



10-14 SHO/Flex/Explorer Ecoboost UPR Dual Valve Oil Catch Can W/CSS PLUG N PLAY™

Instructions

1. Begin by removing the engine cover if equipped. Locate the ground tab where the UPR catch can will be mounted. It is on the right front side of the passenger side strut tower. You will have to bend the tab forward and up so the catch can drops to be mounted.
2. Route the Short line from the PCV fitting on the rear valve cover, around the backside of the strut tower brace making a curve towards the firewall and then to the fitting on the top of the catch can. On some applications, it is easier to route the hose in front of the strut tower brace. This is acceptable as well.
3. Route the medium length line from the right side of the can to the port on the intake manifold. This line may seem too long, and that is normal. This line needs to be longer to allow the check valve to function properly. It also give the air particles a bit of extra time to cool. The slack in the line should route back towards the firewall. **Make sure that the arrow on the check valve is pointed toward the intake manifold.**
4. Route the longest hose from the left side of the catch can, around the front side of the motor, to the port on the air intake tube. This line will have a short tee in it.
5. The Clean Side Separator (CSS) needs to be installed, but first we must cap off the front PCV port. The CSS allows the engine to breathe through the oil fill neck, so the PCV port is not needed. Use the supplied capped fitting and connect it to the PCV port on the front valve cover.
6. Reinstall the engine cover (if equipped) and replace your factory oil cap with the UPR CSS. Connect the small tee to the fitting on the CSS.
7. Check that all mounts and connections are snug, and start the vehicle to check for vacuum leaks.

NEVER RETURN OIL FROM THE CATCH CAN BACK INTO THE ENGINE





