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**PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPETELY**  
**For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788**

Please visit <https://www.performanceparts.ford.com> for warranty information

**Kit contents:**

- (1) CM-6766-R23 oil separator
- (1) CM-6K817-R23L inlet PCV hose
- (1) CM-6K817-R23U outlet PCV hose
- (1) CM-BRKT-M23B bracket
- (1) W520201-S440 M6 nut



**Remove engine appearance cover by removing (2) nuts and un-snapping from intake manifold ball stud.**

**Pull retaining clips loose from studbolts.**

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**Install bracket over  
camcover studbolts  
and install (2) nuts.  
Torque to 10nm  
(88lbin).**

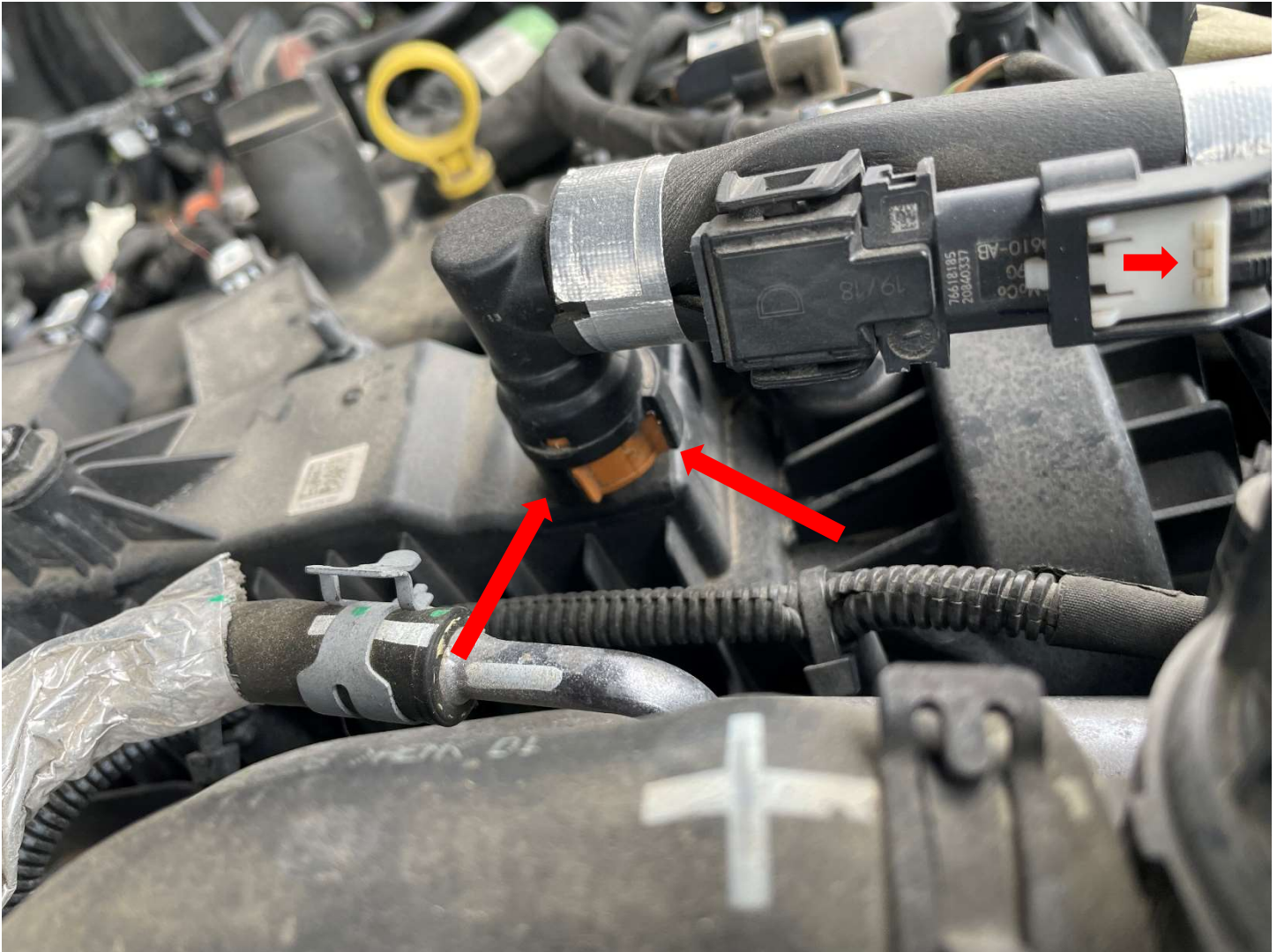


**Install retainers back  
over studbolts as  
shown.**

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- 1) Slide white connector lock back and depress to disconnect wiring connector from Crankcase Pressure Sensor.
- 2) If your vehicle is equipped with the Orange colored connector, gently pry upward on the bottom of the connector (2 screwdrivers on either side work best) to break the connector from the camcover spigot.
- 3) The lower connector of the PCV tube will be the Orange style (requiring breakage) or the Grey style, that simply requires the tab to be pulled back to release the connector from its spigot.

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**This removal will break the (3) locking tangs on the Orange connector. This is normal and necessary to remove the tamper-proof connector from the camcover spigot.**



**Gently pry apart both tabs on either side of the Crankcase Pressure Sensor and pull out of its pocket. The sensor will be reused in your new PCV tube.**



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- 1) Install oil separator on bracket, sliding down firmly into place.
- 2) Lubricate inside of PCV connectors with thin film of oil and snap onto camcover, oil separator, and induction tube spigots. Make sure to install completely looking for blue tab on connector to be locked.
- 3) Clean O-ring on Crankcase Pressure Sensor and apply thin film of oil, then reinstall in pocket on PVC tube. Reconnect wiring harness and push white clip forward for positive lock of the connector.



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**Reinstall engine appearance cover, snapping onto ball stud, and install/torque (2) nuts to 10nm (88lbin).**

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