Instructions on how to setup the "elephant hose" CCV modification.

By schnabba, originally posted on **http://www.tdiclub.com/**

In this article, I will explain how to bypass the stock CCV system and use the "elephant hose" modification.

For those of you who don't know, the "elephant hose" modification is simply a long hose that will go from your rocker arm cover outlet, routed down through the engine compartment, and will terminate on the underside of the car. Some people have this end on the bottom plastic tray so that the little oil that gets out can be cleaned up, others will just vent it down so that what little oil gets out will drip on the ground. Others have attached catch mechanisms at that point, ranging from filters to old gym socks. I am not advocating the use or non-use of such a method, it's only here for your information.

The downside to the elephant hose method is that it can be messy. The positive side is that it is very simple, very inexpensive, and you don't get as bad an oil smell at idle that some people with catch cans experience. It is always easy to try the elephant hose before other methods, because of the ease of performing the modification, and the low cost associated with it. It is also very reversible, so you can quickly get back to the stock setup to take your car in for inspections / dealer maintenance.

Contents:

Part 1: Preparation

Parts needed: You will need the following parts (all were purchased here in town at Advance Auto

- ¾" radiator hose (enough to go from the rocker arm cover to your end point – usually 3-5 feet of hose)
- ¾" 90degree elbow (Help #47043, or GM/Dorman 495-031 equivalent)
- ¾" grommet (help #42321, or GM/Dorman 495-054 equivalent)
- 1 worm drive clamp (sized for ¾" hose)
- ¾" bypass cap (help #02254, or Dorman 495-101 equivalent)
- a small amount of grease or oil

NOTE: You can OMIT the elbow and the grommet if you just want to use the existing oil/air separator, and then just start at the directions on Step 3 – leaving the "hockey puck" intact. The hose will fit right on the end of the "hockey puck" using the worm drive clamp. Many use this method instead. AND, it's even cheaper.

Tools needed:

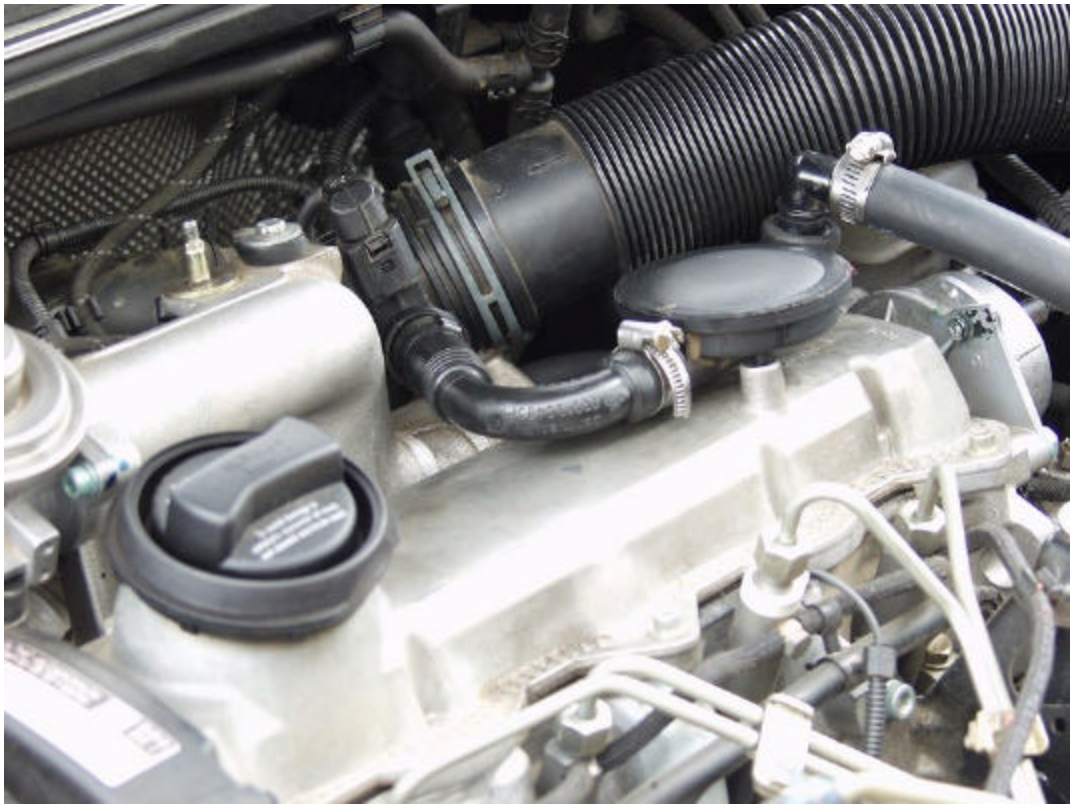
NOTE: for the elephant hose modification, you only need a screwdriver)

- Flathead screwdriver
- Zip ties
- Knife (something to cut the excess hose with)

Part 2: Remove existing CCV oil air separator

1. Open the PCV elbow (#47043) and the grommet package (#42321).

2. Next, disconnect the OEM oil / air separator ("hockey puck"). This is done by squeezing the plastic band around the connection where it attaches to the intake. See the illustrations below.



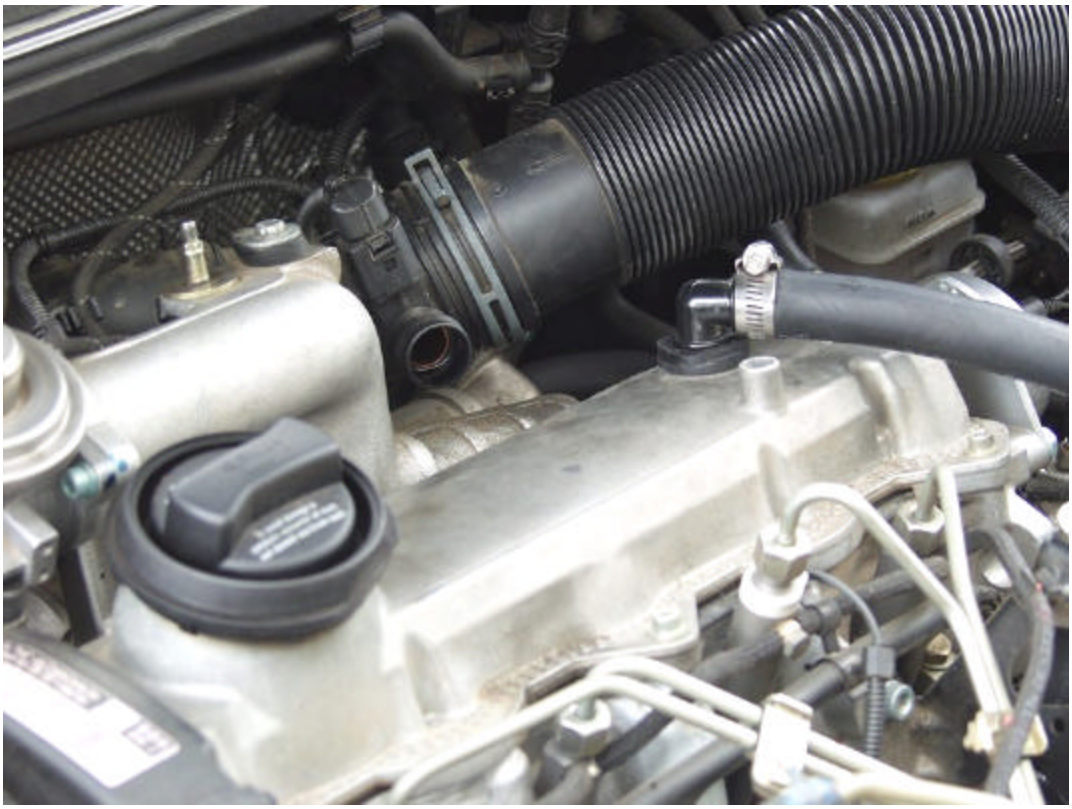
3. Next, we remove the original grommet that is in the valve cover.

Part 3: Install New Grommet and Elbow

1. Install the new grommet in the valve cover.

2. Now, insert the 90 degree elbow into the grommet. You will need to use some grease to get the elbow to fit – it's a snug fit, and the grease will help you position the elbow to any angle you need to route your hose later. **NOTE: the elbow should seat all the way to the plastic ridge on the elbow.** Use oil or grease to get it to seat all the way – if you do NOT do this, it will fall out. The key here is double checking your work and not being afraid to force the elbow all the way until it seats properly.

3. Now, attach the hose to the elbow with a worm drive clamp.



Part 4: Modify old connector with Bypass Cap

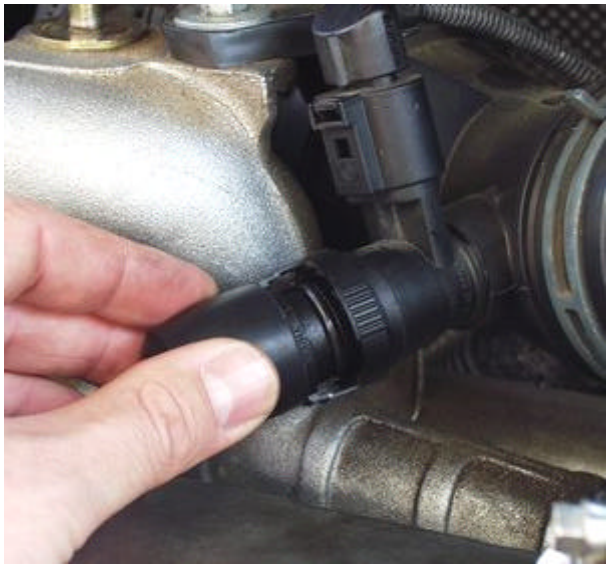
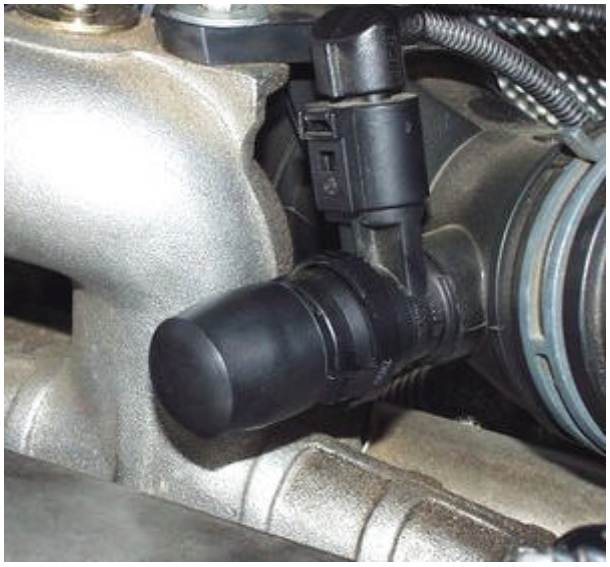
1. OK – here is where we use the modification that Denis at Fred's TDICLUB suggested. Take a pair of pliers – needle nose will work – and pull the quick disconnect from the hose.



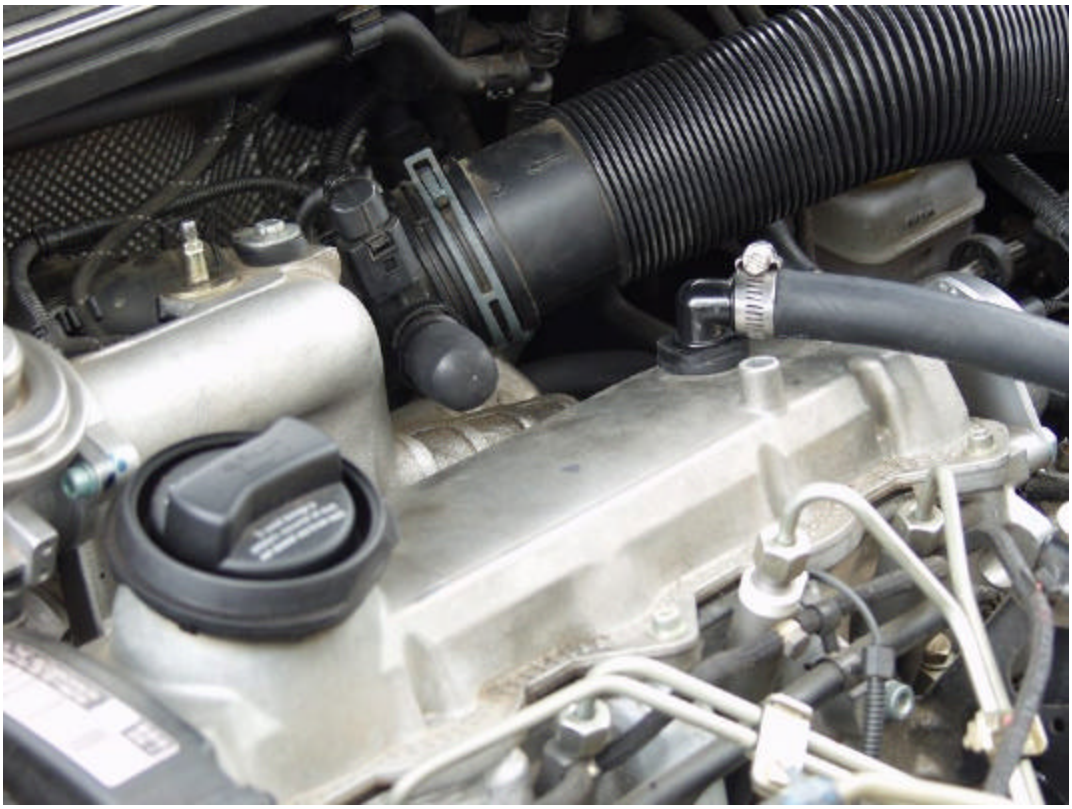

2. Then, we take the ¾" cap, and place it on the end of this quick disconnect.

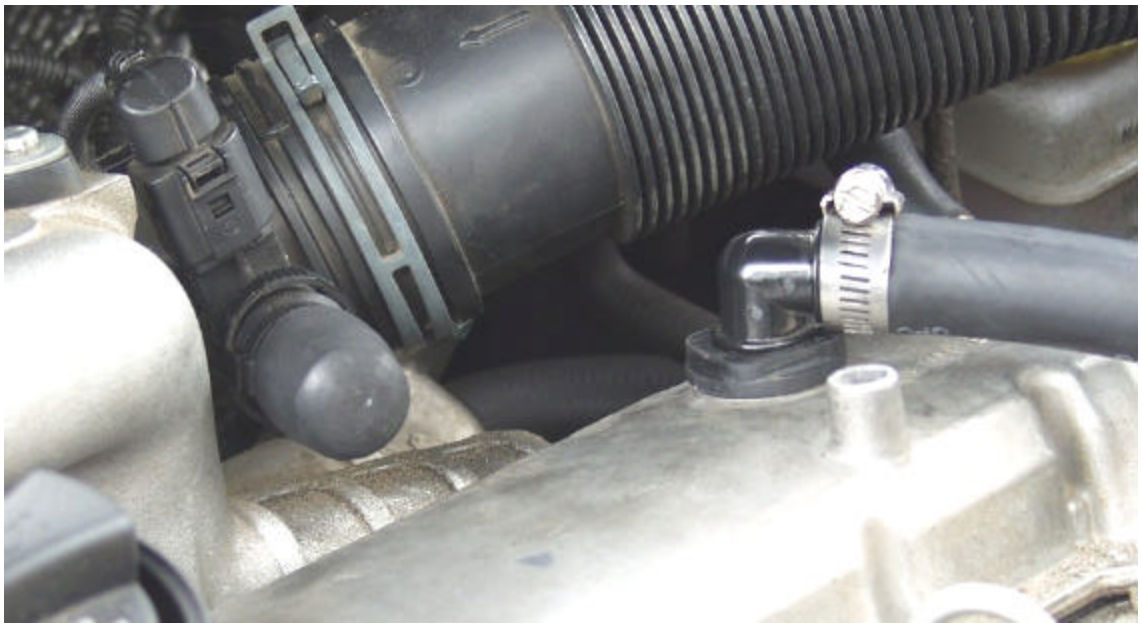

3. Take this completed assembly, and attach it at the original location. Thank you Denis for this easy and clean (“mad tight”) installation (told you I would make you famous).



4. Here is a close-up of the capped hole in the intake and the elbow with the hose attached.





Part 5: Route the hose and secure in place

The final task is to route the hose and secure it in place. I had to use about 3.5 feet of hose. I routed it forward, looped down near the battery tray, and then ran the hose back about halfway along the lower plastic tray that covers the oil pan. Oil vapors will condense here and can easily be cleaned up during an oil change.

Wherever you route it in the engine compartment be careful of the following things:

- moving parts (like cooling fans, drive axles, gear shift mechanisms)
- Exhaust pipe (don't route it too close!)