



## [034Motorsport B7 Audi A4 2.0T FSI "Stage 2" Catch Can Kit DIY Installation Instructions](#)



### Supplied Parts:

- B7 Audi A4 2.0T FSI Catch Can with Mounting Bracket
- B7 Audi A4 2.0T FSI -10 AN Breather Hoses (2)
- B7 Audi A4 2.0T FSI Valve Cover Breather Adapter
- B7 Audi A4 2.0T FSI Intake Manifold Plug with Boost Tap
- B7 Audi A4 2.0T FSI Catch Can Oil Drain Adapter Kit

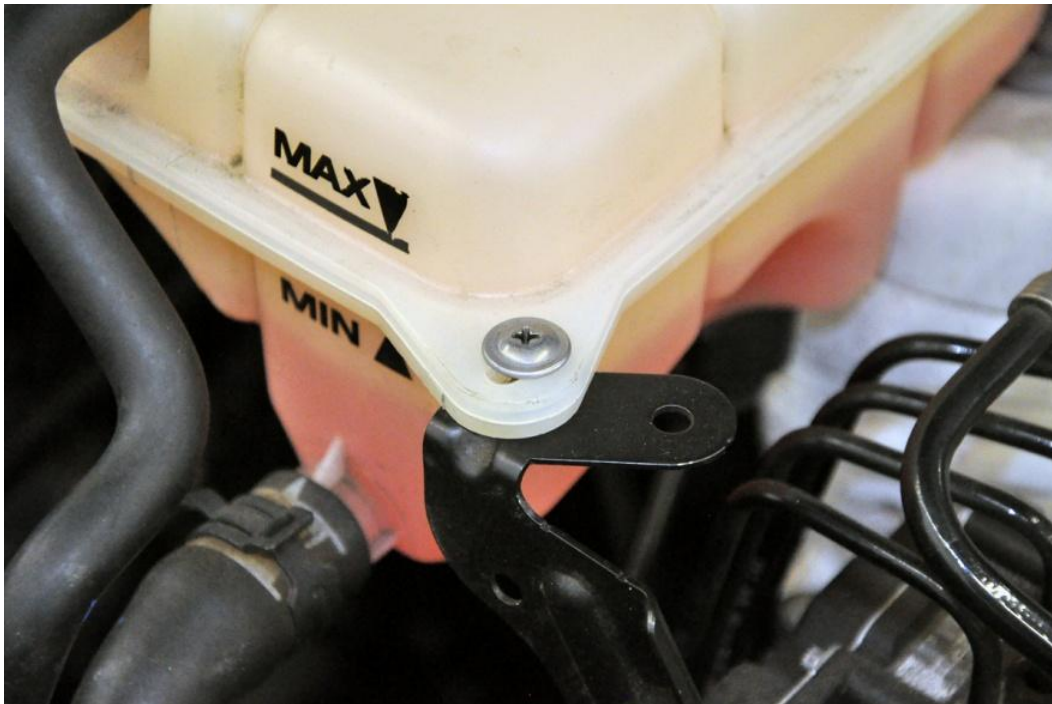
### Tools Needed:

- Ratchet
- 19mm Socket
- Flathead Screwdriver
- Phillips Screwdriver
- T25 Torx Driver
- 8mm Triple-Square **or** T40 Torx Driver
- 5mm Allen Driver
- Hose Clamp Driver
- Teflon Thread Sealant **or** RTV

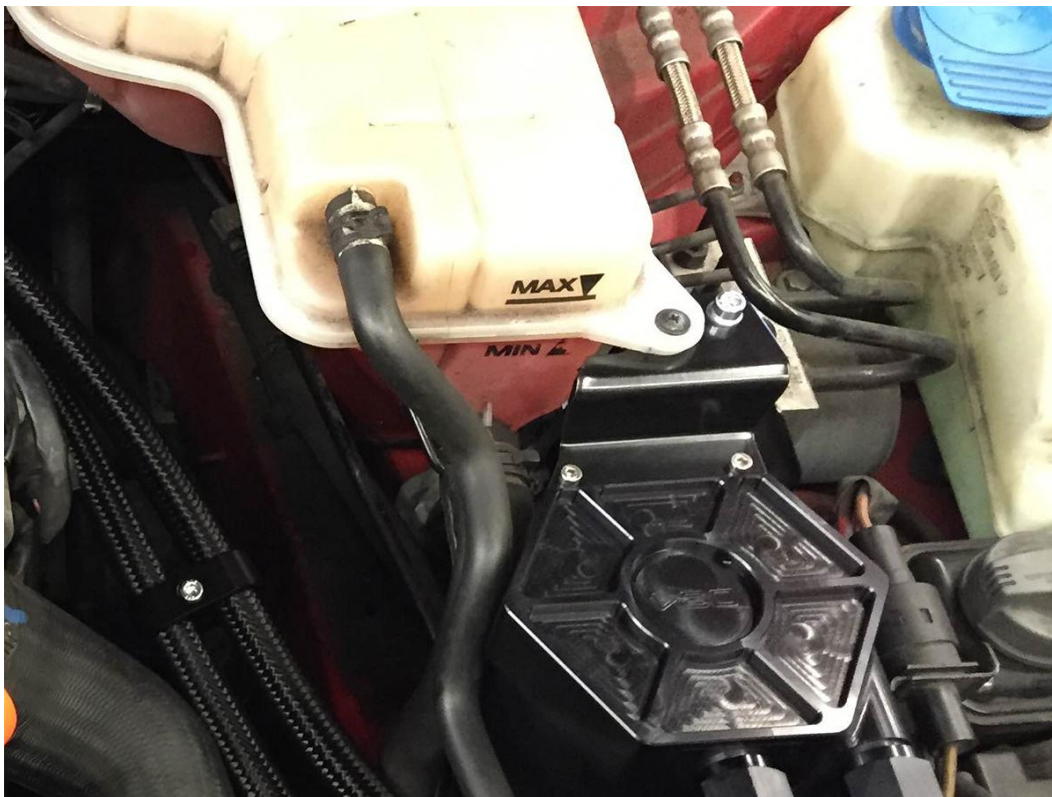
**Step 1** – (If using oil drain kit!) While your car is properly secured on ramps, jackstands, or a lift, drain your oil. You must remove your belly pan in order to do this. This is an excellent time to perform an oil/filter change on your car, but you can drain the oil into a clean pan and reuse it after installation if you choose to.

**Step 2** – (If using oil drain kit! Otherwise ensure that bottom of can is plugged with supplied NPT plug.) Locate the supplied 1/4" NPT to Barbed-Brass Fitting, and install it into the bottom of the 034Motorsport B7 Audi A4 2.0T FSI Catch Can. Make sure not to over-tighten the fitting. Attach one end of the supplied Oil Drain Line to the barbed-brass fitting.

**Step 3** – Remove the phillips-head screw securing the coolant reservoir, and tilt the reservoir up.



**Step 4** – Position the Catch Can such that the holes on the Mounting Bracket align with the holes on the top and side of the factory coolant reservoir bracket. Secure to the second bolt hole on top of the factory bracket using the supplied M6x25 Bolt, M6 Washers, and M6 Nut.



**Step 5** – Realign the coolant reservoir over the top of the Mounting Bracket and reinstall the factory phillips-head screw.

**Step 6** – Remove the engine cover. Locate and remove the factory valve cover breather to intake manifold hose. Remove by pinching the plastic clips at the raised/ridged tabs at each end, and sliding the hose firmly out.



**Step 7** – Install the B7 Audi A4 2.0T FSI Intake Manifold Plug to black off the port where the valve cover breather to intake manifold hose was. Rotate the locking tab down to secure the plug against the plastic rib on the intake manifold plenum. *If you intend to use this as a boost tap, unscrew the 1/8" NPT Plug, and replace it with a 1/8" NPT to appropriate barbed brass fitting for use with your boost gauge's vacuum line.*





**Step 8** – Locate and detach the factory block breather hose from the valve cover breather. Detach by carefully pulling up on the clip and gently pushing the hose off of the nipple.



**Step 9** – Remove the 4 T25 Torx screws securing the factory PCV check valve assembly to the valve cover. *Be careful to avoid dropping any screws into the ports in the valve cover.*



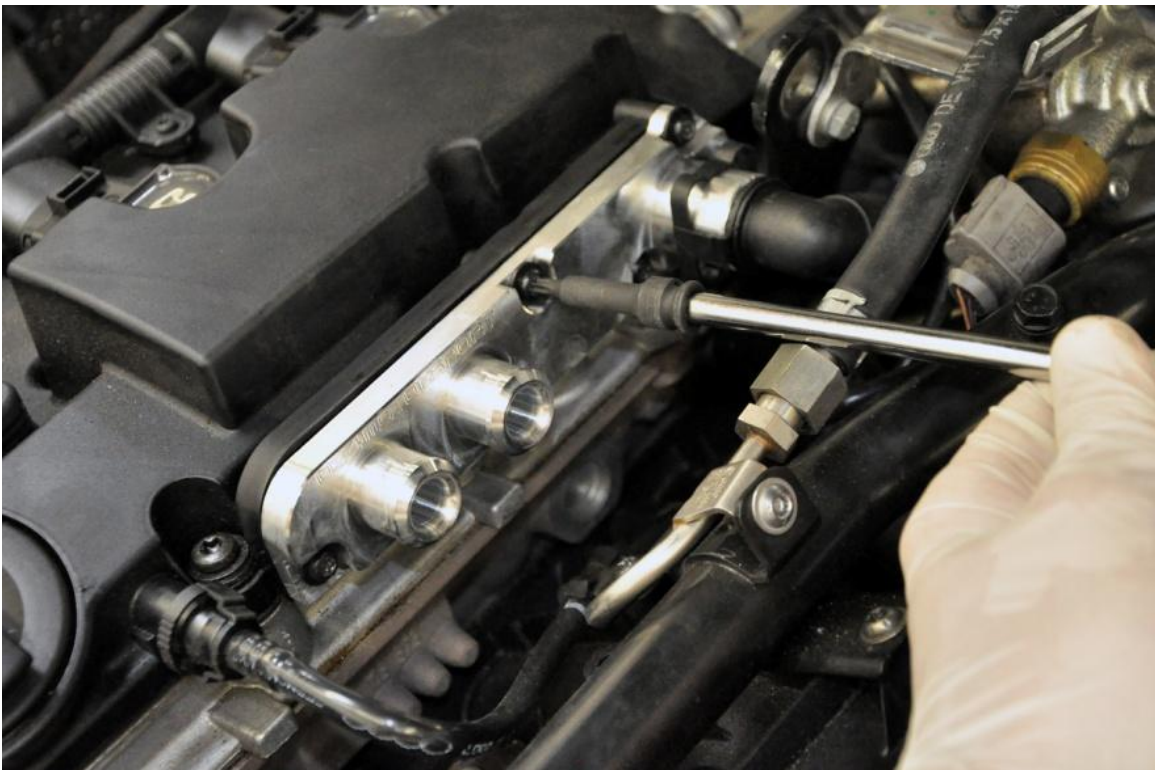
**Step 10** – Slide the bottom Torx screw into the 034Motorsport B7 Audi A4 2.0T FSI Valve Cover Breather Adapter before attempting to align it with the valve cover.



**Step 11** – Attach the factory block breather hose to the Valve Cover Breather Adapter by pressing it firmly over the nipple until it locks into place.



**Step 12** – Secure the Valve Cover Breather Adapter to the valve cover using the factory T25 Torx screws. ***DO NOT OVERTIGHTEN THESE SCREWS! THE OEM VALVE COVER IS PLASTIC AND CAN STRIP EASILY!***



**Step 13** – Route the Silicone Breather Hoses as pictured below, and secure to the Valve Cover Breather Adapter and Catch Can with the supplied Hose Clamps.



**Step 14** – (If using oil drain kit!) Make sure you have succeeded at Step 1, and that there is no longer oil in the oil pan. The next step will get messy if you forgot to drain your oil.

**Step 15** – (If using oil drain kit!) Replace the factory oil drain plug for the oil pan with the 034Motorsport Catch Can Oil Drain Line Banjo Fitting, using the supplied washers and bolt.

**Step 16** – (If using oil drain kit!) Route the oil drain line from the bottom of the catch can to the barbed nipple on the Catch Can Oil Drain Banjo Fitting that you replaced the oil drain plug with. Secure with supplied Zip-Ties away from moving parts and excessively hot parts. Secure to NPT and banjo fittings with supplied Crimp-Clamps or Zip-Ties. **BE CAREFUL NOT TO PINCH THE DRAIN LINE WHEN SECURING WITH ZIP-TIES. THIS CAN PREVENT THE OIL IN THE CATCH CAN FROM DRAINING!**

**Step 17** – (If using oil drain kit!) Replace your oil filter if you were planning on doing so. Fill the engine with the appropriate motor oil, and replace the oil fill cap.

**Step 18** – Aren't you glad you got rid of these?!

