

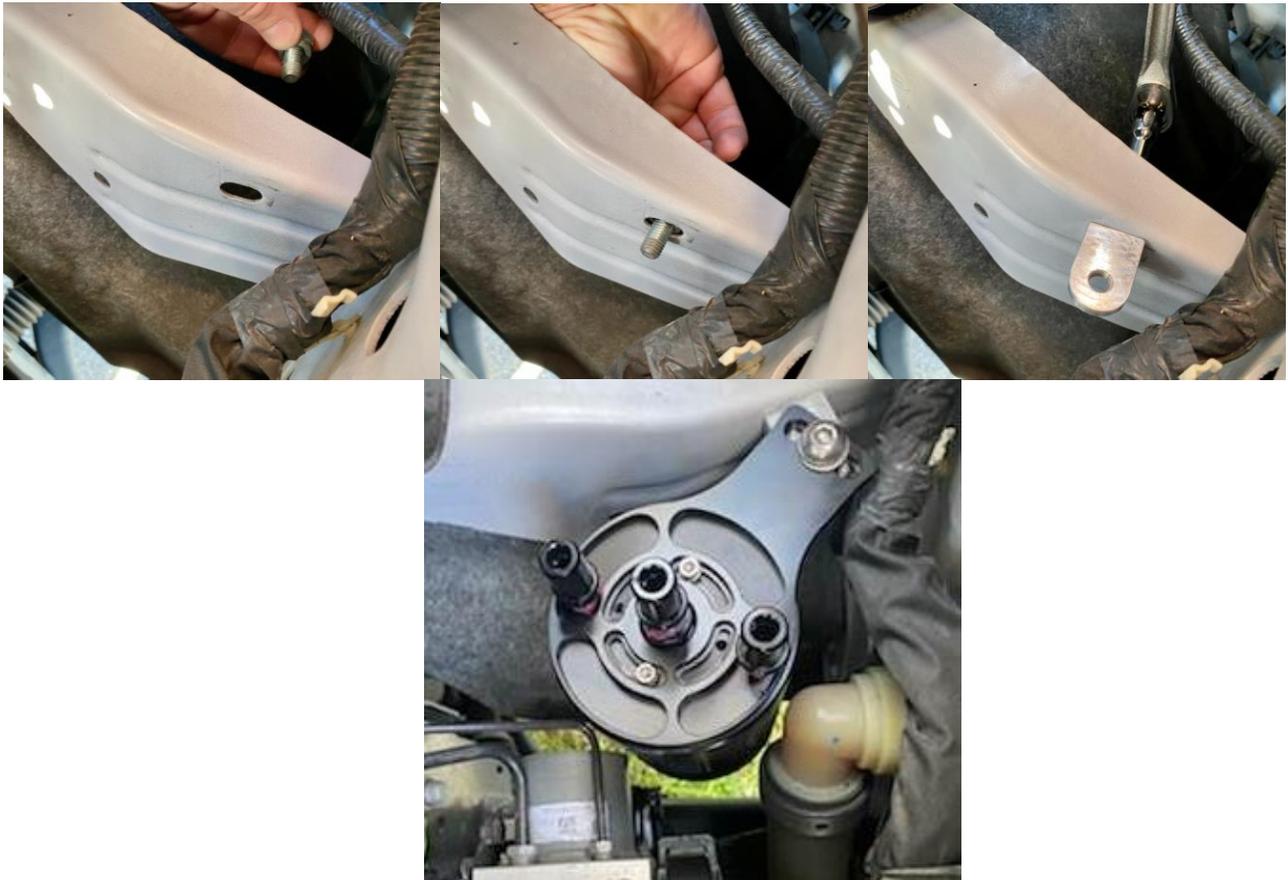
UPR Oil Catch Can Installation

15-20 Ford F150 Ecoboost 3.5 and 2.7

1. Remove the factory air filter box or cold air box inlet to gain access to the catch can mounting point.



2. Locate the oval shaped hole in the frame on the driver side directly below the air inlet. Install the 90 degree mounting bracket to the frame with the supplied hardware. The bracket should be facing upwards. Install the catch can onto the bracket with the supplied hardware.



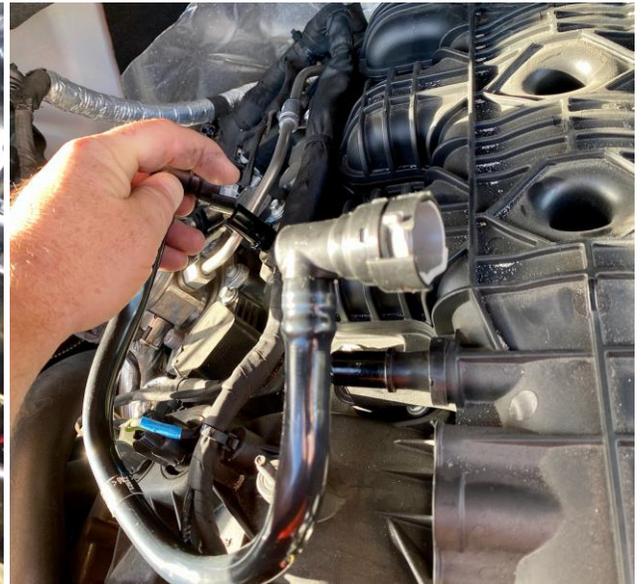
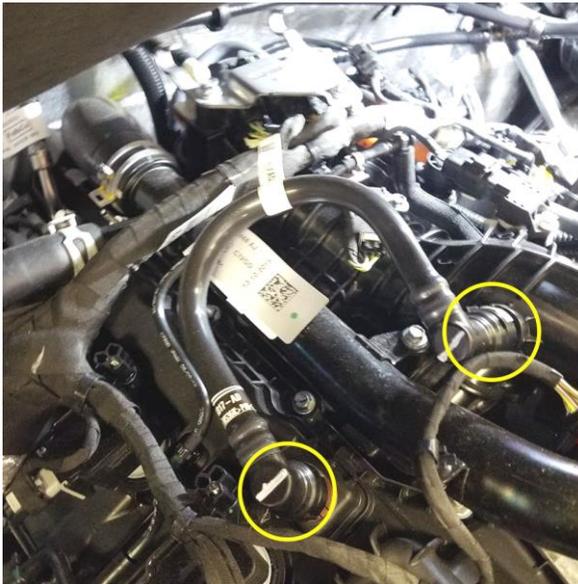
Optional 4" MEGA catch can shown, positioning for standard 3" can will be the same.

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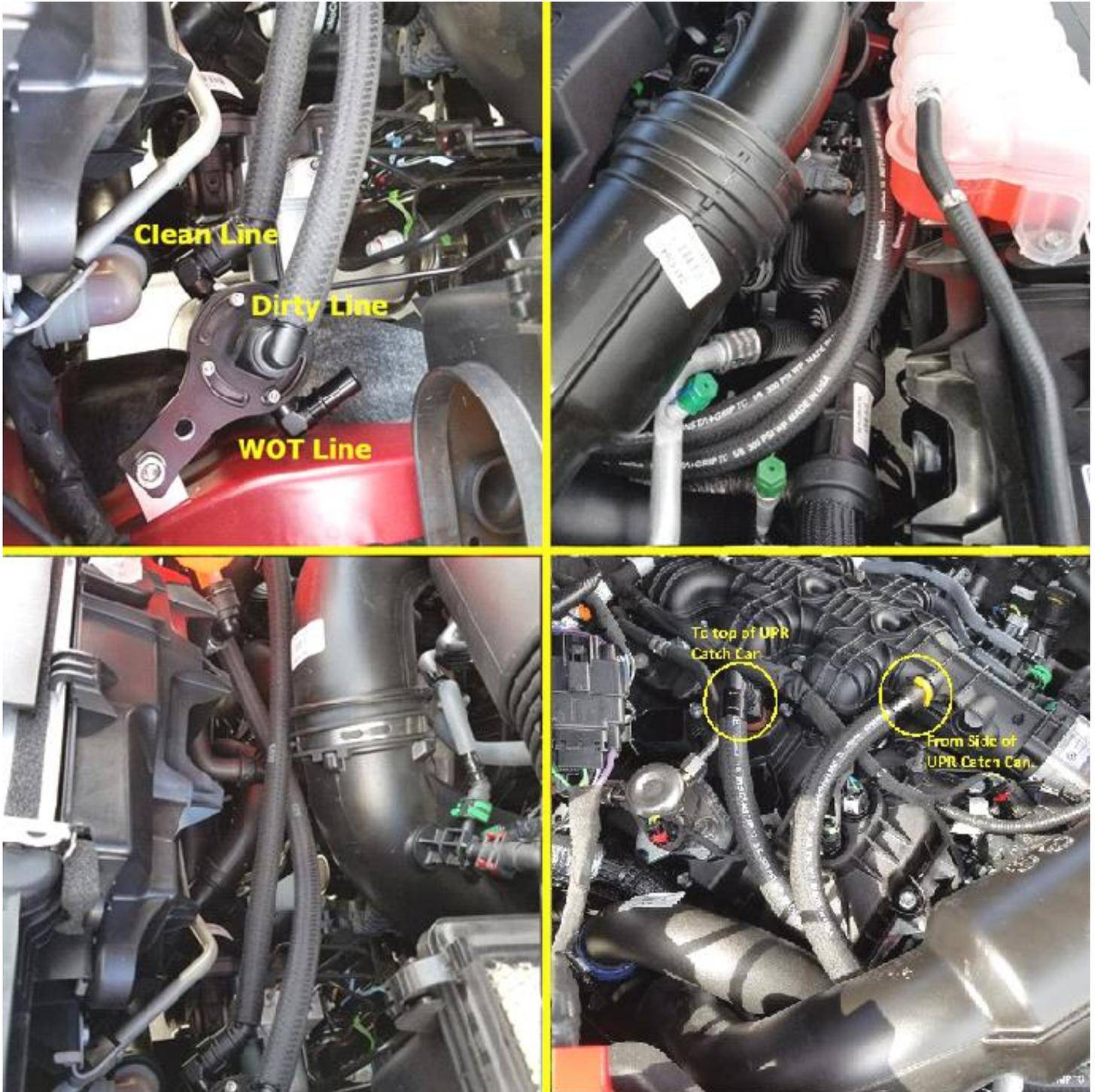
3. Remove the engine cover to gain access to the PCV fittings. On some models you will have to remove the oil fill cap to do so. 17-up models will have two 10MM nuts holding the cover on.



4. Locate the factory PCV tube on the passenger side of the engine. It runs from the PCV valve on the valve cover to the intake manifold vacuum port. Remove the tube by releasing the factory fittings.



5. Time to start routing hoses. Connect the hose with no check valve in it to the passenger valve cover PCV valve and route it to the catch can center inlet port. Be sure to route hoses so they will not contact any belts, pulleys or other hazards. Find the longest hose in the kit with a check valve in it. Route the hose so that the arrow printed on the check valve faces away from the catch can, towards the engine. Connect the hose to the intake manifold vacuum port, and the other end to the outlet port that is furthest forward on the catch can.



6. Locate the Crank Case Vent tube (CCV) on the driver's side valve cover. It will run from the valve cover to the driver side turbo inlet tube. There is a wiring harness connected to the Vapor Pressure Sensor (VPS) on this tube. You do not have to disconnect the VPS harness, but you may if you feel more comfortable doing so. Disconnect the CCV tube at the valve cover and the inlet tube.



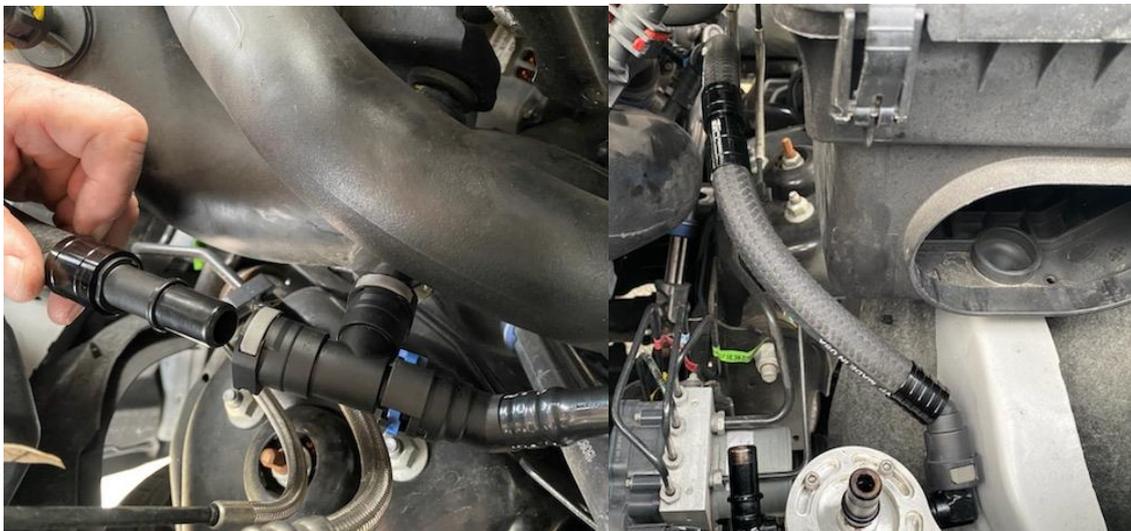
7. Connect male portion of the 3-way fitting into the CCV tube, and connect it to the turbo inlet tube as shown. The male end of the fitting should face the rear of the engine compartment.



8. Install the CSS onto the Valve cover fitting by lifting up on the collar at the base, and then pushing down on the CSS. The collar will click when fully engaged. Turn the factory fitting in the CCV tube to enable it to connect to the CSS.



9. Connect the male end of the Wide Open Throttle (WOT) hose into the 3 way fitting. Connect the other end of the WOT hose to the catch can as shown. Make sure the arrow on the check valve is facing away from the catch can. (On some models it may be necessary to trim part of the engine cover to accommodate the new location of the driver side vent hose.)



Go back over all of the connections to make sure they are seated properly.

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. You must dispose of the liquid collected in the catch can properly (with used waste oil) properly according to your local laws.

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