



Parts List

- (1) Air Oil Separator Assembly**
- (1) Billet Clamp**
- (1) Stainless Steel Bracket**
- (1) 1/4-20x1 SHCS**
- (4) 1/4-20x3/4 SHCS**
- (1) 14" Long 1/2" Hose**
- (1) 17" Long 1/2" Hose**
- (1) 90 Degree Fitting**

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Step 1: Locate PCV line assembly on passenger side valve cover.



Step 2: Remove PCV line from Super Charger.

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Step 3: Remove PCV line from valve cover.



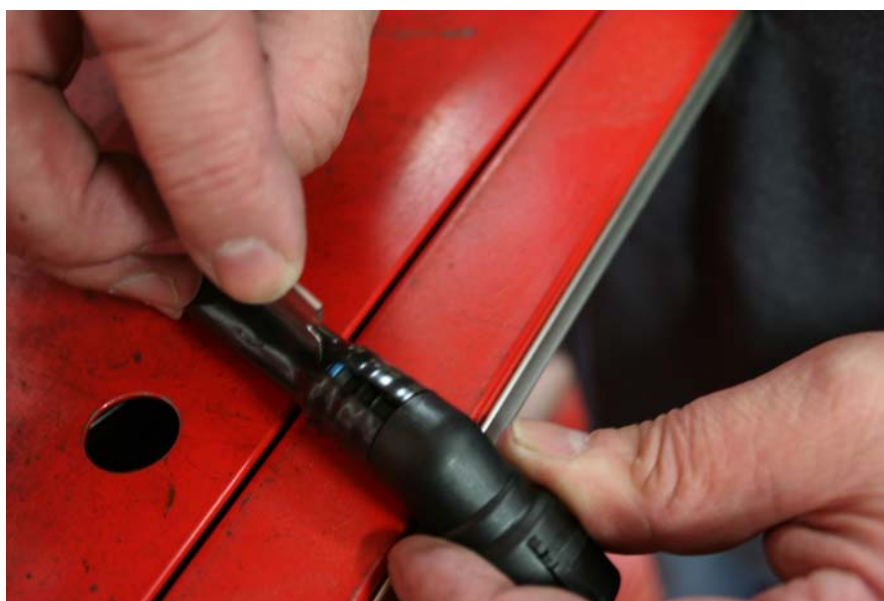
Step 4: Cut PCV line in the middle of radius area as shown.

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Step 4: Cut remainder of radius from PCV line leaving approximately 2 1/4" to 2 1/2" long straight area.



Step 5: Using a razor blade or knife slice the outer PCV line from 45 degree fitting removed from Super Charger.

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Step 6: Remove fitting from PCV line and set fitting aside.



Step 7: Insert 90 degree fitting into PCV line as shown.

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Step 8: Re-install valve cover fitting.

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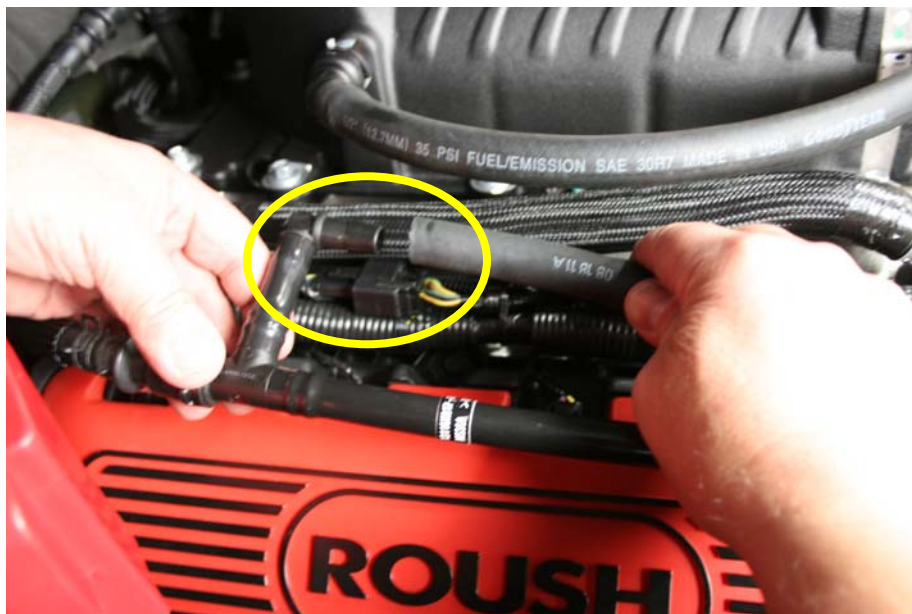


Step 9: Insert 45 degree fitting into 14" long hose.

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Step 10: Re-install 45 degree Super Charger fitting.



Step 11: Insert 17" long hose over 90 degree fitting.

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Step 12: Locate strut tower mount shown on passenger side.



Step 13: Remove strut tower nut.

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Step 14: Place stainless steel bracket over strut tower stud as shown.



Step 15: Install and tighten strut tower nut previously removed.

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Line up relief cut on both halves of billet bracket before assembling. Relief cut will be facing down when assemble in vehicle.



Step 16: Thread (2) $\frac{1}{4}$ -20 x $\frac{5}{8}$ SHCS into billet clamp, do not tighten. (Bottom of clamp shown)



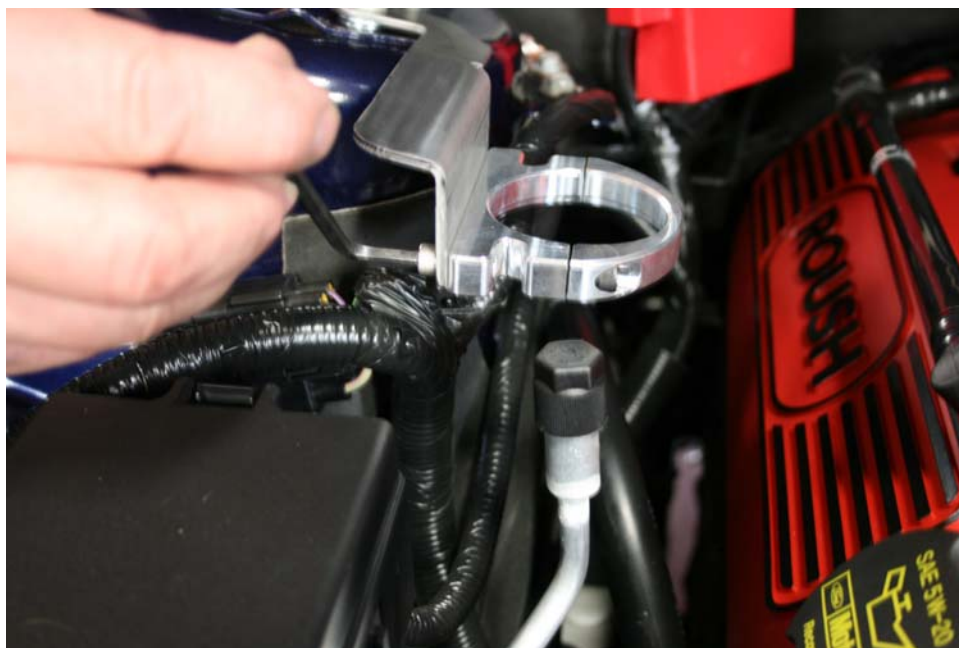
Top of billet clamp shown (No relief cut shown)

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Step 17: Assemble billet clamp to stainless steel bracket using (2) 1/4-20x5/8.



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Step 18: Assemble Air Oil Separator as shown using Teflon tape on all fittings.

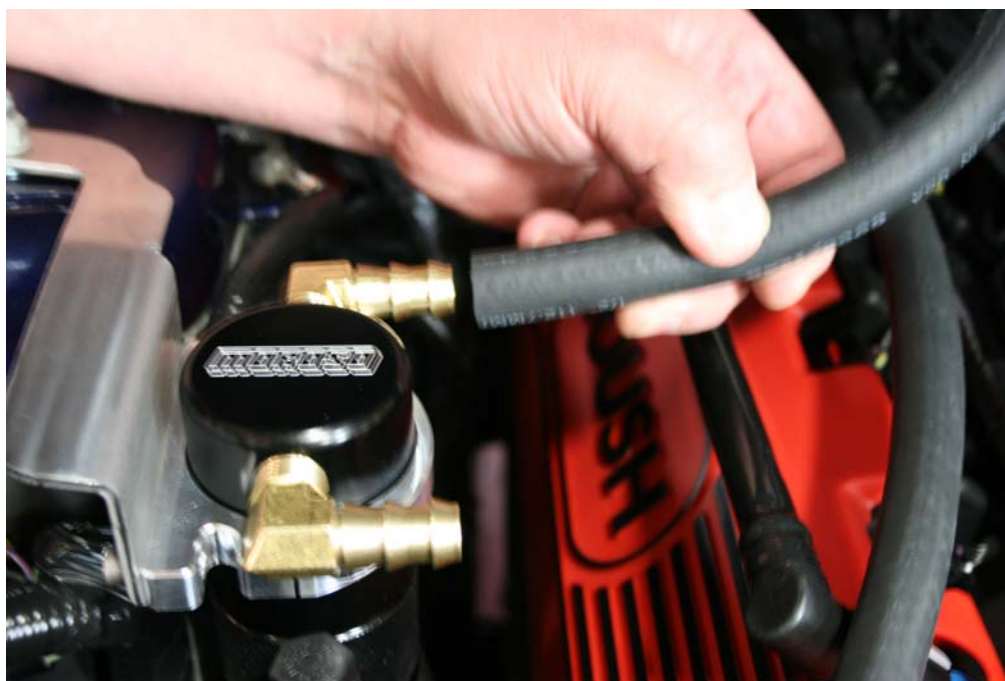


Step 19: Measure 1" down from top of Air Oil Separator and face barbed fitting toward valve cover / intake.

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Step 20: Tighten socket head cap screws.



Step 21: Insert hose over barbed fitting from Super Charger to rear fitting on Air Oil Separator.

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Step 22: Insert hose over barbed fitting from PCV line assembly to front fitting on Air Oil Separator.

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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.

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