Parts List

(1) Air Oil Separator Assembly
(1) Billet Clamp
(1) Stainless Steel Bracket
(1) Ball Valve
(1) 90 degree Drain
(1) Drain Cap Cover
(1) ¼-20x1 SHCS
(2) ¼-20x5/8 SHCS
(1) 14” long Hose
(1) 17” long 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 ¼” to 2 ½” 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.



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



Step 8: Re-install valve cover fitting.

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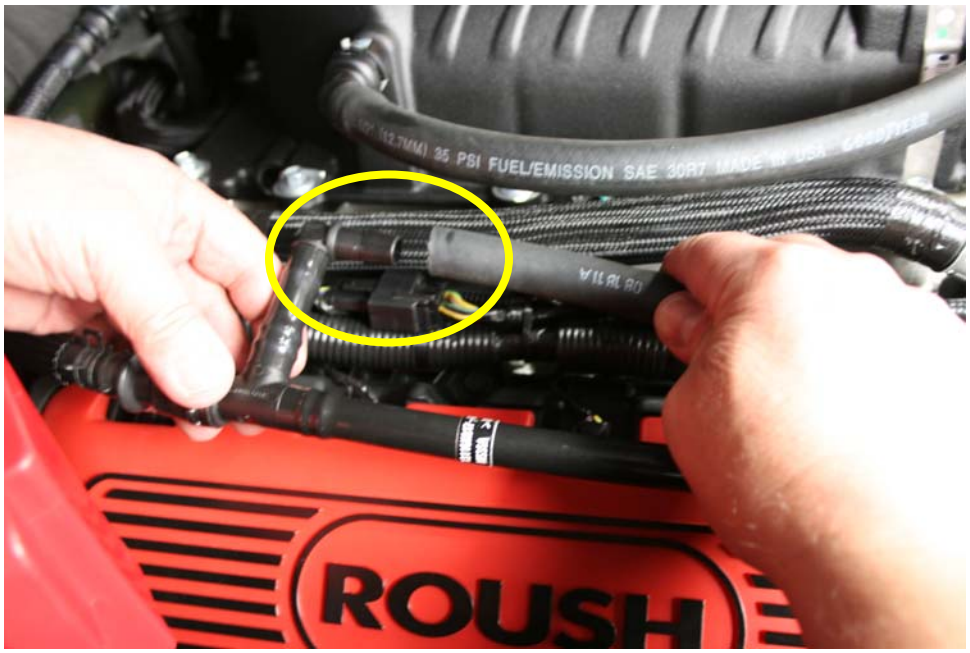


Step 9: Insert 45 degree fitting into 14” long hose.

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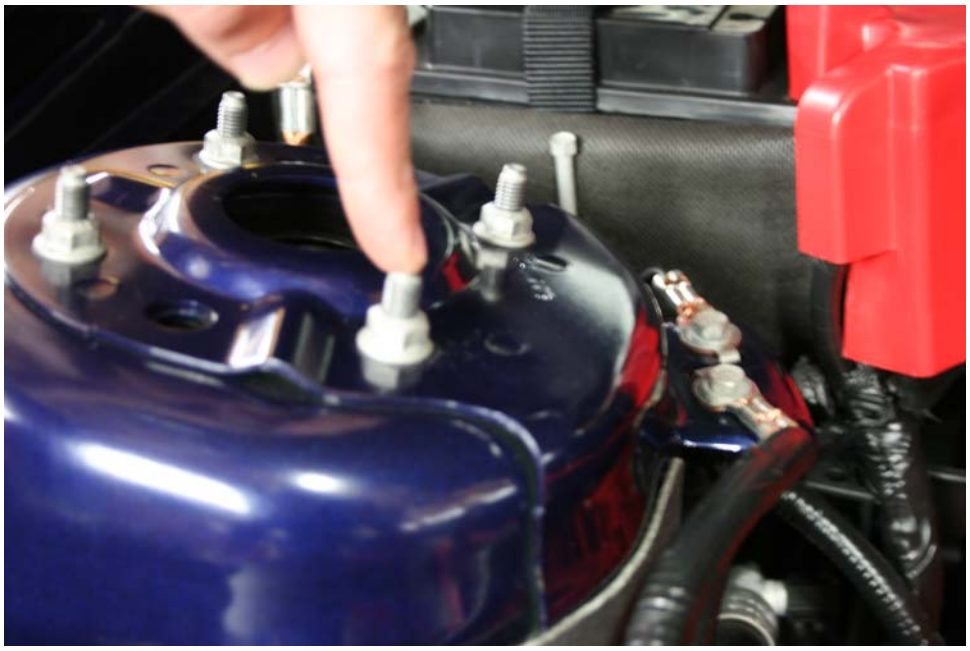


Step 10: Re-install 45 degree Super Charger fitting.



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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Step 16: Thread ¼-20x1 SHCS into billet clamp do not tighten.



Step 17: Assemble billet clamp to stainless steel bracket using (2) ¼-20x5/8.

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

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Step 19: Insert Air Oil Separator into billet clamp, line up seam with top of billet clamp, barbed fittings will need to face valve cover.

Line up seam of Air Oil Separator with top of billet clamp



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Step 20: Tighten socket head cap screw and make sure ball valve is in the closed position.



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

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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.

There are several different methods to draining Air Oil Separator. The first and simplest method is to place a cup or MOROSO part # 65805 under drain elbow and open ball valve, once draining is complete close ball valve. The second method is to run a length of ½" hose from elbow to under carriage of vehicle and place drain pan under vehicle at this time open ball valve, when draining is complete close ball valve. This hose may also be permanently installed for future draining.

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