

SCAN QR CODE ON OUTSIDE OF BOX

Or visit UPRproducts.com for Installation Instructions

UPR Catch Can, Breather Tank, and Check Valve information

1. UPR Catch Can Maintenance

Check your catch can every 500 miles at first to get to know your vehicle's Oil consumption rate and how often the can will need to be emptied. **Never return collected oil back into the engine.**

2. O-ring Protection / Tightening Catch Can (Always open the bottom & lightly close before installation)

Do not over-tighten your Catch Can as it can stretch or tear the O-ring or even ruin and gall the threads; seizing your catch can shut. Extreme weather conditions and or handling can also damage O-rings.

Replacements can be purchased at UPRproducts.com

3. Check Valve Operation

Check Valves always face **away from the catch can**, towards the engine. Caution: If Check Valves are opened or taken apart this can break the seal and potentially lose parts. Clean and or Replace check valves as needed. Replacement check valves can be found at UPRproducts.com

4. Plug n Play™ Fitting Protection > Female Fittings <

For R&R UPR plug-and-play fittings, keep them parallel to the male fitting to avoid damaging internal O-rings. Squeeze (never pry) the grey buttons to release the fittings and remove them. The grey buttons are not removable and must be replaced if taken apart. **Replacements can be purchased at UPRproducts.com**

5. Catch Can Fitting Maintenance > Male Fittings <

For removal, you must put a rubber hose over the fitting to protect them and grip them with pliers. Do not grip them with pliers where the O rings will ride, or it will damage the fittings. Use Teflon tape to seal threads when installing. **Replacements can be purchased from UPR.**

6. Weather conditions

Cold weather maintenance: Always drain the contents after driving to avoid freezing overnight. Pour hot water into the catch can to unfreeze the contents. If needed, use pipe insulation to protect the hoses and catch can.

7. Catch Can Contents

Catch Cans are plumbed into the PCV line, allowing Catch Can contents to be smelled through the intake tube/airbox at times. Always check all connections are secure. An oil/fuel smell is normal if you don't empty your catch can daily.

8. Catch Can Flow Direction

PCV/Dirty Side will go to the IN fitting. The vacuum/clean line will go to the intake manifold.

9. Catch Can Fittings

All threaded fittings should always have Teflon tape or thread sealer whenever needed.

Permatex Thread Sealant Recommended

(For Catch Can technical assistance, Call UPR at 561-588-6630)

UPR Product Return Policy (No Exceptions)

All catch can kits are packaged so they will not be damaged in transit. They must be returned in the exact same original packaging in 100% sellable condition. (Please return it the same as it was received.)

1. If any parts have been used or installed, they are no longer eligible to be returned for a refund. (Including any scratches or markings from being installed, taken apart, or mishandled.)
2. All parts must be put back into each package/bag they were shipped in to protect them and verify that all the components of the kit are there. **If you ship your catch can back with no packing, missing parts, or damage, it will not be eligible for a refund.**
3. Contact UPR to get an RMA and send pictures of what you received (sales@uprproducts.com)
4. Every return must be returned with an RMA and the reason on a written note in the box.
5. Always reference who you spoke with and where you purchased the catch can from.
6. You will be contacted after we determine the eligibility of your return. Custom-built or custom application-specific kits are treated as special order parts and cannot be returned.

UPR Product Warranty and Coverage (No Exceptions)

1. You R&R the Catch Can bottom and lightly tighten it before installation.
2. Products altered, modified, or used in any way other than supplied instructions.
3. Any product damaged due to misuse, **improper installation**, or **operation**.
4. Any product that has been purchased from an unauthorized dealer.
5. **Removing clips** from fittings as they are designed to be **pressed in**.
6. **Overtightening** can cause the separator to lock up.
7. Bracket failure by forcefully removing separator bottom without support bracket.

Each product is fit-tested to ensure optimal fit and operation before they are offered. We do not guarantee fitment when used with modified vehicles of other aftermarket parts.