

### PARTS LIST:

1 - CLEAN CATCH Catch Can	2 - #10-#12 Fitting Adapter	2 - Hose Lengths w/ Crimped Ends	1 - 5mm Socket Bolt (20mm length)
1 - Can Bracket	1 - #8 Plug	1 - M6 Nut & Washer	

### TOOLS REQUIRED:

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

1. Remove the engine cover by pulling up swiftly to loosen it from its grommets
2. With the engine cover removed, locate PCV valve and S-shaped pcv hose. The pcv hose exits the valve cover and enters the intake tube, just before The turbo inlet.
3. Using a flathead screwdriver – unclip the 4 electrical connectors for each coilpack. Lift up on the coilpack harness to allow access to the pcv.
4. At this point, we recommend removing the upper intake tube for access. It is not necessary, but doing so allows for much easier access. using a pair of plyers or a hose clamp tool, remove squeeze and loosen the clamp on the upper Intake tube which connects to the lower intake. Now with a flat head screwdriver, loosen the worm gear clamp which holds the upper intake tube to the turbo inlet. Pull out and remove the tube.
5. Using the T-30 Torx, Unscrew the two bolts holding the coilpack harness (on the front left of the head) to allow the harness to pull up. Similarly Remove the two T-20 torx holding the hard coolant Line running behind the head (one in the center, one On the right side of the head, under the upper intake Tube. These will both allow for greater access in Removing the pcv s-hose, and installing the catc can.
6. Again using a T-30 torx, remove the bolt that holds the pcv tube to the pcv outlet (between coilpacks for cylinders 3 and 4). Push the pcv tube out of the outlet and remove the tube by going under the coil pack harness and coolant tube. Now that the tube is loose, you can remove the intake side of the tube. If you have revision A of O6K103213 you simply squeeze the ends and pull up. If you have revision B or newer, this will be a bit different as it will look like there is nothing to squeeze, and it is a cylindrical connector. Inside that connector is a plastic c-clip that retains the tube. While twisting the tube, put upwards pressure on the tube (by hand or with a flathead screwdriver) and pry the tube off. It will seem like it takes a lot of force to remove, but it will come off.
7. Assemble the catch can/hose assemblies. Using a size 12 AN wrench (or an adjustable wrench), tighten the #10-#12 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.

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. Install the -8 plug to the bottom of the catch can.

8. Put the catch can hoses in place. Feed the pcv connection end back under the coilpack harness And coolant line. Plug the intake line into the intake tube. Route both hoses over the turbo and around the left side of the engine. Adjust the head shielding to make sure that the area of the hoses passing over the turbo is covered with heat shielding.

9. Using the adjustable wrench, attach the two Hose ends to the can adapters. Double check the Tightness of all fasteners and connectors.

Re-install the hold -downs for coilpack harness and coolant. Re-install the engine cover. You have successfully installed your Clean catch Catch Can, and it will start helping to remove excess oil vapor from the intake path!