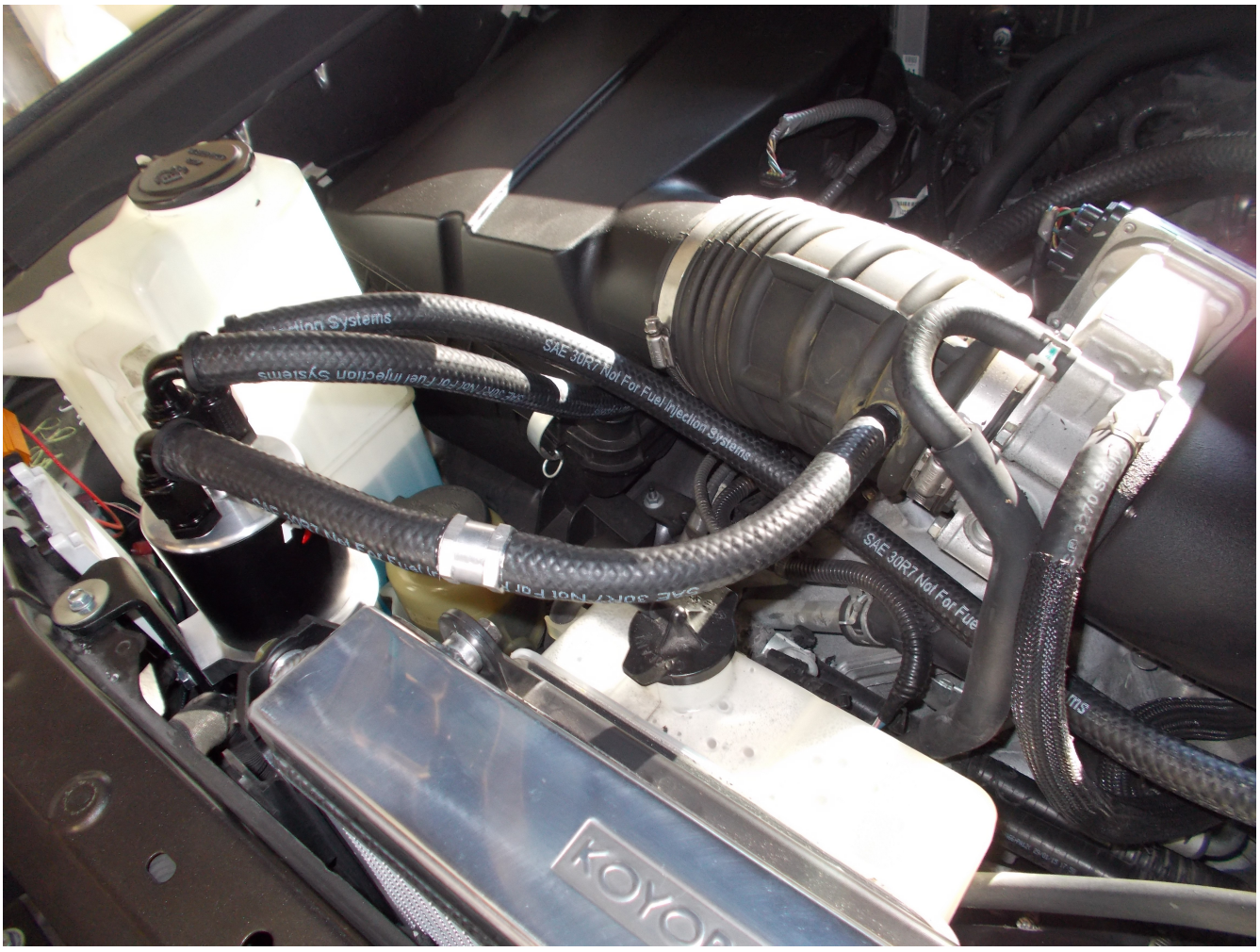
Toyota Tundra Supercharged
Installation Instructions.

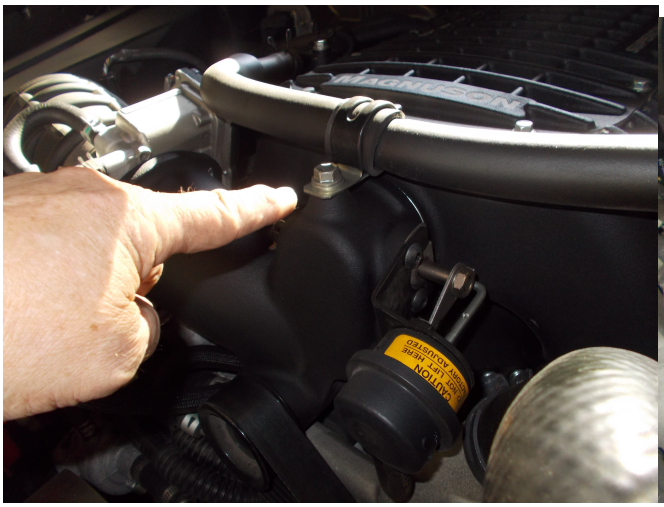
Before we start, you will need some basic tools. Screw driver, 11mm socket and open end wrench, 10mm socket, and a way to cut the hose to length. Safest is with a hose cutter, but a sharp knife will work, just be carefull. Also, a can of WD40 will assist in sliding hose over and hard to fit barbs.

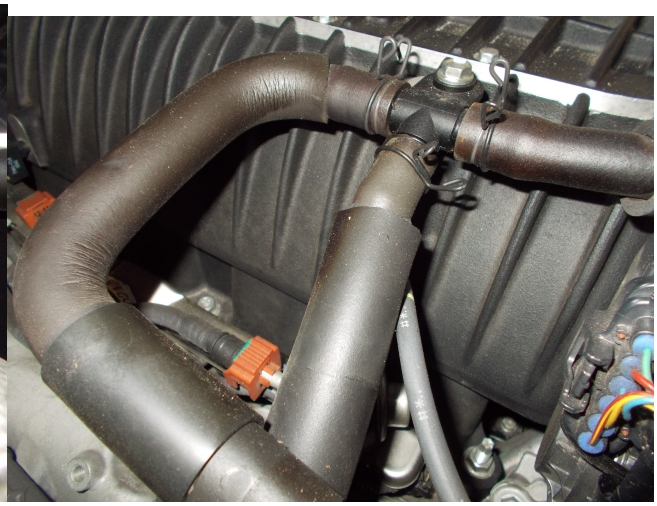
We will start with mounting the can:



Above you can see there are some weld dimples in the core support, drill a 3/8” hole and use the included bolts and washers to secure the medium L bracket. Also, make SURE when sliding the clamp up over the can you spread the gap with a flat blade screw driver to avoid scratching the finish.

Next we will remove the line that bridges both valve covers and then T's to the back side of the main intake air tube.





This will be replaced with a single length of hose that bridges both toegther with no T in it. Then you will replace the oil fill cap with the CSS (cleanside separator) and run a hose from it to the barb located on the backside of the main intake air tube that used to T into the OEM bridge hose you just removed.

Now we will move on to the can connections themselves. Note, the center of these separation systems is ALWAYS the inlet for the contaminant laden vapors from the crankcase, and the outer fittings are the outlets. There are two outlets as these systems provide additional evacuation suction sources to aid in evacuation when it is needed most, at WOT and hard acceleration preventing pressure from ever building to begin with. This keeps your engine oil cleaner longer, and prevents most of the detonation caused by oil mist ingestion. Also aids in piston ring seal and stability.

Following this picture below, you can see the center of the can will run directly to the valley cover PCV barb. There is a reducer included in all kits with a small section of 3/8" hose as the barb from the PCV may be smaller than the rest of the hose and barbs.

Note! Early kits did not have this included, so if needed please contact us and we will send it right out. If time is a factor, any hardwar store should have a 1/2"x3/8" reducing barb and any autoparts store the 3/8" trans cooler hose.

The hose from the valley PCV barb to the centr of the can does NOT get a checkvalve inline.

Also note you will not need clamps on most of these connections. Push-lock AN fittings and the other barbs will fit secure and not come apart.

One outer fitting with checkvalve flowing AWAY from the can, will connect to the vacuum barb located on the driverside low front of the supercharger inlet housing.

This will provide most of the evacuation suction needed to proper clear the crankcase and prevent pressure from building. The checkvalve will prevent any back-flowing as well. The opposite outer fitting from can with checkvalve inline flowing away from the can will connect to a barb you drill and insert into the intake tube as close to the throttle body inlet as possible. This will give additional evacuation capacity when under hard acceleration and at WOT when it is needed the most. The incoming airflow traveling past this barb inside the tube will generate vacuum/suction as the air flows past. This is due to the Venturi Effect.

This completes the installation. Make SURE to check the rate your can fills by draining first at 1000 miles. Do not let the can fill more than 1/3rd of the way full to maintain peak effectiveness.

What your system will trap is far more than oil, in fact the make up of what s caught is usually as follows:

70% water and acids. 23% un burnt fuel. And 7% is oil saturated with abrasive particulate mater. This MUST be disposed of as any drain oil is. Do not pollute!

Drain with engine warm and not running. In cold weather the amount of water will be more than in warm weather.

ONLY run a good full synthetic motor oil.