

## Parts List

- (1) TANK BODY
- (1) BILLET CLAMP
- (1) BALL VALVE
- (1) 90 DEGREE DRAIN
- (1) STAINLESS STEEL MOUNTING BRACKET
- (2) STRAIGHT BARBED FITTINGS
- (2) LENGTHS OF 1/2" HOSE
- (1) DRAIN CAP
- (2) 1/4 X 20 SHCS X 5/8
- (1) 1/4 X 20 SHCS X 1
- (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.





Step 2: Remove intake cover from vehicle.



Step 3: Remove PCV line from valve cover.







Step 4: Remove alternator air duct from vehicle.





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







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







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









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.





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



Step 10: Re-install PCV line as shown.





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







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







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

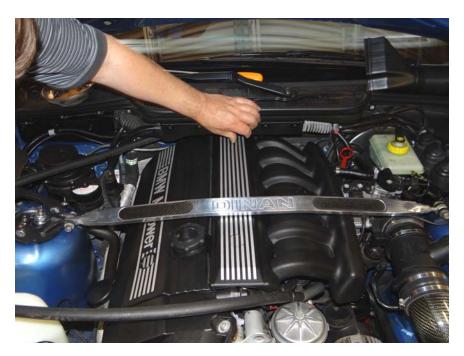


Step 14: Insert short length of hose over coupling as shown.

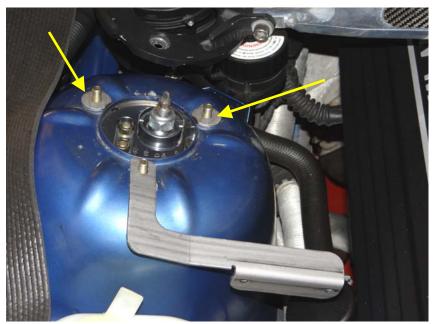




Step 15: Route hose over to passenger's side of vehicle.







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 reinstall strut tower brace. If not equipped with strut tower brace re-install stock hardware.





Step 18: Using (2) ½-20x5/8 SHCS install billet clamp to stainless mounting bracket.



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Step 19: Assemble Air Oil Separator as shown using Teflon tape on all fittings.







Step 20: Insert Air Oil Separator into billet clamp set height and orientate as shown.







Step 21: Route hose as shown, trim as needed and install to Air Oil Separator.







Step 22: Route hose as shown, trim as needed and install to Air Oil Separator.







Step 23: 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.

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 ½? 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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