

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

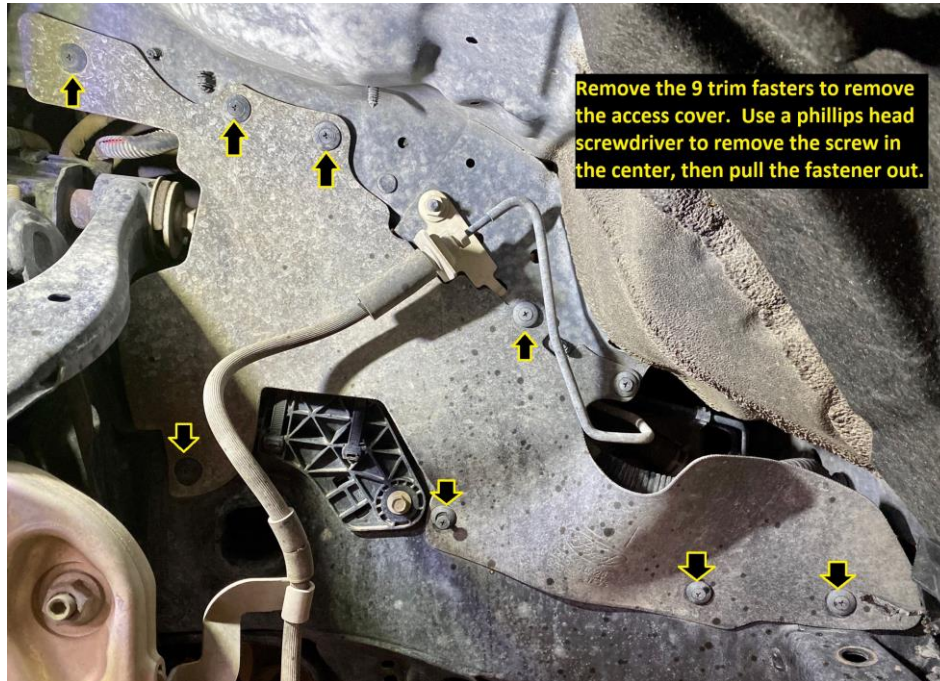
Suggested tools:

10mm socket wrench, 13mm socket wrench, Trim removal tool for inner fender fasteners, Phillips screwdriver, Flat screwdriver, a 5/8, 16mm, or step-drill bit, and an adjustable wrench.

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

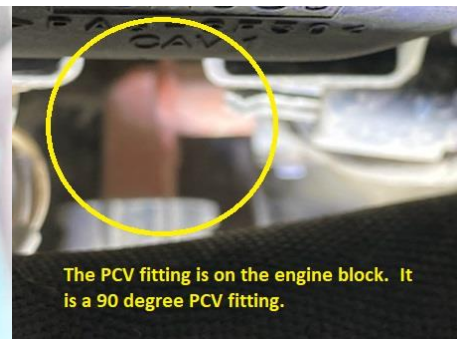


2. For best access to the PCV hose and connections, jack up and properly support the front of vehicle. Remove the driver side front wheel. Remove the 9 trim fasteners holding the access cover on, and remove the cover.





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'.



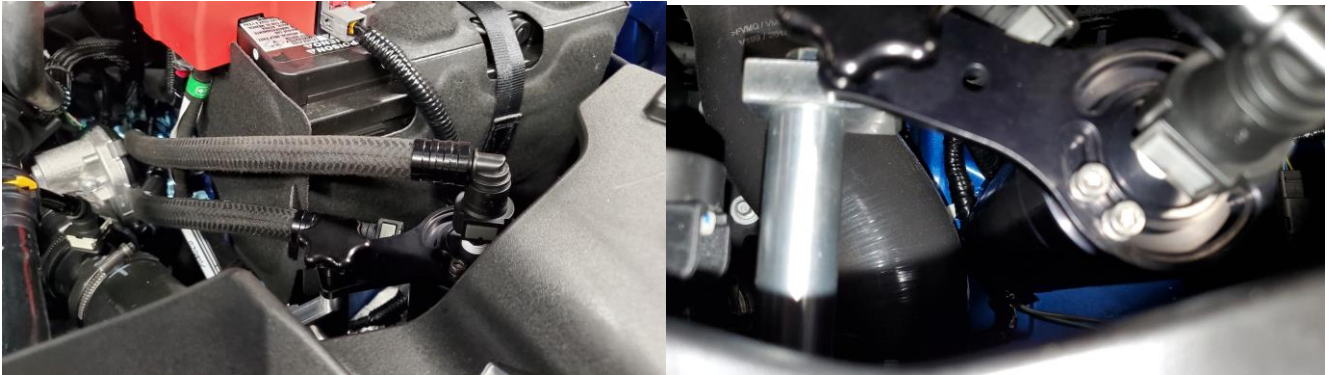
4. Send your hoses down from the top along the intake/throttle body area with the 12.61 90 degree fittings going down to the engine connections. The fittings can be identified by 12.61 printed on the side of it.



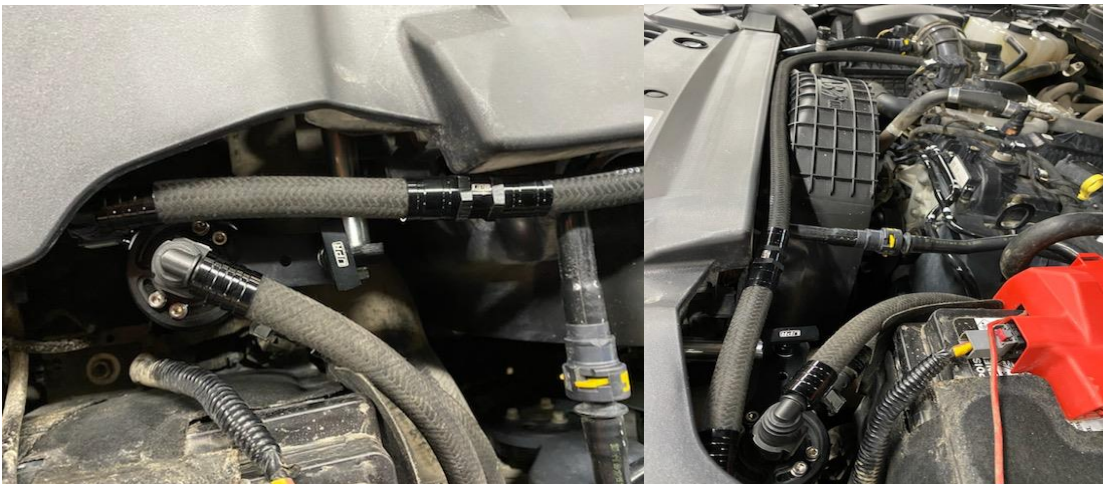
The 'Clean side' hose will have a check valve, while the 'Dirty side' hose will have no check valve. The arrows on the check valves always faces away from the catch can. Connect the 'Dirty side' hose to the PCV on the engine block, and the 'Clean side' hose to the intake vacuum port. Make sure the hoses are loose and have no kinking or interference with moving parts. 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.



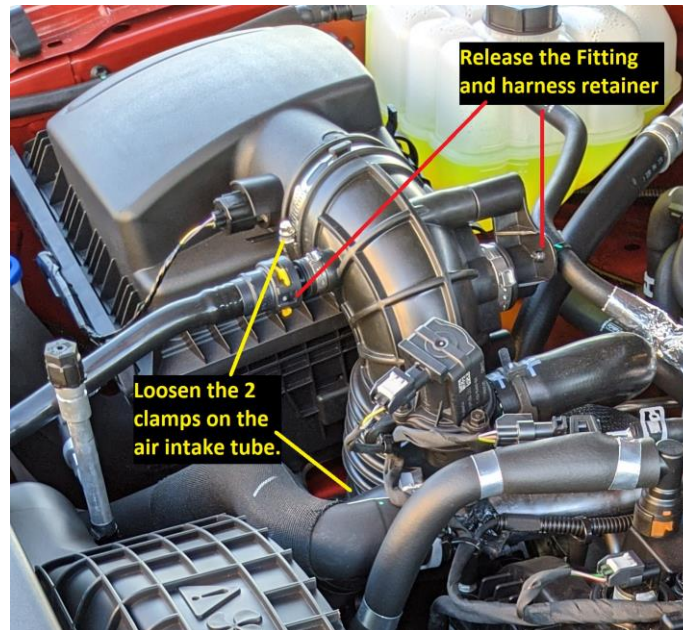
5. Position the coolant hoses back in place and reassemble the cover.
6. The 'Dirty side' hose from the PCV has a 90 degree fitting, and will connect to the top of the can. The 'Clean side' hose has a straight fitting with check valve in line will connect to the side of the can with the straight fitting.
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.



8. The Wide Open Throttle Hose will connect from the 90 Degree fitting on the catch can, and route along the fan shroud to the intake air box tube. Be sure the arrow on the check valve is facing away from the catch can. Route the WOT hose so that the fitting will comfortably reach the air intake tube. Mark the location to be drilled.



9. Remove the air intake tube by loosening the 2 band clamps, releasing the fitting, and the harness retainer.



10. Use a good, sharp 5/8", 16mm, or Step-drill bit to make a hole in the intake tube for the UPR Quick Tap Fitting.



11. Disassemble the retainer clip, nut, and the washer from the Quick Tap fitting. Install the Quick tap fitting by pushing it up through the hole from the inside-out. Reinstall the washer, nut, then the retainer clip. Do not overtighten the nut. You can add a dab of RTV sealant to the base of the fitting before installing the washer if you made the hole a little too big.



12. Reinstall the air intake tube, fitting, and harness retainer. Connect the WOT hose with the UPR Plug and Play fitting.



NEVER RETURN OIL FROM THE CATCH CAN BACK INTO THE ENGINE