

Direction Plus ProVent Ultimate Catch Can Kit Installation Guide for Ford Ranger / Everest and VW Amarok 3.0L / 6cyl 2022+

This document is to be used as a guide for the installation of the **Direction Plus ProVent Ultimate Catch Can Kit (PV673DPK)** to a **2022+ Ford Ranger/Everest/Amarok 3.0L 6cyl Diesel**. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

Important Before Starting

- Ensure 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

- Provent Catch Can **MUST** be drained every 3,000 – 5,000kms. Failure to do this can result in engine damage.
- Provent Catch Can filter element is to be replaced every 30,000 - 40,000km or as per your vehicles service interval.

Included in the kit





<i>Loose in Box</i>	<i>Hardware Bag</i>	<i>ProVent Fitting Kit Bag</i>
1 x ProVent 200 (PV200DP)	2 x 19mm 45° Joiners (DPC4519)	2 x M8x25 Bolts (SSSS304M825)
1 x Mounting Bracket (PV672-BR)	8 x 200 Cable Ties (802078)	4 x M8 Flat Washers (FMW8)
2 x Alloy Spacer (inc in PV672-BR)	2 x 25mm Clamps (DPSC25)	2 x M8 Spring Washers (FMSW8)
1 x 1.4m of 19mm Hose (DPPH19)	6 x 19mm Clamps (DPSC19)	2 x M8 Stainless Steel Nuts (FMN8)
	2 x M6x12 Bolt (SSSS304M612)	
	2 x M6 Spring Washer (FMSW6)	<i>ProVent Drain Kit Bag</i>
	2 x M6 Flat Washer (FMW6)	1 x 1000mm of 12mm Hose (DPFH12-GAT)
		1x Drain Tap Assembly (DPDRAIN)
		2 x 12mm Spring Clamps (DPSC16)

Please note: The engine cover will require custom modification to refit after ProVent is installed. Alternatively leave the engine cover off which will also help with overall heat reduction.

**APPROXIMATE MOUNTING LOCATION
PROVENT ULTIMATE CATCH CAN KIT**

*Next-Gen Ranger / Everest and VW Amarok 3.0L 6cyl
(PV673DPK)*

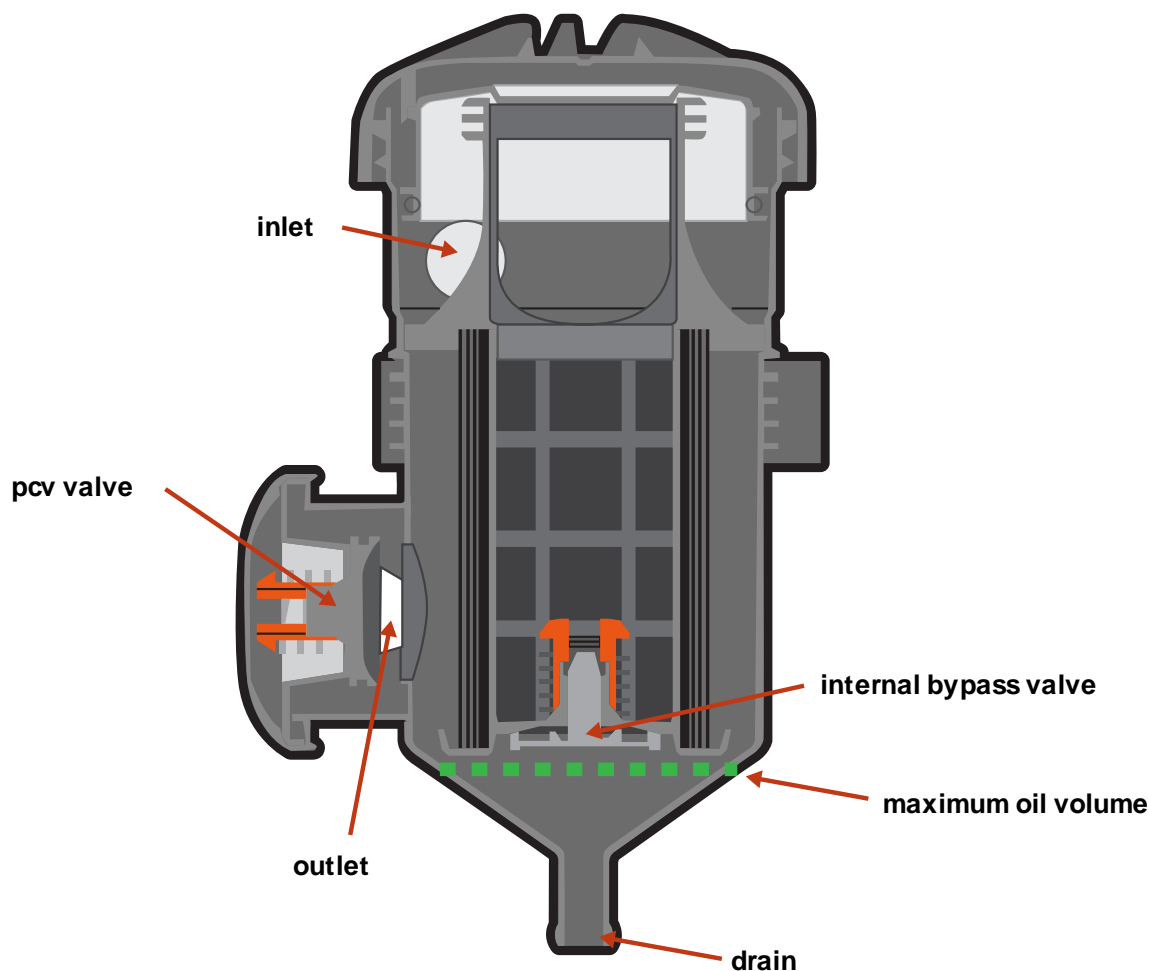


Tools Needed:

- Spanners
- Sockets
- Screw Drivers
- Pliers
- Snips/Cutter
- Rags
- Small container for priming

We suggest using a thread sealant like Loctite 567 or equivalent.

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.

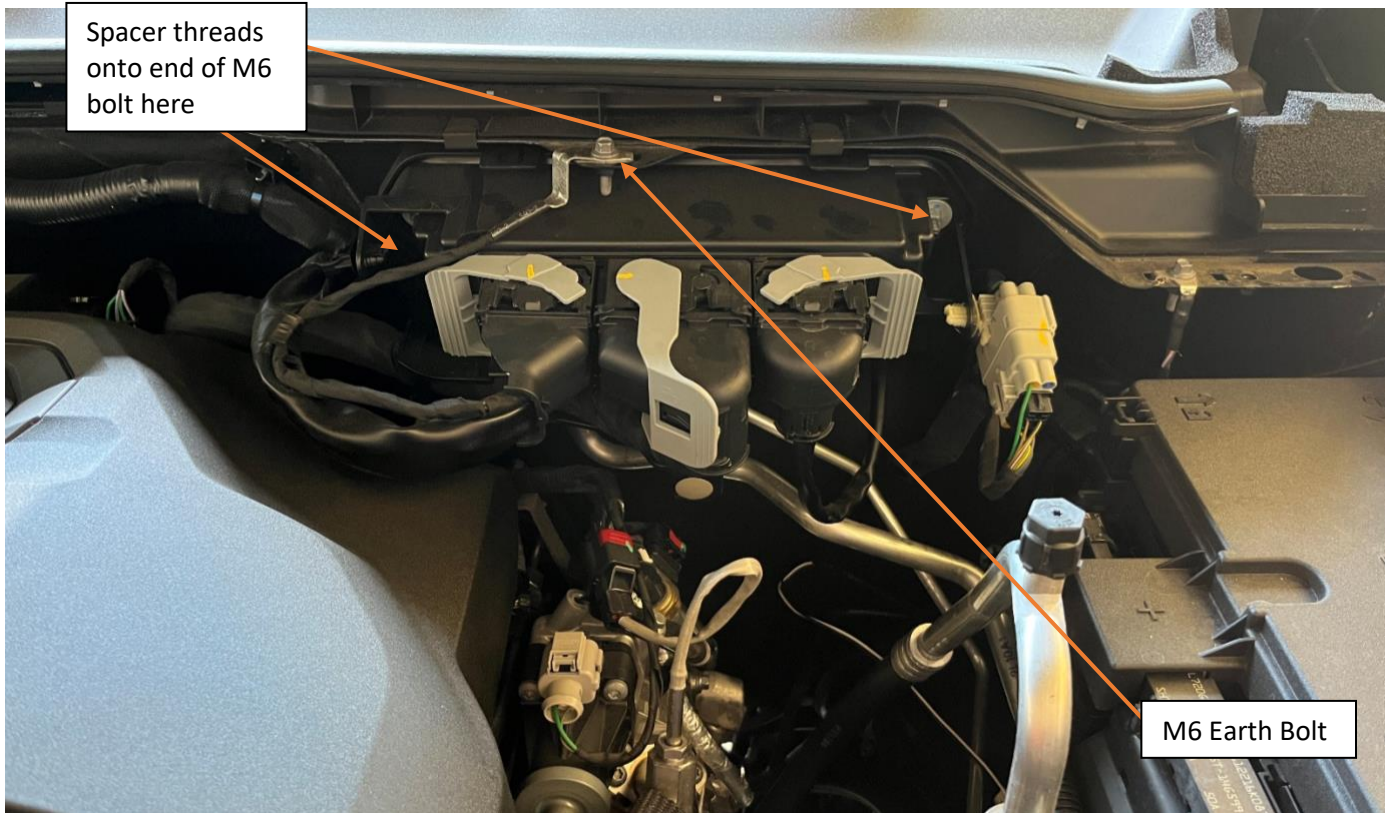
Installation Guide

1. Begin by removing the engine cover, one 10mm nut on the front near the engine lift point and it lifts from the front up 45° and then pulls out towards the front of the vehicle.



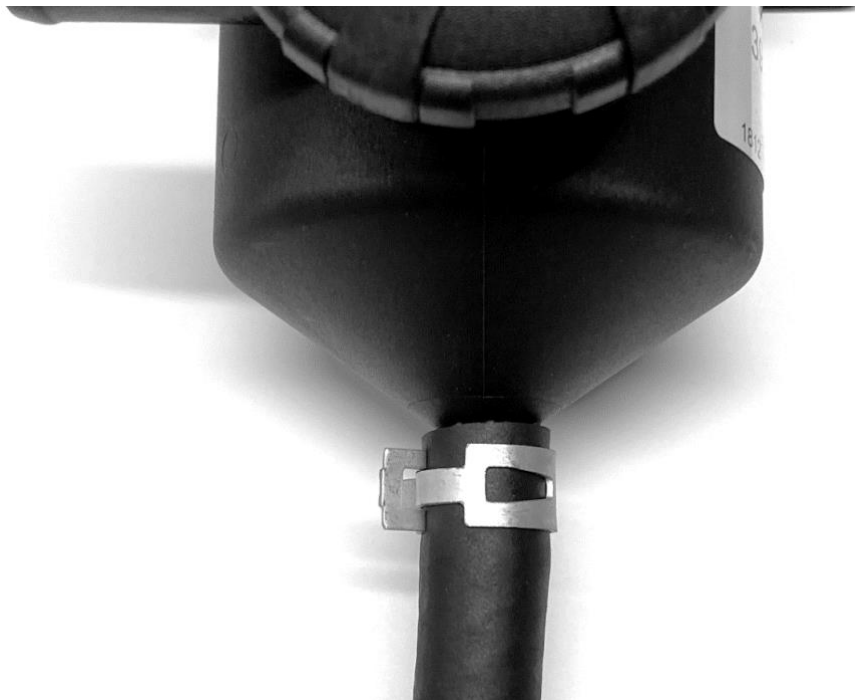
Ranger V6 2022+ Engine Bay – Overall View

2. Thread the M6 alloy spacers onto the male M6 threads at each end of the ECU carrier, make sure it is seated all the way, hand tight is enough.



Location of alloy spacer mounting

3. Remove the M6 bolt that secures the earth above the ECU Carrier, install the ProVent mounting bracket on top of this earth fitting and reinstall the original bolt but don't tighten yet. Use the M6x12 bolt, flat washer and spring washer to secure the ProVent mounting bracket to the alloy spacer at each end. Once everything is lined up and secured, go back, and tighten the earth bolt.
4. Connect the 12mm (1/2") Hose to the underside of the catch can body, using a 12mm spring clamp to secure it in place.



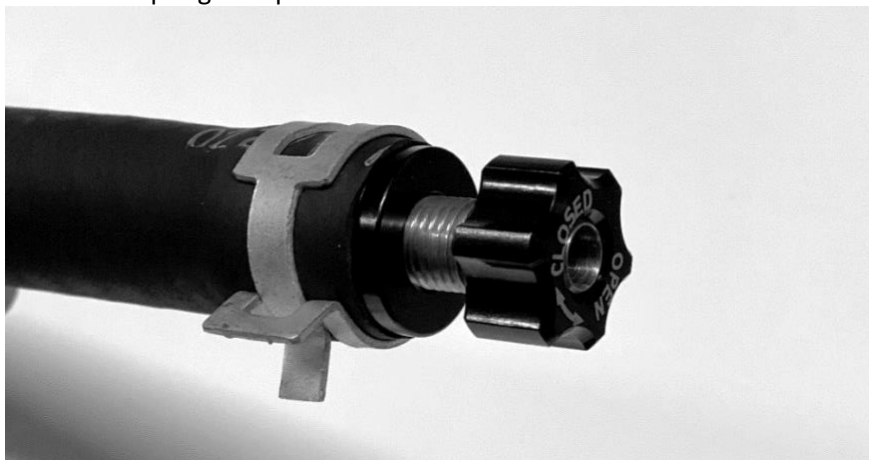
ProVent 200 with 12mm hose connected and secured with a clamp

5. With a flat washer on each of the M8x25mm bolts, mount the ProVent 200 to the mounting bracket. Use a flat washer, spring washer and nut to secure the bolts on the other side.



ProVent 200 bolted to bracket– Please note ProVent rotation in this image is correct, refer to the image on the last page of this installation guide for how to rotate the unit.

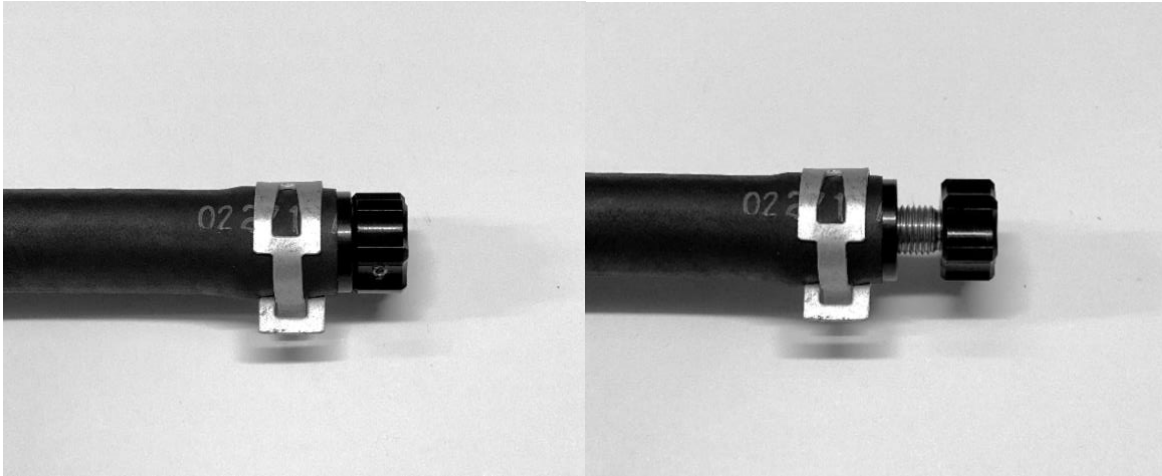
6. Feed the 12mm Hose down the side of the engine bay, under the vehicle to an out of the way location, making sure it is clear of any suspension, driveline, and exhaust components, fit the Drain Tap into the hose and secure with a 12mm spring clamp.



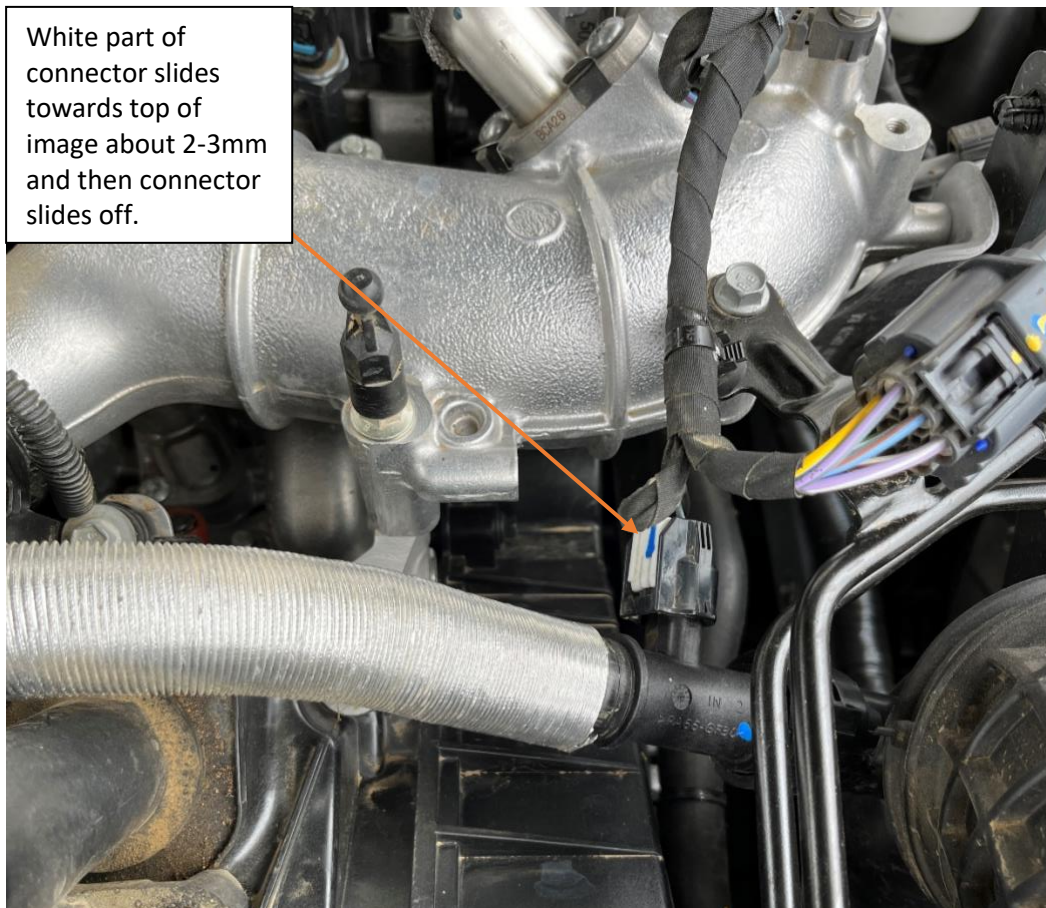
Drain Tap inserted into 12mm hose, secured with a clamp

7. 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.

8. Make sure the tap position is closed and avoid placing the tap in a location in which it will fill with dirt and mud.

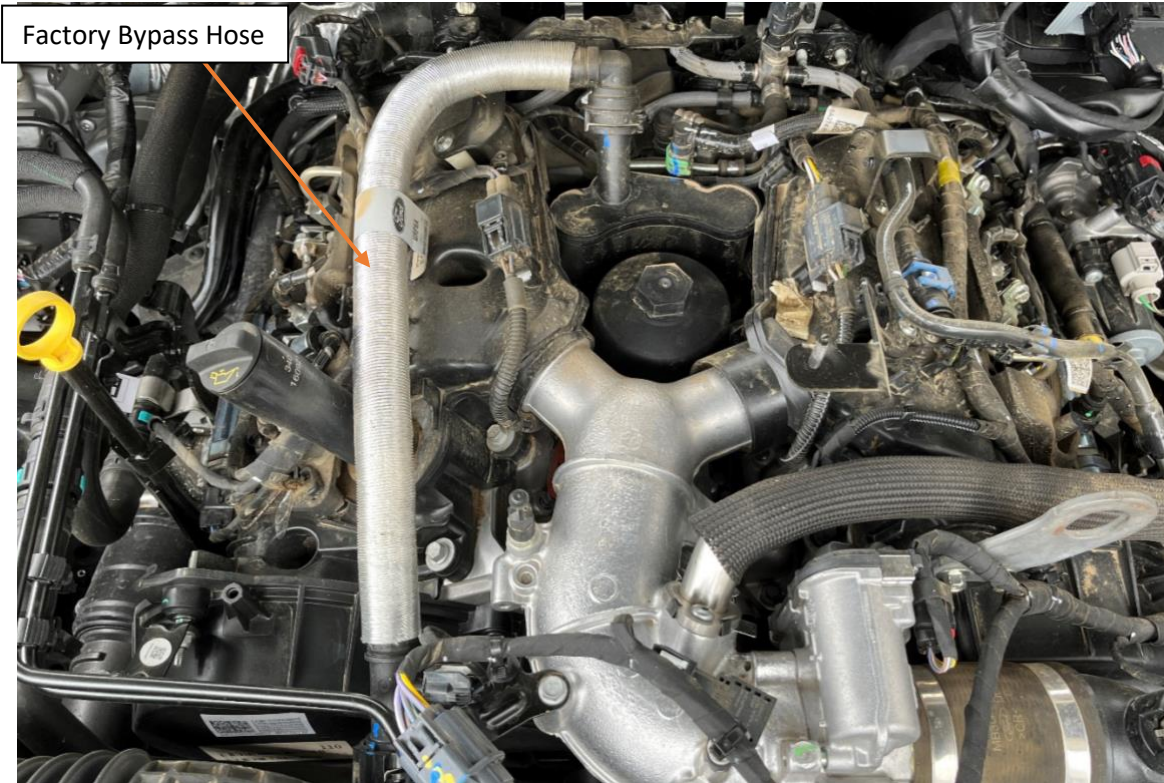


Left image – Tap Open. Right image – Tap Closed.



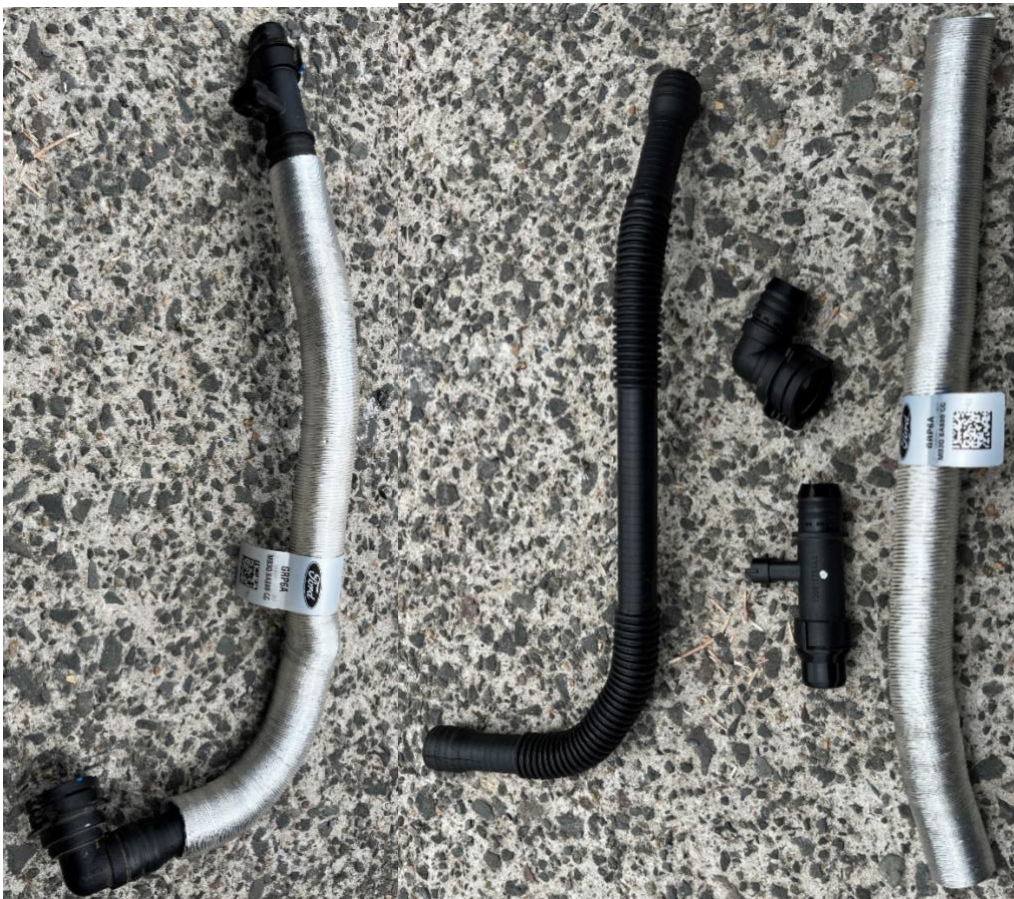
Bypass hose wiring connector

9. Remove the factory bypass hose shown in the following image, you will need to use a small flat blade screwdriver to remove the wire clips retaining the fittings at each end.



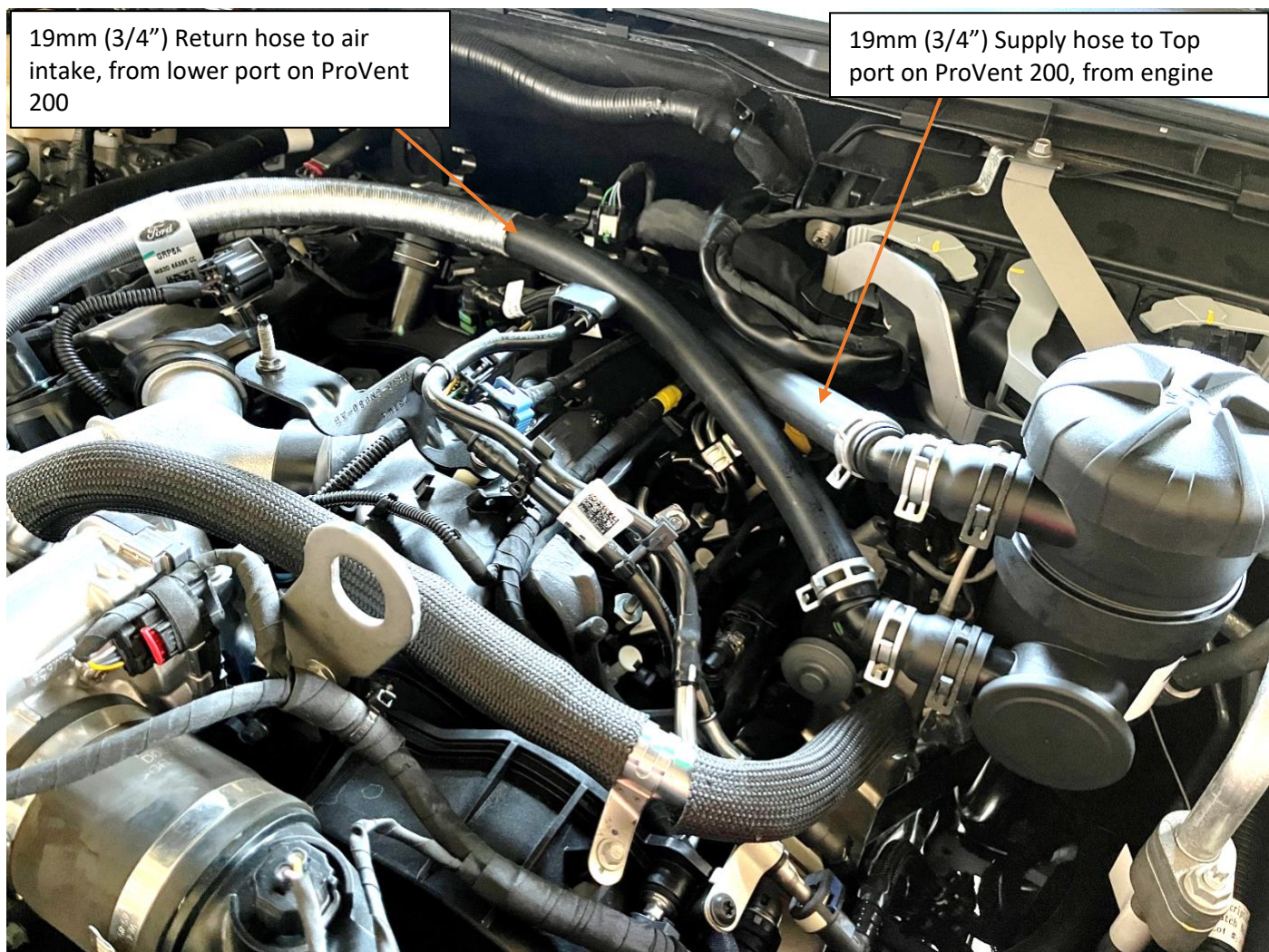
Factory bypass hose location

10. Once removed, disassemble the factory bypass hose for the components, we will be reusing the end fittings and the heat sleeving.



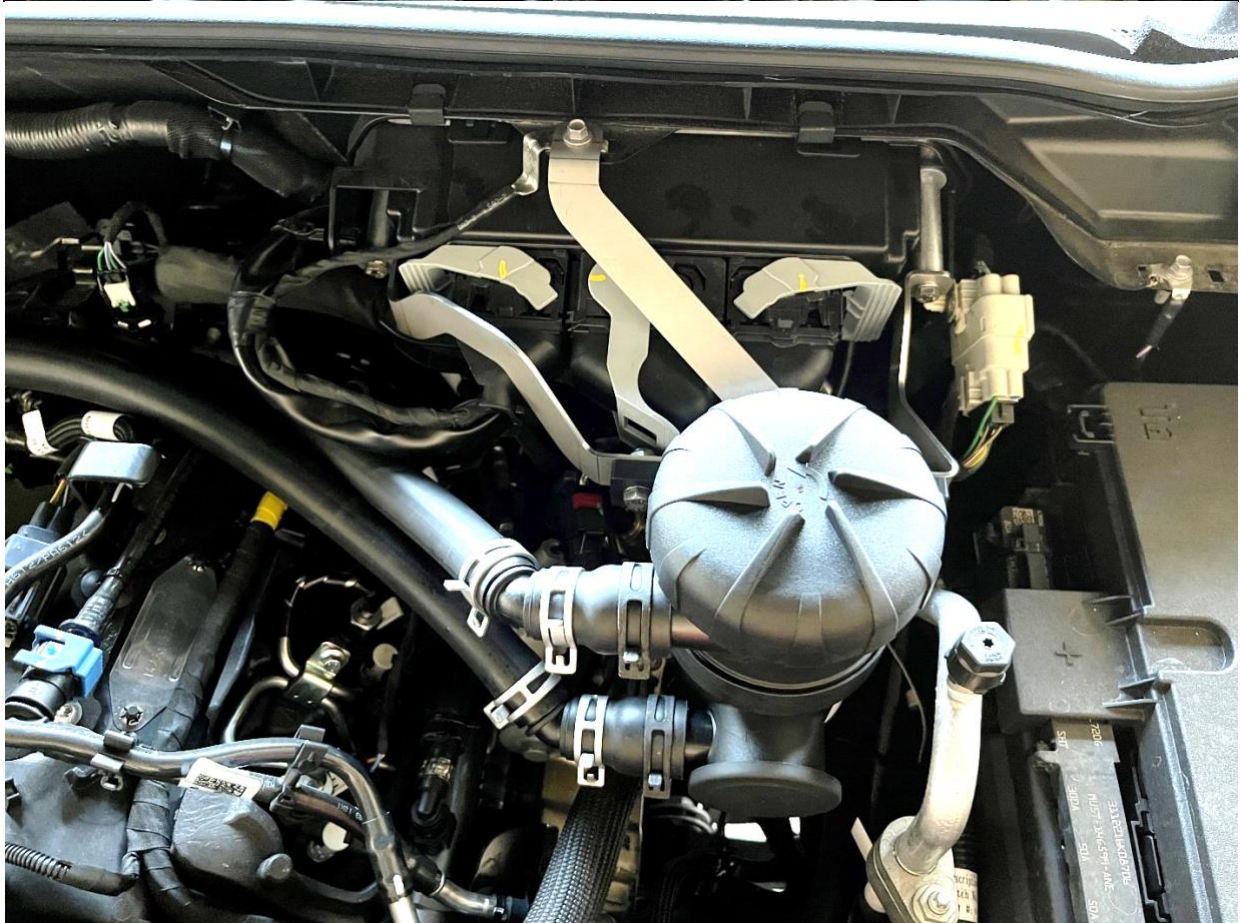
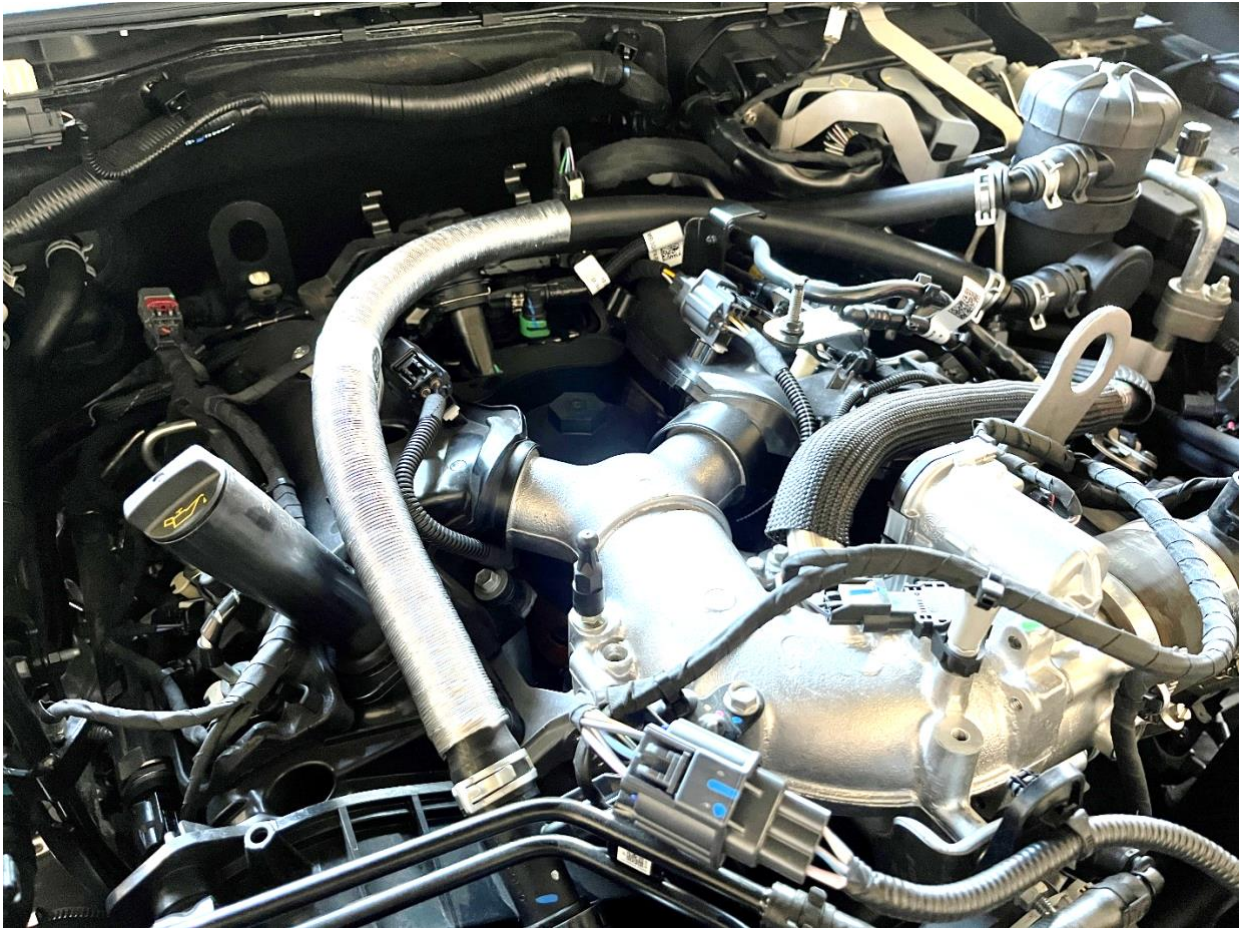
Factory bypass hose after disassembly

11. Connect the 25-19mm reducers to the ports on the side of the ProVent 200 unit. Use the 25mm spring clamps to secure in place.
12. To the 19mm end of these reducers, fit the 19mm 45° elbows and use 19mm clamps to secure in place.
13. Fit one end of the 19mm hose to the 90° fitting from the factory bypass hose and secure with a 19mm spring clamp. Install the 90° fitting rotated 180° so it now faces towards the ProVent. Measure and cut this hose to connect to the 45° elbow on the upper port on the ProVent 200 and secure with a 19mm spring clamp. Fit the factory heat sleeve over the hose.
14. Fit one end on the remaining 19mm hose to the return fitting from the factory bypass hose (the one with the fake electrical connection and secure with a 19mm spring clamp. Fit the factory heat sleeve over the hose. Measure and cut this hose to connect to the 45° elbow you installed into the bottom reducer on the ProVent 200 and secure with a 19mm spring clamp.



Hose configuration in P703 Ranger with ProVent 200 installed –

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Finished Install – Check to make sure everything is secure

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).

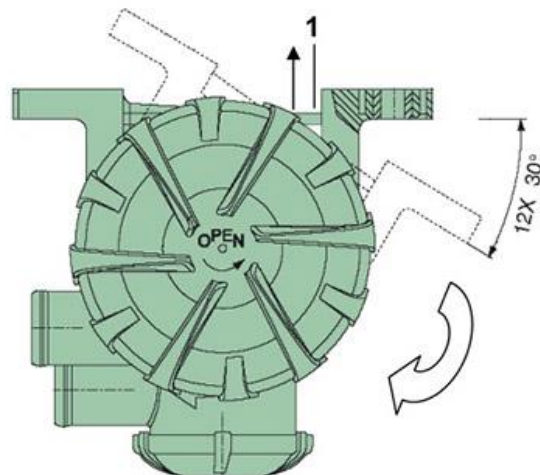


Fig. 5 Positions of outlet for ProVent 200

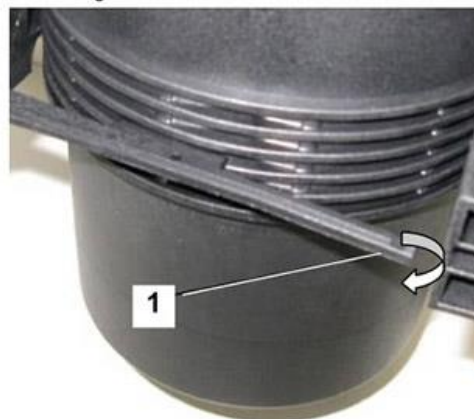


Fig. 6 Holder for ProVent 200

End of Installation Guide