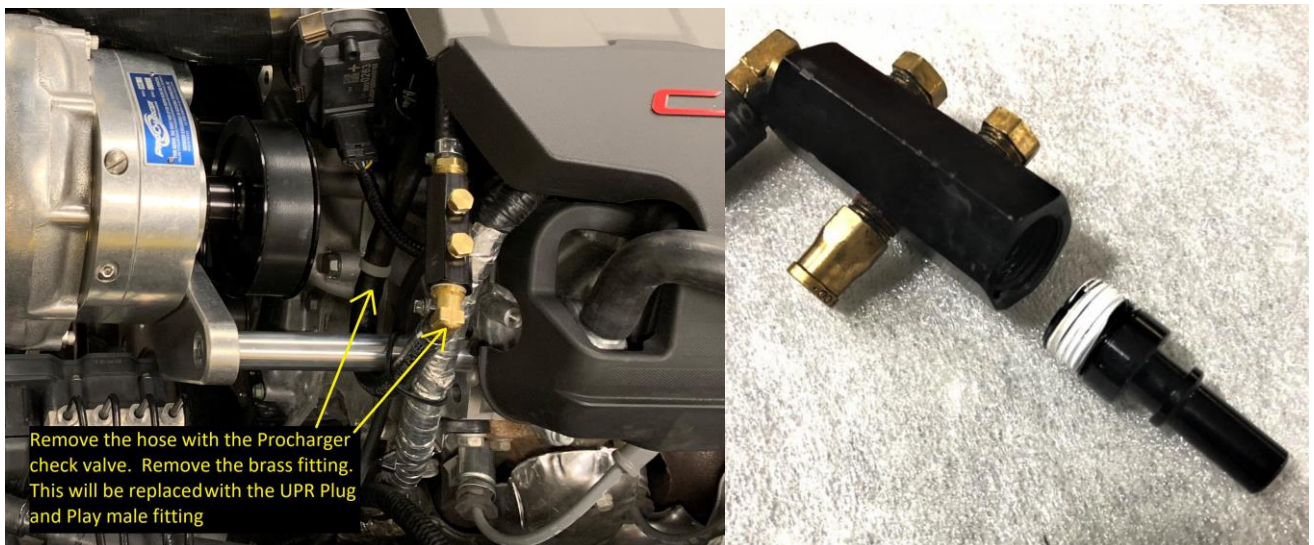


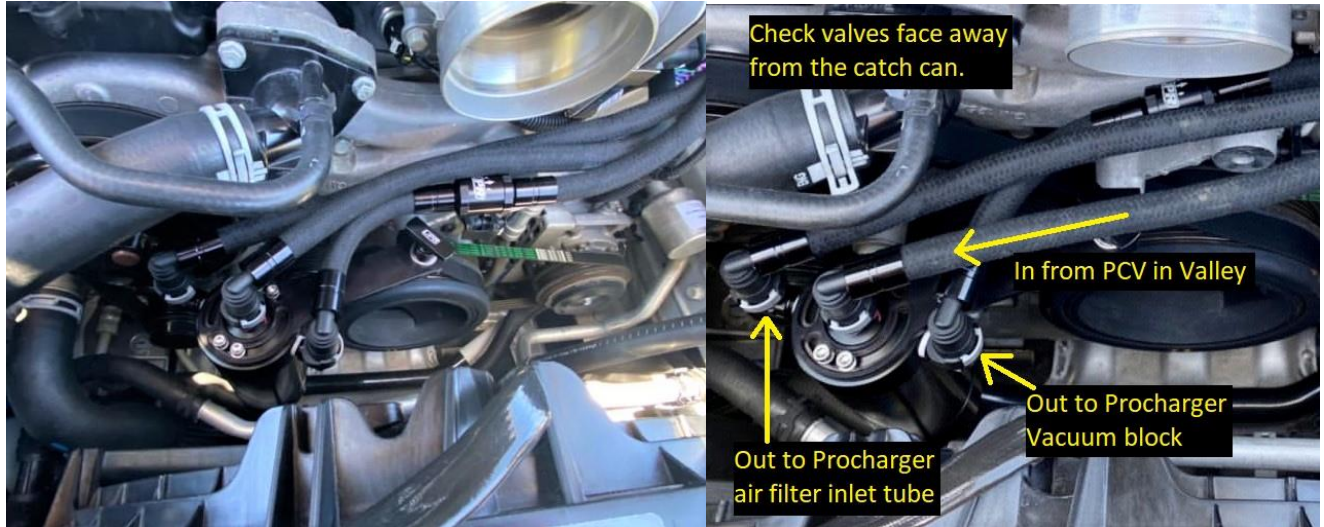
UPR Oil Catch Can Installation 2016-PRESENT CAMARO SS LT1 with PROCHARGER



1. Locate the un-used bolt boss on the water pump housing just above the crank pulley. Install the 90-degree bracket with the supplied 10mm Allen head bolt. The bracket needs to have the mounting bolt hole for the catch can facing up as shown.



2. Locate the hose that runs from the lifter valley PCV fitting to the brass fitting on the Procharger vacuum block. This hose will have a check valve in it. Remove the hose, check valve and brass fitting from the vacuum block. The vacuum block will remain connected to the vacuum fitting on the intake manifold. Install the provided UPR 3/8NPT to Plug and Play™ fitting into the vacuum block.



3. Install the catch can onto the mounting bracket with the supplied knob as shown. (Knob style may vary from photo). The hose with no check valve in it will connect to the top of the catch can. The shorter hose with the check valve in it will connect to the driver side fitting on the catch can. The longer hose with the check valve in it will connect to the passenger side fitting. **Arrows on the check valves always face away from the catch can.** Route the hoses under the throttle body, and along the top of the Procharger bracket. (Procharger bracket not shown in some mock-up photos)



4. Connect the hose with no check valve to the PCV fitting in the lifter valley plate. Connect the shorter hose with the UPR check valve in it to the Procharger vacuum block using the UPR Plug and Play™ fitting.

*fittings may differ slightly from mock-up photos.



5. Route the Wide Open Throttle (WOT) hose to the Procharger air inlet tube. Mark the spot on the tube where the hose fitting will comfortably reach with some slack. Use a 5/8 or 16mm drill bit to make a hole for the UPR Plug and Play™ Quick tap Fitting. (A step-drill bit works well). Install the fitting from the inside-out. Use the washer, retaining nut and clip to secure it. **DO NOT OVERTIGHTEN** the fitting or it can crack the tube. If you drilled the hole a little too big, don't panic. You can use a dab of automotive silicone sealant on the quick tap fitting. Reinstall the air inlet tube, and connect the WOT hose connector.
6. Go back over all connections to make sure they are secure. Be sure the catch can and hoses are mounted or routed away from any belts, pulleys, or other hazards. The catch can bracket is able to be clocked in many positions to accommodate. Be sure the brackets are tight once installed.

- UPR highly recommends the addition of a One Way Billet Breather PN 5013-01 to protect against excess crankcase pressure and seal blow-out under boost.



Check the catch can periodically in the first 500 to 1000 miles to get a feel for your vehicle's maintenance needs. Generally, there will be less liquid in the catch can during hot weather, and more in cooler weather.

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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