

MQB Catch Can Drain Line Kit**034 MOTORSPORT**

The 034Motorsport Catch Can Oil Drain Kit was designed exclusively for those using our Billet Catch Can Kit on their 2.0T EA888.3 engines. Using the supplied -4AN stainless steel braided line and CNC machined billet adapter, this oil drain kit allows for service-free use of the catch can by draining collected oil back into the oil drain line of the turbocharger.

Installation Spiciness Rating: MEDIUM

Installation of your Catch Can Drain Line Kit is a straightforward process that should take approximately 2 hours to complete.

Supplied Parts:

- 034 billet adapter w/ o-ring
- Stainless Steel braided line with hose clamps
- 90° 1/8" NPT fitting
- Straight 1/8" NPT fitting

Parts Possibly Needed:

- 06K 145 735 T (Factory oil drain back line)

Tools Needed:

- 16mm Wrench
- 13mm Wrench
- 9/16" (-4AN) Wrench
- 3/16" Allen
- T25 Torx bit
- 8mm Triple-square bit
- Needle-nose Pliers

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:

customerservice@034motorsport.com

About This Guide

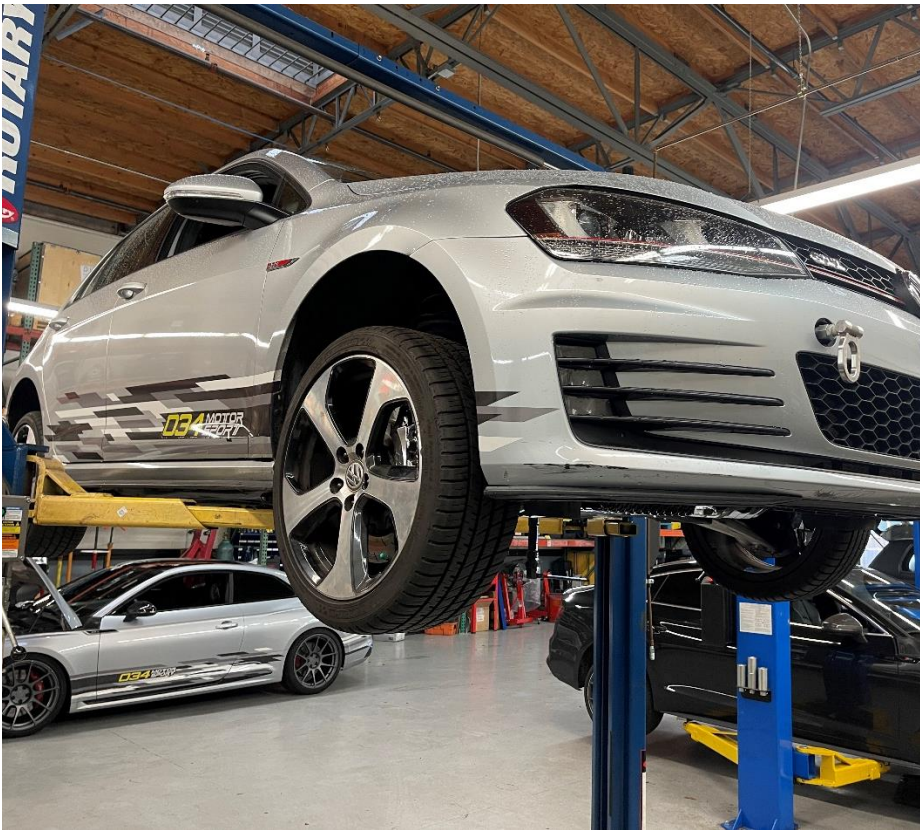
This Install Guide documents the installation process on an Mk7 VW GTI. There may be minor differences depending on specific vehicle, market, options, etc.

We already had the 034 catch can installed; this guide is solely for adding the catch can drain line kit.

Install Steps

Step 1

Lift the car to access the underside of the car.



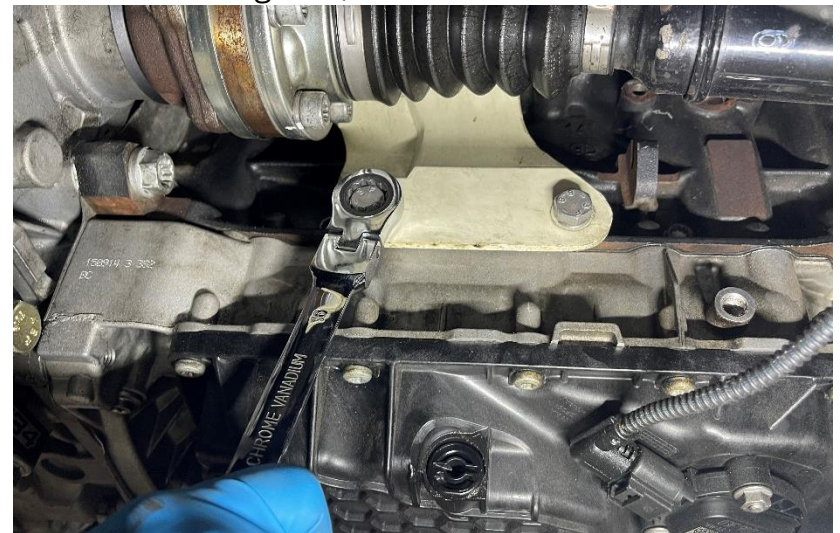
Step 2

Using a T25 Torx, remove the hardware from the belly pan and set it aside for now.



Step 3

Using a 16mm wrench, remove the hardware from the axle guard, and set it aside.



Step 4

Remove the heat jacket from the oil drain-back line.

**Step 5**

Using an 8mm triple-square, remove the factory hardware from the block. The fitting may resist; just twist and pull to extract

**Step 6**

Using an 8mm triple-square, remove the factory hardware from the bottom of the turbo.

**NOTE:**

GTI's made before 10/08/16 use an oil drain-back line with part numbers 06K 145 735 **F** & 06K 145 735 **G**, while all others use revisions 06K 145 735 **T**.

Revision "T" is required for this adapter to work.

Revision "T" can be fit to cars with revision "F/G". Cars with revision F/G will need to buy 06K 145 735 **T** to fit this kit. The rubber hose portion will be too short otherwise.



Step 7

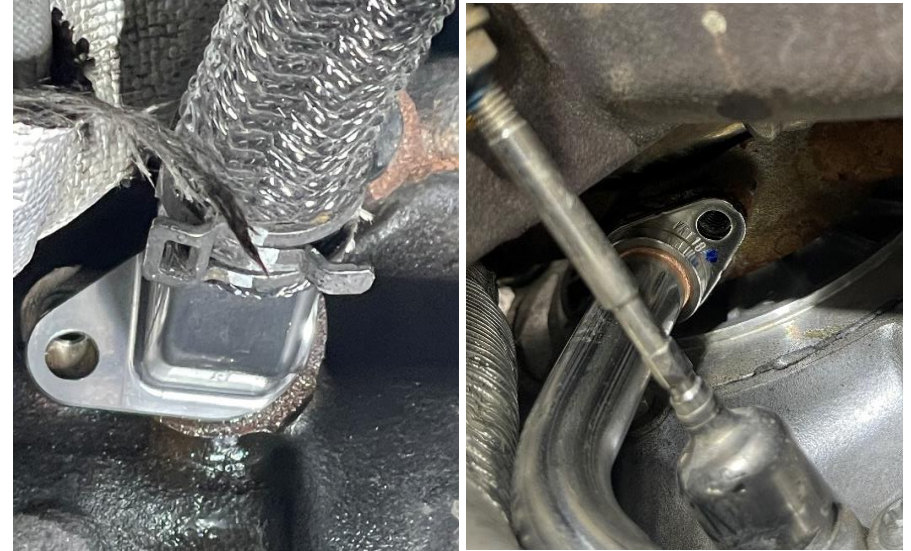
Using a pair of needle-nose pliers, loosen the hose clamp and remove the metal fitting that attaches to the block.

**Step 8**

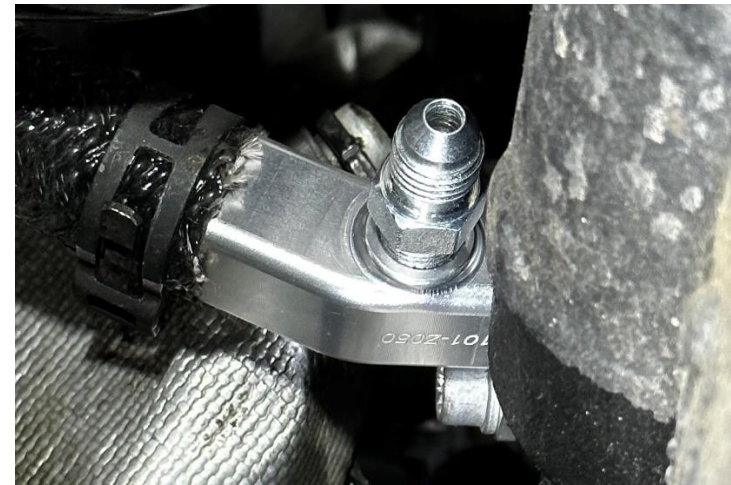
Install the 034 adapter into the hose, matching the bend of the removed fitting. Lubrication will make this easier for you. Secure the fitting with the hose clamp.

**Step 9**

Using an 8mm triple-square, install the oil drain-back line with the factory hardware.

**Step 10**

Using a 13mm wrench, install the straight NPT fitting into the 034 adapter with the -4AN pointing outward.

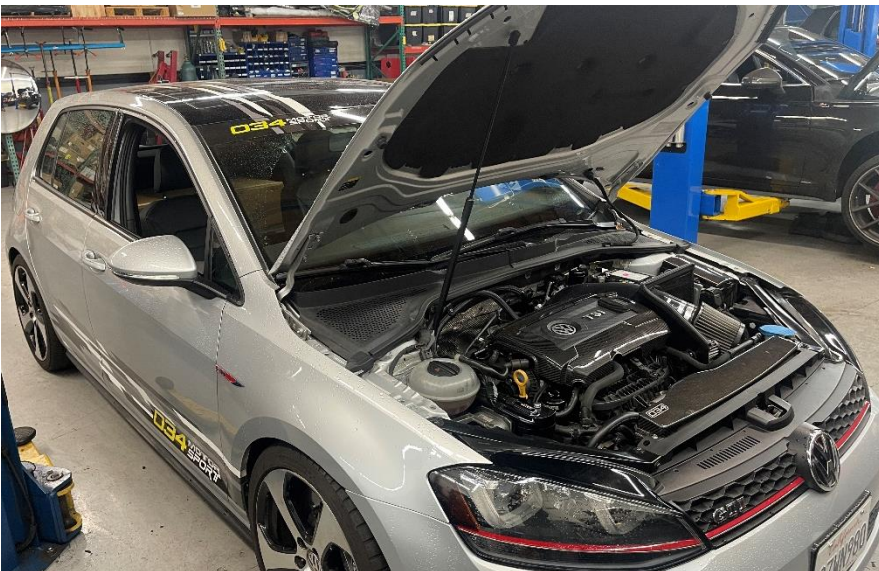


Step 11

Lower the car.

**Step 12**

Open the hood.

**Step 13**

Using a 16mm socket, remove the hardware securing the catch can bracket to the engine mount.

**Step 14**

Drain your catch can!



Step 15

Using a 3/16" Allen, remove the plug at the bottom of the catch can.

**Step 16**

Using an 11mm wrench, install the 90° NPT fitting into the bottom of the catch can.

**Step 17**

Install the braided line onto the 90° NPT fitting.

**NOTE:**

To maximize clearance, we found it best to index the 90° NPT fitting at the position shown above, roughly 45°, in relation to the mounting bracket tab. Do some test fits before fully securing the NPT fitting.

Step 18

Using a 16mm socket, secure the catch can bracket to the engine mount. Torque to **40Nm +90°**.

Step 19

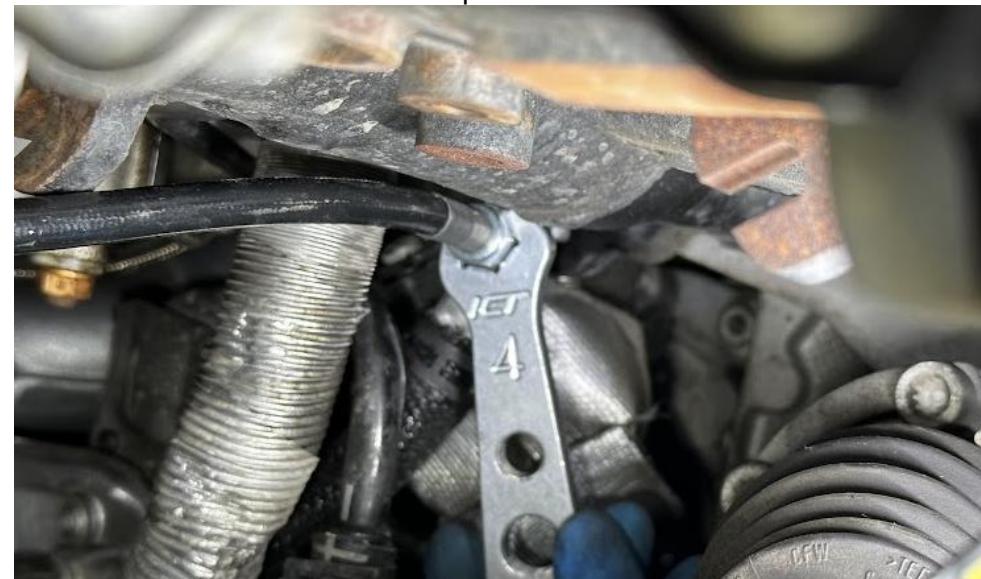
Be aware of your clearances around any hot or moving parts as you route the drain line.

**Step 20**

Raise the car again.

**Step 21**

Using a 9/16" wrench, install the drain line into the 034 adapter.



Step 22

Reinstall the heat jacket onto the oil drain-back line.

**Step 23**

Using a 16mm wrench, reinstall the axle guard.

**Step 24**

Using a T25 Torx, reinstall the belly pan.

**Step 25**

Lower the car down, close the hood, and you are done. Nice work!

