

EA888.3/3B Oil Management System Install

VWR13G700

FITTING INSTRUCTIONS



WHAT'S IN THE KIT?

- ▷ 1 x Aluminium Baffle
- ▷ 1 x Aluminium Baffle Plate
- ▷ 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 Breather return hose / catch tank to inlet
- ▷ 1 x Oil catch tank dipstick
- ▷ 1 x Catch tank drain plug
- ▷ 1 x PCV solenoid bent hose & banjo
- ▷ 1 x Washer blacking plug (R Models only)
- ▷ 7 x M6 Cap head screw
- ▷ 7 x M3 Cap head screw
- ▷ 1 x M6 Flange button head screw
- ▷ 1 x Aluminium catch can mount spacer (use with performance engine mount)

REQUIRED TOOLS AND PARTS

- ▷ T30 Torx Bit & Driver
- ▷ Small flat head screwdriver
- ▷ AN10 Aeroquip Spanner / 1" Spanner / Adjustable Spanner
- ▷ 2.5mm Allen Key
- ▷ 4mm Allen Key
- ▷ 17mm Socket
- ▷ 10mm Socket/Spanner
- ▷ OEM Hose Clip Pliers
- ▷ Torque Wrench
- ▷ Extension Bar
- ▷ Red (High Strength) Thread Lock

FITTING NOTES

- ▷ This is a complex install, and any mistakes on the oil system will be critical to engine longevity.
- ▷ Therefore we recommend professional fitment for all modifications to the car's oil system.
- ▷ A clean environment is vital for any oil system modification.



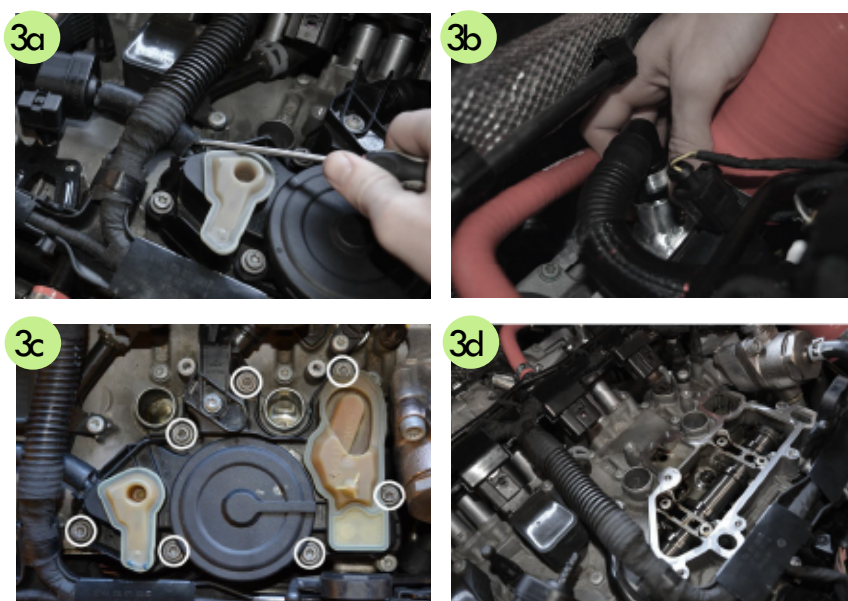
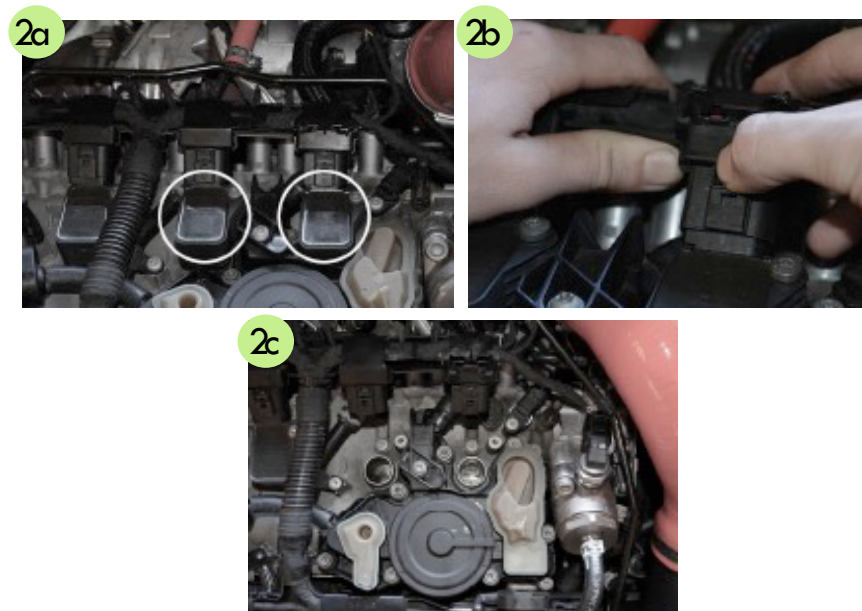
Step 1:

Remove engine cover – pull up on the engine cover on both sides to release the rubber grommets that hold it in place. Once loosened, pull upwards on the left side of the cover and remove it from the vehicle.



Step 2:

Ignition coil pack removal – In order to remove the OEM PCV valve, two ignition coils need to be removed (*figure 2a*). First using a 10mm spanner/socket detached the earth wire from the coil and then the retaining bolt. Next remove the coil wiring lump plugs by pushing the retaining clip in until an audible click is heard while pulling to disconnect the connector on all 4 connectors, then move the coil wiring loom until the coils are clear for removal. Finally get a firm grip around coils and pull vertically to remove. There should now be space for the PCV to be removed.



Step 3:

PCV removal – First loosen the solenoid hose clip on the left hand of the OEM PCV plate and move the hose clip down the hose (*figure 3a*), allowing the hose to be removed with the PCV plate. Next detach the turbo inlet hose clips, by pinching the retaining clip together and pulling it vertically away from the outlet (*figure 3b*) (Vehicles from 2019+ on, clip needs more force to remove than previous generation). Final stage is to unscrew the seven T30 Torx captive screws (*figure 3c*). Once all are undone the factory PCV plate can be removed (*figure 3d*).

Step 4:

Assembly and Install of RacingLine Top Plate – First step is to assemble the RacingLine PCV plate.

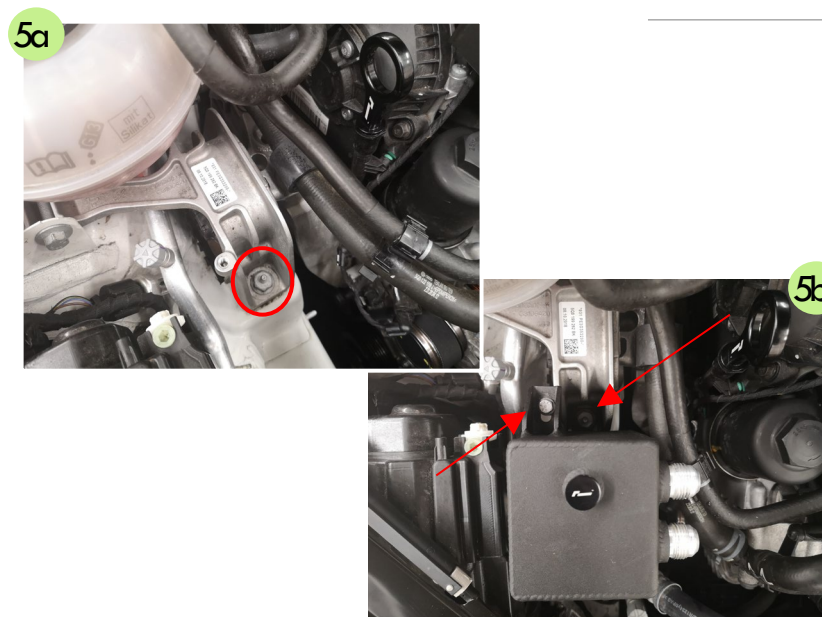
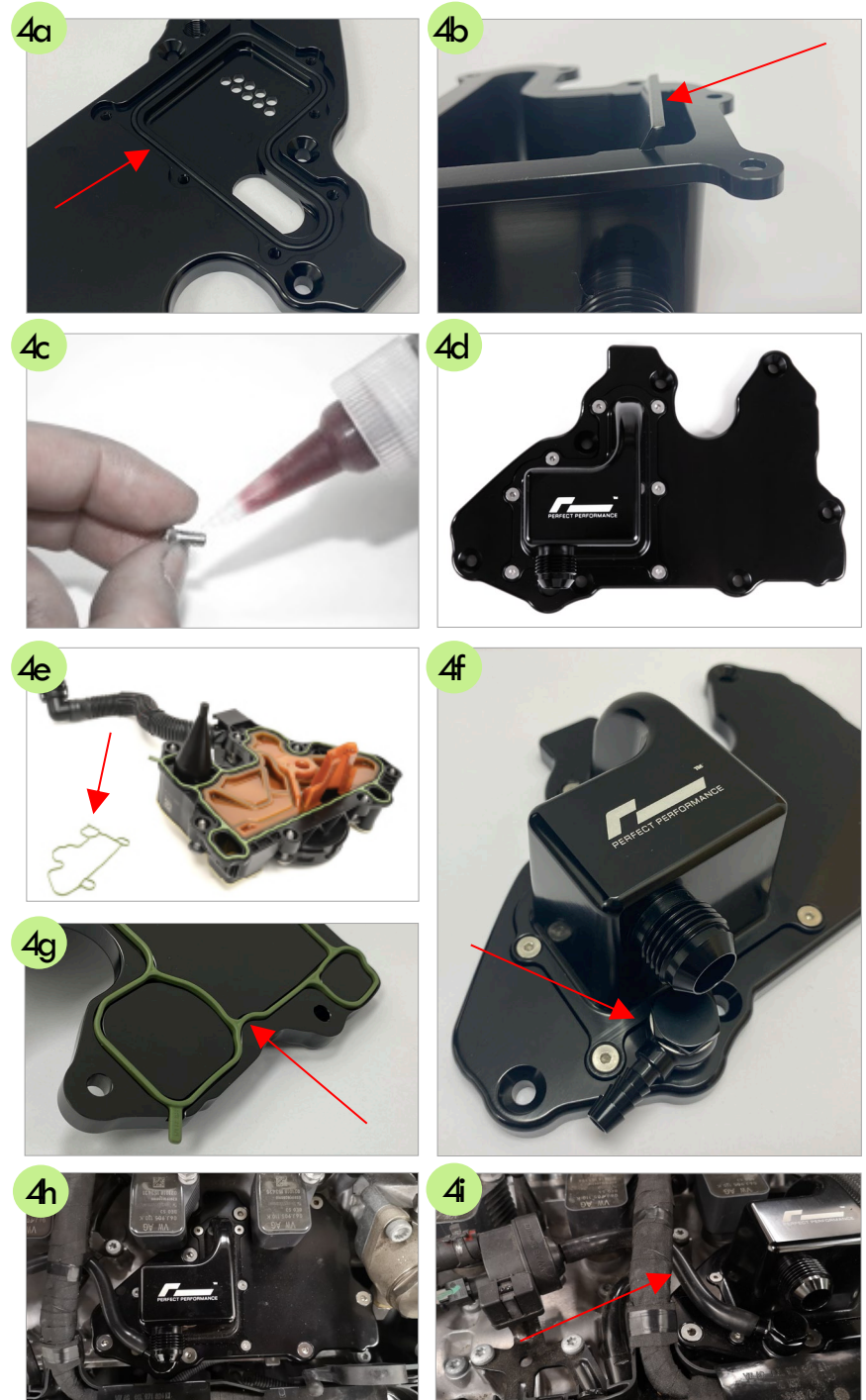
Insert provided black rubber gasket into PCV plate ensuring gasket is flat and evenly inserted to ensure a hydraulic seal is created (figure 4a).

Next insert the baffle plate into the slots in the baffle, ensuring the baffle ends parallel with the base of the baffle and PCV breather plate (figure 4b). Now place assembled baffle onto PCV breather plate, then apply thread lock onto the 7 x M3 countersunk screws (figure 4c). and screw baffle onto breather plate using a 2.5mm allen (Do not over tighten as this will cause damage to the threads in the PCV breather plate) (figure 4d).

Next remove the OEM green seal from the factory PVC (figure 4e), clean and inspect (Ensure there is no visible cracks or wear and that the rubber is not hard and brittle, if a replacement is needed use 06K 103 484 F) then fit in the base of RacingLine PCV plate ensuring its flat and evenly inserted to ensure a hydraulic seal will be created (figure 4g).

Next loosely install the banjo fitting into the threaded hole on the PCV breather plate, underneath the baffle 10AN outlet (figure 4f). Using the 7 x M6 countersunk screws attach the RacingLine PCV plate assembly onto the engine (figure 4h).

Final stage is to offer up and cut to length the silicone and then insert hose between the banjo and fuel purge solenoid (figure 4i), once silicone is routed in place tighten banjo.



Step 5:

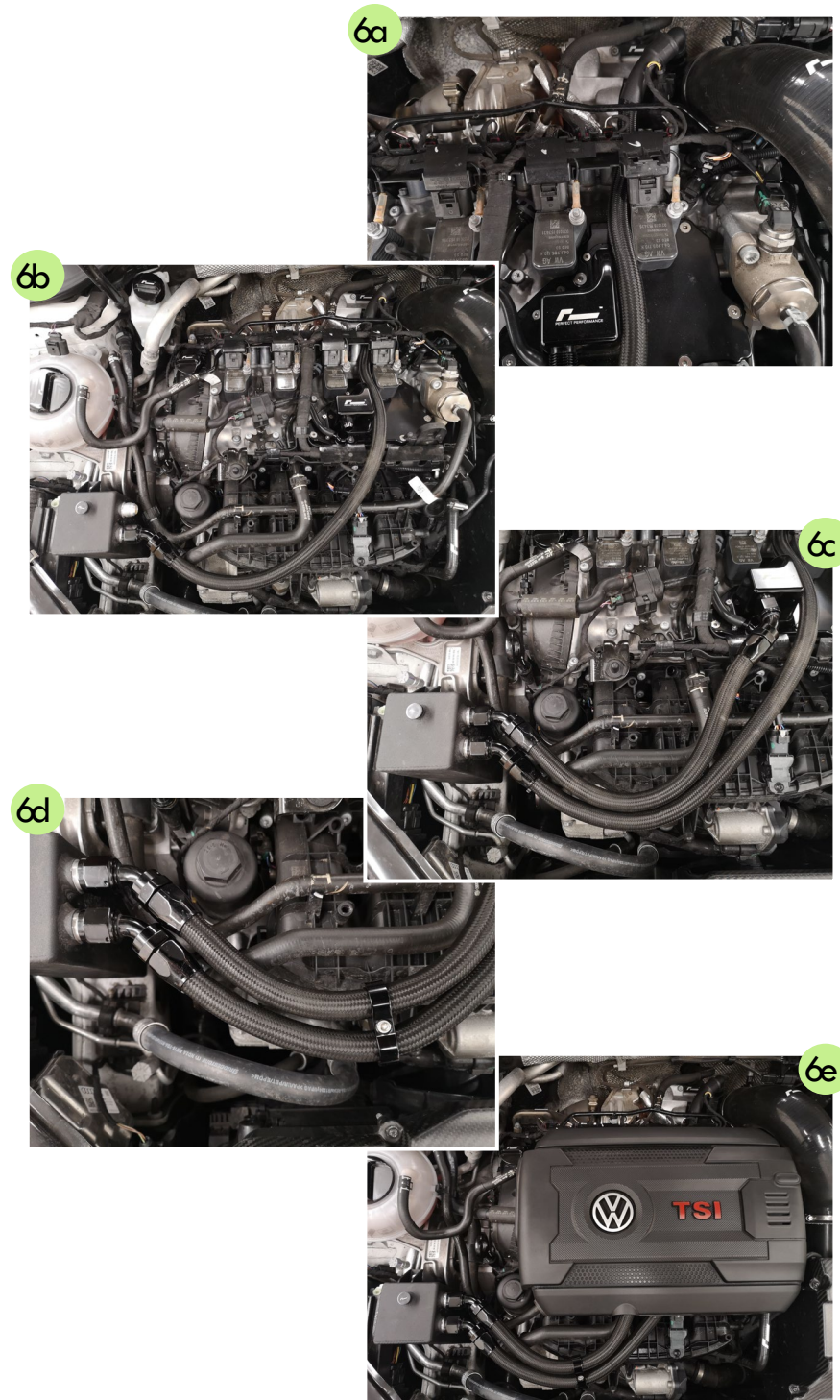
Catch Tank Install – Using a 17mm socket remove the front engine mount bolt and then place catch tank on engine mount (figure 5a) (For Golf R/S3 models it will be necessary to first remove the upper section of the windscreen washer bottle and fit supplied washer blacking plug or purchase RacingLine remote washer refill kit VWR13G700RFK). Replace engine mount bolt (Torque to 40Nm) and screw M6 bolt using a 4mm allen (figure 5b). (If using our VWR engine mount then add spacer which is provided)

Step 6:

-10AN 210 Series Braided Hose Install – Select the longer braided hose and route the OEM push fitting under the steel coolant pipe and coil wiring loom, then attach to the turbo elbow outlet (*figure 6a*).

Next thread the 45° -10AN fitting to the front outlet of the catch tank (Ensuring to do this by hand to ensure no damage to the threads) (*figure 6b*). Take the second braided hose and screw by hand onto the rear catch tank outlet and then to the PCV baffle cap -10AN outlet (*figure 6c*). Tighten down the 3 x AN fittings and attached the oil line separator to help route the braided lines neatly (*figure 6d*).

Final stage is to do the reverse of Step 2 and install the two removed ignition coils, plug ignition coil wiring loom in and replace engine cover (*figure 6e*).



Service and Inspection:

RacingLine advises that you inspect the catch tank levels every 2 weeks, with the incorporated dipstick and drain the tank when it is close to being full. The service/drain intervals will change depending on driving conditions, engine condition, engine power and ambient conditions.

We also advise that the catch tank is drained after race/track usage.

Running the vehicle with a full catch tank can cause severe damage to your engine and your turbocharger if left uncorrected. Please check the catch tank at regular intervals to avoid this situation.

Avoid (if possible) running the catch tank in extreme winters temperatures. Due to water being present in the vapour collected in the catch tank, it has the potential to freeze when experiencing prolonged periods of minus temperatures, this potentially could cause damage/wear to your engine and turbo.