

INSTALLING TR6 CRANKCASE VENTILATION OIL SEPARATOR

- 1) Drill two $\frac{1}{8}$ " holes in the side of the right footwell to mount the separator (see Figure 1). It may be necessary to remove the battery for drilling.
- 2) Slip one end of the $\frac{3}{8}$ " hose onto the fitting on the bottom of the separator and secure with a hose clamp.
- 3) Slip one end of the $\frac{1}{2}$ " hose onto the fitting on the bottom of the separator and secure with a hose clamp.
- 4) Mount the separator to the side of the footwell with the sheet metal screws. The $\frac{3}{8}$ " hose should loop toward the firewall then cross in front of the battery, just above the throttle shaft, to the left side of the engine. It must be continuously downhill away from the separator (see Figure 2).
- 5) The $\frac{3}{8}$ " hose is used to drain the oil collected by the separator into the crankcase. If the car is equipped with an electric fuel pump, the most convenient port into the crankcase is the fuel pump hole. Install the hose fitting into the pump blanking plate using thread sealant or tape. Install the plate, cut the hose to length and secure it on the fitting with a hose clamp. If this spot is not available, the steel flange provided with the kit can be welded into the left side of the oil pan. Locate and mark a convenient place for the fitting. The recommended location is just in front of the relief valve and approximately 2" below the top of the oil pan. Remove and clean the oil pan. Clean the paint from the area, drill a 1" hole and weld on the flange. Clean and replace the oil pan and install the hose adaptor in the fitting using pipe thread sealant or tape. Route the $\frac{3}{8}$ " hose continuously downhill to the fitting, cut it to length and secure with a hose clamp.
- 6) Route the $\frac{1}{2}$ " hose from the bottom of the separator to the hose connection on the side of the valve cover, cut the hose to length and secure it with a hose clamp (see Figure 2).
- 7) Use the remaining $\frac{1}{2}$ " hose and the existing vent hoses and fittings to connect the fitting on top of the separator to the $\frac{1}{2}$ " fittings on each of the carburetors and to the carbon canister, if used. If using a Good Parts PCV kit, connect the fitting on the top of the oil separator to the PCV valve (see Figure 2).

PARTS LIST

- | | |
|--|---|
| 1 - Oil Separator with hose adaptors | 2 - Sheet Metal Screws, #10 x $\frac{1}{2}$ " |
| 1 - Hose adaptor, 90 degree $\frac{1}{4}$ " NPT x $\frac{3}{8}$ " hose | 40" - Hose, $\frac{1}{2}$ " |
| 1 - Weld flange, $\frac{1}{4}$ " NPT | 48" - Hose, $\frac{3}{8}$ " |
| 1 - Blanking Plate, fuel pump, w/ $\frac{1}{4}$ " NPT hole | 6 - Hose clamps, SAE size 6 |
| 1 - Gasket for blanking plate | 1 - Instructions |



Good Parts Inc.
Richard Good
4316 New Holland Rd.
Mohnton, PA 19540
(610)777-4457
goodparts@verizon.net

FIGURE 1

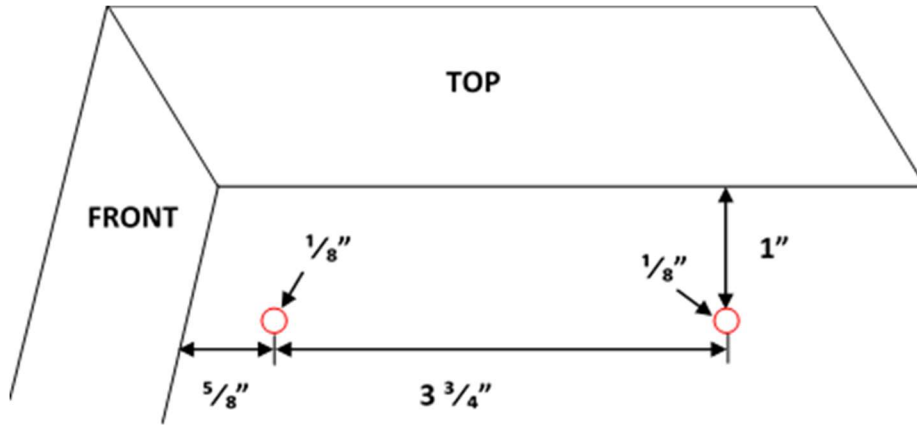


FIGURE 2

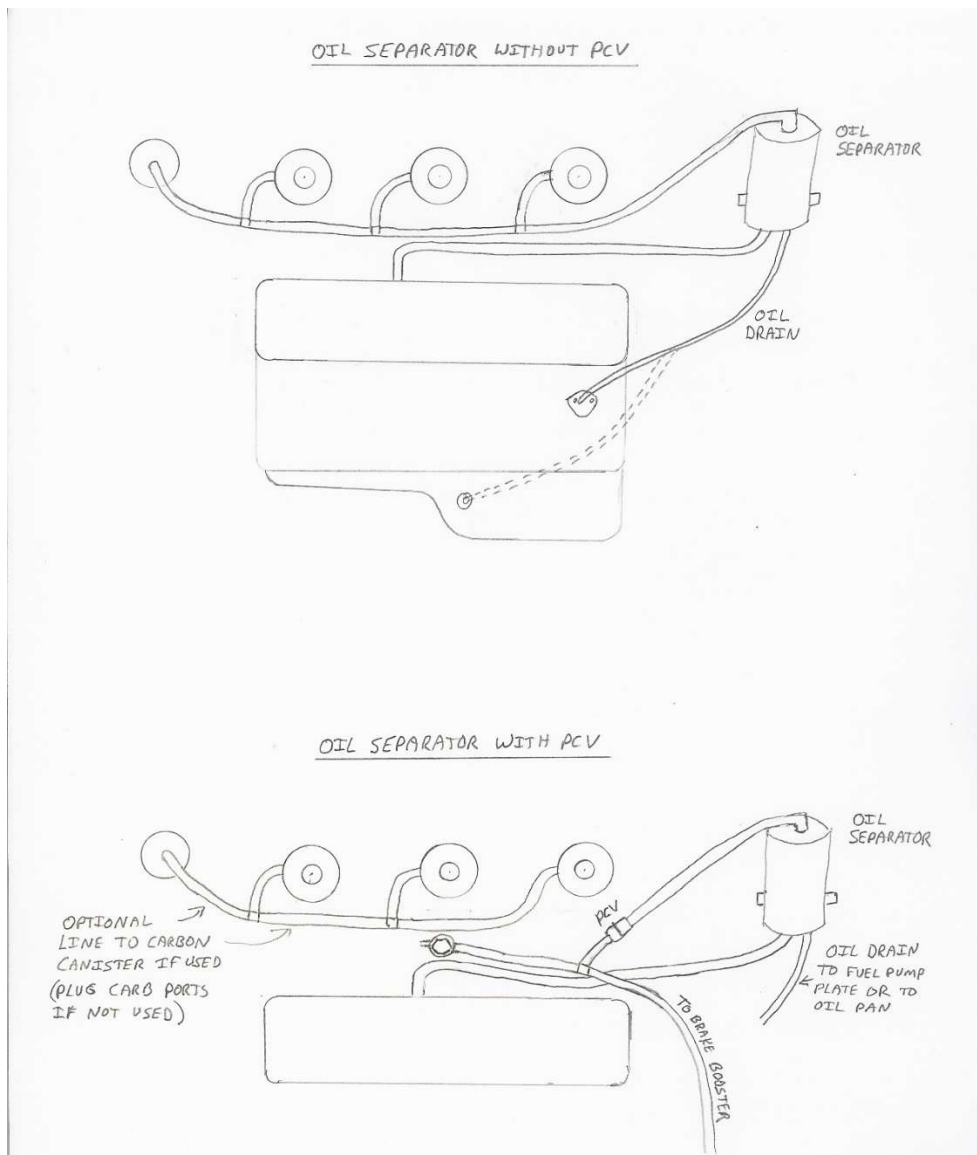


PHOTO 1



PHOTO 2

