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J&L 3.0 Oil Separator Driver Side #3115D

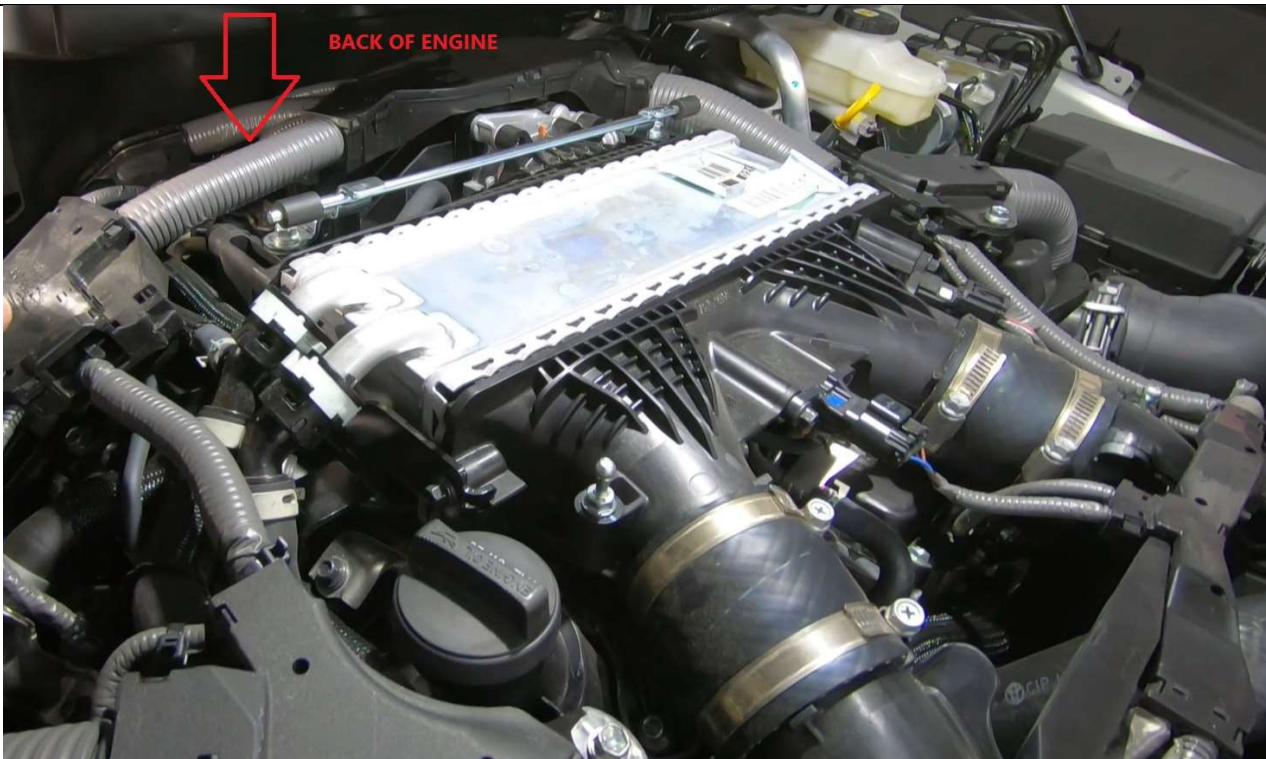
(2023 Toyota Tundra 3.5L)

*******HIGHLY RECOMMENDED! ******* To view install video: go to our website, www.JLosc.com and type 3115D in search box. Click on product, scroll down, and click on videos. *******HIGHLY RECOMMENDED! *******

Installation Instructions

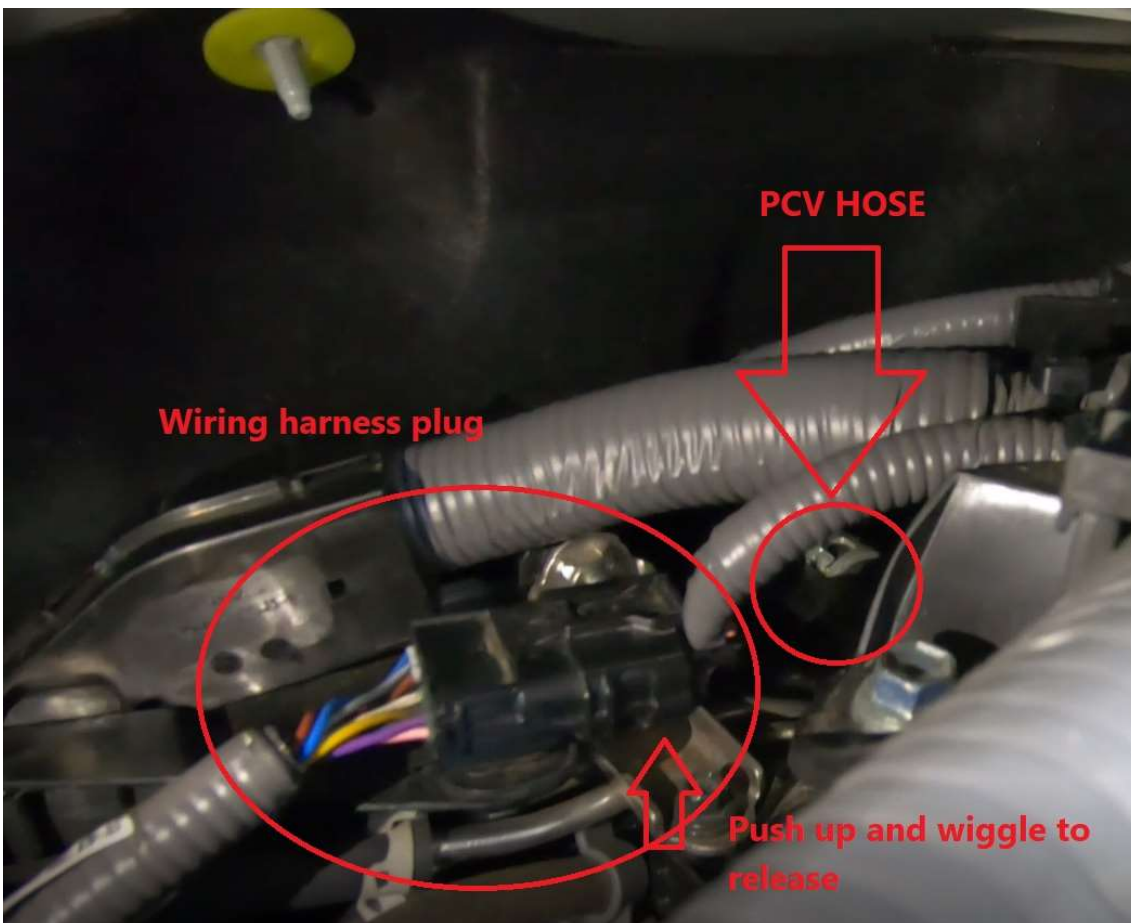
Please review complete instructions prior to installing.

Step#	
1	Verify you have all of the following parts included in the kit: (1) J&L Oil Separator, (1) J&L Mounting bracket, (2) M4 Fine thread machine screws, (1) M6 Washer, (2) Hoses, (1) Hose clamp, (2) Dress up hose end caps
2	Gather the following tools needed for the installation: Phillips screwdriver, long right-angle needle nose pliers, light grease or oil, 1/4" socket, 10mm socket, extension, and ratchet.
3	Remove engine cover by pulling up on corners and pulling towards the front of the truck. 
4	Locate PCV line running from back of intake manifold. You will need to all but lay on the engine to access this line. (see images on next page)



We suggest bringing both J&L Hoses and tools with you to avoid having to get up and down from this position anymore than you need to!

Unclip small wiring harness from its retainment bracket, pull up on the harness that's pointed towards the engine and wiggle towards the engine to release. This will give you more space to get your pliers to the hose.





- 5** Use right angle needle nose pliers to slide factory clamp down PCV hose, once the clamp is slid down you may need to twist the hose to break the "seal". However, the hose may just pull right off.

Hose Connections:

Use the hose with the 90-degree fitting only to connect to the factory PCV line, this fitting will fit rather tight into this hose so we suggest lubricating the fitting with oil or grease, so it slides in easier. Once pushed in all the way, slide clamp back into place.





The hose with the short rubber section will connect to the intake manifold fitting, be sure to preinstall the hose clamp and ensure the screw of the clamp is on the upward side of the hose to allow for easier tightening of this clamp. Tighten clamp and pull-on hose to ensure it's tight enough to not pull off, the intake manifold is pressurized by the turbo's so this needs to be tight enough to withstand the pressure!



Reattached wiring harness to support.

- 6** Loosen 10mm bolt, use the same bolt to mount the J&L Bracket with the supplied washer.
NOTE: The washer will go in between the J&L bracket and engine. Do not tighten bolt completely yet as the bracket may need to be adjusted for engine cover clearance.



Mount J&L Oil Separator to mounting bracket with supplied screws.



7 Connect hoses to oil separator, use light grease or oil inside of the end of the hoses (a Q-Tip is useful here). Be sure to slide the dress up ends onto the hose ends before installing hoses onto the oil separator. The hoses should bottom out to the base of the fittings!

Note: The hose connecting from the intake manifold should connect to the "O" side of the oil separator, the hose connecting to the factory PCV line should connect to the "C" side of the oil separator. "OSC" logo.



8 Reinstall engine cover, slide cover into place under J&L hose. The cover attaches to the horizontal bar and into two separate grommets. Be sure cover clears oil separator bracket, you will need to now tighten the bracket bolt. The cover will need to be shifted back out of the way to tighten this bolt.



We suggest checking your oil separator 1000 miles after installation to get an idea of how often it needs to be emptied, every vehicle is different! Average is 1oz per 1000 miles, the oil separator holds 3oz.

To properly clean the filter in the Oil Separator, spray any degreaser or solvent through it and let it air dry. Clean it every 10,000 miles.

Thank you for your business. If you have any questions, please e-mail info@JLosc.com or call 757-842-6497. Our hours are Monday-Friday. 8:00am – 4:30pm Eastern Time.

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