## Parts List

(1) Air Oil Separator body
(2) 90 degree barbed fittings
(1) Billet Clamp
(1) Ball Valve
(1) 90 degree drain
(1) Drain Cap Cover
(1) Stainless Steel Bracket
(1) ¼ - 20 x 1 SHCS
(2) ¼ - 20 x 5/8 SHCS
(1) 21” long x ½” hose
(1) 14” long x ½” hose

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Step 1: Locate PCV line on passenger side of vehicle, runs from valve cover to intake.

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Step 2: Remove PCV line from vehicle.

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Step 3: Remove insulation from PCV line by slicing / cutting with razor blade.

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Step 4: Cut / slice PCV tubing from fitting using razor blade as shown.

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**45 Degree Fitting**



**90 Degree Fitting**




Step 5: Using 45 degree fitting and 21” long hose, assemble by pushing hose over nipple as shown in above and below illustrations.

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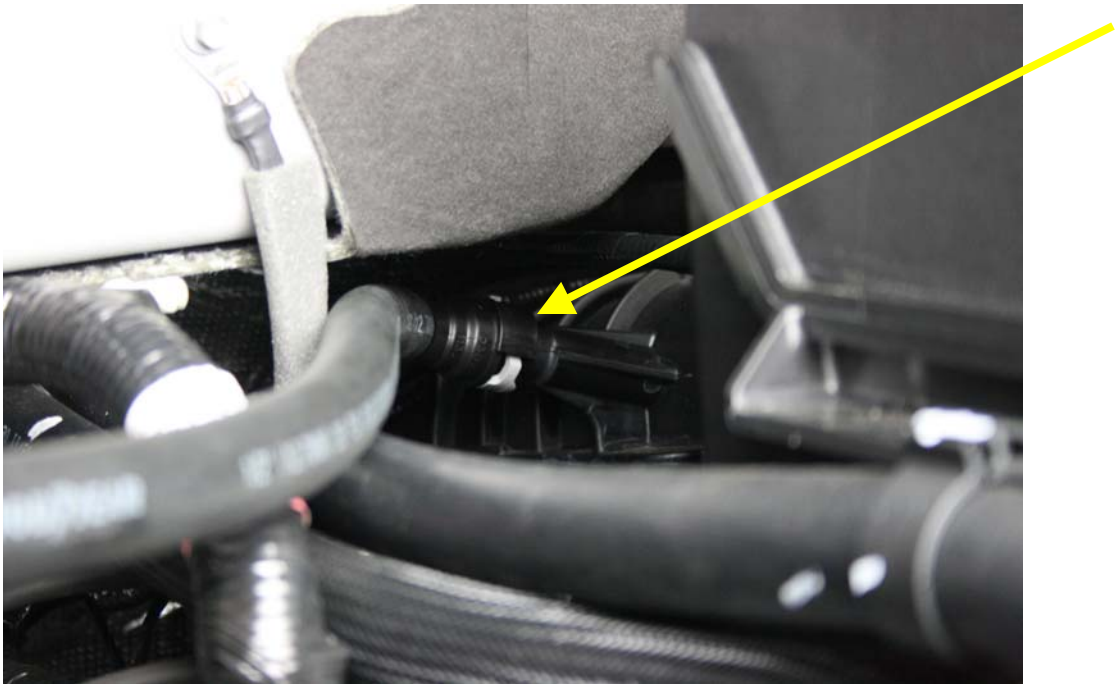





Step 6: Repeat step 5 using 90 degree fitting and 14” length hose.

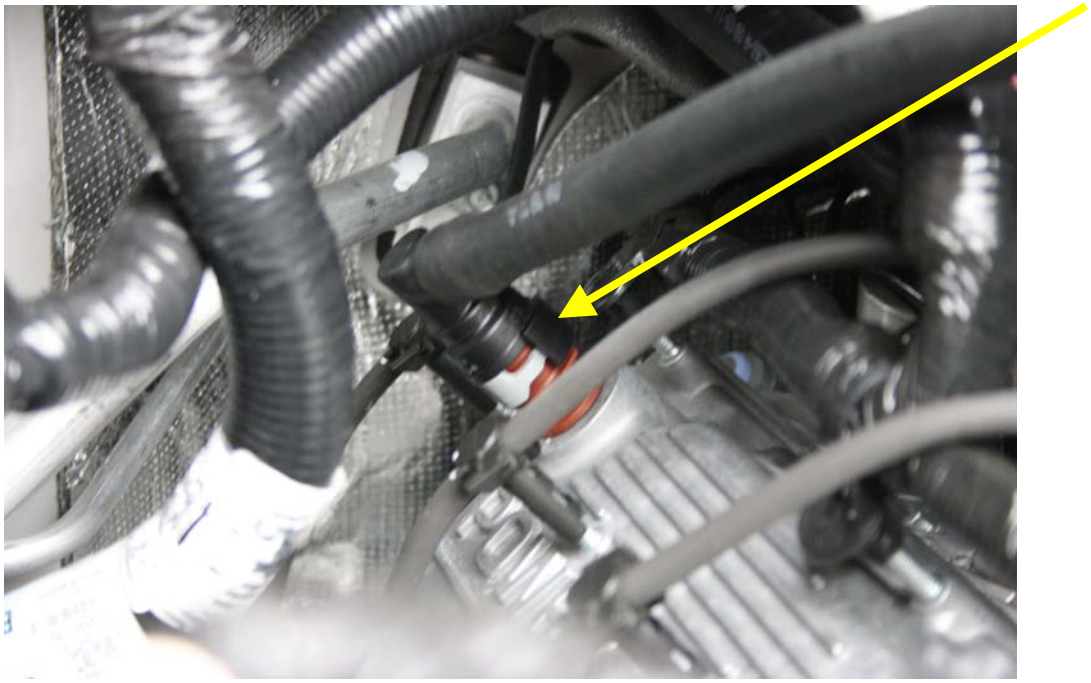
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Step 7: Using 45 degree fitting / hose assemble re-install fitting over intake nipple.

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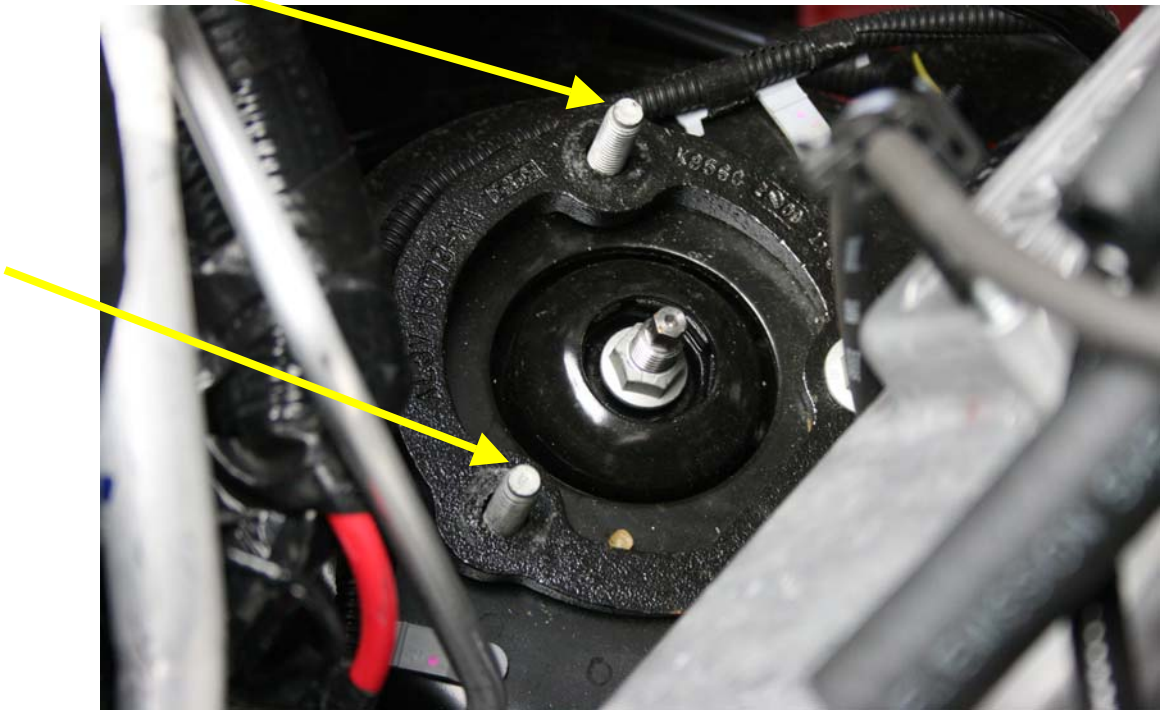


Step 8: Using 90 degree fitting hose / hose assembly re-install fitting over valve cover nipple.

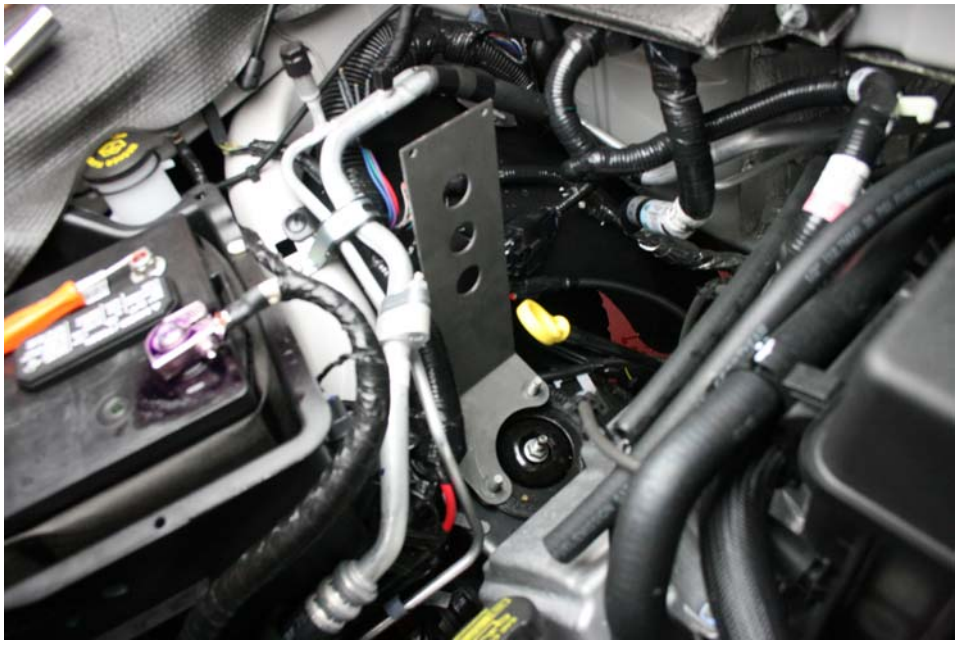


Step 9: Locate strut tower mounts on passenger side of vehicle.

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Step 10: Remove (2) mounting nuts as shown.



Step 11: Place stainless steel bracket over strut tower bolts.

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Step 12: Install and tighten strut tower mount nuts.



Step 13: Thread ¼ -20 x 1 SHCS into billet clamp, do not tighten.

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Step 14: Assemble billet clamp and stainless steel mount as shown using (2) ¼ - 20 x 5/8 SHCS.

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Step 15: Assemble Air Oil Separator as shown applying Teflon tape to all fittings.


Step 16: Insert Air Oil Separator into billet clamp.

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Step 17: Line up seam of Air Oil Separator with top of billet clamp, face barbed fitting toward valve cover / intake.




Step 18: Tighten socket head cap screw and make certain ball valve is in the closed position.

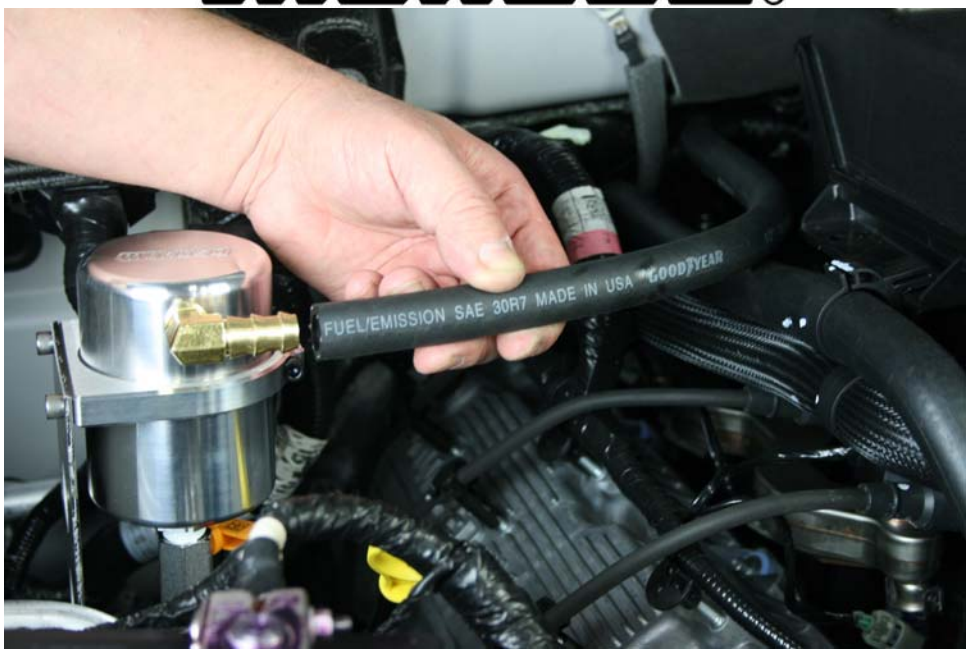
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Step 19: Route hose from valve cover to rear fitting of Air Oil Separator and insert hose over barbed fitting.

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Step 20: Route hose from intake to front fitting of Air Oil Separator and insert hose over barbed fitting.

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**Installation complete**

**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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