Parts List

(1) TANK BODY
(1) BILLET CLAMP
(1) BILLET CLAMP SADDLE
(1) STAINLESS STEEL MOUNTING BRACKET
(2) STRAIGHT BARBED FITTINGS
(2) LENGTHS OF ½" HOSE
(4) ¼ X 20 SHCS X 5/8
(3) 8MM SERRATED NUTS
(2) COUPLINGS
(2) SPACERS

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Step 1: Remove passenger's side strut tower brace if equipped. If vehicle is not equipped with strut tower brace remove front mounting nut.

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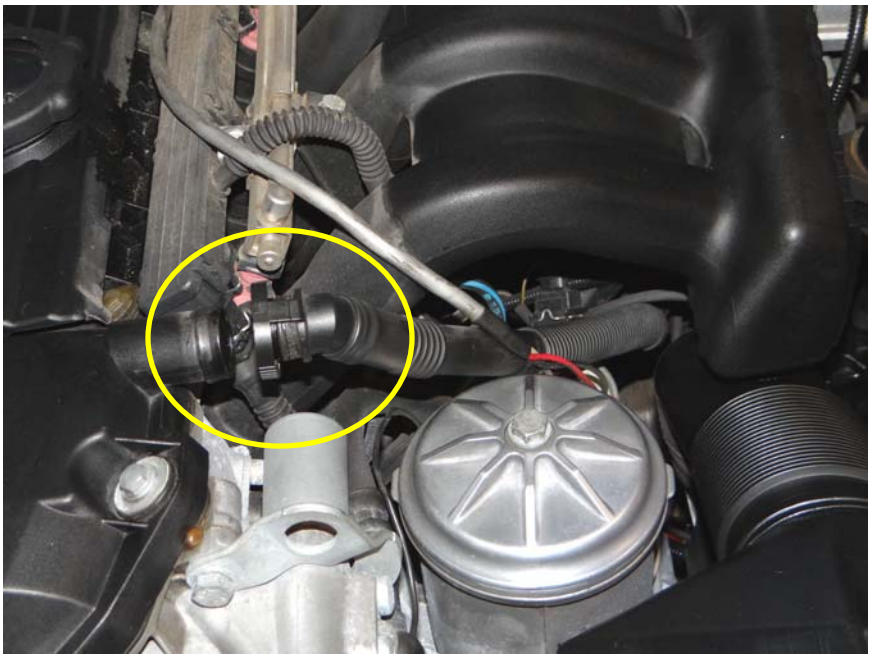
Step 2: Remove intake cover from vehicle.



Step 3: Remove PCV line from valve cover.

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Step 4: Remove alternator air duct from vehicle.

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Step 5: Locate other end of PCV line and remove from vehicle.

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Step 6: Mark PCV line @ 1.5 inches as shown in non-ribbed area.

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Step 7: Cut PCV line as shown where previously marked.

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Step 8: Using 1/2 x 5/8 couplings insert coupling into cut end of PCV line. Note: PCV line may need to be gently heated. This can be accomplished by running under hot water, using a heat gun or hair dryer.

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Step 9: Repeat step 8 using other end of PCV line previously cut.

Step 10: Re-install PCV line as shown.

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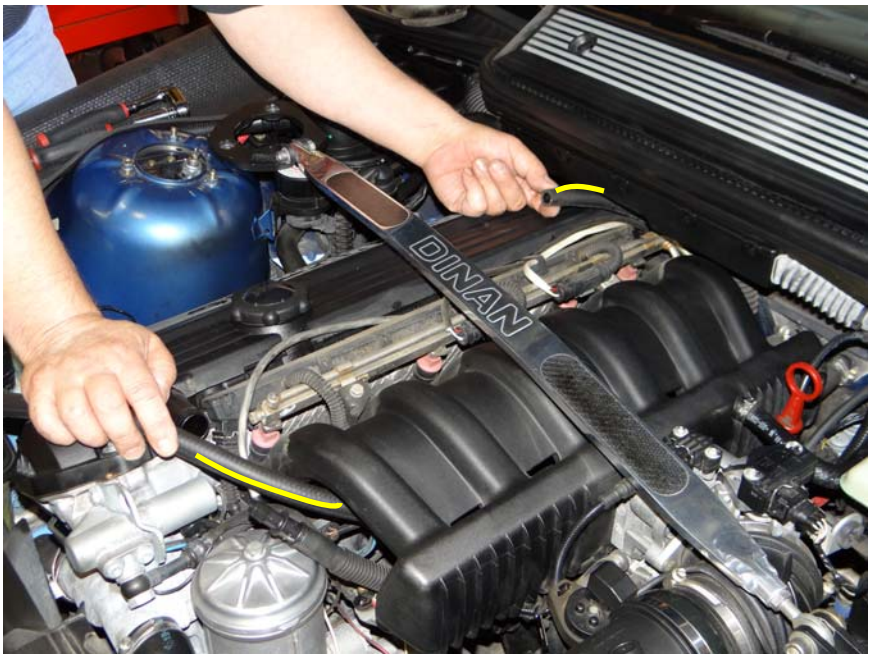
Step 11: Route longer length of ½” hose under intake as shown.



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Step 12: Insert coupling into end of hose previously routed under intake.

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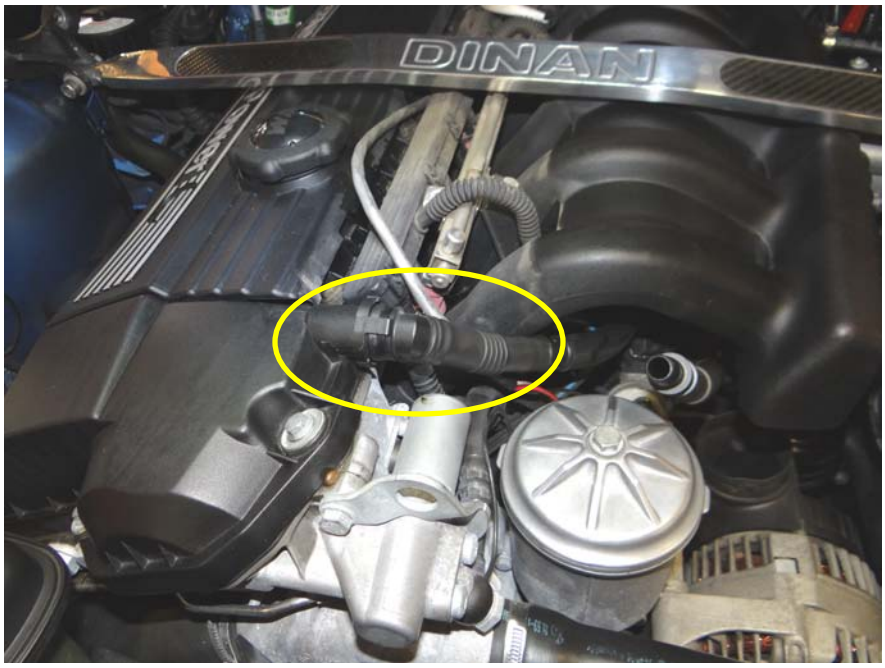

Step 13: Re-connect PCV line to valve cover.

Step 14: Insert short length of hose over coupling as shown.

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Step 15: Route hose over to passenger's side of vehicle.

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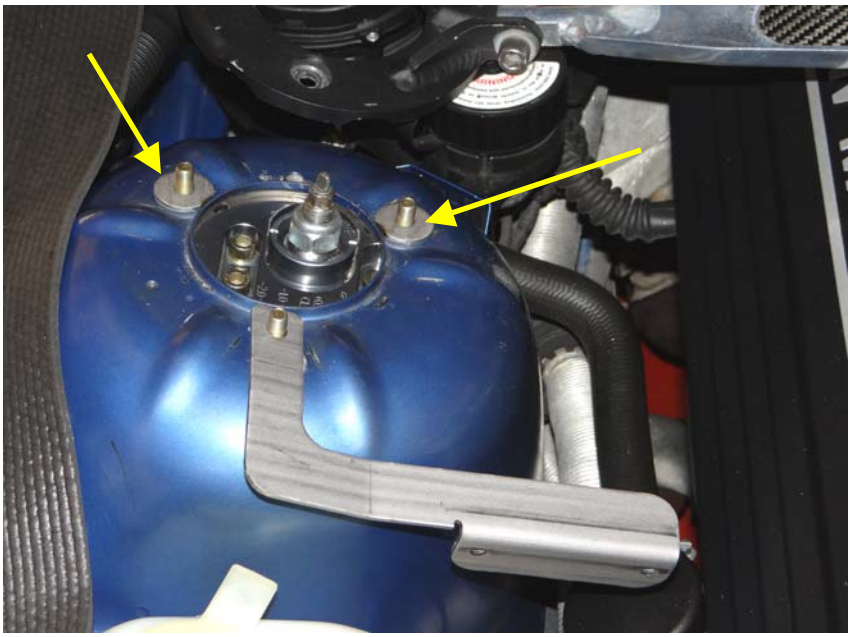

Step 16: Place stainless steel mounting bracket over front strut mounting bolt, if equipped with strut tower brace place spacers over rear mounting bolts.

Step 17: If equipped with strut tower brace use serrated nuts supplied with kit and re-install strut tower brace. If not equipped with strut tower brace re-install stock hardware.

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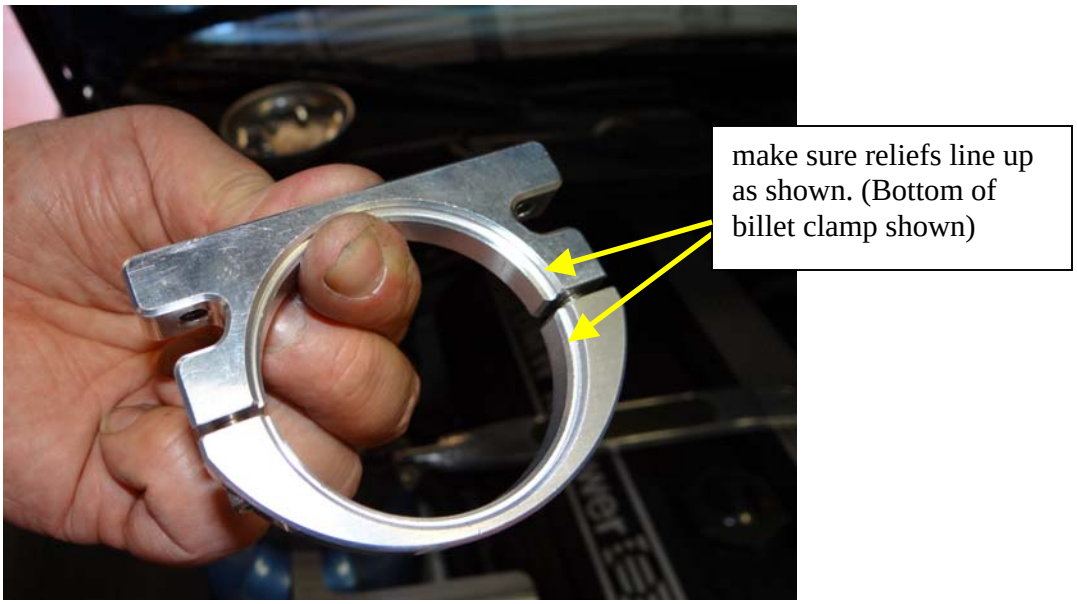

Step 18: Using (2) ¼-20x5/8 SHCS assemble billet clamp to billet clamp saddle, do not tighten at this time.

Step 19: Assemble billet clamp assembly to stainless mounting clamp making sure reliefs are facing down using (2) ¼-20x5/8 SHCS.

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Step 20: Assemble Air Oil Separator as shown using Teflon tape on all fittings.

Step 21: Insert Air Oil Separator into billet clamp.

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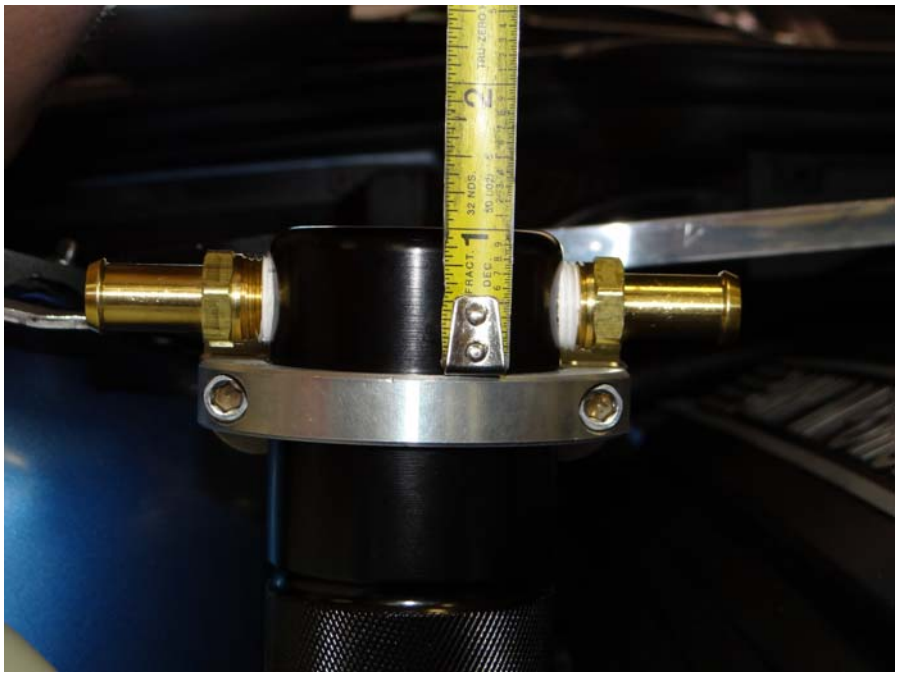

Step 22: Set height between 1” to 1 1/8” as shown and tighten.

Step 23: Route hose as shown to Air Oil Separator.

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Step 24: Trim hose as needed and install to Air Oil Separator.

Step 25: Route hose as shown, trim as needed and install to Air Oil Separator.

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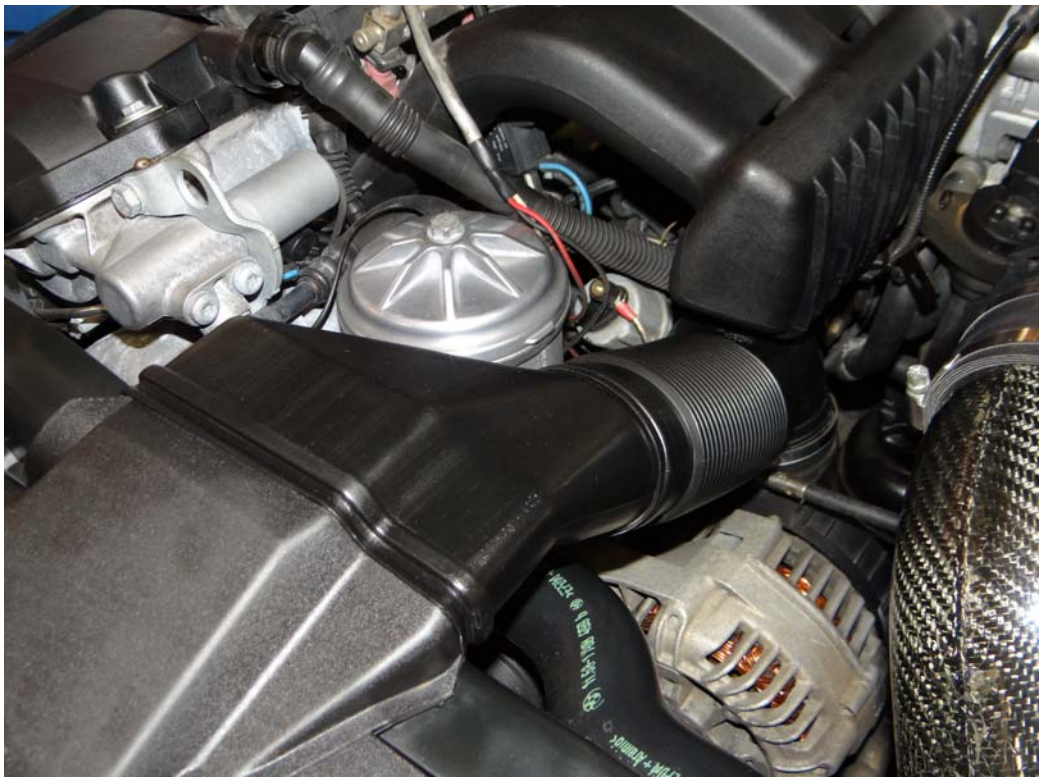

Step 26: Re-install alternator air duct.

Installation Complete

Draining of Air Oil Separator is needed; this will depend on driving conditions (i.e.) normal day to day driving check every 1,000 miles until a baseline is established. A good baseline is to drain the Air Oil Separator when it is about HALF full. This will vary with temperatures (cold winters vs. hot summers). For track usage Air Oil Separator will need to be drained after every outing.

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