

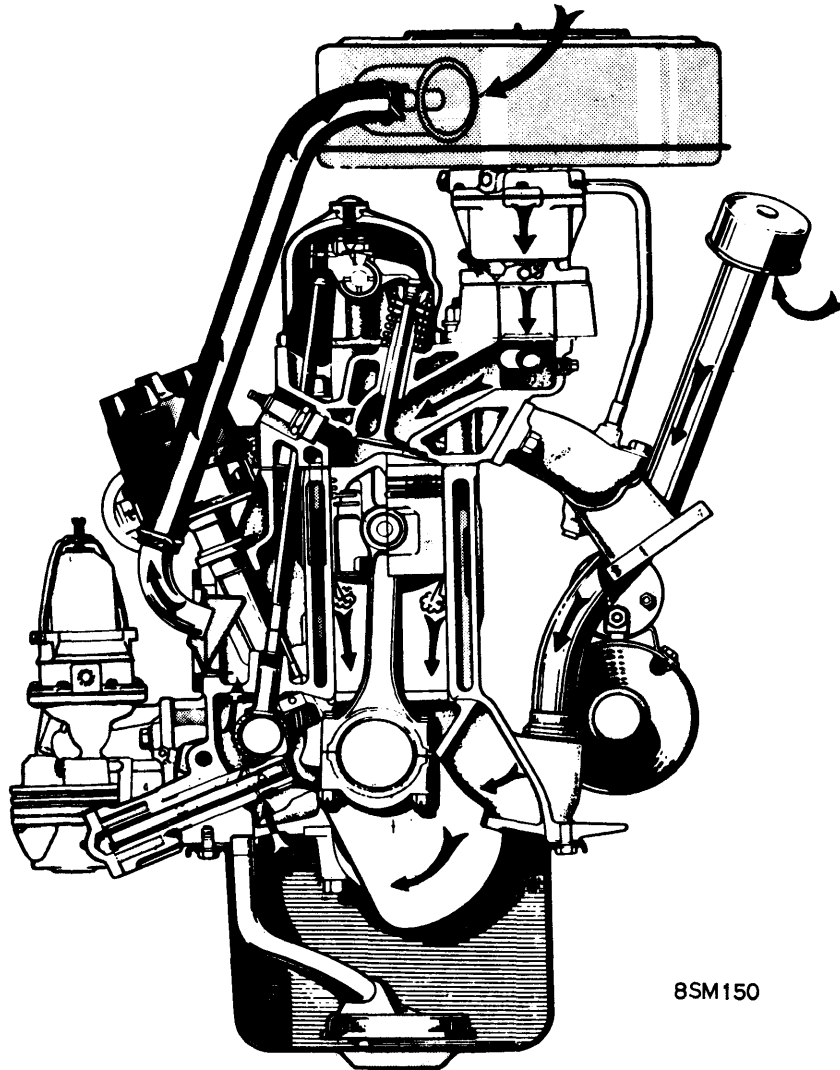
Crankcase Ventilation

1961-67 AMERICAN MOTORS OPEN SYSTEM

DESCRIPTION

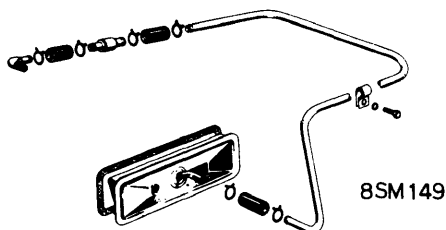
1961-62 California cars and all 1963-67 cars except for 1965 California cars and 1966-67 cars with exhaust emission control use this "open" crankcase ventilation system. This system is "Type 1" design. "Open" system consists of a vacuum line to in-

take manifold which replaces breather pipe on side of engine. A regulator valve is located in this vacuum line connected to intake manifold. On V8 engines, vacuum line runs from normal breather pipe location to carburetor base spacer. All engines use an "open" oil breather cap. This system was used until 1967 without any major change except for minor changes in hose connections, shown in illustrations.



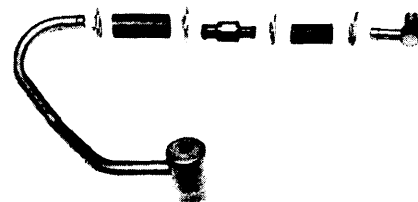
8SM150

1963-65 RAMBLER AMERICAN 6 CYL. VENTILATION SYSTEM



8SM149

1963-65 CAST IRON BLOCK 6 CYL.
CRANKCASE COMPONENTS



8SM157

1963-64 ALUMINUM BLOCK 6 CYL.
CRANKCASE COMPONENTS

Crankcase Ventilation

1961-67 AMERICAN MOTORS OPEN SYSTEM (Cont.)

OPERATION

Air enters the system through the oil filler cap and circulates through the engine where it combines with blow-by gasses. Intake manifold vacuum draws these fumes through the crankcase and into the intake manifold. On Rambler American overhead valve 6 cyl., engines with a single throat carburetor starting in the year 1963 these fumes are drawn into the carburetor air cleaner. After they reach this point they are mixed with the air fuel mixture and burned. The regulator valve regulates the amount of fumes that flow through the system to meet changing conditions at all engine speeds and loads.

SERVICE PROCEDURES

This system will work effectively as long as all parts are clean and free from sludge and carbon. The valve, connecting pipes, and hoses should be cleaned and inspected at intervals not exceeding those listed below.

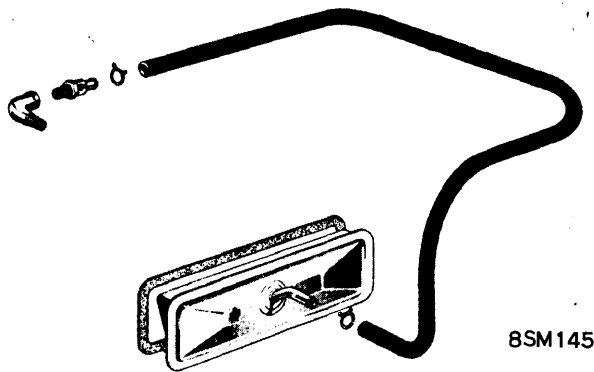
SERVICE INTERVALS

Year	Mileage
1961-62	10,000
1963-66	8,000
1966-67	12,000

It may be necessary to inspect and clean the system more frequently under adverse conditions.

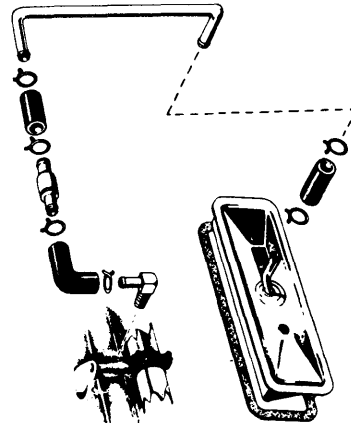
SYSTEM CHECKING

To check the system disconnect the valve or hose from its connection on the engine. With the engine running a vacuum should be felt at the disconnected end. If no vacuum is present the valve should be removed and cause of plugging determined. Excessive vapors or smoke from the oil filler cap is also an indication of an inoperative valve or plugged ventilation system. To check the valve, the inner chamber should be checked to see that it can be moved freely. This can be accomplished by inserting a small drill or piece of wire into the valve body and observing whether or not the plunger can be readily moved.



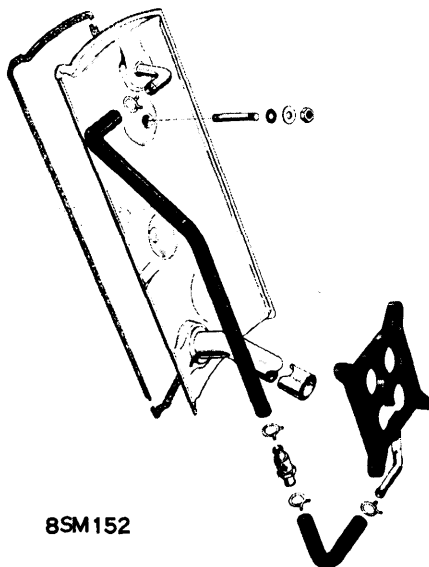
1961-62 OVERHEAD 6 CAST IRON CRANKCASE COMPONENTS

BSM145



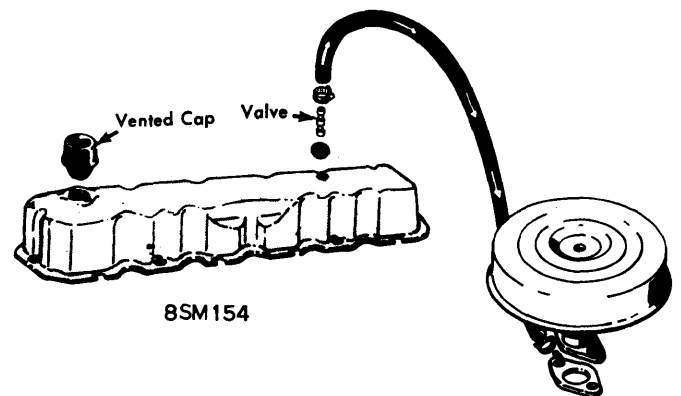
1963-65 L-HEAD 6 CYL. HOSE CONNECTIONS

8SM146



1961-65 RAMBLER V8 CRANKCASE SYSTEM COMPONENTS

8SM152

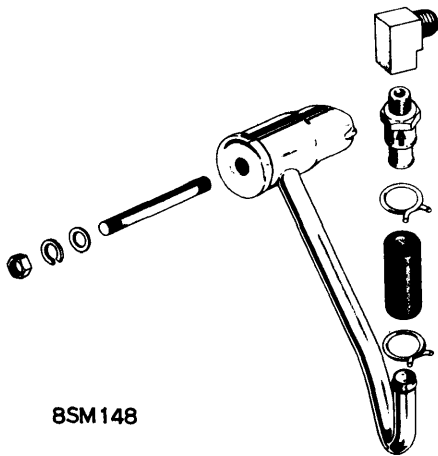


1967 6 CYL. OPEN CRANKCASE SYSTEM COMPONENTS

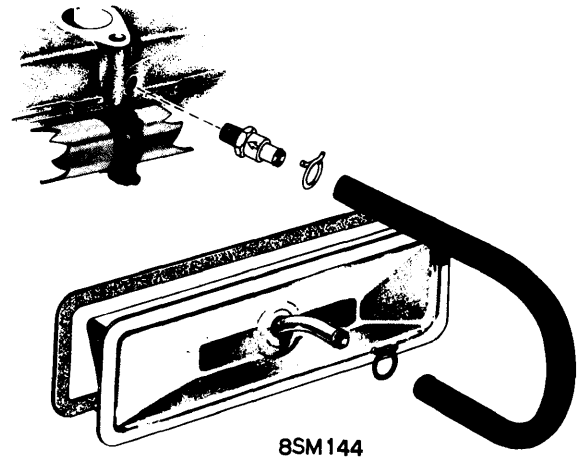
BSM154

Crankcase Ventilation

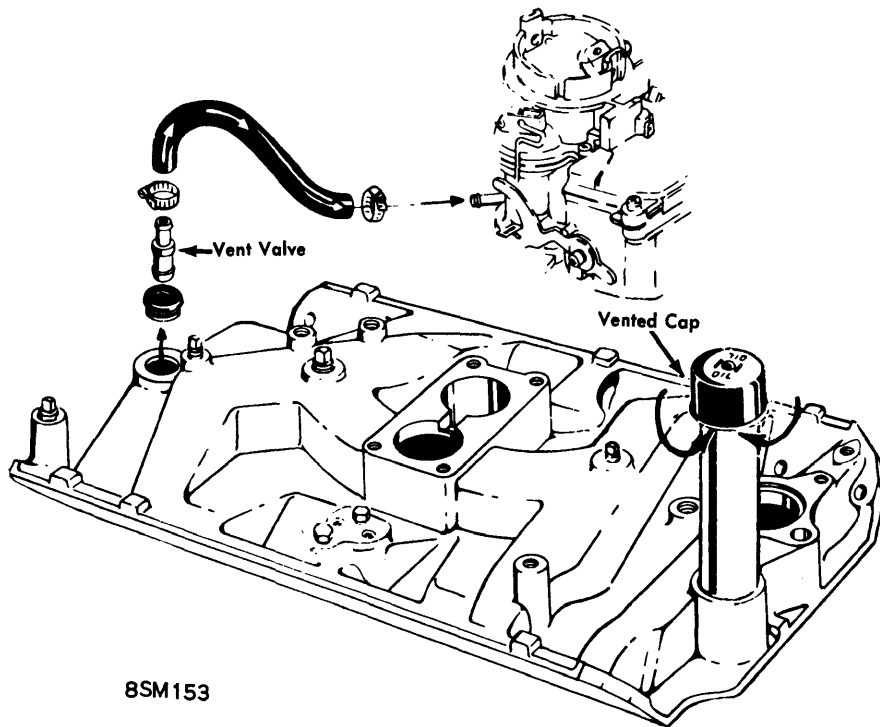
1961-67 AMERICAN MOTORS OPEN SYSTEM (Cont.)



1961-62 ALUMINUM BLOCK 6 CYL.
CRANKCASE COMPONENTS



1961-62 L-HEAD 6 CYL. HOSE CONNECTIONS



1967 AMERICAN MOTORS V8 VENTILATION COMPONENTS