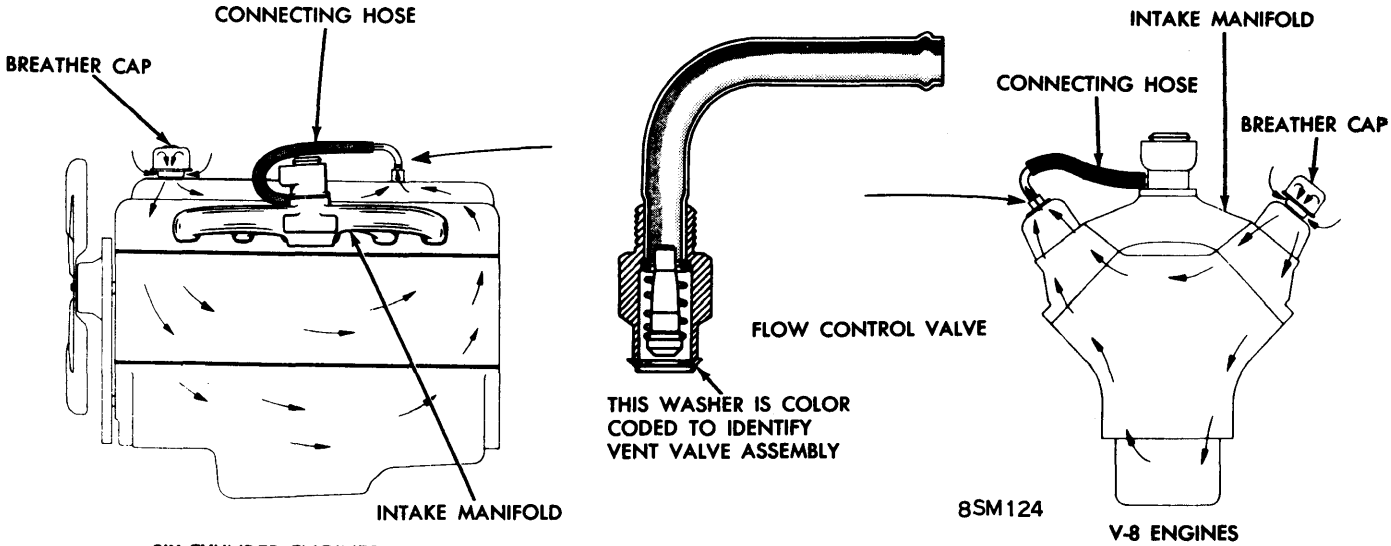
1964-67 CHRYSLER CORP. OPEN SYSTEM (Cont.)

Valve Replacement - If the valve does not click when shaken or if the paper is not sucked against the fill pipe, the valve should be replaced and the system re-tested. Upon re-testing the system if it is found that the vacuum still cannot be felt it must be assumed that the ventilator hose and the passages in the lower part of the carburetor are plugged. All foreign particles must be cleaned from the ventilator hose and carburetor passages to return the ventilation system to its proper working order.



POSITIVE CRANKCASE VENTILATION SYSTEM

1965-74 CHRYSLER CORP. CLOSED SYSTEM

DESCRIPTION

1965-67 production included two types of crankcase control systems. Along with the "open" crankcase system, a "closed" crankcase system was also used. "Closed" system was used on all vehicles built for sale in California and as extra equipment in all other states. The "closed" system has a sealed oil filler cap, a crankcase ventilator valve (PCV valve) mounted on valve cover and various connecting hoses. On all California vehicles an outer wrapper is used on outside of air cleaner elements (except High Performance engines with non-silenced air cleaners). All 1968 and later models built for sale in United States use a closed crankcase ventilation system.Crankcase inlet air cleaner is also provided with inlet fittings for a bowl vent hose and vent line hose (V8 engines), or a vent line only (6 Cyl. engines), where evaporative control system (ECS) is used.

OPERATION

Air is drawn form carburetor air cleaner through air cleaner hose and crankcase inlet air cleaner into crankcase. *NOTE — Where ECS systems are used, fuel tank and float bowl vapors are also drawn into crankcase inlet air cleaner.*Air circulated through crankcase and drawn out through PCV valve, passes through PCV valve hose and passage in carburetor throttle body. Vapors are then drawn into combustion chambers where they are burned and expelled with exhaust gases.

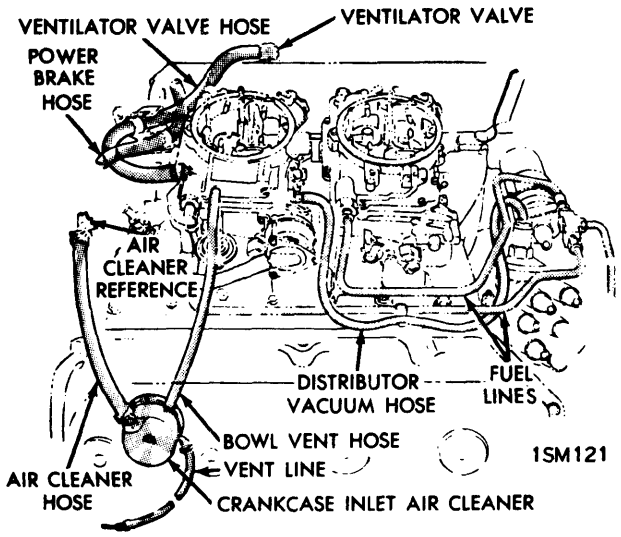
SERVICE PROCEDURES

Proper maintenance of crankcase ventilation system is required to keep system clean and maintain good engine performance and durability. Every 12 months system must be tested for proper operation and cleaned if necessary. This includes inspecting operation of PCV valve, checking hoses and carburetor passages for deposits and cleaning crankcase inlet air cleaner (if equipped) and carburetor air cleaner.

Testing Ventilation System — With engine idling, remove PCV valve from rocker cover. If valve is not plugged, a hissing noise will be heard as air passes through valve, and a strong vacuum should be felt when a finger is placed over valve inlet. Reinstall PCV valve, then remove crankcase inlet air cleaner. Loosely hold a piece of stiff paper over opening in rocker cover. *NOTE — If vehicle is not equipped with crankcase inlet air cleaner, hold paper over oil filler tube.* After allowing about a minute for crankcase pressure to reduce, paper should

1965-74 CHRYSLER CORP. CLOSED SYSTEM (Cont.)

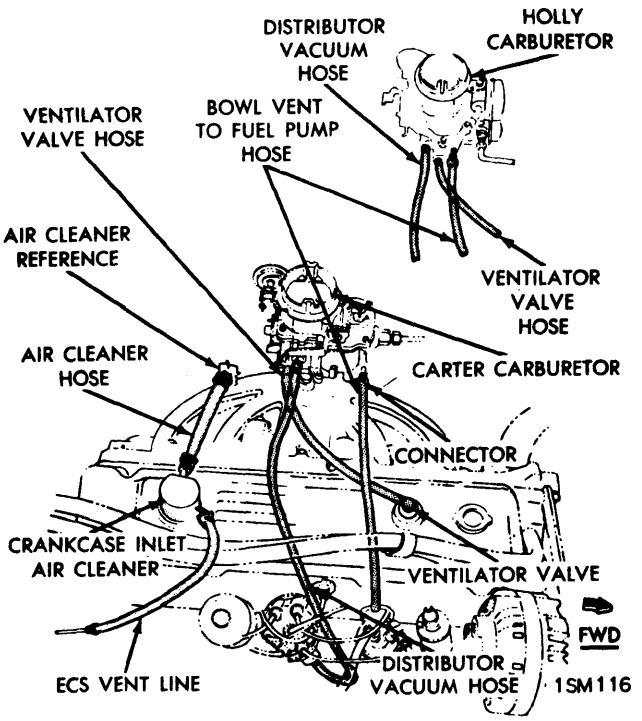
be sucked against opening with a noticeable force. With engine off, remove PCV valve from rocker cover and shake. A clicking noise should be heard to indicate that valve is free.



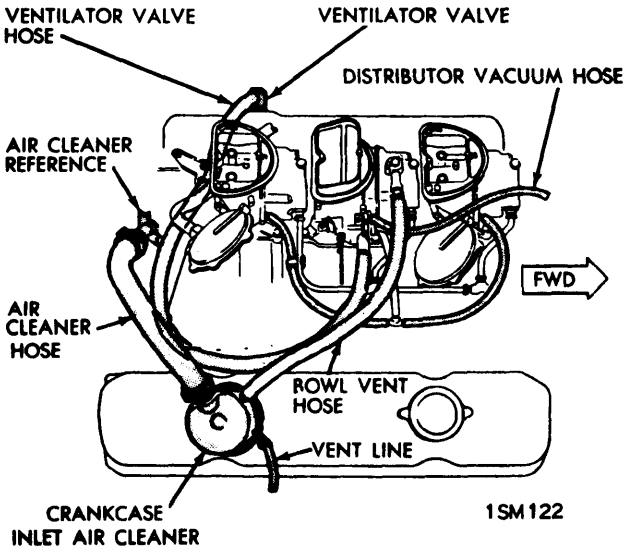
CRANKCASE VENTILATION SYSTEM (426" HEMI)

PCV Valve Replacement – If valve does not click when shaken or if paper is not sucked against opening in rocker cover, valve should be replaced and system re-tested. Upon re-testing system, if it is found that ventilation hoses and passages in base of carburetor are plugged, all foreign particles must be cleaned from hoses and passeges to return ventilation system to working order.

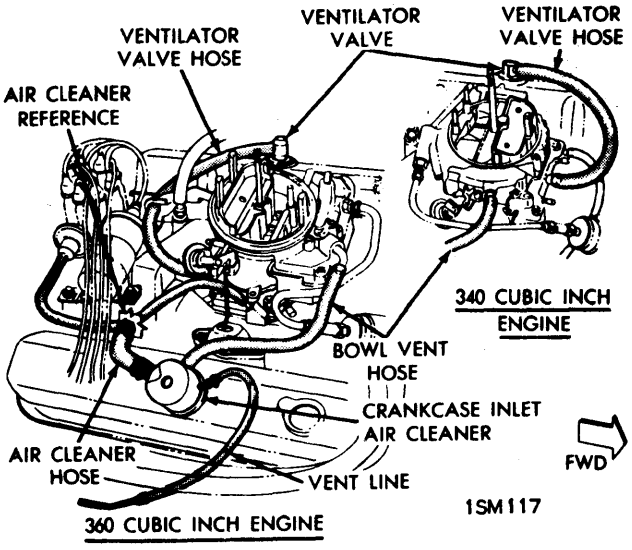
Carburetor Air Cleaner (With Wrapper) – Paper element air cleaner should be inspected and cleaned every six months, and replaced every two years (with wrapper). To clean filter element, it should be removed from its container. Wrapper should be removed from element and cleaned in solvent to remove oil or dirt, then shake or blot dry. Clean element by gently blowing out dirt with compressed air. These services will be required more often if vehicle is used extensively for short trips with frequent idling.



CRANKCASE VENTILATION SYSTEM (6 CYL.)

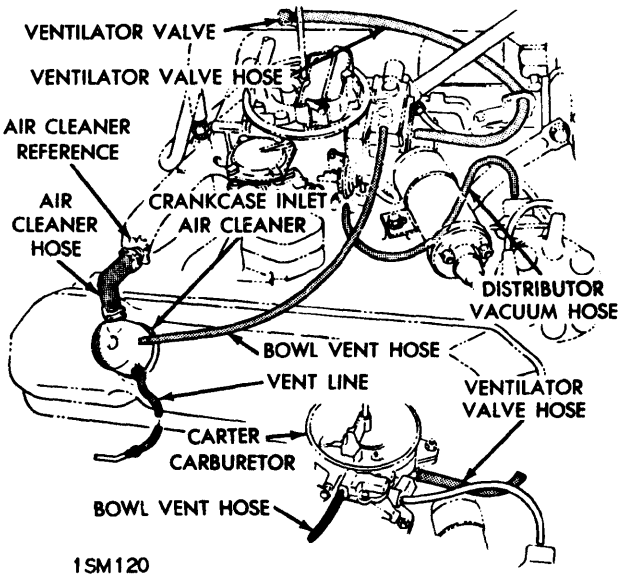


CRANKCASE VENTILATION SYSTEM (3 2-Bbl. CARBS.)



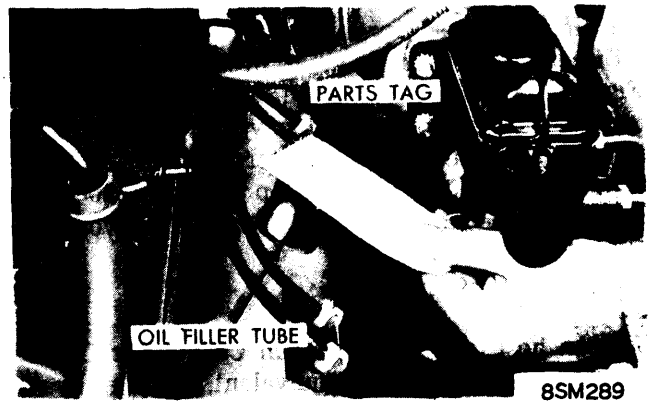
CRANKCASE VENTILATION SYSTEM (340" & 360" V8)

1965-74 CHRYSLER CORP. CLOSED SYSTEM (Cont.)



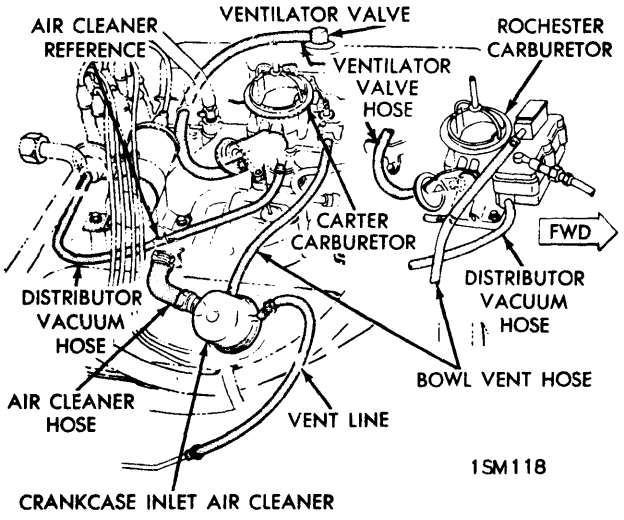
CRANKCASE VENTILATION SYSTEM (383" & 440" V8)

Carburetor Air Cleaner (Without Wrapper) – This unit should be inspected and lcleaned at every oil change and replaced every year (1965 and later High Performance engines with "Fresh Air Induction System") or replaced every two years (1970 and later models with standard air cleaner). If element is dry and with only one or two oil wetted spots, clean by blowing gently with compressed air. If element is saturated with oil, install a new element. *NOTE – Whenever oil wetting of element is observed, crankcase ventilation system should be checked for excessive deposit, build-up or plugging.*

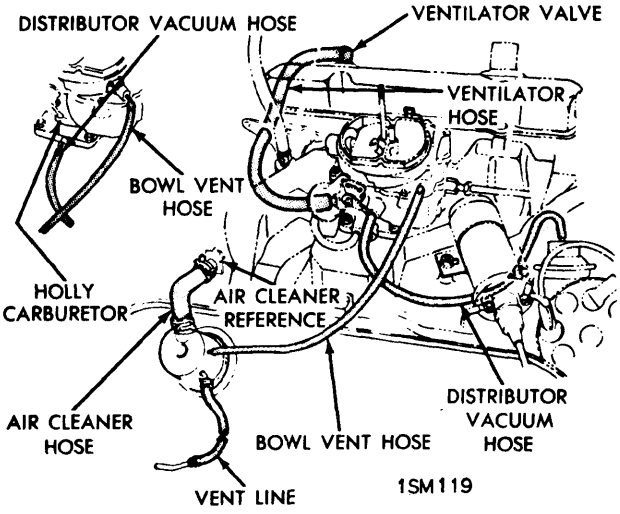


CHECKING VACUUM AT OIL FILLER TUBE

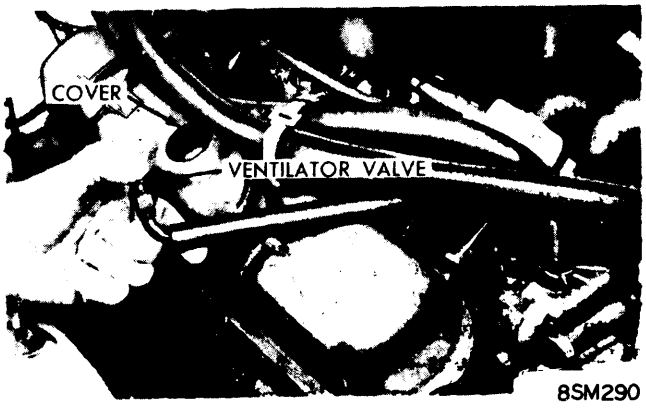
Crankcase Inlet Air Cleaner or Oil Filler Cap – Oil filler cap (1965-69) or crankcase inlet air cleaner (1970 and later) should be thoroughly cleaned in solvent and then wetted with SAE-30 engine oil every six months.



CRANKCASE VENTILATION SYSTEM (318" V8)



CRANKCASE VENTILATION SYSTEM (383" 2-Bbl. V8)



CHECKING VACUUM AT PCV VALVE INLET