



## UPR Oil Catch Can Installation

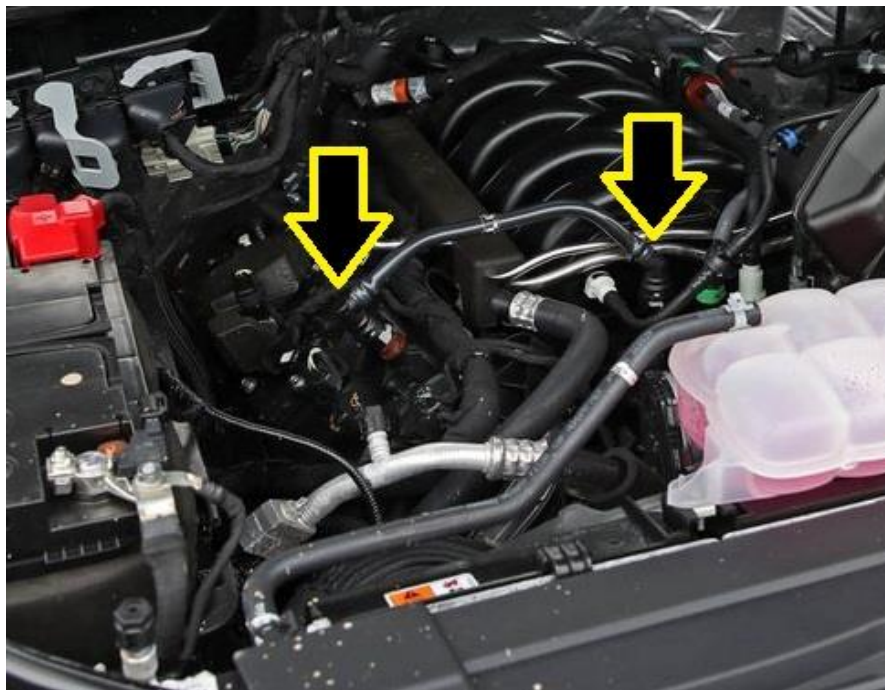
### 2011-2020 Ford F150 Plug N Play™ SC Oil Catch Can Separator 5.0L, 5.0L with Roush Supercharger, 6.2L, 3.5L and 2.7L

1. The F-150 will have a hole on the battery box lip that is used for a wiring harness retaining clip. Remove the clip from the hole and mount the catch can in this location using the supplied aluminum stud, Allen head bolts, nuts and washers. Leave the catch can mount loose at this time, so you can adjust the positioning of the catch can. You will need a 5/32 Allen key and 7/16 wrench to tighten once you are satisfied with the installation
2. Locate the factory PCV hose that runs from the passenger valve cover PCV valve to the intake manifold vacuum port. Remove the factory fittings by pushing the grey buttons on the fittings and lift the hose off.
3. The outlet on the Catch Can will be indicated by a silver marker at the end of the barrel of the fitting. This is the 'Clean side'. Connect the hose with the 45-degree fittings to this fitting, and connect the other end to the vacuum port on the intake manifold. \* If you selected to add the check valve to your kit, the arrow on the check valve in this hose will face away from the catch can, towards the engine.
4. Connect the 'Dirty side' hose with the 90 degree fittings to the PCV valve on the valve cover. The other end of the hose will connect to the remaining fitting on the catch can. The hose should run along the valve cover towards the Firewall, then up to the catch can fitting as shown in the pictures below.
5. Tighten the catch can mount and bracket. Go back and check all connections.

Check your catch can every 500 miles for the first few oil changes to get to know your vehicles Oil consumption. **Never return collected oil back into the engine.**

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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11-14 6.2 Raptor / F150



Locate the factory PCV hose that runs from the PCV valve on the passenger valve cover to the vacuum port on the passenger side of the intake manifold and remove it.

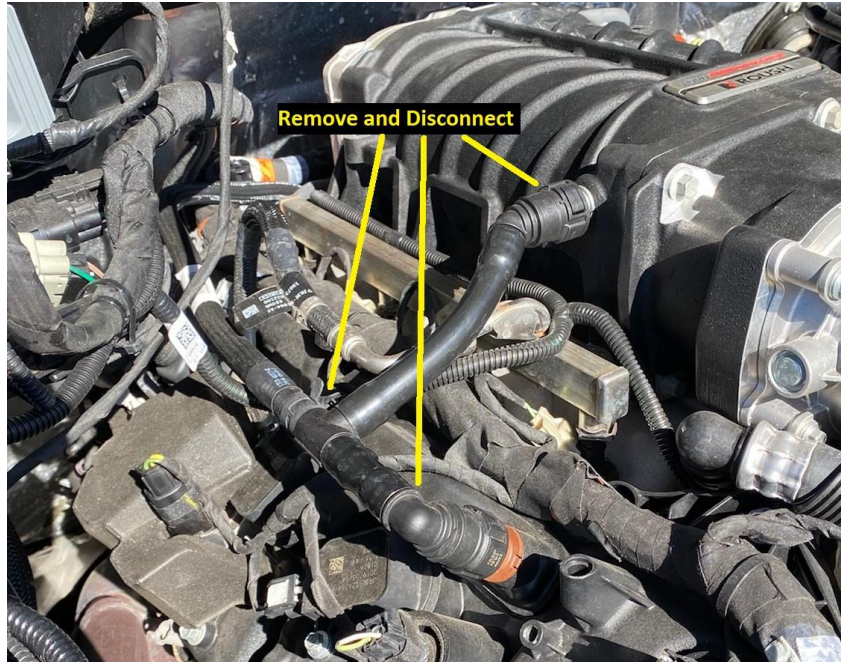


The mounting bracket is installed by using the factory hole that was used for the wiring harness retaining clip. Remove the clip and lay the harness between the pedestal and the battery as shown.



Connect the PCV and Vacuum hoses following the same procedures as above.

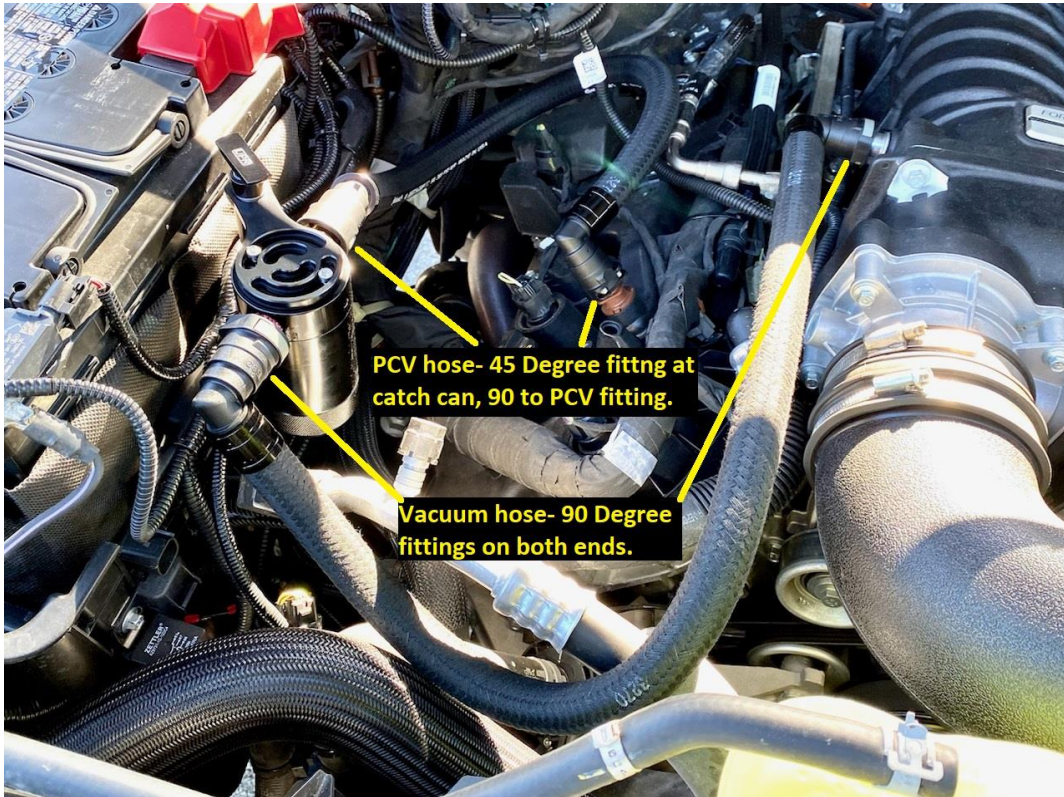
## 2018-2020 F150 with Roush TVS R2650



1. \* Installation of the catch can and bracket is the same as above. For Roush 2650 Supercharged 5.0 F150, locate the factory PCV hose on the passenger side of the engine. Release the fittings at the PCV valve and Supercharger vacuum port by pressing the buttons on the fitting and pull them off. Using a pair of pliers, release the clamp on the rubber hose connected to the T and slide it back 2 inches. Remove the T fitting from the hose.



2. Install a 3/8 plug into the rubber hose coming from the back of the intake. A simple 3/8 barb with a vacuum cap (found at any auto parts store) works well. Using a pair of pliers, slide the clamp back up to secure it. You can tuck the hose in with the wiring harnesses and secure it with a zip tie if desired.



3. The vacuum hose will have 90 Degree fittings on both ends. It will connect from the forward facing fitting on the catch can (marked with a silver ring at the end of the male fitting) to the supercharger vacuum port fitting. If you selected to add a UPR Pro Series Check Valve, it will be installed into this hose. Route the hose so that the arrow on the check valve faces away from the catch can towards the engine.

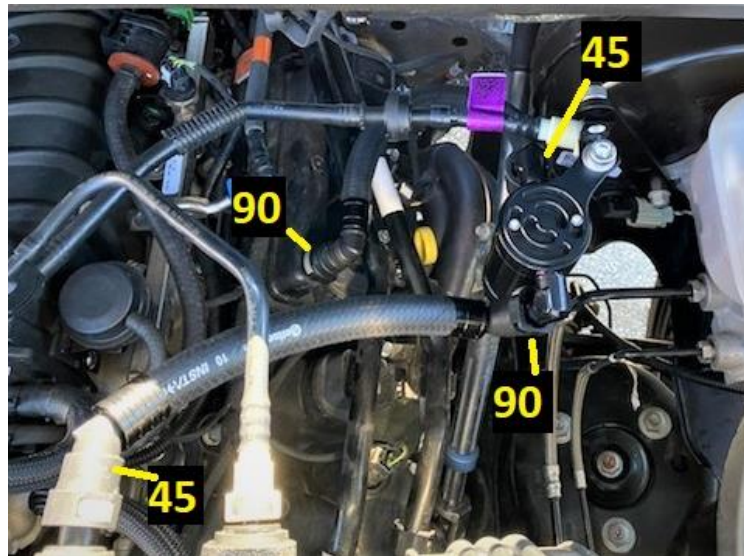
The PCV or 'Dirty' hose will have a 45 degree fitting that will connect to the catch can, and a 90 degree fitting that will connect to the PCV fitting on the valve cover.

- The hoses on this kit are intentionally long to fit various applications. You may shorten the hoses to your liking by pulling the fittings out, cut to fit, and reinstalling the fittings. UPR is not responsible for hoses cut too short.

### Optional Clean Side Catch Can (5.0 only)



4. The clean side catch can will mount to the Brake Master Cylinder stud. Remove the nut with a 13mm wrench, install the UPR Billet Flat Bracket onto the stud, adjust the can and bracket, and reinstall the nut.



5. The short hose will connect from the PCV inlet fitting on the valve cover (90 degree Plug N Play fitting) to the rear-facing catch can fitting (45 degree). The other hose will connect from the forward-facing catch can fitting (90 degree fitting) to the cold air inlet tube fitting (45 degree fitting).
6. Go back and check all connections, making sure all brackets are tight.

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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) according to your local laws. NEVER pour the liquid back into the engine.

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