

## UPR Oil Catch Can Installation

### 2015-up Mustang 5.0 w/Procharger 5030-146-1-CSS

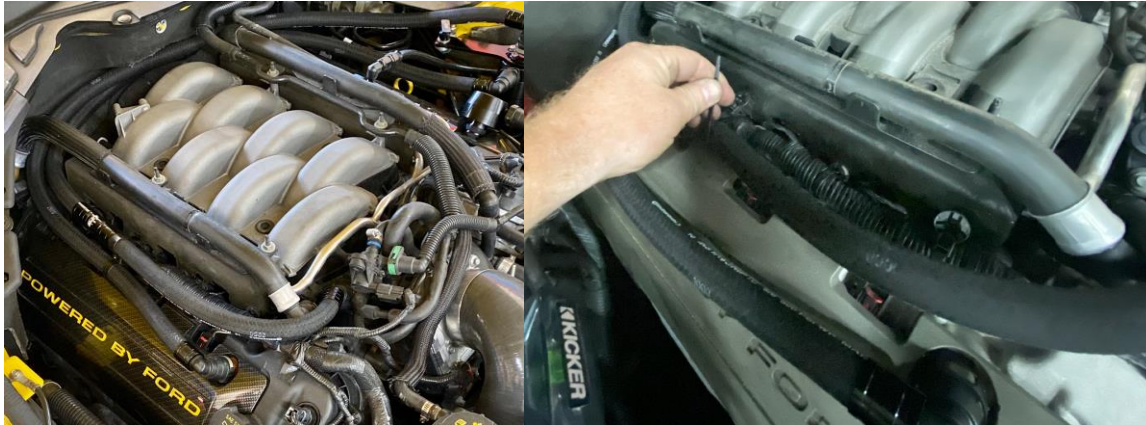
1. Loosely Install the provided bracket assembly onto the driver side shock tower tab with the supplied hardware. It can be installed under the tab as shown, or on top of the tab. The bracket can be installed pointing forward, or pointing the engine, depending on your needs. This bracket also allows adjusting the catch can angle by loosening the large allen bolt.



2. Install the Catch Can onto the bracket with the supplied 10MM bolt ( or Knob if you selected the option). The allen head screws on top of the catch can, along with the bracket allows the can to be 'clocked' into many positions to fit your application.



3. The long hose with the check valve in it will connect from the vacuum port on the intake manifold to the side fitting on the catch can. The arrow on the check valve always faces away from the catch can, towards the engine. If you are installing the factory engine cover, secure the vacuum hose along the injector harness with a zip tie to allow it to fit under the cover. The hose with no check valve will connect from the passenger side valve cover PCV fitting, to the top fitting on the catch can. Route both hoses around the back of the engine towards the catch can.

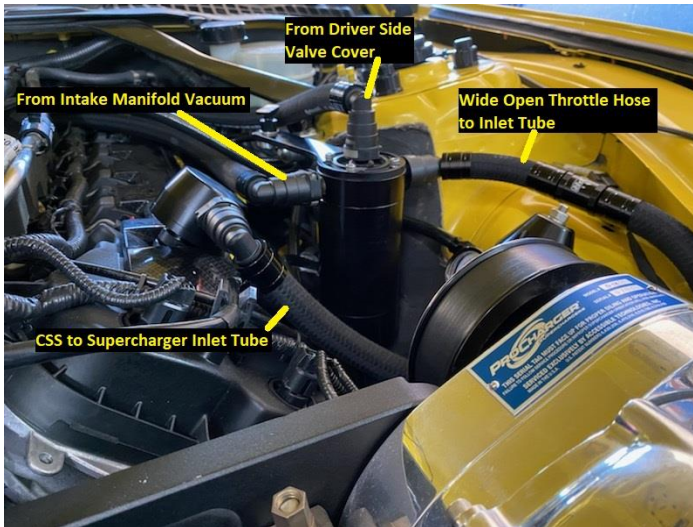


4. The Clean Side Separator (CSS) allows airflow into the crankcase during normal driving conditions, and will separate oil splash when under boost. It simply clicks onto the driver side valve cover Crankcase Vent (CCV) fitting. Lift the collar at the base of the CSS, and push it onto the CCV fitting until it clicks. Route the hose to the air intake tube or air filter. Mark the spot on the tube or filter where the hose fitting will comfortably reach with some slack (closer to the air filter is best if possible). Use a 5/8 or 16mm drill bit to make a hole for the UPR Plug and Play™ Quick tap Fitting. (A step-drill bit works well). Install the fitting from the inside-out. Use the washer, retaining nut and clip to secure it. DO NOT OVERTIGHTEN the fitting or it can crack the tube or filter. If you drilled the hole a little too big, don't panic. You can use a dab of automotive silicone sealant on the quick tap fitting. Reinstall the air inlet tube, and connect the CSS hose connector.





5. Route the Wide Open Throttle (WOT) hose from the other side of the catch can to the supercharger air inlet tube fitting, and cut the hose to fit if needed. The arrow on the hose will always face away from the catch can. Install the UPR Billet Hose-end Ferrule and push the hose onto the fitting



Check your UPR Catch Can every 500 miles at first to get a feel for your vehicle's needs. 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.

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