

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

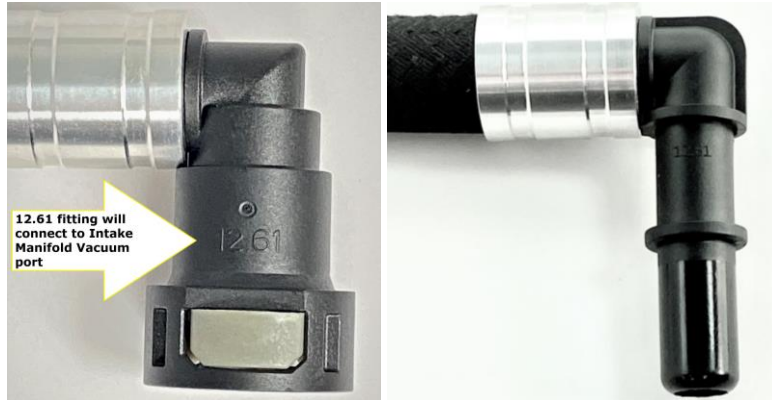
1. Remove the bolt from the driver side radiator support, and bolt the bracket assembly in existing hole.



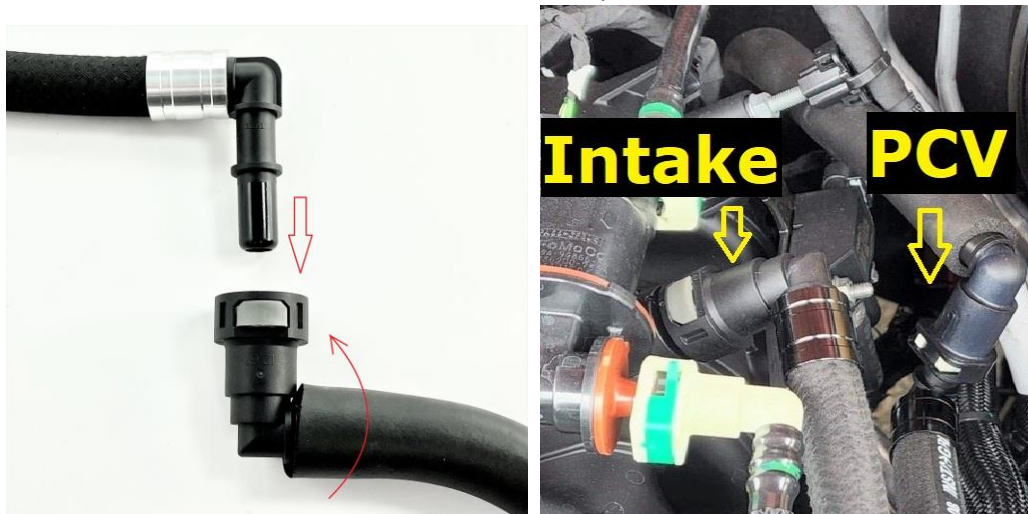
2. Locate the factory PCV / vacuum fitting. On some Mid '21 and all '22 Rangers it will be on the top of the intake manifold next to the EVAP solenoid on the driver side of the engine. To release the fitting, press the button on the fitting and lift it off of the intake manifold. (As pictured, the button will be *under* the fitting. **You should never pry or remove the button**)



3. The catch can hoses will have a special '12.61' female fitting for the intake manifold vacuum fitting, and a Male 90 Degree fitting for the 'Dirty' or PCV side which will connect to the factory PCV hose.



5. Connect the dirty side of the catch can system by twisting the fitting in the factory hose to make it easier to connect to the UPR male connector on the PCV hose. Then, connect the '12.61' Female fitting to the Intake Manifold vacuum port.



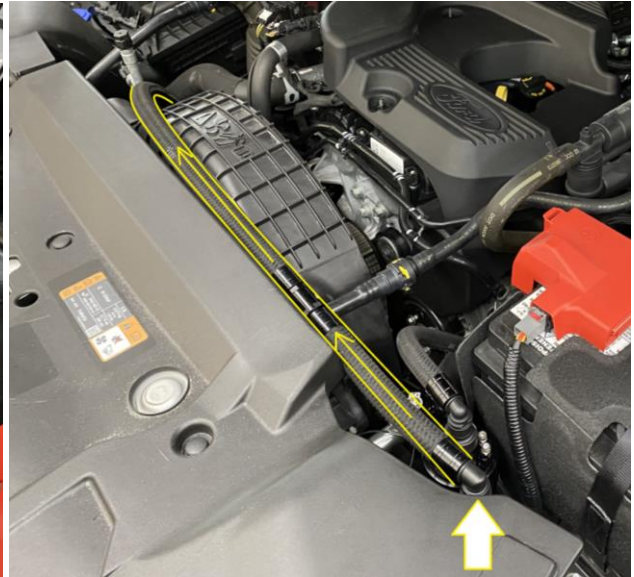
6. Route the hoses towards the UPR catch can and connect them as shown. PCV to the top of the catch can, Intake manifold vacuum to the side of the catch can.



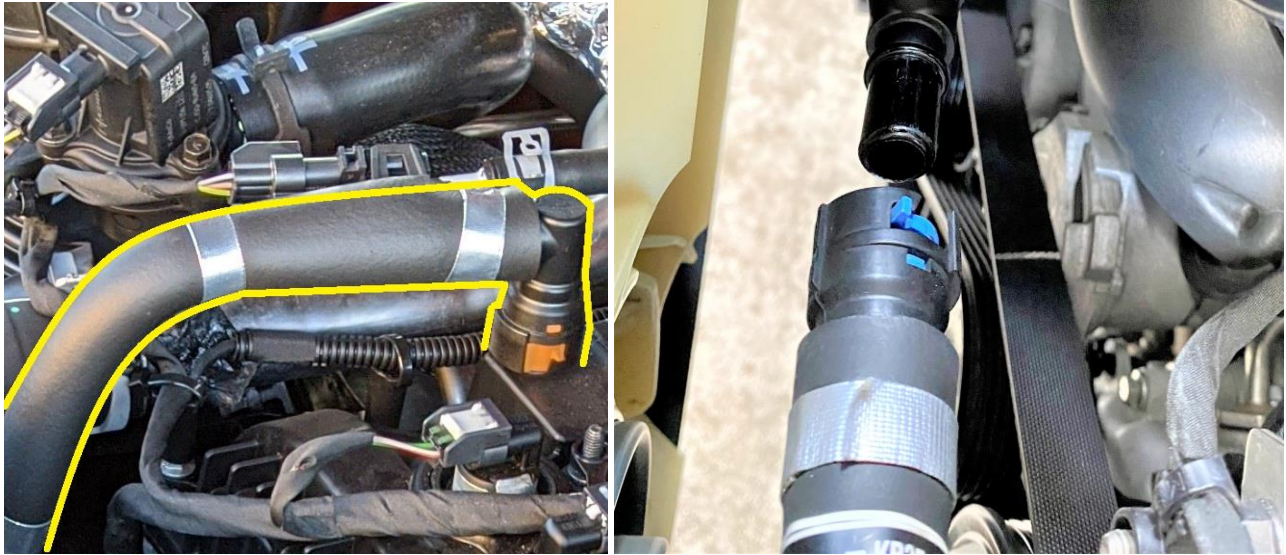
7. Place the can on the bracket and rotate as needed before tightening. Pay attention to the can's proximity to the intake charge pipe and make sure it is moved away before tightening the main bracket bolt.



3. 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.



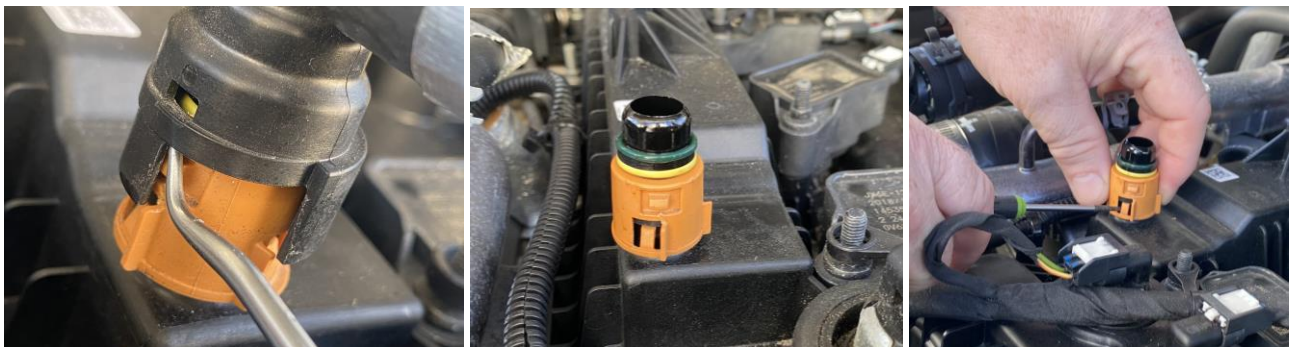
4. Locate the Crankcase vent tube. It has an orange fitting on the front part of the valve cover and connects to the turbo inlet tube.



Follow the tube to the end where it connects to the turbo inlet and release the fitting (most will have a tamper Proof fitting at both ends instead of the quick release fittings).

Orange Tamper Proof fitting removal:

5. 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. Repeat the process on the fitting at the other end of the hose at the turbo inlet tube.

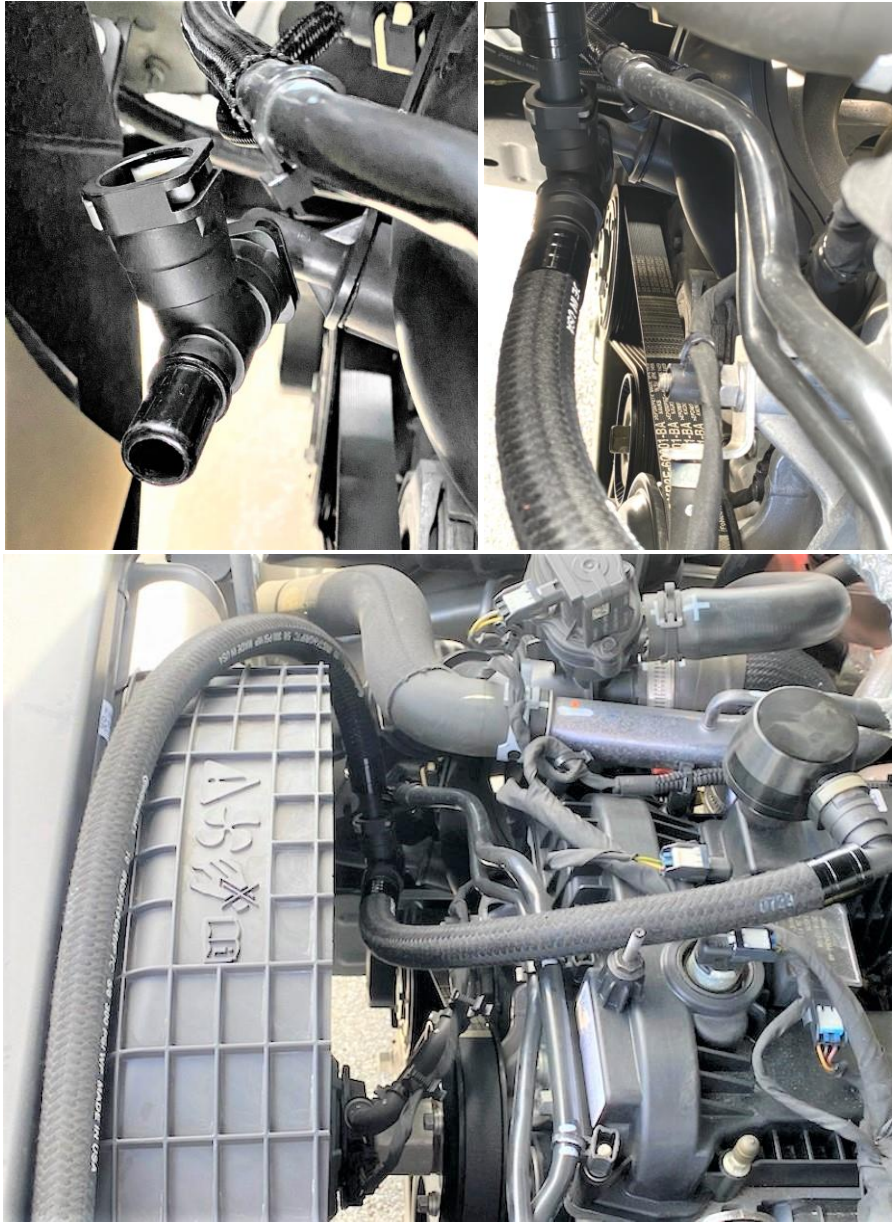
6. If you want to replace the fittings on your factory CCV tube, you can order UPR Quick Release Plug N Play™ fittings on the UPRproducts.com website. Use a heat gun or lighter to gently warm the plastic tube – do not melt or burn the tube. Pull the fitting out of the tube once it is warm, (be careful, 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)



7. 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.



8. Install the 3 way fitting onto the Turbo Inlet tube. Be sure the male portion of the fitting is facing towards the engine and the female portion 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. Secure the hoses away from contact with any belts or the fan.



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.

NEVER RETURN OIL FROM THE CATCH CAN BACK INTO THE ENGINE

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Check your UPR catch can every 1000 miles until you get an idea of how rapidly it fills. In cooler weather, there will be more of a milky, watery substance due to condensation and in warm weather will look like engine oil, but will typically have less in the catch can.

You must dispose of the liquid collected in the catch can (with used waste oil) properly according to your local laws and regulations.

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