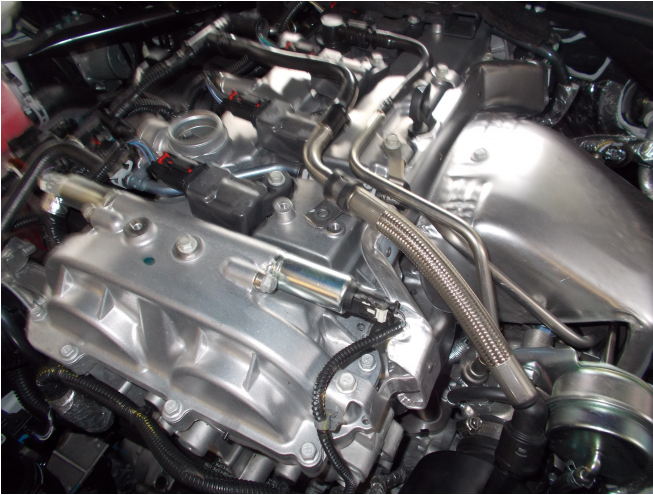


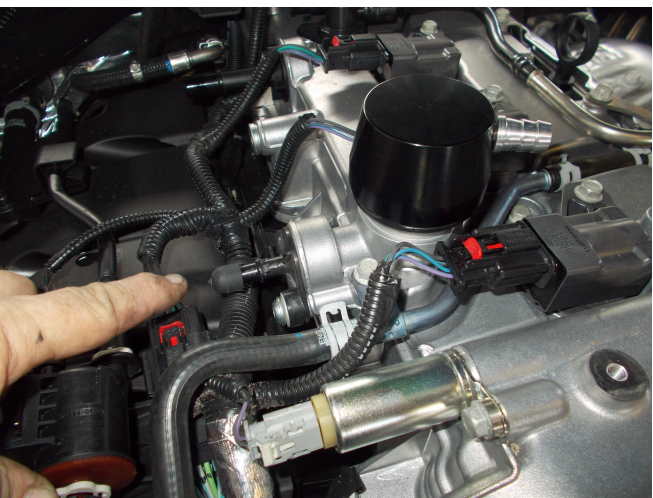
Camaro and ATS 2.0T Installation Guide

First step is to remove the plastic engine cover. Use a medium flat blade screw driver and remove oil fill cap. Place oil fill cap in a box to save if you wish to revert back to stock at any time. Same with all stock parts.



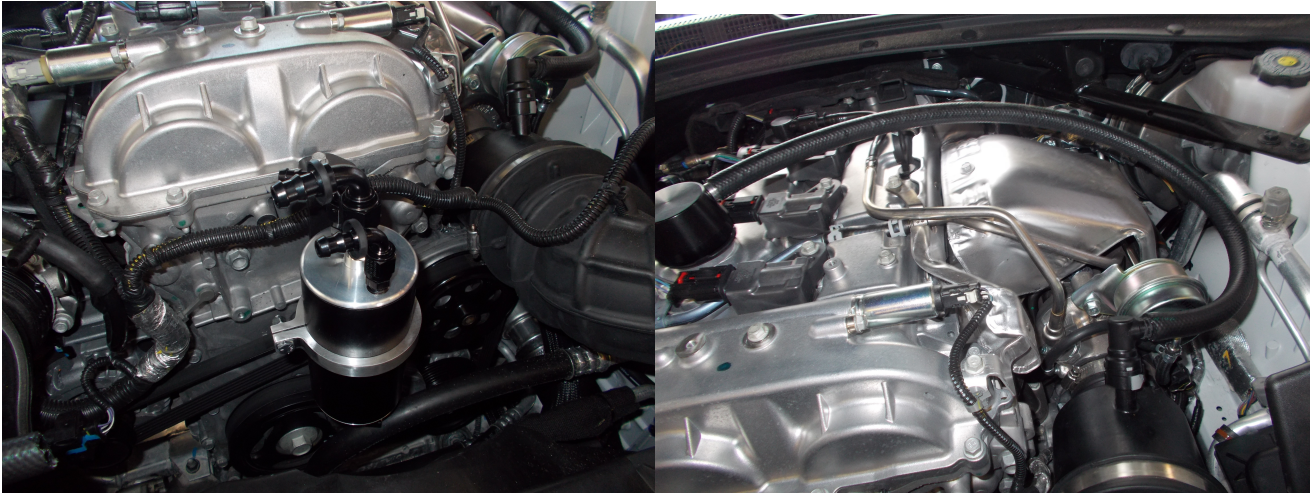
In the above left picture, you will remove the entire stainless braid and plastic tube assembly. Grasp and pull firmly and they will separate. The 90° fittings we supply will snap onto the factory barbs. These should come pre-cut and plug and play the correct length.

We will be placing a vacuum cap on the smaller barb coming from the oil fill cap location: The billet plug on the right will snap into the small barb the originally

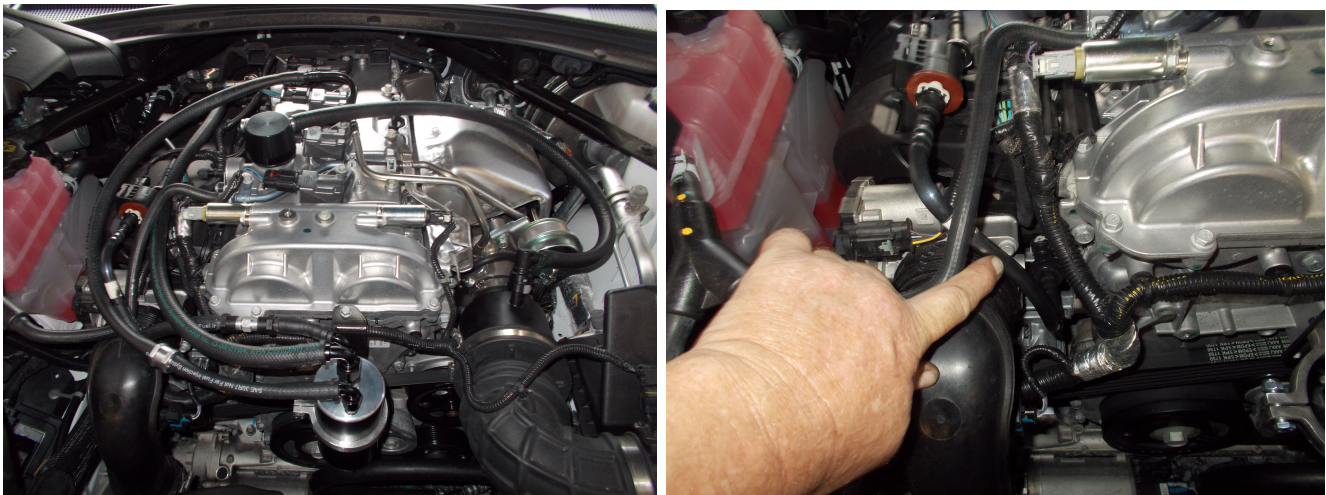


connected to one part of the stock lines you removed.

Now, we will mount the can as shown to the center bolt on the front of the valve cover: Make sure to spread the clamp with a flat blade screw driver to avoid scratching the can!

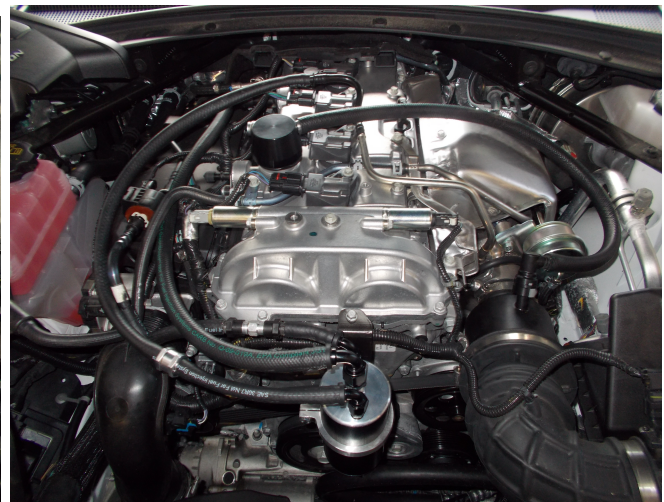
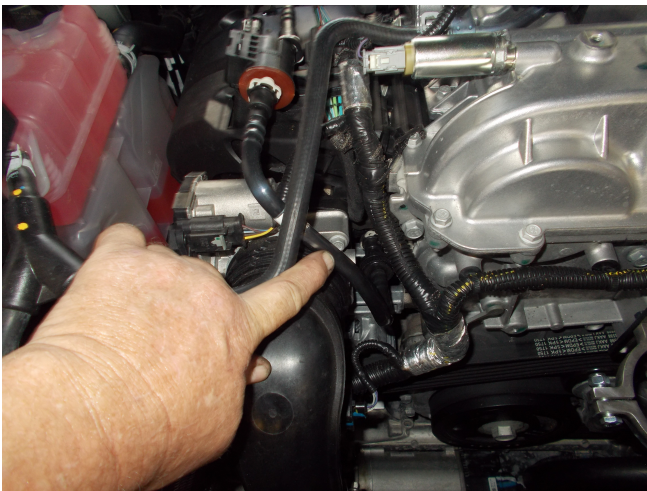


Above right shows the cleanside connections. The billet CSS will install after the plastic cover is on the engine, and to add oil in the future just pull straight up on the CSS. The hose will come cut to length with the 90° snap on fitting already in place. This is now how the filtered fresh MAF metered air enters the crankcase. This incoming air flushes and makes up for the foul contaminant laden vapors being evacuated (sucked out) the rear most large diameter barb at the left rear of the valve cover. Run a 1/2" hose with the 90° snap on fitting to the center of the can. This routes all of the vapors into the can which then separates up to 95%.



One outer fitting on can w/checkvalve flowing away from can will connect to the hard line going from the turbo inlet.

Now we have the intake manifold vacuum. This will provide evacuation suction on the crankcase when at idle, light cruise, and deceleration when there is no boost pressure present. This is critical as GM ONLY uses the turbo inlet suction so unless you were in boost, no evacuation takes place and this is when the damage and wear causing compounds settle and mix with the oil. So, we cut the hard plastic line that runs from the lower portion of the intake manifold to the evap solinoide. Note, there is NO auxillary vacuum pump on this system! We install a T as shown and a high pressure checkvalve (with the balck plastic barbs) flowing away from the can. This will also come preconfigured with a flow restricting fixed orifice inline to regulate the amount of vacuum:



Finally make sure the drain valve is closed, and start and make sure there are no vacuum leaks. Reinstall the plastic cover and install the CSS oil cap base, then push in the CSS itself:

