



## Parts List

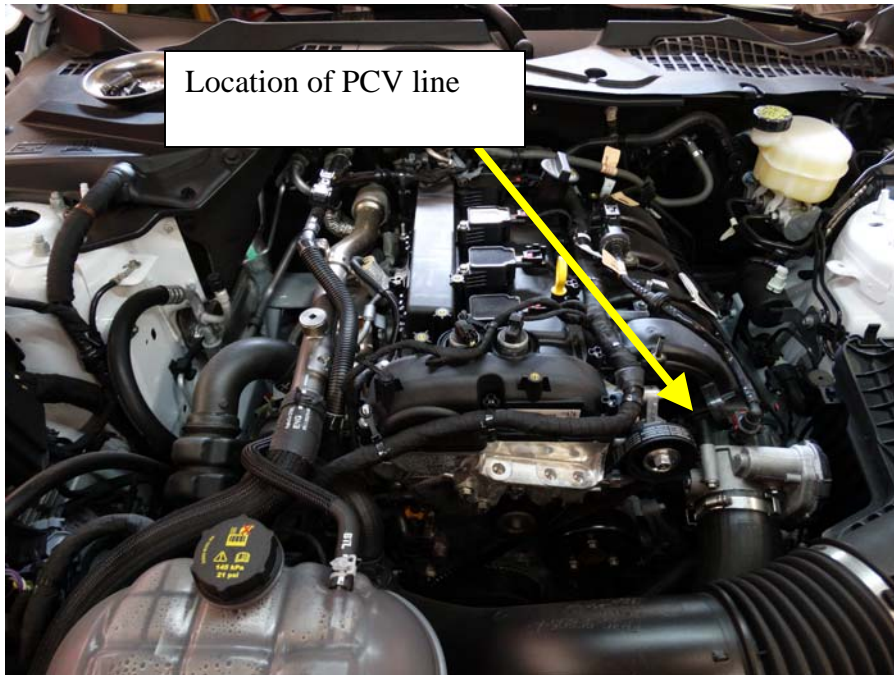
- (1) Air Oil Separator
- (1) Stainless Mounting Bracket
- (1) Billet Clamp
- (2) 90 degree Barbed Fittings
- (1) Ball Valve
- (1) 90 degree Drain
- (1) Drain Cap
- (2) Lengths of Hose
- (2) 1/4-20x5/8 SHCS
- (1) 1/4-20x1 SHCS

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Step 1: Remove engine cover.



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Step 2: Remove PCV line from intake.

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Step 3: Jack up driver's side of vehicle and, locate and remove other end of PCV line.

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Step 4: Remove PCV line from vehicle.



Step 5: Using a razor blade, cut / slice PCV line from 90 degree fittings.

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Step 6: Insert 90 degree fitting into length of hose as shown.



Step 7: From underneath vehicle install fitting to crank case nipple.

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Step 8: Route hose towards rear of vehicle as shown.



Step 9: Continue to route hose between engine and firewall as shown.

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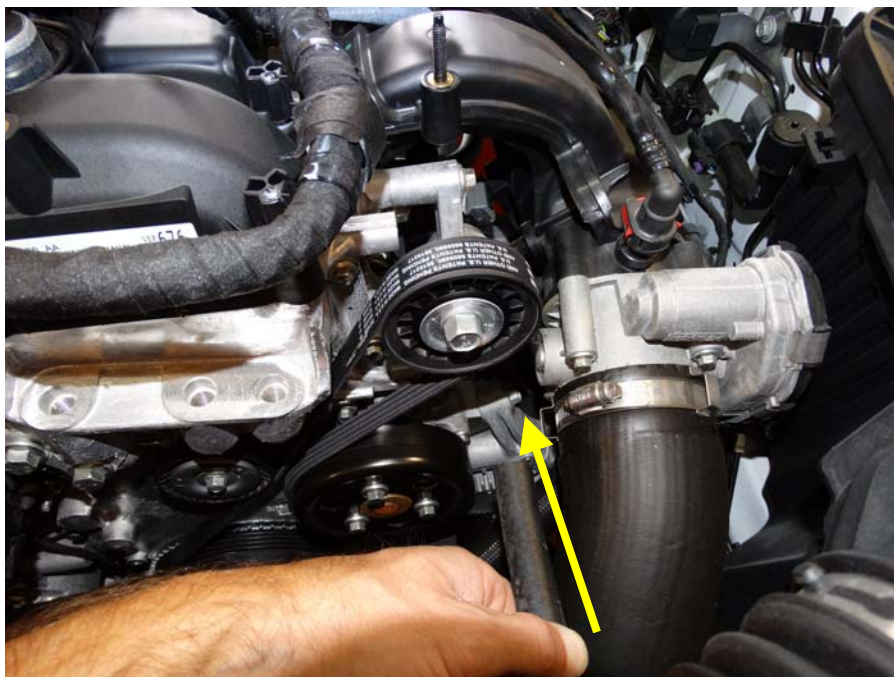
Step 10: Continue to route hose over to passenger's side of vehicle as shown.



Step 11: Insert 90 degree fitting into second length of hose as shown.

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Step 12: Feed hose as shown below idler pulley, routing under intake.  
(Hose routing will be the same as first hose installed)

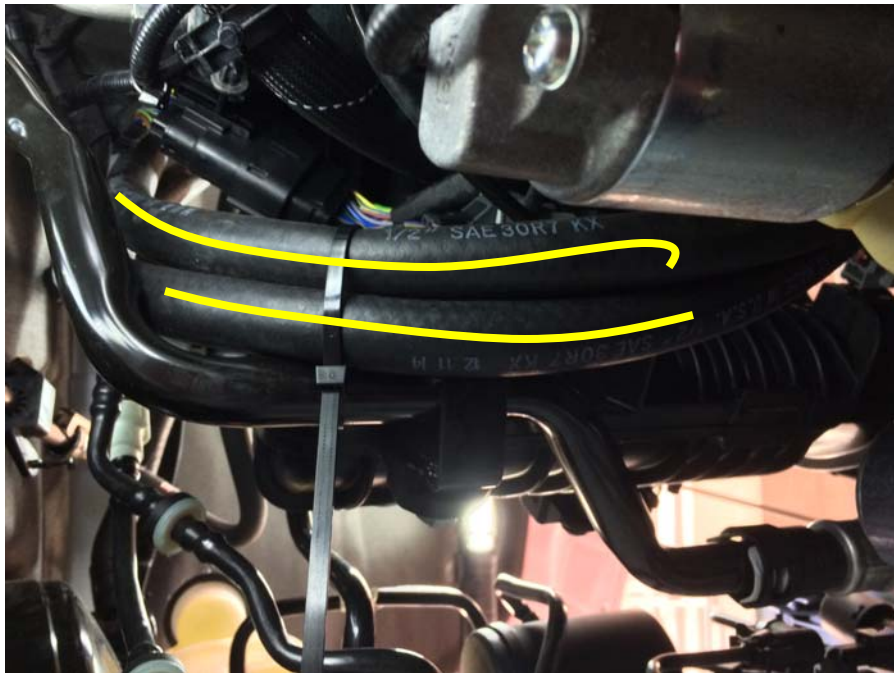


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Step 13: Install 90 degree fitting to intake nipple.



Step 14: Route 2<sup>nd</sup> hose in the same manner as 1<sup>st</sup> hose.

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Step 15: Continue to route both hose as shown to passenger's side of vehicle.



Step 16: Remove strut tower nut shown.

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Step 17: Install stainless steel mounting bracket as shown.



Step 18: Install billet clamp to stainless steel mounting bracket as shown using (2) 1/4-20x5/8 SHCS.

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Step 19: Assemble air oil separator as shown using Teflon tape on all fittings.



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Step 20: Insert Air Oil Separator into billet clamp.



Step 21: Orientate Air Oil Separator as shown and tighten billet clamp.

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Step 22: Trim hoses as needed and install to Air Oil Separator.



Step 23: Re-install engine cover.

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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 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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