



SasquatchParts ProVent Kit for Jeep Liberty 2.8L CRD

- Fits: North American 2005-2006 Jeep Liberty 2.8L CRD
- Parts included shown at right
- Inspect filter and oil drain valve often and drain oil when needed

Tools Needed:

- 1/4" drive ratchet
- 8mm 1/4" drive socket
- 10mm 1/4" drive socket
- 1/4" extensions of varying lengths
- Flat head screwdriver

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Notes:

- Removing the airbox is suggested; it makes routing hoses easier later on.

Installation Instructions:

1. Assemble the drain tube (transparent yellow) and drain valve with hose clamps to the ProVent first, then attach the ProVent to the mounting bracket using the included bolts; the intake and outlet ports on the ProVent should be parallel to the bracket and pointing in the direction of the mounting tab. From there, attach the mounting bracket in place - just undo the single 8mm bolt holding the power steering reservoir down, slide the mounting tab under it, and secure both the reservoir and bracket back down with the 8mm bolt.
2. You'll need to fish the drain tube to a location of your choice. Try going towards the front of the vehicle so that it is away from the heat of the turbo and exhaust as well as accessible from behind the front bumper. If you do this, the power steering hoses are handy for zip-tying it down. Just make sure that whatever path you choose is always on a downward slant and away from anything rotating, articulating, hot, or likely to pinch.
3. Pull the plastic engine cover and remove the hose running from the PCV puck to the elbow on the back of the turbocharger inlet hose. You can discard this if you want; it will not be re-used.
4. Next, identify the new Sasquatch hoses. The upper hose has a shape that very neatly goes from the PCV puck, around the radiator coolant overflow tank, and over to the top (intake) port on the ProVent; if you have it oriented correctly, the Sasquatch logo will be facing upwards on the end near the ProVent. Do not install this hose yet.



5. The other silicone hose is the lower one. This one is interesting to figure out the routing on, largely due to the number of things it has to work through or around. Take your time; attach it to the outlet (lower) port on the ProVent, then work it forward to the elbow on the turbocharger inlet hose by running it between that one and the turbo-to-intercooler CAC hose. Again, the Sasquatch logo should be facing upwards on the side nearest the ProVent if it is oriented correctly; large hose clamp goes at the Sasquatch end, smaller hose clamp goes at the elbow end.
6. Once you have that one figured out, go ahead and attach the upper hose. The large-diameter end goes on the ProVent side with the Sasquatch logo facing up; the small-diameter end goes to the PCV puck. Large hose clamp at the Sasquatch, smaller hose clamp at the PCV puck.

The final result will look like this:

