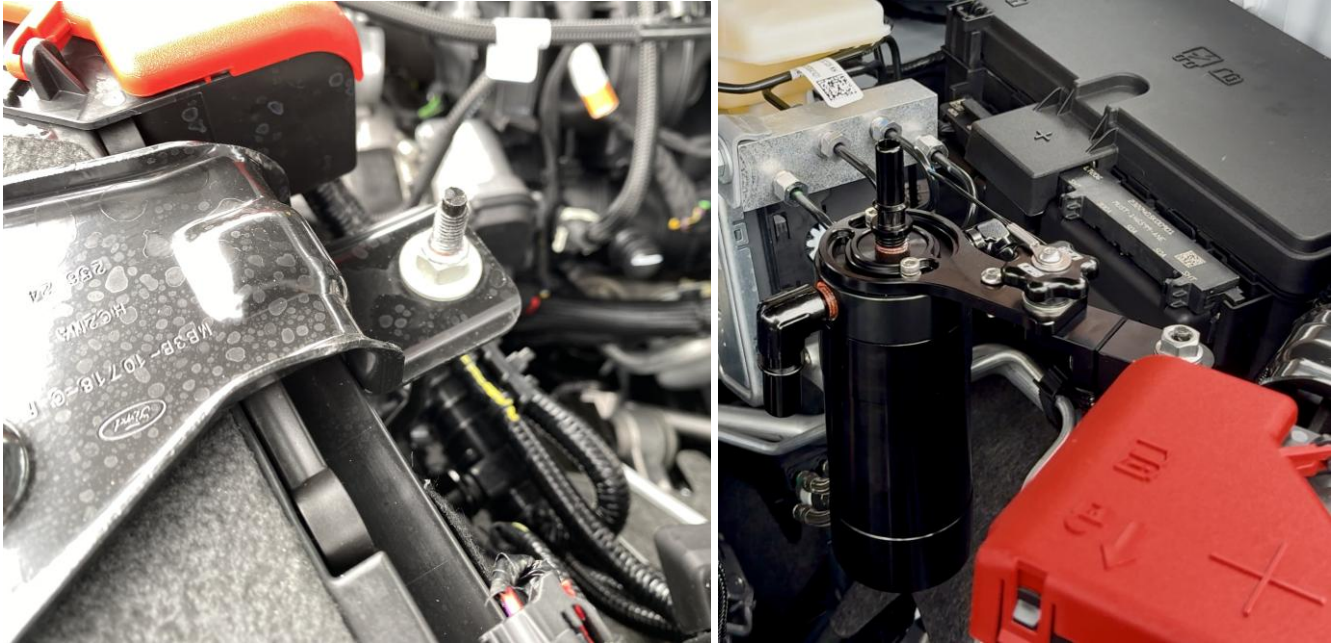
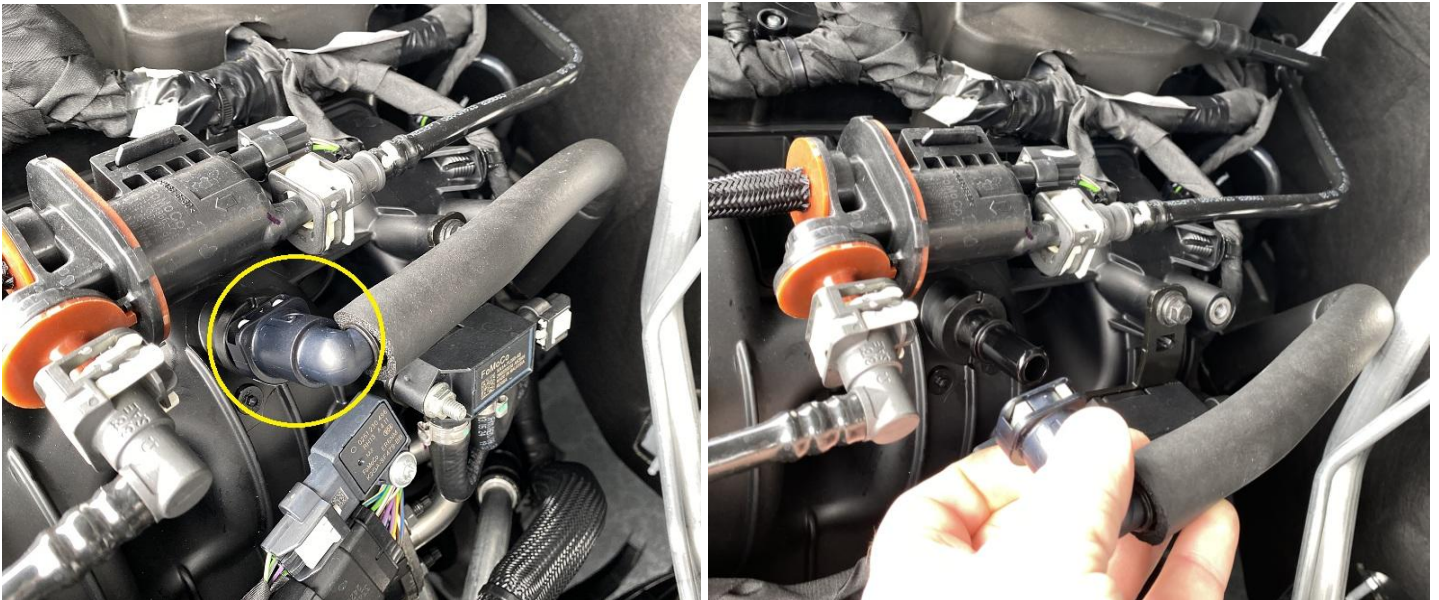


2024 Ranger 2.3L Dual Valve catch can



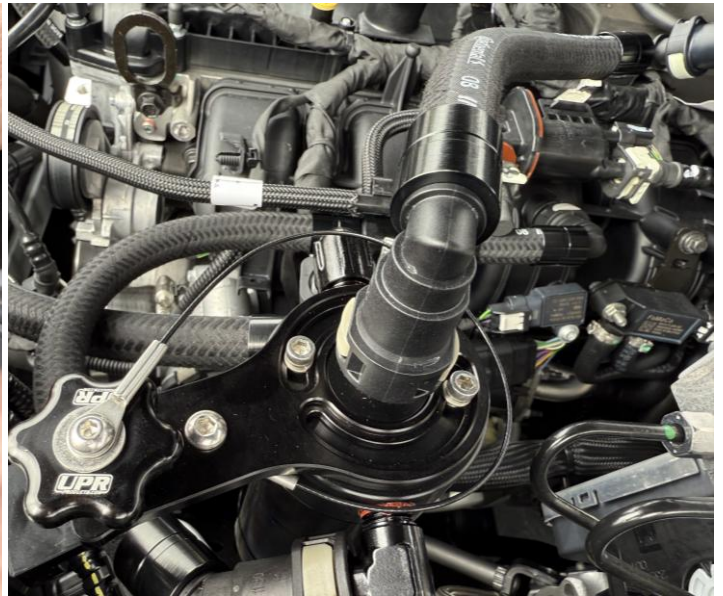
1. The UPR catch can will mount to the battery hold down stud using the supplied nut. Install the nut to retain the catch can bracket, and tighten the nut with a 13mm wrench.



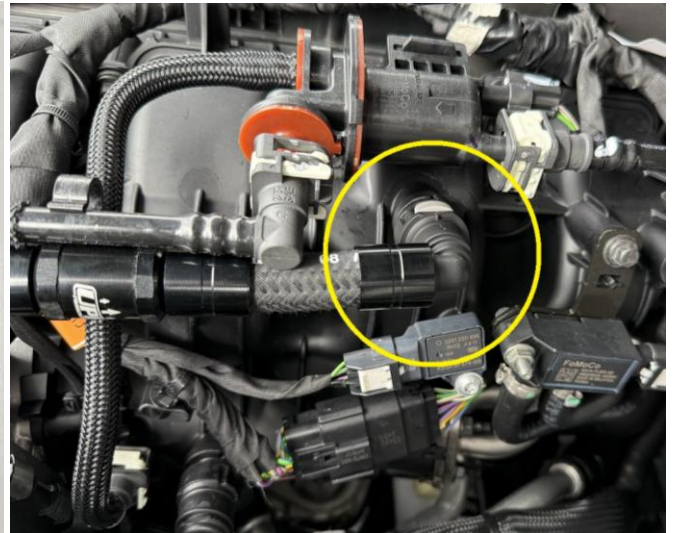
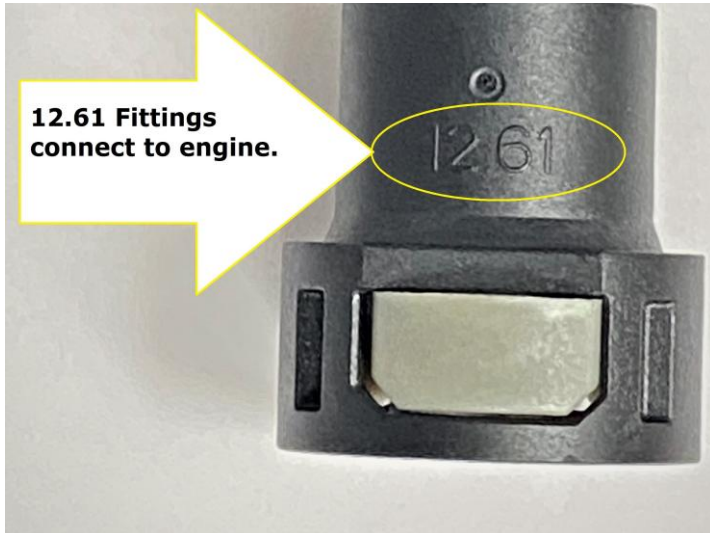
2. Locate the PCV hose on the intake manifold on the driver side of the engine (**circled**). Release the fitting by **pressing the button** at the bottom of the fitting (do not pry the button out) and slide the hose off of the intake manifold.



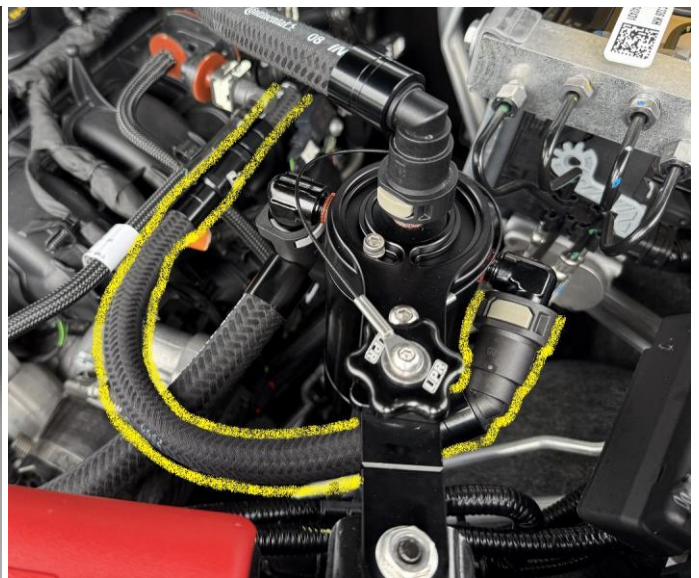
3. Move the PCV hose to the other side of the EVAP hose by routing it under the EVAP hose as shown. This will help to stabilize the hose when connected to the catch can.



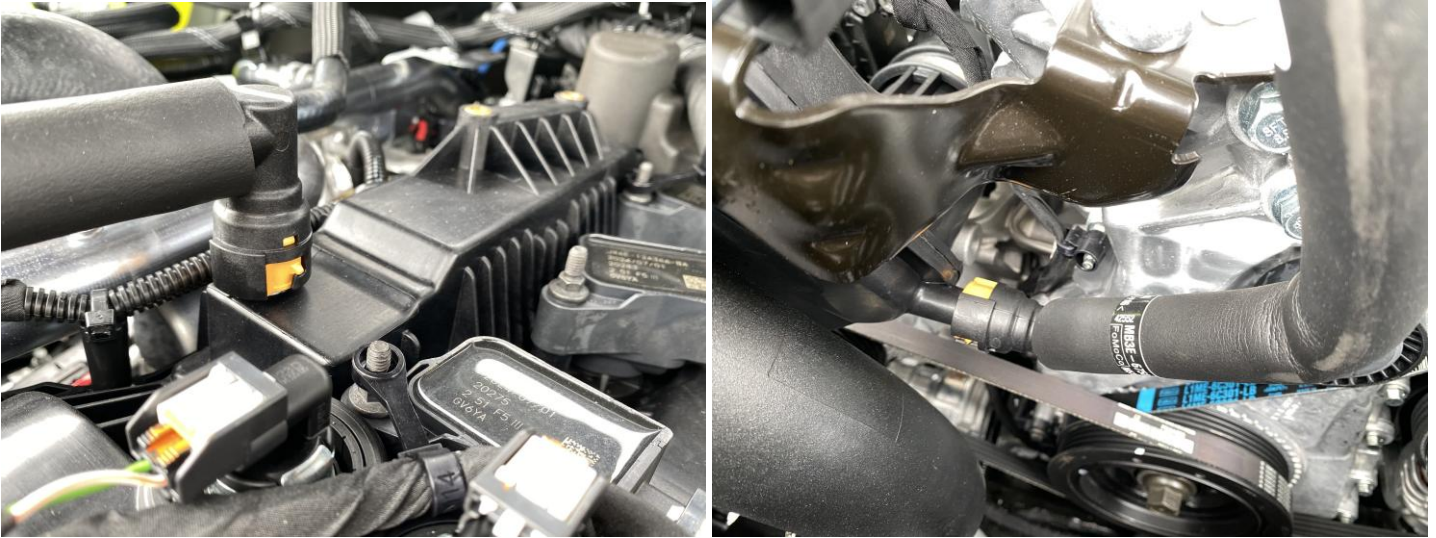
4. Connect the hose with the male 90 degree fitting to the factory PCV hose, then connect the other end to the top fitting on the catch can.



5. Connect the other hose to the intake manifold vacuum fitting using the hose end with '12.61' printed on it. The arrow printed on the check valve will face away from the catch can.



6. The outlet fitting on the catch can that will connect to the vacuum hose will have a silver marking at the end of the fitting as shown. Connect the vacuum hose to the catch can fitting closest to the driver side fender. Wrapping the hose around the catch can in this manner will reduce the chances of kinking the hose.



7. Locate the Crankcase vent tube. It has an orange fitting on the front part of the valve cover and connects to the turbo inlet tube. These fittings are not quick release style, and the best way we have found to remove them is to use a pick to disassemble the fittings on the vehicle.



8. Use a curved or 90 degree pick to pry the outer black part of the fitting off of the orange inner part. Insert the pick just below the small orange rectangular 'window' and pry up. Repeat this on the other side of the fitting.

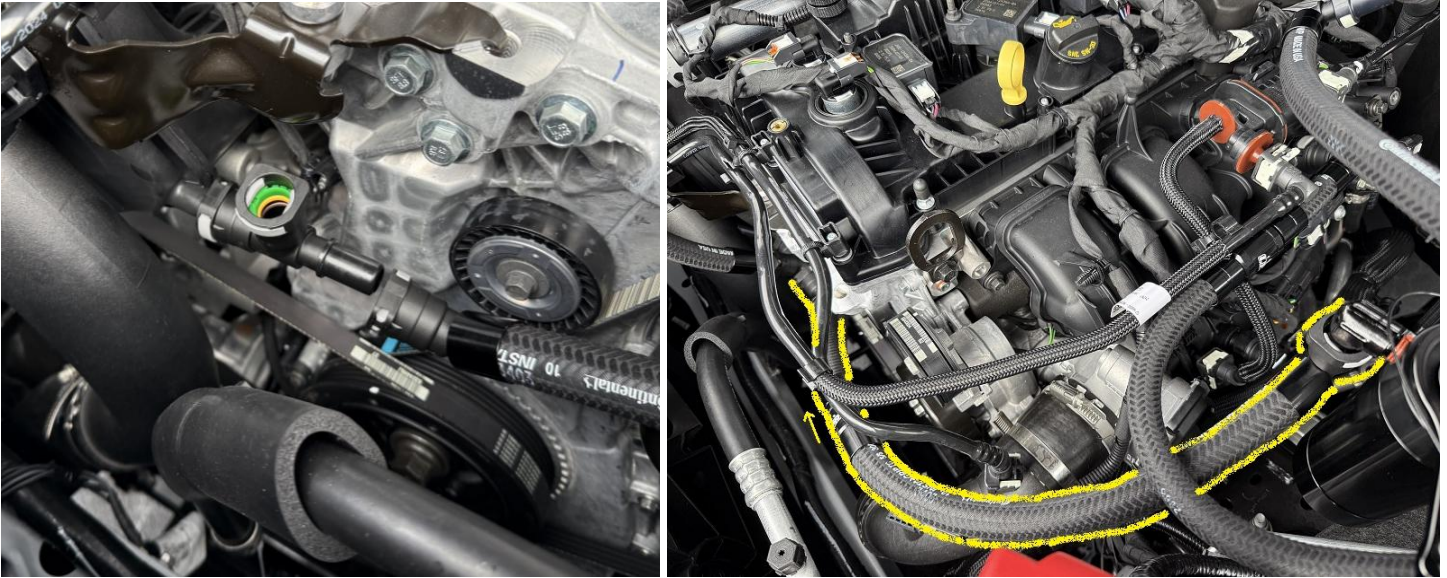


9. Now that you can see the 3 tangs, while applying upward pressure, use a pick or small screwdriver to release them and remove the rest of the fitting from the valve cover.

*If the retaining tangs on the fittings break, or if you would like to eliminate them and replace them with factory style quick connect fittings, UPR Products has the fittings (SKU numbers 2025-40 and 2025-41) available on our website. This would only be necessary if you are returning your vehicle back to stock.

To replace the fittings on your factory CCV tube, Peel back or remove any foam insulation and use a heat gun or lighter to gently warm the plastic tube – do not melt or burn the tube. Pull the fitting out of the tube once it is warm, (be careful, it will be hot) and insert the new fitting into the tube while it is still warm. The tube will conform to the fitting as it cools. To assist, you can wrap a small zip tie around the tube ends while they cool. (Example shown- may not be the exact same tube)

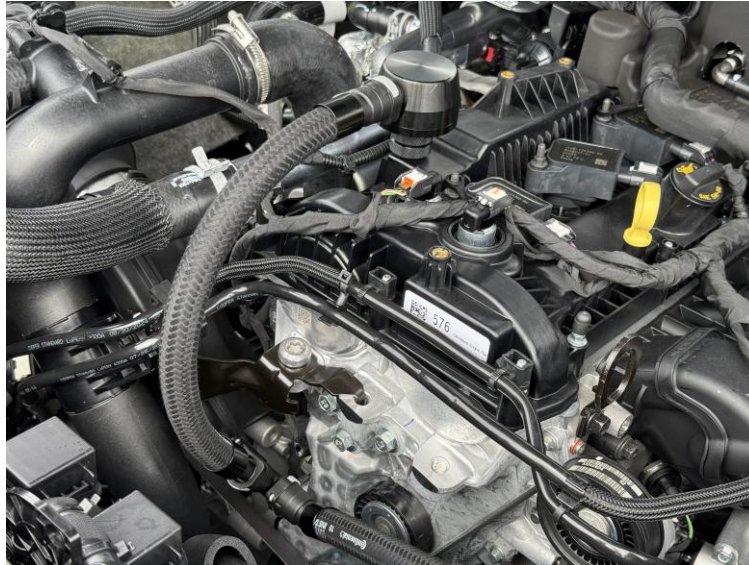




- 10.** Install the 3 way fitting onto the Turbo Inlet tube. Be sure the male portion of the fitting is facing towards the driver side. Connect the 45 degree fitting on the WOT hose to the male portion of the fitting, then connect the 90 degree end to the catch can. The arrow on the check valve in this hose will face away from the catch can.



- 11.** To install the Clean Side Separator (CSS) pull up on the collar at the base of the CSS and push it down onto the CCV fitting on the valve cover. Once the CSS is installed fully onto the CCV fitting, the collar will click on to secure it.



12. Install the last hose from the Clean Side Separator to the 3 way fitting.

To service the catch can, unscrew the catch can cup and dispose of the contents with used waste oil according to your local laws.

The catch can and components are easily washed with warm water and dish soap. Solvents are not recommended. Replacement fittings, O rings and hose by the foot are available at UPRproducts.com.

The UPR catch can is easily removed and returned to stock by removing the nut retaining the bracket, releasing the quick release fittings by pressing the grey buttons (**never pry the buttons out**) and disconnecting the hoses. Reinstall the factory PCV hoses onto the engine.

Check your catch can every 500 -1000 miles at first until you are familiar with how much your engine will be expelling. Most will have a few ounces in the can every 5000 miles. Due to condensation, always check and drain the catch can more often in winter / freezing weather. If the water/oil mixture in the catch can is allowed to freeze it will cause damage to the catch can and internal components. Any damage due to freezing is NOT WARRANTY.

THIS PART DOES NOT CARRY AN CARB EO NUMBER, AND THEREFORE IS FOR RACING / OFF ROAD USE ONLY. NOT FOR SALE OR USE IN CALIFORNIA DUE TO CARB/EMISSIONS.

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