Parts List

(1) Air Oil Separator
(1) Billet Clamp
(1) Billet Clamp Saddle
(1) Billet Spacer
(2) Stainless Steel Mounting Brackets
(1) ½" Barbed Fitting
(1) 3/8" Barbed Fitting
(1) Ball Valve
(1) 90 Degree Drain
(1) Drain Cap
(2) ¼-20x5/8 SHCS
(4) ¼-20x1 SHCS
(2) ¼-20 Nylock Nuts
(1) 3/8" Hose
(1) ½" Hose

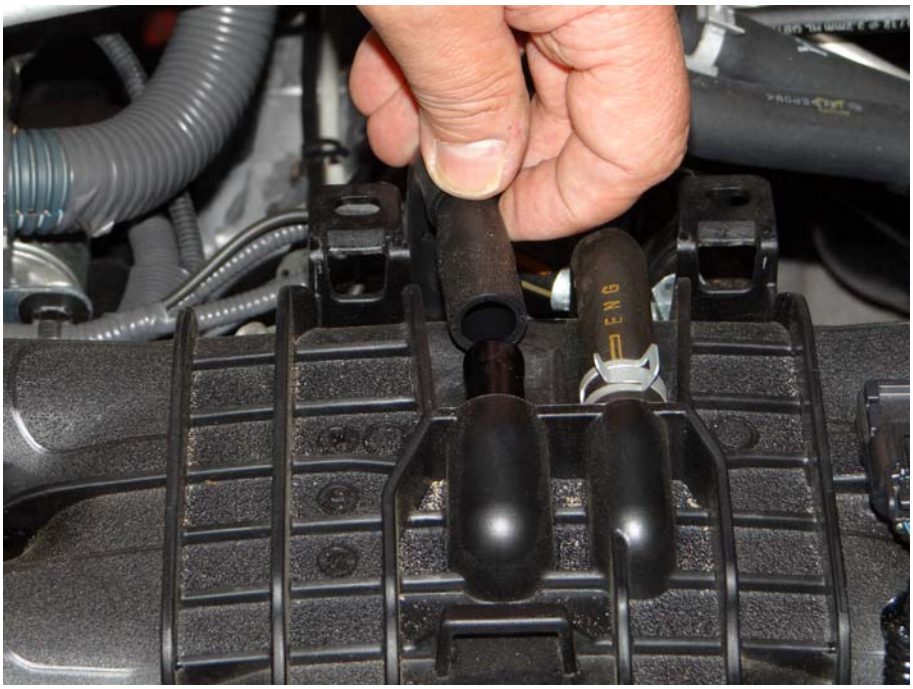
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Step 1: Remove intake cover.


Step 2: Locate PCV line.

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Step 3: Remove PCV line from intake.



Step 4: Remove PCV line from PCV valve.

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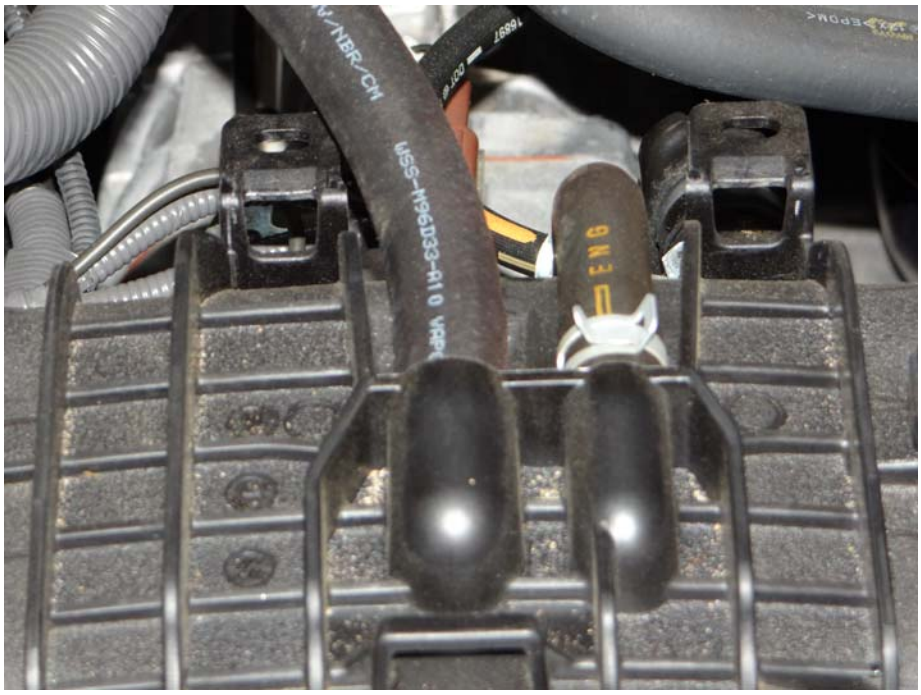


Step 5: Install 3/8” hose to PCV valve.



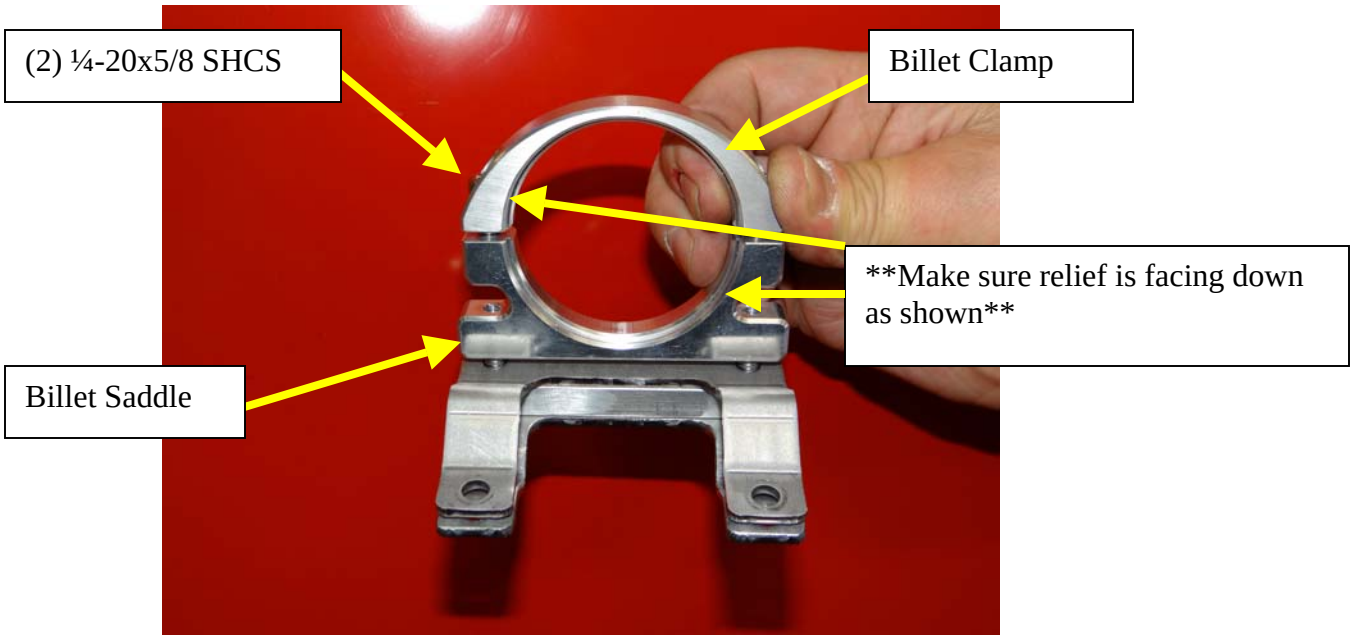
Step 6: Install ½” hose to intake nipple.

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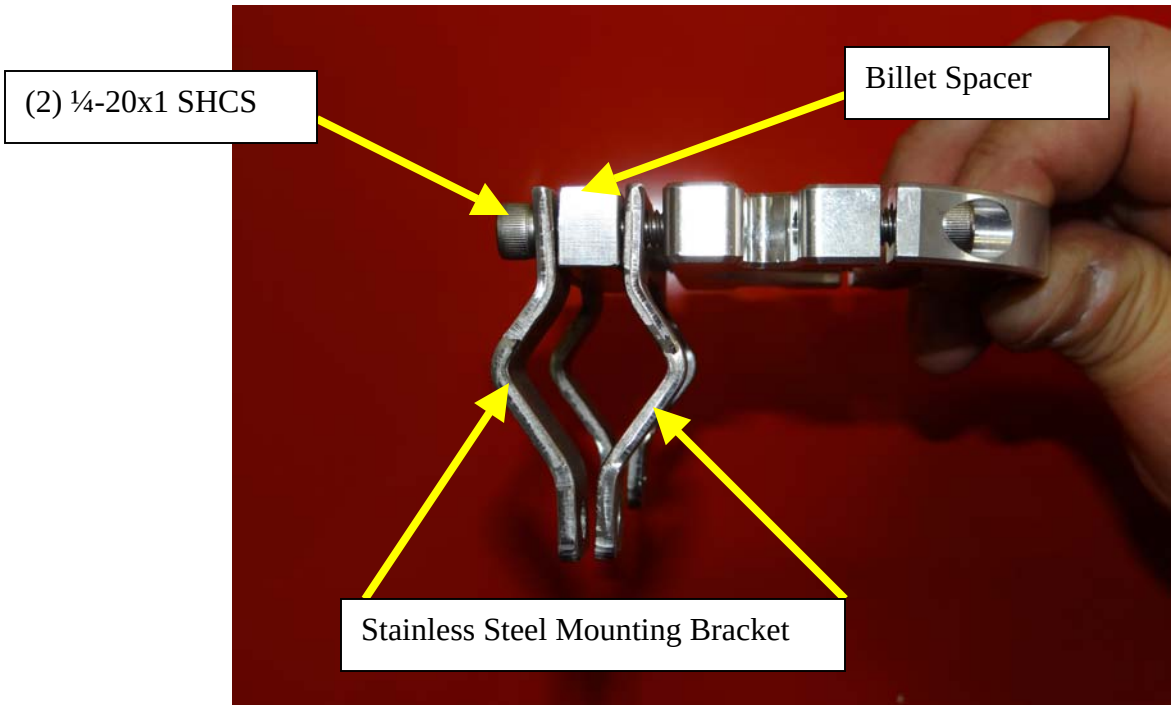




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Step 7: Assemble Billet Clamp to stainless mounting brackets as shown.



Note: Do not tighten hardware at this time.

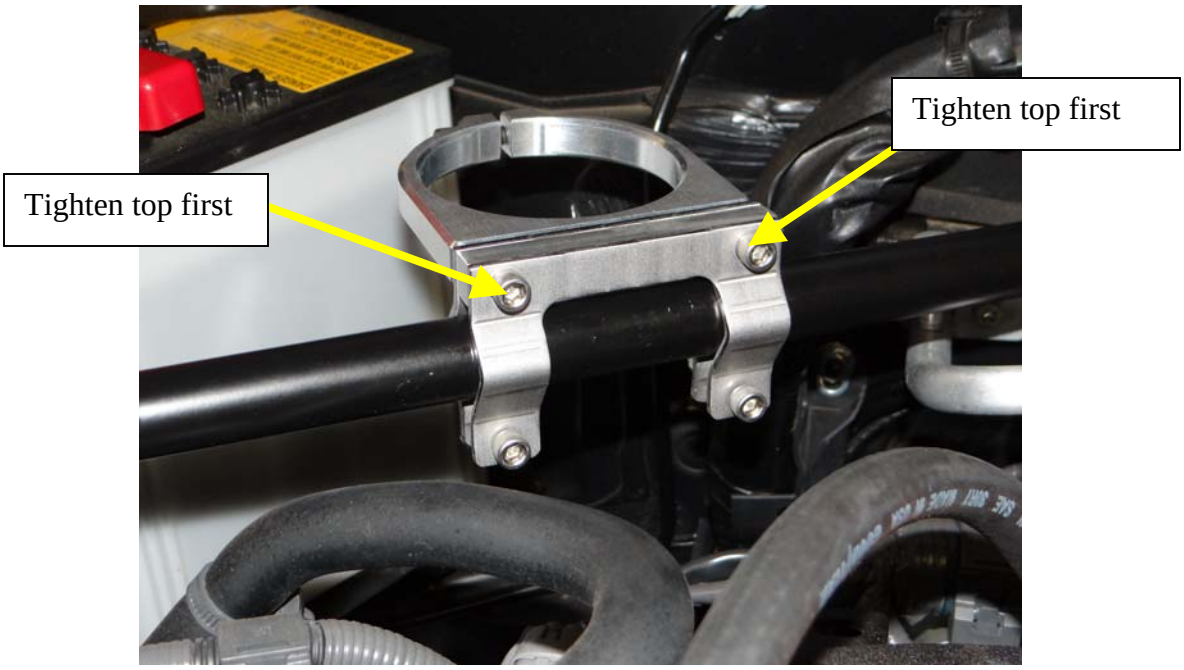
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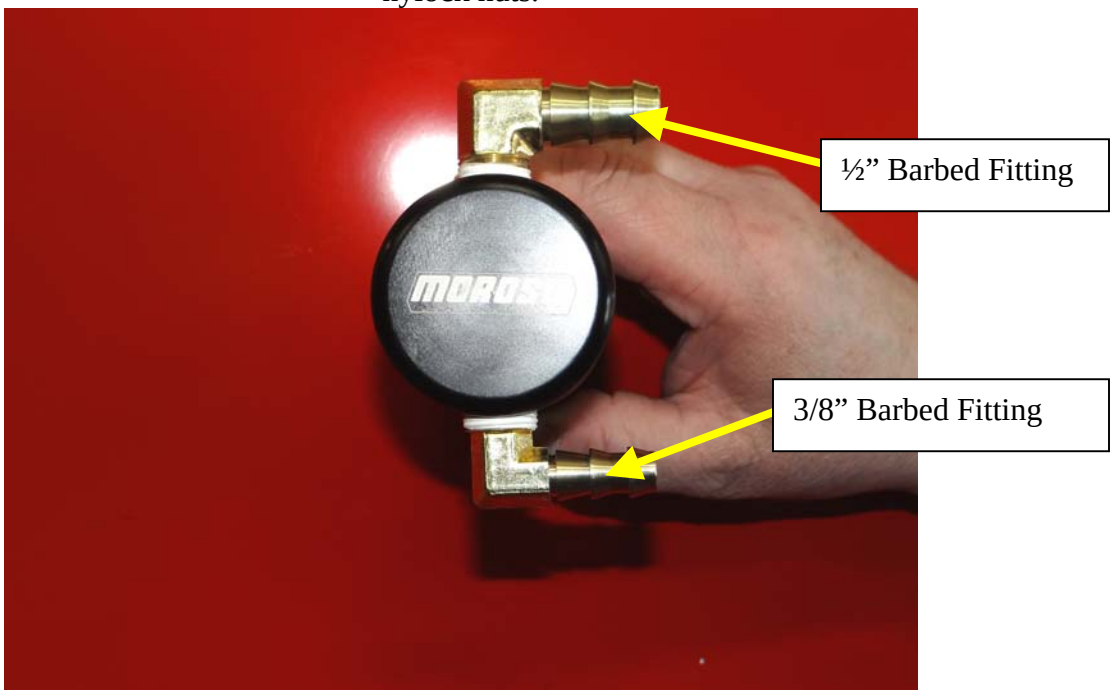
Step 8: Install mounting bracket to passenger's side strut brace as shown.



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Step 9: Tighten top (2) ¼-20x1 SHCS first, then install (2) bottom ¼-20x1 SHCS with (2) nylock nuts.



Step 10: Assemble 3/8” barbed fitting and ½” barbed fitting using Teflon Tape.

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Step 11: Insert Air Oil separator into billet clamp.

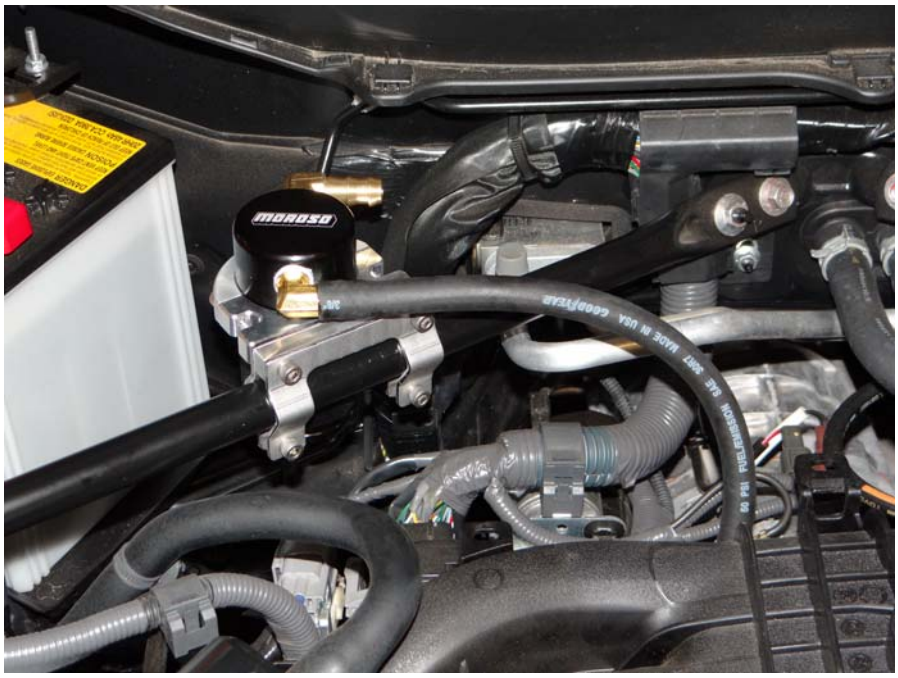


Step 12: set height as shown.

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Step 13: Orientate barbed fitting towards driver's side and tighten clamp.



Step 14: Install 3/8" hose to 3/8" barbed fitting on Air Oil Separator.

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Step 15: Install 1/2” hose to 1/2” barbed fitting on Air Oil Separator.



Step 16: Re-install intake cover.

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Make sure bottom cup can be removed for draining.



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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