

Billet Catch Can Kit, 8J Audi TT RS 2.5 TFSI**034 MOTORSPORT**

Designed to provide optimal crankcase ventilation while keeping oil and water vapor out of the intake tract, the 034Motorsport Billet Catch Can Kit eliminates potential boost leaks caused by factory plastic components and prevents oil deposits from building up on the intake manifold and intake valves.

Installation Spiciness Rating: Spicy

Installation of your 034Motorsport Catch Can Kit is a straightforward process that will take a few hours to complete.

About This Guide

This Install Guide documents the installation process on a 2012 Audi TTRS. The actual installation process for your vehicle may vary by model, due to factory options, or because of existing aftermarket modifications you have installed.

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:

customerservice@034motorsport.com

Supplied Parts:

- 034 Catch Can Assembly & Mounting Plate
- (2x) -10 AN Inlet/Outlet Hoses
- Valve Cover Adapter Fittings
- Hose Separator
- Drain Line to Oil Pan (Optional)

Tools Needed:

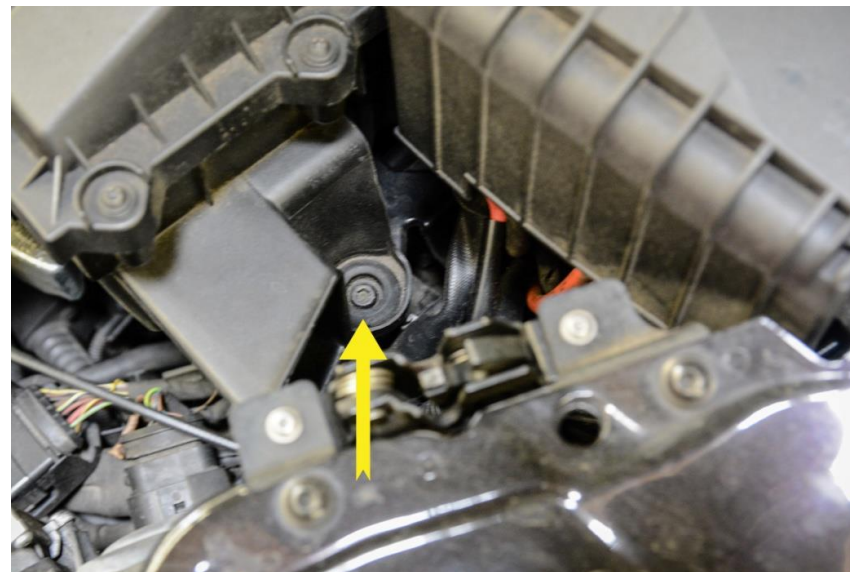
- 19mm Socket
- 16mm Socket
- 13mm Socket
- 10mm Socket
- T25 Torx
- T30 Torx
- 5mm Allen
- -10 AN Wrench
- Torque Wrench, Extensions
- Swivel Joints
- Pliers
- Flathead Screwdriver
- Dremel (or handheld grinding wheel)

Step 1

Remove the fresh air duct from the engine bay.

**Step 2**

Using a T30 Torx, remove the bolt securing the lower air box.



Step 3

Remove the factory carbon fiber engine cover.



Step 4

Slide hose clamp down and remove BPV recirculation hose from the air intake tube.



Step 5

Slide hose clamp on air intake tube toward the air box. The air box assembly should now be free to remove from the engine bay.



Step 6

Using a T30 Torx, remove the 2 bolts from the turbo inlet.



Step 7

Slide the factory hose clamp securing the factory coupler to the turbo inlet. The turbo inlet tube should now be free to remove from the engine bay.



Step 8

Loosen hose clamp and remove the vacuum line from the turbo inlet pipe.



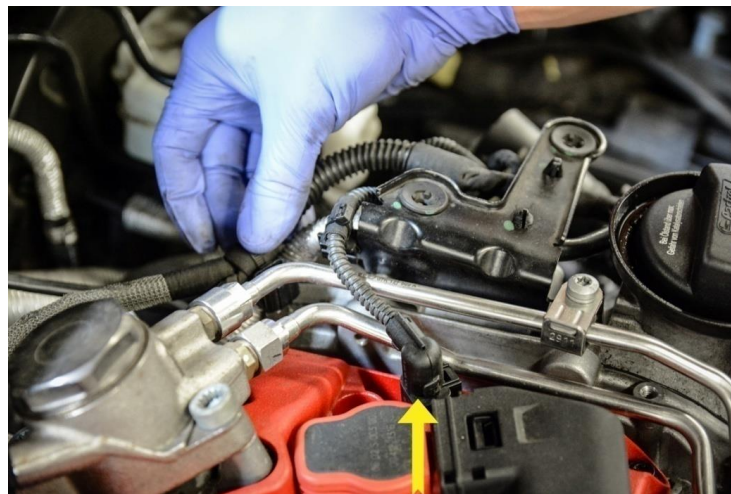
Step 9

Disconnect HPFP connector (yellow arrow) and unclip wiring harness clips.



Step 10

Unplug connector located in front of HPFP.



Step 11

Using a T25 Torx, remove the bolts securing the ground straps to the back of the valve cover.



Step 12

Reroute wiring harness to gain access to backside of valve cover and plug the turbo inlet pipe to prevent anything from falling in.



Step 13

Move vacuum line out of the way and remove bracket securing PCV tube.



Step 14

Remove PCV tube from back of valve cover.



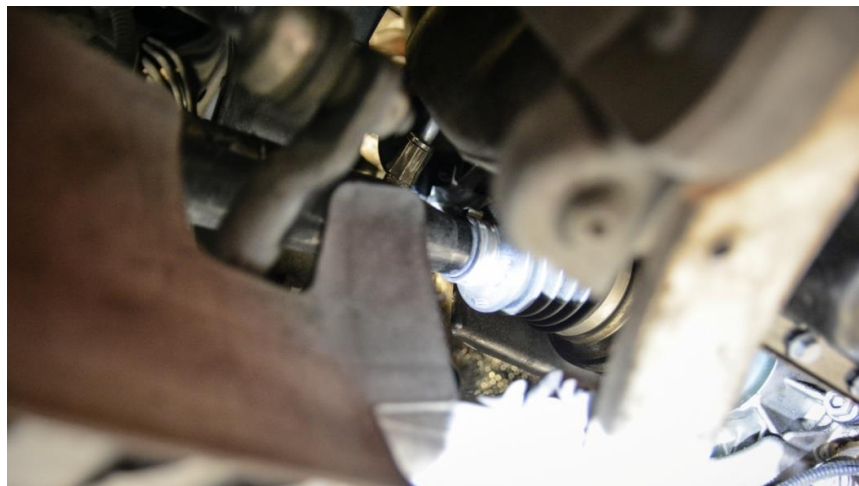
Step 15

Relocate vacuum line from turbo inlet pipe to gain access.



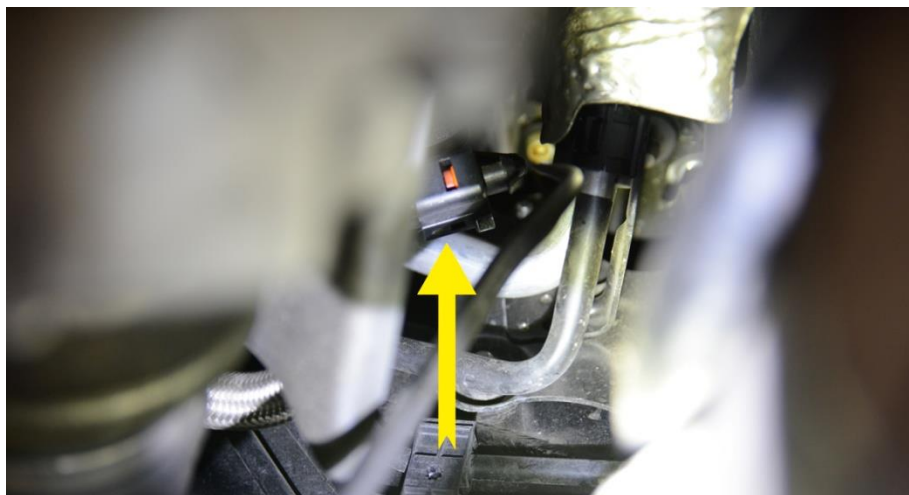
Step 16

Lift front end of car and remove belly pan to gain access to the N75 valve.



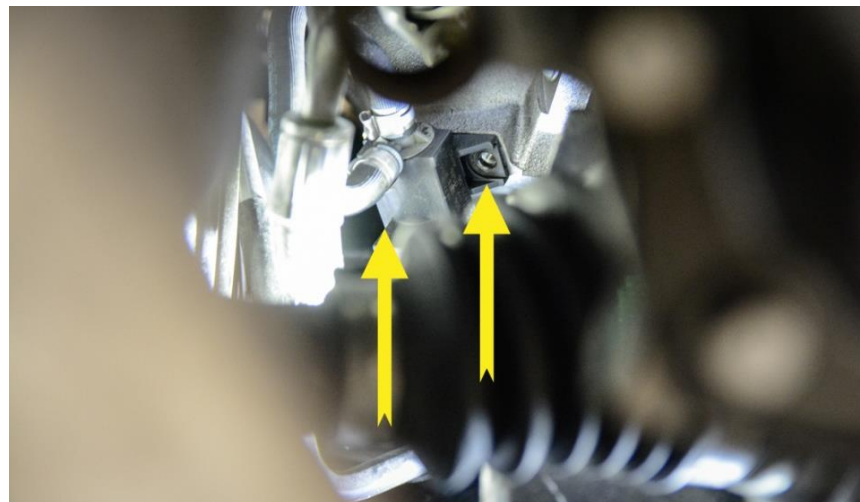
Step 17

Disconnect N75 valve connector.



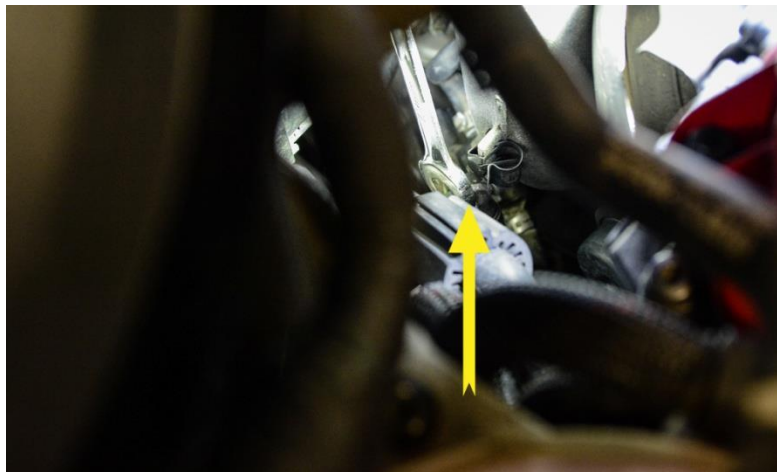
Step 18

Using a T25 Torx, remove the 2 bolts securing the N75 valve to the turbo inlet.



Step 19

Lower front end of car for easier access to engine bay. Using a 13mm Wrench, remove the banjo bolt securing N75 valve vacuum line to turbo inlet.



Step 20

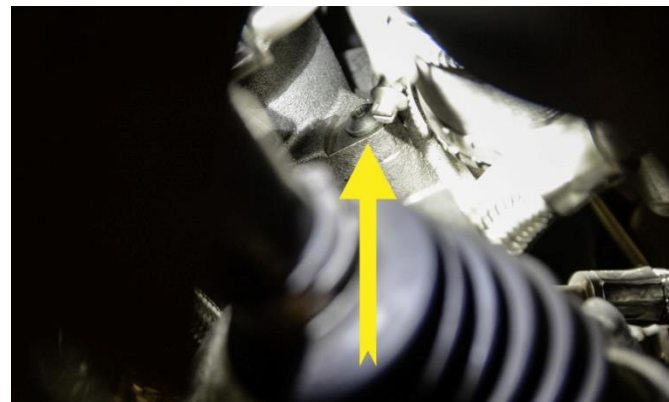
Using a T30 Torx, remove the upper (outer) bolt securing the turbo inlet pipe to the compressor housing.



Step 21

Using a T30 Torx, remove the lower (inner) bolt securing the turbo inlet pipe to compressor housing.

Hint: Removing the front sway bar end link from the sway bar may help gain access.



Step 22

The turbo inlet pipe should now be free to remove from the engine bay.



Step 23

Remove fire sleeve from factory PCV tube.



Step 24

Using a T30 Torx, remove the 2 bolts securing the heat shield to the inlet pipe.



Step 25

Using a Dremel, slot the 2 safety screws securing the PCV hose to the turbo inlet pipe.



Step 26

Remove the 2 safety screws with a flathead screwdriver and remove the PCV hose.



Step 27

Replace supplied seal for the turbo inlet pipe.

**Step 28**

Install 034Motorsport PCV Adapter Fitting to the turbo inlet pipe.

Note: The machined notch in the flange faces up, same as the factory unit.

**Step 29**

Using a 5mm Allen, tighten the supplied bolts.

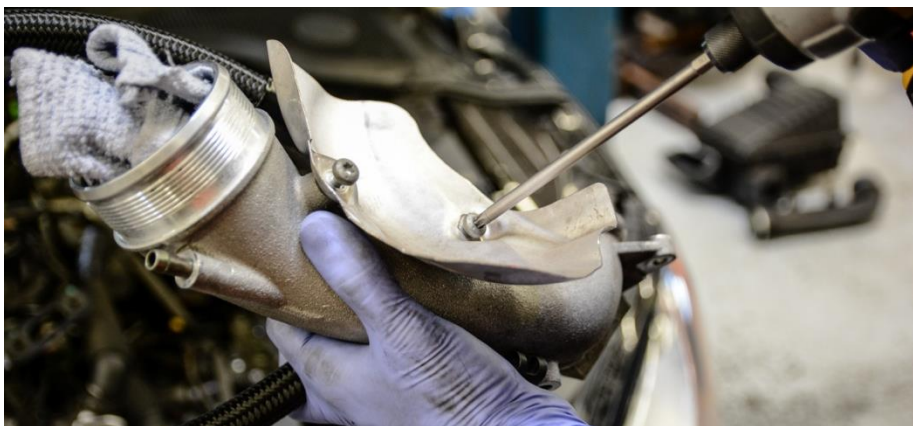
**Step 30**

Install AN line with the 90 Degree fitting at the turbo inlet. Orient the hose and fitting such that it points straight up once installed. Tighten using a -10 AN wrench.



Step 31

Reinstall heat shield and tighten using a T30 Torx.

**Step 32**

Reinstall factory fire sleeve over -10 AN line.

**Step 33**

Reinstall turbo inlet pipe.

**Step 34**

Note: For those not running a drain line from the catch can, install supplied NPT plug and skip to Step 43.



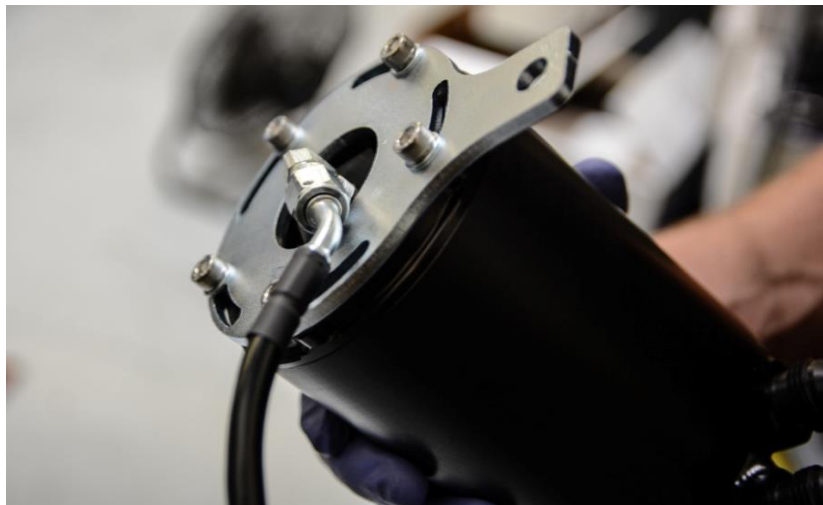
Step 35 (Optional Drain Line Install)

Wrap Teflon tape around the threads of supplied 90 Degree NPT fitting at least 3 full turns.



Step 36 (Optional Drain Line Install)

Install 90 Degree NPT fitting into the bottom of the catch can body and tighten. Orient the fitting as shown relative to the base plate of the catch can.



Step 37 (Optional Drain Line Install)

Lift front end of vehicle and remove front passenger side wheel. Remove forward lower section of the fender liner using a T25 Torx and 10mm Socket.



Step 38 (Optional Drain Line Install)

Route drain line behind AC lines and around frame rail.



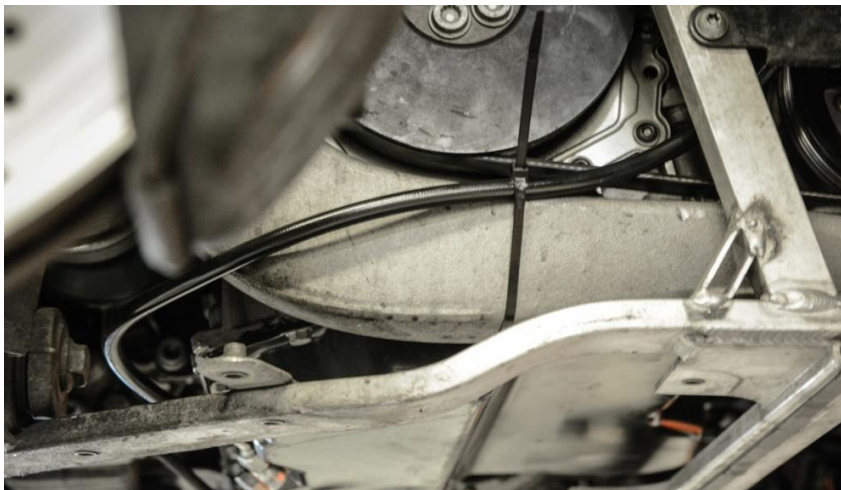
Step 39 (Optional Drain Line Install)

Pull Drain line through and into wheel well of vehicle.



Step 40 (Optional Drain Line Install)

Route drain line as shown. Use zip ties to secure line and trim excess as needed.



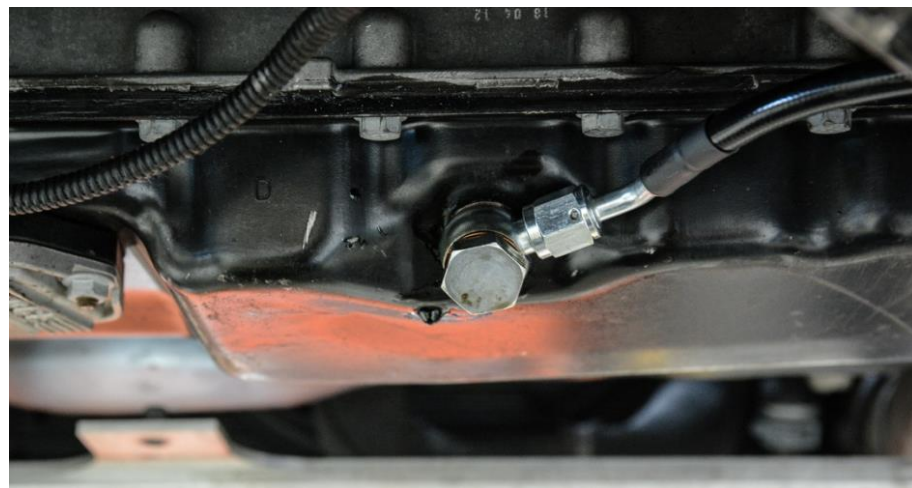
Step 41 (Optional Drain Line Install)

Use a 19mm Socket to remove oil pan drain plug and drain the oil.



Step 42 (Optional Drain Line Install)

Attach supplied banjo fitting to oil pan and tighten. Refill the engine with your desired oil per factory instructions.



Step 43

Using a 10mm Socket, remove bolt securing bracket to top of engine mount.



Step 44

Save spacer from bracket to re-use.



Step 45

Using a 16mm Socket, remove front bolt securing engine mount to chassis.



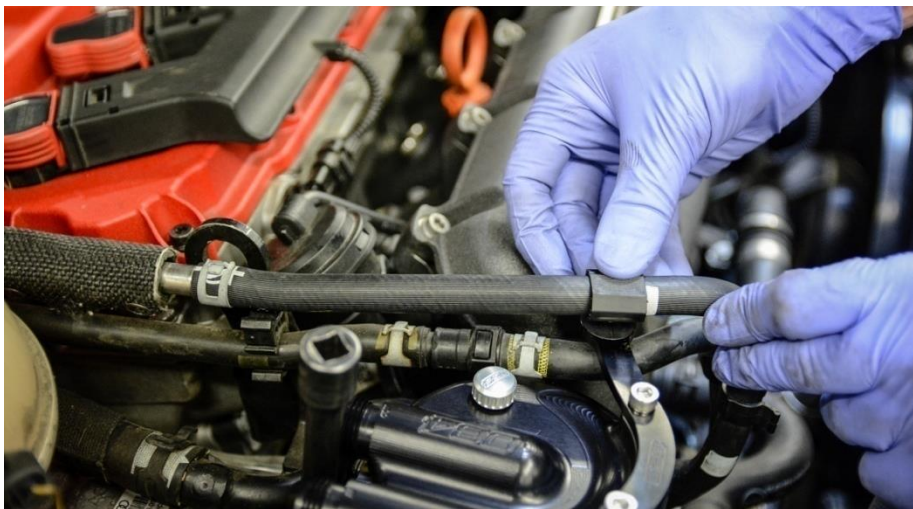
Step 46

Secure catch can to engine mount using the factory mount bolt. Torque to **40 Nm + 90 Degrees**.



Step 47

Secure fuel line using the provided clip to the catch can.

**Step 48**

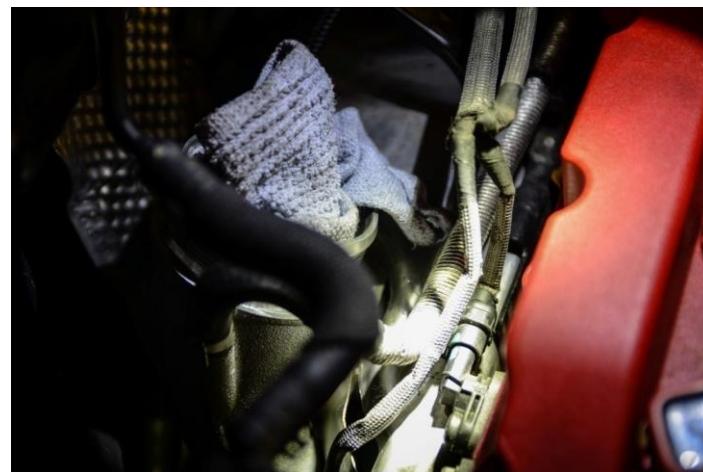
Reinstall engine mount bracket.

**Step 49**

Reinstall 13mm banjo bolt securing N75 valve vacuum line to turbo inlet using new supplied crush washers. Reinstall vacuum line to turbo inlet pipe.

**Step 50**

Route wiring harness to N75 valve and reinstall camshaft position sensor connector.



Step 51

Install supplied valve cover fitting onto valve cover. Once fitted, tighten AN line (straight connector) onto valve cover fitting.

**Step 52**

Install 034Motorsport Valve Cover Fitting to valve cover.

**Step 53**

Secure fitting using the factory bracket and reinstall ground straps using the factory T25 Torx bolts. Connect HPFP to harness.

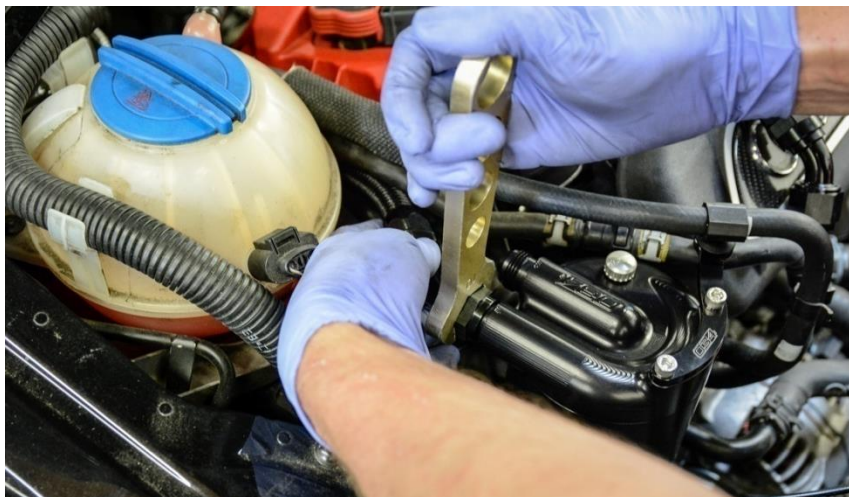
**Step 54**

Route catch can inlet hose from valve cover fitting to catch can inlet (left or outside connection).



Step 55

Tighten connection to catch can with -10 AN wrench.

**Step 56**

Reinstall intake tube to turbo inlet pipe.

**Step 57**

Reinstall T30 Torx screws securing intake tube.

**Step 58**

Route catch can outlet hose as shown and secure fitting to catch can using -10 AN wrench.



Step 59

Spray lubricant into air box grommets to ease install.



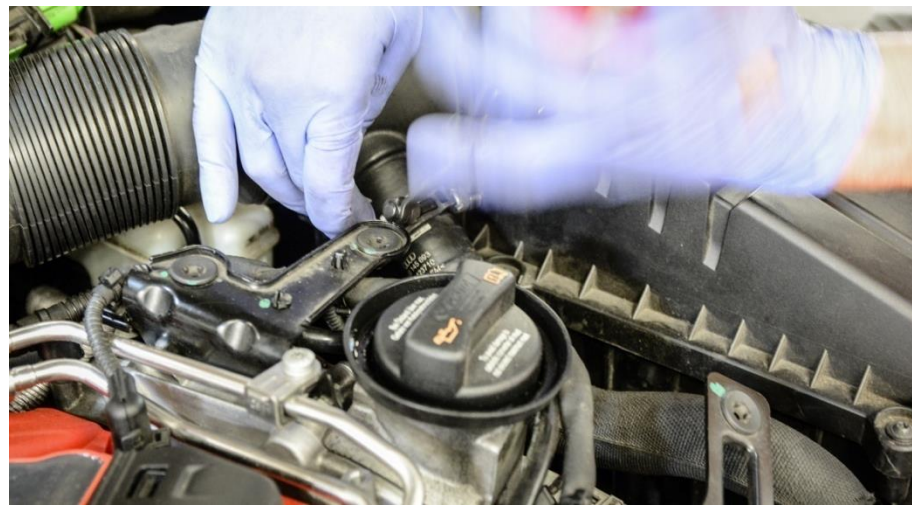
Step 60

Reinstall air box. Secure air box to intake tube with factory clamp.



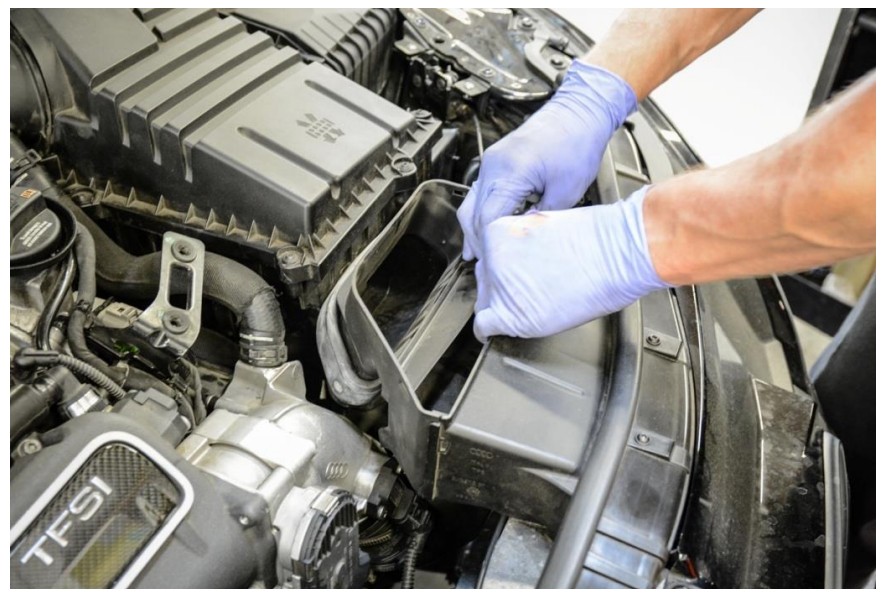
Step 61

Secure bypass hose to air box with factory clamp.



Step 62

Reinstall fresh air duct.



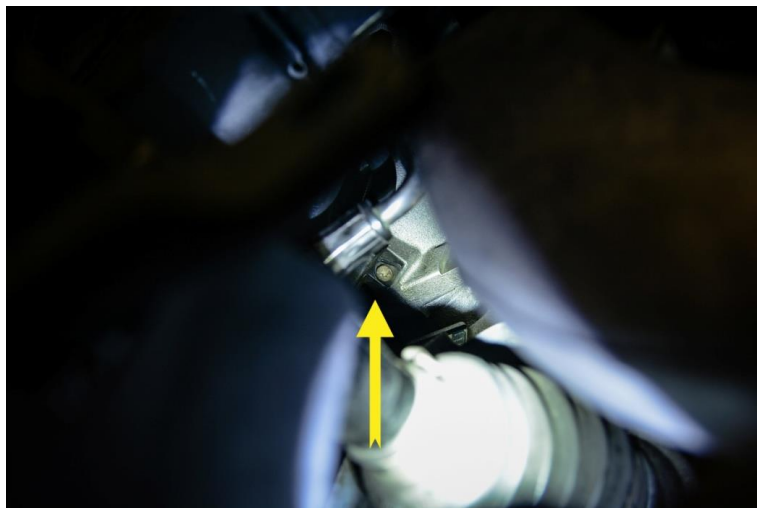
Step 63

Reinstall carbon fiber engine cover.



Step 64

Lift front end of car. Secure N75 to turbo inlet using the factory bolts and connect N75 electrical connector. Reinstall belly pan and lower car.



Step 65

Check that all connections are properly plugged in and fittings are tight.



Step 66

Step back and marvel at your handiwork & most importantly, enjoy the upgrade!

