Ross Racing N55/S55 Billet PCV Breather Install Guide

1. Please follow the YouTube video to remove the OEM PCV Cap. This requires heating and cutting the plastic PCV Cap to remove it so if you are not comfortable doing this, bring it to a mechanic! – YouTube Video, click HERE

2. After the cap is removed, make sure to also remove the rubber diaphragm, plastic retainer, and spring so that the PCV housing is completely empty. ***Picture 1**** below.

3. Get the ***Ross Racing N55/S55 Billet PCV Breather***. For easier install, thread the four (4) set screws in 2-3 times before installing the cap. Align the cap so that the logo is straight and readable from the front of the car.
   3.1. Please note that the cap must be installed so that the Ross Racing logo is readable from the front of the car. ***Picture 2**** below.

4. Since the set screws have already been threaded into the cap from **Step 3**, you can now tighten them using the provided allen key. If you have the OCC Kit, skip to step 6 after reading 4.1!
   4.1. To ensure that you do not cross thread the holes, install them at a straight angle. Cross threaded damage will not be covered by warranty! DO NOT overtighten set screws! They will stick out slightly even when fully tightened so just make sure to stop tightening once you feel resistance.

5. Locate the Ross Racing custom hoses.
   5.1. The banjo fitting will attach to the Ross Racing PCV Delete Cap, and the remaining hose will attach to the Ross Racing PCV Breather Adapter.
   5.2. Once the hose is connected to the PCV Breather Adapter, lube the two O-Rings, and then insert the Ross Racing PCV Breather Adapter piece into the PCV Breather hole on the valve cover.
   5.3. Route hoses to the bottom of the car using the opening on the right side by the oil filter. *** Picture 3**** below.

Oil Catch Can Install Guide

6. *****OCC kit is not compatible with Strut Tower Brace***** It is very important to install the OCC to the OCC brace and then install the lines to the OCC. Do NOT fully tighten the hoses on the OCC, just finger tighten them. I include O-Rings in the fittings so you don't need a tool to tighten the hoses, finger tightening is all you'll need and they will NOT leak as long as you have the O-Rings inside the fittings. Same with the banjo fittings for the cap. After you've done all that, install it into the car and route the hoses to the PCV Breather Cap in the step below. Do NOT fully tighten until the last step!

7. ****Only relevant for V2 OCC Kits**** For V2 OCC Kits, there will be 3 hoses for each port on the OCC. The longest hose which has a 45 degree fitting and a banjo fitting will go to the middle port of the OCC and the right port of the PCV Breather Cap. Install the hose so that the 45 degree fitting bends towards the front of the car. At this point, make a U-Bend to the PCV Breather cap. The Hoses are already bending in the direction they need to go so do not go against the bend as this will cause the hose to kink.

8. The second longest hose with the straight fitting to banjo fitting will go on the OCC port closest to the firewall and that will make another U-Bend to the left port of the PCV Breather cap.

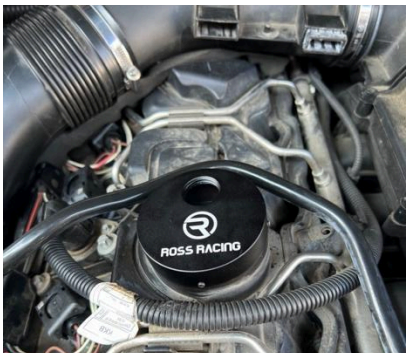
9. The shortest hose with the 90 degree fitting and 45 degree fitting will go to the OCC port closest to the front of the car. The 90 degree fitting will go to the OCC port and the 45 degree fitting will go to the valve cover PCV Adapter fitting. Highly recommended to install the valve cover PCV Adapter on the 45 degree fitting before installing it into the valve cover. Lube up the two O-Rings on the PCV Adapter and then install it into the valve cover.

10. After completing all previous steps, you can fully tighten the fittings and install the OCC Breather Adapter with the Hose!

Total time for install: 30-60 minutes
Total difficulty: 4.5 out of 10

Please note that in rare instances you may see some fumes escape the cap. This could be from numerous things including the set screw being over tightened or cap not being properly pushed down. In most instances however, once the car warms up, the o-ring should conform better thus creating a better seal to stop this.

Picture 1



Picture 2

Picture 3