavily on the amount of blow-by glasses of the vehicle, how much the vehicle is driven, how hard you drive the vehicle and the ambient temperatures in the environment. More fluid will be collected in cooler temperatures compared to warmer weather.



INSTALLATION IS NOW COMPLETE

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