

## 19 Ford Ranger 2.3L UPR Single Valve Oil Catch Can Installation

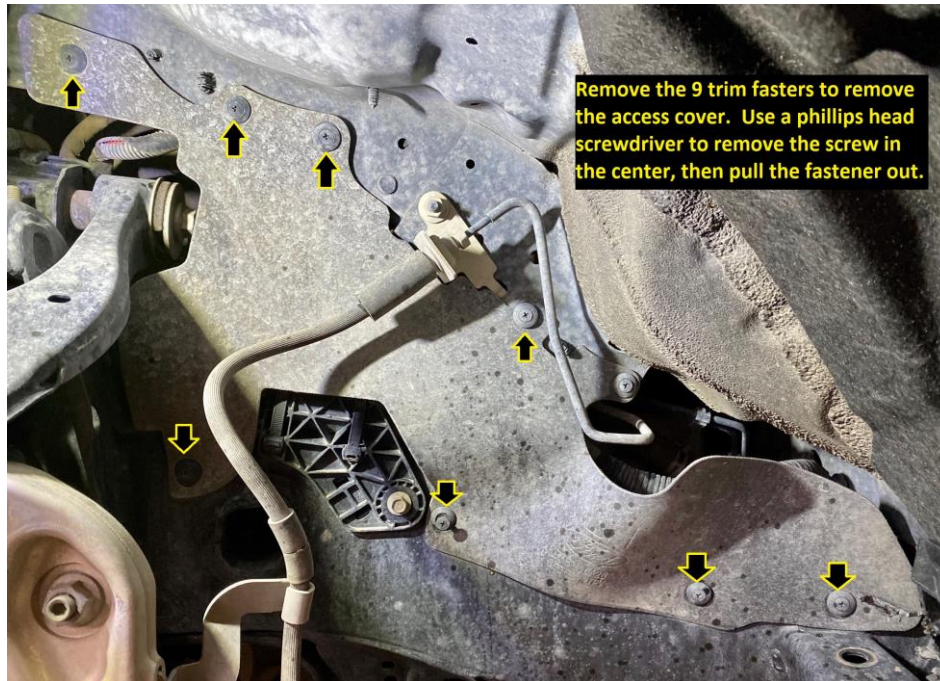
### Suggested tools:

10mm socket wrench, 13mm socket wrench, Trim removal tool for inner fender fasteners, and a Phillips screwdriver.

1. Remove the bolt from the driver side radiator support, and bolt the bracket assembly in existing hole. Leave loose until can is fully assembled and mounted

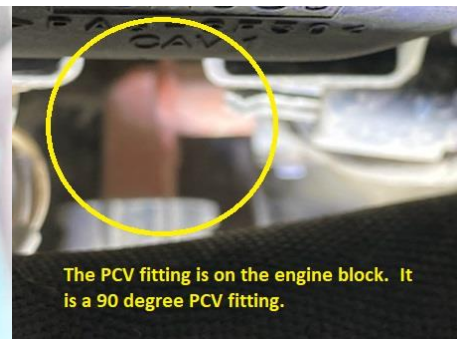


2. For best access to the PCV hose and connections, jack up and properly support the front of vehicle. Remove the driver side front wheel. Remove the 9 trim fasteners holding the access cover on, and remove the cover.





3. Position the coolant hoses down out of the way. You will look for the short, U-shaped PCV hose and feel for the connections. It will be nearly impossible to see the connections, so you will need to remove the PCV hose and install the UPR Catch can hoses on the engine by 'feel'.



4. Send your hoses down from the top along the intake/throttle body area with the 12.61 90 degree fittings going down to the engine connections. The 'Clean side' hose will have a check valve and a 90 degree fitting, while the 'Dirty side' hose will have no check valve. The arrows on the check valves always faces away from the catch can. Connect the 'Dirty side' hose to the PCV on the engine block, and the 'Clean side' hose to the intake vacuum port. Make sure the hoses are loose and have no kinking or interference with moving parts. The fitting will click on once it is fully seated. If the fitting is on correctly, it will not pull off without squeezing the grey tabs.



5. Position the coolant hoses back in place and reassemble the cover.
6. The 'Dirty side' hose from the PCV has a 90 degree fitting, and will connect to the top of the can. The 'Clean side' hose has a straight fitting with check valve in line will connect to the side of the can.
7. Place the can on the bracket and rotate as needed before tightening. Pay attention to the can's proximity to the intake charge pipe and make sure it is moved away before tightening the main bracket bolt.



**NEVER RETURN OIL FROM THE CATCH CAN BACK INTO THE ENGINE**