



Parts List

- 2) TANK BODY
- 2) BILLET CLAMP
- 2) BALL VALVE
- 2) 90 DEGREE DRAIN
- 1) STAINLESS STEEL BRACKET
- 2) 90 DEGREE 3/8" BARBED FITTINGS
- 2) 90 DREGREE 1/2" BARBED FITTINGS
- 1) LENGTH OF 3/8" HOSE
- 1) LENGTH OF 1/2" HOSE
- 2) DRAIN CAP
- 4) 1/4 X 20 SHCS X 5/8
- 2) 1/4 X 20 SHCS X 1
- 3) HOSE CLAMPS
- 1) TUBE CONNECTOR
- 2) 6MM SHCS
- 1) THROTTLE BODY GASKET

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Step 1: Locate and remove intercooler cross over lines on passenger side



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Step 2: Locate and remove intercooler cross over line on drivers' side



Step 3: Remove By-Pass / Blow-Off Valve

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Step 4: Remove intercooler mounting bolt on drivers' side

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Step 5: Remove intercooler mounting bolts on passenger side



Step 6: Locate and loosen throttle body coupler

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Step 7: Locate and loosen turbo outlet coupler



Step 8: Remove intercooler from vehicle

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Step 9: Remove throttle body coupler



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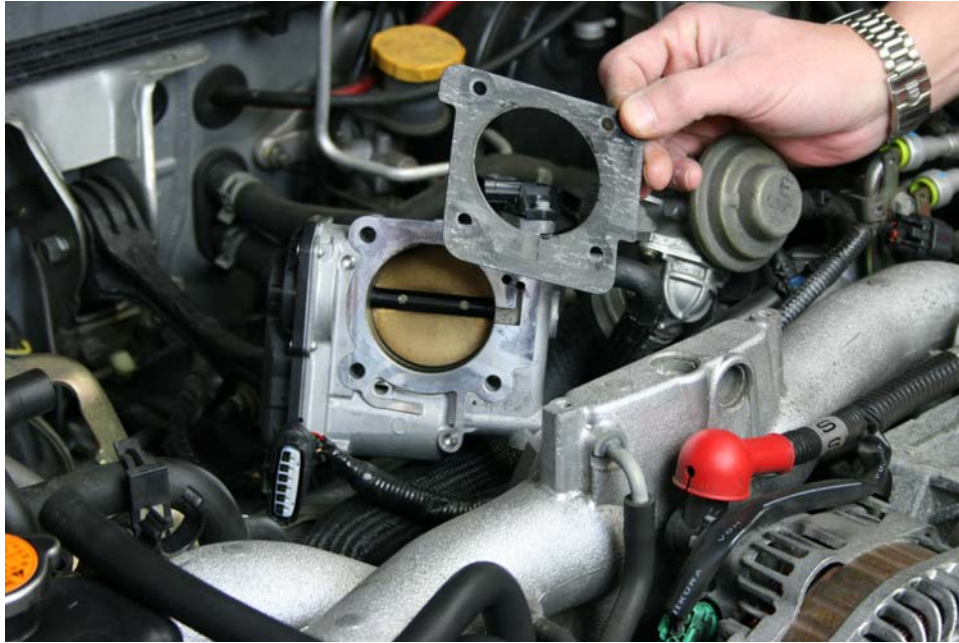
Step 10: Remove both plugs from throttle body



Step 11: Remove throttle body mounting bolts

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Step 12: Remove throttle body gasket
****DISCARD GASKET DO NOT RE-USE****



DO NOT REMOVE COOLANT LINE

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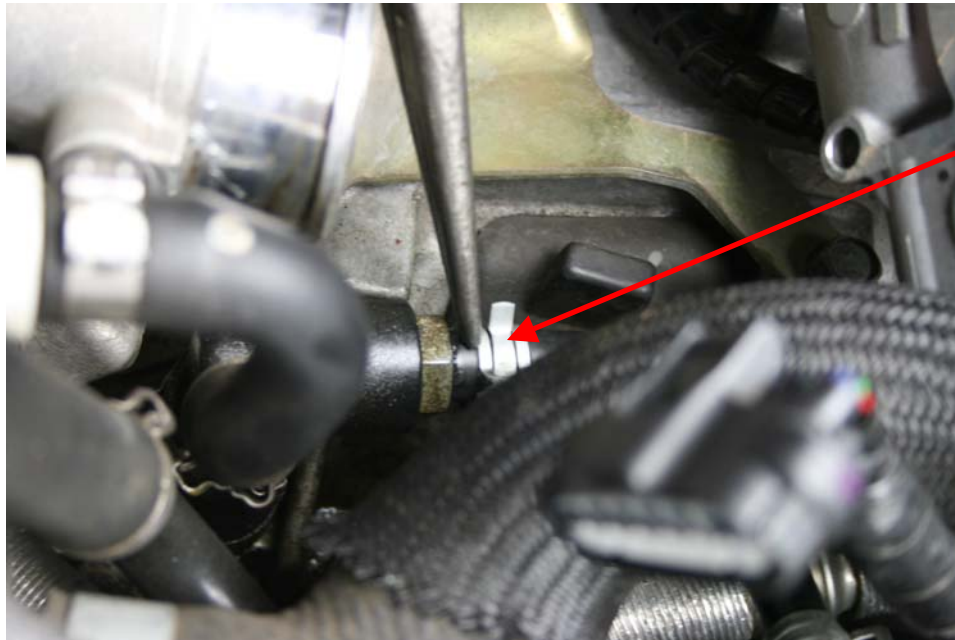
DO NOT REMOVE COOLANT LINE



Step 13: Locate and remove PCV line located under Throttle Body

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Step 14: Locate and remove other end of PCV hose from crank case vent nipple

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Step 15: Locate and remove other end of breather hose, set aside for re-use



Step 16: Assemble billet clamps to stainless mounting bracket. Note orientation of 1/4" Allen head bolts

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Step 17: Assemble air oil separator with (2) 3/8" push lock 90 degree fittings, apply Teflon tape to all fittings

Note: Orientation of ball valve and drain to push lock fittings



Step 18: Insert air oil separator into billet clamp, line up seam of air oil separator to top of billet clamp

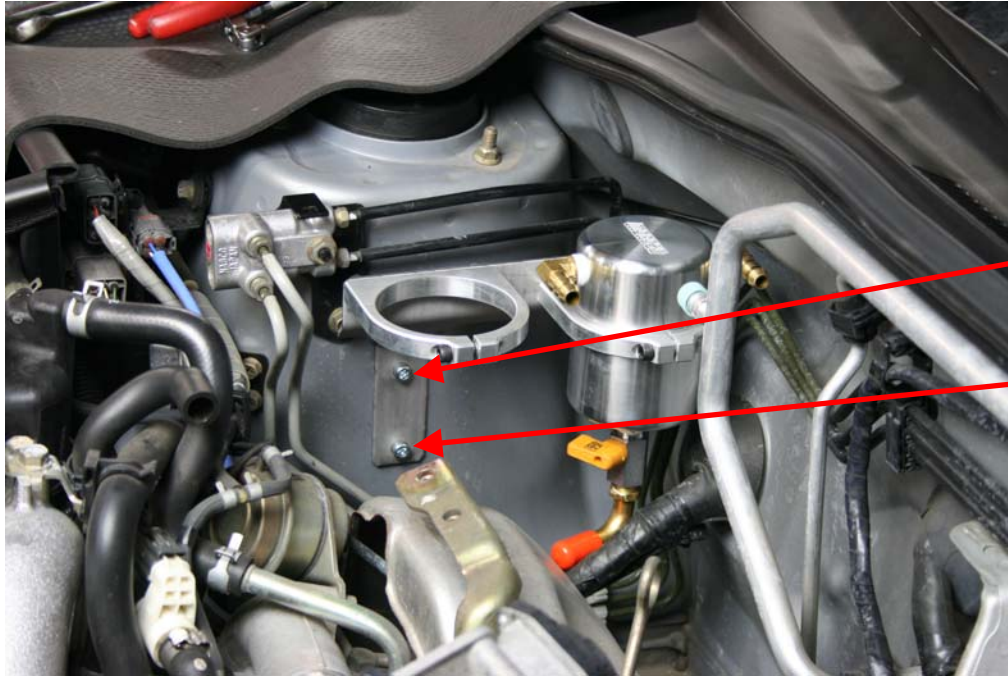
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Step 19: Install tank bracket to passenger side strut tower using (2) 6mm bolts



Step 20: Install 3/8" ID hose to PCV Valve under throttle body using hose clamp

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Step 21: Route 3/8" ID hose from PCV valve to air oil separator as shown



Step 22: Trim hose as needed and install to the rear 3/8" push lock fitting on the air oil separator

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Step 23: Install using hose clamp and route 2nd 3/8" ID hose from crank case vent nipple



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Step 24: Trim hose as needed and install to the front 3/8" push lock fitting on the Air Oil Separator



Step 25: Assemble 2nd Air Oil Separator using (2) 1/2" push lock fittings, orient ball valve and drain same as 1st Air Oil Separator, install into billet clamp approximately 3/4" from seam to billet clamp

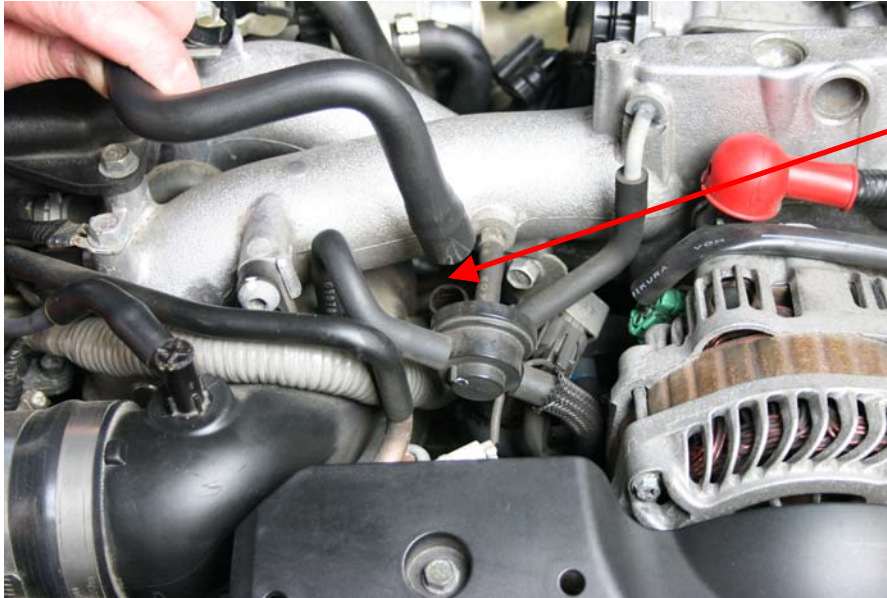
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Step 26: Insert plastic nipple into breather hose that was removed in Step 15

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Step 27: Re-install breather hose that was removed in Step 15



Step 28: Re-install throttle body using new gasket provided, re-connect electrical connections and install throttle body coupler

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Step 29: Re-install intercooler making sure turbo coupler is fully secure to turbo outlet



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Step 30: Secure throttle body coupler, install intercooler mounting bolts and by-pass / blow off valve

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Step 31: Re-install intercooler cross over lines

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Step 32: Connect one end of 1/2" ID hose to rear push lock fitting on Air Oil Separator



Step 33: Route 1/2" hose from Air Oil Separator to intercooler as shown, trim hose to length and secure with hose clamp on intercooler side

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Step 34: Connect one end of 1/2" ID hose to front push lock fitting on Air Oil Separator



Step 35: Route 1/2" hose from air oil separator to breather hose as shown, trim hose to length and install to nipple

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Install is 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 1/2" 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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