Made in USA

S197-1050 Tru-Billet Oil Separator Installation Instructions

Thank you for your purchase of SilverHorse Racing products. Please read all directions before beginning the installation. A factory shop manual should be available for reference during installation. If, after reading these and any accompanying directions, you feel that you may not be able to complete the installation safely and properly, please seek out professional installation by certified technicians. Please read and understand our product purchase agreement (included) prior to starting installation. Vehicle should be off with key removed from ignition and in park with parking brake set prior to beginning installation. Expected installation time is 5 minutes.

TOOLS / MATERIALS REQUIRED:	
• ¾" wrench • Thread sealant • Safety glasses (please wear at all times during installation)	• Hose cutter, razor blade, or large side cutting pliers • Heat gun or blow dryer

If you have ordered a pre-cut factory hose kit:

1. Turn key to the off position and remove from ignition, making sure vehicle is in park / neutral and the parking brake is set on a flat, level surface. Open, raise & support hood.
2. Locate the rigid plastic PCV Hose going from the PCV Valve (located on the top of the valve cover) to the intake manifold. This hose will enter the intake AFTER the throttle body. The one that enters the air intake prior to the throttle body from the opposite valve cover is the INTAKE side, and is only to be used only if you are installing two separators, where the intake side is only for blowback on quick throttle close.
    a. On 2005-10 GT Models, the hose is at the front of the driver's side valve cover
    b. On 2011-14 GT Models, the hose is at the front of the passenger side valve cover
    c. On 2007-14 GT500 Models, the hose is at the front of the passenger valve cover
3. Overlay the included hose halves to insure it is entering and exiting the separator correctly, and using thread sealer or similar on threads, thread barb fittings into oil separator head & tighten.
4. If you would like to double-check for proper airflow – the "Flow" arrow will point towards the intake manifold, the side going to the PCV valve (valve cover side) should have the small hole in the bottom of the separator head, and the large opening should be leading to the intake manifold side.
5. Remove the factory hose, releasing the plastic clamping with your finger and lifting the fittings off the PCV and intake. On some models, the plenum cover may need to be removed for access.
6. Snap the new hose and separator assembly into place.
7. This completes the installation. Oil separator should be checked regularly (every 500-1000 miles), and captured oil either recycled back into the engine crankcase or disposed of properly.

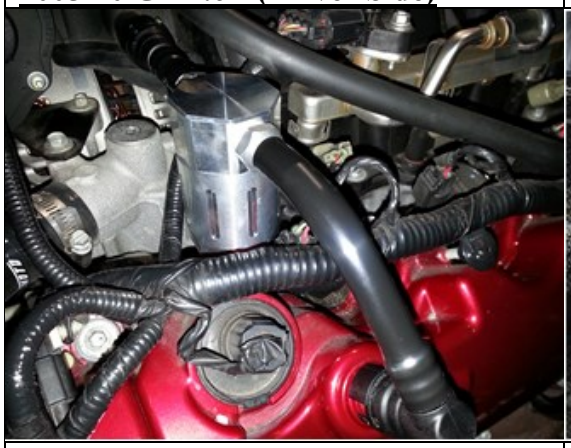
If you have ordered a Self-Install kit:

1. Turn key to the off position and remove from ignition, making sure vehicle is in park / neutral and the parking brake is set on a flat, level surface. Open, raise & support hood.

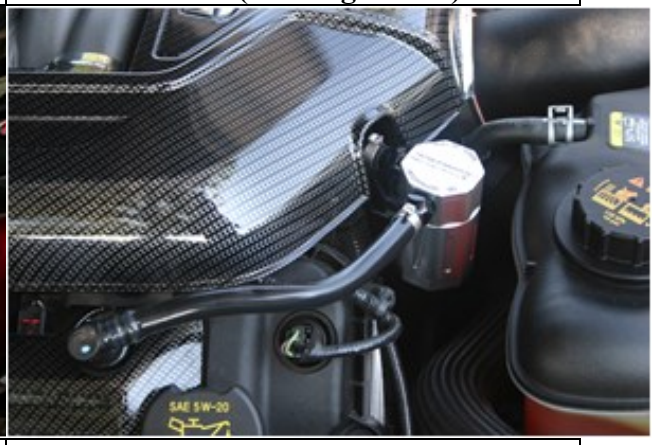
2. Using thread sealer or similar on threads, thread barb fittings into oil separator & tighten.
3. Locate the PCV Hose going from the PCV Valve (located on the top of the valve cover) to the intake manifold. This hose will enter the intake AFTER the throttle body. The one that enters the air intake prior to the throttle body is the INTAKE side, and is only to be used only if you are installing two separators.
4. Select the location in the PCV hose where you would like to install the Oil Separator and measure out a 2" section to be removed. Cut out the 2" section.
6. Using a blow dryer or heat gun if installing to a rigid plastic hose, heat each end of the hose one at a time to make it more pliable, and install the fittings until the barbs bottom out in the hose. Otherwise you will need to clamp rubber hoses to the barbs (clamps not included).
7. Install separator with the arrow on the top pointing toward the intake manifold if you purchased a 2-port unit. If you purchased a 4-port unit, the inlet side goes to the PCV valve, and the easiest to route outlet side goes to the intake manifold. This will provide the proper flow direction to capture oil.
8. This completes the installation. Oil separator should be checked regularly (every 500-1000 miles), and captured oil either recycled back into the engine crankcase or disposed of properly.

Completed Installations:

2005-10 GT 4.6L (Driver Side)



2011-14 GT 5.0 (Passenger Side)



2012-13 Boss 302 (Passenger Side)

2007-14 GT500 (Passenger Side)

If you have any questions, feel free to contact us at the number listed below or via email.

Tech Questions: (321)-722-2813.
Email us -
Tech@SilverHorseRacing.com

"If it's not good enough for our cars, we won't make it for yours."

SEMA MEMBER