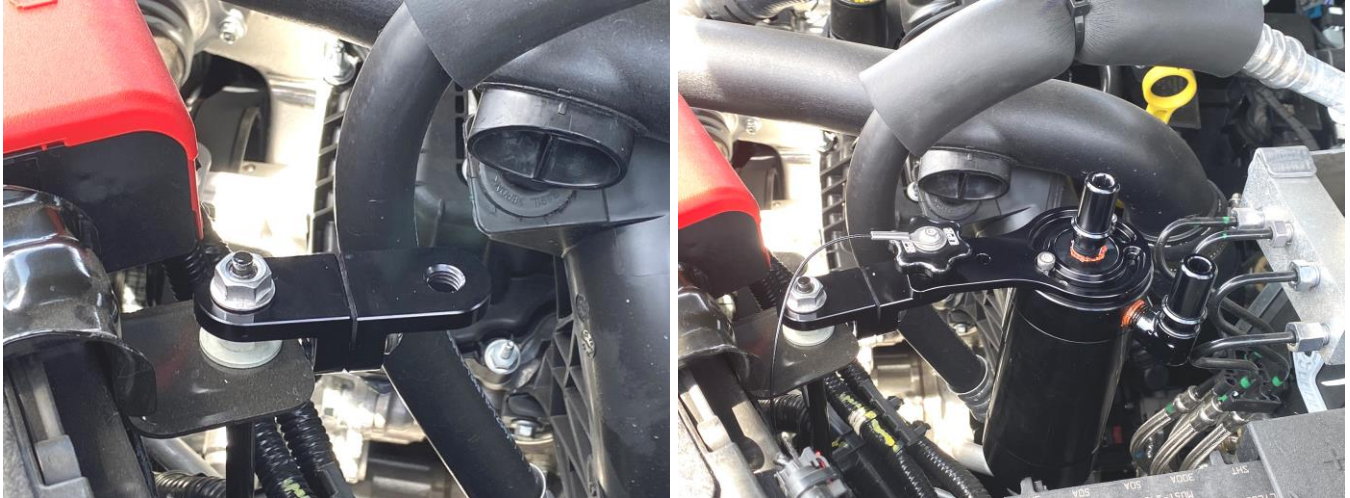


UPR Dual Valve Oil Catch Can Installation 2024 Ranger Raptor



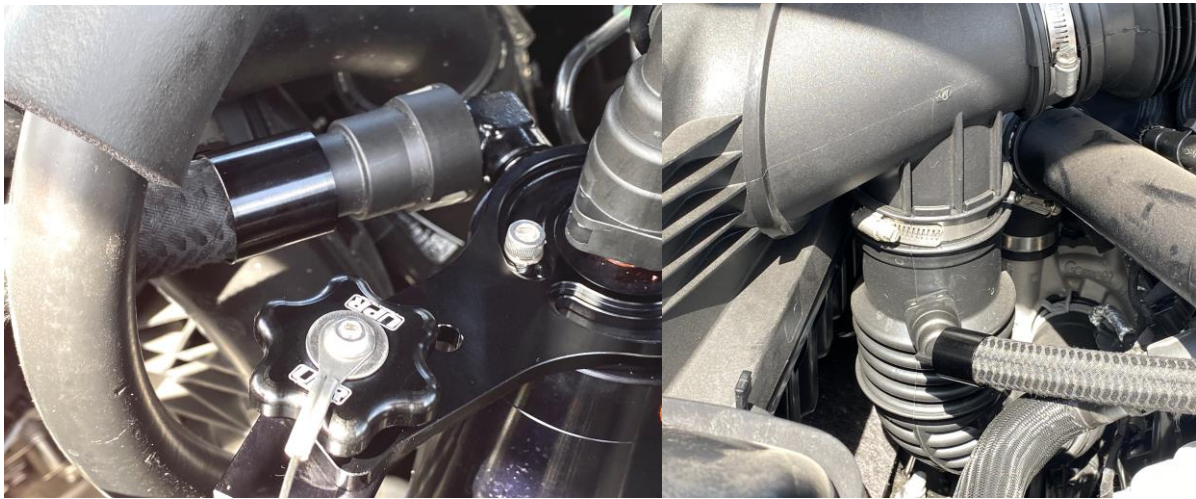
1. Install the bracket extension onto the rear battery tray stud. Install the UPR catch can using the supplied knob. You can adjust the position of the catch can with the brackets.



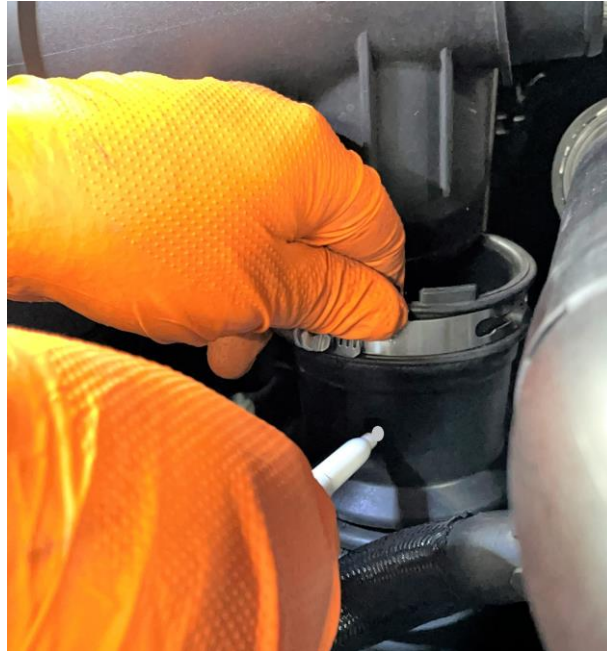
2. Locate the U shaped PCV hose that connects from the passenger side valve cover to the intake manifold. Remove it by releasing the quick release fittings.



3. The top fitting on the catch can is the inlet from the PCV. Connect this hose to the PCV fitting on the passenger side valve cover. The side fitting will connect to the intake manifold. The arrow printed on the check valve in the hose connecting to the intake manifold must face away from the catch can.



4. The third hose is the Wide Open Throttle hose (WOT). It will have a straight fitting on the catch can end and will have a check valve in the length of the hose. Be sure the Arrow printed on the check valve faces away from the catch can. Connect the hose to the catch can and route it towards the passenger side turbo inlet tube. It is the lower rubber tube connected to the air box.



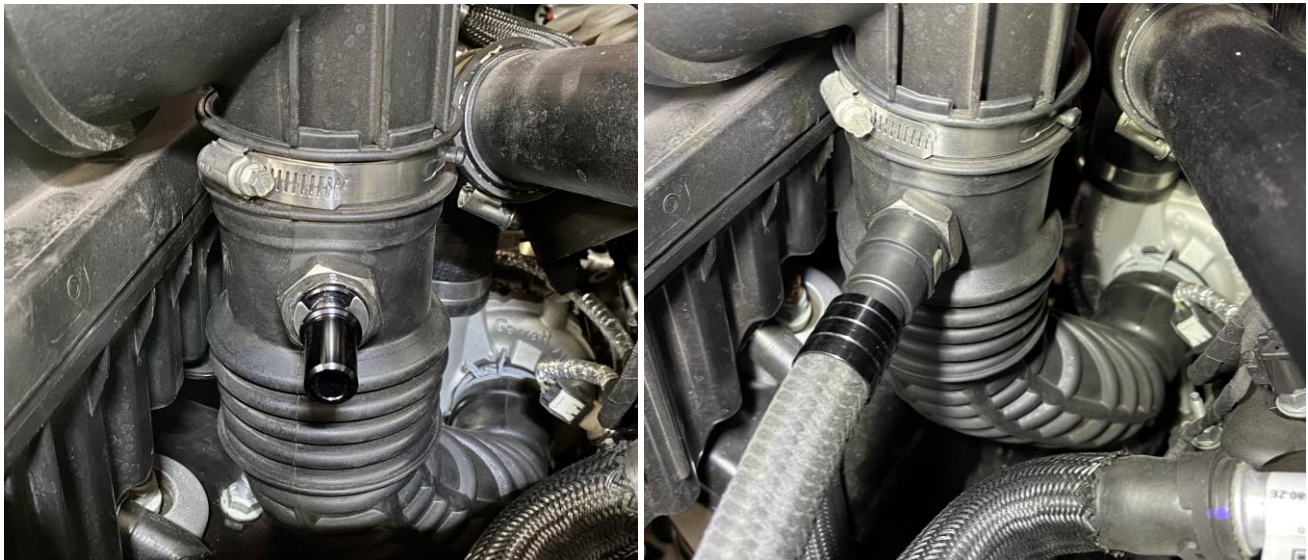
5. Mark the tube where the hose will comfortably reach. This is where you will drill a hole to install the UPR Quick Tap fitting.



6. After marking the tube, remove the passenger side turbo inlet tube by loosening the hose clamp at the air box, and remove the air box cover. Use a pair of pliers to squeeze the clamp on the turbo inlet. When squeezed all the way, this clamp is designed to lock open which will aid re assembly.



7. Use a 7/8 or 22mm drill bit to make a hole where you marked the tube for the UPR Plug and Play™ Quick tap Fitting. (A step-drill bit works well). Install the fitting from the inside-out. Use the washer, retaining nut and clip to secure it. DO NOT OVERTIGHTEN the fitting or it can crack the tube. If you drilled the hole a little too big, don't panic. You can use a dab of automotive silicone sealant on the quick tap fitting



8. Reinstall the air inlet tube and connect the WOT hose connector.

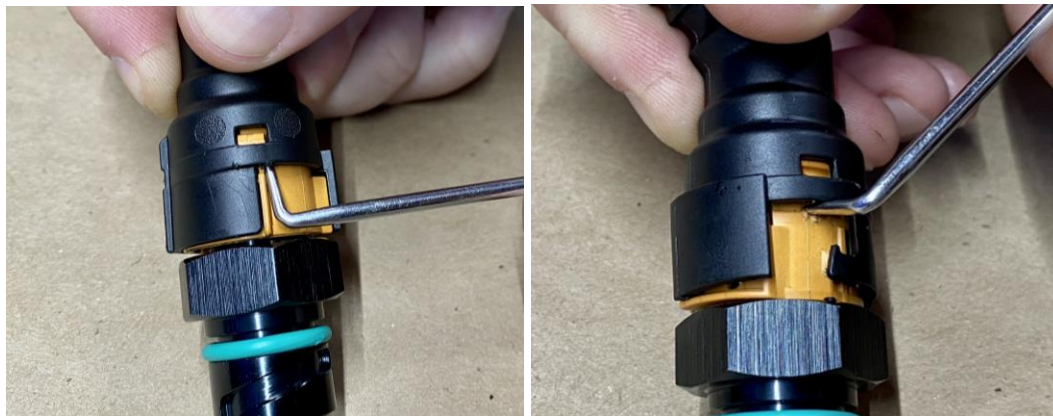


9. To install the Clean Side Separator (CSS), locate the crankcase vent fitting on the driver side valve cover. This fitting is not a quick release fitting. The following instructions will show how to remove and replace this fitting.

NOTE- *we are only replacing the one upper fitting on this tube as the lower fitting is very difficult to get to.*



10. The best method we have found so far to remove the fitting is to separate the outer cover from the orange locking portion of the fitting. To gain better access to the fitting, loosen the clamp on the plastic air inlet tube, pull it out of the driver side turbo inlet hose, and push it aside.
11. Using a 90 degree or hook pick, 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.



Here is a closer view of the orange windows on the fitting. Hook the pick under the black outer portion of the fitting below the orange window and pry up on each side.



12. Once the outer cover of the fitting is off, while applying upward pressure, use a pick or small screwdriver to release the 3 tabs and remove it.



13. To replace the fitting on your factory CCV tube, use a heat gun or lighter to gently warm the plastic tube – do not melt or burn the tube. We covered the area under the fitting to protect the engine and components from the heat from the heat gun. Pull the fitting out of the tube once it is warm, (be careful, it will be hot) and insert the new supplied fitting into the tube while it is still warm. The tube will conform to the fitting as it cools.

To assist, you can use a small amount of oil on the O ring before inserting the fitting.



14. To install the Clean Side Separator, (CSS) pull up on the collar at the base of the CSS and push it down onto the CCV fitting on the valve cover. Once the CSS is installed fully onto the CCV fitting, the collar will click on to secure it. A little oil applied to the valve cover fitting can help the CSS to pop on smoothly. Rotate the fitting on the CCV tube and click it onto the CSS fitting.

Reinstall the air inlet tube and ensure all fittings are connected properly.

The UPR catch can is easily serviced by removing the quick release knob, releasing the quick release fittings by pressing the grey buttons (never pry the buttons out) and disconnecting the hoses. Unscrew the catch can cup and dispose of the contents with used waste oil and dispose waste oil according to your local laws. The catch can and components are easily washed with warm water and dish soap. If need be, the catch can and components can be removed and the vehicle can be returned to stock for dealer service.

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. 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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