



Nissan Navara NP300

Direction-Plus™ ProVent Ultimate Catch Can + PreLine-Plus Pre-Filter Kit Installation Guide

This document is to be used as a guide for the installation of the **Direction-Plus™ PreLine-Plus pre-filter Kit + ProVent Ultimate Catch Can to a Nissan Navara NP300**. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

Important before starting

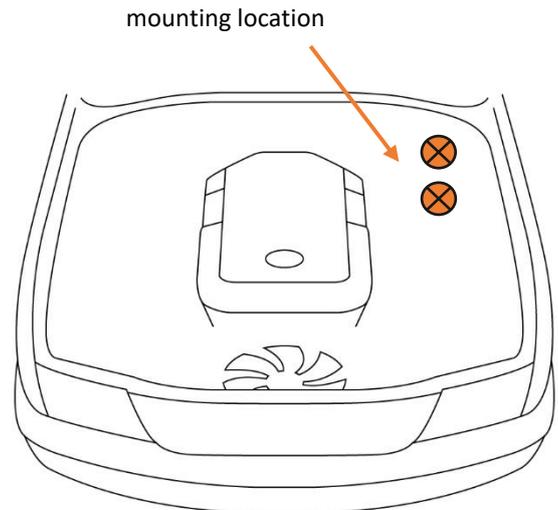
- Ensure the engine bay is clean and free from contaminates
- The filter head has direction arrows indicating the direction of flow
- You have the correct tools to complete the fitment
- Read the instructions in full and familiarize yourself with the installation, before commencing any work

Maintenance / servicing

- It is recommended to drain the element every 5,000 – 10,000km
- PL150DP element is to be replaced every 40,000km or as per your vehicles service interval

Kit contents

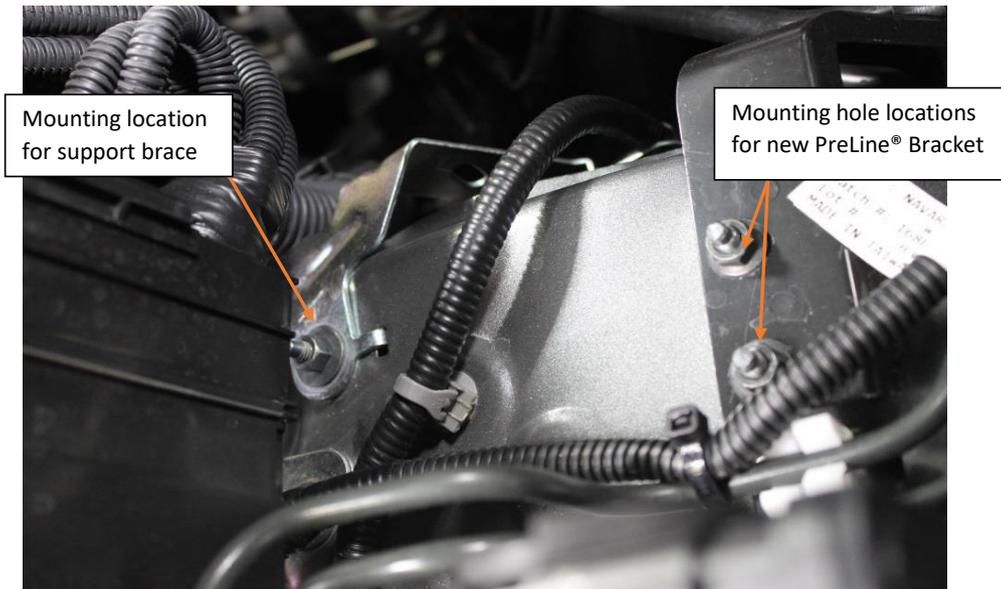
2x M16 ADAPTER STRAIGHT - 10MM
2 BOLTS 2 NUTS 4 WASHERS
1x 9.89 ELBOW 8MM BARB
1x BRACKET - NAVARA DP300
1x DFL10 - FUEL LINE RUBBER
1x (10MM) M6X12 BOLT
1x M6 NYLOC NUT
1x END 9.89 STR 10MM BARB ENGINE
1x ENGINE BAY LABEL
1x WATER ALARM KIT
2x HOSE CLAMP - 10MM
2x M16 FLAT WASHER
2x PUSH ON STRAIGHT - 10MM
1x WINDSCREEN LABEL



*Kit contents are subject to change based on component availability and/or refinement

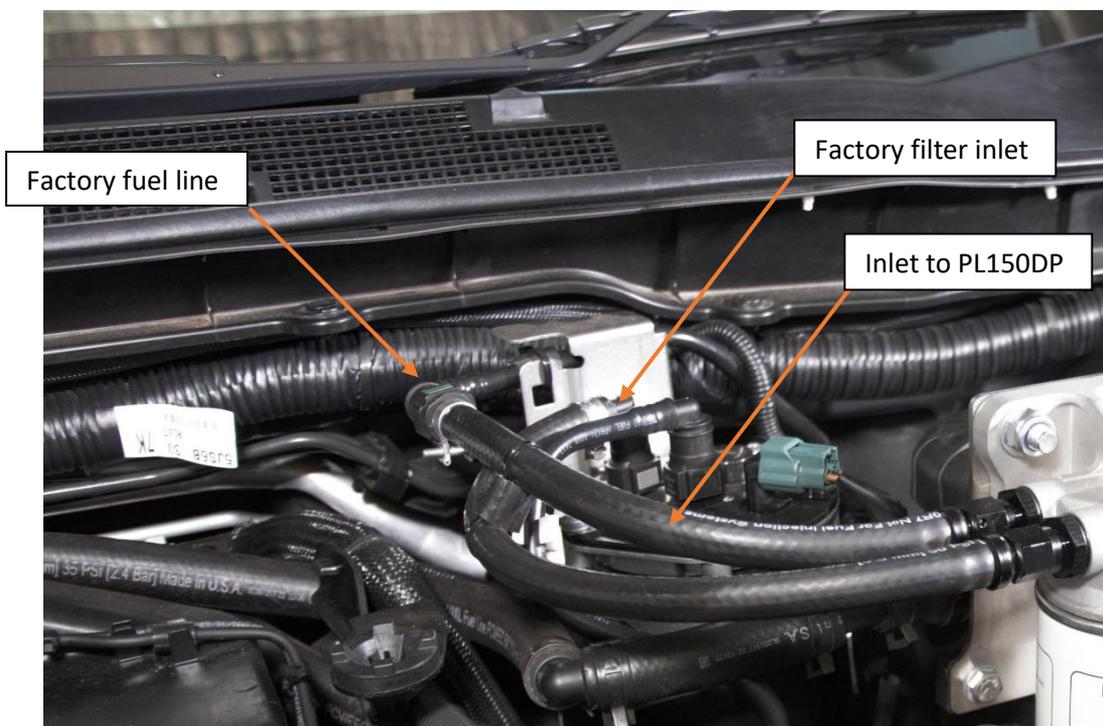
PreLine - Installation Guide

1. Remove the two (2) M6 nuts shown in the image below, secure the mounting bracket in place reusing the original nuts. Please note the “kink” in the bracket should angle towards the engine.
2. Remove the M6 nut located underneath the relay box, mount the mounting bracket support arm and secure in place reusing the original M6 nut.
3. Using the supplied M6 bolt, nut and 2 flat washers, secure the top of the support arm to the main bracket and the bottom to the stud located on the inner guard.



4. Place the mounting bracket into its mounting location, and secure using the existing studs and the factory nuts
5. Using the supplied 10mm bolts, washers and nuts, mount the PL150DP pre-filter assembly filter to the frontside of the bracket
6. Install the two M16 flat washers and straight adapters to the filter head, so that when the filter is mounted on the bracket they will be facing toward the driver’s side of the vehicle **Note: you may need to remove and reposition the two M16 plugs pre-installed into the filter head**

7. Disconnect the fuel line from the inlet of the factory fuel filter and using a cable tie, secure the fuel line to the back of the factory fuel filter bracket.
8. Lubricate the barbed end of one push-lock fitting and the inside portion of the hose to be fitted with a push-lock fitting with diesel fuel or WD40
9. Insert the barbed end of one push-lock fittings into the pre-lubricated end of the hose. Ensuring that the hose stops firmly against the inside of the bell cover.
10. With the assembled hose, screw the push-lock fitting on to the inlet port of the pre-filter. Route the hose to the fuel line that was previously secured to the factory fuel filter bracket and cut to length.
11. Insert the black male QD fitting into the hose and secure with a 10mm hose clamp. Then connect to the factory fuel line from the fuel tank.



12. Lubricate the barbed end of the remaining push-lock fitting and the inside portion of the remaining hose to be fitted with a push-lock fitting with diesel fuel or WD40
13. Insert the barbed end of the remaining push-lock fittings into the pre-lubricated end of the hose. Ensuring that the hose stops firmly against the inside of the bell cover.
14. With the now assembled hose, screw the push-lock fitting on to the outlet port of the PL150DP.
15. Measuring the hose in place between the outlet port of pre-filter the inlet of the factory fuel filter, cut the hose to length
16. Insert the black female 90° QD fitting into the hose and secure with a 10mm hose clamp. Connect to the inlet of the factory fuel filter



17. Using the supplied nylon cable ties, secure any loose hose from rubbing on any other components
18. To prime the fuel manager assembly with fuel, turn the ignition key to the ON position and wait 5 seconds, then switch the ignition OFF. Repeat this process another 3 times.
19. Start vehicle and run the vehicle, whilst checking all connections for leaks
20. Refer to supplementary instruction for water alarm connection

ProVent Ultimate Catch Can - Installation Guide

1. Connect the 12mm (1/2") Hose to the underside of the catch can body, using a 12-20mm Clamp to secure it in place.



Provent® 200 with 12mm hose connected and secured with 12-20mm spring clamp

2. With a flat washer on each of the M8x25mm bolts, mount the ProVent® 200 to the mounting bracket. Use a flat washer and nut to secure the bolts on the other side.
3. Feed the 12mm Hose down the side of the engine bay, under the vehicle to an out of the way location, making sure it is clear of any suspension, driveline and exhaust components, fit the Tap hose tail into the hose.



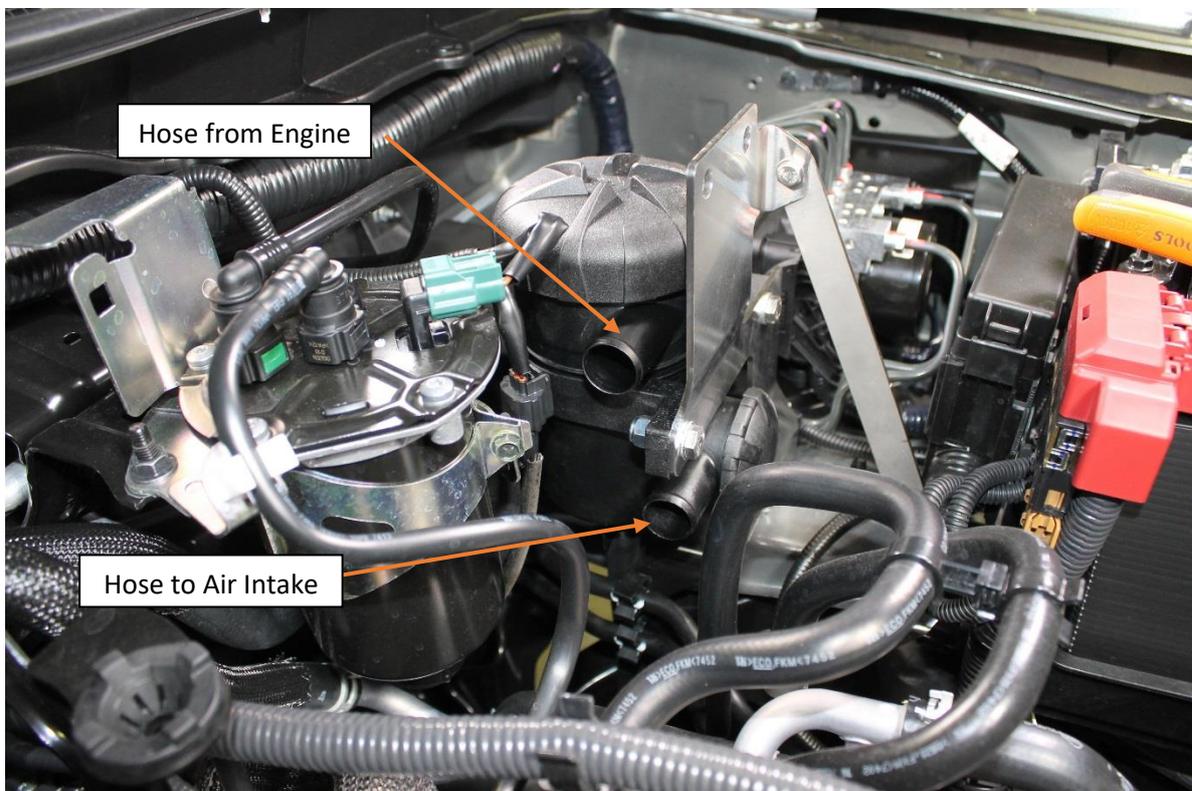
Hose tail and tap assembly inserted into 12mm hose, hose clamp not required

4. Use the supplied cable ties to secure the 12mm hose into the location required under the vehicle to prevent movement. Note: Leave a slight amount of slack in the line where the body and chassis join to prevent stretching the hose.
5. Make sure the tap position is closed and avoid placing the tap in a location in which it will fill with dirt and mud.



Left image – Tap Open.

Right image – Tap Closed.



Pre-assembled ProVent® 200 with bracket – Please note ProVent® rotation in this image is correct, your ProVent® should come at the correct rotation in the box – if it is not please refer to the image on the last page of this installation guide.

6. Remove the aluminium sleeve from the stock ventilation hose you removed earlier. Slide it over one end of the 1100mm long 16mm hose leaving enough room for a 16mm spring clamp on the end. Push this end of the hose onto the ventilation hose return port just before the turbo. Run the hose around the back of the engine and connect a 16mm 90° joiner in the end and secure with a spring clamp. To the other end of this 90° joiner, connect the 75mm length of 16mm hose and secure with a clamp. This hose joins to the lower port on the ProVent with the use of a 16mm straight joiner and clamps.
7. The 50mm length of 16mm hose connects to the head of the car and secures in place with a clamp. On the outlet side of this connect the second 90° joiner (facing rearwards), secure in place with a clamp. Connect the 750mm length of 16mm hose to rearward facing 90° joiner and secure in place with a clamp. Run the hose around the back of the engine on top of the other breather hose you just fitted. Into the vacant end

insert the final 16mm 90 ° joiner and secure with a clamp. Connect the final hose 110mm long to the 90 ° joiner and connect the other end to the top port on the ProVent. Secure all ends with clamps.

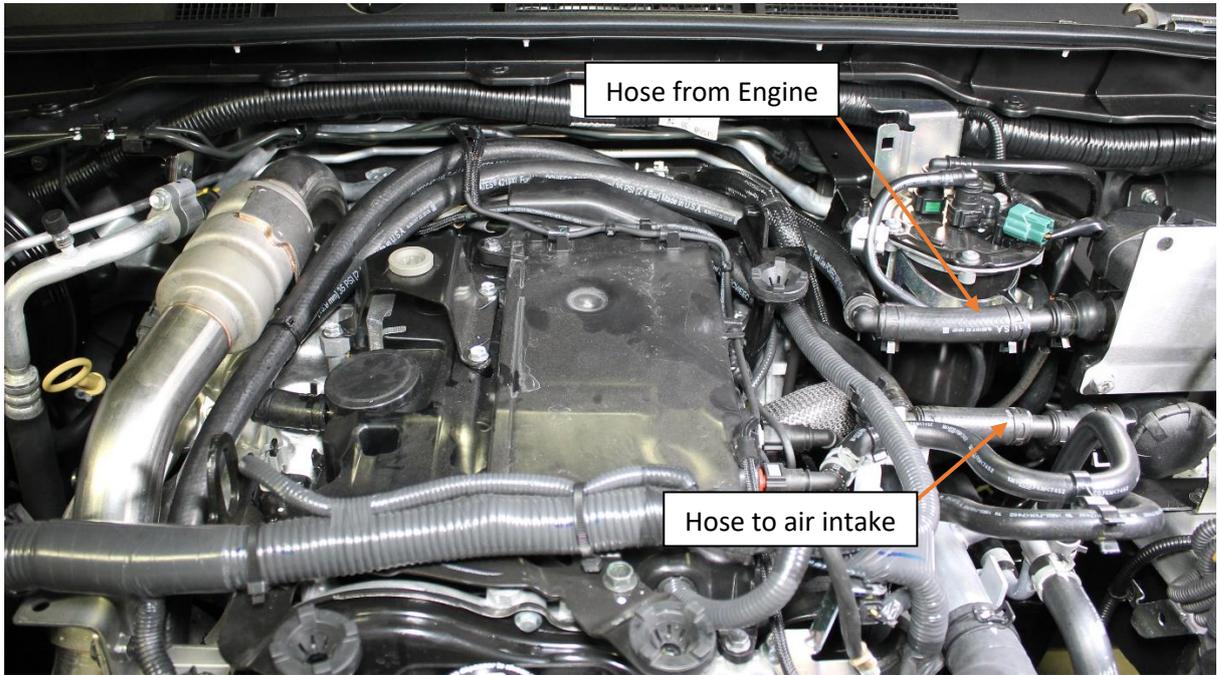
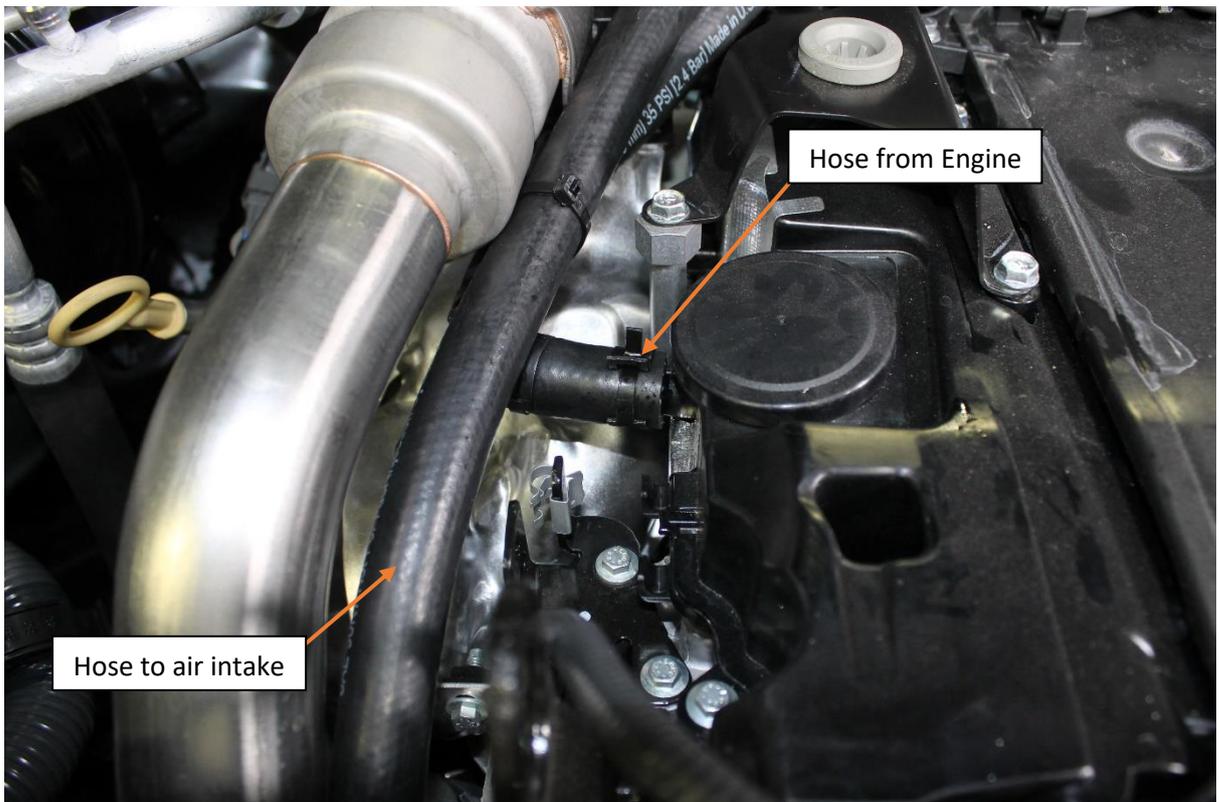
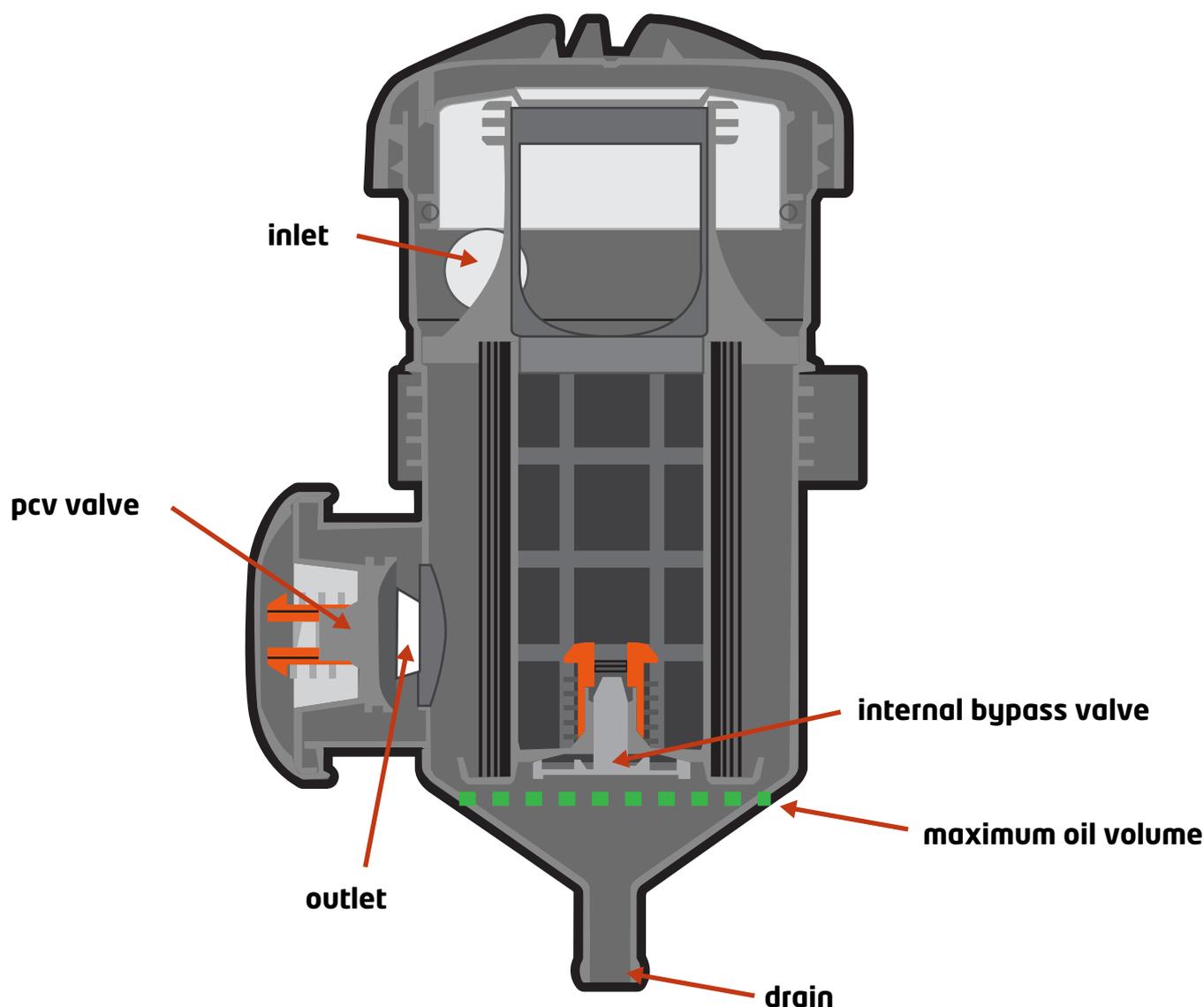


Image shows routing of hoses



PV200 INTERNAL BYPASS VALVE SECTIONAL DIAGRAM

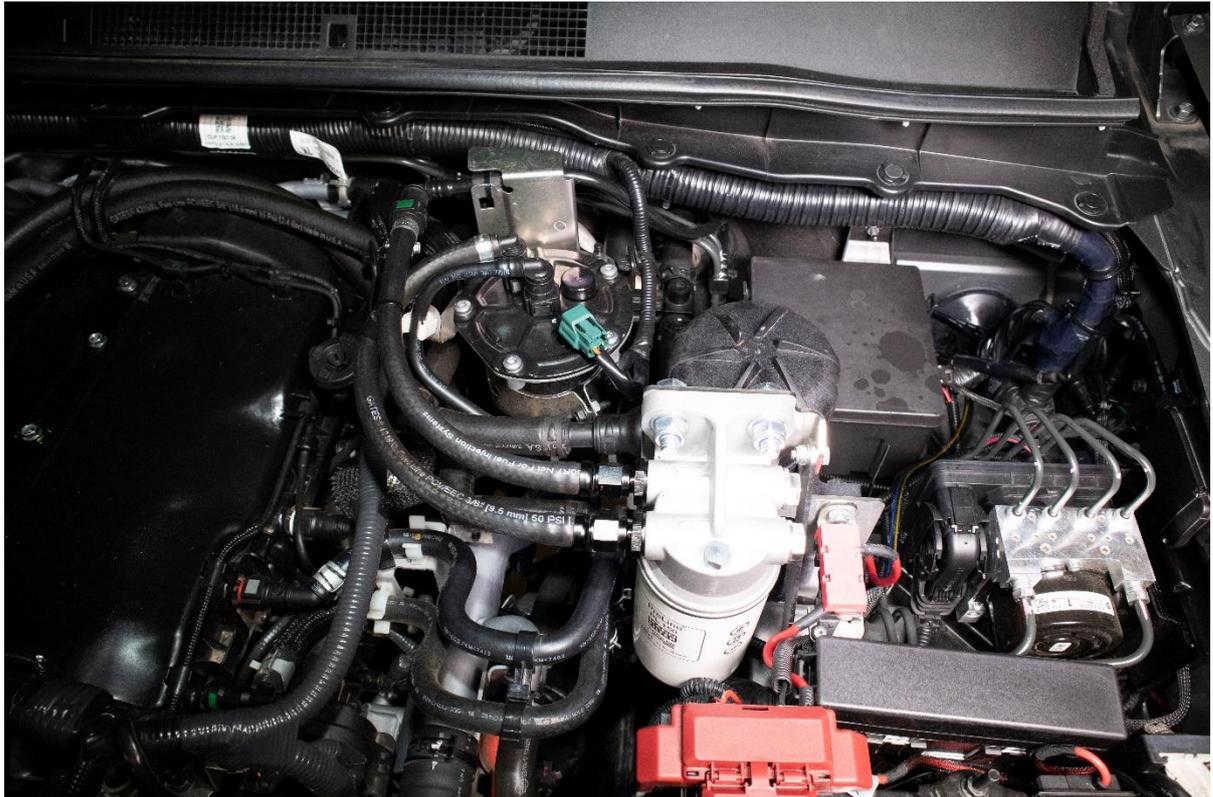


Due to the way the internally vented PV200 works, the PV200 must be drained regularly to ensure correct operation of the internal bypass valve. Failure to regularly draining/servicing the Catch Can may cause engine damage due to over pressurisation of the crankcase ventilation system.

The ■ ■ ■ in the diagram indicates the maximum permissible oil level. For the PV200 internal bypass valve to correctly operate the internal oil volume **MUST NOT** exceed the level indicated by the ■ ■ ■ shown in the diagram.

If the internal oil volume is to exceed the level indicated by the ■ ■ ■ shown in the diagram, the internal bypass valve cannot operate as designed due to it being submerged. This condition is likely to cause over pressurisation of the crankcase ventilation system and damaging the engine.

WARNING: Colder climates can cause increased condensation inside the Catch Can. This will fill the reservoir quicker than oil and will need to be drained regularly. Failure to do so could & can damaged the Catch Can or vehicle.



Completed installation of ProVent and PreLine

END OF GUIDE

ProVent 200

The housing can (prior to installation) be turned in the holder in 30° steps around the longitudinal axis.

This enables the position "Inlet and outlet fitting to flange" to be flexibly adjusted to the installation situation.

- Remove the retaining clip (1) upward from the groove and turn the holder into the desired position.
- Press the holder together somewhat in the desired position and engage the retaining clip in the groove again
- Mount the holder in the vertical position. Recommended tightening torque for M8 screws: 10 Nm.
- Ensure sufficient strength of the screw and nut material.
- Connect the hoses to the inlet, outlet and oil return fittings (make sure a sufficient length of hose is pushed on) and secure with hose clamps (see Chap.4.2 and 4.3).
- Connect the oil return hose (and non-return valve if necessary) to the oil sump.
- To ensure proper functioning, the ProVent should be protected against dirt (mount splash guards if necessary).

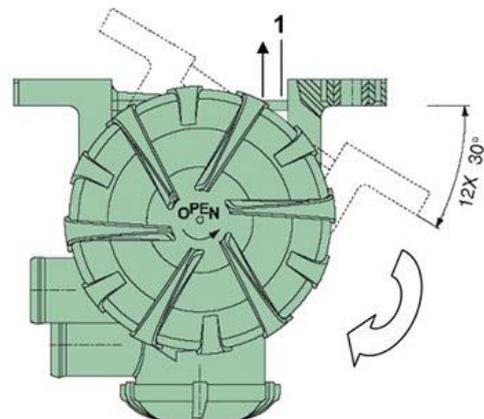


Fig. 5 Positions of outlet for ProVent 200

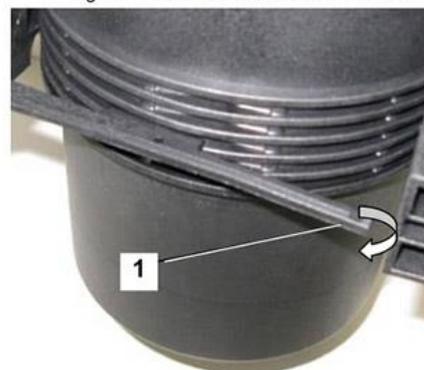


Fig. 6 Holder for ProVent 200