



CP Dual Chamber (V3) DIT Air/Oil Separator Kit 2015-Present WRX / 2014-Present Forester XT with TMIC

S0717 Parts List

Item #	Qty	Description
S0703	1	V3 Air/Oil Separator Unit for 15+ WRX / 14+ FXT with TMIC (DIT)
H0479	52"	5/8" Ventilation Hose: from port #1 to turbo inlet
H0518	24"	1/2" PCV Hose: from port #3 to intake manifold
H0478	16"	1/2" Ventilation Hose: from port #2 to block vent
H0522	24"	3/8" PCV Hose: from port #4 to PCV
H0477	20"	5/16" Ventilation Hose: Replaces existing OEM Fuel Breather Line to fit around can
C0265	8	S/S Worm Clamps for 1/2" and 5/8" Hoses
Z0108	4	8" Zip Ties

We recommend your AOS be installed by a professional.



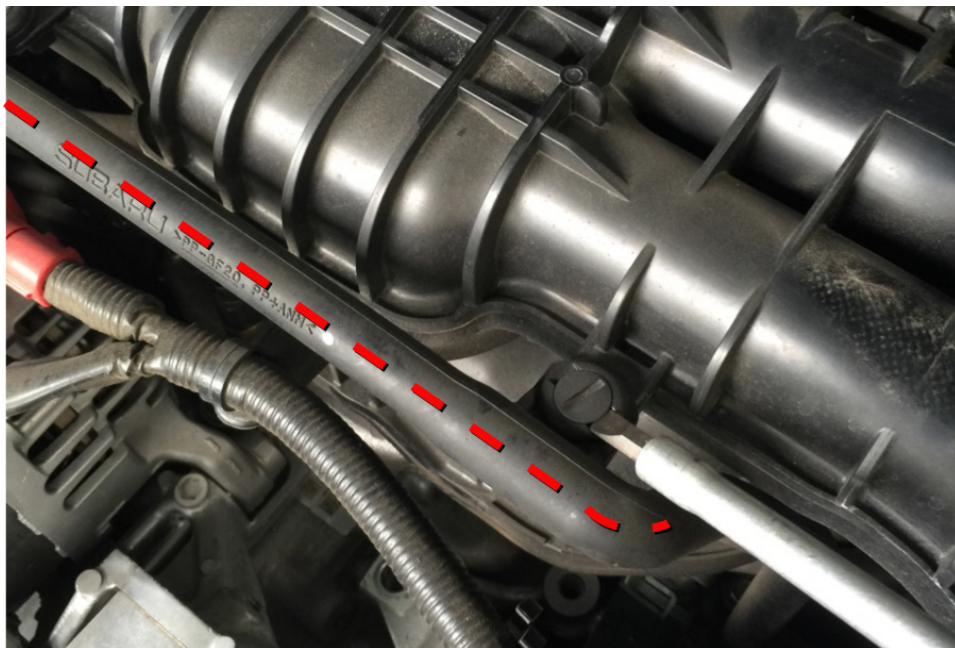
****Please Note:** You may notice older installation videos or diagrams with 6 ports vs. the 4 on your canister. These 2 extra ports were coolant lines that have been removed from the canister after further R&D proved they were not necessary.



1. Remove the engine cover.
2. Remove the intercooler.
3. Remove the hose from the PCV to the intake manifold, as seen in the picture below.



4. Remove the AC pump belt.
5. Remove the AC pump from the block and tilt forward to expose the CCV hose.
6. Remove the CCV hose / plastic breather tube that is attached to the front of the intake manifold and goes down to the turbo inlet, marked with a red dashed line in the picture below.



7. Remove the two screws that hold the left (drivers side) intercooler bracket to the intake manifold and mount the AOS canister to this location by re-installing the two screws.

8. Replace the OEM Fuel Breather line (as seen in the picture below) that is tight around the canister with the provided longer 20" 5/16" ventilation hose. Re-use the OEM clamps.



9. Install the 16" long 1/2" ventilation hose to the block vent / CCV under the AC pump and route it under the intake manifold and then to the third tube up from the bottom of the AOS (port #2). Tighten the hose clamps.
- A. On 2015-2016 models, simply remove on the OEM hose by removing the clamps (left picture below). On 2017 and newer models, there is a quick connector. In order to disconnect as seen in the picture on the right below, on squeeze the largest diameter of the connector and it will pop apart. At that point it functions just like the early cars that have a normal hose clamp/nipple connection.



10. Replace the AC pump and drive belt.

11. Install the 52" long 5/8" ventilation hose onto the turbo inlet and route it up to the top tube on the AOS. Tighten the hose clamps. Use two of the zip ties to attach the hose to the intake manifold.



12. Attach the 24" long 3/8" PCV hose to the PCV valve then route it to the first tube on the bottom on the AOS (port #4). Tighten the hose clamps.



13. Attach the 24" long 1/2" PVC hose to the intake manifold then route it to the second tube from the bottom on the AOS (port #3). Tighten the hose clamps.



14. Install the two zip ties to secure the hoses to the small metal tubes that go across the top of the transmission, if applicable.



15. Re-install the intercooler.
16. Re-install the engine cover.
17. Double check all hose connections cannot be pulled of by hand.
18. Tell your engine, "You're Welcome!"

