2014-up GM Full size Truck V8 installation

This is for both the 5.3 and the 6.2 GM V8's. The only difference will be the location of the vacuum barb on the intake manifold. Both evacuate the foul, or dirty vapors from the valley PCV barb that comes up under the intake manifold snout and points toward the drivers side front of the engine compartment.

The standard mount location is on the outer mount stud on the brake boost/master cylinder. Some mount in the empty 2nd battery location as well.

The pictures will be later, first we will go over the routing. The center of the can is always the inlet from the crankcase. This is where the oil and other contaminate laden vapors enter and travel through the several steps and chambers to coalesce, condense, and contain so clean scrubbed vapors are what enters the intake manifold.

So, run a hose (cut all to length as there is more than is needed included) from the center of the can to the valley PCV barb under the intake manifold snout. No checkvalve inline on this hose. The stock connector simply press the release tap and pull loose. (same for other end of this line that runs to the vacuum barb on the IM).

Then, one outer fitting, with checkvalve flowing away from the can (arrow on checkvalve indicates flow direction) will connect to the vacuum port on the drivers side of the intake manifold. On the 5.3 this is located app $\frac{1}{2}$ way back and simply press and release the stock fitting from the barb and slide the hose over it firmly.

The second outer fitting on the can (if a dual valve, 3 fitting can. If a 2 fitting you are complete) will run to the Venturi Vacuum Generating Valve you drill for on the top, bottom, or side of the plastic portion of the main intake air bridge. This is right where it connects to the throttle body. Use a 3/8" drill bit (or ½" if the larger size) and once through, tilt the drill so the Venturi will mount at the correct 45* angle. Clean both surfaces and apply a generous bead of RTV or Permatex RightStuff (or JB weld works well) and tape in place and let cure overnight.

Now you have completed the dual valve connections.

If running the cleanside separator (CSS) you will want to remove both stock tubes from each end of the air box and the valve cover fronts. The passenger side barb on the air box will be capped with the 1/2" vacuum cap provided. You will then connect both valve covers with the included 1/2" hose so the clean air is now entering the drivers side valve cover through the CSS and splits and travels to both vales covers to flush and replace the foul/dirty vapors that are evacuated. The CSS simply replaces the oil fill cap and to add oil later the top billet section will pull right off without the need to remove the bottom ¹/₄ turn portion. The 1/2" line will run from the CSS to the barb on the drivers side of the air box completing the entire system.

The pictures below show each connection:



Above shows the finished install. This is the location of the 5.3 vacuum barb. The 6.2 may be on the snout near the front of the drivers side or here as well.



Connecting the bridging line from both valve covers and how it looks complete. Note capped passenger side barb.



Above shows the inserted barb for the second outlet from can and the right hand picture the connection from the drivers side of the air box to the CSS. If NOT running the CSS (2021 and up), ignore the above section on it except the Venturi Vacuum Generating valve install for the 2nd outer line as shown above left. Drill at an angle to it can mount flush and seal with Permatex Right Stuff or RTV. Use some masking tape and zip ties to hold in place over night to cure.