



Parts List

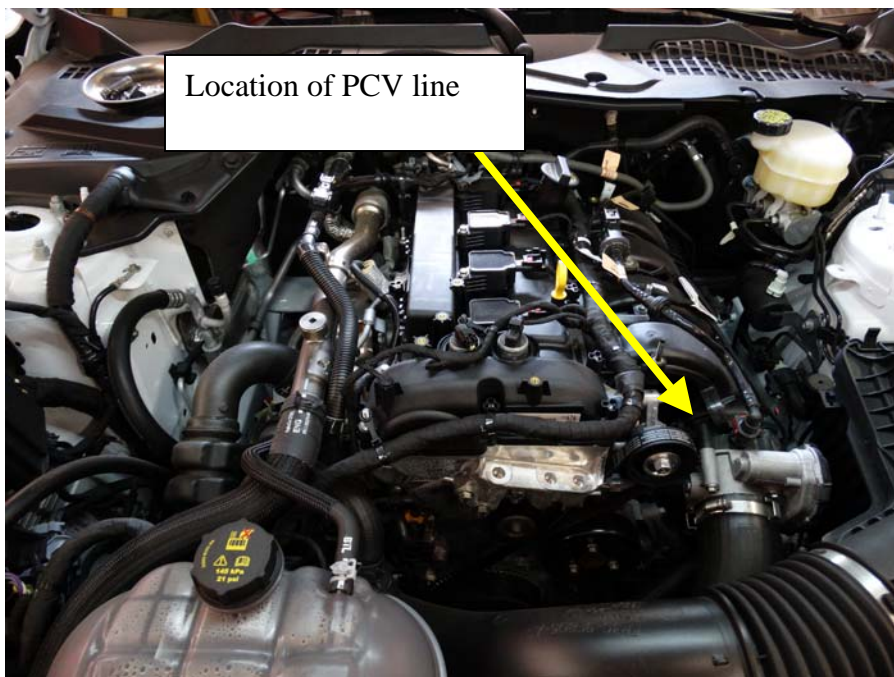
- (1) Air Oil Separator
- (1) Stainless Mounting Bracket
- (1) Billet Clamp
- (1) Billet Saddle
- (2) 90 degree Barbed Fittings
- (2) Lengths of Hose
- (4) 1/4-20x5/8 SHCS

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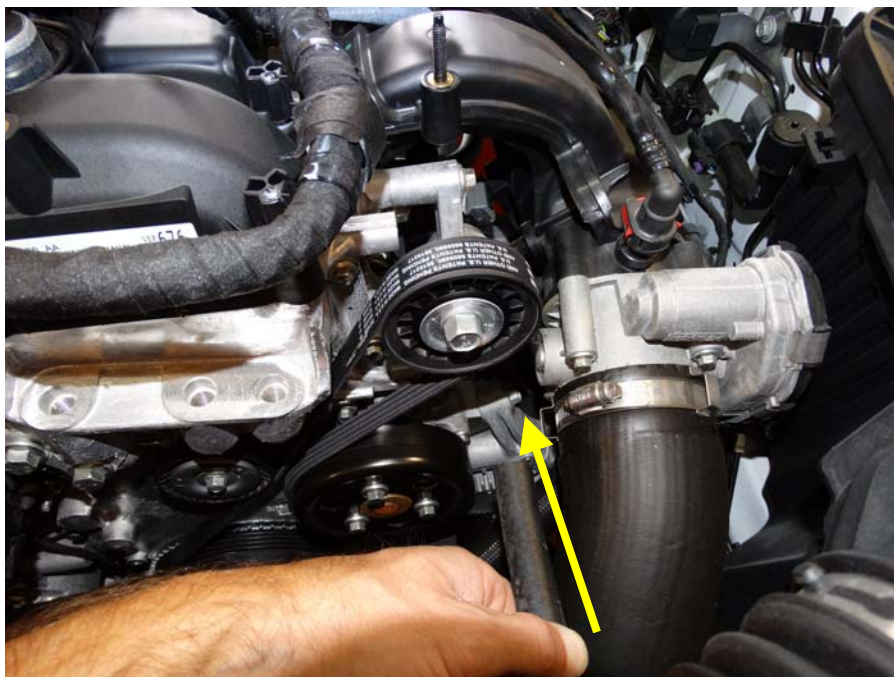
Step 10: Continue to route hose over to passenger's side of vehicle as shown.



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

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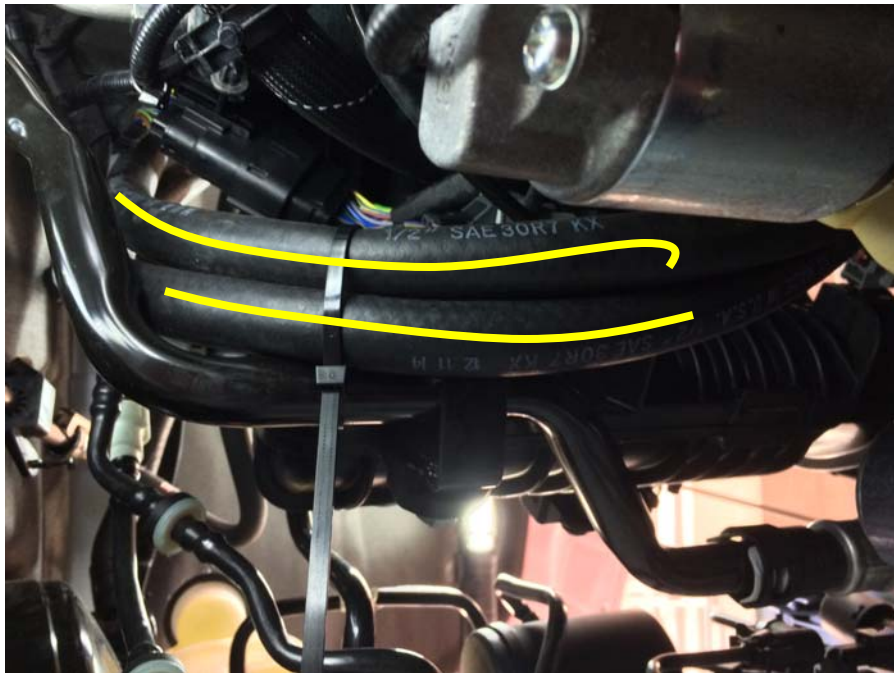
Step 12: Feed hose as shown below idler pulley, routing under intake.
(Hose routing will be the same as first hose installed)



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Step 13: Install 90 degree fitting to intake nipple.



Step 14: Route 2nd hose in the same manner as 1st 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.



Line up relief s as shown, do not tighten at this time.

Step 18: Assemble billet clamp and billet saddle using (2) 1/4-20 x 5/8 SHCS.

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Step 19: Assemble billet clamp to stainless mounting bracket as shown with (2) 1/4-20x 5/8 shcs, make sure reliefs are facing down.



Step 20: Assemble Air Oil Separator as shown using Teflon tape on all fittings.

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Step 21: Insert Air Oil Separator into billet clamp as shown.



Step 22: Set height between 1" – 1 1/8 and tighten billet saddle.

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Step 23: Trim hoses as needed and install to Air Oil Separator.



Step 24: Re-install engine cover.

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To empty Air Oil Separator, remove bottom cup, discard captured oil and re-install.

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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