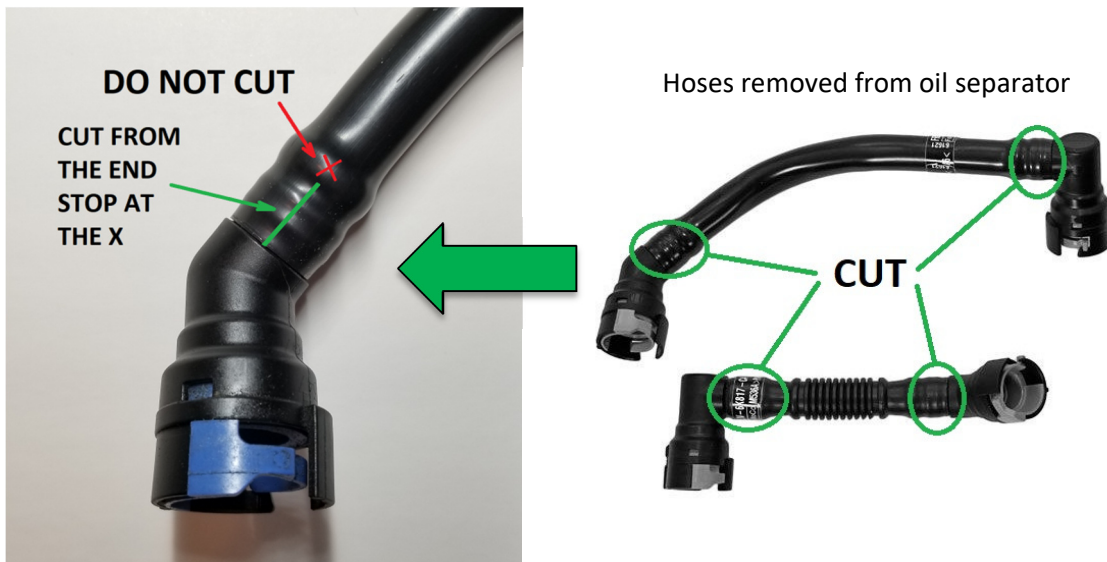


Ford Performance Oil Separator Relocation Kit Installation.

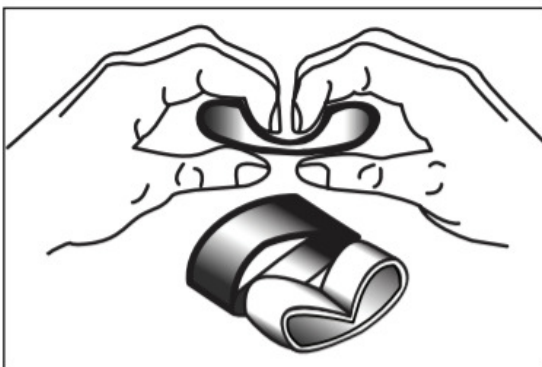
Designed by Mustang6G member: StangTime

1. Prepare the PCV hoses from the Ford Performance Oil Separator (PN M-6766-A50A). The oil separator comes with 2 hoses, the fittings will need to be removed and re-used on this kit. Cut the hard plastic tube at the ends just deep enough to barely cut through the pipe along the length of the fitting. AVOID CUTTING THE BULGE POINT WHERE THE O-RING IS LOCATED (SHOWN BY THE X BELOW).

After cutting, pry the plastic tube apart to remove the PCV fittings. You will end up with two 90 degree and two 45 degree fittings. Wipe off any oil.



2. Separate the Gates heat shrink clamps from the shipping sleeves.



3. **CAUTION: Braided hose contains steel reinforcement wire. Watch for possible sharp ends!**
Slip 2 Gates heat shrink clamps over the short braided hose. Insert the 90 degree fittings on each end. The LEFT side fitting must POINT HORIZONTALLY and the RIGHT side fitting must POINT DOWN. 90 DEGREE FITTINGS MUST GO ON THE SHORT HOSE. (See Step 12 and 14 for correct orientation of short hose fittings).



4. Slip 2 Gates heat shrink clamps over the long braided hose. Insert the 45 degree fittings on each end as shown. 45 DEGREE FITTINGS MUST GO ON THE LONG HOSE.



5. Using a heat gun on high, gradually apply heat to each clamp one at a time. Observe when the clamp starts to shrink. Check & adjust the position before completely shrinking. Avoid over heating the braided hose or the fitting. The heat shrink clamps are fully contracted when the surface changes to a glossy finish. Watch for this change in surface gloss and stop. Clamps are one-time use only. (DO NOT USE OPEN FLAME FOR HEAT SOURCE).
6. Completed hose assemblies should look like this:

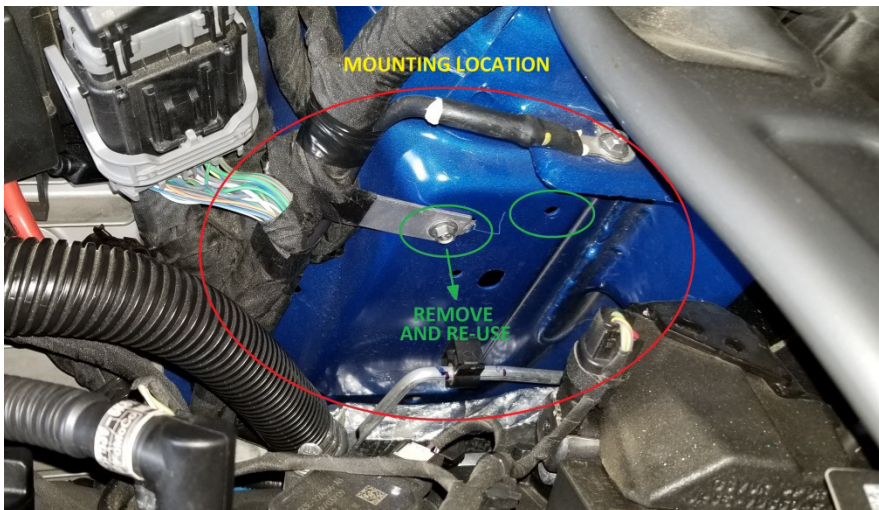


NOTE! Use the natural curve of the hose. Do not bend, twist, or kink the hose. The fittings may be rotated carefully if needed.

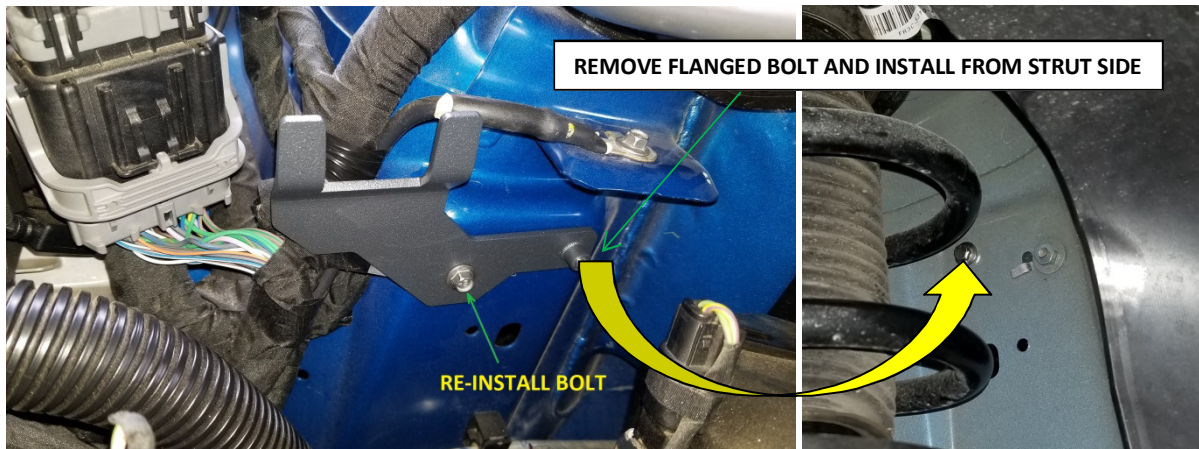
Close up showing a correctly installed clamp:



7. Start car and turn the steering wheel to the far right. Shut off the car and open the hood.
8. Remove the plastic engine cover. The strut brace will need to be removed first. (Engine cover may be reinstalled later but will require cutting to allow clearance for the oil separator. See Page 6 for details).
9. Remove the wire harness hex bolt shown circled below using an 8mm socket. Leave the wire harness bracket in place on the strut tower. Position the new oil separator bracket so the pre-installed flanged bolt threads sit in the mounting hole shown by the green circle on the right. This will help align the bracket for step 10.



10. Insert the wire harness hex bolt through the oblong hole in the oil separator bracket in the upper position and finger tighten the bolt to hold the bracket to the strut tower. Unthread the flanged bolt from the Riv-nut without moving the bracket. Reach into the passenger front wheel area behind the coil spring. Install the new bolt through the strut tower hole. The hole and threads should be aligned from the previous step. If not, loosen the front hex bolt on the inside of the strut tower and adjust. Shining a light source through the hole can help. Tighten both bolts with an 8mm socket and torque to 9 ft-lbs. (Some coil springs may hinder access here. Hand tighten using an open end wrench)



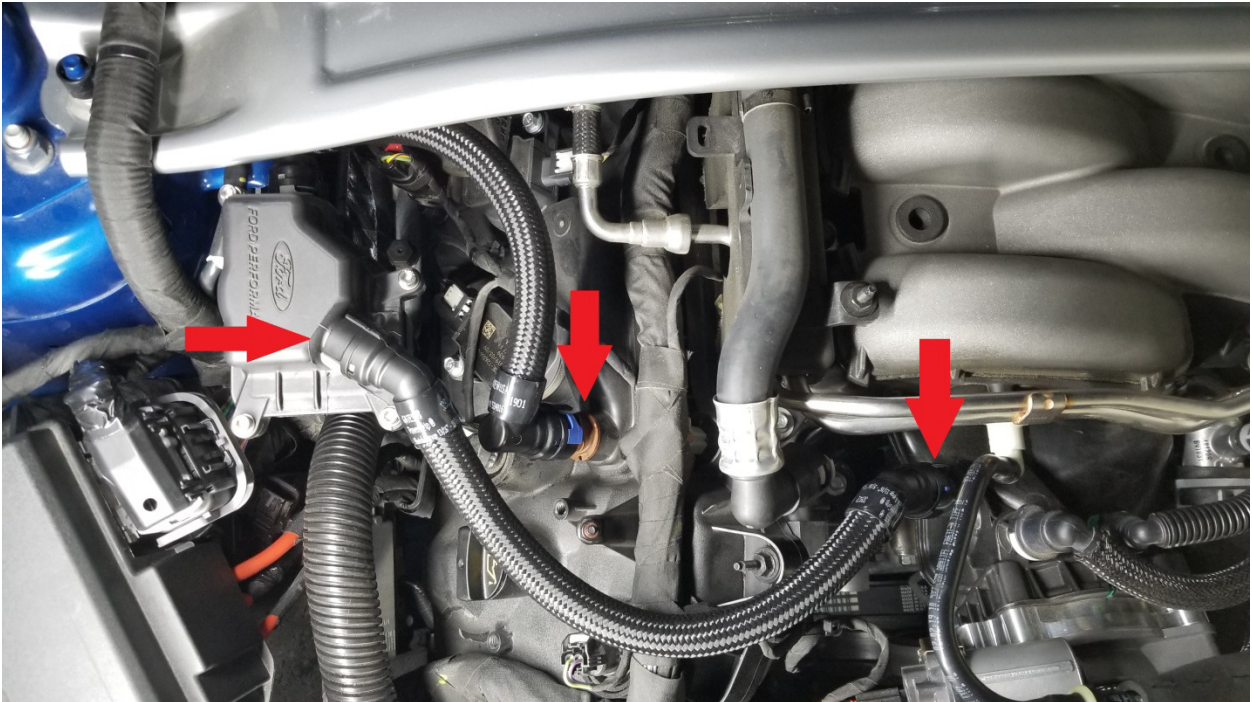
11. Remove the old OEM PCV hose on the passenger side if it was installed.
12. Push the short hose PCV fitting onto the inlet port of the oil separator until it locks on.



13. Tuck the fitting under the strut tower brace (if present) and slide the oil separator onto the mounting brackets tabs.



14. Push the end of the short hose to the PCV valve on the valve cover. Attach the long braided hose with the 45 deg. fittings to the outlet port on the separator and attach the other end to the intake manifold port. Check that all hose ends are locked and installed properly.



15. Installation of the oil separator is now complete.

16. ENGINE COVER: Two engine cover trimming options are possible depending on how you want to access the oil separator when it comes time to empty. A jig-saw or scroll-saw is the best way to trim the plastic. A rotary tool (I.E. Dremel) is not recommended as the speed is too high and melts the plastic. Mask the top surface of the engine cover with masking tape. This will protect the surface and pencil lines can be clearly seen. Measure and mark. Use the reference locations shown with dotted lines to measure from. A suggestion is to make the first cut smaller than what is marked in pencil. Do a trial fit and then remove more material if required. This will allow a margin of error to correct any mistakes. Measure twice, cut small, and then make your final cut.

1. For cars WITH STRUT TOWER brace, it is suggested to leave the engine cover off as this will make maintenance much easier. If the engine cover is to stay, follow the cutting dimensions shown in BLUE. The larger cut-out shape provides access to the fasteners on the oil separator lid. To empty the oil separator, remove all 4 fasteners around the lid. (Use extreme caution or place a towel around the area when working to avoid dropping the screws into the engine bay). Lift up the lid enough to insert a section of flexible airline tubing down into the oil on the bottom. Draw the oil out with a syringe. Reattach the top of the oil separator with the fasteners.
2. For cars WITHOUT STRUT TOWER BRACE, the engine cover can be removed fairly quickly without having the strut tower in the way. The hoses can be unclipped and the oil separator dumped out. This option is more preferred. Once the engine cover is removed, there is easy access to the oil separator. Follow the cutting dimensions shown in YELLOW for a slightly better looking option.

See next page for suggested cutting dimensions.

