

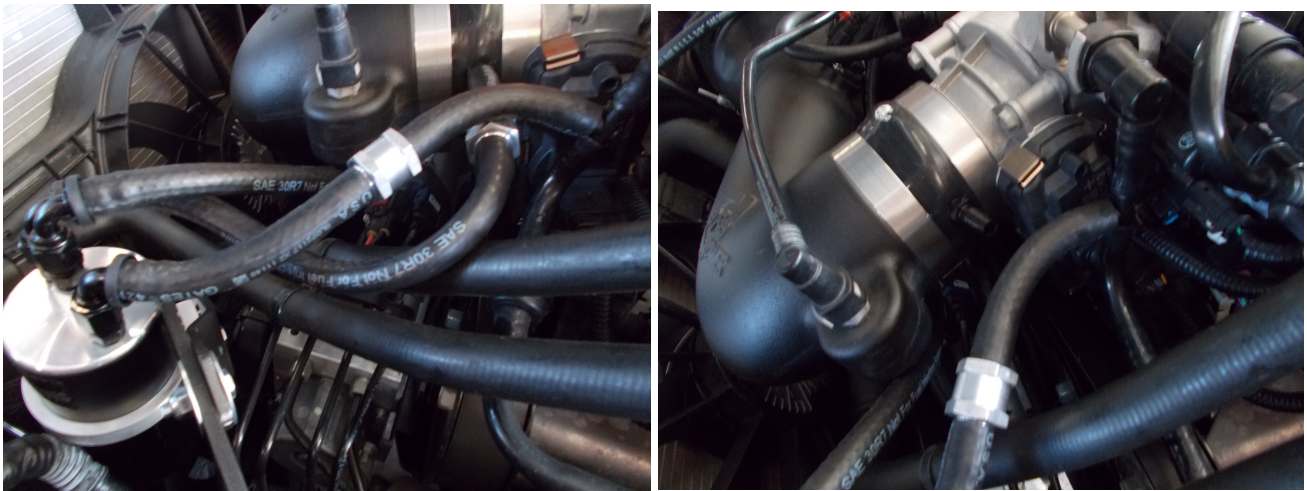
## Part 2

How you will be routing the hoses is as follows:

Center fitting on can direct to brass fitting on diverter.

One outer fitting with checkvalve inline flowing AWAY from the can to the T you install shown on next page installed at SC inlet housing that leads to brake booster.

Second outer fitting on can with checkvalve flowing away from can to a barb you drill and install just in front of throttle body as shown in next page pictures. We will go over the Cleanside in the following pages. Make sure to re install SC base and plenum cover.



We include plenty of hose, so make sure to keep radius's from kinking.

Now we will move to the cleanside separator. In the passenger side rear corner of the engine compartment is the oil tank for the dry sump. You will remove the OEM oil fill cap and take the plastic base of the cleanside and install it in place of the old cap. Then simply push the billet cleanside into the base cap. In the future to add oil you can just pull the CSS out to add oil. Unsnap the front most barb on the oil tank and snap it onto the barb on the CSS. Then locate the hard plastic line that connects to the center of the passenger side valve cover. Make SURE you get the correct line! It runs between the sump tank and the center top of the passenger valve cover. Cut it where shown and insert a T so you can now connect the front most barb from the oil sump tank to this T.



Now re-install the hood air deflector and make sure all connections are secure and the drain valve is closed on the can. Check the can to determine the amount your engine is trapping and you can most likely go from 2,000-5,000 miles (depending on how driven) before it needs to be emptied. Please dispose of the contents as you would any drain oil in proper recycling tanks at most auto parts stores.