

## UPR Oil Catch Can Installation

### 2022-2024 Ford Maverick 2.0L

View the install video on our YouTube channel:

<https://www.youtube.com/watch?v=XnOfwi1cp1o&t=10s>



1. Remove the 2 fasteners from the air inlet duct. A flat screwdriver works well. Lift the center of the fastener, then the fastener body. Lift up and remove the air inlet duct.

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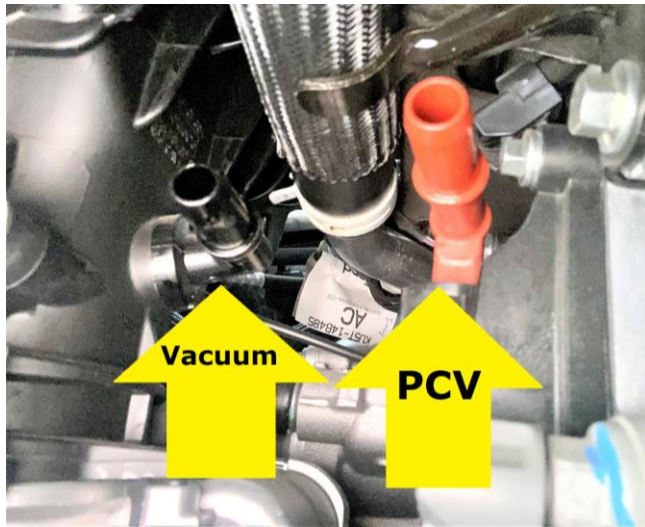


2. Reach under the driver side of the intake manifold to locate and remove the PCV hose. You will have to do this step by 'feel' as you will not be able to see the hose or the fittings. The hose is a short, convoluted U-shaped plastic hose that runs from the PCV fitting on the engine block, to the intake manifold vacuum fitting. To release the fittings, you will need to locate the release tab on the fitting and move it to the side. You may need to release one fitting, then rotate the hose slightly to access the tab on the other fitting. **Be gentle**, not much force is needed to remove the fittings. It is important not to remove the PCV valve or damage the male fitting on the PCV or intake manifold.

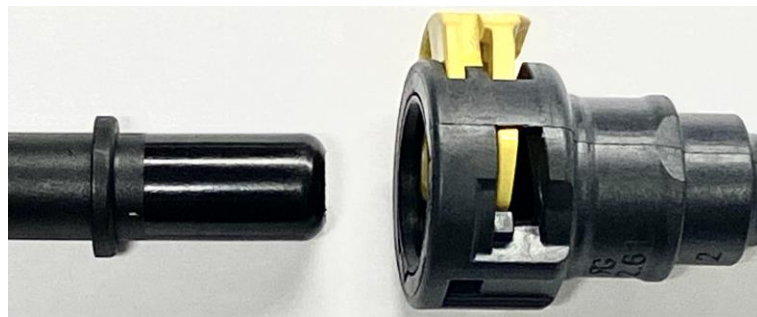




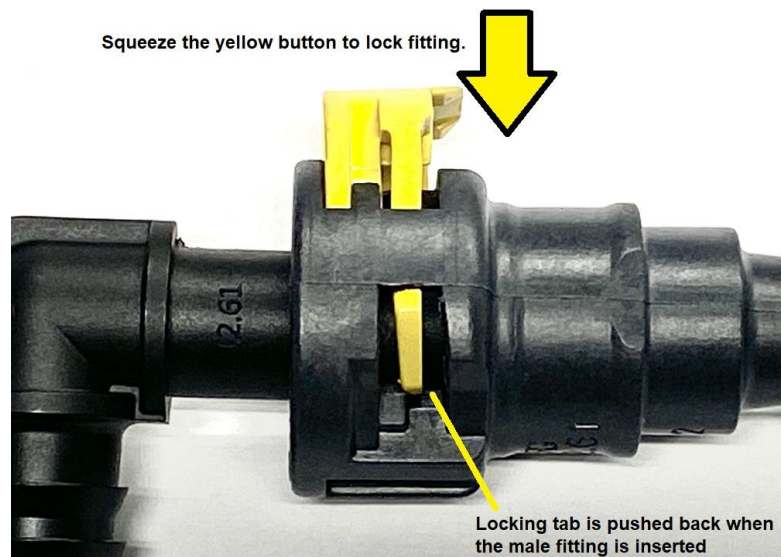
3. Using the supplied hardware, install the catch can onto the driver side fender tab. The catch can bracket will face forward to avoid interference with the hood. If needed, you can bend the bracket up slightly to gain clearance between the catch can and fuse box.



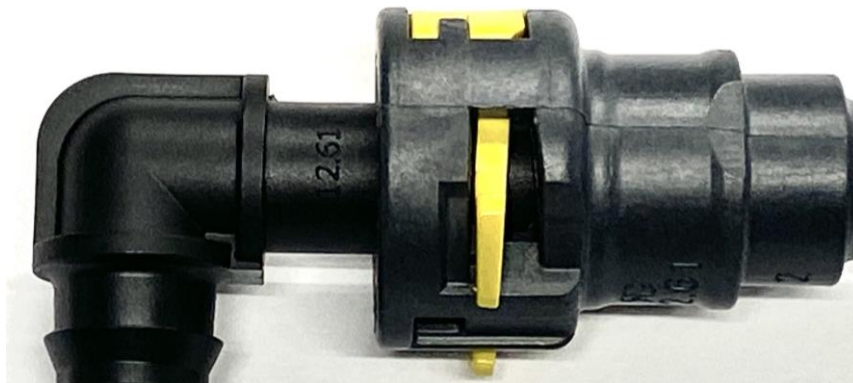
4. \*Since the install video was made, We have changed the fittings that connect to the PCV and Intake Manifold. The fittings will install easily and will make removing the fittings easier.



In the open position, the fitting will have the yellow button 'up'. The button cannot be pushed to lock unless the male fitting is in place.

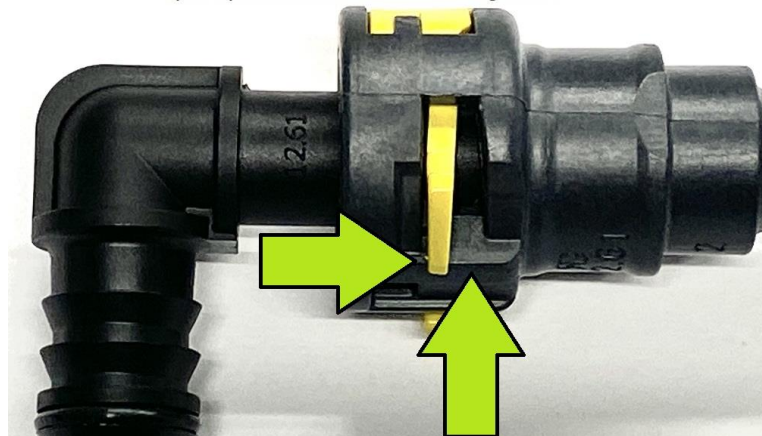


When the male fitting is inserted (PCV valve or Intake manifold fitting), it will push the locking tab back, which will allow the button to be pushed to lock the fitting.



Squeeze the yellow locking tab to lock the fitting.

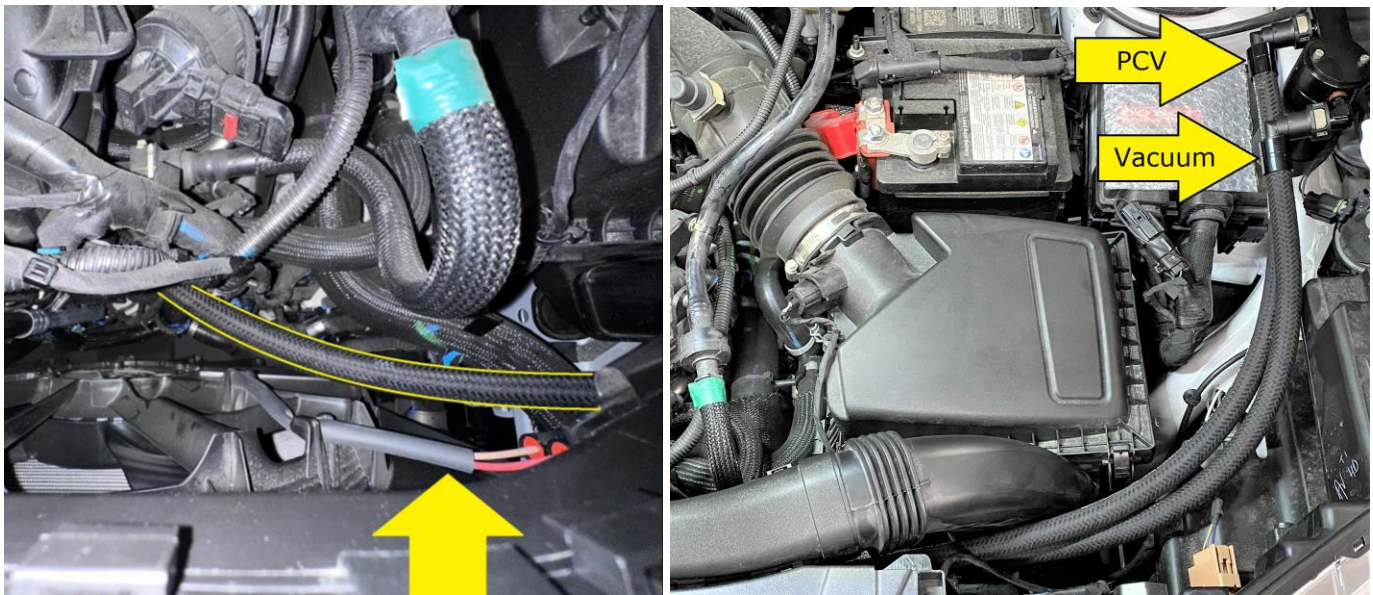
To release the fitting, push the locking tabs back, then push up on the tabs to release the locking button.



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5. The shorter hose of the 1/2 inch hoses in the kit will be for the intake manifold vacuum connection. Again, this will be done by 'feel'. The Intake manifold fitting will be rigid and closer to the front of the vehicle, while the PCV valve will swivel slightly and will be closer to the engine block. The 90 degree fitting on the hose will connect to the catch can. The catch can is marked with a silver ring at the end of the outlet fitting. Connect this side of the catch can to the hose that is connected to the intake manifold fitting. Once the UPR Plug N Play fitting is fully engaged, **Squeeze the yellow button to lock it.**

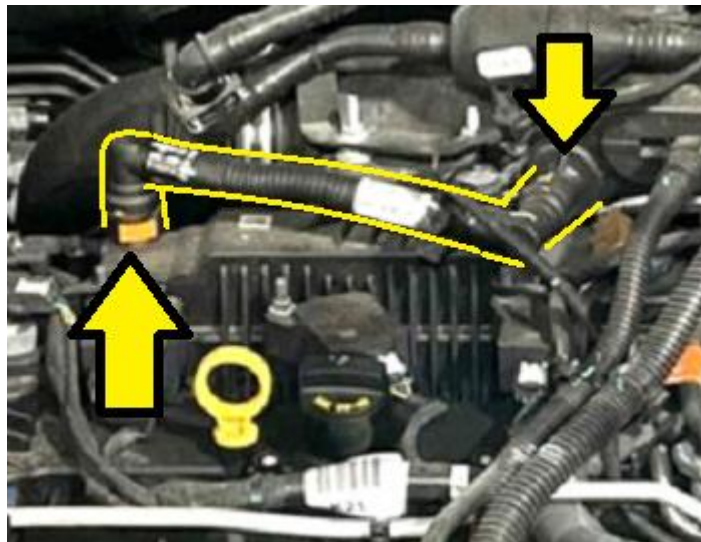


6. Connect the PCV hose. The PCV valve will swivel slightly which may make connecting the hose a little more difficult. Once the UPR Plug N Play fitting is fully engaged, **Squeeze the yellow button to lock it.** Route the hoses along the front side of the intake air box inlet duct connection towards the catch can. You can secure the hoses to the engine cooling fan wiring harness (arrow) with a zip tie if you like. Reinstall the air intake duct once you are happy with the hose routing.

### Optional Clean Side Catch Can

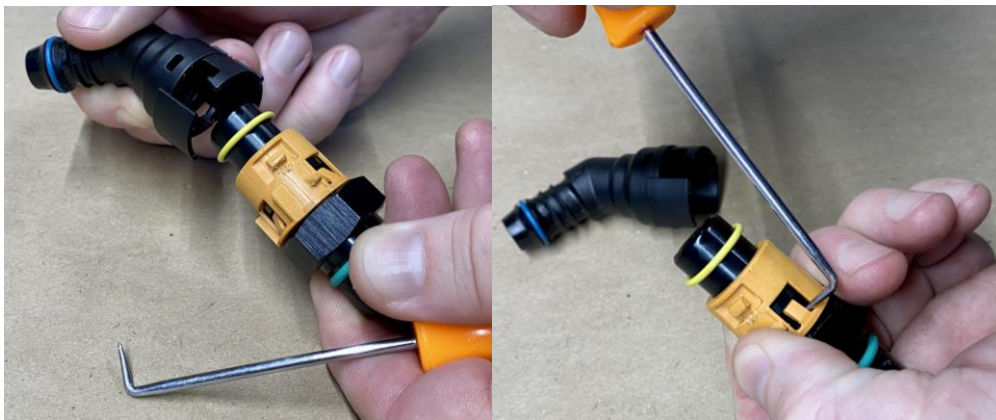


7. The Clean Side Catch Can will mount on the passenger fender using the factory washer bottle nozzle bolt. Remove the bolt, slide the catch can bracket between the tab and washer bottle mount, then reinstall the bolt. The catch can bracket will face forward to avoid interference with the hood.





8. Locate the Crankcase Vent Tube on the valve cover towards the passenger side of the engine. The Tube will have 2 orange fittings that are not a quick release style fitting. To remove the fitting, it is easiest to separate the orange inner portion of the fitting from the outer cover. Using a pick or flat screwdriver, find the small orange 'window' on each side of the fitting. Slide the pick or screwdriver up between the black outer portion of the fitting and the orange inner portion. Pry up on each side to pop the outer portion off. (shown off of the vehicle for clarity)



Now that you can see the 3 retainer tangs, while applying upward pressure, use a pick or small screwdriver to release them.

If you want to return your vehicle back to stock condition, you can replace the orange fittings with UPR OEM style quick release fittings.

<https://www.uprproducts.com/oem-style-pcv-snap-fitting-90-angle-for-oil-catch-can-5-8-x-15-82-mm/>





To replace the fittings 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, (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.



9. Once you remove the factory CCV tube, connect the hoses as shown. Straight fittings go to the catch can. 90 degree fitting goes to the valve cover, and the 45 degree fitting goes to the air intake tube.

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

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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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