



Parts List

- (1) TANK BODY
- (1) BILLET CLAMP
- (1) CLAMP SADDLE
- (1) STAINLESS STEEL MOUNTING BRACKET
- (2) 90 DEGREE BARBED FITTINGS
- (2) LENGTHS OF ½" HOSE
- (4) ¼-20X5/8
- (2) M6X25MM
- (2) SPACERS



Step 1: Remove engine cover as shown.



Step 2: Locate PCV line.



Step 3: Remove PCV line from vehicle.



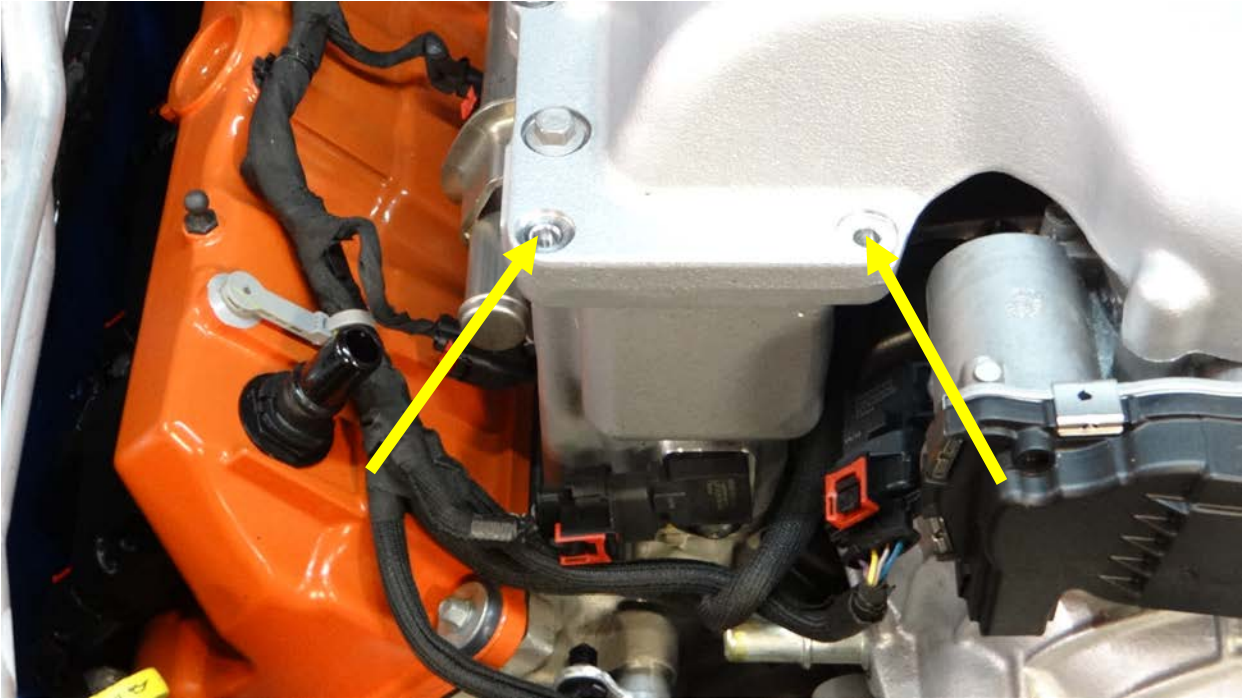
Step 4: Using a razor blade slice PCV line and remove fittings as shown.



Step 5: Insert 45 degree fitting into one end of hose provided in kit.



Step 6: Insert 90 degree fitting into one end of 2nd hose provided in kit.



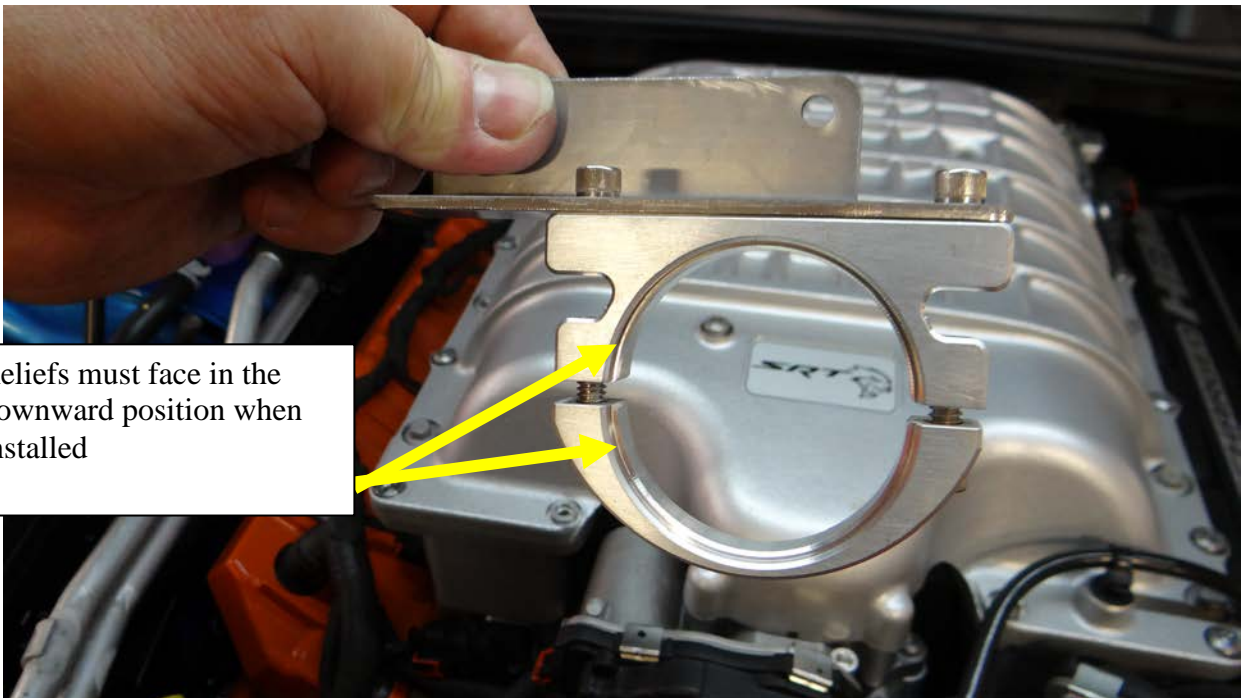
Step 7: Remove (2) blower fasteners as shown.



Step 8: Install (2) spacers provided in kit.



Step 9: Assemble stainless mounting bracket to billet clamp as shown (see illustration below for correct orientation of reliefs) using (4) 1/4-20 x 5/8, do not tighten billet clamp to clamp saddle at this time.



Reliefs must face in the downward position when installed



Step 10: Assemble mounting bracket as shown using (2) M6x25mm .



Step 11: Assemble air oil separator as shown using Teflon tape on all fittings.



Step 12: Re-install 90 degree fitting to valve cover and re-install 45 degree fitting to intake manifold and route hoses as shown.



Step 13: Insert air oil separator into billet clamp.



Step 14: Set height to 1"-1 1/8" and tighten billet clamp.





Step 15: Trim hoses as needed and install to air oil separator.



Step 16: Re-install engine cover.
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.