

# **ARRINGTON** **PERFORMANCE**

**NASCAR Proven Power for the Street.**

**API Oil / Air Separator Installation Instructions**

by: Arrington Performance



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**INSTALLATION MANUAL**  
**Arrington Performance Oil / Air Separator**  
**LX/LC Vehicles – 2005-2014**

**\*\*\* READ FIRST \*\*\***

This instruction manual is comprised of 2 separate sections. The sections are as follows:

**1. Catchcan indexing instructions for properly setting your new “in and out” ports to suit your specific installation requirements.**

**2. Basic catchcan fitment scenarios, installation notes and suggestions.**

Please take a few moments to review this manual thoroughly before you begin work. Verify that your kit is complete (see parts list below). If you discover shipping damage or missing parts, please call us immediately. Review exactly what is required in terms of tools, time, and experience before undertaking this installation.

**Caution!** - Modifying your vehicle without the proper knowledge, tools, or precautions can be dangerous! Check your area before you begin the installation process. Remove any open flames such as cigarettes or pilot lights. DO NOT smoke in the installation area. Arrington Performance is not responsible for improper installation or damage to your vehicle caused by installation or improper driving.

Parts List:

- API Air / Oil Separator
- 15” of breather
- Mounting bracket
- 1 - 10mm bolt
- 1 - 8mm bolt
- 1 - Aluminum spacer

Tools Required:

- 17MM Metric wrench or equivalent
- 13MM Metric wrench or equivalent
- 3mm Allen wrench
- Carpenters knife or equivalent
- Tape measure

Helpful Tools:

- Hose cutter
- Yellow paint pen

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## **Section 1.**

Make sure the assembly of your API Separator is as shown to the photo on the right.

### **Note:**

Your API Separator can be easily clocked as shown by simply removing the three allen screws in the top and rotating per required engine specs.



## **Step 1.**

To adjust the clocking of your new catchcan to suit your particular installation, begin by loosening the three screws holding the top of the can in place as shown in the photo to the left.



## **Step 2.**

Once the screws are removed simply lift the top of the can away from the main body.



### **Step 3.**

Once the top is off, note that you can at this time change the clocking of the mounting bracket as well.



### **Step 4.**

Rotate the mounting bracket (if needs be) to the desired location making sure to align it with the bolt holes in the main body.



### **Step 5.**

Next, take the top of the can as shown and rotate it to your desired location while aligning it with the bolt holes below in the mounting bracket and main body.



### **Step 6.**

Place the three allen head bolts back in the top as shown making sure not to over-tighten.



### **Step 7.**

The photo to the right shows the catchcan in a reconfigured state from originally shipped arrangement.

#### **Note:**

This catchcan has many different configurations to suit most builds. The photo to the left is just one example of many potential clocking methods.



### **Bracket Mount Bolts.**

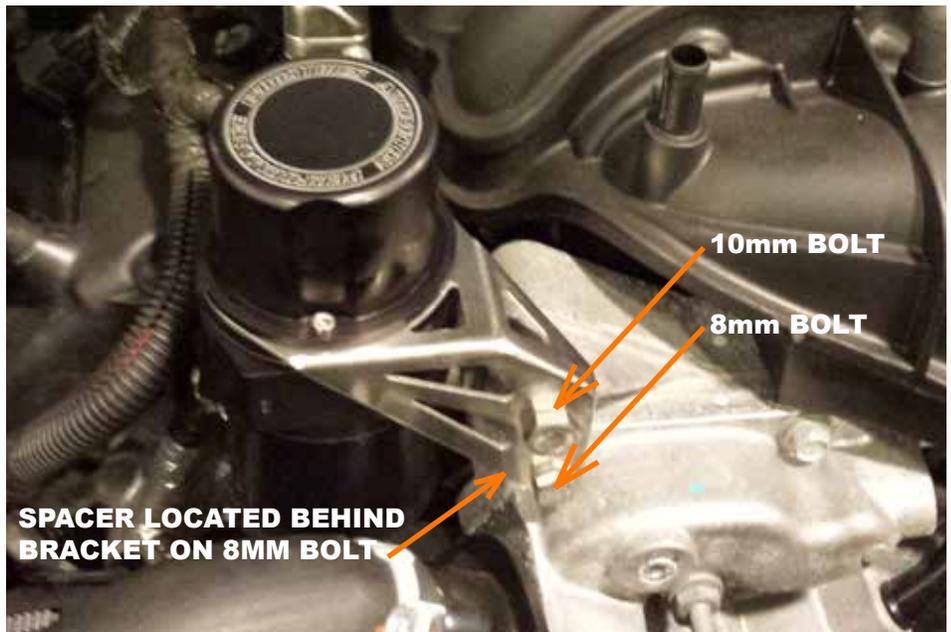
The photo to the right shows the mounting hardware that is included with the new catchcan.



## **Section 2.**

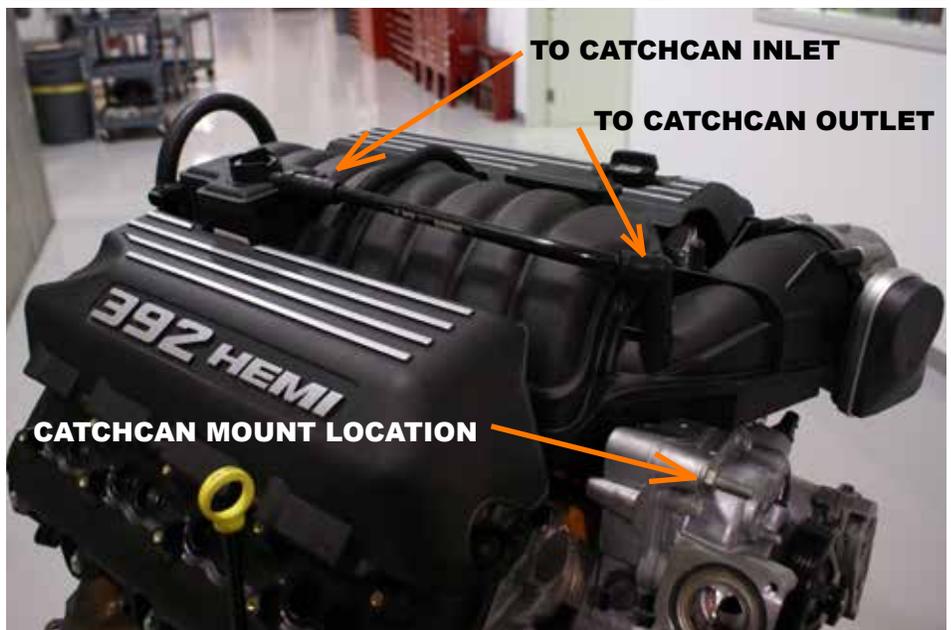
### **Mounting Location:**

In the photo to the right we show the ideal mounting location for more LX/LC applications. This location is the same as shown in the older catchcan manuals in the following pages. Using the photo to the right, place and tighten the bolts as shown.



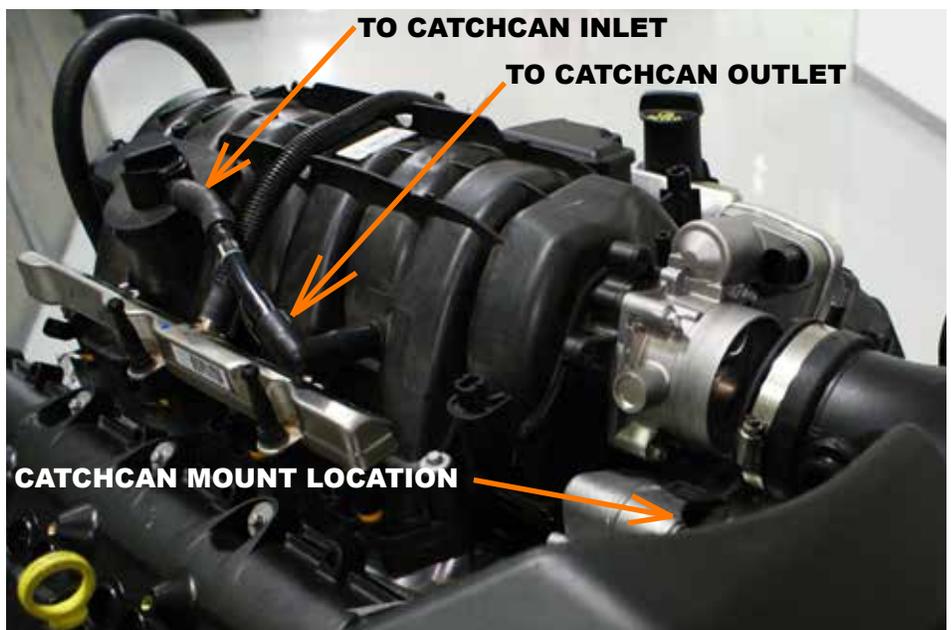
### **392 HEMI Fitment:**

The photo to the right shows the stock 392 HEMI arrangement. Take note of the labeling to assist in the installation of the new catchcan.



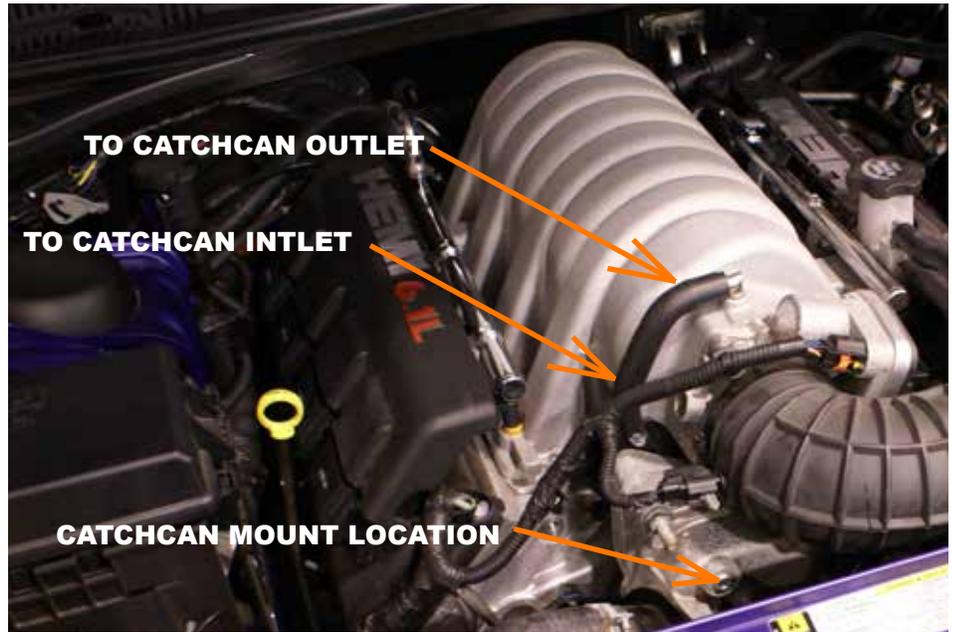
### **5.7L HEMI Fitment:**

The photo to the right shows the stock 5.7L HEMI arrangement. Take note of the labeling to assist in the installation of the new catchcan.



### **6.1L HEMI Fitment:**

The photo to the right shows the stock 6.1L HEMI arrangement. Take note of the labeling to assist in the installation of the new catchcan.



### **Installation Notes:**

The installation scenarios will be VERY similar to the old instructions which are included in this manual in the following pages.

The obvious difference being that the new hose fittings are straight billet aluminum -8 AN, and the fittings for the old catchcan were plastic 90° elbows, so you will need to plan on this when clocking the new catchcan for your particular install.

### **Step 1.)**

Begin by locating the area the catch can will be installed at and identifying the pieces/parts involved in the installation process.

**Note:** Using a fender blanket will keep you from leaning directly on your fenders during installation. **Care should be taken to avoid scratching the paint on your fenders.**



### **Step 2.)**

Start by disconnecting the PCV hose from the intake as shown in the photo to the right.



### **Step 3.)**

Next, measure 3" from the end of the disconnected PCV hose as shown to the right, and mark with paint pen or equivalent.



**Step 4.)**

Cut the hose accordingly.



**Step 5.)**

Connect the lower catch can fitting (intake side) to the PCV valve hose as shown in the photo to the right.

**Note:**

Make sure to apply the hose in the proper location as shown to avoid product malfunction.

**LOWER INTAKE FITTING**



**Step 6.)**

Connect the new hose provided in the kit to the intake fitting as shown.



**Step 7.)**

Now you are ready to make the connection to the exhaust (upper fitting) side of the catch can.



**Step 8.)**

Press on the new hose connection as shown in the photo to the right, making sure there is ample hose across each fitting.



**Step 9.)**

The photo to the right shows the proper installation of the catch can hoses.



### **Step 10.)**

Next, remove the front cover stud as shown.



### **Step 11.)**

Now we can apply the mounting bracket as shown in the photo to the right using the two small button head bolts as shown.



### **Step 12.)**

Tighten both bolts to secure the mounting bracket to the catch can as shown.



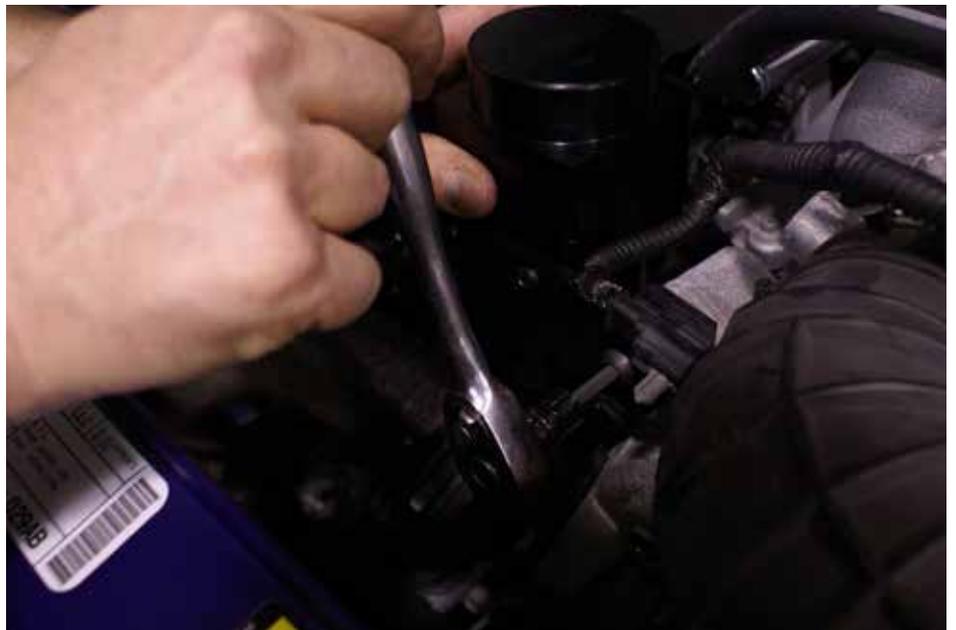
**Step 13.)**

Next, replace the stud bolt that was removed in step 10 from the front cover.



**Step 14.)**

Tighten the bolt to secure the catch can to the front cover.



**Step 15.)**

Go back through your new installation and recheck all hose and bolted connections.



**Step 16.)**

Your new Arrington Performance Air / Oil Separator is now installed and ready for use.



**Step 17.)**

Take your vehicle for a test drive to ensure proper function.

### **Step 1.)**

The following steps are for installing the API Separator on the 2011 - 2012 6.4L HEMI.



### **Step 2.)**

Remove the breather tube and fitting from the rear of the intake as shown.



### **Step 3.)**

Remove the breather tube from the front of the intake as shown, leaving the stock elbow in place.



#### **Step 4.)**

Next, remove the front cover stud bolt as shown.



#### **Step 5.)**

Take the 15" section of hose supplied in the kit and cut a 4" and a 3" section as shown in the photo to the right. Insert the hose male-to-male fitting in the 4" hose as shown.



#### **Step 6.)**

Position the separator as shown, making sure to keep the top level.



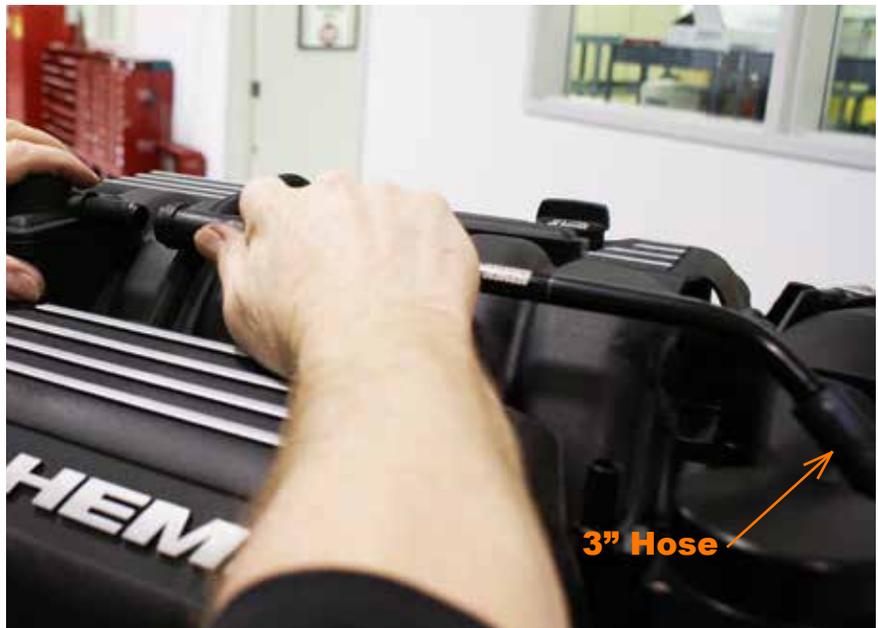
### **Step 7.)**

With the top of the API Separator level, tighten down the supplied bolt as shown.



### **Step 8.)**

Reconnect the stock breather tube and fitting as shown. Attach the 3" section of hose cut in step 5 to the front side of the breather tube as shown.



### **Step 9.)**

Next, connect the 3" section of hose that was cut in step 5 to the API Separator intake fitting as shown.



**Step 10.)**

Now, insert the male-to-male fitting attached to the 4" section of hose that was cut in step 5 to the front side of the intake elbow as shown in the photo to the right.



**Step 11.)**

Connect the 4" hose to the exhaust side of the API Separator as shown.



**Step 12.)**

Take your vehicle for a test drive to ensure proper function.



**Step 1.)**

Remove the engine cover.



**Step 2.)**

Loosen the air intake clamp as shown, and disconnect the air intake sensor from the side of the air intake marked with an arrow.



**Step 3.)**

Lift the resonator side of the air intake up to unseat it from the bracket.



**Step 4.)**

Pull stock air intake away from the throttle body as shown.



**Step 5.)**

Remove the stock air intake support bracket as shown.



**Step 6.)**

Remove the front cover stud bolt as shown.



### **Step 7.)**

Next, you will need to apply the stock air intake support bracket to the API Separator mount.



### **Step 8.)**

The photo to the right shows the proper arrangement of the stock air intake support bracket on the side of the API Separator mount plate, and is ready to bolt to the front cover



### **Step 9.)**

Bolt the arrangement to the front cover where the stud bolt was removed using the new bolt supplied with the API Separator.



### **Step 10.)**

Now, remove the stock breather tube and fitting from the back of the intake as shown.



### **Step 11.)**

Take the entire assembly as shown, and rotate it 180° clockwise per the photo to the right.

**Note:**

2003 - 2008 HEMI 5.7L engines will not have the breather tuber assembly shown, but just a singled molded hose. This will fit in the exact same manner as the newer configuration.



### **Step 12.)**

Now take the breather tube and fitting and spin it 180° so that the fitting on the end of the breather tube now faces downward.



**Step 13.)**

Now attach the stock breather tube and fitting to the API Separator exhaust side as shown.



**Step 14.)**

The final result should look like the photo to the right.



**Step 15.)**

Next, take the 15" breather hose supplied with the API Separator and connect it to the intake side of the separator as shown.



**Step 16.)**

Connect the other side of the 15" breather hose to the rear of the intake as shown.



**Step 17.)**

Once both connections are made, the final arrangement should look like the photo to the right.



**Step 18.)**

Next, re-apply the stock air intake as shown.



**Step 19.)**

Reposition the stock air intake resonator back into the stock support bracket as shown.



**Step 20.)**

Retighten the stock air intake hose clamp onto the throttle body as shown and reconnect the air intake temperature sensor.



**Step 21.)**

Take your vehicle for a test drive to ensure proper function.