

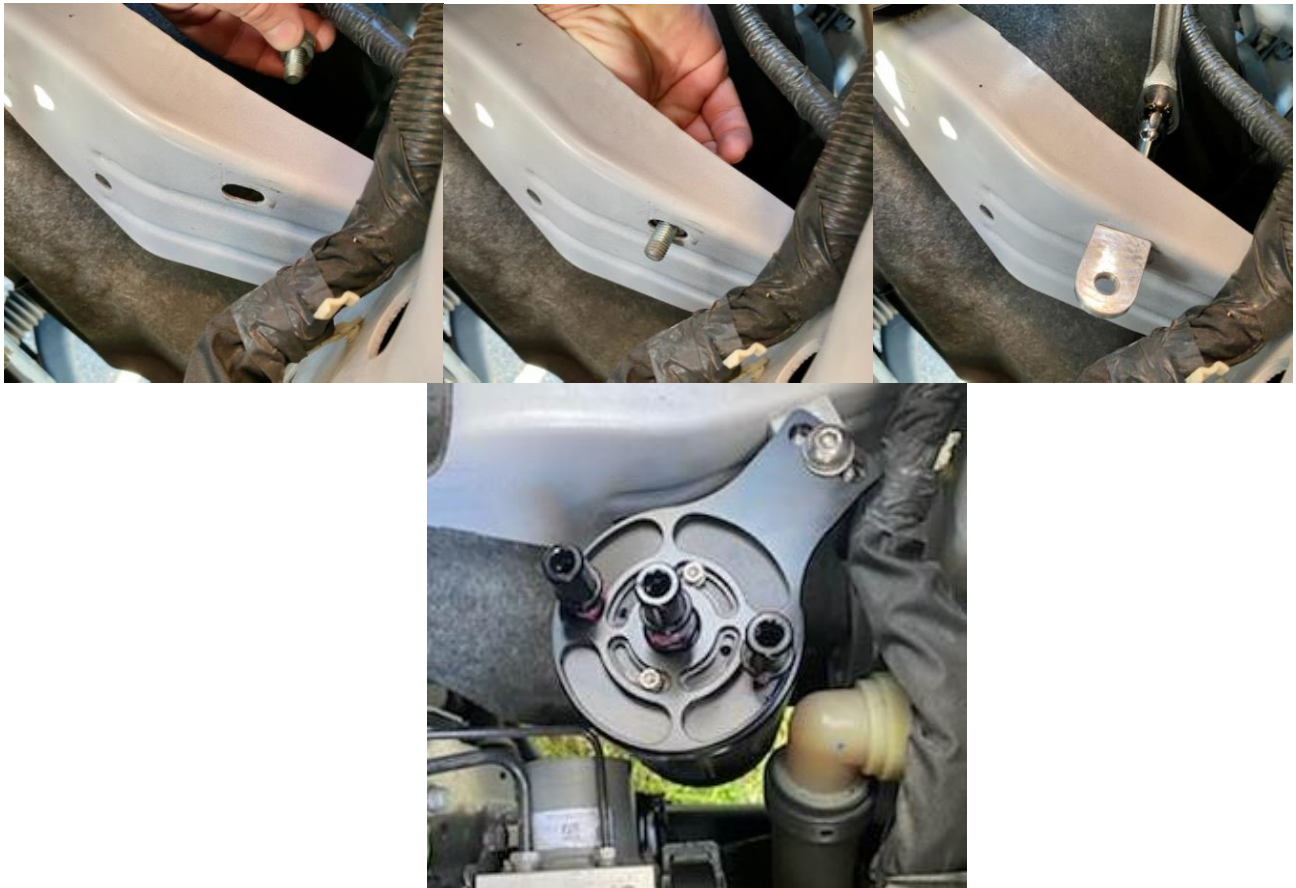
## UPR Oil Catch Can Installation

### Ford F150 EcoBoost 5030-221, 238, 239 eCSS

1. Remove the factory air filter box or cold air box inlet to gain access to the catch can mounting point.



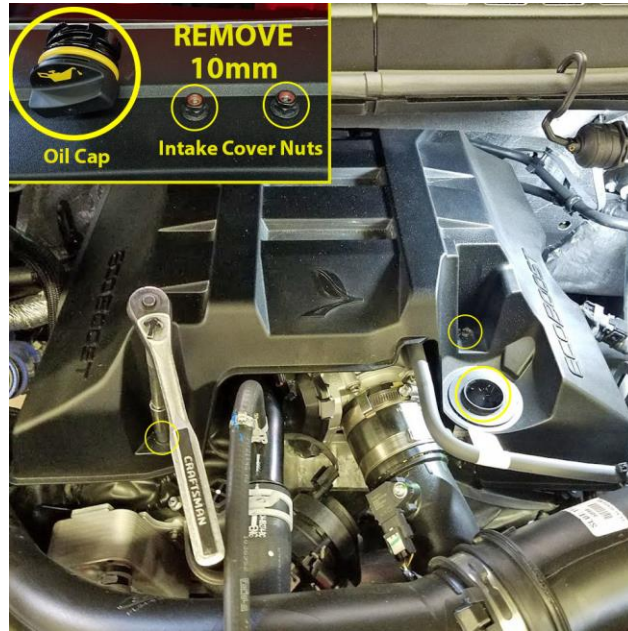
2. Locate the oval shaped hole in the frame on the driver side directly below the air inlet. Install the 90 degree mounting bracket to the frame with the supplied hardware. The bracket should be facing upwards. Install the catch can onto the bracket with the supplied hardware.



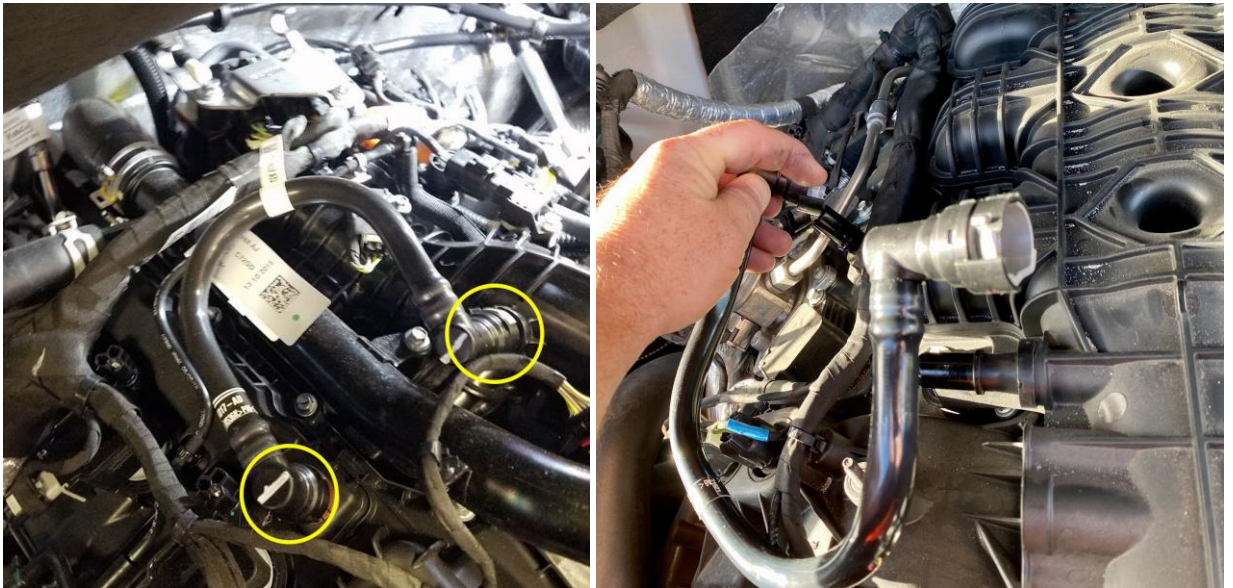
*Optional 4" MEGA catch can shown, positioning for standard 3" can will be the same.*

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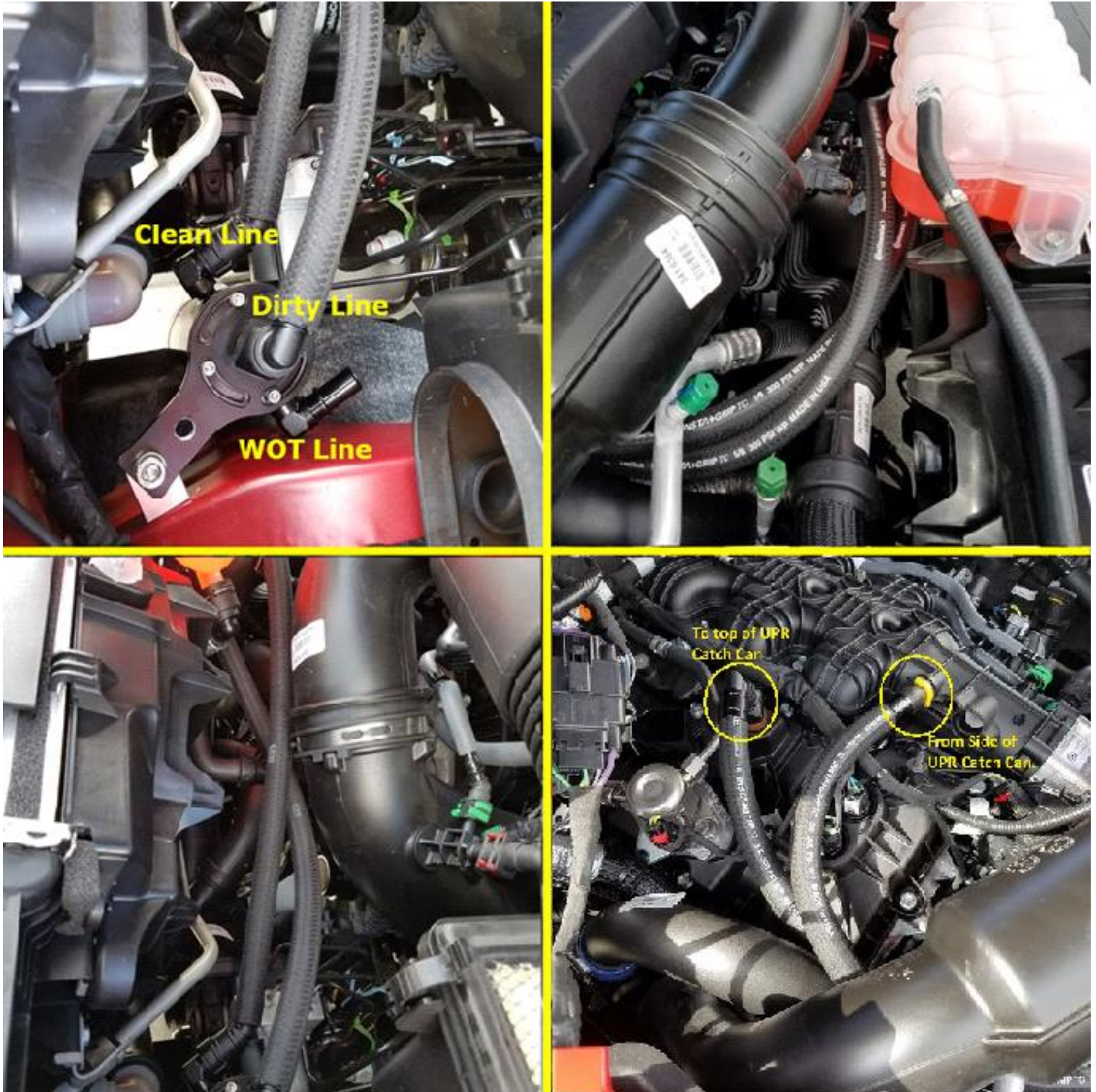
3. Remove the engine cover to gain access to the PCV fittings. You may have to remove the oil fill cap to do so. 17-up models will have two 10MM nuts holding the cover on.



4. Locate the factory PCV tube on the passenger side of the engine. It runs from the PCV valve on the valve cover to the intake manifold vacuum port. Remove the tube by releasing the factory fittings.



5. Time to start routing hoses. Connect the hose with no check valve in it to the passenger valve cover PCV valve and route it to the catch can center inlet port. Be sure to route hoses so they will not contact any belts, pulleys or other hazards. Find the longest hose in the kit with a check valve in it. Route the hose so that the arrow printed on the check valve faces away from the catch can, towards the engine. Connect the hose to the intake manifold vacuum port, and the other end to the outlet port that is furthest forward on the catch can.



6. Route the final hose with the check valve in it towards the passenger side turbo inlet tube. Be sure the arrow printed on the check valve is facing away from the catch can. Mark a location on the tube where the hose fitting will comfortably reach without being too taught. This is where you will drill the tube for the provided grommet and fitting.



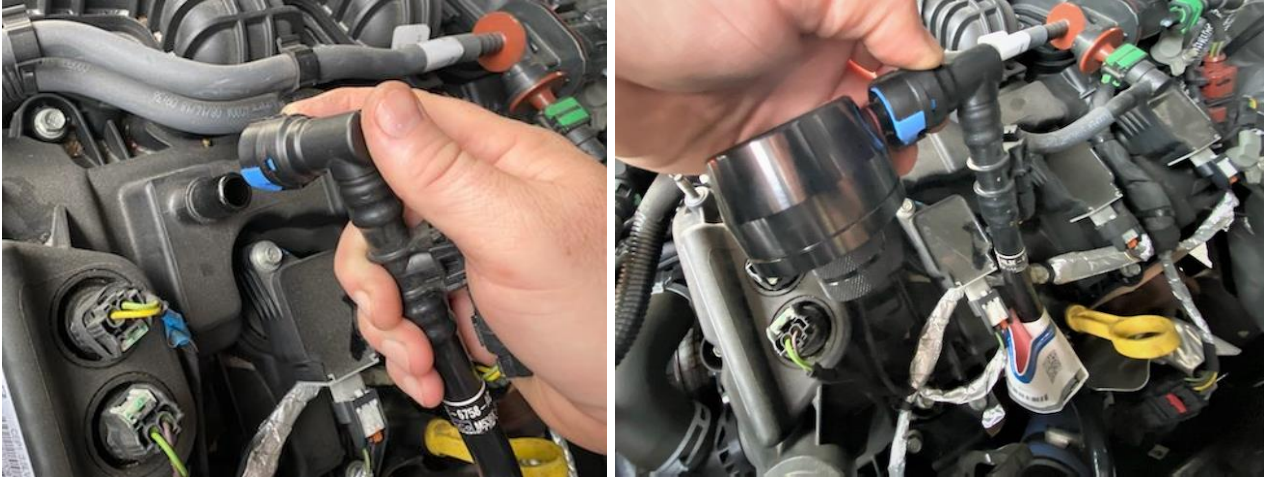
7. Remove the tube from the truck by loosening the hose clamp at the coupler to the air box and at the passenger turbo. The clamp at the turbo is easily accessed from the passenger wheel well area.



Carefully drill the tube with a 20-21mm step drill (harbor freight has them) and insert the rubber grommet. The fitting can be pushed or twisted into the grommet. Reinstall the turbo inlet tube making sure the coupler is properly seated onto the turbo, and all clamps are snug.

In an effort to eliminate variables in the Vapor Pressure Sensors, UPR has updated the Electronic Clean Side Separator to work directly with your F150's factory VPS tube.

**\*not for 5030-221 without eCss**



Release the VPS tube fitting on the driver side valve cover. To do so, just flip the tab on the side of the fitting. Rotate the fitting in the VPS tube 90 degrees so that it faces the front of the truck. Push the VPS tube fitting onto the UPR CSS male Plug N Play fitting.



Install the CSS onto the Valve cover fitting by lifting up on the collar at the base, and then pushing down on the CSS. The collar will click when fully engaged.

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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