

Installing the KCTDI-CCV Kit

Standard disclaimer:

Anything you do to your own car is AT YOUR OWN RISK! I deny any responsibility or liability for anything that you may do to your car. I'm not a professional mechanic; I just like tinkering with my car. Don't do any of this if you aren't comfortable with modifying your engine and be prepared to deal with the consequences if you screw something up.

This document explains the addition of an Agricultural Strainer in line between the CCV and the EGR on a 1.9 TDI.

First, remove your plastic engine cover, and locate your CCV and EGR. Here is what you are looking for. The large round disc shaped object is your CCV, there is a plastic tube attached to it, and the other end of the plastic tube attaches to your EGR (part sticking up to Left of CCV).



Loosen the clamp that clamps the plastic tube to the CCV, and remove the plastic tube from the EGR by squeezing the two tabs and pulling off.



Next, pull the plastic end out of the tube (for clarity we will call it the EGR fitting) - it may already have come off when you removed this tube anyway. Remove the rest of the tube now from the CCV. Keep the end you just removed, along with the clamp that was on the CCV end of the tube, and store the plastic tube with the rest of your “spare parts”. Pull the CCV out at this point, it just pulls straight up.



This is what you should see now:



Notice the two locating raised plugs on the cover. There is a plastic plug on the bottom of the CCV that fits into one to keep it located. It will have started in the one on the left front, when we re-install the CCV we will locate it in the one on the right back. It is very easy to see also in the first picture.

Slide the clamp you just removed onto the *longest* hose attached to the KCTDI-CCV (for now, slide it right to the strainer), and place a few inches of the open end of the clear hose in boiling water for about 3 minutes, just to soften it some. Carefully push the EGR fitting into the softened end of the hose now (I recommend gloves – the hose is pretty hot), slide the clamp over the fitting and snug down. You will now have this:



Now heat up the end of the other hose the same way. Leave it to heat for an extra minute as we need the hose soft for this one.

While the hose is heating, it is a good time to wipe off the CCV. We will be sliding the softened hose onto the fitting coming out of the side. There is no need for a clamp here; it is a very tight fit.

Slide the hose onto the CCV, making sure to keep the relative position of the CCV (make sure when we are done that the bottom of the CCV is relative to the bottom of the strainer) so it looks like this:



The assembly you have now should look just like this:



Simply re-install the CCV into its location, remembering to locate the pin in the right hand side hole instead of the original left, like this (shown with EGR fitting still unplugged):



And then plug the EGR fitting back onto the EGR.



Position the KCTDI-CCV out of the way of the cover bolt. At this point, you have the option of either leaving it under where the cover will go by keeping it to the left of where it is in the picture and left of the bolt, or out to the side once the cover is re-installed by locating it as in the picture.

Re-install your cover, and grab a beer!

Here is what the strainer looks like all apart, for your reference:

