

42 Draft Designs

Mk5 Vacuum Manifold Tap – Installation Instructions

Tools Recommended: channel lock pliers (FSI only), 7/16” deep socket & ratchet, Teflon tape

Warning! Hot metal burns. Always work on a cool motor.

TSI Vehicles

1. Choose the hose barb that best fits your tubing and install in the vacuum manifold tap using a 7/16” deep socket. Use 1 wrap of Teflon tape and tighten the fitting until it seems tight. It is not necessary to tighten until the fitting bottoms out.
2. Remove factory PCV tube by releasing the locking ring on the end of the tube. Tightly squeeze the locking ring on the ribbed sides and wiggle while pulling to remove from the intake manifold.
3. With your finger, lubricate the o-rings on the tap with a dab of oil. Insert the tap into the intake manifold with the locking tab slightly above the body of the intake manifold. Once fully inserted, rotate the tap downwards locking it into the corresponding rib on the intake manifold.
4. Insert the factory PCV tube into the tap until the locking ring clicks.
5. Install your tubing.

FSI Vehicles

1. Before installing the vacuum manifold tap the engine cover must be removed. First, disconnect the MAF sensor and move the wire out of the way. Disconnect the turbo inlet pipe by releasing the metal clips holding it to the MAF.
2. At the core support, remove the air inlet pipe assembly by first removing the top. Simply pull the clips on the side outwards and pull upwards to remove. Using channel lock pliers loosen the hose clamp on the engine cover and remove the air inlet pipe. Leave the hose clamp on the air inlet pipe, not on the engine cover. Remove the air inlet pipe assembly by pulling out, and then up.
3. Remove the engine cover by pulling directly off the engine. Grab the engine cover on the sides and use your body weight to yank the cover off. **DON'T PULL BY THE OIL CAP!** Go low, or even on the top. Once removed, you'll find the cover is held in place by 4 grommets and posts. Some of your engine cover grommets may have stayed on the posts. Remove them and re-install them on the engine cover before continuing.
4. Choose the hose barb that best fits your tubing and install in the vacuum manifold tap using a 7/16” deep socket. Use 1 wrap of Teflon tape and tighten the fitting until it seems tight. It is not necessary to tighten until the fitting bottoms out.
5. Remove factory PCV tube by releasing the locking ring on the end of the tube. Tightly squeeze the locking ring on the ribbed sides and wiggle while pulling to remove from the intake manifold.
6. With your finger, lubricate the o-rings on the tap with a dab of oil. Insert the tap into the intake manifold with the locking tab slightly above the body of the intake manifold. Once fully inserted, rotate the tap downwards locking it into the corresponding rib on the intake manifold.
7. Insert the factory PCV tube into the tap until the locking ring clicks.
8. Install your tubing.
9. Re-install engine cover, air inlet pipe, turbo inlet pipe, and connect your MAF sensor before starting the engine.