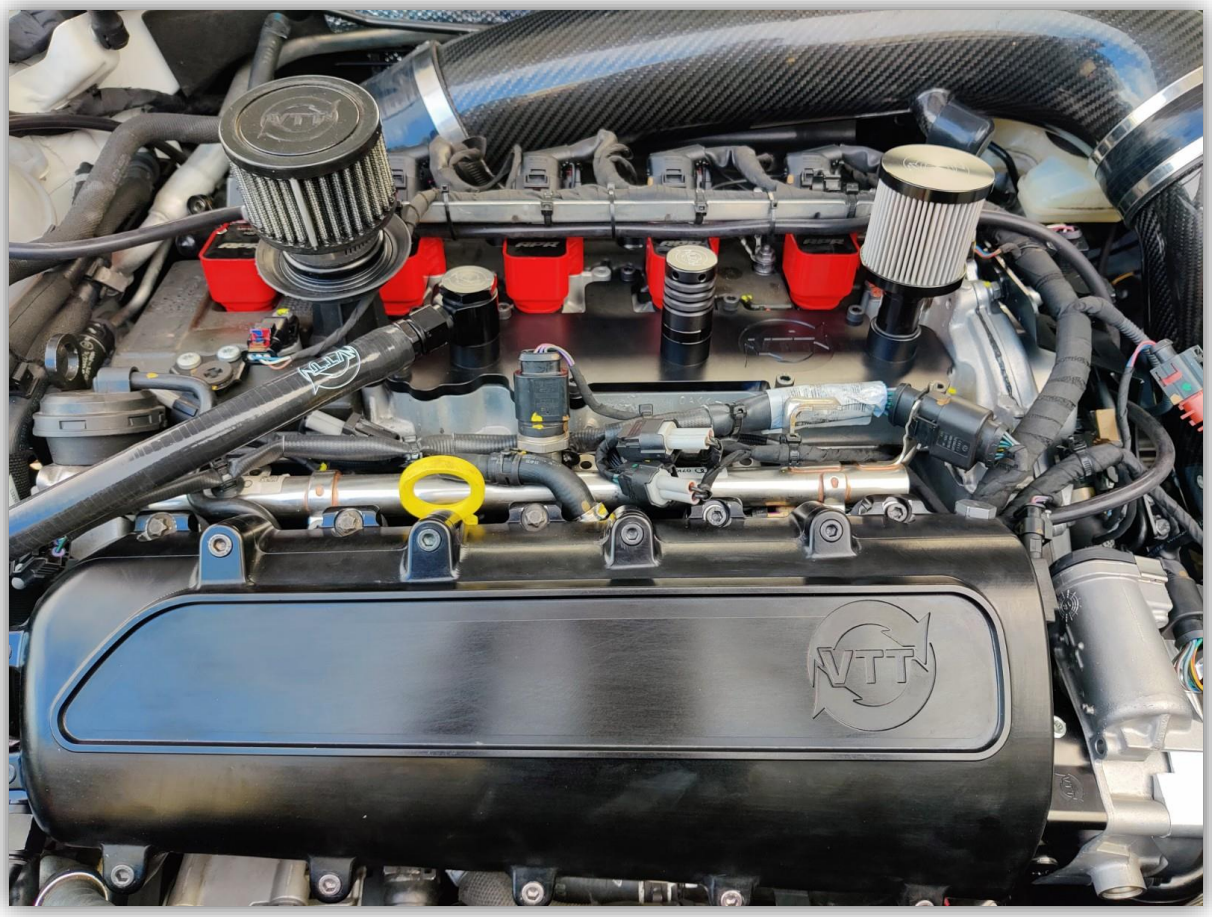
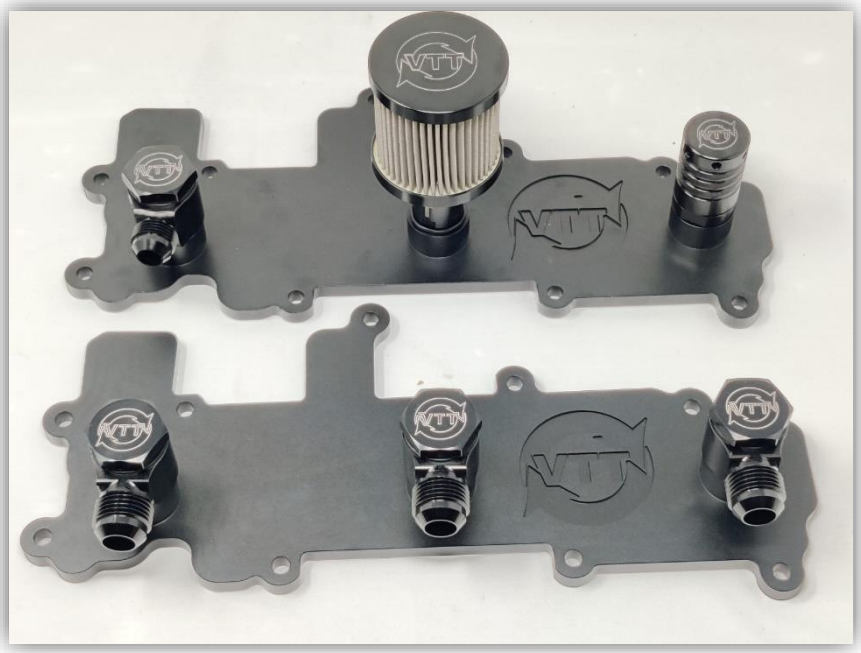
VARGAS TURBOCHARGER TECHNOLOGIES

RS3 8V External PCV Plate install guide



Thank you for your purchase of the VTT RS3 External PCV Plate kit! First thing to do when you open your box is to make sure all parts are in their respective bags and nothing has been left out or lost during shipping. Here is a breakdown of what you should have.

- 1 VTT Catch can (if ordered)
- 1 VTT External PCV Plate
- 9 Stainless Steel M6 Socket cap bolts
- 1 VTT Catch Can Bracket (if ordered)
- 1 -6 AN Hose with Check Valve installed
- 2-4 VTT 8AN/10AN Low Profile Banjos
- 1 VTT Vacuum Relief Valve
- 1 VTT VTA Breather with check valve fitting (if ordered)
- 1 Spring Clamp (if Recirc)
- 1 Vinyl Cap (if VTA)
- 1 -6 Drain fitting (optional)



Once all parts are accounted for you can proceed with the Catch Can Installation. We suggest this only be done by a qualified technician. If something was missing for your upgrade, please contact us immediately so we can remedy this.

READ THE ENTIRE GUIDE BEFORE BEGINNING INSTALLATION!

ANY QUESTIONS, OR FITMENT PROBLEMS, PLEASE EMAIL SALES@VARGASTURBO.COM BEFORE TRYING TO FORCE OR MODIFY ANYTHING. THIS UPGRADE IS PLUG AND PLAY IF THESE INSTRUCTIONS ARE FOLLOWED, ANY ISSUES NEED TO BE ADDRESSED TO AVOID PROBLEMS

INSTALL GUIDE

1. **Remove Engine cover, and set aside.**
2. **Remove any parts required to remove the factory PCV plate, including plugs, and all 9 bolts, both front hoses, and the rear hose that goes to the turbo inlet that connect to it**
3. **Once the plate is removed, install the gasket from the factory plate onto the VTT Billet Plate (Fig 1)**
4. **Now set the plate down onto the engine in position. Install all 9 bolts hand tight (BE CAREFUL NOT TO DROP THESE. THEY ARE SS, AND WILL NOT BE ABLE TO BE RETRIVED WITH A MAGNENT) Once all installed tighten to 15 NM (Fig 2)**
5. **Now install the 90 degree fitting for the fuel fume vent, and install hose (use some thread sealer Fig 3-4)**
6. **The other small hose is an intake vent, and is not needed. You can remove the solenoid, and plug the port in your intake tube with the supplier 3/8" Vacuum plug. This will NOT set the check engine light. Fig (5)**
7. **At this point if you do not have the engine side catch can installed. Download that install guide, and install that can leaving the Banjo connections off, and do not run any hoses, the connections will be different for this plate, but the can location will be the same**
8. **Once the catch can is installed, install the -6 Banjo onto the SIDE port of the can, and leave it loose, then fish the -6 Hose with the 90 degree fitting under the flap actuator, and over to the fitting between the two fuel lines, loosely install the hose end to the fitting. Now install the -6 Banjo bolt through the banjo fitting, and loosely Install to the plate (Fig 6-9) Tighten the side banjo on the can mowing a 1 1/8" Open end wrench or large adjustable wrench.**
9. **Now run the -10 upper hose to the top of the can, and the far left fitting on the plate. Install the two banjo bolts through the fittings, and leave loosely installed for now (Fig 10)**
10. **If you are running VTA at this point simply install the Vacuum Relief in the center port, and the VTA Breather on the far end port if ordered, also used the vinyl cap to cap the turbo inlet port. If you wish to run the Engine cover with VTA. You will need the run our Oil Cap one-way breather as your VTA, and leave the second VTA Breather off. You can plug the far right port with the supplied ORB Plug. If doing this**
11. **If running Recirc now take the -10 hose with the check valve in it, and run this under the oil cap, and around to the turbo inlet, attach the hose to barbed fitting, then install the banjo to the plate. At this point everything is installed, and you can tighten all connections, and fittings. (Fig 11-13)**

12. **We provide the relief with TWO shims in it to regulate vacuum level in the crankcase. Upon If you hear any squealing sound, you need to open the relief, and remove one shim at a time until it goes away. That sound is vacuum being pulled through the seals, and is not desirable. You WILL hear vacuum being pulled through the relief while the engine is running. This is how it should be, as it is relieving some of the vacuum to keep the crankcase level in the designed range**
13. **At this point the install is finished (Fig 14 for installed connections). You have successfully converted your 2.5L Audi engine to external PCV, and will no longer have unfiltered oil going into the combustion chamber, and you have a much better functioning PCV system!**
14. **Enjoy your new VTT External PCV Plate for the Audi 2.5**

Fig 1

Fig 2

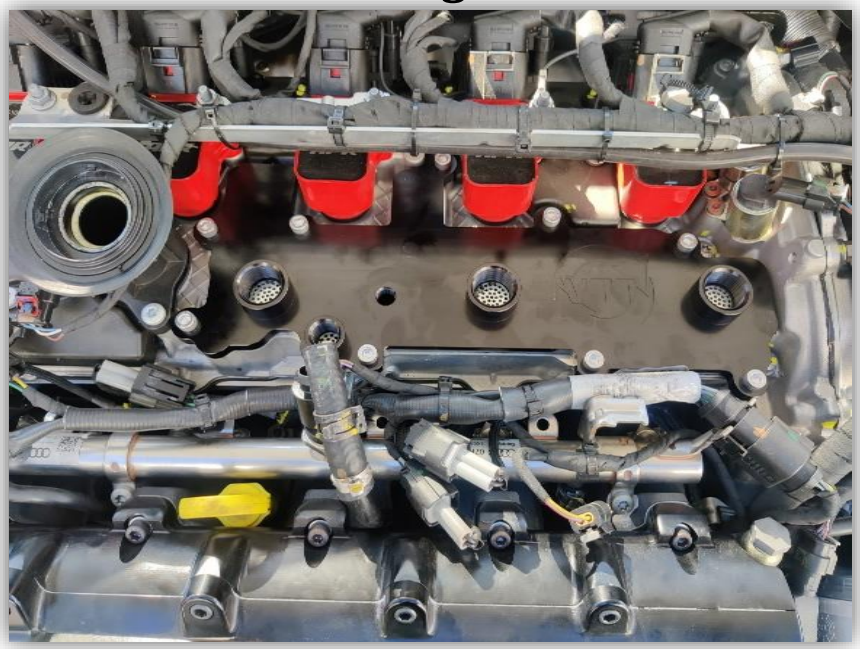


Fig 3

Fig 4

Fig 5

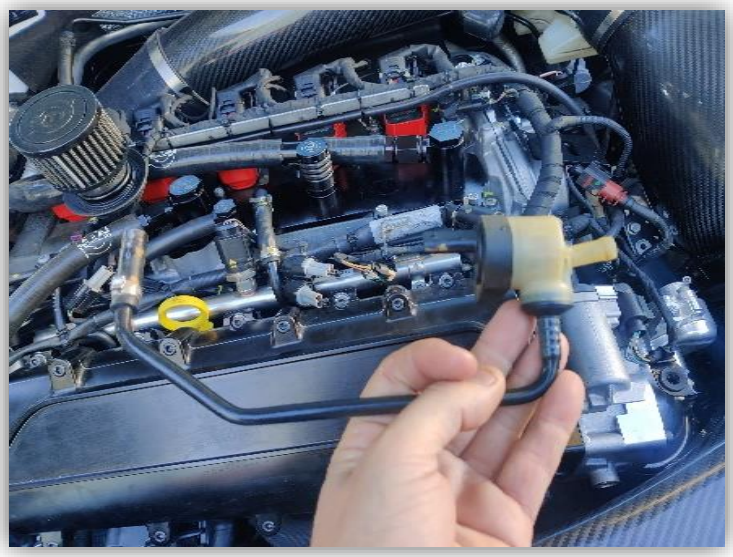


Fig 6

Fig 7

Fig 8

Fig 9

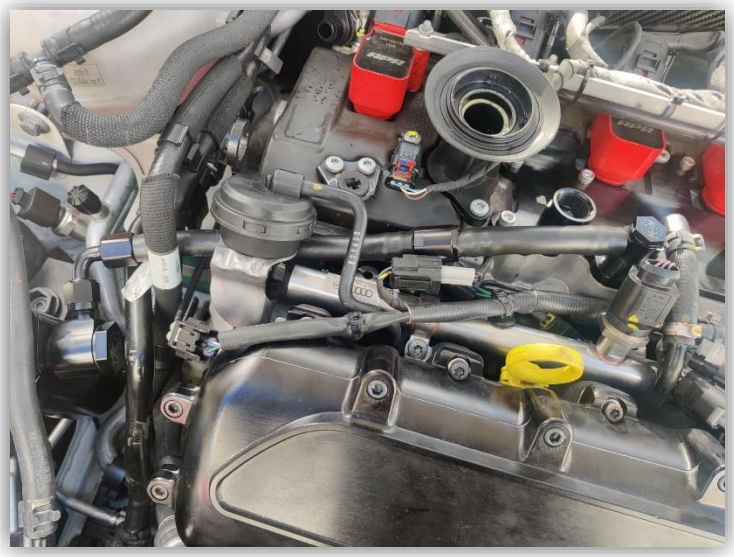


Fig 10

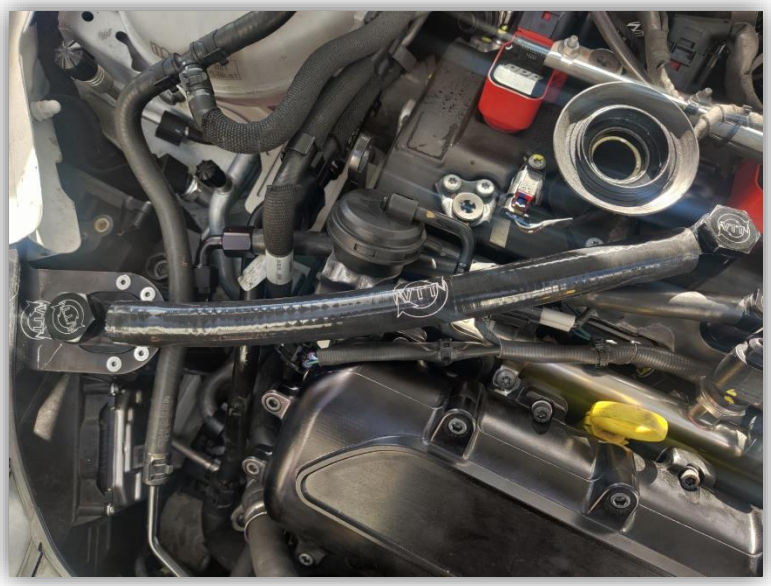


Fig 11

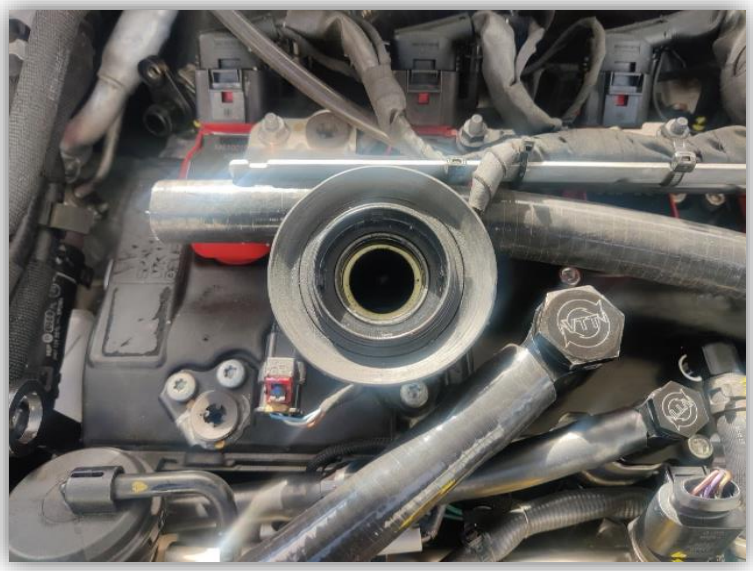


Fig 12

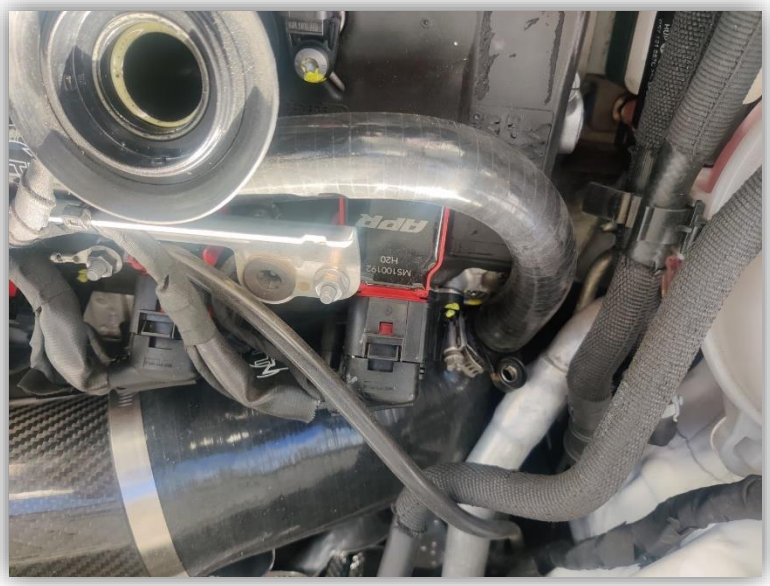


Fig 13

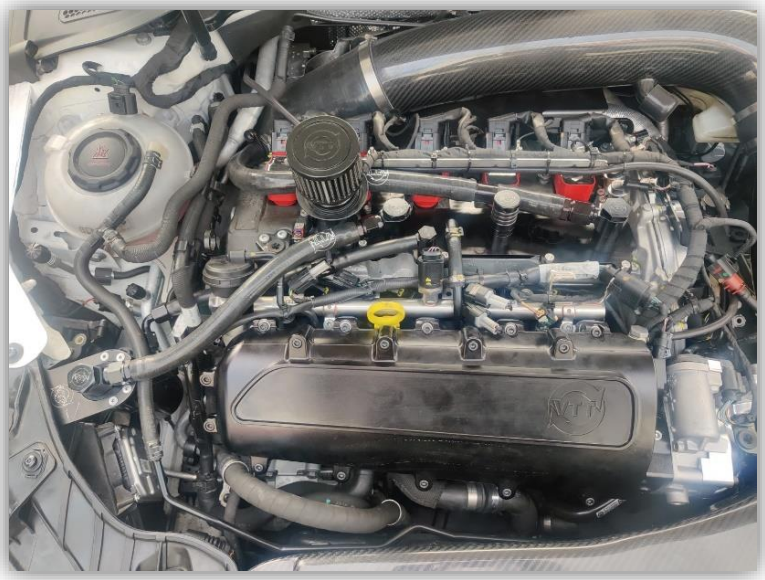


Fig 14