

2.0 TFSI EA113 Oil Management Kit

Golf 5 Gti / Audi 8P S3

VWR13G500

FITTING INSTRUCTIONS



WHAT'S IN THE KIT?

- ▷ 1 x Aluminium PCV breather plate
- ▷ 2 x -10AN 210 Series Braided Hose
- ▷ 1 x Oil Line Separator
- ▷ 1 x Baffled catch tank
- ▷ 1 x Oil catch tank dipstick
- ▷ 1 x Catch tank drain plug
- ▷ 1 x Intake manifold plug
- ▷ 1x C-Clip
- ▷ 3 x M6 x 10mm Button head screw
- ▷ 1 x M6 x 20mm Flange button head screw
- ▷ 1 x Rubber hose with filter
- ▷ 1 x Rubber hose

REQUIRED TOOLS AND PARTS

- ▷ T20 & T25 Torx Driver
- ▷ M6 Spline
- ▷ 17mm Socket
- ▷ 24mm Long Socket
- ▷ Spring Hose Clamp Removal Tool or Pliers
- ▷ 3/16 Allen Key
- ▷ Loctite 263 Thread Locker
- ▷ AN-10 Spanner

FITTING NOTES

- ▷ Instructions are based on a European MKV Golf GTI 2.0TFSI EA113. US domestic cars may differ depending on location.
- ▷ Please ensure that all parts are removed with due care and attention. The cars original hardware and fasteners will be re-used.
- ▷ Various tools and mechanical understanding will be required to install this Oil Management Kit. If you have any questions, please contact RacingLine Performance, or get your local VAG specialist to install the kit.

Step 1.

Remove the engine cover and air box fitting. If you have a Cold Air Intake fitted, please move to step 2.

Firstly, remove the MAF sensor connector. Next, pop off the two clips connecting the turbo pipe to the airbox by pulling away from the pipe. Then, to remove the air scoop to the grill, take your T20 Torx and remove the 2 screws (one each side) that connect the airbox to the scoop. Pull the airbox away from the scoop so it is no longer attached.

Finally, to remove the cover and airbox, pull up firmly from all 4 corners of the engine cover. They may require to be wriggled and pulled with force. Make sure that any rubber grommets that are removed with the cover are push back onto the location pins on the engine.

Step 2.

Remove the pipe that connects the inlet manifold to the PCV plate. This is a Norma fitting, which need to be squeezed and pulled away from the pipe.

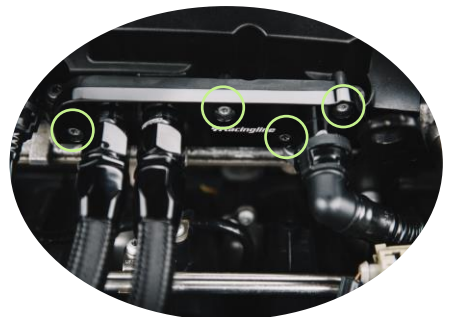
If you are fitting any boost taps, now is the time to do so, if no boost taps are required then install the provided button head screws into inlet manifold plug. (Ensure thread lock is used for all screw fittings in this manifold plug). Once all fittings are secured to the plug, push the plug onto the inlet manifold firmly and secure with the C-clip provided.



Step 3.

Detach remaining OEM Norma fitting from the PCV plate and move aside, then remove the 4 T25 Torx screws that secure the PCV Valve to the engine. Keep these in a safe place, as they will be re-used later.

With the PCV Valve removed, peel away the orange gasket carefully. This will also be re-used later. (If OEM gasket is damaged, replace with VW 06F 103 483 E – RacingLine advice replacement of this OEM gasket when installing this 2.0 TFSI EA113 Oil Management Kit).



Step 4.

Next, fit the RacingLine PCV breather Plate with the orange gasket fitted on the valve cover. Re-use the 4 x T25 screws that were removed earlier. Make sure all 4 screws are tightened up evenly and there are no gaps between the engine cover and PCV Valve Plate. Reattach Norma fitting/OEM pipe for right hand outlet.

Step 5.

Remove all pipe fittings that are connected to the carbon canister in the engine bay. This includes the fuel trip pipe and the EVAP pipe. (These pipes have spring clips, we recommend a spring clip removal tool, but strong pliers will also work. These pipes will not be re-used, so please store them with the carbon canister in a safe place).

Step 6.

Next, remove the carbon cannister from the engine bay. There is a 10mm bolt mounted to a bracket and a 16mm stretch bolt in the engine mount that both need to be removed. Be sure to store these bolts, as they will be re-used on installation of the Catch Tank.

Step 7.

Once the Carbon Cannister has been removed, install the Catch Tank. This is opposite to the removal of the Carbon Cannister. Offer the catch tank up to the engine mount insert both the 16mm and 10mm bolts loosely. Then first tighten front engine mount bolt to 40Nm and then tighten down the 10mm second.

Step 8.

Next, fit the long rubber hose on to the fuel trip barb at the top of the engine bay. This pipe will push on and vent pressure from the fuel tank to atmosphere.

Run this long pipe behind the Coolant Tank and alongside the wing. There is a gap by the headlight where the pipe can rest. Placing the pipe here stops any fuel fumes from entering the car through the fans.

Step 9.

Take the shorter pipe with blue filter and push this on to the mental EVAP pipe that remains from the carbon cannister. Use the spring clip to secure the hose in place. This pipe can either rest on the old pipe clip that is mounted to the Coolant Tank or can be tucked underneath the Inlet Manifold.

Step 10.

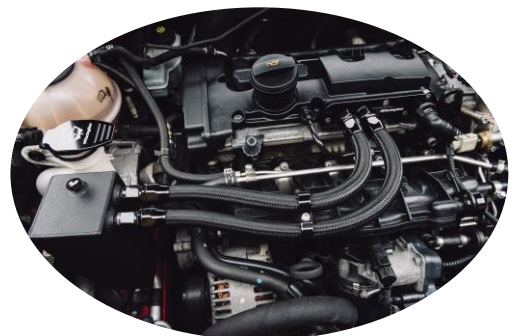
Thread and fit the braided hoses to the correct fittings on both the Catch Tank and PCV Valve Plate. There is a short and long hose, the short hose fits on the left fitting on the PCV Valve Plate and the top fitting on the Catch Tank.

Hand tighten the nut and make sure there are no cross threads. Then, tighten with an AN-10 spanner. This ensures that the fittings are not scratched.

Step 11.

Once the hoses are fitted and tightened, fit the hose separator. This ensures that the hoses do not rub and wear against each other or any engine components.

Fit the separator halfway up the hoses and tighten the bolt with a 3/16 Allen Key.



Service Information.

The TFSI Oil Management Kit is now installed. Make sure the Catch Tank Dipstick is secure and checked alongside your normal oil level check. It is recommended that the Catch Tank is emptied monthly.

To empty the Catch Tank, remove the Catch Tank mounting bolts and lift away from the engine with the hoses attached. Place an oil pan underneath the Catch Tank and remove the bolt underneath with a 6mm Allen Key. Be sure to shake the Catch Tank to make sure any heavy residue is removed.