2.0 TFSI Pressure Control Valve PCV Delete Removal Bypass Repair Unit Kit Install Instructions

by x8rltd

The Problem

A diaphragm splits or deteriorates within the PCV unit causing vehicle faults.

One of the most common faults on the 2.0 TFSI engine is the failure of the pressure control valve (PCV). This valve is designed to recirculate crankcase gases into the intake manifold. Within the valve is a soft diaphragm which is prone to splitting over time, this can occur on stock engines but is very common on tuned engines. This results in excessive blow by entering the inlet manifold at idle causing oil leaks in the engine bay from crankcase pressure, rough idle, fuel economy decline and boost loss. With boost pressure below where it should be you will notice significant power losses and poor throttle response. Check our symptoms section to see common symptoms of the failure of this valve.

Symptoms of the fault

Poor MPG, rough idle, boost loss, check engine light, sluggish performance, significant power losses, poor drivability. Oil leaking from oil cap, oil in the engine bay, PCV pipe work leaking, boost / vac leaks.

Vehicles affected and compatibility

Compatible with timing belt-driven 2.0 TFSI engines.

Audi A1 2.0 TFSI, CDLH engines. 2011 to 2013.

Audi A3 (8P) 2.0 TFSI, AXX, BPY, BWA, CCZA, CDLA, BHZ, engines. 2004–2013.

06F129101N, 06F129101C, 06F129101E, 06F129101F, 06F129101K, 06F129101L, 06F129101R,

If unsure call or E-Mail and we can look up your vehicle.

Our solution

Install our PCV delete unit and restore performance to your vehicle, removing the poor-quality component that commonly fails.

Audi S3 (8P) 2.0 TFSI BHZ, CDLA engines. 2006–2013.

Audi A4 B7 2.0 TFSI 2005-2008.

Audi TT 2.0 TFSI & 2.0 TTS BWA, AXX, BPY, CDLA, CDLC, engines. 2007 to 2013.

Seat Leon Copa 2.0 TFSI 2008 onwards.

Seat Leon 2.0 TFSI CCZB, CAWB engines. 2009 onwards.

VW 2.0 litre TFSI engines. Belt cam EA113 engine:

VW Golf Mk5 GTI 200bhp 2004-2006.

VW Golf Mk5 Edition 30 2007-2010.

VW Golf Mk6 Edition 35.

VW Golf Mk6 Golf R.

VW Scirocco Mk3 R 2.0 FSI EA113 2009 onwards.

VW Passat B6 2.0 TFSI AXX, BWA engines. 2005-2007.

Skoda Octavia MK2 2.0 TFSI VRS. BWA engine. 2005-2008.

Information is for guidance only, it is worthwhile checking the intake manifold to ensure your vehicle has a PCV valve as illustrated in the listing.

Associated part numbers:

High quality Viton O-Rings To Provide Seal Between Components

Retaining Clip

Vacuum Nipples X3

Blanking Screws X3 (for use in place of vacuum nipples)

Our replacement unit installs very easily and quickly. Upon fitting you will notice a vast improvement in performance and power if your OEM PCV has failed.

Our beautifully machined billet anodised aluminium unit (check our feedback for the quality of our manufacturing). Directly replaces the PCV unit deleting the OEM PCV system. Removing the original flawed design part from the engine.

Our unit links the two internal ports together, this emulates what happens inside the OEM PCV when the engine is on boost, but removes the fragile components which commonly fail.

Our unit converts the system to a vacuum only based system. PCV function is properly retained and no emissions functions are effected with our unit.

Our kit also includes a blank for the inlet manifold. This is engineered with three ports, where either our vacuum nipples can be fitted (included in kit) to run a boost gauge or water spray controller or these can be blanked off (blanks included).

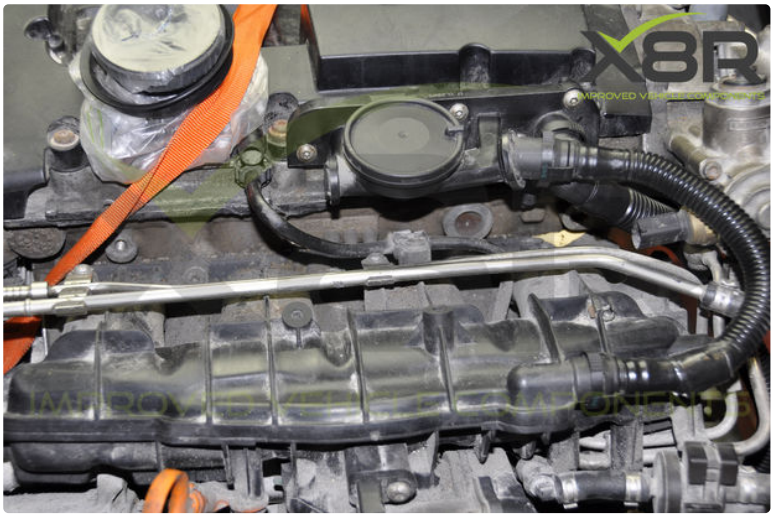
Install our kit and restore full performance to your vehicle, engineered to last the life of the vehicle.

You will receive

Billet Black Anodised Aluminium Valve Cover Plate

Billet Silver Anodised Aluminium PCV Adapter

Billet Silver Anodised Aluminium Manifold Cap

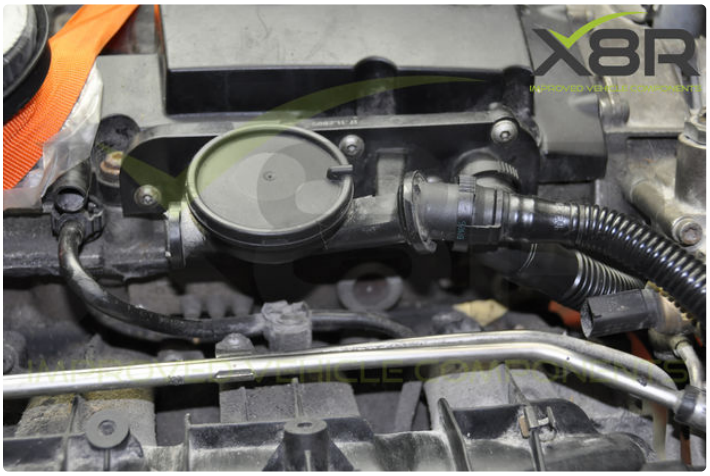


https://youtu.be/h6e11nOMwRM

Step 1: Remove PCV Pipe From PCV Unit

Push in the knurled tabs each side of the pipe connector and pull the pipe loose from the PCV unit.

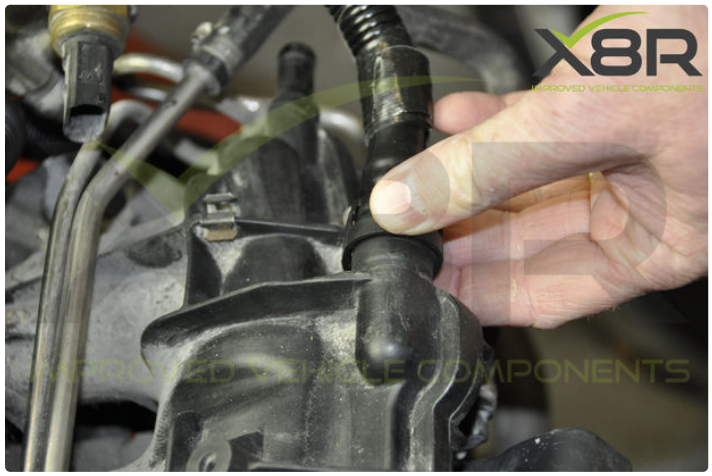
Make sure to only pull on the pipe connector, the pipe might be brittle and putting pressure on that can cause it to crack.

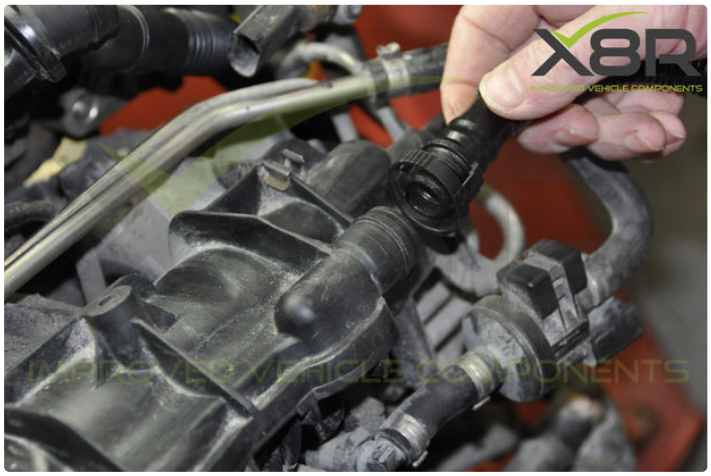


Step 2: Remove PCV Pipe From the Intake Manifold

Remove the other end of the PCV pipe. Push in the knurled tabs each side of the pipe connector and pull the pipe loose from the intake manifold.

Again make sure to only pull on the pipe connector, the pipe might be brittle and putting pressure on that can cause it to crack.



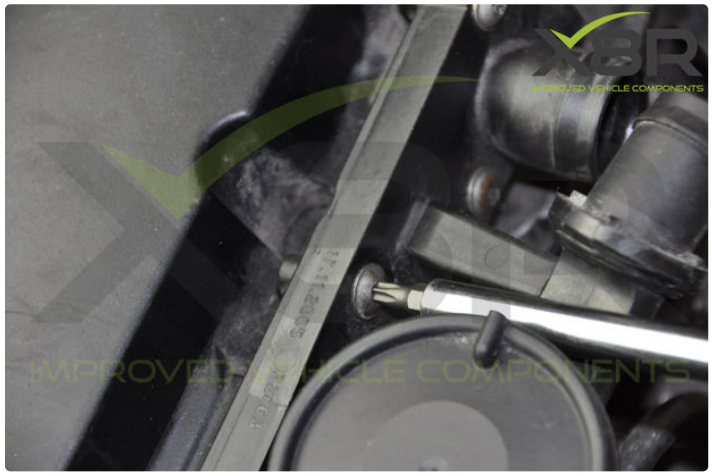


Step 3: Remove Lower Pipe From PCV Unit

Repeat as before and remove the lower pipe from the PCV unit.

Step 4: Remove the PCV Unit From the Valve Cover

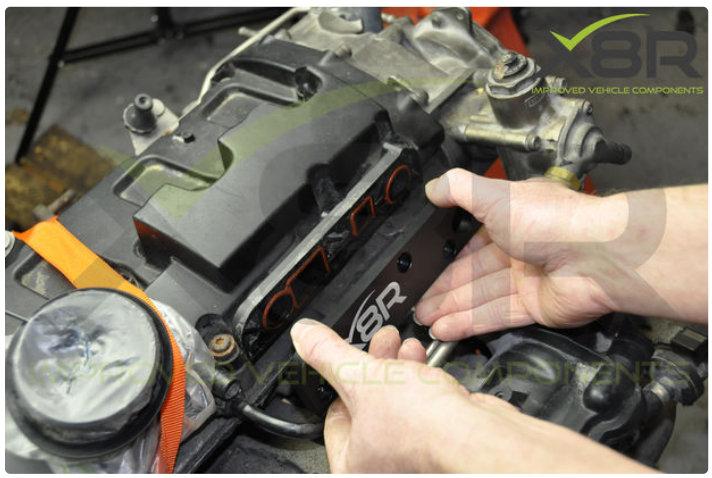
Using a T25 screwdriver remove the 4 screws from the PCV unit and remove the PCV unit.



Step 5: Fit Our PCV Delete Plate

Fit our PCV delete plate, mount using the 4 screws removed in the previous step.

Screw the pipe adapter on to the delete plate and tighten with a spanner. This part seals on an O-ring so should not be over tightened.





Step 6: Connect Lower Pipe to the Delete Plate Adaptor

Push fit the lower pipe connector to the delete plate adapter.


Step 7: Fit Our Intake Manifold Cap

Push our intake manifold cap on to the intake manifold as shown.

Push until fully engaged on the manifold and insert the clip to retain.

On the blank is three threads, included in the kit is three vacuum nipples and three blanking screws. You can decide which to fit depending on if you want to run any gauges. We recommend using thread lock or sealant on the nipple threads or blanking screws.

This completes the repair. If you need any further guidance on this install or would like to purchase the parts shown please call us on +44 01843 446643 or email us at sales@x8r.co.uk.

Please also check out our instruction guide on YouTube.

www.x8r.co.uk Installation is carried out at installers risk, if unsure please contact us or a professional, X8R Ltd cannot be held responsible for any adverse result of installing this product or any injuries caused by install, if in doubt ask a professional. All images and texts are copyright X8R Ltd 2017