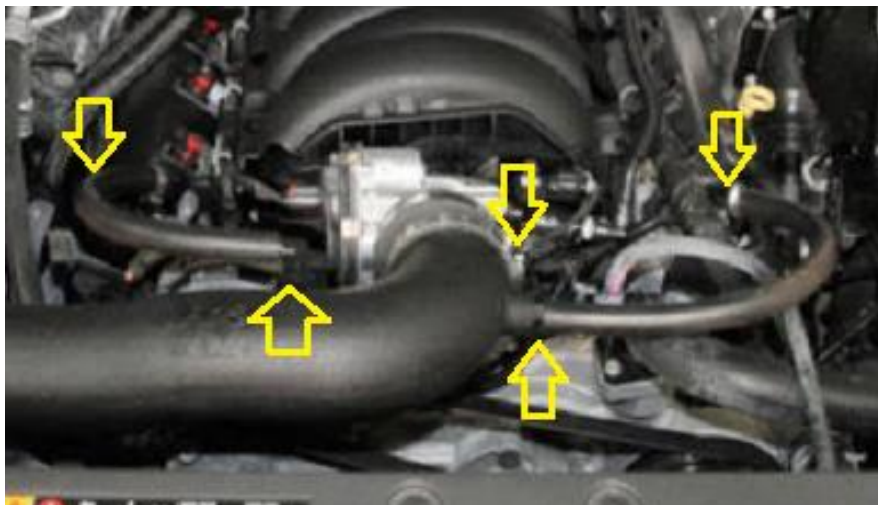
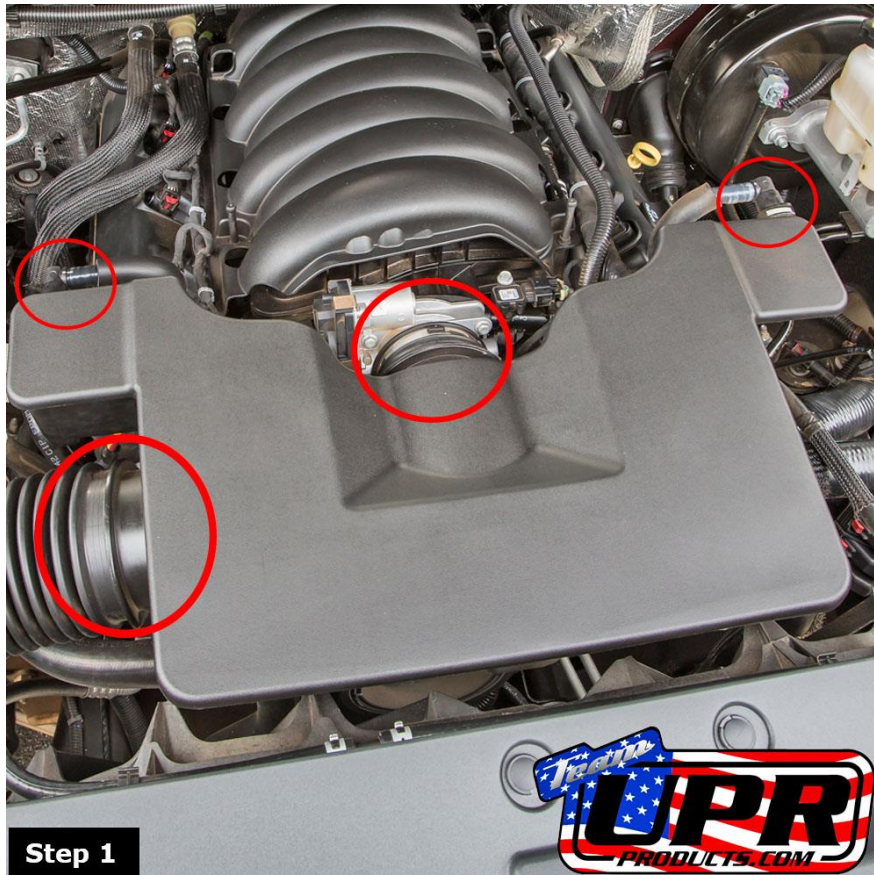


## 14-18 GM 5.3L / 6.2 DUAL VALVE CATCH CAN PLUG N PLAY™

5030-168-1-CSS / 5030-220-1-CSS / 5030-218-1-CSS / 5030-219-1-CSS

1. Remove the 2 fresh air hoses connected to either side of the air box by pressing the two push button fittings. Loosen the hose clamps that attach the factory airbox to the filter and throttle body. (Use a flathead screwdriver.) Remove factory airbox. If you have an aftermarket cold air intake, the procedure is similar. Remove the cold air kit inlet tube.

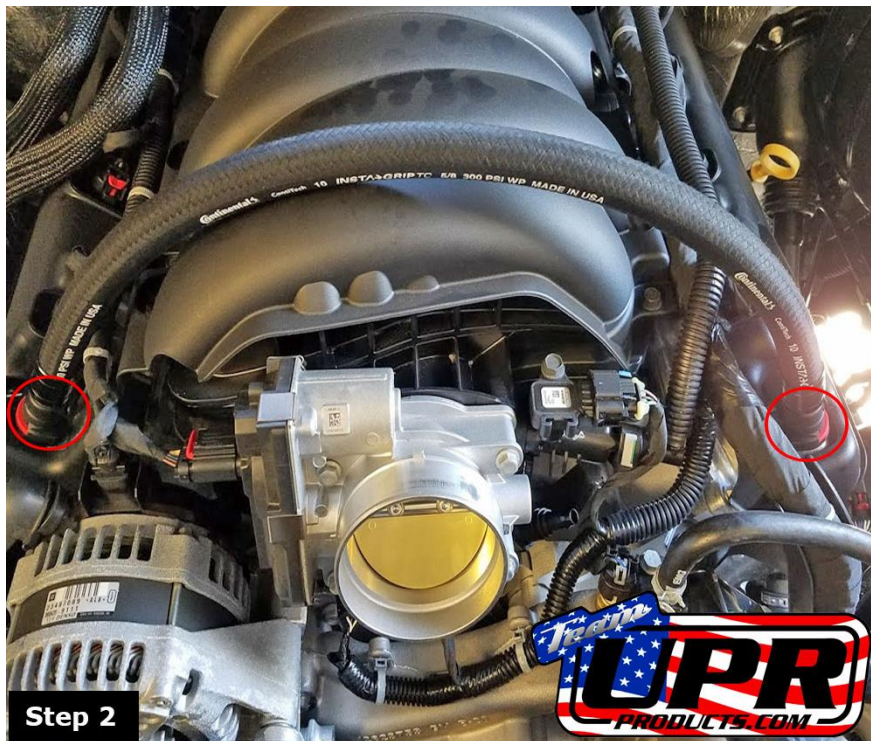


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2. Remove the 15mm nut from the inboard side of the brake master cylinder, and install the 90 degree catch can mounting bracket onto the stud. Reinstall the nut and tighten. Install the catch can onto the bracket using an 8mm allen wrench.

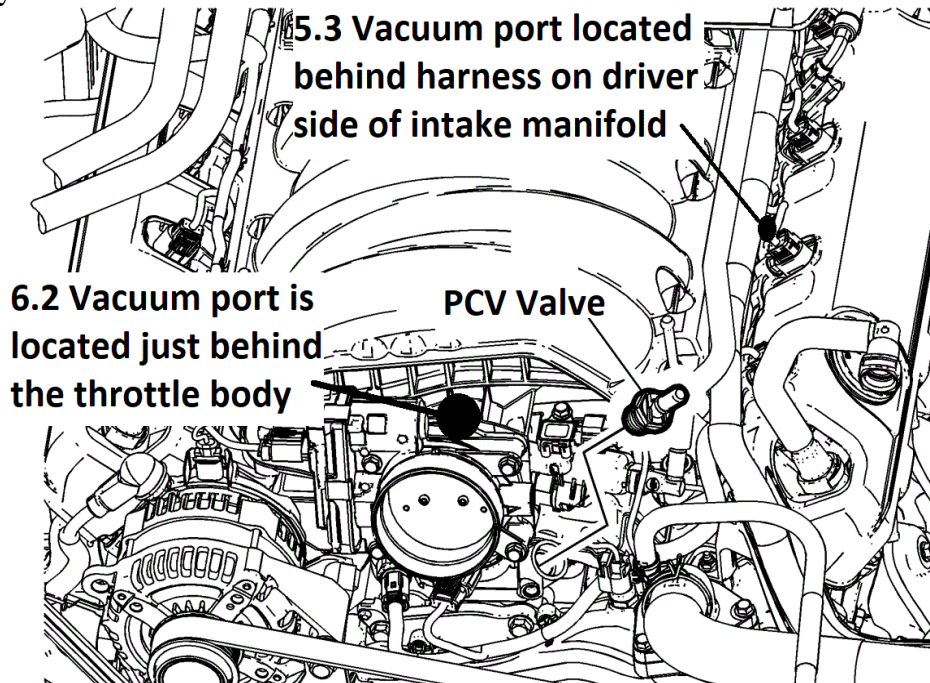


3. Remove the two connectors left behind hooked to the valve cover that vented to the airbox. Then install the new UPR Plug n Play™ Braided line to 'bridge' the fittings on the valve covers.

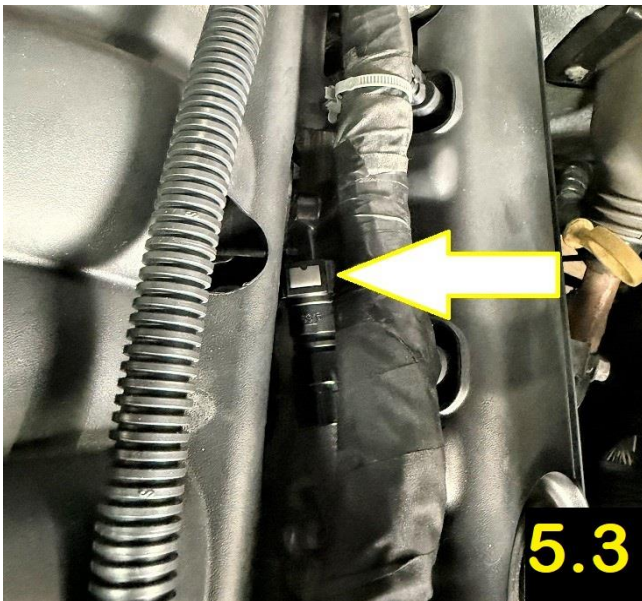




4. Locate the factory PCV hose and remove it. The 5.3 PCV hose will run from the PCV in the lifter valley plate to the vacuum port on the driver side of the intake manifold about half way down. The 6.2 will have a short hose from the PCV in the lifter valley plate to the top of the intake manifold just behind the throttle body.



4. The 'Clean line' will be a 3/8 hose with a check valve in it. On a 5.3L engine, connect the hose to the fitting on the driver side of the intake manifold with the arrow on the check valve facing the manifold connection, away from catch can. (Behind injector above valve cover). On the 6.2L engine, connect the hose to the fitting just above the throttle body. Connect the other end to the side fitting on the catch can.





6. Connect the 'Dirty side' hose from the PCV fitting in the lifter valley plate to the top fitting on the catch can.

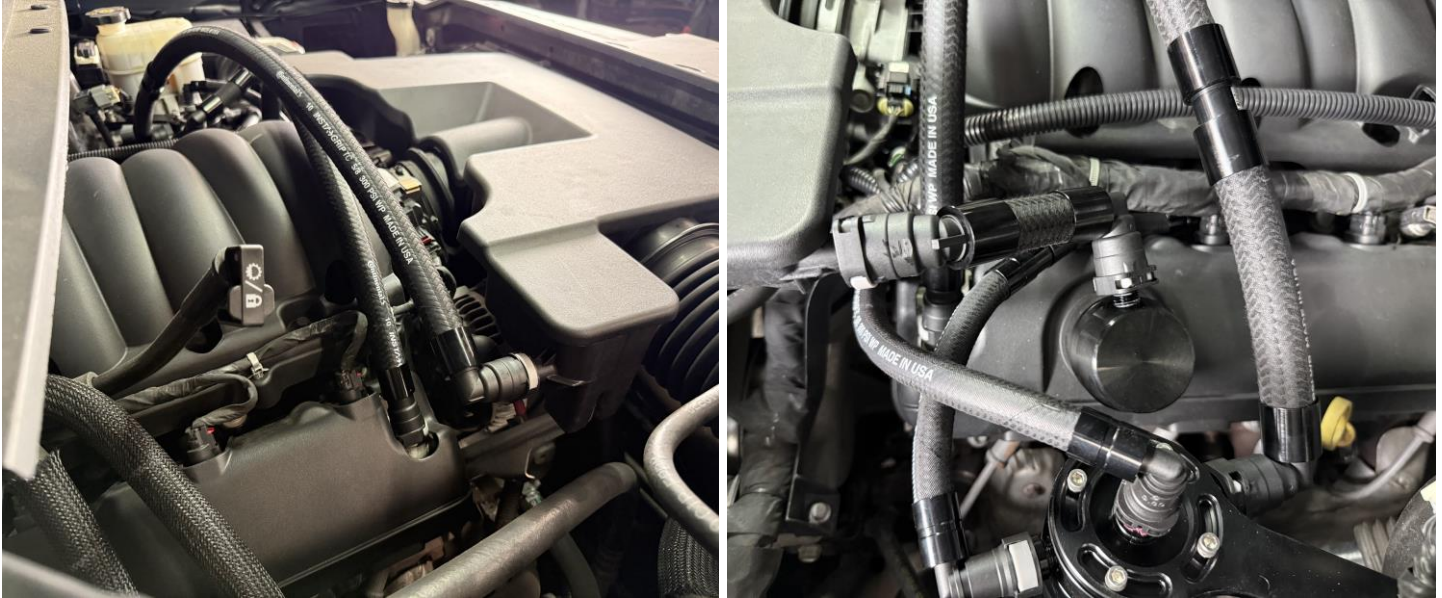


7. Install the provided Oil fill adapter fitting into the valve cover. The fitting can be installed and removed by inserting a 3/8 Allen wrench into the neck of the fitting.

If you selected the kit with the UPR Clean Side Separator (CSS), Install the CSS onto the oil fill adapter, and connect the short hose using the 90 degree fitting. If you did not select the CSS, connect the hose directly to the oil fill adapter.



8. Reinstall the airbox. Connect the WOT hose (long 5/8 hose with check valve in it) From the catch can to the passenger side of the airbox as pictured. (The arrow printed on the check valve faces away from the catch can). Install the final short hose from the oil fill adapter, or CSS to the last remaining fitting on the air box.



If you have an aftermarket cold air kit, you will connect the WOT and CSS hoses to the cold air kit tube using the provided billet hose end clamps.

To service the catch can, unscrew the catch can cup, or open the drain valve 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](http://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 hoses onto the engine.

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.

**THIS PART DOES NOT CARRY AN CARB EO NUMBER, AND THEREFORE IS FOR RACING / OFF ROAD USE ONLY. NOT FOR SALE OR USE IN CALIFORNIA DUE TO CARB/EMISSIONS**

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