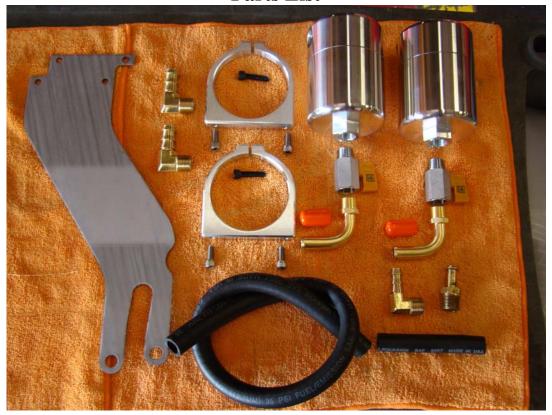
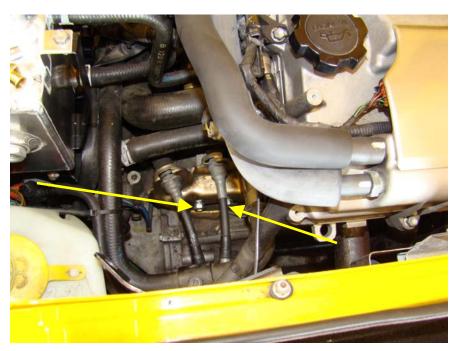


Parts List



- (2) TANK BODIES
- (2) BILLET CLAMPS
- (2) BALL VALVES
- (2) 90 DEGREE DRAIN FITTINGS
- (2) 90 DEGREE 1/2" BARBED FITTINGS
- (1) 90 DEGREE 3/8" BARBED FITTING
- (1) STRAIGHT 3/8" BARBED FITTING
- (1) STAINLESS STEEL BRACKET
- (1) LENGTH OF 3/8" I.D. HOSE
- (1) LENGTH OF 1/2" I.D. HOSE
- (2) DRAIN CAPS
- (4) 1/4 X 20 SHCS X 5/8
- (2) 1/4 X 20 SHCS X 1

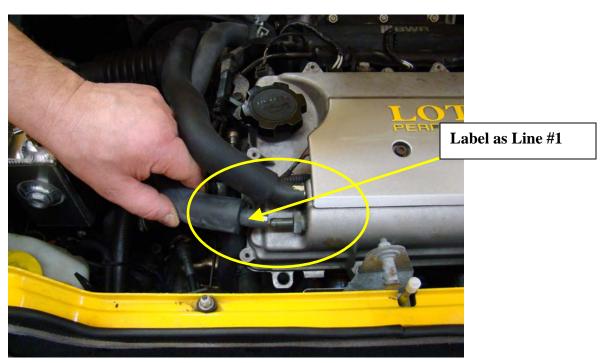


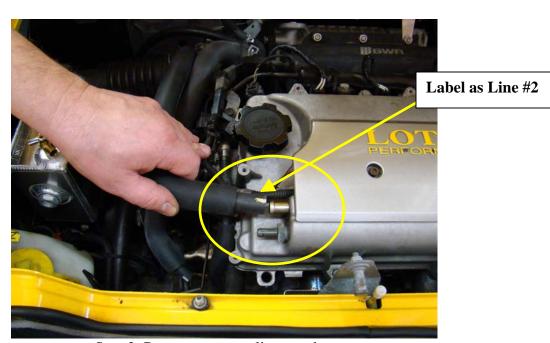




Step 1: Locate and remove shifter cable mounting bracket bolts.







Step 2: Remove vacuum lines as shown.







Step 3: Install stainless mounting bracket as shown.





Step 4: Install and tighten stock mounting bolts.



Step 5: Install ¼-20x1 SHCS as shown in both billet clamps, do not tighten.

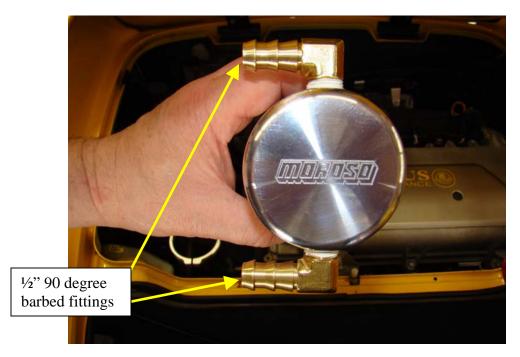






Step 6: Install and tighten billet clamps to stainless mounting bracket using (4) ½-20x5/8 SHCS.



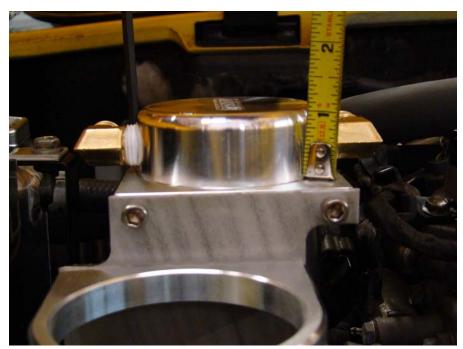




Step 7: Assemble front Air Oil Separator as shown using Teflon tape on all fittings make certain that ball valve is in the closed position.

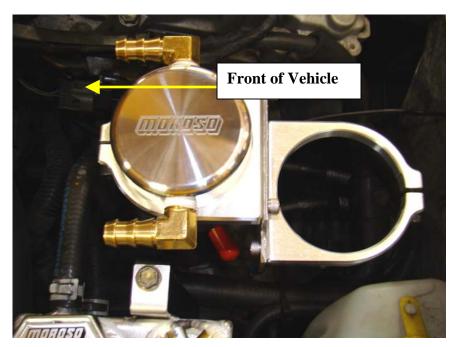






Step 8: Insert Air Oil Separator into front billet clamp and tighten, barbed fittings will need to face to the front of vehicle.



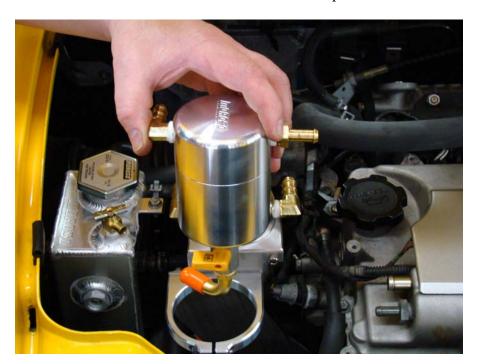








Step 9: Assemble rear Air Oil Separator as shown using Teflon tape on all fittings make certain that ball valve is in the closed position.



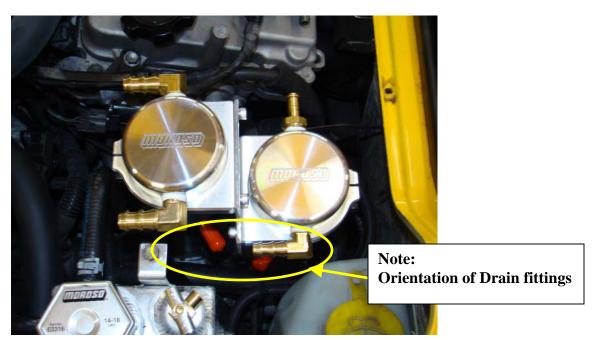


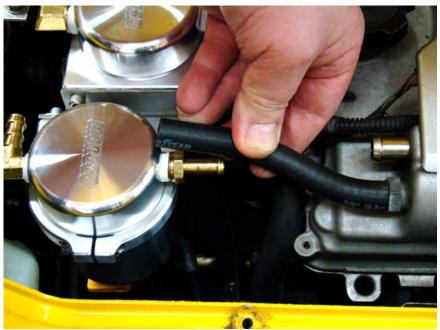


Step 10: Insert Air Oil Separator into rear billet clamp and tighten.









Step 11: Insert one end of 3/8" I.D. hose over nipple shown, mark other end at desired length and trim.







Step 12: Insert cut end over barbed fitting as shown.





Line #1

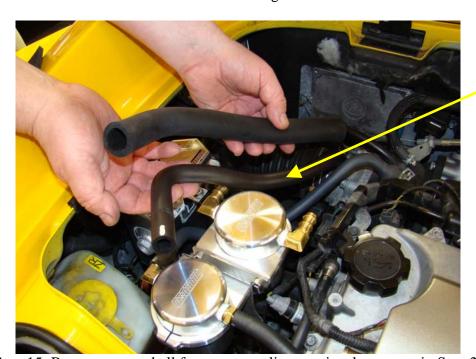
Step 13: Remove outer shell from vacuum line previously remove in Step 2.







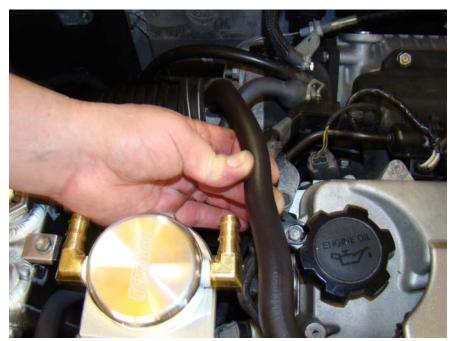
Step 14: Route Line #1 as shown to rear Air Oil Separator and insert line over 3/8" barbed fitting.



Line #2

Step 15: Remove outer shell from vacuum line previously remove in Step 2.





Step 16: Place line next to fitting and mark desired length.

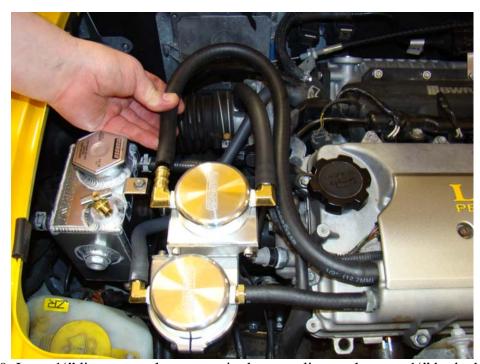


Step 17: Cut line.





Step 18: Insert line over barbed fitting.

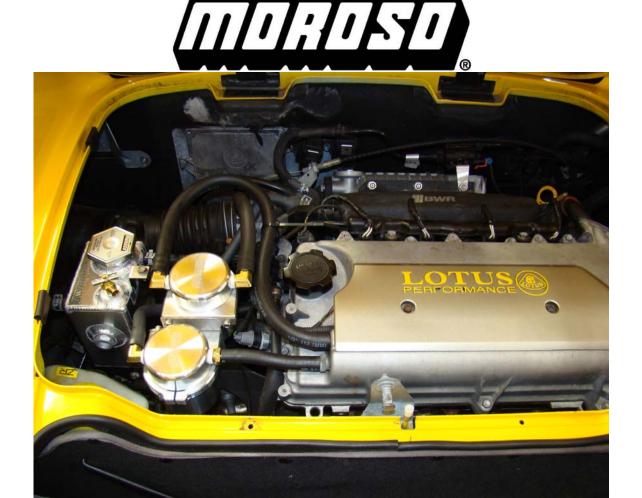


Step 19: Insert 1/2" line over valve cover nipple, route line as shown to 1/2" barbed fitting.





Step 20 : Insert line over barbed fitting.



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.

There are several different methods to draining Air Oil Separator. The first and simplest method is to place a cup or MOROSO part # 65805 under drain elbow and open ball valve, once draining is complete close ball valve. The second method is to run a length of ½" hose from elbow to under carriage of vehicle and place drain pan under vehicle at this time open ball valve, when draining is complete close ball valve. This hose may also be permanently installed for future draining.