

Weistec M156/M159

ENGINE

Oil / Air Separator System Installation Guide



- 2007-2011 S63 AMG
- 2007-2011 ML63 AMG
- 2007 R63 AMG
- 2007-2008 CLK63 AMG
- 2008 CLK63 Black Series
- 2007-2011 CLS63 AMG
- 2008-Present C63 AMG (Sedan and Wagon)
- 2007-Present E63 AMG (Sedan and Wagon)
- 2008-2011 CL63 AMG
- 2009-Present SL63 AMG
- 2011-Present SLS AMG

Manual P/N: 04-000-00014-9

Oil / Air Separator P/N: 01-000-00096-6



WEISTEC M156/M159 Oil / Air Separator

Thank you for your purchase of the Weistec M156/M159 Oil / Air Separator System for the Mercedes AMG 63 with the 6.3L motor. Please follow all directions, and keep a clean work space when commencing installation.

Tools Required

- Flat Head Screw Driver or 6.5mm Socket
- 1/4" Drive Ratchet
- 1/4" Drive 6mm socket (optional)
- 3/8" Drive Ratchet
- Assembly lube or o-ring grease
- Clean Shop Towels
- T-30 Torx Bit
- 4mm Allen Bit (Supercharger installation only)
- 5mm Allen Bit
- (2) 1" Open End Wrench or -10 AN Aluminum Wrench
- Sharp box knife or razor
- Sharpie Marker

I. Disassembly

1. Raise and support hood.
2. Remove air intake system from the vehicle by(M156 Vehicles):
 - a. Removing plastic mass air flow (MAF) clips.
 - b. Unplugging both MAF wires.
 - c. Removing Mercedes engine cover by gently lifting upwards.
 - d. Removing both air box inlet tubes.
 - e. Unplugging vacuum canister line. (Some vehicles do not have this part on top of intake manifold)
 - f. Using Flat Head Screw Driver or 6.5mm Socket to loosen both air box clamps.
 - g. Lifting both air boxes upward and removing from vehicle.
3. (Naturally Aspirated M156 only) Remove black plastic rear inlet Y by:
 - a. Using a Flat Head Screw Driver to bend retaining clips and lift upward to remove.
4. (Supercharged Only) Remove right throttle body by:
 - a. Unplugging right throttle body wiring by pressing both tabs inward.
 - b. Using a 4mm Allen Bit and 1/4" Ratchet to remove 4 throttle body bolts.
 - c. Temporarily removing throttle body and throttle body gasket.

Please be aware of any debris or foreign material that may fall inside the intake manifold or PCV line. This can damage engine parts. Before reaching over the intake manifold inlet with any tools or hardware close off the inlet with masking tape. Remove the tape completely when you are finished with the installation.

5. Unplug PCV tube by:
 - a. Repositioning vacuum like that is held by the PVC valve to be prepare for PCV removal from intake manifold.
 - b. Using a 1/4" or 3/8" ratchet and a T-30 Torx Bit to remove PCV mounting bolt from the intake manifold. (Pictured below is the location)



c. Gently sliding the PCV valve towards the back of the car to remove from intake manifold.

5. (Supercharged Only) Unplug PCV tube by:

- a. Using a 1/4" Ratchet and a 5mm Allen Bit, reach behind the supercharger inlet and remove the PCV mounting bolt. (Pictured below)



II. Oil / Air Separator Installation

1. Clean and lube all o-ring surfaces by:
 - a. Wiping the hole in the intake manifold clean with a shop towel, and cleaning the PCV valve with a clean shop towel.
 - b. Using assembly lube or grease and placing a small amount on all o-rings including the included billet PCV adapter, and billet manifold adapter.
2. Install billet adapters by:
 - a. Confirming that the fittings on the billet adapters are properly fastened by using a 1" Open End Wrench or -10 AN Aluminum Wrench. (Pictured Below)



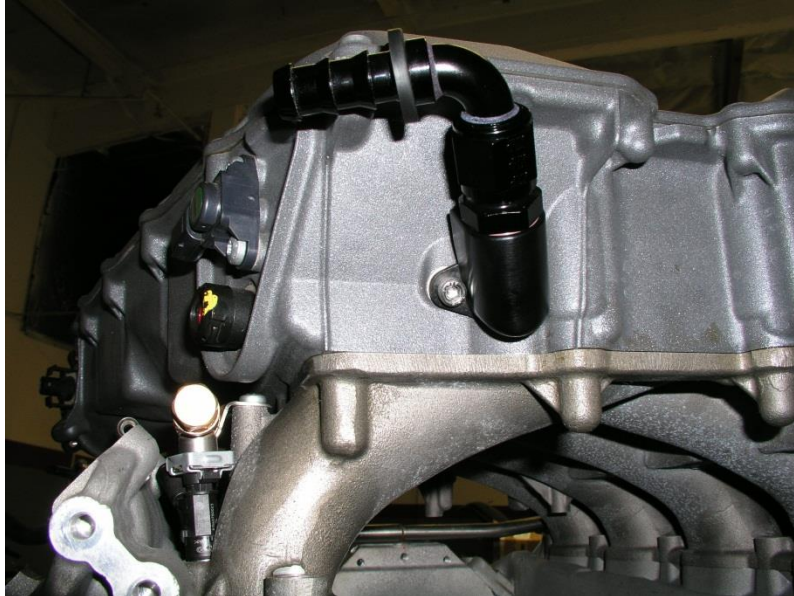
- b. Installing billet PCV adapter onto PCV tube with a M6x16mm socket head bolt using 5mm Allen Bit and 1/4" Ratchet. (Pictured Above)

Naturally aspirated engines use only M6x16mm bolts. Supercharged cars will use one M6x16mm and one M6x10mm bolt.

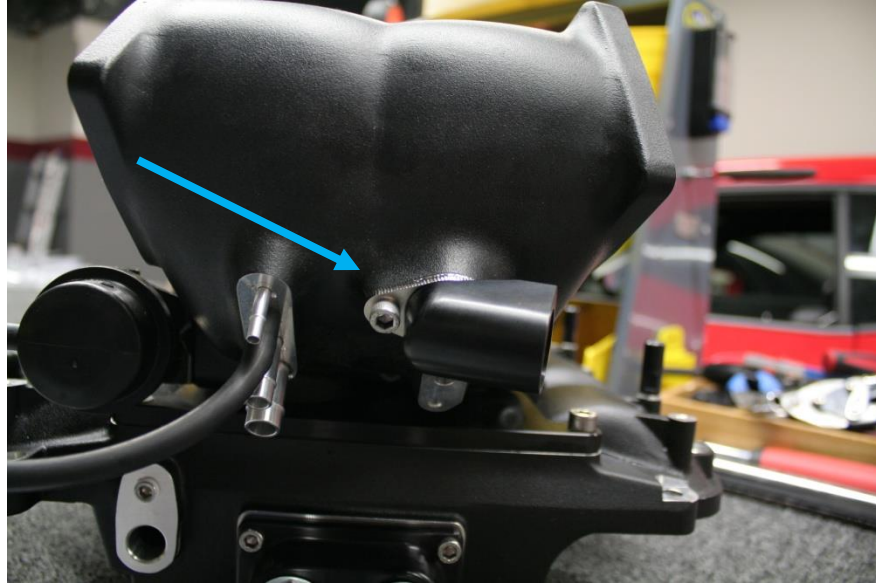
- c. Installing billet manifold adapter into intake manifold. (Pictured Below)
 - d. Sliding the PCV hold down into place and installing with a 5mm Allen Bit and 1/4" Ratchet. (Pictured Below)



Below is a picture showing the orientation for installation on an M159 SLS Engine



- d. (Supercharged only) Sliding the PCV hold down into place and installing with a M6x10mm socket head bolt using a 5mm Allen Bit and 1/4" Ratchet.



The PCV hold down will slide into the billet manifold adapter. (Pictured Below)



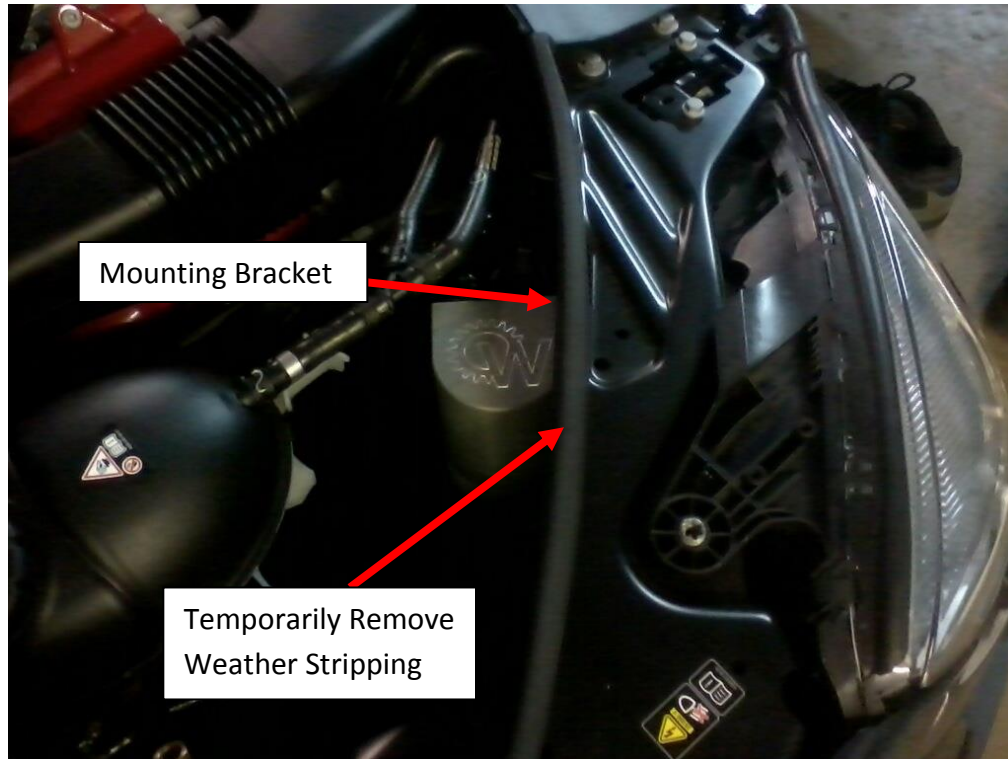
3. Install Oil/ Air Separator System by:
 - a. Confirming that the fittings on the Oil / Air Separator canister are properly fastened by using a 1" Open End Wrench or a -10 AN Aluminum Wrench.
 - b. Installing mounting bracket onto Oil / Separator System with the Torx socket head bolts, using a T-30 Torx Bit and a 3/8" Ratchet. (Pictured Below)



Weistec Supplies two different style brackets for a universal fit across all Mercedes AMG models (SLS System includes a chassis specific bracket). Please make the best mechanical judgment of which bracket will work best on your particular model.

- c. Temporarily removing Weather trim on the firewall to allow mounting bracket to clip on.
- d. Test fitting Oil / Air Separator canister to install location in vehicle to measure the correct length of hose. (Pictured Below) **If the location shown below is too tight, or blocks easy access to the oil dipstick, it will be necessary to mount the separator near the headlight.**





- d. Firmly pressing both hoses onto supplied black fittings.
- e. Swiveling PCV valve and billet adapter fitting towards catch can for hose mock up and cutting process.



- f. Marking both lines with a Sharpie Marker and cutting to the correct length with a Box Knife or Razor.
- g. Firmly pressing opposite hose ends onto 45° black fittings.

- h. Fastening both lines on the billet adapters using two 1" Open End Wrenches or -10 AN Aluminum Wrenches, one wrench on the billet adapter side, and one wrench on the actual fitting.
- i. Properly running lines clear of any sharp objects to the Oil / Air Separator canister.
- j. Fastening both lines on the billet adapters using two 1" Open End Wrenches or -10 AN Aluminum Wrenches, one wrench on the billet adapter side, and one wrench on the actual fitting. (Pictured below)



- k. Sliding clip onto firewall and firmly pressing downward.
- l. Reinstalling weather stripping onto firewall and firmly pressing downward over the Oil / Air Separator bracket.
- m. Installation of the Oil / Air Separator near the headlight (as shown below) follows the same procedure as installing on the firewall.

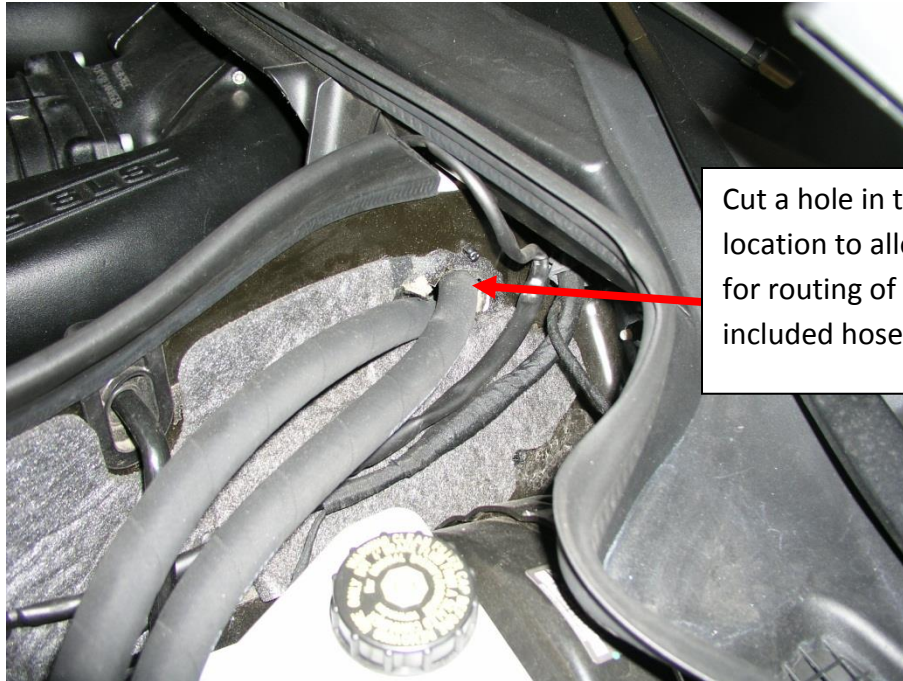
Some models (particularly the C Class) have a tighter engine bay than other models. In this case please view picture below as a guide to installing the Oil Separator Tank. Proper hose length is supplied for this method of installation.



For Naturally Aspirated CLK63 Black Series a special bracket is included to install the Oil / Air Separator as shown below.



For M159 SLS AMG a hole must be cut as shown below to allow for routing of the included hoses and a special bracket is included to install the Oil / Air Separator as shown below.



Cut a hole in this location to allow for routing of the included hoses



The SLS Bracket is bolted onto the fender as shown here

III. Final Assembly

1. (Naturally Aspirated only) Install black plastic rear inlet Y by:
 - a. Removing any and all tape and double checking for any debris that has fallen into intake manifold.
 - b. Securing black rubber grommet on to inlet Y and firmly pressing the inlet Y onto intake manifold. Double check both retaining clips on either side of the inlet Y have been securely fastened over the lip.
 - c. Clipping vacuum line back into the vacuum canister above the intake manifold.
2. Install factory air boxes by:
 - a. (Supercharged only) Installing throttle body by placing bolts through holes and placing gasket between the supercharger and throttle body.
 - b. (Supercharged Only) Using 5mm Allen Bit and 1/4" Ratchet to fasten throttle body bolts firmly.
 - c. pressing air box inlet into Y inlet. (Double check MAF wiring has not been constricted)
 - d. Pushing downward and clipping the air boxes down to the proper position.
 - e. Fastening both clamps with a Flat Head Screw Driver or 6.5mm Socket and 1/4" Ratchet.
 - f. Installing plastic mass air flow (MAF) clips.
 - g. Installing air box inlets.
 - h. Installing Mercedes engine cover onto engine. Double check all clips are on the cover side and not on the air box or engine side. This will cause the clip to fall into the engine bay or get damaged when pressing the cover down.

At this point you will be ready to start the vehicle. Double check you have removed all tools, and also double check that all fitting and lines are properly fastened. If the lines have any kind of air leak it will cause the vehicle to run very bad and a check engine light could be activated.



Thank you from Weistec Engineering!

Always enjoy the added horsepower and torque of the Oil / Air Separator System responsibly. Use best judgment when driving, and remember to have fun!

NOTES: