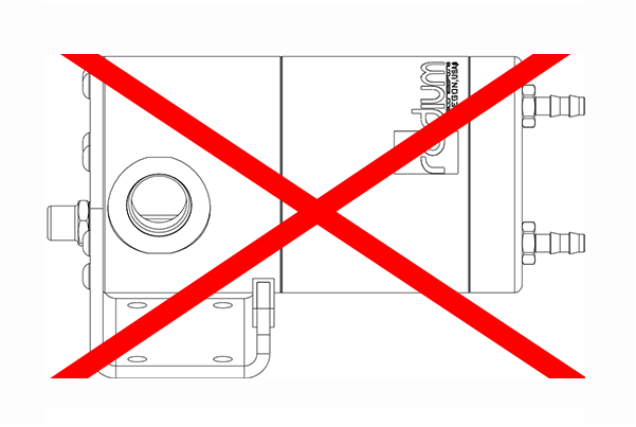
INSTALLATION INSTRUCTIONS

Air/Oil Separator
Universal

1. Find a suitable mounting location for the AOS. It must be high enough where the collected oil can freely flow back into the oil pan with gravity. Do NOT mount the AOS horizontally. The AOS should be mounted vertically allowing oil to drain properly. The AOS can be rotated 360 degrees around the mounting bracket's slotted holes.

Sandwich the included rubber trim between the mounting bracket and the can. Apply a medium strength thread locker to the included M5x.8mm screws and torque to 68 in-lbs. Once properly clocked, the AOS can be bolted to the bracket. Using a 3mm Allen wrench, tighten the 7 included M5 bolts to the AOS.



2. Find a water line connection on the engine that can be used to heat the AOS. Be sure that the coolant through this hose is circulated when the thermostat is both open and closed. A typical source is at the throttle body. The included 4AN ORB adapter fittings (shown) use barbs suitable for 5/16" (7-8mm) hose. When connecting to the AOS, be sure to use coolant rated "heater" hose.

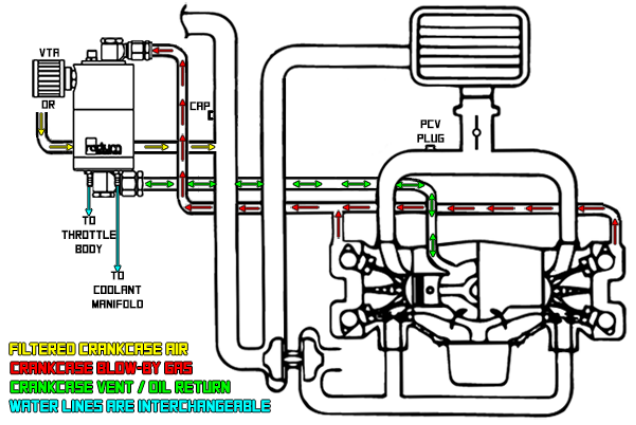
Lubricate the O-rings on the 2 small hose barb adapters with light oil. Next, fully tighten these fittings into the bottom cap of the AOS.

3. Shown is an example of how a typical engine's crankcase ventilation would be plumbed in an AOS system. NOTE: The crankcase blow-by gas input and the filtered crankcase air output can be plumbed to either the top or side ports of the AOS can.

If equipped, the OEM PCV valve is commonly removed and/or plugged.

A return to the oil pan will need to be figured out. Some engines may require the oil pan to be removed and a welded.

See the next step to choose how to plumb the filtered crankcase air.



4. **Option1:** To run the AOS in a VTA (vent to atmosphere) configuration, simply install a breather filter, such as Radium P/N: 20-0050 (as shown) to the top or side port.

Option2: To recirculate all filtered PCV gases back through the engine to be burned, connect a hose from the top or side port to the intake system upstream of the turbo or supercharger (if equipped).

Start the vehicle and check for leaks in the coolant system. Top off cooling system, if necessary.