

UPR Oil Catch Can Installation

2020 Ford Explorer ST Dual Valve Catch Can kit with CSS

Find our full installation video on Youtube! <https://www.youtube.com/watch?v=NJB7uL2fp98&t=540s>



Find the un-used factory hole in the radiator support just to the left of the hood bumper. Mount the catch can with the provided hardware. You will need a 5/32 allen wrench.



Locate the factory PCV hose that runs from the passenger valve cover to the intake manifold vacuum port. Remove the hose by pushing the clips on the fittings to the side.

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There are 2 hoses in the kit that will have check valves in them. The shorter of the two will be the Clean Side hose (23 inches long). Connect the 90-degree end to the intake manifold port, and the straight end to the side port on the catch can. Be sure the arrow on the check valve faces away from the catch can.



The 35 inch hose with no check valve is the Dirty Side PCV hose. Connect one end to the PCV valve on the passenger valve cover, and the other end to the top port on the catch can.

The last hose is the Wide Open Throttle Hose. It is 30 inches long with a check valve in it. Attach the 45 degree end to the fitting on the catch can, and route the hose along the radiator support as shown. The arrow on the check valve always points away from the catch can.



Mark the passenger turbo inlet tube where the 90-Degree fitting will comfortably reach.

Remove the passenger side turbo inlet tube by loosening the clamps at each end of the tube. This tube will be drilled to 20mm to accept a grommet and the Wide Open Throttle hose fitting.





A step drill bit works best for drilling the tube to 20mm. Do not drill directly on any seam.



Insert the supplied grommet into the drilled hole. Be sure the grommet is properly seated.

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Insert the supplied fitting into the grommet until no threads are showing.



Reinstall the turbo inlet tube and attach the WOT hose.



Locate the driver side PCV hose with the crank case pressure sensor in it. It will run from the driver side PCV fitting to the driver side turbo inlet tube. Disconnect the tube at the valve cover fitting only.



Rotate the fitting at the end of the tube so that the fitting will face the firewall. Connect the tube to the Electronic Clean Side Separator.



Install the Electronic Clean Side Separator onto the driver side PCV fitting until it clicks firmly into place.





Go back over the installation to ensure there are no loose fittings, the catch can mount and bracket are secure and tightened, and all hoses are routed away from any sharp edges or hazards.

Check the catch can every 500 to 1000 miles to get a feel for your vehicle's needs. Most vehicles will need the can emptied every 3,000 to 5,000 miles. It is typical for the catch can to have more in it during cooler weather due to condensation in the engine.



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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.

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