



CLEAN CATCH CRANKCASE OIL SEPARATOR 2.0T TSI ESSENTIAL KIT- CCT004EK

Golf GTI/Jetta 2.0TSI 08.5-14, Passat 08.5-14, Tiguan 09+, CC 09+, EOS 09+ , Audi A3/TT 09-14

INSTALLATION INSTRUCTIONS

Parts Included:

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| 1 - CLEAN CATCH Catch Can | 1- Can Bracket |
| 1 - #10-#12 Fitting Adapter | 1 - #8 Plug |
| 2- Hose Lengths with Crimped Ends | 1- Intake Manifold Plug |
| 1- Rubber Block Off Plug | 1- #10 – 3/4" Barbed Adapter |
| 1- M6 Nut and Washer | 1- 5mm Socket Bolt (20mm length) |

Tools Needed:

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|-------------------------------------|-------------------------------|
| - T-30 Torx (or Torx socket) | - 1/2 Allen wrench |
| - 10mm Socket/wrench | - Flathead Screwdriver |
| - 5mm Allen wrench | |
| - Ratchet | |
| - 3/16 Allen wrench | |

All Work is performed under the hood, Black Forest Industries recommends that all work be done on a cool engine. Always use proper safety protection when working on a vehicle!

1. Remove the engine cover by pulling up swiftly to loosen it from its grommets.

2. With the engine cover removed, locate the front mounted PCV valve and remove the s-shaped connecting hose from the PCV valve and intake manifold.

3. Using a flathead screwdriver – remove the rear PCV hose connection at intake tube as it enters turbo inlet (passenger side rear of engine). Using a T-30 Torx remove the Torx screw that holds the coil pack wiring harness, and the Torx screw hold down for the rear PCV hose. Using the screwdriver again unclip and release the coilpack harness and move it aside. With the T-30 Torx removed, pull out and remove the PCV hose (towards the passenger side of the car).

4. With the rear PCV hose removed, the plastic hose must be separated from the removable PCV barbed port. This is done with brute force (pull them apart), or the plastic hose can be heated or cut to be removed from the barbed section of the port. Once removed – plug the barbed end with the supplied rubber block off plug (no hose clamp is necessary). Re-install the port and tighten down the T-30 Torx holding it. Re-install and clip in the coilpack harness.

5. Assemble the catch can/hose assemblies.

Using a size 10 AN wrench (or an adjustable wrench), tighten the #10-#12 and the #10-3/4 push lock Fitting Adapters into each catch can. Make sure each fitting is sufficiently tight to slightly crush the sealing o-ring. Take care not to damage the anodized coating on all of the fittings.

7. Mount the Clean Catch catch can and bracket to

The front engine mount bolt, and unused M6 boss to the left of the engine mount. Tighten the M6 nut onto the front engine mount bolt using a 10mm socket. Tighten the supplied M6 socket head bolt, using a 5mm Allen wrench.

8. Clip the OE fitting of the shorter of the two

hoses (with one end open) into the front PCV port. make sure that the hose runs towards the can along the intake manifold and trim the hose if necessary to the proper length so that the hose can be pushed on to the 3/4 Barbed adapter. (Hose is left intentionally long to allow for fitment options)

Once trimmed, push hose onto the barbed adapter – please note, these adapters are ONE TIME USE – once the hose is seated, it CANNOT BE REMOVED, the barb will damage the hose.

10. Install threaded plug into included intake manifold block off. We recommend using a thread sealer on threaded plug before installation. Tighten with a 3/16" Allen wrench. Lubricate intake manifold block off and push into open port, once fully seated, twist to lock tab into place on manifold.

6. Assemble the Clean Catch catch can and

bracket together. Unscrew the can top and mount the can bracket in-between the two pieces. Orient the can ports facing away, but parallel to the direction of the bracket before tightening can top. Install #8 plug into the bottom of the catch can and tighten to crush the o-ring using a 1/2 Allen wrench.

9. Connect the longer hose to the rear PCV

port in the intake tube. Route the hose around the back of the inlet tube, and then towards the can. Attach the #12 push lock hose end to the #12 adapter on the can.

12. Re-install engine cover. Make sure the dipstick on the can is securely twisted into place and re-check the tightness of all fittings.

Your Clean Catch Oil Separator is now installed and ready to begin cleansing your engine of excess oil vapor and condensation!