



## Parts List

- (1) Air Oil Separator body
- (2) Straight barbed fittings
- (1) Stainless Steel Bracket
- (1) Billet Clamp
- (4) ¼ - 20 x 5/8 SHCS
- (1) 28" long 3/8" hose
- (1) 48" long 3/8" hose
- (2) Hose Clamps

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Step 1: Remove engine covers.



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Step 2: Locate filler neck mount on passenger side in rear of strut tower brace.

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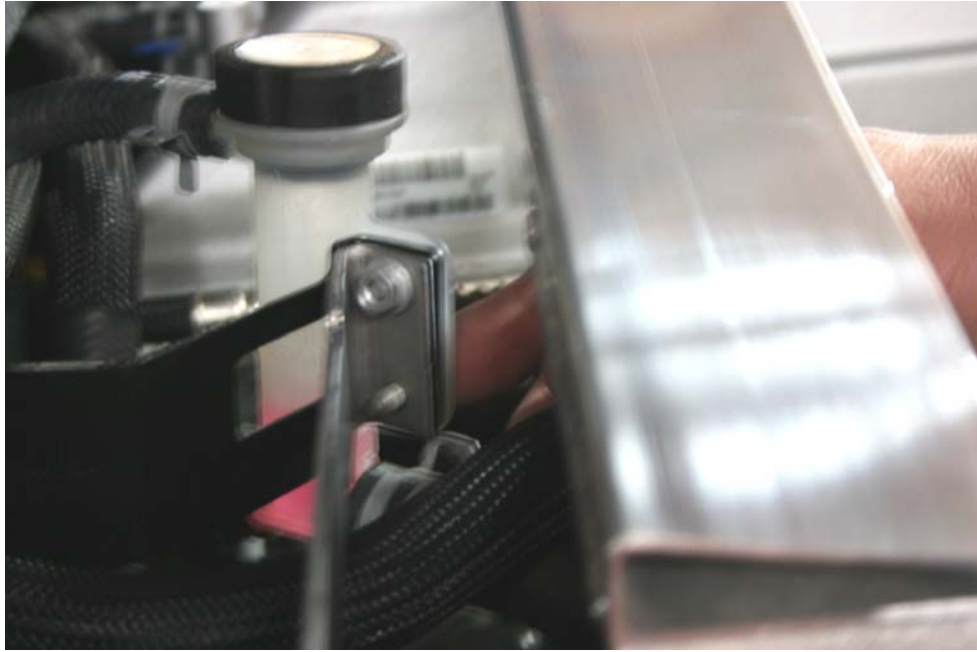
Step 3: Remove filler neck mount bolts.



Step 4: Install stainless steel mounting bracket to filler neck mount using hardware previously removed.

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Above illustration is shown for clarity of mounting bracket installation.



Step 5: Assemble billet clamp as shown with (2)  $\frac{1}{4}$ -20x5/8, make sure reliefs line up as shown. (Bottom of billet clamp shown)

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Top of billet clamp shown no reliefs.



Step 6: Install brass fittings using Teflon tape.

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Top of billet clamp (No Relief)



Step 7: Assemble air oil separator and billet clamp measure 1" down from top of air oil separator to top of billet clamp.

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Step 8: Make sure bottom cup can be unscrewed if bottom cup cannot be unscrewed adjust billet clamp.

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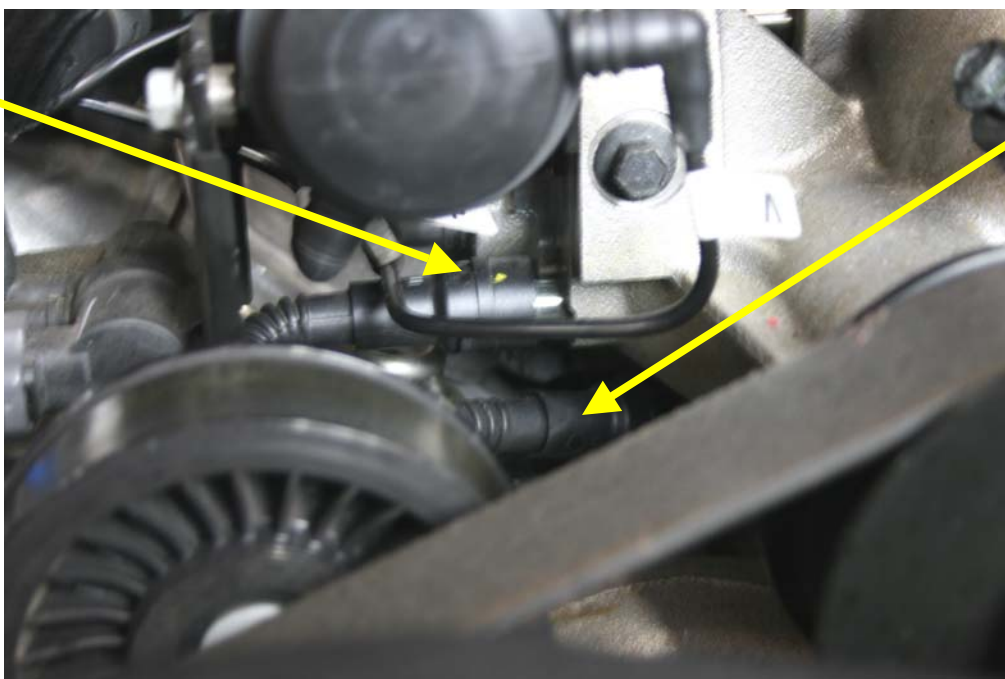
Step 9: Assemble Air Oil Separator to Stainless Bracket using (2) 1/4-20x5/8 SHCS.



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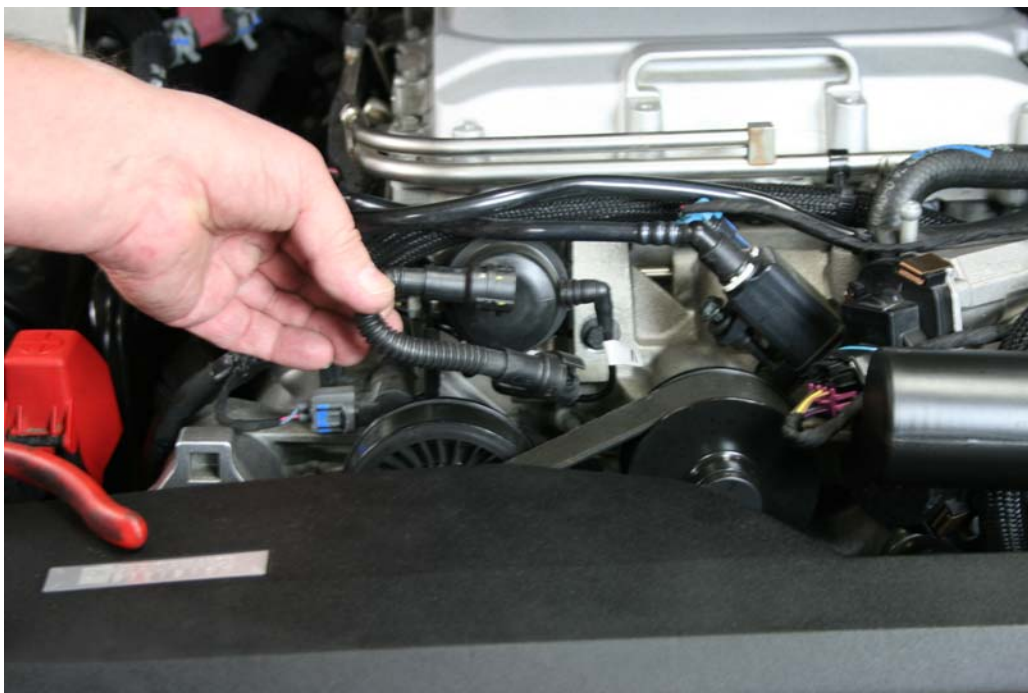


Step 10: Locate PCV line runs from bottom of intake to block valley.



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Step 11: Remove PCV line from vehicle.



Step 12: Install hose clamp on 28" long hose.

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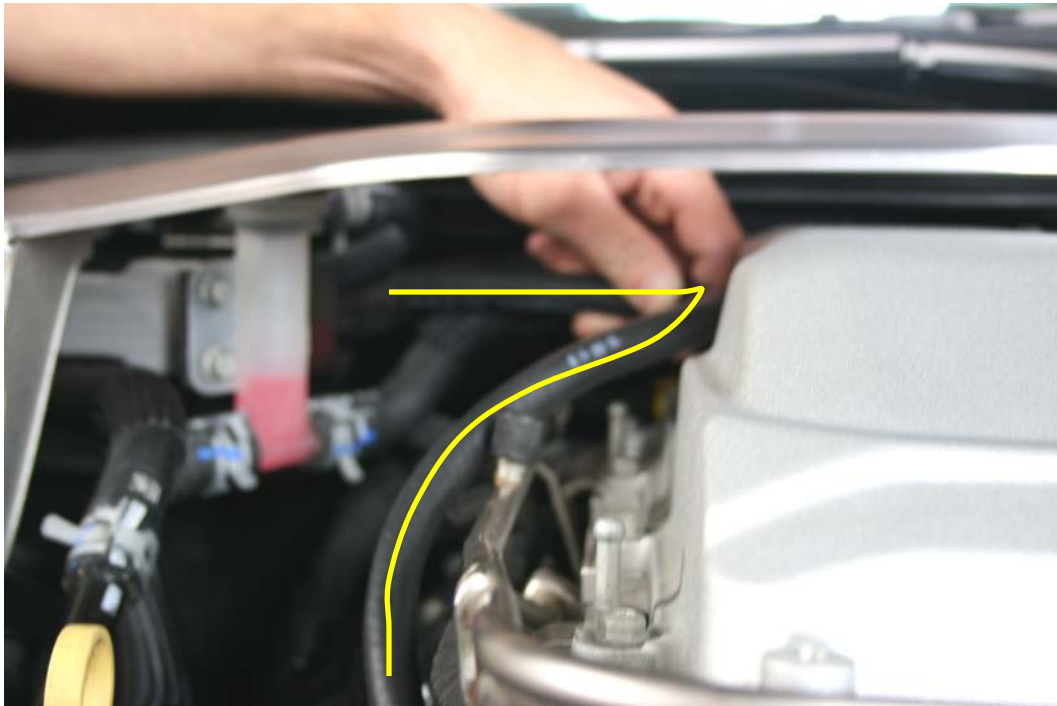
Step 13: Insert one end of hose over block valley nipple and tighten clamp.



Step 14: Route hose from block valley to air oil separator.

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Step 15: Insert hose over Air Oil Separator nipple as shown.

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Step 16: Insert 48" long hose over intake nipple.

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Step 17: Route other end of hose to Air Oil Separator.

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Step 18: Insert hose over Air Oil Separator nipple as shown.

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Step 19: Wire tie hoses as needed.



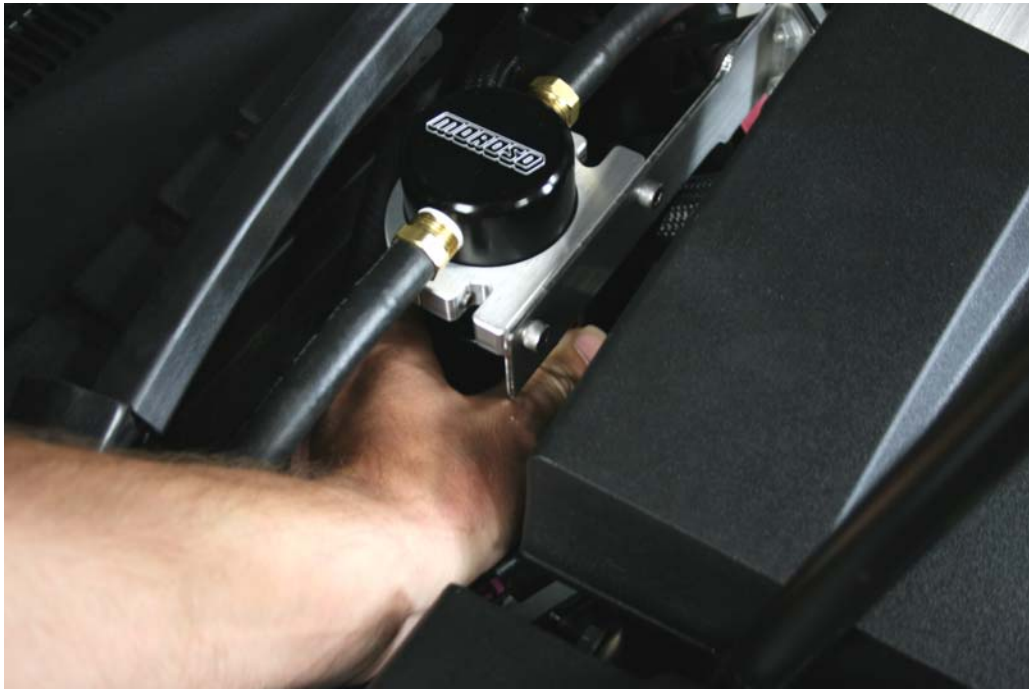
Step 20: Reinstall engine covers.

**Installation Complete**

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To empty Air Oil Separator unscrew bottom cup dump fluid and reinstall.

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**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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