PARTS LIST

(1) TANK BODY
(1) BILLET CLAMP
(1) BALL VALVE
(1) 90 DEGREE DRAIN
(1) STAINLESS STEEL MOUNT BRACKET
(1) 90 DEGREE BARBED FITTINGS
(2) LENGTHS OF 3/8” TUBE
(4) 1/4 X 20 BHCS X 5/8
(1) 1/4 X 20 SHCS X 1
(1) LENGTH OF 1/2” TUBE
(2) 1/4-20 NUTS
(1) STRAIGHT BARBED FITTING

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Step 1: Assemble billet clamp and stainless mounting bracket using (1) 1/4 x 20 SHCS x 1 and (2) 1/4 x 20 x BHCS x 5/8

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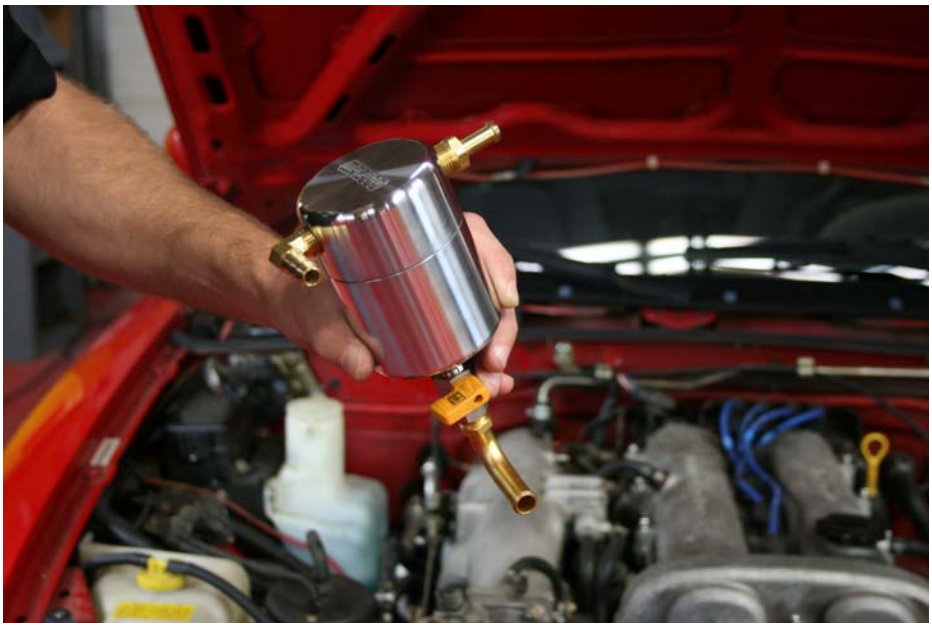

Step 2: Assemble Air Oil Separator as shown applying Teflon tape to all fittings

Step 3: Assemble billet clamp 1 1/4” down from top of Air Oil Separator

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Step 4: Install 1/2 “ hose over drain nipple

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Step 5: Place Air Oil Separator against passenger side firewall as shown making sure drain hose and ball valve are orientated correctly

Step 6: Mark location of mounting bracket holes on firewall (2) places

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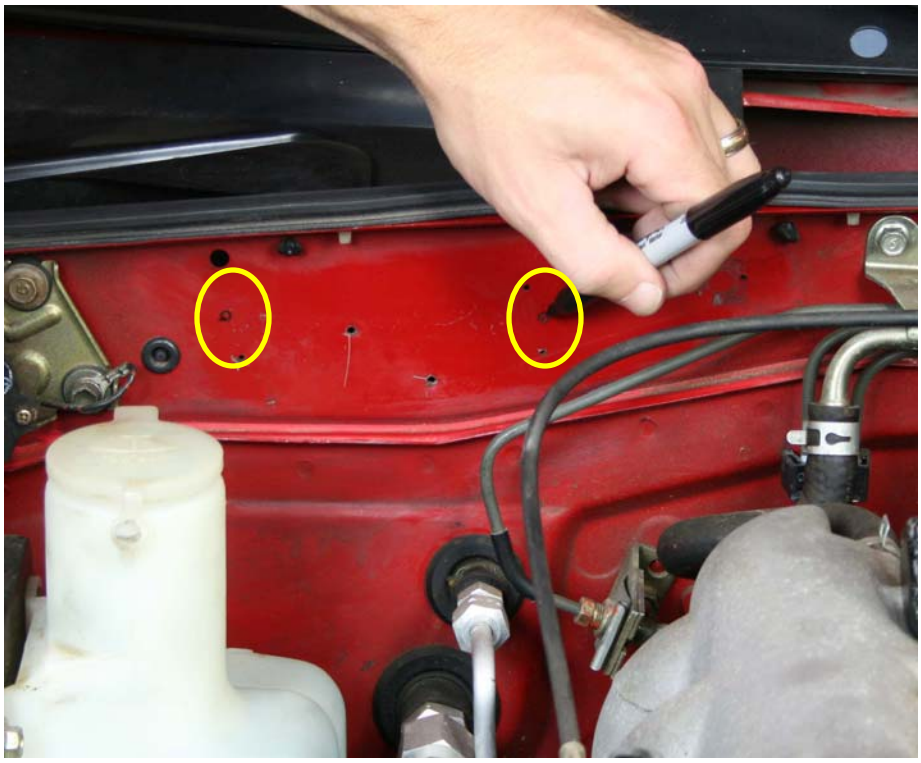
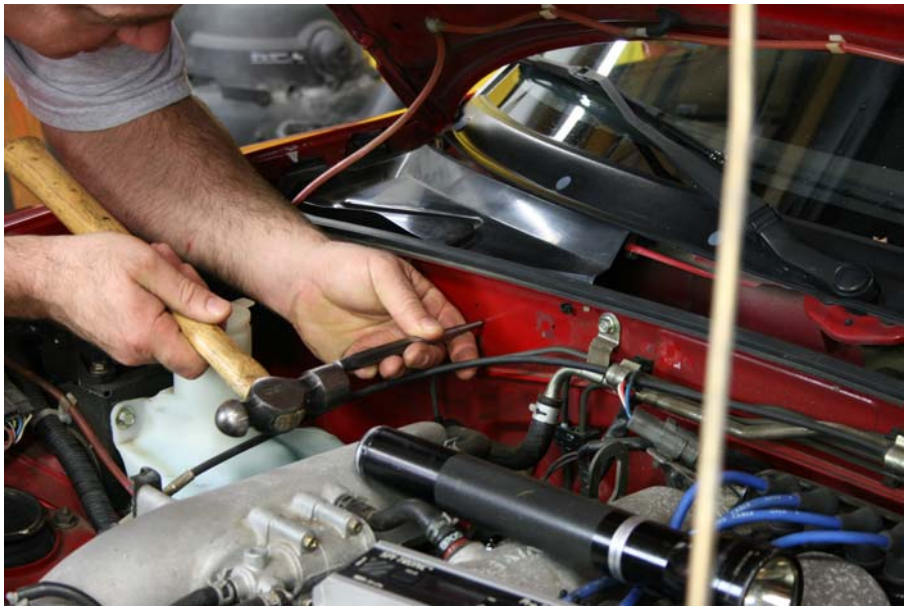


Step 6: Remove Air Oil Separator



Step 7: Center punch hole locations previously marked

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Step 8: Remove (2) mounting bolts from windshield washer bottle

Step 9: Drill first 1/4” hole at marked location

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Step 10: Drill Second 1/4” mounting hole at other location

Step 11: Reinstall windshield washer tank mounting bolts

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Step 12: Insert (2) 1/4 X 20 BHCS X 5/8 thru stainless mounting bracket holes

Step 13: Install Air Oil Separator on firewall

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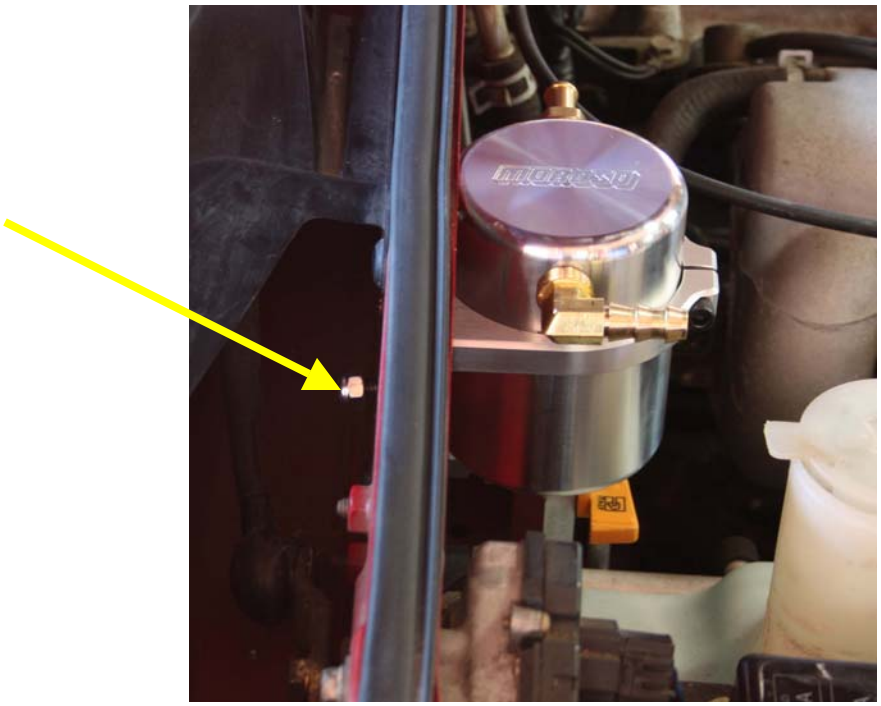
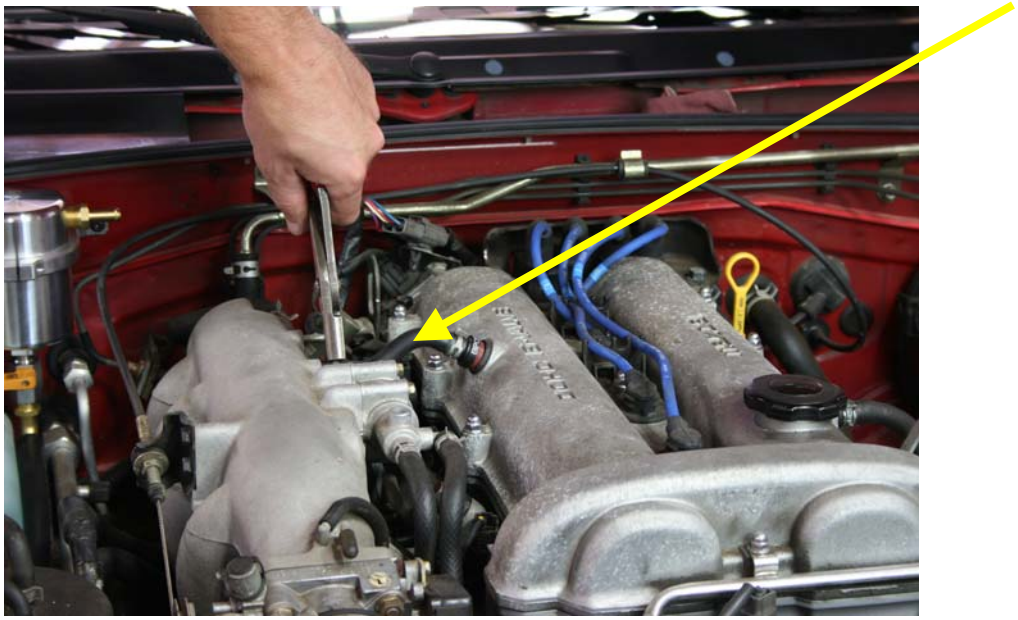


Step 14: Install and tighten (2) 1/4 x 20 nuts on backside of firewall



Step 15: Locate PCV line and remove both hose clamps

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Step 16: Remove PCV line from vehicle, remove hose clamps for re-use

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Step 17: Install (1) hose clamp on one end of 19” hose

Step 18: Install hose over PCV nipple

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Step 19: Install hose clamp

Step 20: Install other end of hose to Air Oil Separator as shown

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Step 21: Install other 19” hose on intake PCV port and install clamp

Step 22: Install other end of hose to Air Oil Separator as shown

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Step 23: Before running vehicle be sure ball valve is in the closed position

Installation is 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.

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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