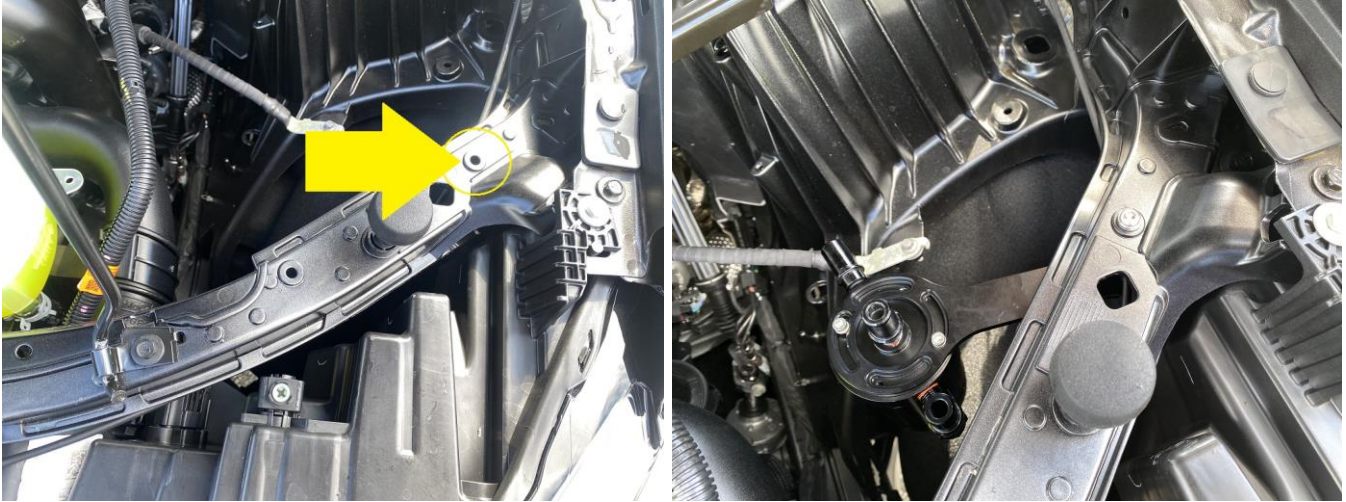


UPR Oil Catch Can Installation

2020 - Present Ford Explorer 3.0 Turbo ST Dual Valve Catch Can kit with CSS

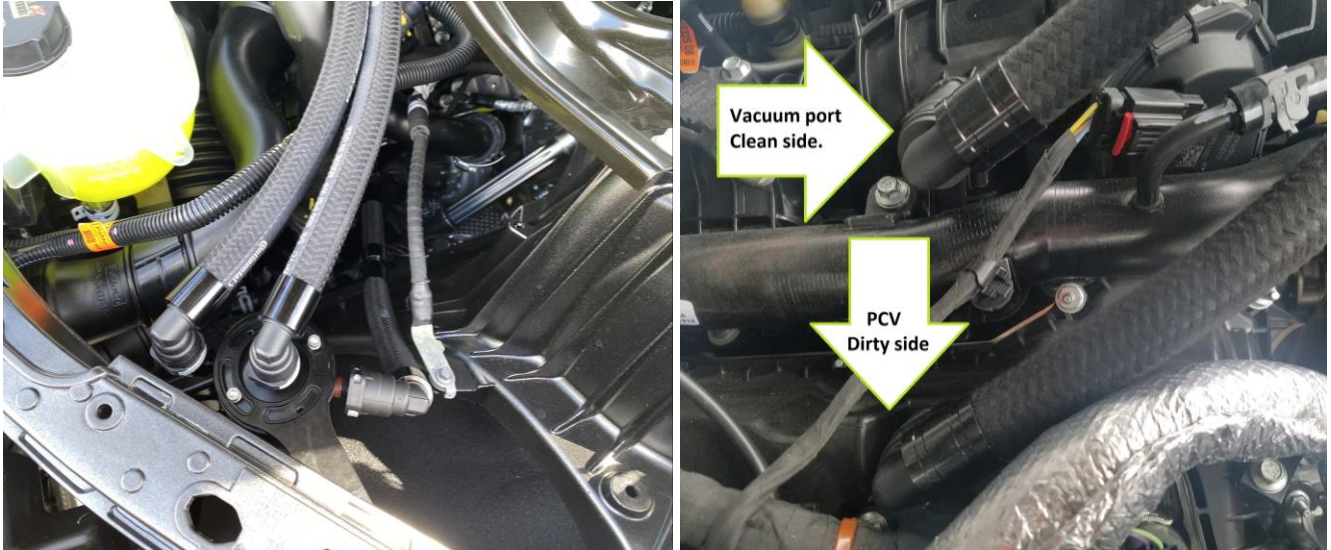
5030-249-1-ECSS



Find the un-used factory hole in the radiator support just to the right of the hood bumper. Mount the catch can with the provided hardware. You will need a 5/32 allen wrench.



Locate the factory PCV hose that runs from the passenger valve cover to the intake manifold vacuum port.
Remove the hose by pushing the tabs on the fittings to the side.



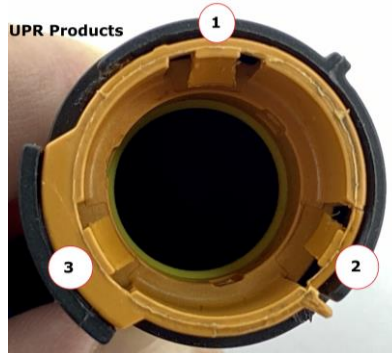
The longest hose with the check valve in it will be the 'Clean Side' or vacuum hose. When routing the hose, be sure the arrow printed on the check valve faces away from the catch can. Connect the one end to the intake manifold port, and the other end to the side port on the catch can that has the 90-degree male fitting facing up.

The long hose with no check valve is the Dirty Side PCV hose. Connect one end to the PCV valve on the passenger valve cover, and the other end to the top port on the catch can.

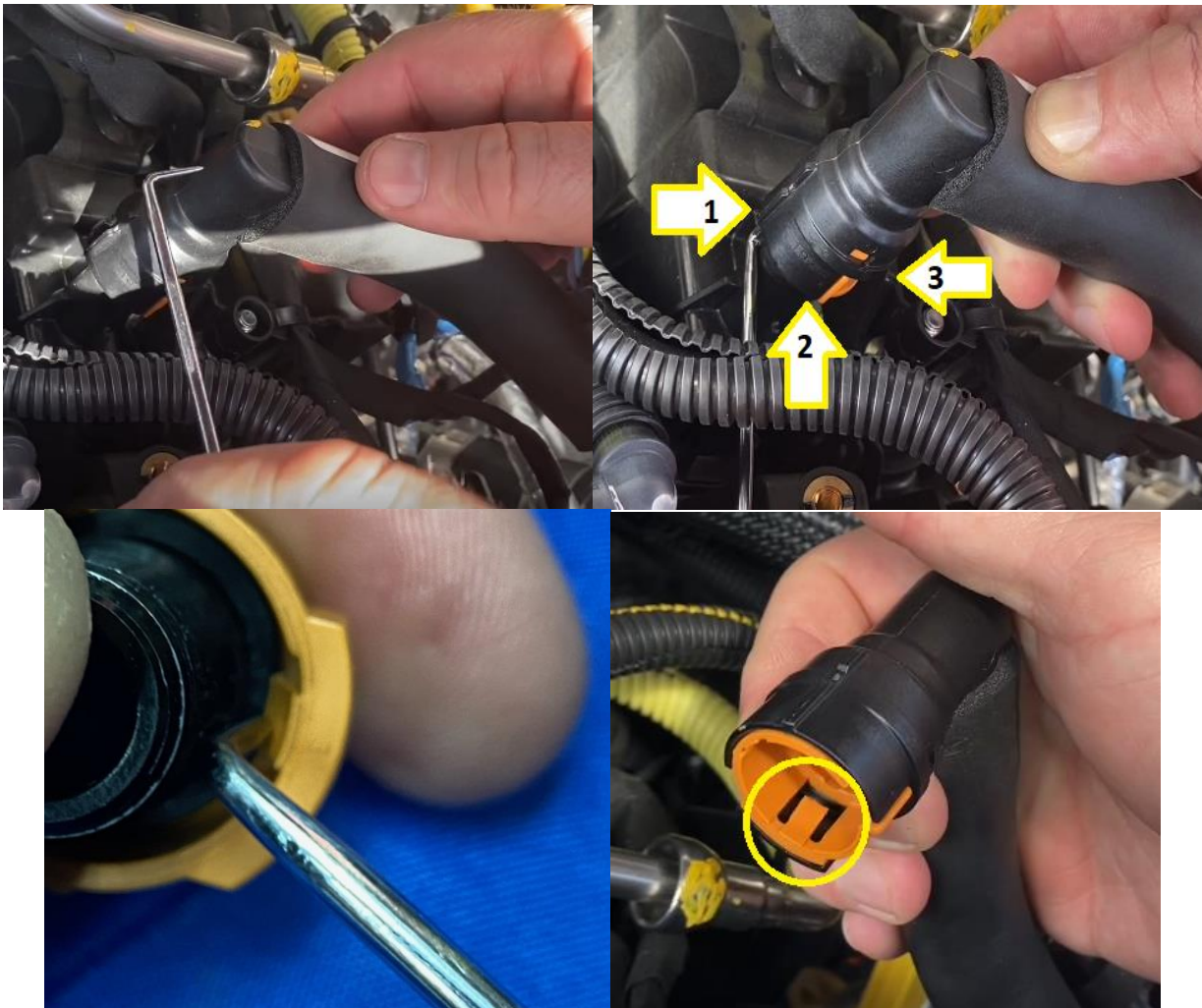
*To install the UPR Clean Side Separator (CSS) and Wide Open Throttle hose (WOT) you will need to remove the Crankcase vent (CCV) fitting from the driver's side valve cover, and the turbo inlet tube. These fittings are not quick release fittings. The following instructions will enable you to remove the fittings and replace it if it is broken. Installing the OEM style quick release fittings in the OEM tube will enable you to easily return the vehicle back to stock condition for dealership visits or lease turn in.

**** For the ORANGE Driver Side CCV Connector:**

Use a 90-degree pick or hook pick to release the fitting. There are 3 little tabs securing the female end of the fitting onto the valve cover fitting.



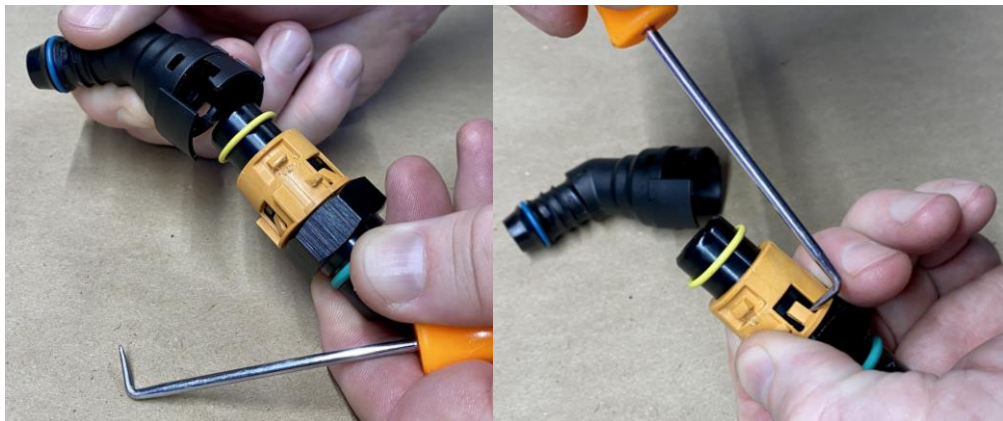
The CCV hose will run from the driver side valve cover to the driver side turbo inlet tube. While holding the hose and applying slight upward pressure, run the pick under the fitting to release the tabs. If the fitting or tabs break, the fitting can be replaced with a standard UPR Plug and Play fittings P/N 2025-39 (straight), 2025-40 (90 degree) or 2025-41 (45 degree). Repeat the process to remove the fitting at the other end of the tube if equipped.



Another Method to remove the fitting is to separate the orange portion of the fitting from the outer cover. Using a pick or flat screwdriver, find the small orange 'window' on each side of the fitting. Slide the pick or screwdriver up between the black outer portion of the fitting and the orange inner portion. Pry up on each side to pop the outer portion off.



Now that you can see the 3 tangs, while applying upward pressure, use a pick or small screwdriver to release them.



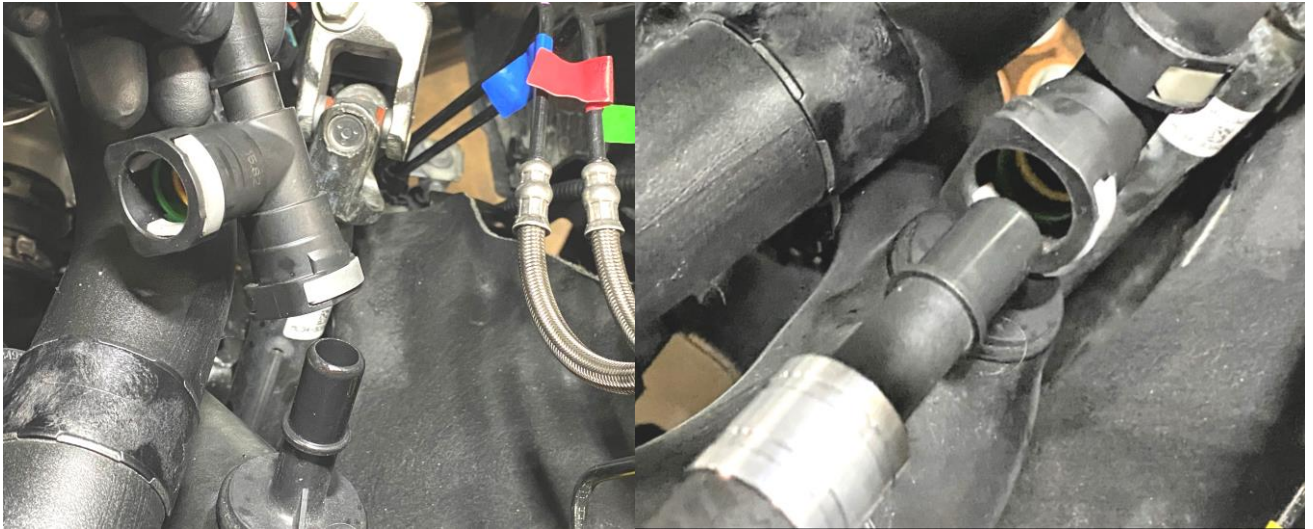
To replace the fittings on your factory CCV tube, use a heat gun or lighter to gently warm the plastic tube – do not melt or burn the tube. Pull the fitting out of the tube once it is warm, and insert the new fitting into the tube while it is still warm (caution: it will be hot). The tube will conform to the fitting as it cools. To assist, you can wrap a small zip tie around the tube end while it cools.



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Clean Side Catch Can and WOT fitting:

Install the 3-way Plug N Play Wide Open Throttle adapter fitting onto the turbo inlet tube so that the female leg of the Tee is facing toward the catch can. Connect the male fitting on the WOT hose from the catch can to the female fitting on the Tee. Connect the factory CCV hose to the top male fitting on the Tee.



(The fitting at the catch can has been changed to a 45 degree fitting for better routing)

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Install the Clean Side Separator onto the driver side valve cover CCV fitting by lifting up on the collar at the base of the CSS, then push the CSS onto the male fitting until it clicks firmly into place.

Connect the clean side hose from the CSS to the 3 way fitting.

The hose end fittings can be swiveled to fit if needed.

Go back over the installation to ensure there are no loose fittings, the catch can mount and bracket are secure and tightened, and all hoses are routed away from any sharp edges or hazards.

Check the catch can every 500 to 1000 miles to get a feel for your vehicle's needs. Most vehicles will need the can emptied every 3,000 to 5,000 miles. It is typical for the catch can to have more in it during cooler weather due to condensation in the engine.

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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