



## Parts List

- (1) Air Oil Separator
- (1) Stainless Mounting Bracket
- (1) Billet Clamp
- (1) Billet Saddle
- (2) 90 degree Barbed Fittings
- (2) Lengths of Hose
- (4) ¼-20x5/8 SHCS

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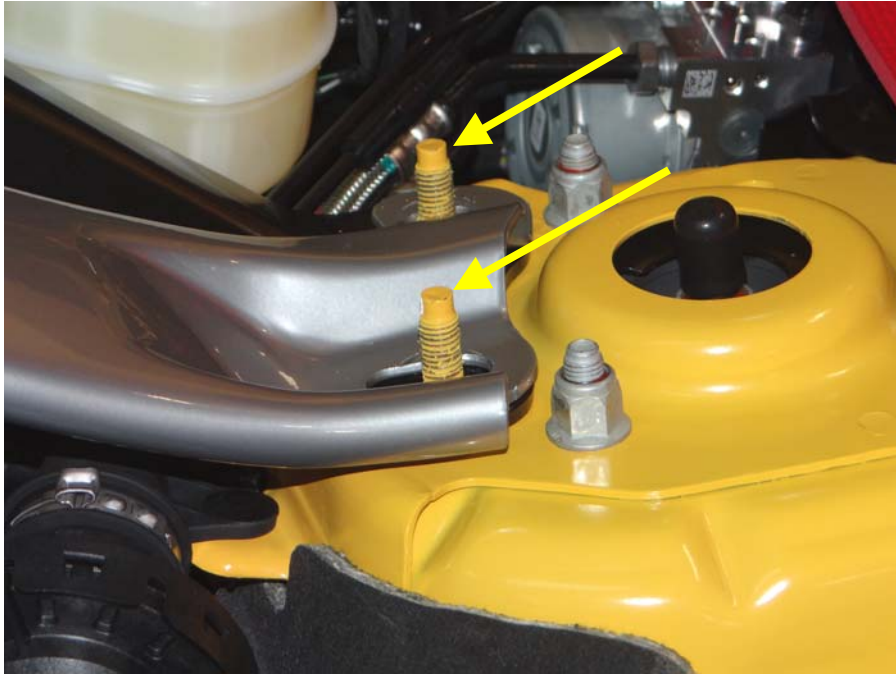


Step 1: If vehicle is equipped with strut tower brace follow steps 1 thru 4.  
If vehicle is not equipped with strut tower brace proceed to step 5.



Step 2: Remove strut tower mounting bolts on passenger's side of vehicle.

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Step 3: Remove strut tower mounting bolts on driver's side of vehicle.



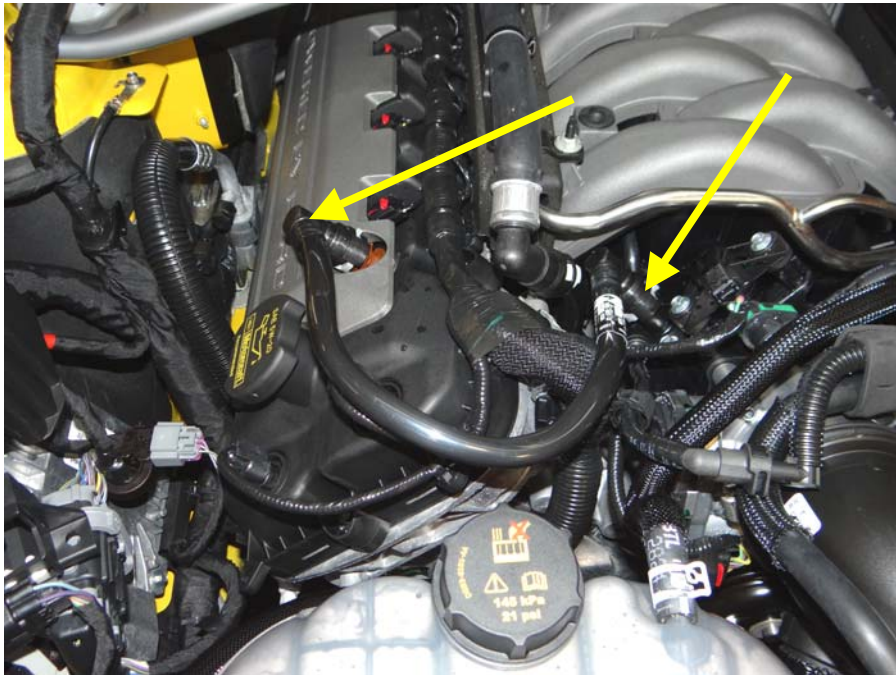
Step 4: Raise strut tower brace to allow engine cover to be removed.

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Step 5: Remove engine cover from vehicle.



Step 6: Locate PCV line.

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Step 7: Remove PCV line from vehicle.



Step 8: Slice outer jacket of PCV line using razor blade.

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Step 9: Remove 90 degree fittings.



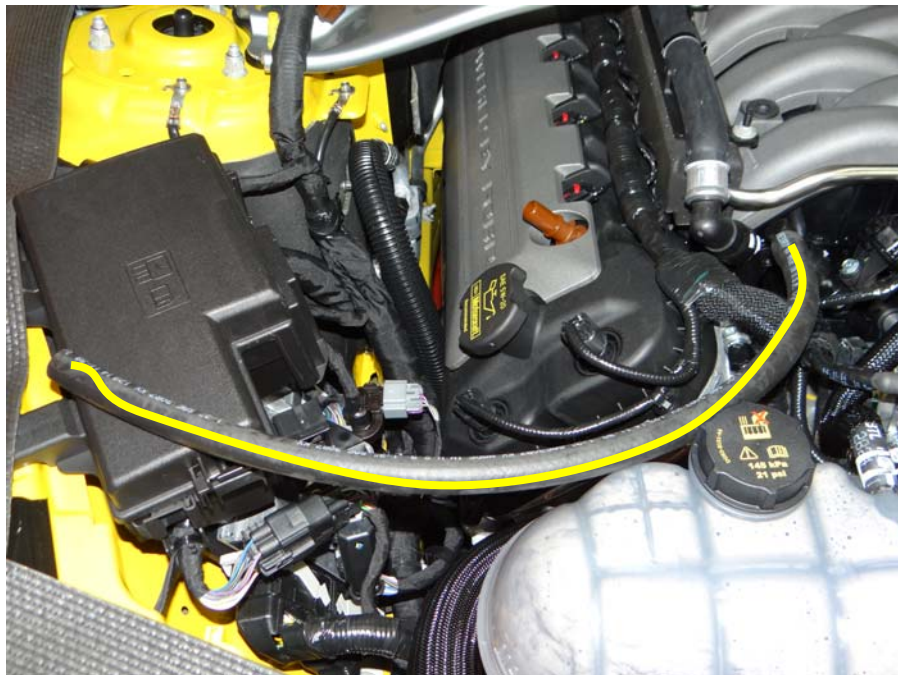
Step 10: Insert 90 degree fittings into one end of each hose provided in kit.

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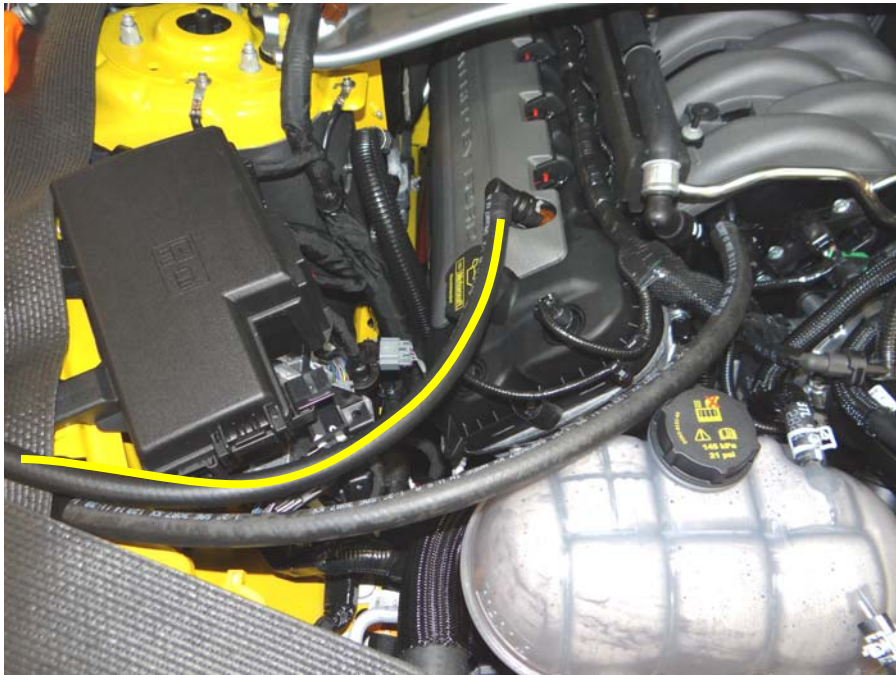
Step 11: Install (1) 90 degree fitting to intake nipple.



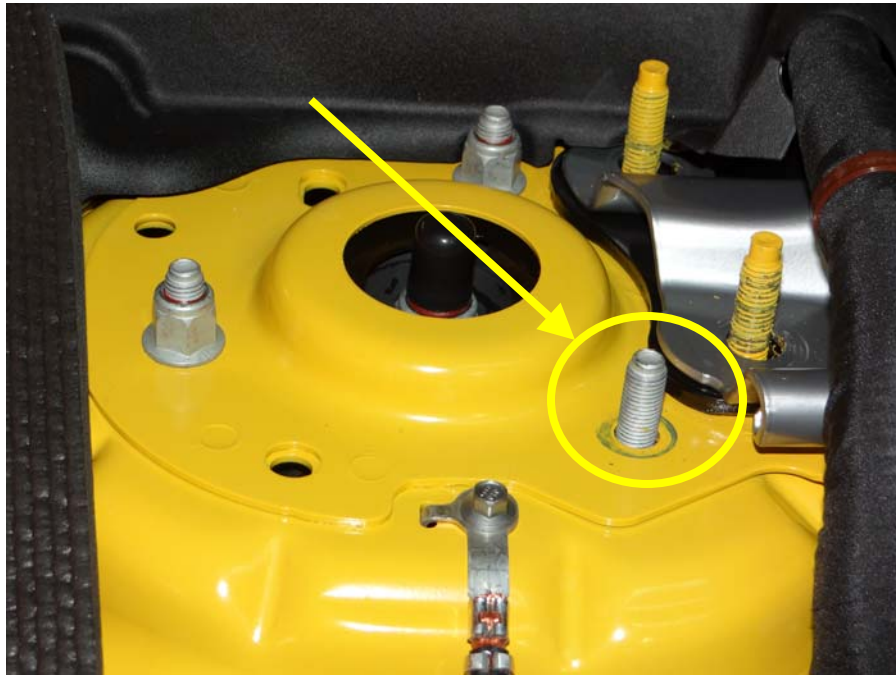
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Step 12: Install 2<sup>nd</sup> 90 degree fitting to valve cover nipple.



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Step 13: Locate and remove strut tower mounting bolt as shown on passenger's side of vehicle.



Step 14: Install stainless mounting bracket as shown.

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Step 15: Assemble billet clamp to billet saddle using (2) 1/4-20x5/8 SHCS.



Step 16: Assemble clamp assembly to stainless steel mounting bracket using (2) 1/4-20x5/8 SHCS. Make sure reliefs are facing down.

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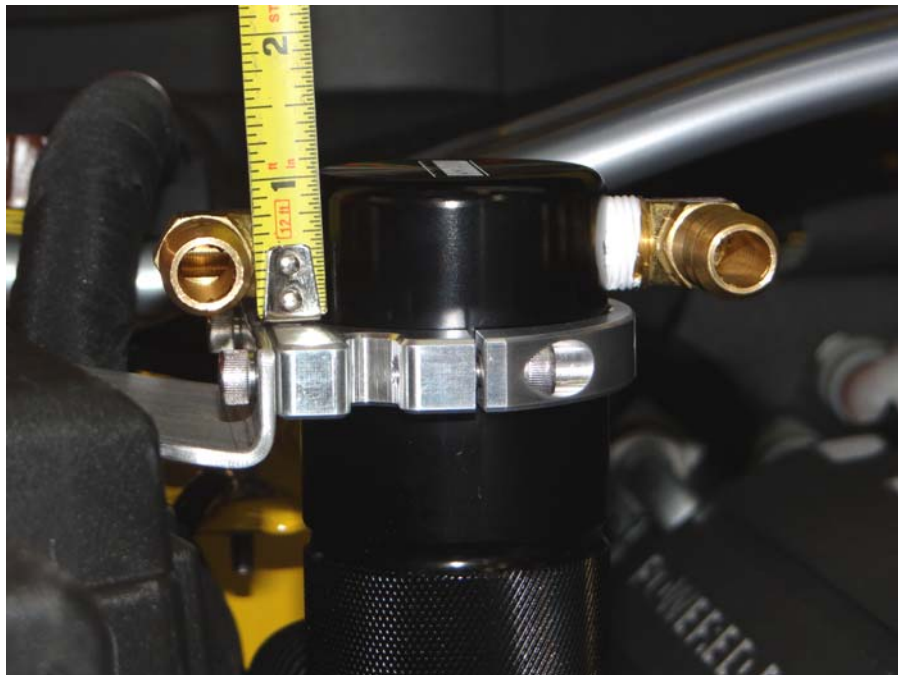
Step 17: Assemble air oil separator as shown using Teflon tape on fittings.



Step 18: Insert air oil separator into billet clamp.

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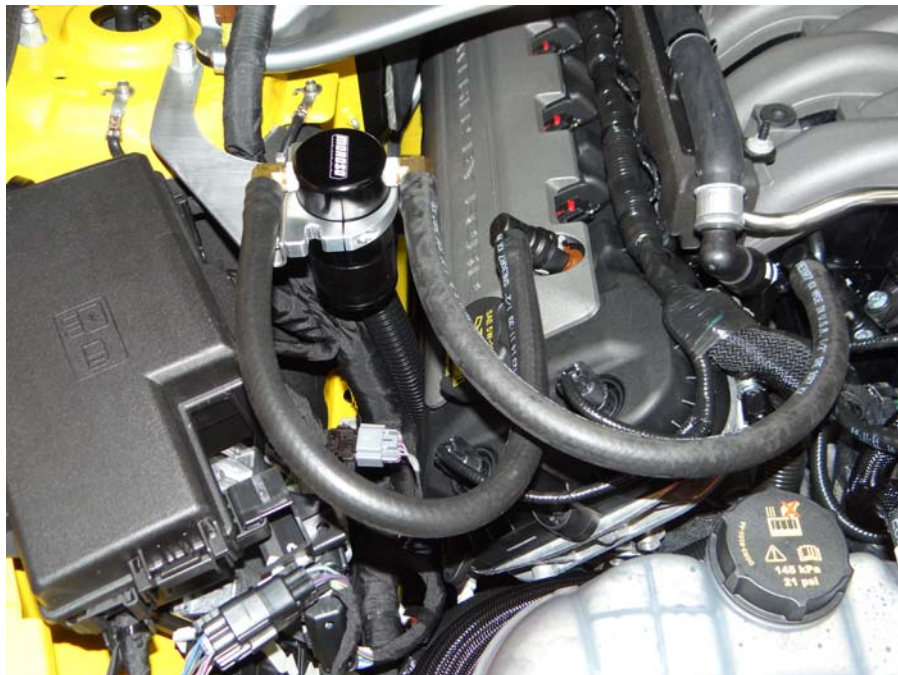
Step 19: Set height as shown to 1" – 1 1/8" and tighten clamp.

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Step 20: Install hoses to air oil separator as shown.



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Step 21: Re-install engine cover.



Step 22: Re-install strut tower brace if equipped.

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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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