

2025 Ranger 2.3L



1. The UPR catch can will mount to the battery hold down stud using the supplied nut. Install the nut to retain the catch can bracket, but do not tighten it at this time.



2. Locate the factory PCV hose. It is on the top of the engine and connects from the PCV assembly on the valve cover to the intake manifold vacuum fitting. Remove the hose by moving the tab on the fitting to the side, releasing the fittings.

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3. The Outlet from the catch can will be marked with a silver ring at the end of the fitting. Using the shorter hose in the kit, you will connect the straight fitting at the catch can and the 90 degree fitting at the intake manifold.



4. The longer hose in the kit will connect from the catch can inlet to the PCV assembly on the top of the engine. The 45 degree fitting will connect to the catch can, and the straight fitting will connect to the PCV assembly.

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To service the catch can, unscrew the catch can cup and dispose of the contents with used waste oil according to your local laws.

The catch can and components are easily washed with warm water and dish soap. Solvents are not recommended. Replacement fittings, O rings and hose by the foot are available at UPRproducts.com.

The UPR catch can is easily removed and returned to stock by removing the nut retaining the bracket, releasing the quick release fittings by pressing the grey buttons **(never pry the buttons out)** and disconnecting the hoses. Reinstall the factory PCV hose onto the intake manifold vacuum fitting.

Check your catch can every 500 -1000 miles at first until you are familiar with how much your engine will be expelling. Most will have a few ounces in the can every 5000 miles. Due to condensation, 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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