



**Step 1** Determine your vehicle style, photo on left is a early model and photo on right is a late model. If your vehicle is a late model proceed to next step. If your vehicle is a early model refer to **EARLY MODEL INSTRUCTIONS**



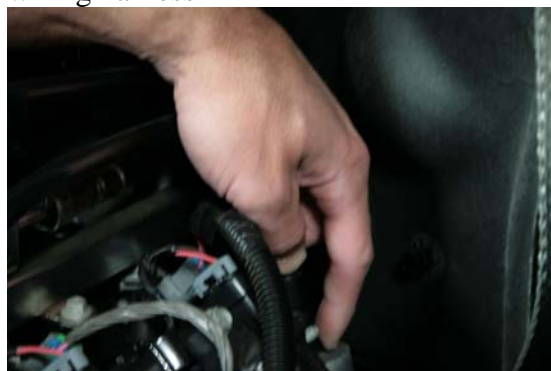
**Step 2** Remove intake cover



**Step 3** Locate and remove nut that holds wiring harness



**Step 4** Locate PCV tube



**Step 5** Remove PCV tube from valve cover

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**Step 6** Lift wire harness off of mounting stud, at same time twist PCV tube towards front of vehicle, lifting tube over intake mount.



**Step 7** PCV tube should now be facing front of vehicle as shown, at this time remove PCV tube



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**Step 8** Cut female end at 4"



**Step 9** Cut male end at 2 1/2"



**Step 10** You will now have 2 pieces that look like above



**Step 11** Run cut end of PCV tube under HOT water, this step and the following step will need to be performed on both the female end and the male end

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**Step 12** After running cut end under HOT water insert 1/4" nipple into PCV tube, you will need to press against a hard surface, careful not to collapse hose



**Step 13** You will now have 2 pieces that look like above

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**Step 14** Insert male PCV tube into intake as shown, you will need to lift tube over intake cover mounting stud

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**Step 15** Re-install wiring harness as shown

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**Step 16** Install female PCV tube in valve cover



**Step 17** Assemble billet bracket and stainless bracket as shown

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**Step 18** Install billet / stainless bracket to upper hole on alternator bracket



**Step 19** Assemble air / oil separator as shown (note orientation of fittings, apply Teflon tape to all fittings)

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**Step 20** Install air / oil separator into billet clamp, note orientation of brass fittings towards alternator



**Step 21** Cut supplied hose in half approximately 30", and install to intake and valve cover PCV tube, wire tie both lines together as shown



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**Step 22** Re-install intake cover



**Step 23** Wire tie 3/8" lines as shown

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**Step 24** Trim 3/8" lines as needed and install to air oil separator

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**Final Installation of Late Model**

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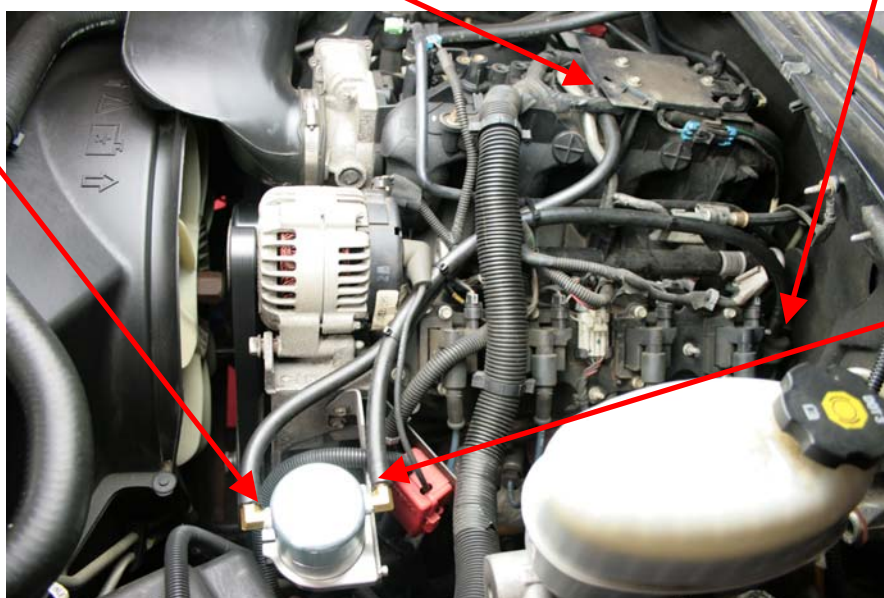
## EARLY MODEL INSTRUCTIONS



**Step 1** Remove intake cover and stock PCV tube

**INTAKE PORT**

**VALVE COVER PORT**



**Step 2** Refer to step 17,18,19 and 20 for assembly of bracket, air oil separator route 3/8" hoses as shown, from intake port to air oil separator and from valve cover port to air oil separator, re-install intake cover

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## **PARTS LIST**

- 1) TANK BODY**
- 1) BILLET CLAMP**
- 1) BALL VALVE**
- 1) 90 DEGREE DRAIN**
- 1) STAINLESS STEEL BRACKET**
- 2) 90 DEGREE BARBED FITTINGS**
- 1) LENGTH OF 3/8" HOSE**
- 1) DRAIN CAP**
- 2) 1/4 X 20 SHCS X 5/8**
- 1) 1/4 X 20 SHCS X 1**
- 1) 6MM X 20MM HHCS**
- 1) FLAT WASHER**
- 1) LOCK WASHER**
- 2) 3/8 X 5/16 BLACK NYLON REDUCER**

## **TOOLS NEEDED**

- 3/16" ALLEN WRENCH**
- 10MM SOCKET**
- SIDE CUTTERS**
- HOSE CUTTER OR UTILITY KNIFE**
- WIRE TIES**

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**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.**

**There are several different methods to draining Air Oil Separator. The first and simplest method is to place a cup or MOROSO part # 65805 under drain elbow and open ball valve, once draining is complete close ball valve. The second method is to run a length of 1/2" hose from elbow to under carriage of vehicle and place drain pan under vehicle at this time open ball valve, when draining is complete close ball valve. This hose may also be permanently installed for future draining.**

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