

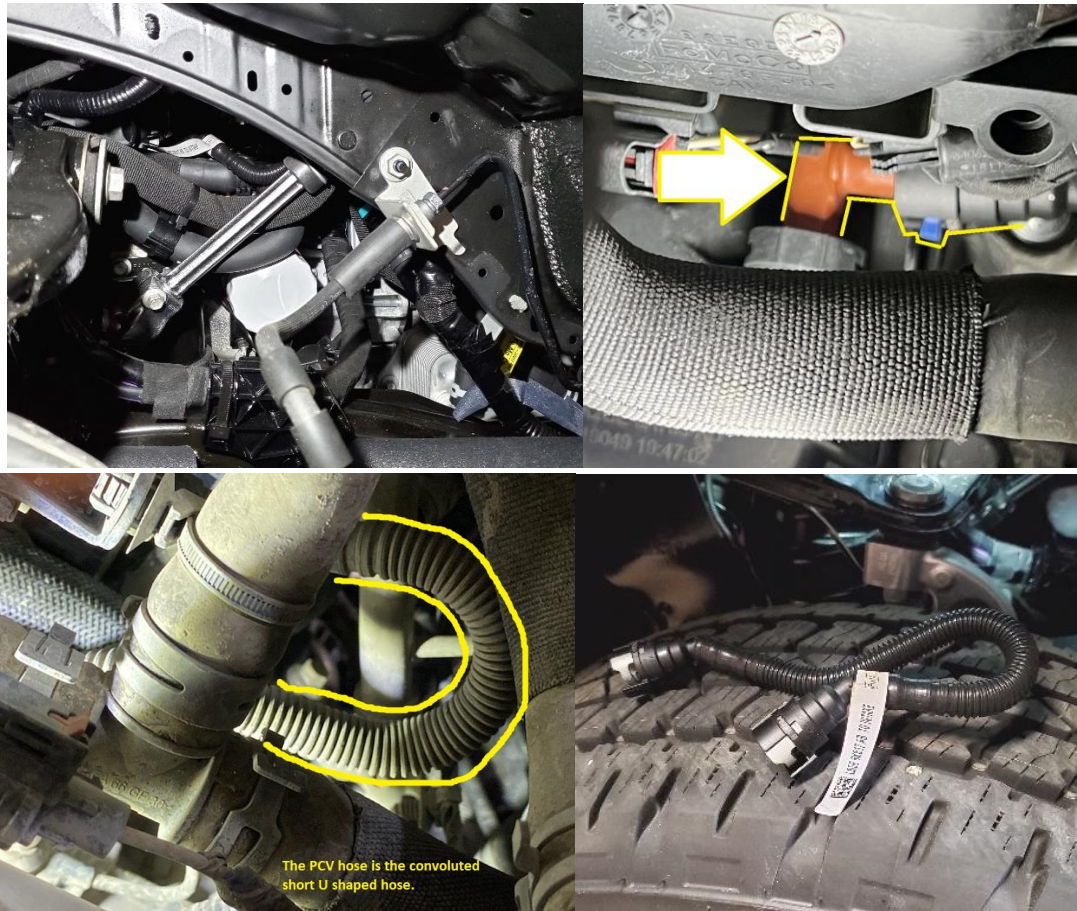
19-20 Ford Ranger 2.3L UPR Dual Valve Oil Catch Can Installation

1. Remove the bolt from the driver side radiator support, and install the UPR bracket assembly in the existing hole.



2. To access 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. To Find the PCV connections, gently push the coolant hoses down out of the way. You will look for the 90 degree PCV fitting, which is on the driver side of the engine block. Connected to it is a short, U-shaped PCV hose connecting it to the intake manifold vacuum fitting. It will be nearly impossible to see the connections once you have your hand in there, so you will need to remove the PCV hose on the engine by 'feel'. Push the retaining tab on the fittings to the side and slide then off of the PCV and Intake Connections.



4. The UPR PCV hose, and Vacuum hose will have special fittings which will connect to the PCV and Vacuum fittings on the engine. The fittings can be identified by the ' 12.61 ' printed on the side of it.



Route your hoses from where the catch can will be mounted, down past the throttle body so you can then route them to the fittings on the engine. The 'Clean side' hose (vacuum) will have a check valve installed in it, while the 'Dirty side' hose (PCV) will have no check valve. The arrows on the check valves always face 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 manifold vacuum port. Make sure the hoses are free and have no kinking or interference with moving parts. Press the fittings onto the PCV and vacuum ports until they click to lock them in place once it is fully seated. If the fitting is on correctly, it will not pull off unless you squeeze the grey tabs to release them.

(We apologize for the photo quality, but you will see that it is difficult to get a clear photo of this area. If you would like to see the photos in color or be able to enlarge them, go to the uprproducts website and open the PDF on the catch can listing page.)

5. Position the coolant hoses back in place and reassemble the access cover.

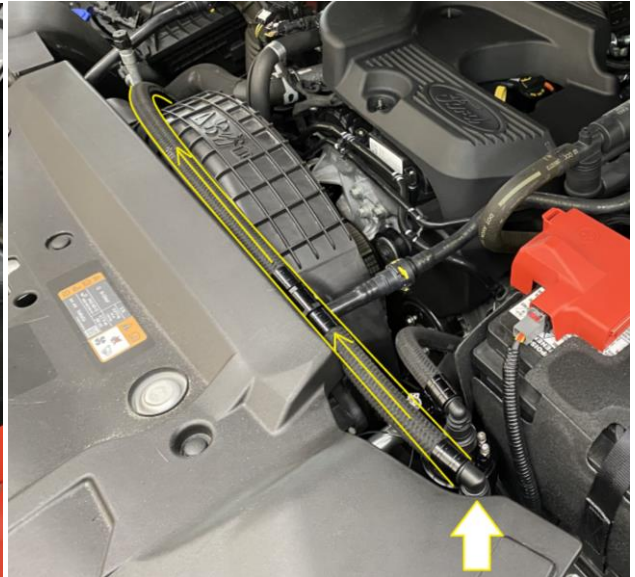
6. Place the Catch Can on the UPR bracket and rotate as needed before tightening. Pay attention to the can's proximity to the intake pipe and make sure it is moved away before tightening the UPR knob.



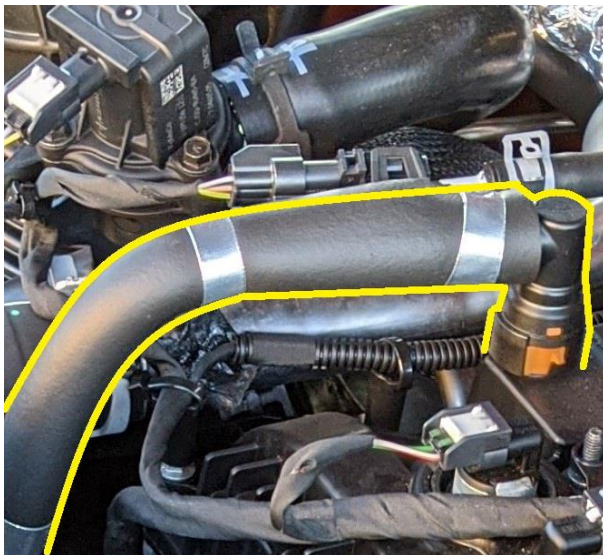
7. The 'Dirty side' hose from the PCV has a 90 degree fitting, and will connect to the top of the can. The 'Clean side' hose has a straight fitting with check valve in line will connect to the side of the can with the straight fitting.



8. The Wide Open Throttle Hose will connect from the 90 Degree fitting on the catch can, and route along the fan shroud towards the Turbo intake tube. Be sure the arrow on the check valve is facing away from the catch can.



9. Locate the Crankcase vent tube. It has an orange fitting on the front part of the valve cover and connects to the turbo inlet tube.



Disconnect the harness from the sensor on the Crankcase vent tube.

Follow the tube to the end where it connects to the turbo inlet and release the fitting (most will have a quick release fitting on the turbo inlet tube). This will allow you to have some movement in the tube while you work to release the orange fitting.

10. The Orange Crankcase vent fitting does not have a quick release mechanism. To remove it, use a curved pick to pry the outer black part of the fitting off of the orange inner part. Insert the pick just below the small orange rectangular 'window' and pry up. Repeat this on the other side of the fitting.



Now that you can see the 3 tangs, while applying upward pressure, use a pick or small screwdriver to release them and remove the rest of the fitting from the valve cover.

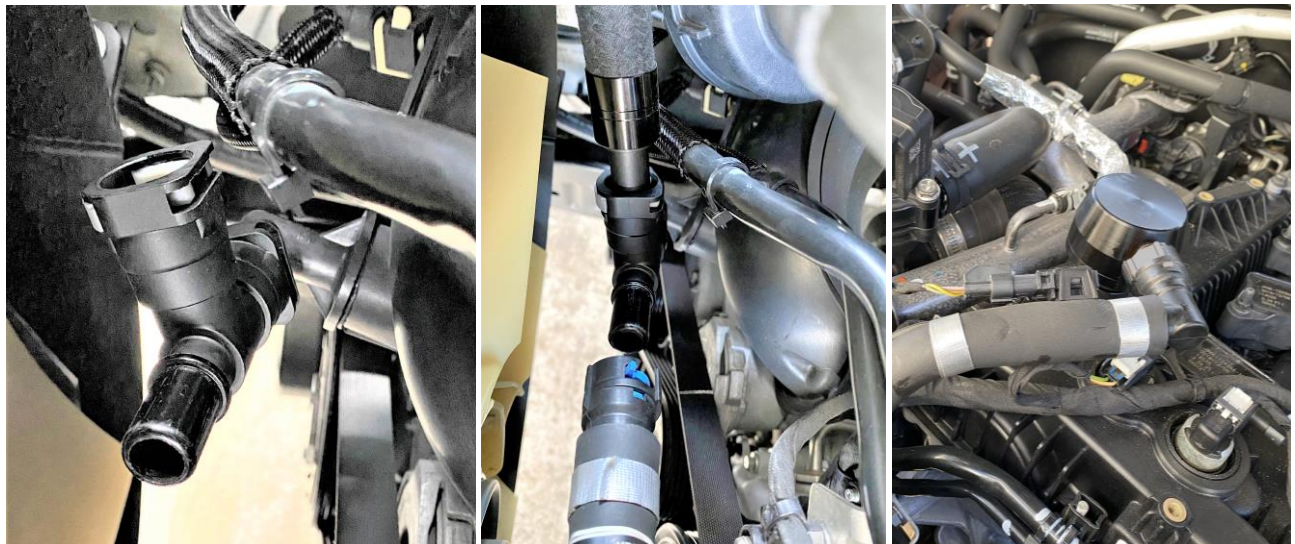
11. To replace the fitting on your factory CCV tube, use a heat gun or lighter to gently warm the plastic tube – do not melt or burn the tube. Pull the fitting out of the tube once it is warm, (be careful, it will be hot) and insert the new fitting into the tube while it is still warm. The tube will conform to the fitting as it cools. To assist, you can wrap a small zip tie around the tube ends while they cool. (Example shown- may not be the exact same tube)



12. To install the Clean Side Separator (CSS) pull up on the collar at the base of the CSS and push it down onto the CCV fitting on the valve cover. Once the CSS is installed fully onto the CCV fitting, the collar will click on to secure it.



13. Install the 3 way fitting onto the Turbo Inlet tube. Be sure the male portion of the fitting is facing up. Connect the CCV tube to the male part of the 3 way fitting. Connect the WOT hose to the female portion of the fitting. Finally, connect the CCV tube to the Clean Side Separator.



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.



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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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NEVER RETURN OIL FROM THE CATCH CAN BACK INTO THE ENGINE

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