



Parts List

- (1) Stainless Steel Mounting bracket
- (2) Air Oil Separator
- (2) Billet Clamps
- (2) Lengths of 1/2" Hose
- (2) Lengths of 3/8" Hose
- (2) 3/8" 90 Degree Barbed Fittings
- (2) 1/2" 90 Degree Barbed Fittings
- (1) Throttle Body Gasket
- (8) 1/4-20x5/8 SHCS
- (2) 1/4-20x5/8 HHCS
- (2) 1/4-20 Nylock Nuts
- (1) 1/2" Coupling
- (2) Hose Clamps

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Step 1: Disconnect wiring plugs shown in illustrations.
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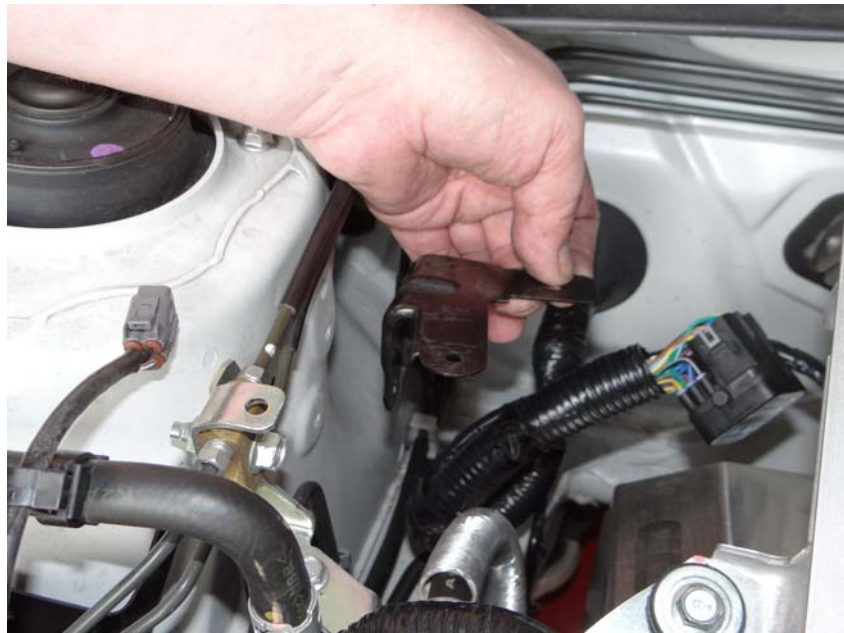
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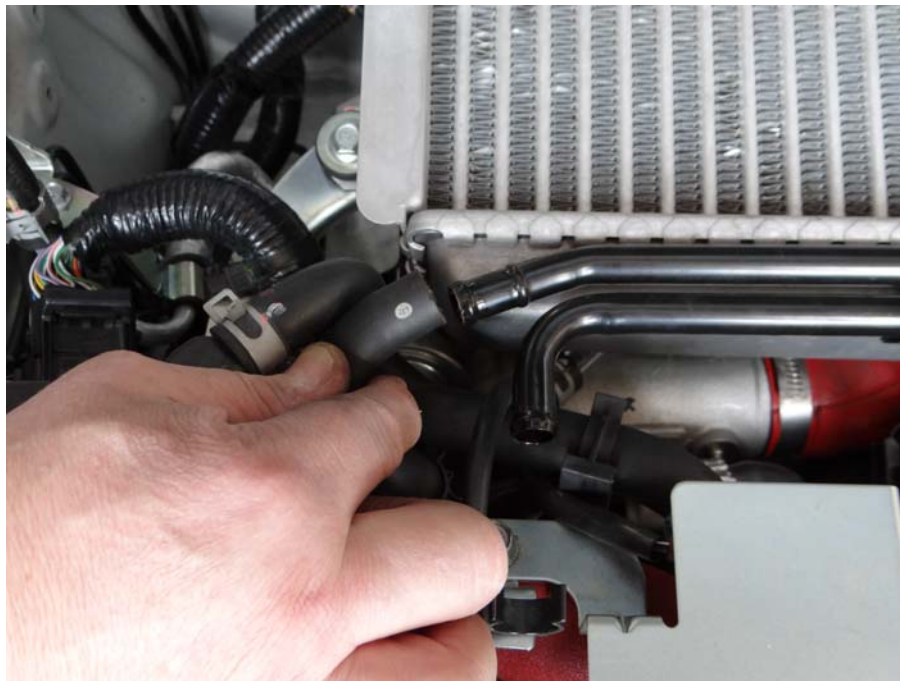
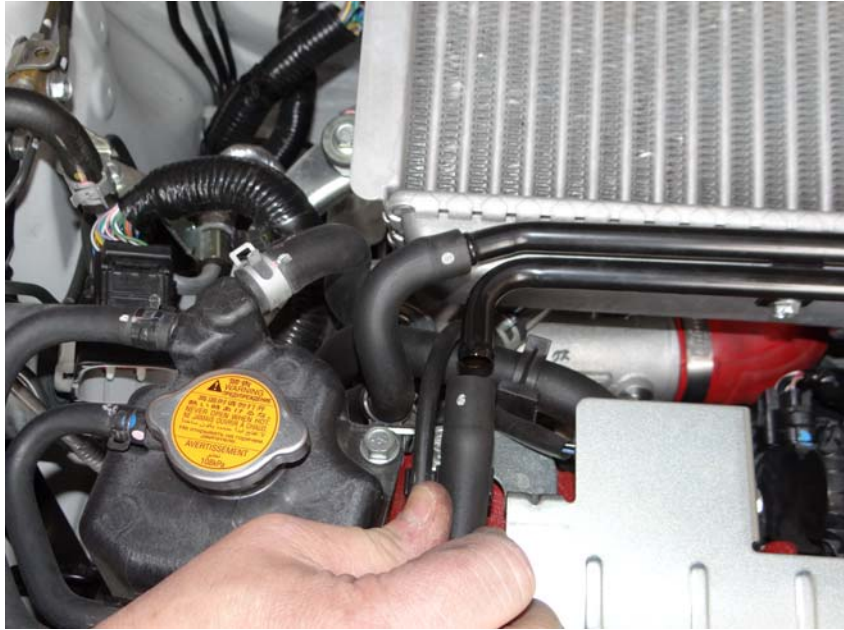


Step 2: Remove wiring harness plug bracket from vehicle.

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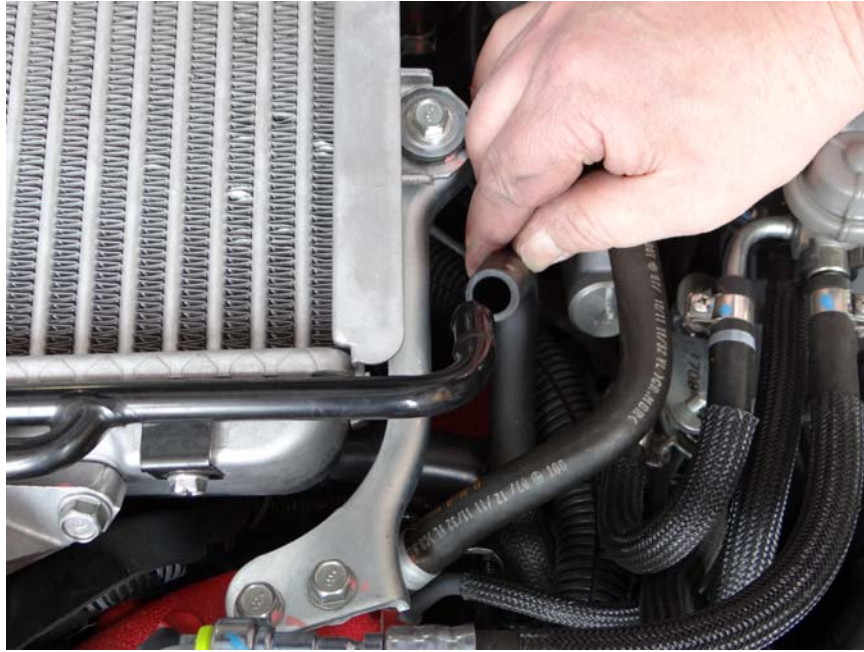


Step 3: Remove vacuum lines from cross over tube on passenger's side.

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Step 4: Remove vacuum line from cross over tube on driver's side.



Step 5: Remove relief valve mounting bolts from intercooler.

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Step 6: Loosen Throttle body coupling clamps.

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Step 7: Loosen intercooler inlet elbow clamp.



Step 8: Remove intercooler mounting bolts.

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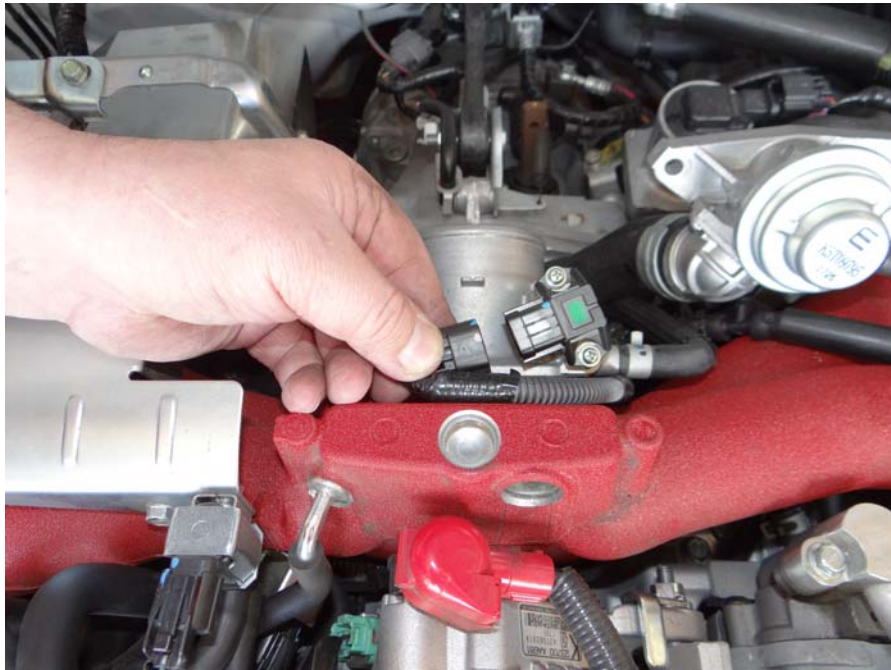


Step 9: Remove intercooler from vehicle.

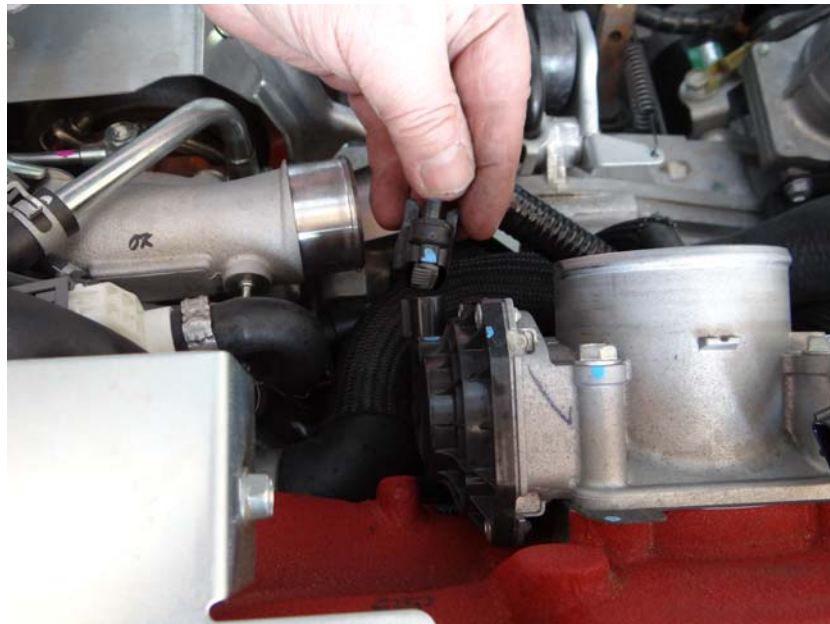
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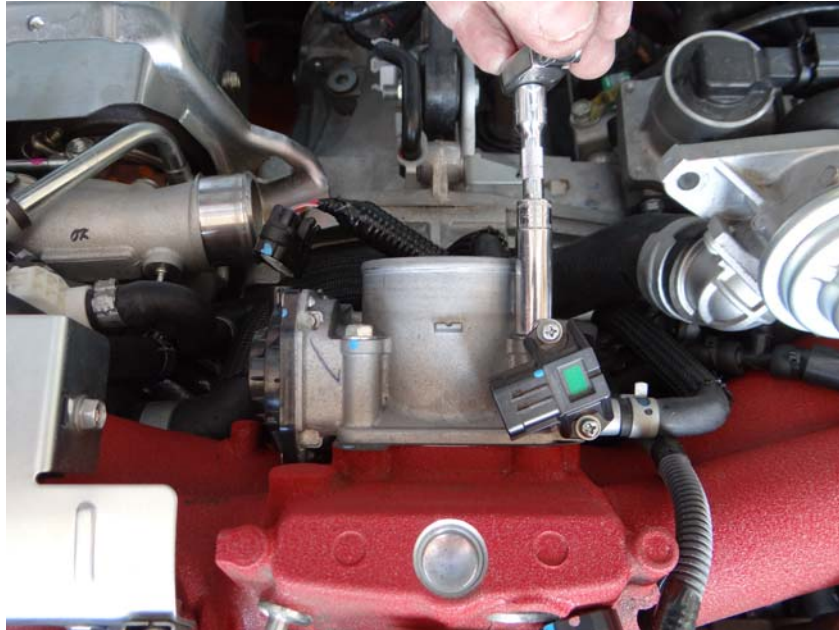
Step 10: Remove all wiring from throttle body.



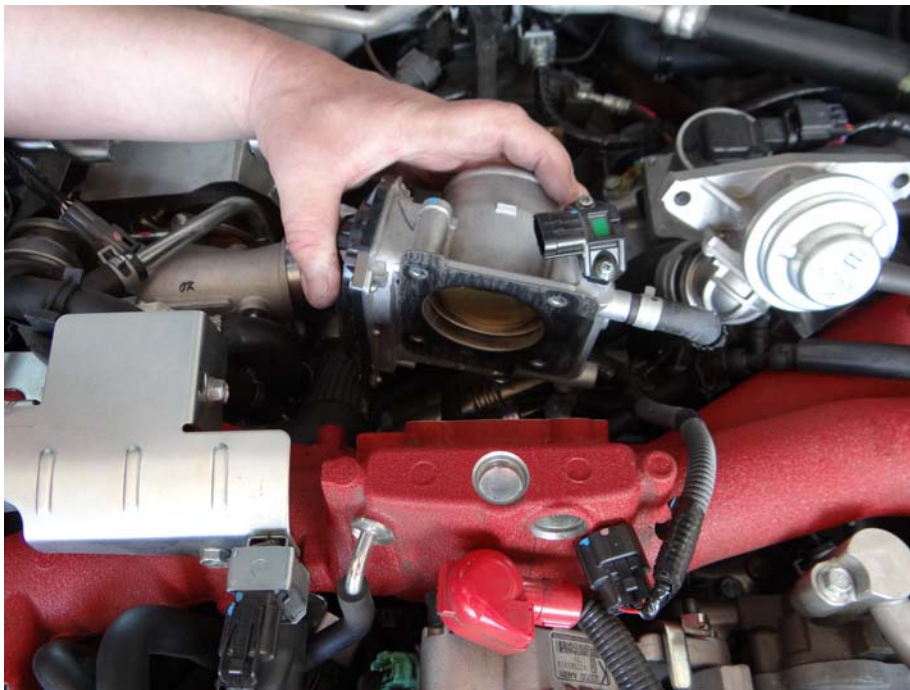
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Step 11: Remove throttle body mounting bolts.

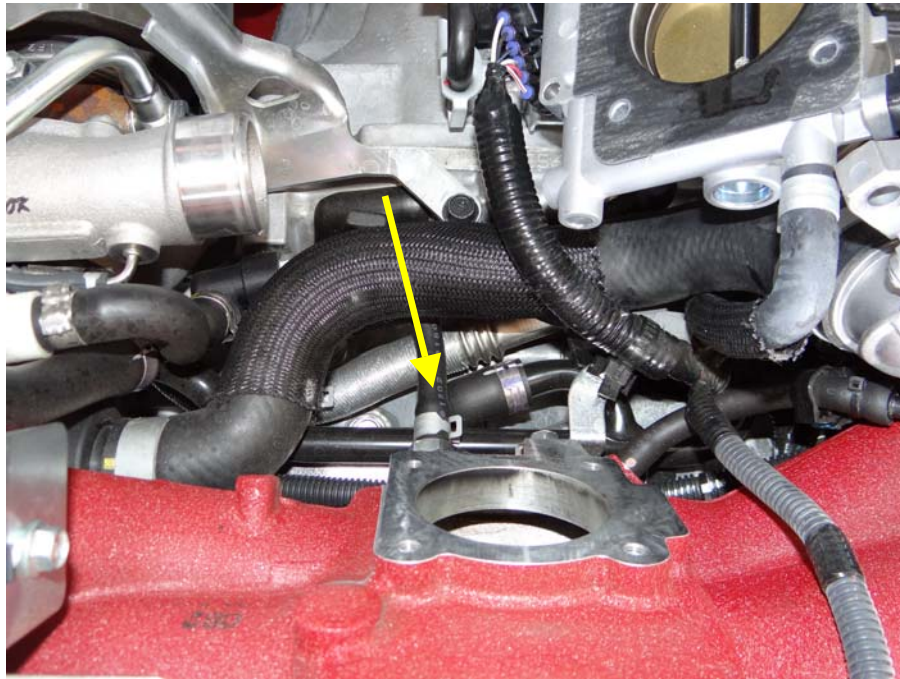


Step 12: Remove throttle body from intake.

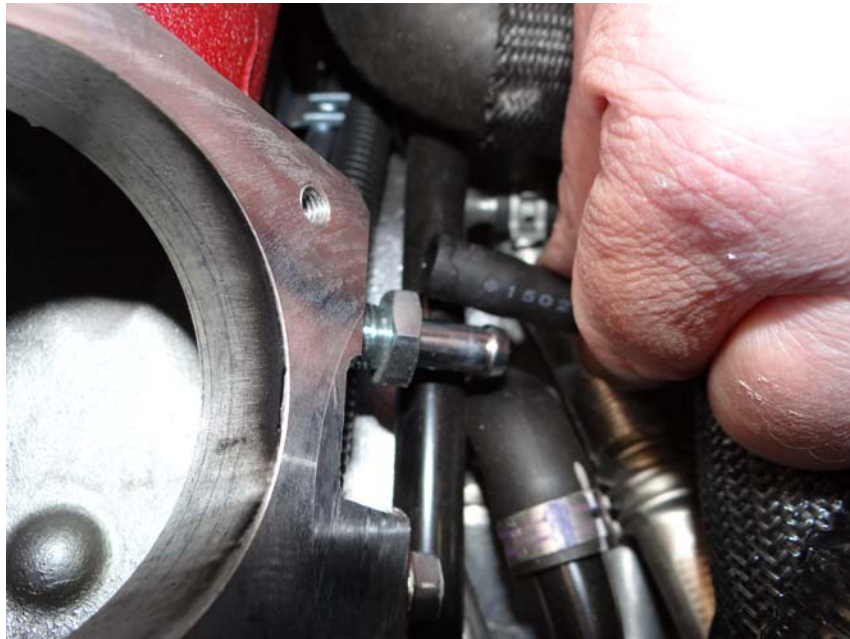
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Step 13: Locate PCV line located under throttle body.

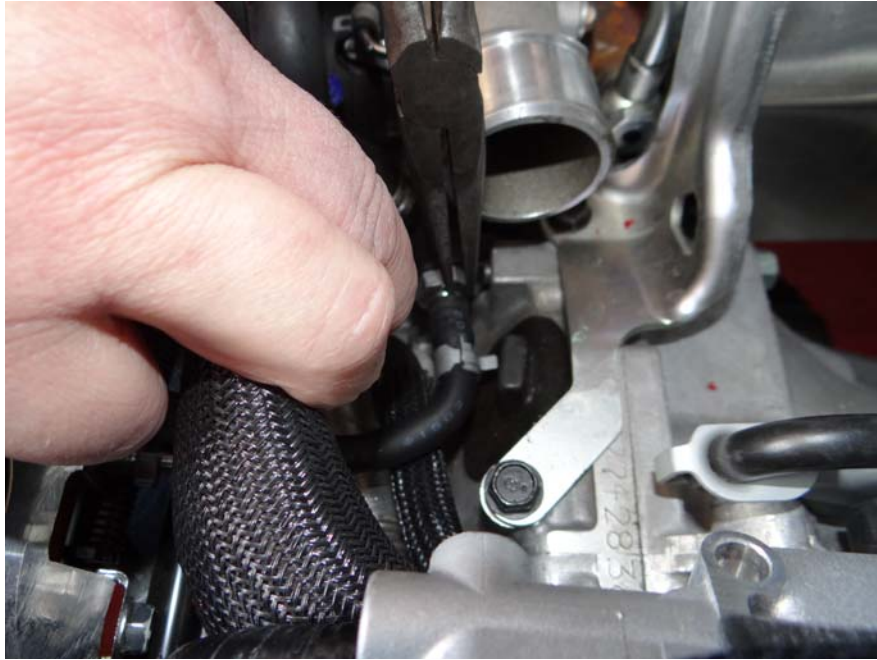


Step 14: Remove PCV line from PCV valve.

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Step 15: Locate other end of PCV line and remove from vehicle.



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Step 16: Using 36" long 3/8 I.D.hose and clamp insert over PCV line nipple shown.



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Step 17: Route 3/8 hose as shown to firewall and label hose #1.



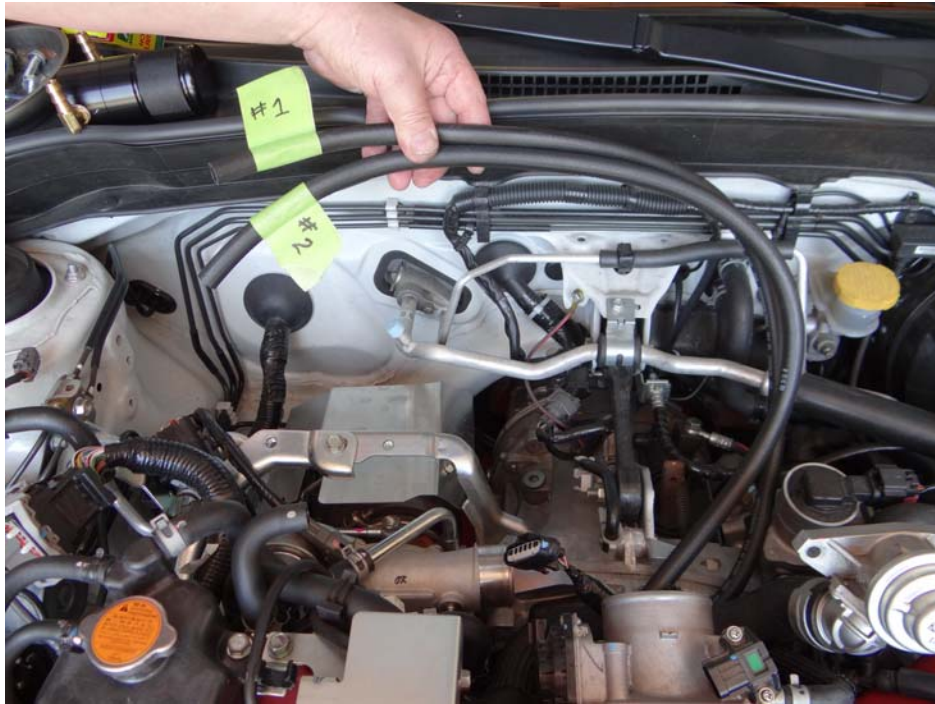
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Step 18: Using 36" long 3/8 I.D.hose and clamp insert over PCV line nipple shown.

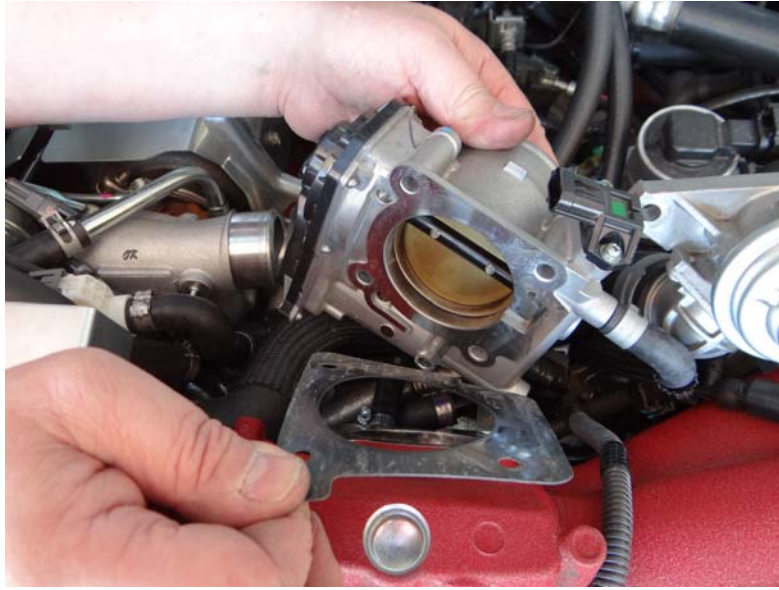


Step 19: Route 3/8 hose as shown to firewall and label hose #2.

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Step 20: Remove throttle body gasket.



Step 21: Replace old throttle body gasket with new gasket provided in kit.

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Step 22: Re-install throttle body.

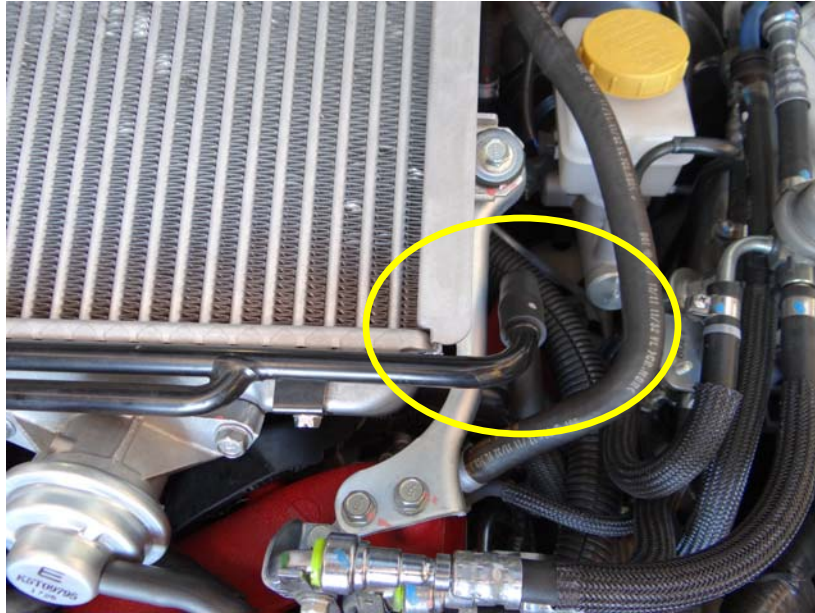


Step 23: Re-install intercooler.

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Step 24: Reinstall vacuum line to cross over tube on driver's side.



Step 25: Reinstall vacuum line shown to cross over tube on passenger's side.

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Step 26: Locate vacuum line previously removed in step 3, insert 1/2" coupling.

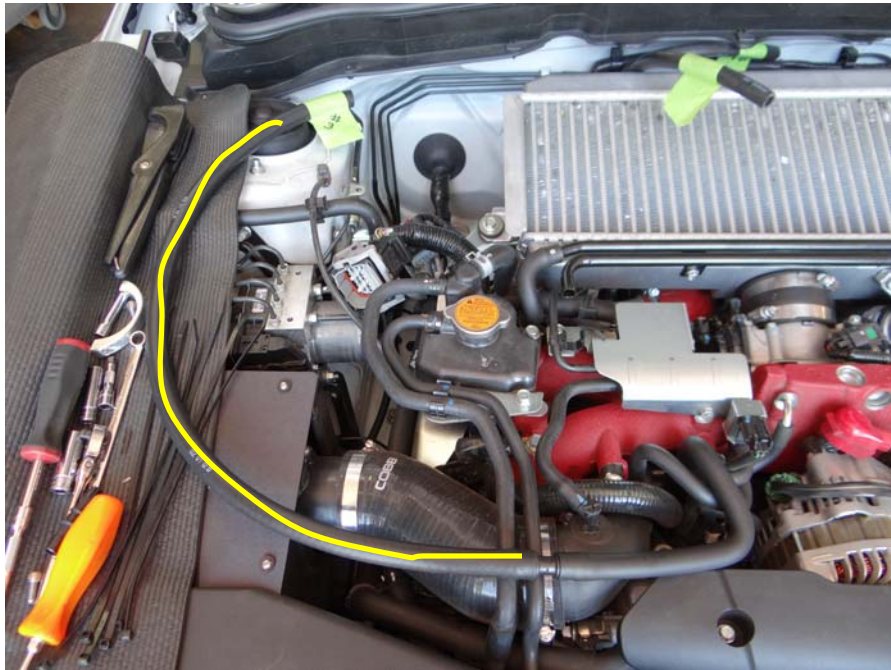


Step 27: Using 32" long 1/2 I.D.hose insert over 1/2" coupling.

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Step 28: Route 1/2" hose as shown and label hose # 3.

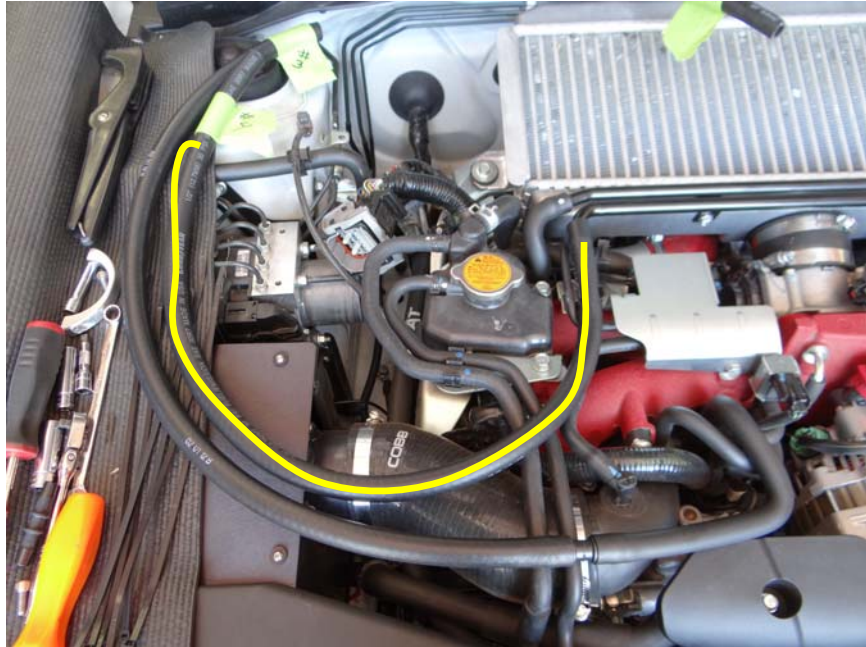


Step 29: Using 32" long 1/2 I.D.hose insert over crossover tube nipple as shown.

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Step 30: Route ½" hose as shown and label hose # 4.

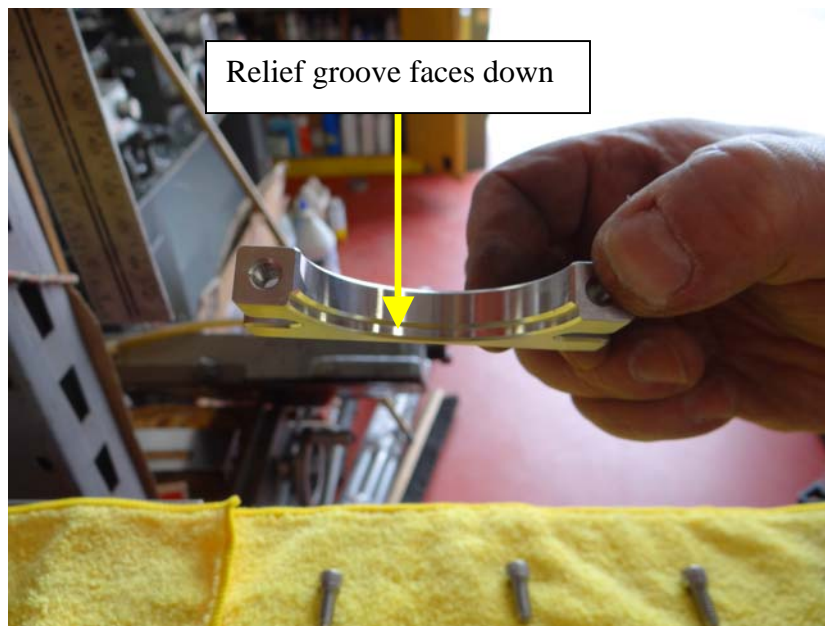


Step 31: Install wiring harness bracket previously removed from vehicle to stainless mounting bracket using (2) ¼-20 HHCS and (2) ¼-20 nylock nuts.

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Step 32: Locate billet clamp saddles provided in kit and determine top and bottom by relief groove.

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Step 33: Install billet clamp saddles to stainless mounting bracket using (4) 1/4-20x5/8 SHCS. (Relief grooves must face down.)



Step 34: Assemble (1) Air Oil Separator as shown using (2) 1/2" barbed fittings using Teflon tape.

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Step 35: Assemble (1) Air Oil Separator as shown using (2) 3/8" barbed fittings using Teflon tape.



Step 36: Assemble Air Oil Separators to stainless mounting bracket as shown in above illustration.

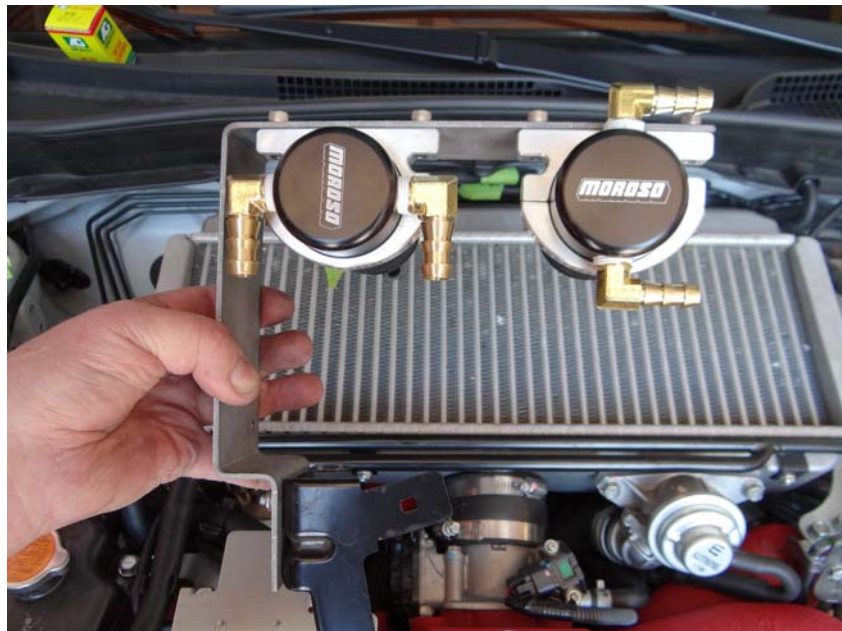
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Step 37: Measure from top of billet clamp to top of Air Oil Separator and set to 1" to 1 1/8".



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Step 38: Install assembly in vehicle using wiring harness bracket location and mounting hardware previously removed.



Step 39: Route hose #1 to Air Oil Separator and mark hose for trimming.

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Step 40: Trim hose #1.



Step 41: Install hose #1 to Air Oil Separator.

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Step 42: Route hose #2 to Air Oil Separator and mark or triming.



Step 43: Trim hose #2.

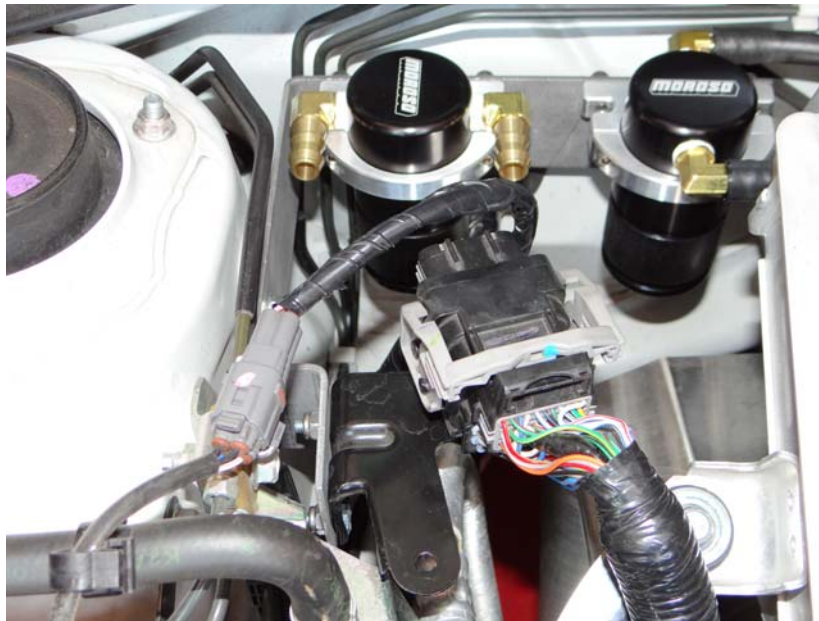
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Step 44: Install hose #2 to Air Oil Separator.



Step 45: Re-install all wiring.

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Step 46: Route hose #4 to Air oil separator, mark and trim.



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Step 47: Install hose #4 to Air Oil Separator.



Step 48: Route hose #3 to Air oil separator, mark and trim.

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Step 49: Install hose #3 to Air Oil Separator.



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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