INSTALLATION INSTRUCTIONS
2020+ VW GOLF (MK8)
CATCH CAN KITS
20-0886-FL and 20-0887-FL

Document: 19-0388

Support: info@radiumauto.com

20-0886-FL			
ITEM DESCRIPTION	**QTY**	**ITEM DESCRIPTION**	**QTY**
CATCH CAN, FLUID LOCK, PREASSEMBLED	1	BHSCS M6X1X14MM, STAINLESS STEEL	1
BRACKET, MK8, PCV	1	M6 OVERSIZED WASHER, STAINLESS STEEL	1
10IN CABLE ZIP TIE, BLACK NYLON	2	SPRING CLAMP, 3/8IN HOSE	4
5/16in SAE FEMALE TO 90DEG 3/8IN BARB	1	5/8IN PCV/FUEL HOSE	5FT
5/16in SAE FEMALE TO 45DEG 3/8IN BARB	3	10IN CABLE ZIP TIE, BLACK NYLON	2
10AN ORB SWIVEL BANJO TO 5/16IN SAE MALE	2	CATCH CAN SERVICE INTERVAL STICKER	1

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	10mm Wrench	**20-0886-FL INSTALLATION** ***This kit requires 20-0885 PCV BAFFLE PLATE to already be installed. For those specific instructions, reference the product page at www.radiumauto.com.*** Unlatch and prop the hood. Allow the engine to cool before proceeding. Remove the negative (-) battery terminal.	

2		If present, the engine cover will need to be removed. Simply grab the edge of each corner and pull upwards one by one to release.	
3	Oil Lubrication 4mm Allen Wrench	Lubricate the O-ring found on one of the 10AN ORB to 5/18" SAE quick connect banjo fittings. Install the fitting to the catch can side port and orient as shown.	
4	T30 Torx	Remove the screw shown. This is located behind the RH headlight. NOTE: This screw will be reused.	
5	10mm Socket	Remove the hex screw shown located on the RH fender. NOTE: This screw will be replaced.	
6	T30 Torx 4mm Allen Wrench Thread Locker 3mm Allen Wrench	Lineup the catch can mounting bracket to the 2 aforementioned areas. Reuse the OEM Torx screw for the area behind the headlight. For the fender mount, use the provided stainless steel washer and button head screw. Find the four M5x0.8mm countersink screws provided in the kit. Apply a medium-strength thread locker to the threads. Install the catch can to the mounting bracket, as shown.	
7	Oil Lubrication 4mm Allen Wrench	Lubricate the O-ring found on the other 10AN ORB to 5/16" SAE quick connect banjo fitting. Install the fitting to the catch can top port and orient as shown. NOTE: temporarily removing the dipstick makes this step easier.	

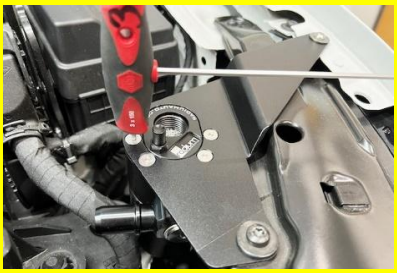
8	Hose Cutter	Cut the provided 3/8" PCV hose in half.	
9	Oil Lubrication Pliers	Find 2 female 45 degree SAE quick connectors and 2 spring clamps in the kit. Slide a spring clamp over each end of the hoses. Lubricate the SAE quick connector barbs and O-rings.	
10	Pliers	Slide each hose over the SAE quick connectors and secure using the spring clamps, as shown.	
11	Oil Lubrication	Lubricate the internal O-rings and push each SAE quick connector over the catch can fittings until they lock in place. Position the hoses as shown.	
12		To remove the short PCV tube (that came with the 20-0885 PCV BAFFLE PLATE), squeeze the SAE quick connect locks on each side and pull to release.	
13	Oil Lubrication	Find the 90 degree and 45 degree SAE quick connectors in the kit. Lubricate the internal O-rings and push each SAE quick connector over the PCV baffle plate fittings until they lock in place. Position the connectors as shown.	

14	Cutter	From the catch can, route the 2 hoses underneath the OEM hoses. NOTE: The side catch can port hose will route to the 90 degree SAE quick connector. The top catch can port hose will route to the 45 degree SAE quick connector. Using the provided cable zip ties, secure the hoses in the areas shown.	
15	Marker	Route the catch can hoses behind the engine harness. As shown, make a mark on each hose for cut lines.	
16	Hose Cutter	Cut each hose to length.	
17	Pliers Oil Lubrication	Slide a spring clamp over the hose coming from the catch can side port hose. Lubricate the SAE quick connector barbs and O-rings. Slide the hose over the SAE quick connector and secure using the spring clamp, as shown.	
18		Push the SAE quick connector over the PCV baffle plate's "VACUUM" banjo fitting until it locks in place. Position the fittings as shown.	
19	Pliers Oil Lubrication	Slide a spring clamp over the hose coming from the catch can top port hose. Lubricate the SAE quick connector barbs and O-rings. Slide the hose over the SAE quick connector and secure using the spring clamp, as shown.	

20			
21	10mm Socket Wrench	Reinstall the battery. Start the engine and verify there are no leaks. Reinstall the engine cover. **INSTALLATION COMPLETE**	
SERVICING	It is recommended to check catch can fluid level every 5,000 miles (8,000km). It may be necessary to check more frequently in cases of extreme use.	Catch can contents can be monitored using the dipstick. When collected fluid reaches a certain level, a float ball in the catch can will block the passage into the collection chamber and the catch can will not collect any additional fluid. To empty the catch cans, unbolt the catch can bracket from the vehicle body. Lift the assembly up as high as possible. Unscrew the bottom half of the catch cans. Carefully drain contents into an oil-safe container and dispose of in the same manner as used motor oil.	

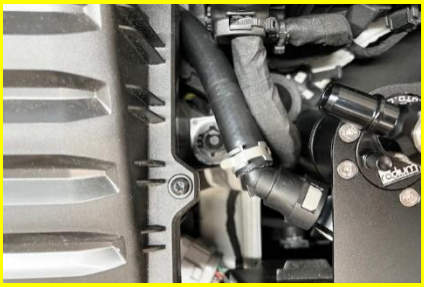
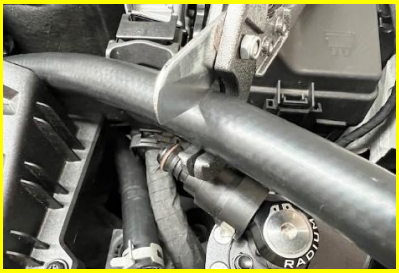
20-0887-FL			
ITEM DESCRIPTION	**QTY**	**ITEM DESCRIPTION**	**QTY**
CATCH CAN, FLUID LOCK, PREASSEMBLED	1	V2, 15MM FEMALE TO 10AN MALE STRAIGHT	1
BRACKET, MK8, CCV	1	V2, 15MM MALE TO 90DEG 5/8IN BARB	1
PUSHLOK HOSE END, 10AN STRAIGHT	1	BHSCS M6X1X14MM, STAINLESS STEEL	1
16MM SAE FEMALE TO 5/8IN BARB	1	M6 OVERSIZED WASHER, STAINLESS STEEL	1
16MM SAE FEMALE TO 45DEG, 5/8IN BARB	1	SPRING CLAMP, 5/8IN HOSE	3
10AN ORB SWIVEL BANJO TO 10MM SAE MALE	2	5/8IN PCV/FUEL HOSE	6FT
		CATCH CAN SERVICE INTERVAL STICKER	1

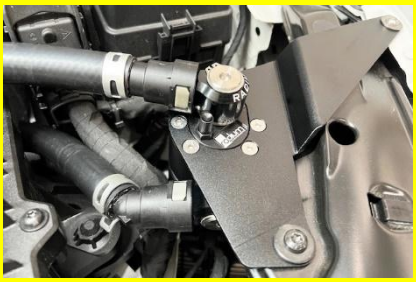
STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	10mm Wrench	**20-0887-FL INSTALLATION** Unlatch and prop the hood. Allow the engine to cool before proceeding. Remove the negative (-) battery terminal.	
2		If present, the engine cover will need to be removed. Simply grab the edge of each corner and pull upwards one by one to release.	

3	Oil Lubrication 6mm Allen Wrench	Lubricate the O-ring found on one of the 10AN ORB to 16mm SAE quick connect banjo fittings. Install the fitting to the catch can side port and orient as shown.	
4	T30 Torx	Remove the screw shown. This is located behind the LH headlight. NOTE: This screw will be reused.	
5	10mm Socket	Remove the hex screw shown located on the LH fender. NOTE: This screw will be replaced.	
6	T30 Torx 4mm Allen Wrench	Lineup the catch can mounting bracket to the 2 aforementioned areas. Reuse the OEM Torx screw for the area behind the headlight. For the fender mount, use the provided stainless steel washer and button head screw.	
7	Thread Locker 3mm Allen Wrench	Find the four M5x0.8mm countersink screws provided in the kit. Apply a medium-strength thread locker to the threads. Install the catch can to the mounting bracket, as shown.	
8	Oil Lubrication 6mm Allen Wrench	Lubricate the O-ring found on the other 10AN ORB to 16mm SAE quick connect banjo fitting. Install the fitting to the catch can top port and orient as shown. NOTE: temporarily removing the dipstick makes this step easier.	

9		Unclip the 4 ignition coil connectors.	
10		Between cylinder 3 and cylinder 4 is crankcase sensor on the PCV plate. To unplug, first slide the grey lock rearwards. Next, press the grey lock down and simultaneously push the connector back to release.	
11	10mm Socket	To remove the grounding ring terminals from the ignition coil studs, unscrew the M6x1mm flange nuts. CAUTION: To prevent the ring terminals from accidentally spinning, do NOT use an electric impact gun.	
12	10mm Deep Socket	Remove the long mounting studs from the ignition coils.	
13		Pull the cylinder 3 and cylinder 4 ignition coils out of the head.	
14		At the rear is a short convoluted tube that connects the PCV plate to the turbocharger inlet. Squeeze the 2 opposing connector locks and simultaneously pull the tubing connector towards the rear to release.	

15	Hose Cutter	Cut the provided 10AN (5/8") PCV hose exactly in half.	
16	Pliers	Install the included V2 quick connector at the end of hose(1). As shown, secure using one of the provided spring clamps.	
17		Push the connector into the OEM PCV plate until it locks in place. Orient the PCV hose as shown.	
18	Vice 1" Wrench	Install the straight 10AN PushLok hose end to the V2 quick connect adapter fitting, as shown.	
19	Oil Lubrication	Lubricate the barbs on the 10AN PushLok hose end. Fully seat the PCV hose(2), as shown. NOTE: PushLok hose ends do NOT require hose clamps.	
20		Grab the OEM convoluted tubing and position the end on the outer side of the ignition coil 4. As shown, lock hose(2) to the OEM turbo inlet tubing. When reinstalling the ignition coil 4, it will be hard up against hose(1). You might need to rotate the spring clamp to prevent excessive interference. Reinstall ignition coil 3, the grounding ring terminals, and the crankcase sensor.	

21	Oil Lubrication	From the turbo inlet, route hose(2) towards the catch can side port. Find the 45 degree 16mm SAE quick connector in the kit and lubricate the internal O-rings. As shown, temporarily install the 16mm SAE quick connector to the catch can side port.	
22	Hose Cutter	Cut this hose to length allowing enough slack for engine movement.	
23	Oil Lubrication Pliers	Remove the 16mm SAE quick connector and lubricate barbs. Fully seat the hose and secure using one of the spring clamps, as shown.	
24		To install the SAE quick connector, push until it "clicks" in place.	
25	Oil Lubrication	From the OEM PCV plate, route hose(1) towards the catch can top port. Find the straight 16mm SAE quick connector in the kit and lubricate the internal O-rings. As shown, temporarily install the 16mm SAE quick connector to the catch can top port.	
26	Hose Cutter	Cut this hose to length allowing enough slack for engine movement.	

27	Oil Lubrication Pliers	Remove the 16mm SAE quick connector and lubricate barbs. Fully seat the hose and secure using the last spring clamp provided.	
28		To install the SAE quick connector, push until it "clicks" in place.	
29		Complete hose routing is shown for a stock MK8 Golf R.	
30	10mm Socket	If reinstalling the engine cover, the hoses may need to be slightly adjusted around the locking post. Reinstall the battery. Start the engine and check for leaks. **INSTALLATION COMPLETE**	
SERVICING	It is recommended to check catch can fluid level every 5,000 miles (8,000km). It may be necessary to check more frequently in cases of extreme use.	Catch can contents can be monitored using the dipstick. When collected fluid reaches a certain level, a float ball in the catch can will block the passage into the collection chamber and the catch can will not collect any additional fluid. To empty the catch cans, unbolt the catch can bracket from the vehicle body. Lift the assembly up as high as possible. Unscrew the bottom half of the catch cans. Carefully drain contents into an oil-safe container and dispose of in the same manner as used motor oil.