Parts List

(1) Air Oil Separator
(1) Billet Clamp
(1) Billet Saddle
(1) Stainless Steel Mounting Bracket
(2) 5/8-1/2 Nylon Couplings
(1) 3” Long x 5/8 Hose
(1) 30” Length of ½ Hose
(1) 60” Length of ½ Hose
(4) ¼-20x5/8 Stainless SHCS
(2) 90 Degree Barded Fittings

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Step 1: Remove intake cover.



Step 2: Locate PCV Line.

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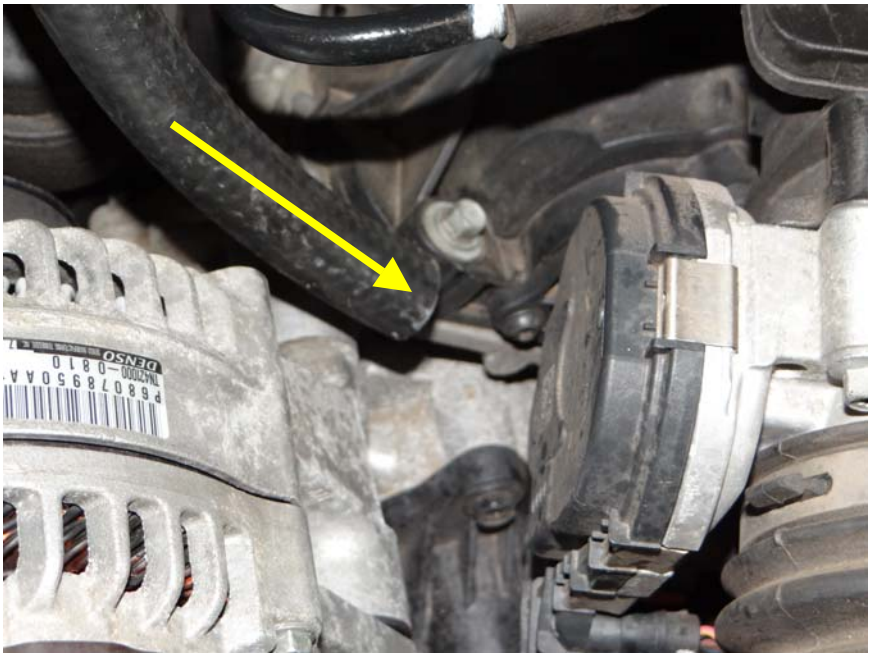
Step 3: Remove from intake nipple and rotate downward as shown.



Step 4: Using 30” length of hose provided in kit insert coupling.

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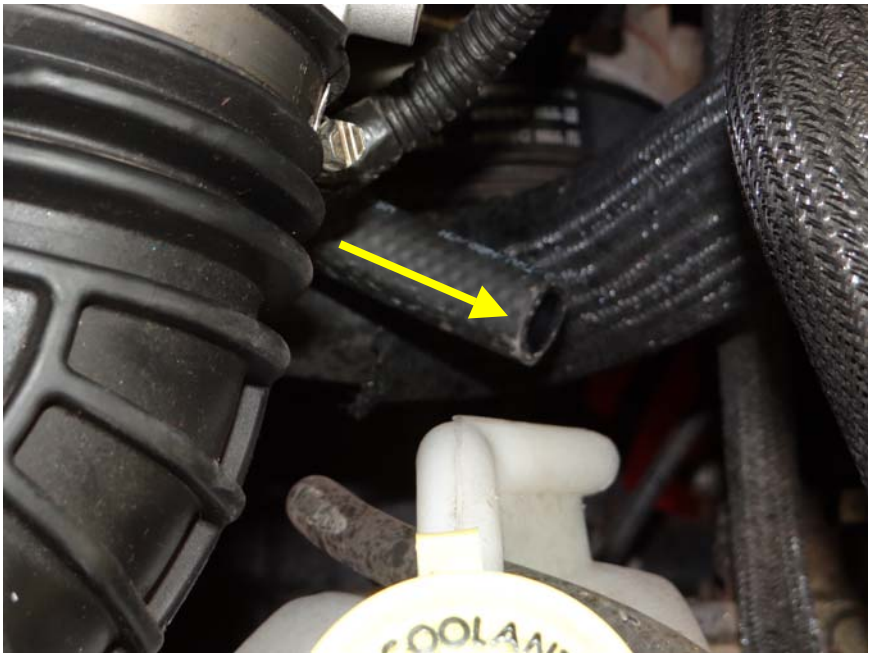




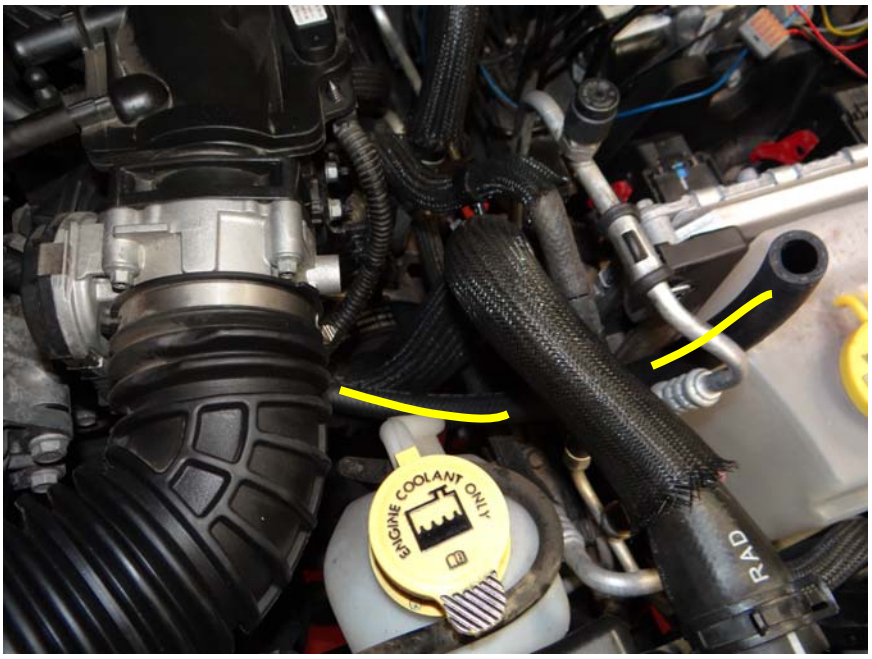
Step 5: Route other end of 30” hose under throttle body towards driver’s side of vehicle.

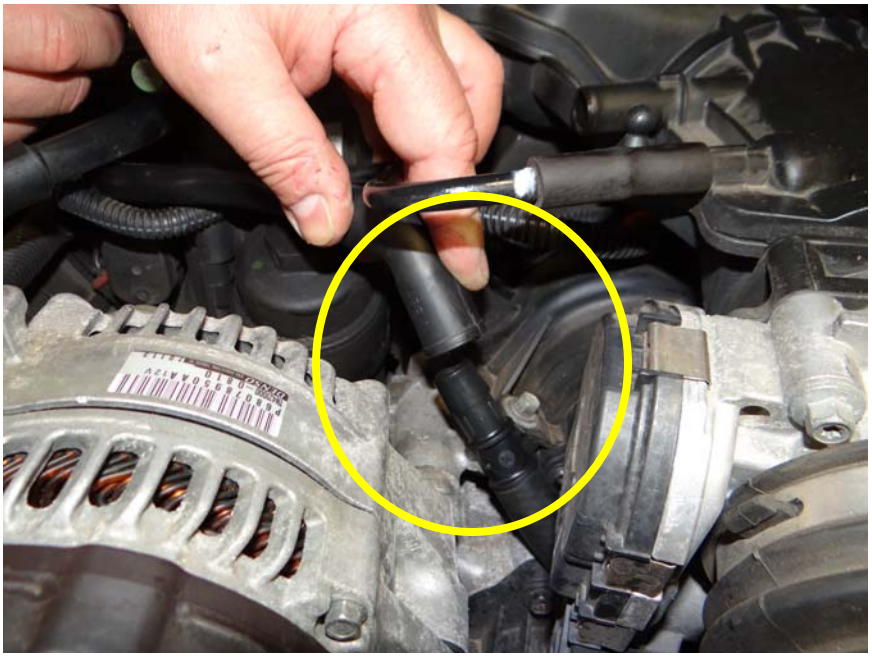
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Step 6: Connect coupling to existing PCV elbow that was rotated in step 3.

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Step 7: Insert coupling into 3” 5/8 hose provided in kit.

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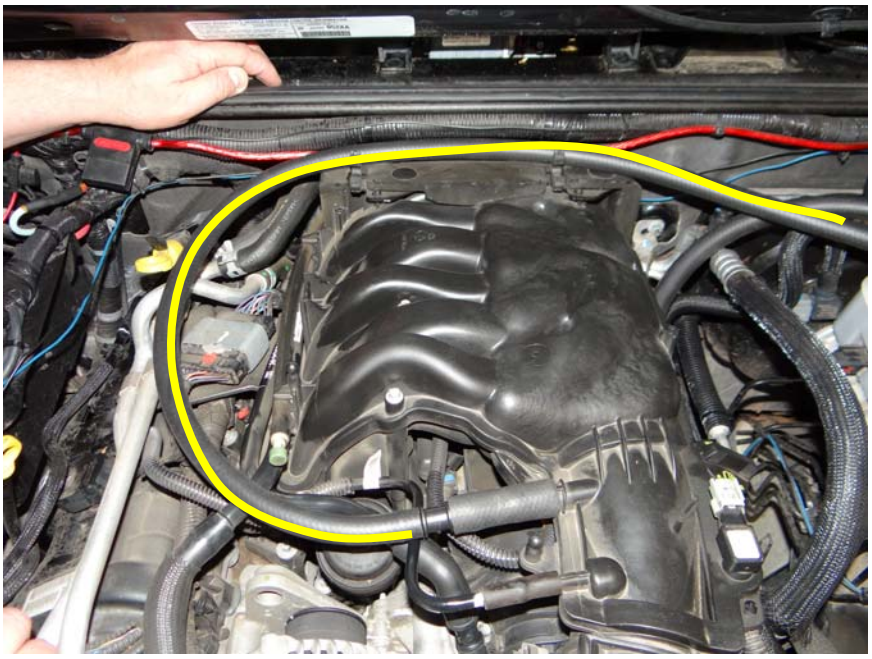


Step 8: Insert other end of 3” 5/8 hose to intake nipple.

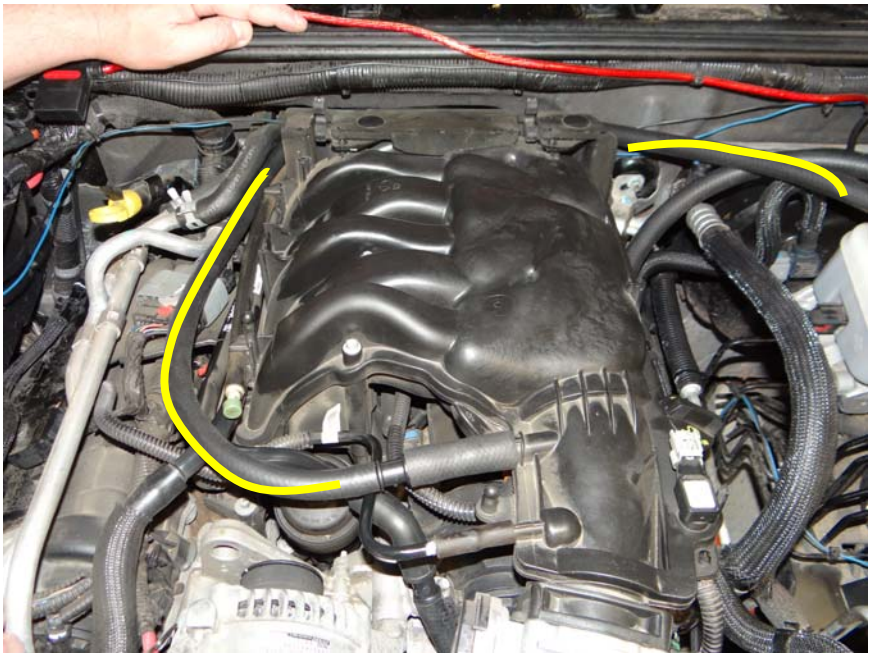


Step 9: Using 60” length of hose provided in kit insert over coupling.

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Step 10: Route hose as shown.



Step 11: Push hose down between intake and firewall.

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ECU unit on driver's side of vehicle.

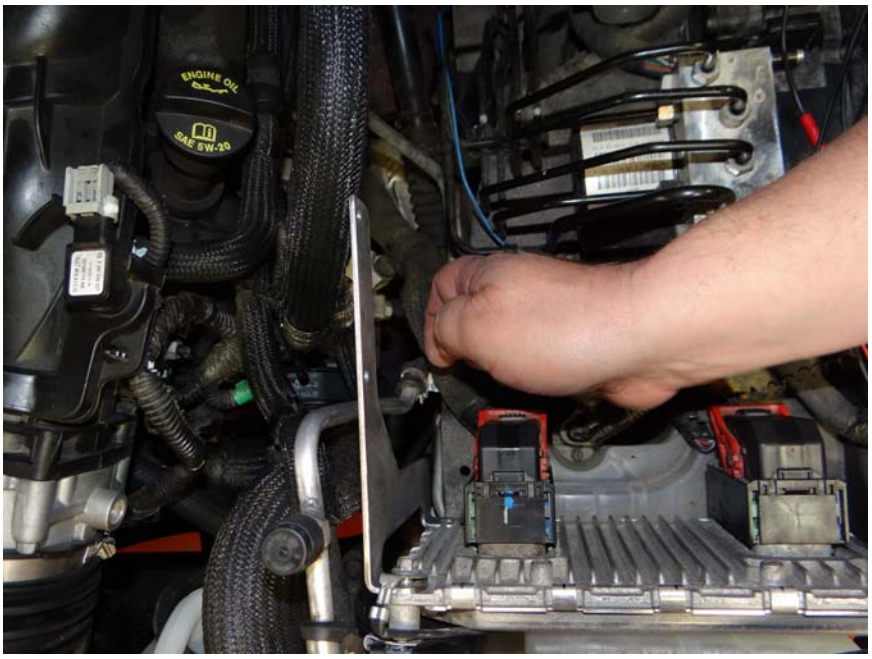


Step 12: Remove (2) mounting bolts shown.



Step 13: Locate stainless mounting bracket from kit.

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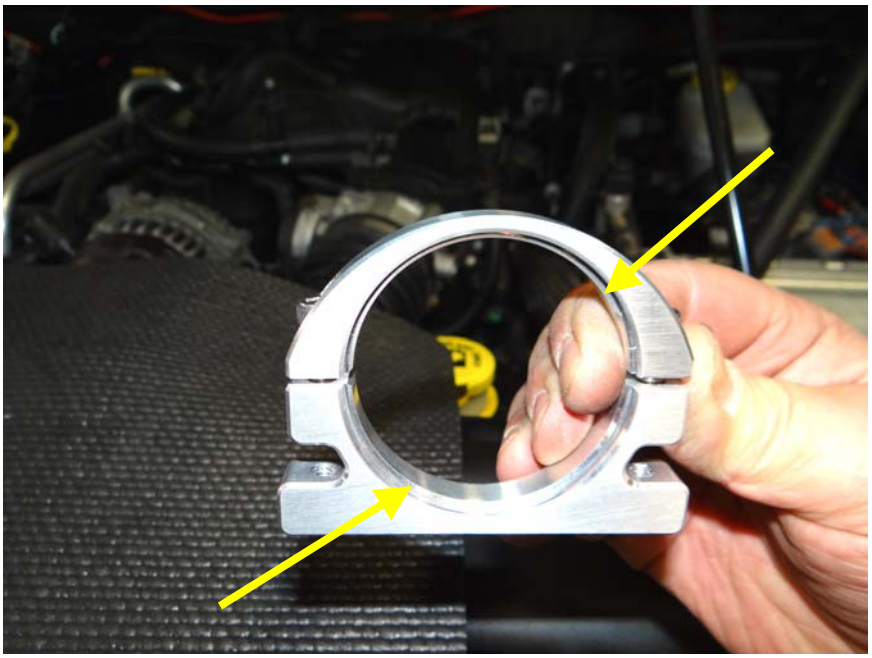


Step 14: Install stainless mounting bracket as shown with (2) mounting bolts previously removed.

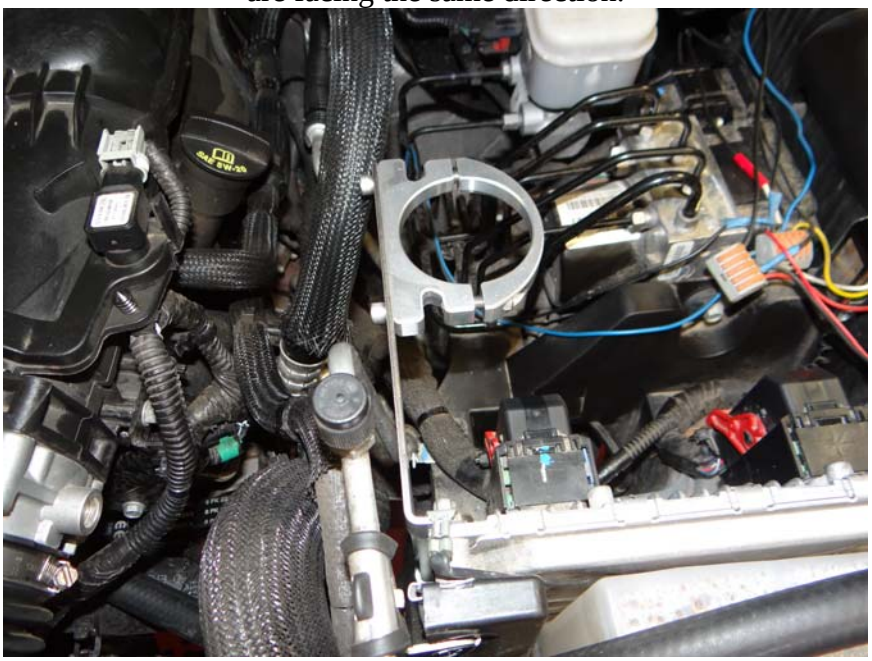


Be sure to re-install grounding wire.

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Step 15: Assemble billet saddle to billet clamp using (2) ¼-20x5/8 SHCS. Be sure relief's are facing the same direction.



Step 16: Install billet clamp to stainless mounting bracket using (2) ¼-20x5/8. Make sure reliefs are facing down.

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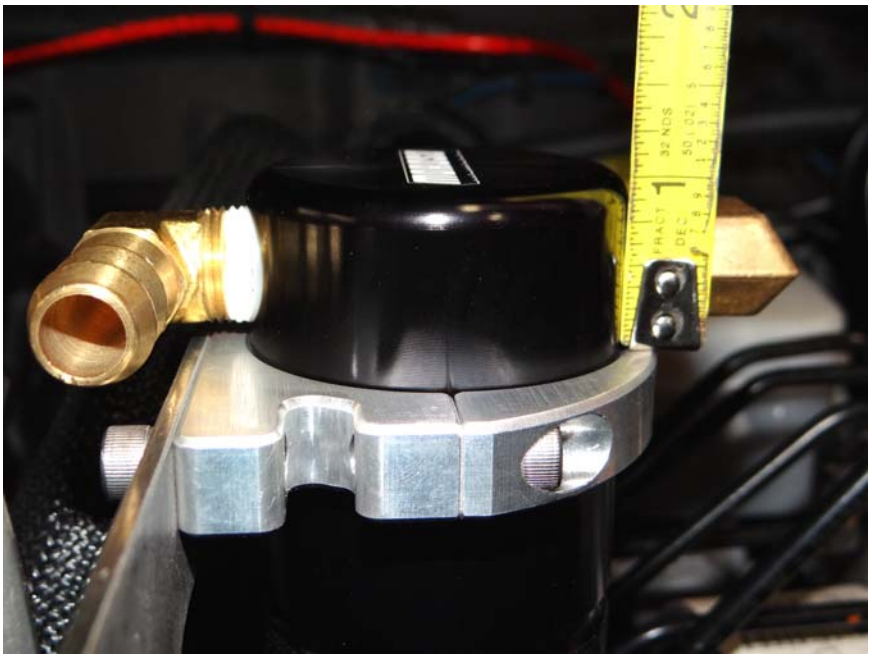


Step 17: Assemble air oil separator as shown using Teflon tape on fittings.

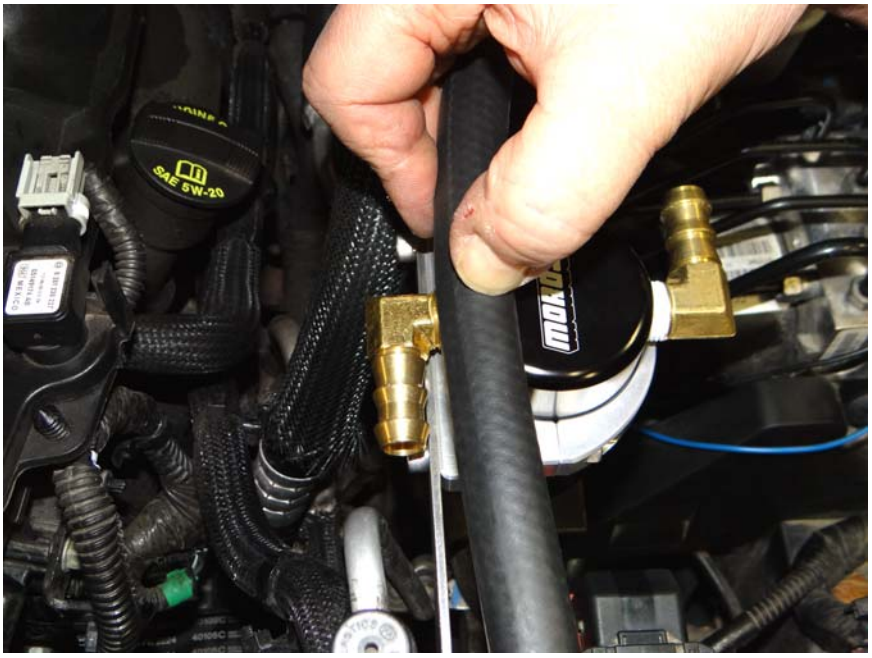


Step 18: Insert Air Oil Separator into billet clamp assembly as shown.

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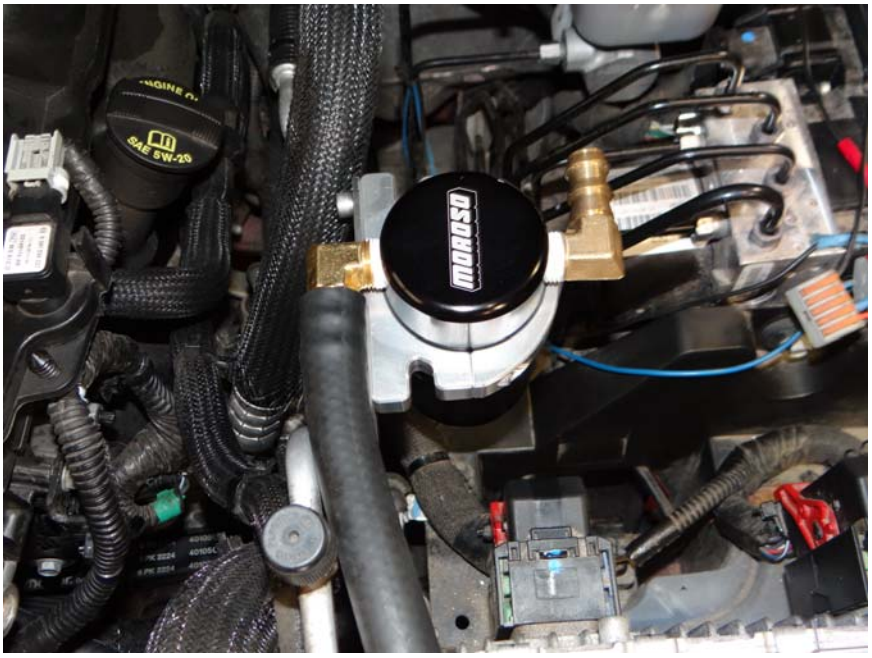
Step 19: Set height between 1” and 1” 1/8 as shown and tighten clamp.



Step 20: Mark hose and cut to length as needed.

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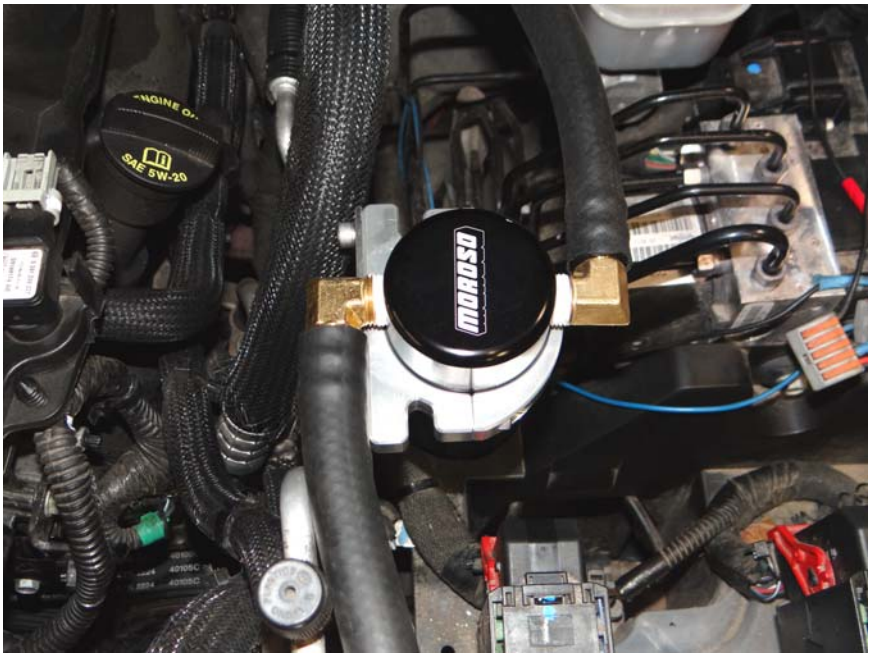


Step 21: Insert hose over nipple.

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Step 22: Mark hose and cut to length as needed.



Step 23: Insert hose over nipple.

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Installation Complete

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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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