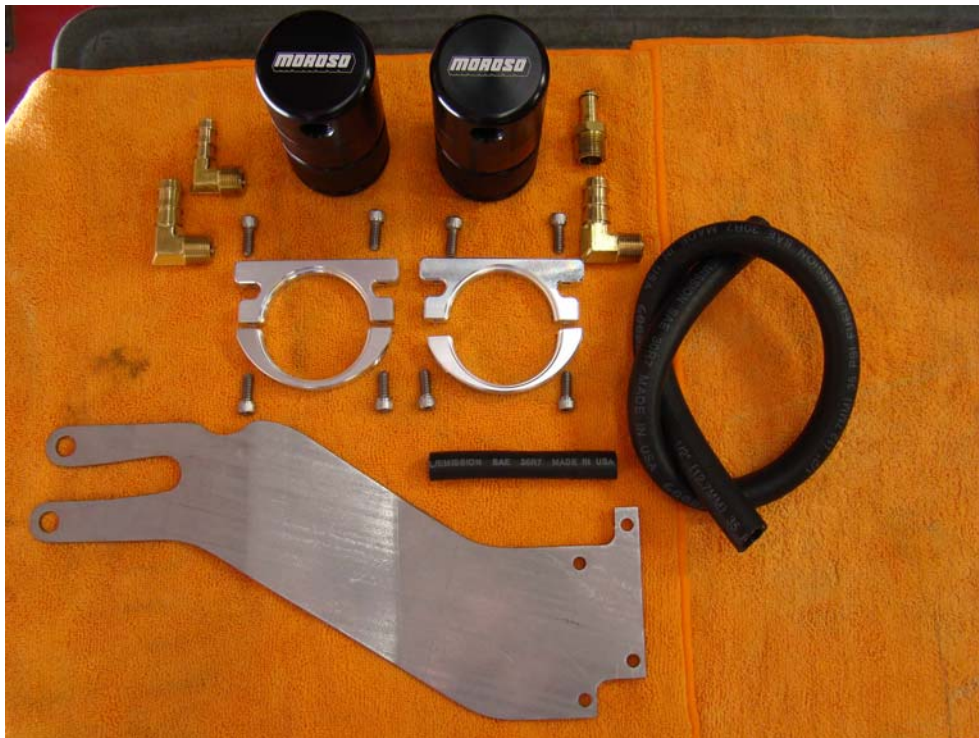




Parts List



- (2) TANK BODIES
- (2) BILLET CLAMPS
- (2) 90 DEGREE 1/2" BARBED FITTINGS
- (1) 90 DEGREE 3/8" BARBED FITTING
- (1) STRAIGHT 3/8" BARBED FITTING
- (1) STAINLESS STEEL BRACKET
- (1) LENGTH OF 3/8" I.D. HOSE
- (1) LENGTH OF 1/2" I.D. HOSE
- (8) 1/4 X 20 SHCS X 5/8

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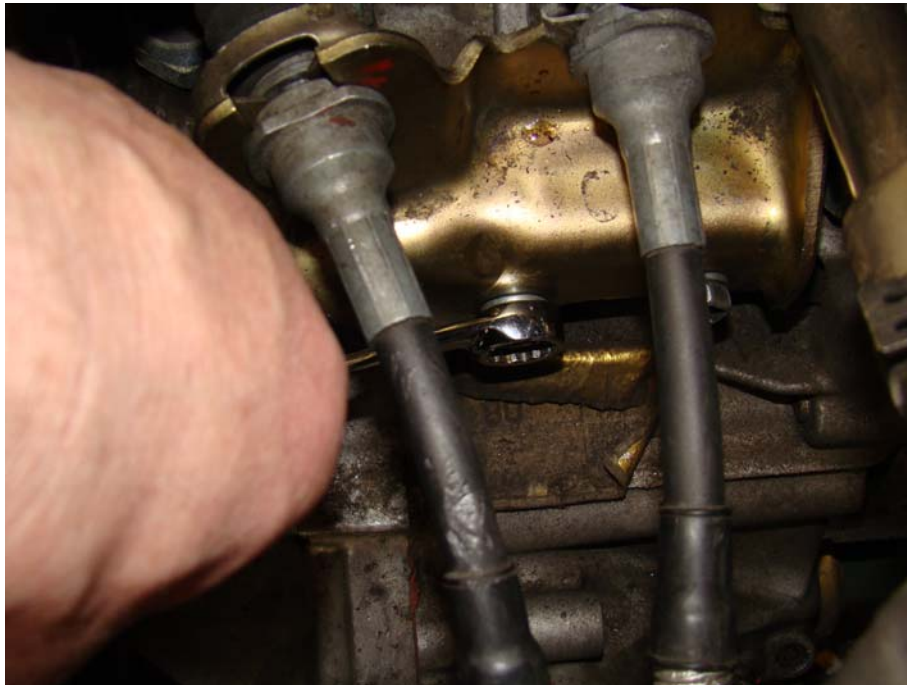
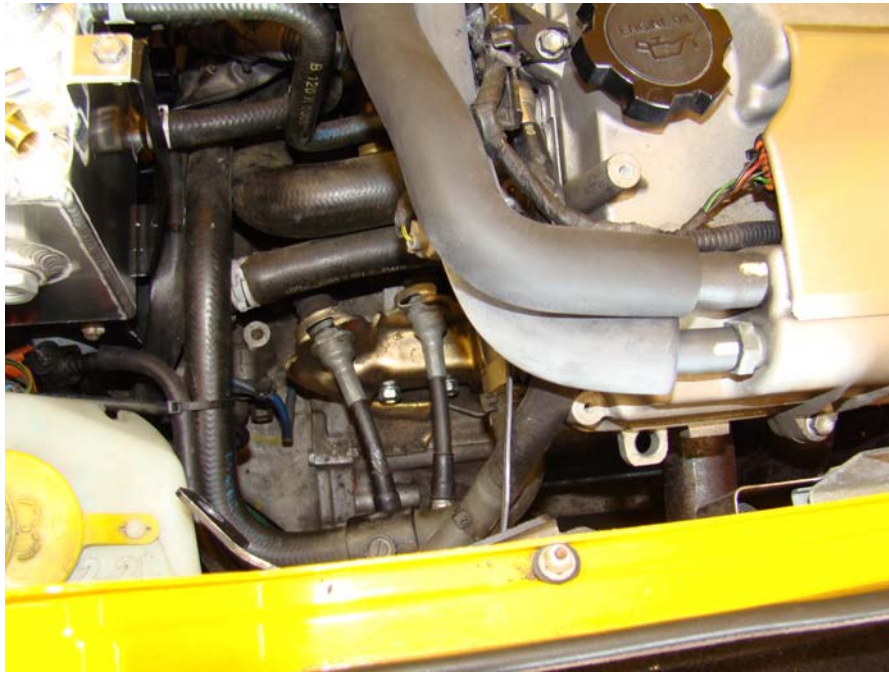
Step 1: Remove vacuum line shown and label as line #1.



Step 2: Remove vacuum line shown and label as line #2.

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Step 3: Locate and remove shifter cable mounting bracket bolts.

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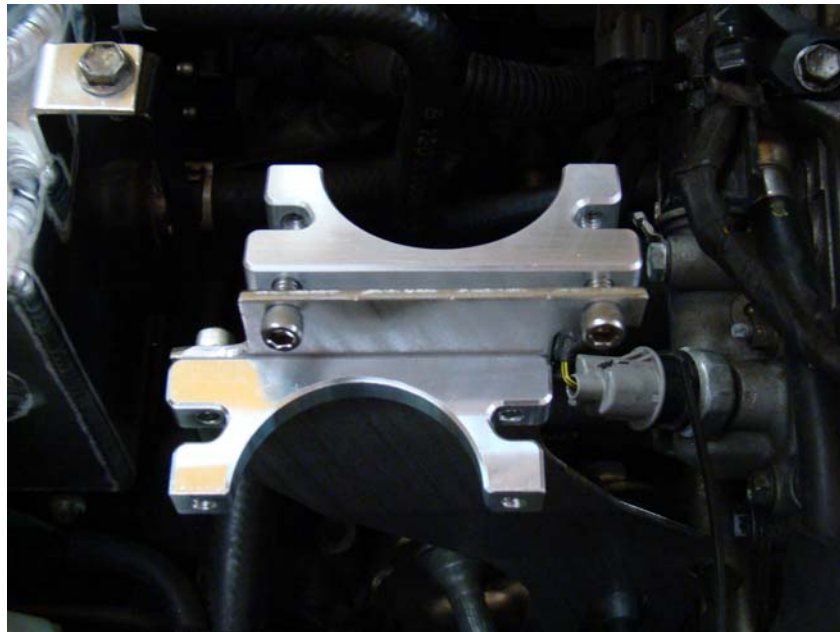
Step 4: Install stainless mounting bracket as shown.

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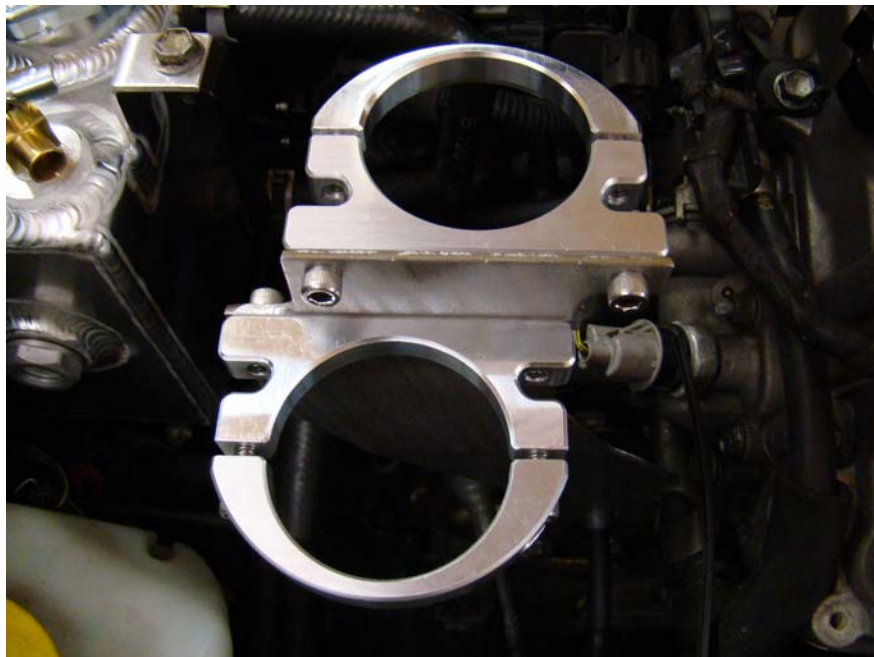


Step 5: Re-install stock bolts previously removed.



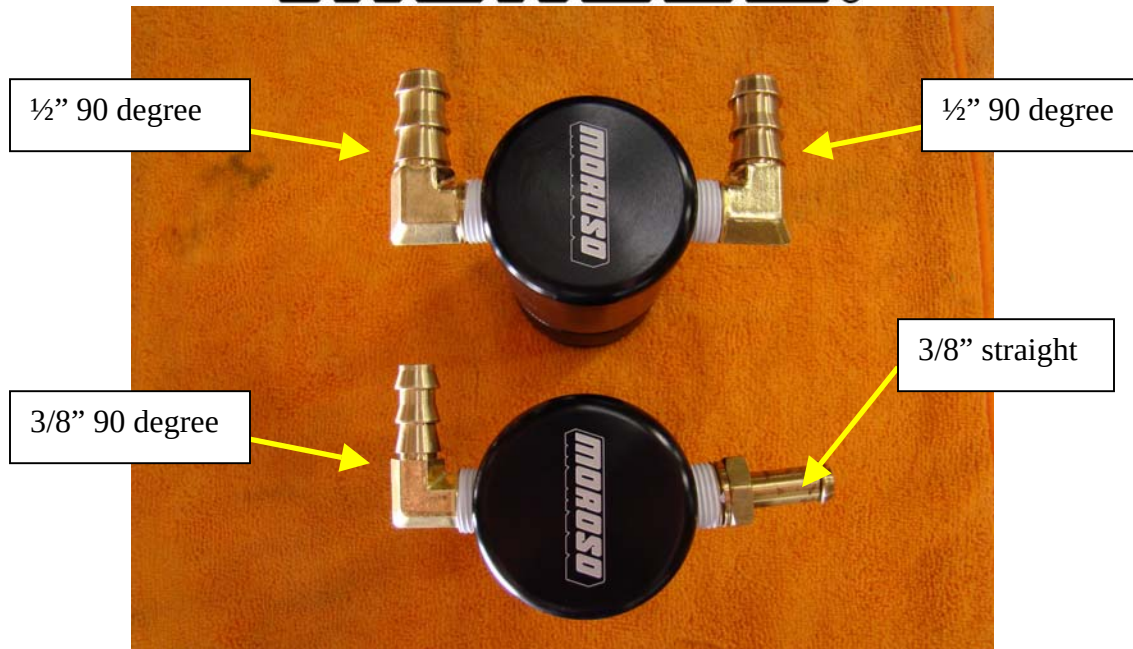
Step 6: Install Billet clamp saddles as shown with relief groove facing down, use (4) 1/4-20 SHCS and tighten.

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Step 7: Install billet clamps using (4) ¼-20 SHCS. Do not tighten.

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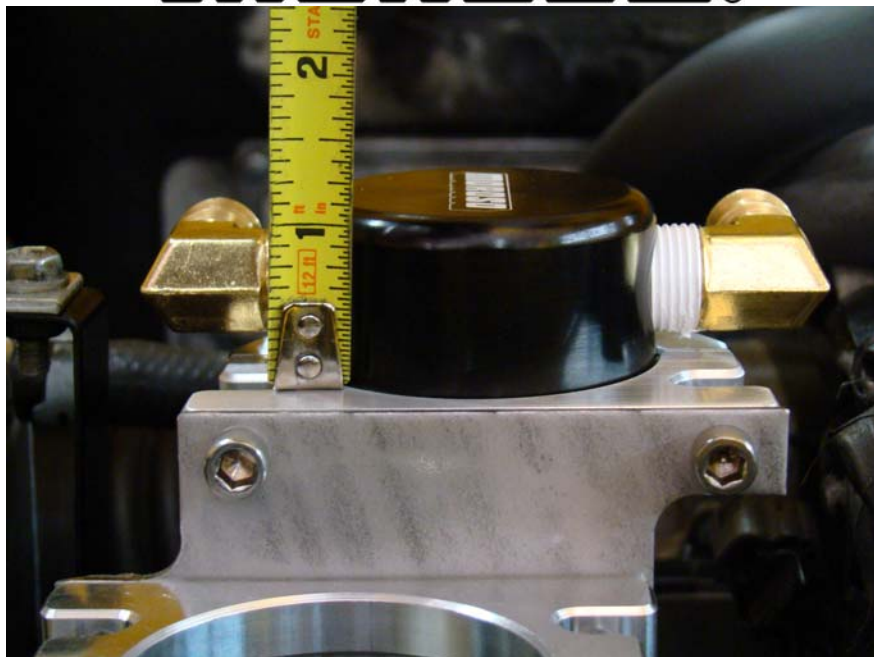


Step 8: Assemble Air Oil Separators as shown using Teflon Tape on all fittings.



Step 9: Install Air Oil separator with 1/2" 90 degree fittings (towards front of vehicle) in front billet clamp.

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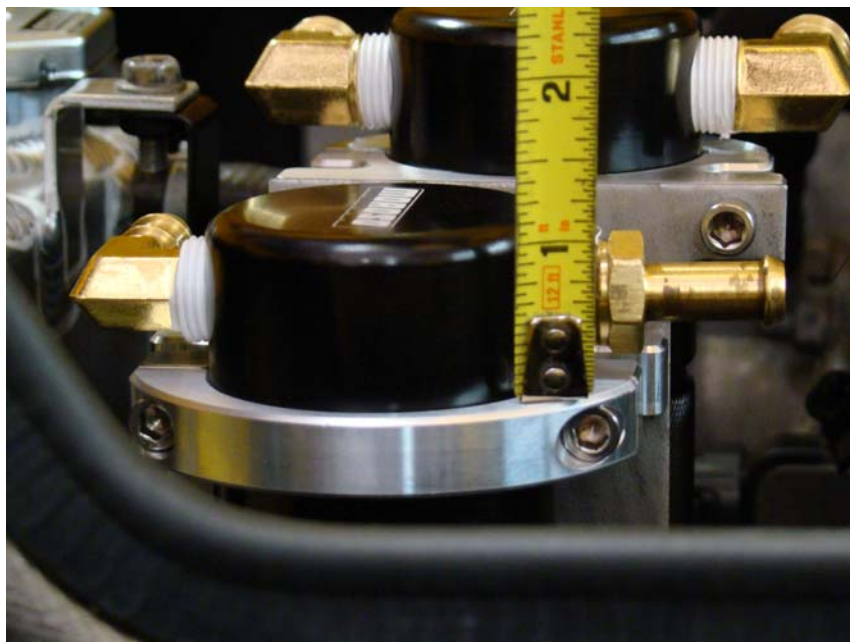


Step 10: Set height between 1" and 1 1/8", tighten clamp. This will allow bottom cup to be unscrewed for draining.



Step 11: Install Air Oil separator with 3/8" fittings in rear billet clamp.

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Step 12: Set height between 1" and 1 1/8", tighten clamp. This will allow bottom cup to be unscrewed for draining.



Step 13: Install 3/8" line as shown, mark and cut to desired length.

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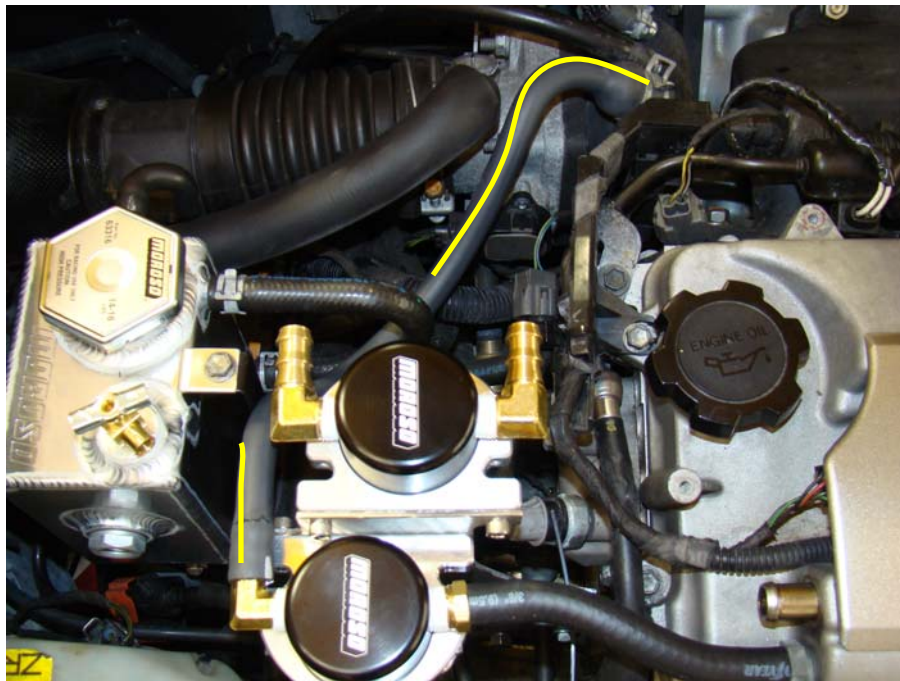
Step 14: Install cut end to 3/8" straight barbed fitting.

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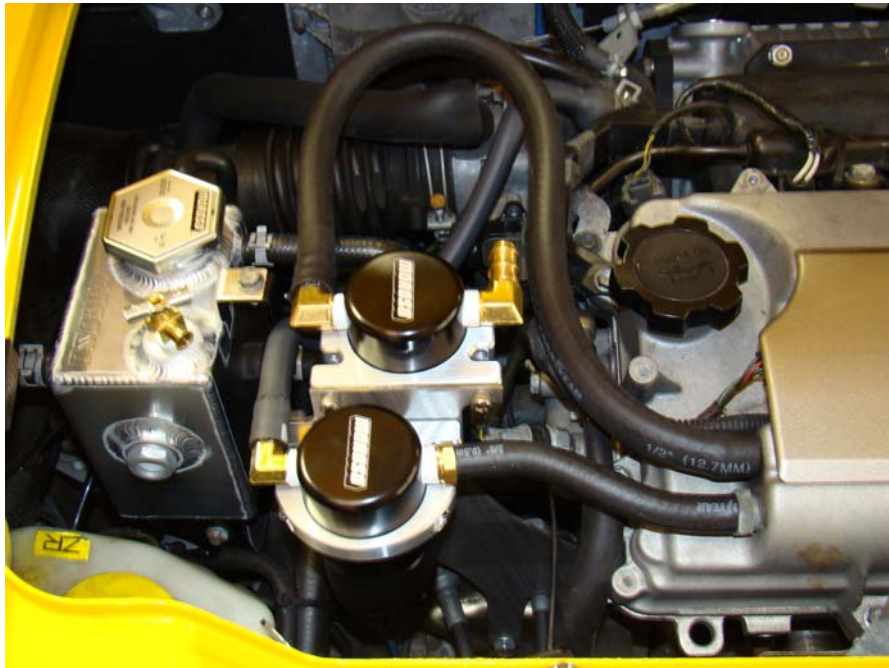
Step 15: Remove outer shell from line previously marked line #1.



Step 16: Route line #1 as shown to 3/8" 90 degree fittings.

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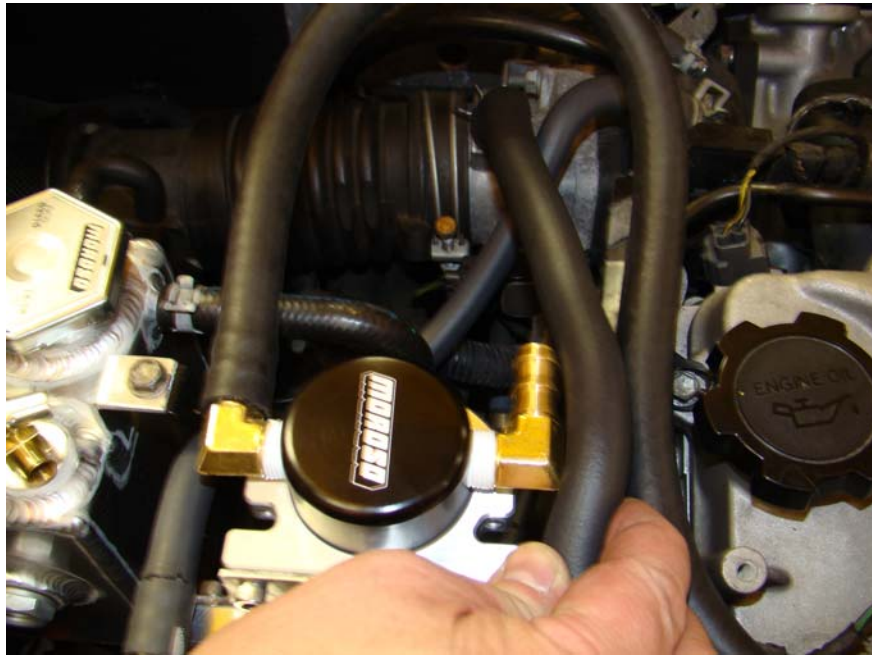
Step 17: Install 1/2" hose to valve cover nipple and route to front Air Oil Separator as shown.



Step 18: Remove outer shell from line previously marked line #2.

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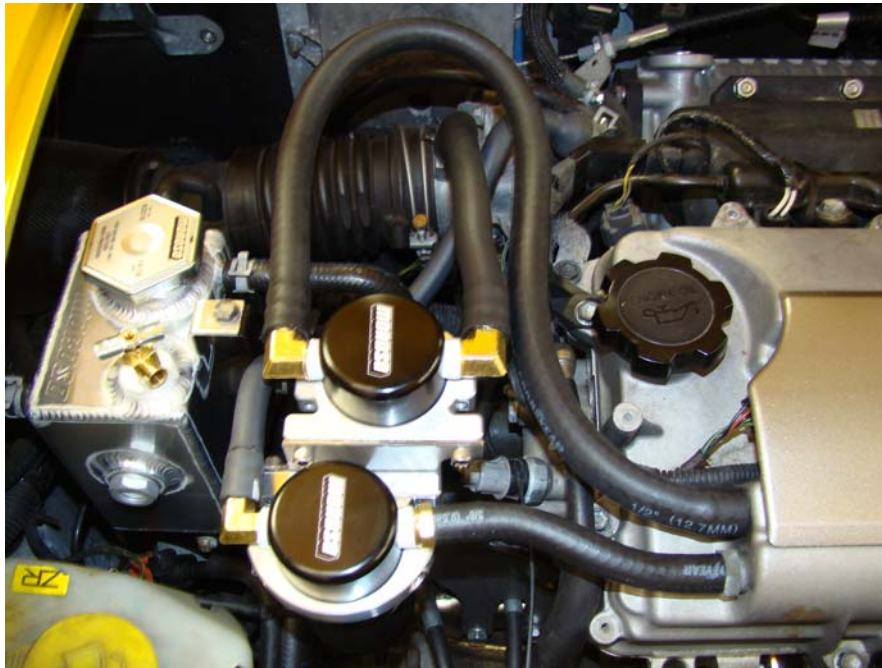
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Step 19: Route line #2 to fitting as shown, mark and cut to correct length.



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Step 20: Install line #2.



Installation complete

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To empty Air Oil Separator, unscrew bottom, dump collected oil and re-install.
Be sure that o-ring is in place before re-installing bottom.

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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