

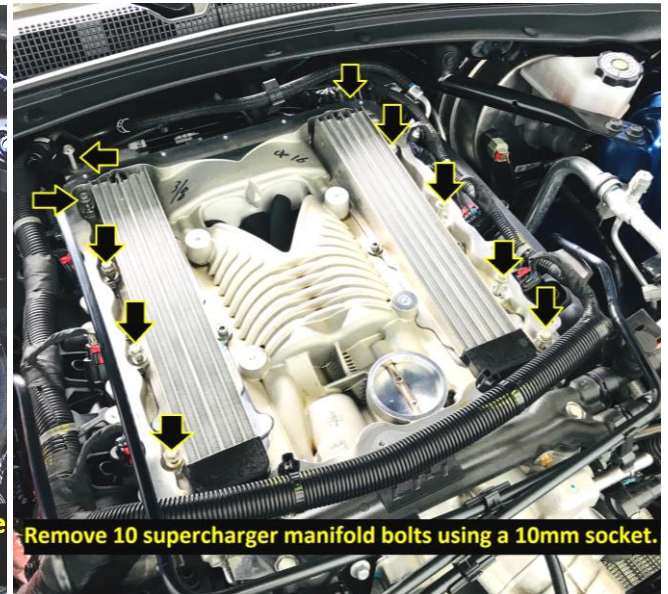
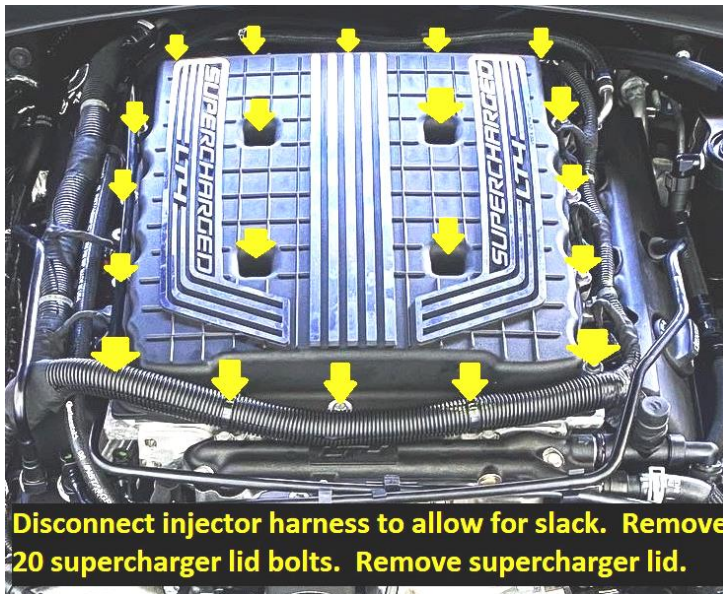
## UPR Oil Catch Can Installation

### C7 ZO6 ZR1 Dual Valve Catch Can with CSS

#### Billet PCV Diverter Installation

\*\* To complete the installation of this UPR Dual Valve catch can kit, the factory PCV valve must be replaced with the UPR Billet PCV Diverter. To install the Billet PCV Diverter, the Supercharger assembly needs to be unbolted and lifted about 3 inches to access and replace the factory PCV. If you are uncomfortable with performing this operation, UPR recommends installation by a qualified performance shop or repair facility. Read all instructions before attempting installation.

1. Remove the radiator duct and remove the air intake tube from the Throttle Body.
2. The Supercharger belt is removed by using a 15mm wrench on the tensioner. Take note of the belt routing before removing the belt from the supercharger pulley.
3. There are (20) 10mm bolts on the supercharger cover. Remove all 20 bolts Some of the bolts along the firewall will be difficult to reach, so a little patience and a wobble extension will help.
4. After removing the supercharger cover, you will then remove the (10) 10mm bolts for the supercharger/ intake manifold assembly.
5. Before attempting to lift the front of the supercharger, recheck that all necessary bolts are removed and the belt is clear from the pulley.



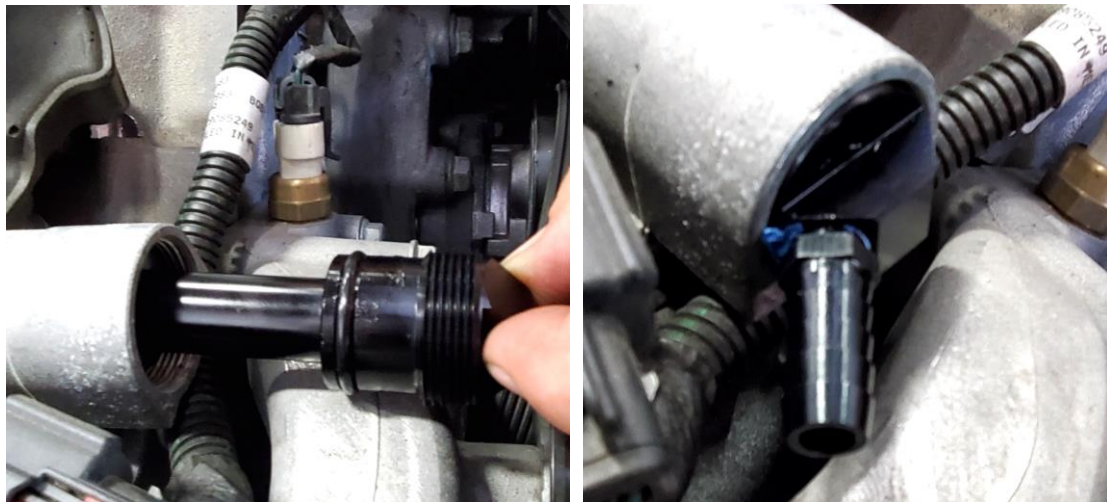
6. Carefully lift the front of the supercharger just enough to gain access to the factory PCV valve ( about 3"), and support it while removing the PCV. Take note, there are charge air cooler lines and wiring harnesses that will move with the supercharger, so be aware of their location so they will not be damaged during this step. It is **not necessary** to disconnect or remove the cooler lines from the supercharger for this step. **If you choose to** disconnect the cooler lines, you will need to follow the factory procedure for Charge Air Cooling System Draining and Filling ( LT4)

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7. Using a 14mm allen, remove the stock PCV valve assembly.



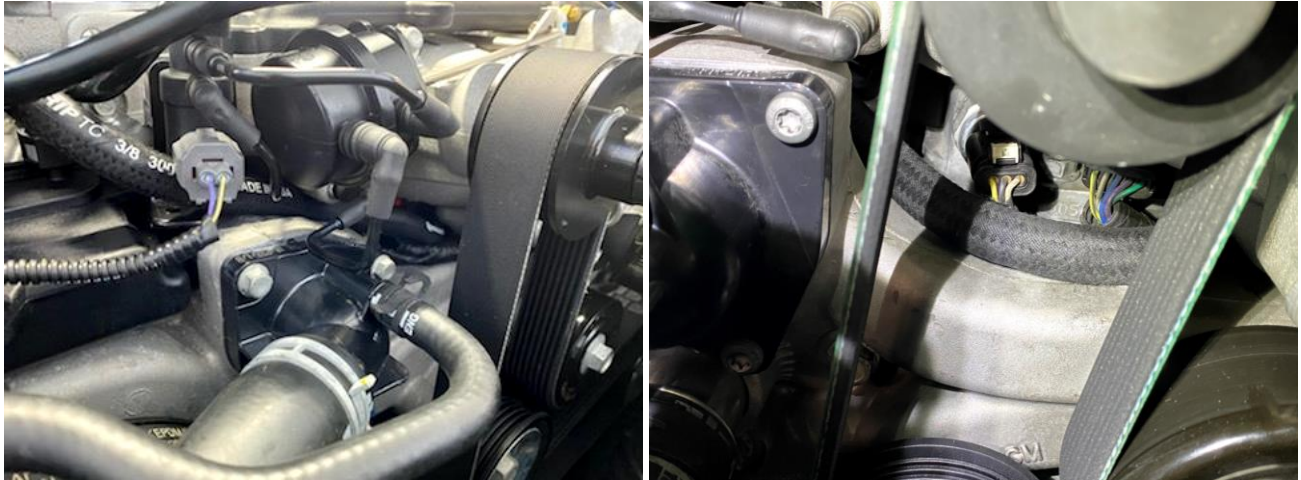
8. Add a small amount of engine oil to the O rings and threads on the UPR Billet PCV Diverter, and install it by hand until it bottoms. **Do not install the barbed fitting into the diverter until the diverter is installed.**



9. Apply a small amount of pipe thread sealant (tape or liquid is ok) to the threads on the barb fitting. Thread the barb fitting in until snug – do not over tighten. Once the barb fitting is in, the PCV Diverter can be rotated to allow the barb to face the passenger side of the engine.



10. Attach the 3/8 "Dirty Side" hose onto the barb fitting – this is the hose *without* a check valve in it. Be sure to push the hose all the way onto the barb and route the hose so it will not be caught or pinched by the supercharger. Route the hose towards the passenger side of the engine, over the water pump.



11. Before lowering the supercharger back into place, check to make sure the intake O ring gaskets are in place and there are no hoses or wires in the way. Lower the supercharger back into place. Make sure there is no binding of the hose and/ or fitting on the supercharger. You should be able to wiggle the hose and fitting a little with the supercharger in place. If not, pick up the supercharger to look for interference, and address any issues.
12. Tighten the Supercharger / intake manifold bolts to 10 Nm ( 89 Lb in ) in a criss cross pattern ( see photo below). Make a second pass in the same pattern at the same 10 Nm ( 89 Lb in ). UPR recommends replacing the bolts with GM part number 12679527 for best results.
13. Reinstall the Supercharger cover and tighten the bolts to 10 Nm ( 89 Lb in ) in a criss cross pattern.
14. Reinstall the Supercharger belt and check all connections.



15. Remove the bolt from the ABS pump bracket as shown. Install the provided mounting stud. Install the catch can onto the stud with the provided hardware. Leave the screws on the top of the catch can and the mounting bolt a little loose at this time to allow some movement while fitting the hoses. You will tighten up the mounting bolts and screws once the install is finished.

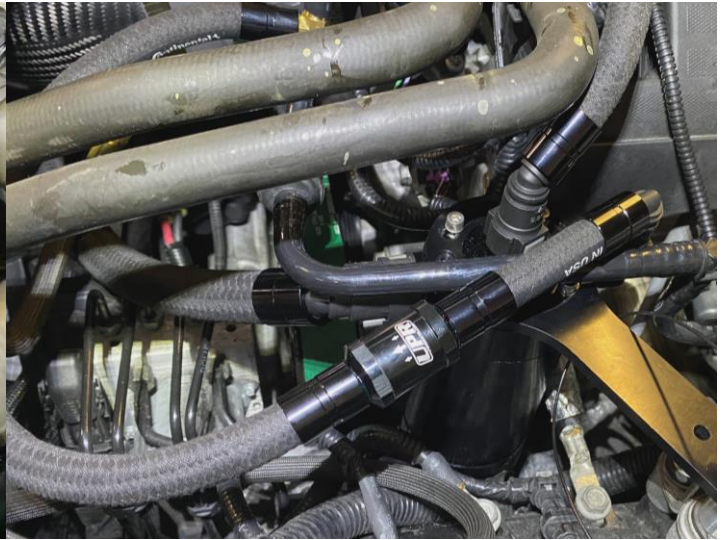
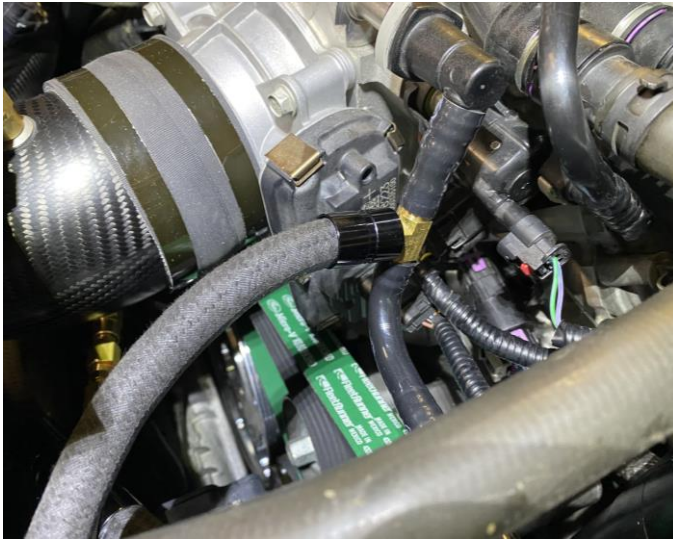


16. Route the 'Dirty side' hose from the PCV Diverter over the top of the supercharger and connect the Plug and Play fitting to the top fitting on the catch can.





17. Find the vacuum fitting at the top of the throttle body. It will be a plastic line with a check valve in it. You will cut this line between the 90-degree factory fitting and the check valve, then install the supplied T fitting. To make it easier to install this fitting, you can use a heat gun on **LOW** setting or other heat source to lightly heat the hose to make it more pliable.



18. Connect the 'clean line' to the T fitting using the supplied UPR billet hose end cover and push the hose all the way onto the fitting. **Be sure the arrow on the check valve faces away from the catch can.** Connect the Plug and Play fitting to the side of the catch can that is at the rear of the catch can.



19. Connect the Wide Open Throttle (WOT) hose to the other side of the catch can. **Be sure the arrow on the check valve faces away from the catch can.** Route it to the Air Inlet Tube from the Air filter box or Cold air intake. Mark a spot on the intake tube that the WOT hose fitting will easily reach. Drill a 20mm hole in the air inlet tube, (A step drill bit works well) install the rubber grommet into the hole and insert the Plug and Play fitting until there are no threads showing.

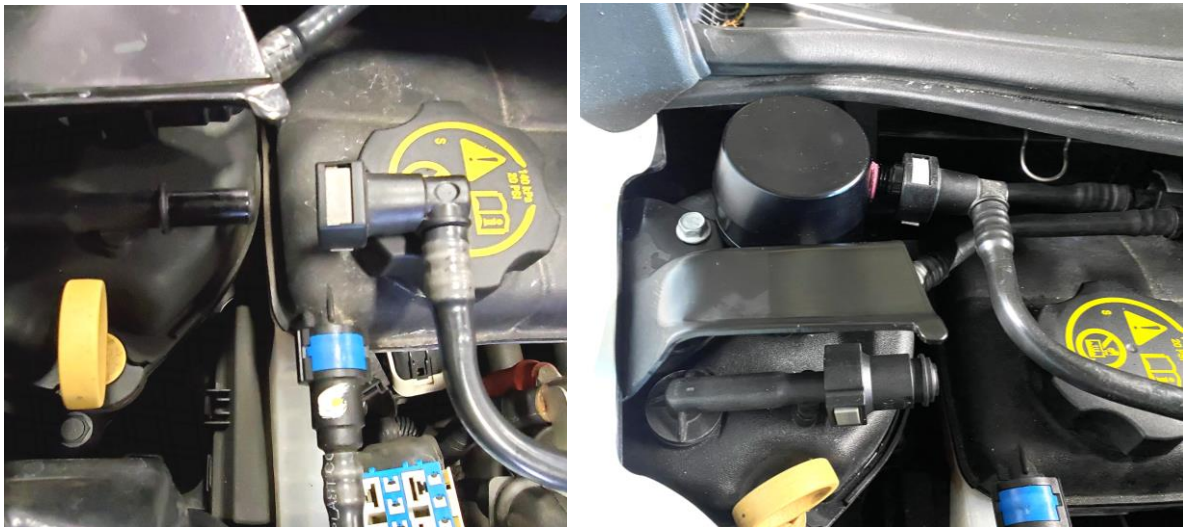


20. Reinstall the air inlet tube onto the throttle body and connect the WOT hose to the Plug and Play fitting.





- 21.** Remove the Oil Fill Cap from the Dry Sump Reservoir tank. Install the UPR CSS adapter and make sure it is fully seated, then insert the CSS into the adapter.



- 22.** Disconnect the vent tube fitting from the dry sump and connect it to the CSS. Cap the open fitting with the provided cap.
- 23.** Check all connections. Make sure all hoses are routed away from headers, drive belts, or other hazards. Tighten the catch can mounting bolt and allen head screws.

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

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