IEBACC1

Integrated Engineering FSI Catch Can Installation Guide

Thank you for purchasing another high quality Integrated Engineering product! This instruction sheet is used for installation of the Integrated Engineering FSI catch can kit. This kit needs to be installed by a professional or by an experienced technician. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Tools Needed:

5 mm allen key
Adjustable AN wrench
14 mm open end wrench
Torx 25
Flat blade screw driver

Kit Contents:

(1)- Catch Can
(1)- Catch Can Bracket
(2)- 10AN Hoses
(1)- Valve Cover Breather Adapter
(1)- Boost Cap
(2)- 90 Degree ½"NPT to -10AN Fittings
(2)- 10AN-8ORB Fittings
(1)- Brass Petcock
(1) M6x20mm Bolt
(1)- M6 Flat Washer

Before beginning the installation, unpack and inventor / that all pieces necessary are there before proceeding.

1. Park your vehicle on a level surface and apply the parking brake.
2. Start by removing the MAF connector. The sensor is located at the top right corner of the air box. Simply press back on the release tab and remove the connector for the sensor (figure 1).

Figure 1

3. Remove the two clips that secure the turbo inlet pipe to the air box. These clips are located next to the MAF sensor. Pull back on the end of the metal clip and remove to release the clips from the air box. After the clips have been released, remove the turbo inlet hose from the air box (figure 2).

Figure 2

4. Remove the top portion to the air inlet. There are two tabs located on each side of the cover. Lift up on each of these tabs to remove the cover (figure3).

Figure 3

5. Remove the lower portion of the air inlet that is connected to the radiator support. There are two release tabs located on the sides. Using a small screwdriver, press those tabs in to release this cover. Pull the cover back and then lift up (figure4).

Figure 4

6. Remove the oil cap. This will prevent the cap from being damaged when removing the airbox/engine cover.

7. Lift up on the corners of the airbox/engine cover. Once this has been removed reinstall the oil fill cap (figure 5).

Figure 5

8. Remove the plastic hose that connects the intake manifold to the oil separator located on the valve cover. Squeeze the plastic connector that secures the hose to the intake manifold and oil separator (figure 6).

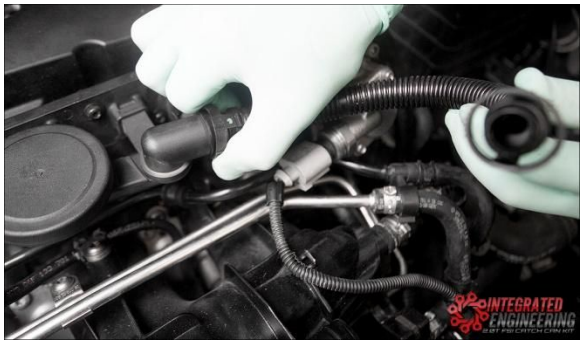

Figure 6

9. Remove the hose that connects the block breather to the oil separator. Only remove the end that connects to the oil separator. The hose end connects at four separate spots. Gently using a flat blade screwdriver, pry the four mounting points from where the hose secures to the oil separator and remove (figure 7).

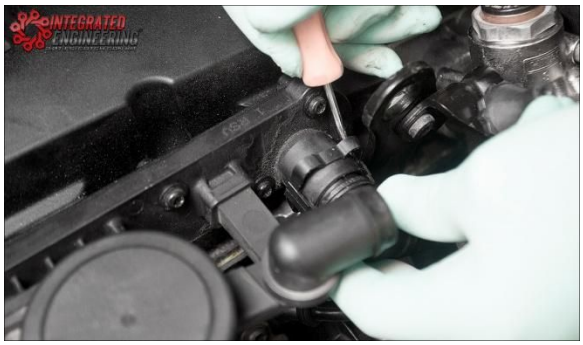

Figure 7

10. With a torx 25, remove the four screws that secure the oil separator to the valve cover. Once the oil separator has been removed, clean the gasket that seals the oil separator to the valve cover with a clean rag (figure 8).

Figure 8

11. Install the valve cover breather adapter using the four torx 25 screws that you removed in the previous step (figure 9).

Figure 9

12. Install the -10AN to -8 o-ring boss fittings into the adapter plate and tighten. After those fittings have been tightened, install the hose that runs down to the block breather (figure 10). *Do NOT use thread sealant tape on this fittings.*

Figure 10

13. Assemble the bracket on top of the catch can using the bracket and three button head bolts. Install the drain pet cock into the bottom of the catch can. Make sure you apply a light coat of thread sealant or a strip of sealant tape to the threads of the drain (figure 11).

Figure 11

14. Apply a light layer of thread sealant or sealant tape to the ½ NPT threads on the 90 degree fittings. Do NOT apply tape to the threads that the hoses will attach to. Thread the fittings into the can and tighten so that they are parallel with the top of the can (figure 12).

Figure 12

15. On top of the engine mount, located on the passenger side of the engine compartment, is a threaded hole. Mount the catch can bracket to this hole using the 20mm bolt and washer (figure 13).

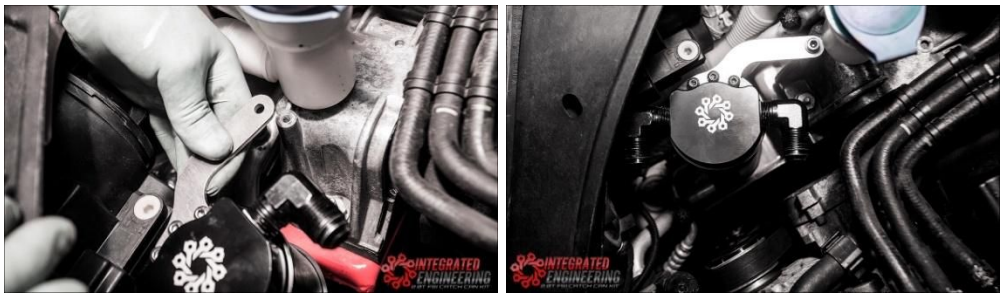

Figure 13

16. Install the hose with the 45 degree fitting and the straight fitting on one end, first. Attach the 45 degree fitting to the valve cover breather fitting located closest to the oil fill cap. The straight fitting on the end of the hose will attach to the left side of the breather catch can. Now install the last hose. It is crucial that this hose is connected to the right side of the catch can and the valve cover breather located closest to the driver fender. After both hoses have been installed, tighten the hoses (figure 14). *Do NOT apply any thread sealant to any of the fittings.*

Figure 14

17. Next, install the boost cap that plugs the hose that was used to run from the valve cover to the intake manifold. Install the o-ring into the grooved section inside of the boost cap. At the end of the cap is a threaded hole. This hole can either be plugged or used as a vacuum source used for a boost gauge or engine management systems. Install the fitting that best suits your needs. Make sure that fitting you use is coated with thread tape on the threaded portion of the fitting (figure 15).

Figure 15

18. The final step is to install the engine cover/air box (figure16).

Figure 16

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