

2019 Ford Ecoboost 1.5L Install

This covers the 2019 1.5L and the 2018 will be very similar. Note, there are 4 billet adapters you will use for this.

2 have 90° fittings on them and are used for the valve cover and the intake manifold. Then there is a plug that is used to plug the valve cover where the OEM fresh/clean hose was previously attached.

First, remove the engine cover and the oil fill cap. Then squeeze the ends of the hose that attaches the intake manifold to the valve cover. Then insert the two 90° fittings into these open holes. A little grease on the O-rings is suggested.



You will run a hose direct from the valve cover to the center of the can. No checkvalve. The intake manifold will connect to one of the outer fittings on the can with inline heavy duty checkvalve flowing AWAY from the can. Next you will remove the spring clip from the connection at the lower driverside front of the valve cover and pull that line off. Insert the billet plug into the valve cover opening as we will not be using that opening. Then insert the larger base all plastic 90° fitting into the hose and secure it with a spring clamp.



Now run this directly to the last outer fitting on the can (either side will work) with inline checkvalve flowing AWAY from the can. This will provide evacuation when in boost where when stock there was only evacuation at idle and deceleration. Now contaminants are being removed all of the time. The full time evacuation keeps your oil cleaner longer, and extends your engine life.

We now move on to the clean/fresh side of the system. In these pictures note the placement of the can. There is no mounting. The catch can simply slides down and stays in place making it easy to pull it up to drain when needed. On the below right picture you will see how to remove the flow sensor from it's mounting bracket. This will be relocated to the end of the 3/8" hose that T's into the main cleanside line from the CSS (cleanside separator) as shown in the picture below left.



Simply clamp the O ring end into the end of the 3/8" hose and make sure the sensor is mounted higher than the T. Now, you need to finish the cleanside connection to the main intake air tube. Drill a 1/2" hole into this spot just downstream of the IAT sensor. Put some grease on the drill bit and the tap as you cut threads with the 3/8 NPT tap. Only run the tap 1/2 way in!! Then use the straight 1/2" barb and connect the hose to this from the CSS that replaced your oil fill cap. The sensor T goes into this line as shown in the pictures above. Snap the billet plug into the OEM flow sensor bracket and it will seal that opening. Note!!! Never let can fill more than 1/3 full. Do first drain at 1000 miles to determine your rate.

