



Parts List

- (1) TANK BODY
- (1) BILLET CLAMP
- (1) STAINLESS STEEL MOUNTING BRACKET
- (2) 90 DEGREE BARBED FITTINGS
- (2) LENGTHS OF ½" HOSE
- (4) ¼ X 20 SHCS X 5/8
- (1) ½" to 5/8" COUPLING

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Step 1: Remove engine cover.



Step 2: Locate and remove PCV line.

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Step 3: Re-install 90 degree elbow in original location.



Step 4: Locate and identify clamp saddle supplied with kit.

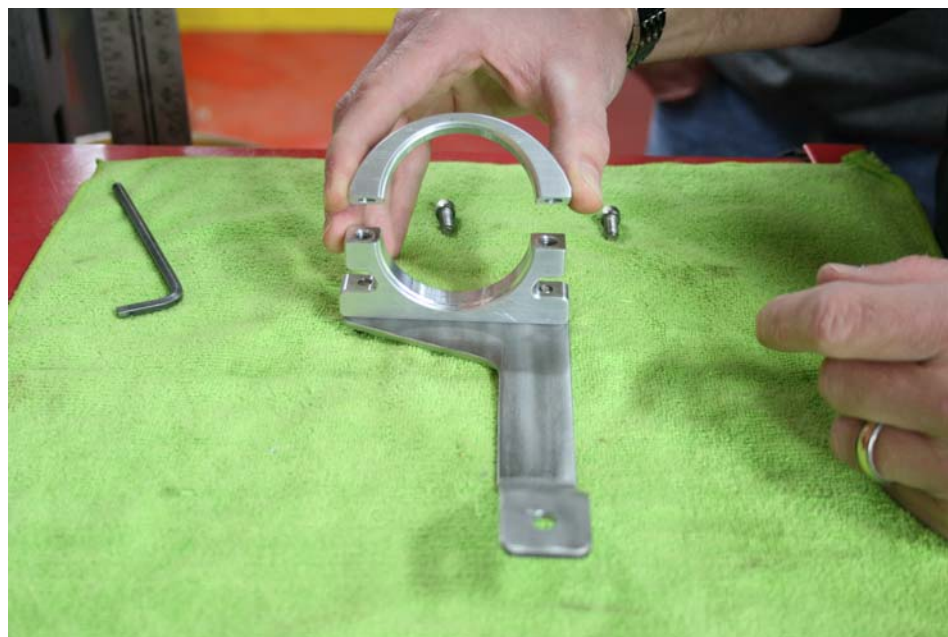
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Step 5: Install clamp saddle to stainless mounting bracket using (2) ¼-20 x 5/8 SHCS.



Step 6: Install billet clamp using (2) ¼-20 x 5/8 SHCS, do not tighten and make sure relief grooves are facing bottom of stainless mounting bracket.

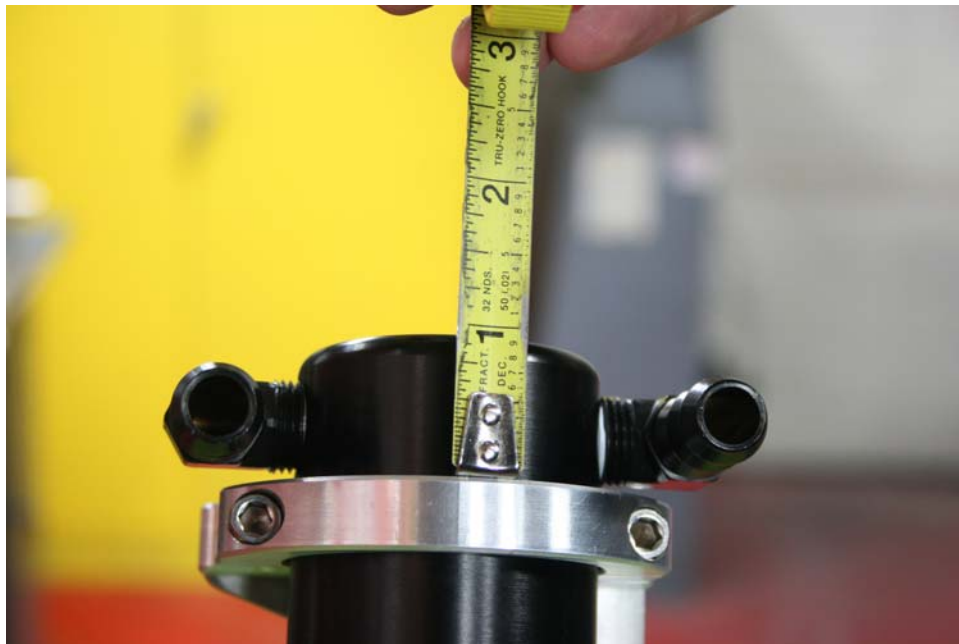
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Step 7: Install fittings in Air Oil Separator as shown using Teflon Tape.



Step 8: Insert Air Oil Separator into billet clamp, measure as shown, leaving 1" to 1 1/8" from top of Air Oil Separator to top of billet clamp.

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Step 9: Make sure bottom cup can be removed, if not adjust clamp position.



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Step 10: Locate nut and stud on rear of passenger's side of engine.

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Step 11: Remove nut and wiring bracket.



Step 12: Install assembly as shown over stud, and re-install wiring bracket and nut.

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Step 13: Insert 1/2" side of coupling into 14" length of hose.



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Step 14: Insert 5/8" end of coupling into original 90 degree elbow.



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Step 15: Route hose to Air Oil Separator and install hose to barbed fitting shown.



Step 16: Install 36" hose to PCV nipple, route hose to Air Oil Separator, and install hose to barbed fitting.

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Step 17: Re-install engine cover. 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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