

Crankcase Ventilation Systems

3-3

FORD MOTOR CO.

DESCRIPTION

Ford used both open and closed type crankcase ventilating systems up until 1968. 1968 and later systems will be of the closed type. The PCV system is made up of a vented, or non-vented oil filler cap, a PCV valve, and the hoses necessary to carry fresh air, and crankcase blowby fumes.

OPERATION

OPEN POSITIVE

In the open positive system the oil filler cap is vented. The road draft tube is either plugged or removed. Blow-by vapors are drawn into the intake manifold through a hose coming from the rocker cover. The PCV valve is used to control the amount of vapors drawn into the intake manifold. Fresh air enters through the vented oil filler cap.

CLOSED POSITIVE

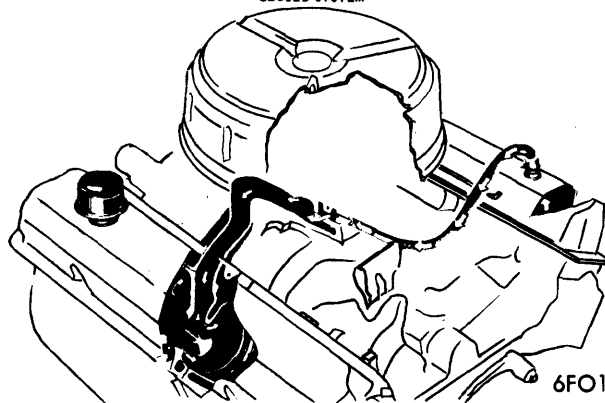
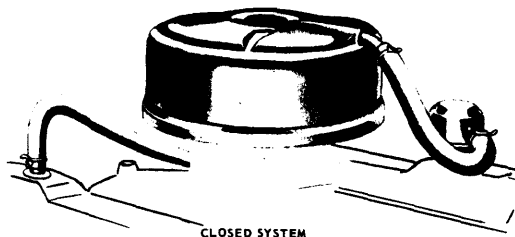
In the closed positive system the oil filler cap is not vented. Fresh air enters through a hose leading from the air cleaner. Blow-by vapors are drawn into the intake manifold through a hose coming from the rocker cover. The amount of vapors drawn into the intake manifold are controlled by the PCV valve.

TESTING

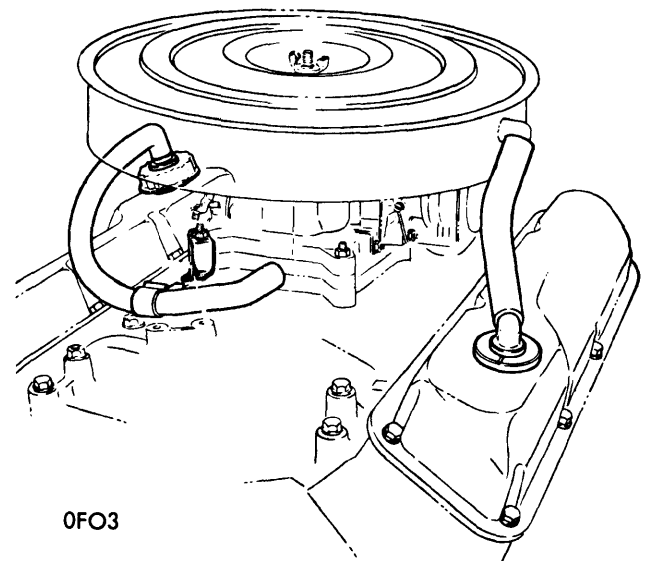
The most accepted way to test the Ford truck PCV system is with PCV Tester C8AZ-6B627-A or equivalent. With engine at normal operating temperature, remove oil filler cap, hold tester over opening. Be sure there is no air leak between tester and rocker cover. If ball inside tester settles in green area system is operating properly. If tester ball settles in red area, the system is in need of repair.

SERVICING

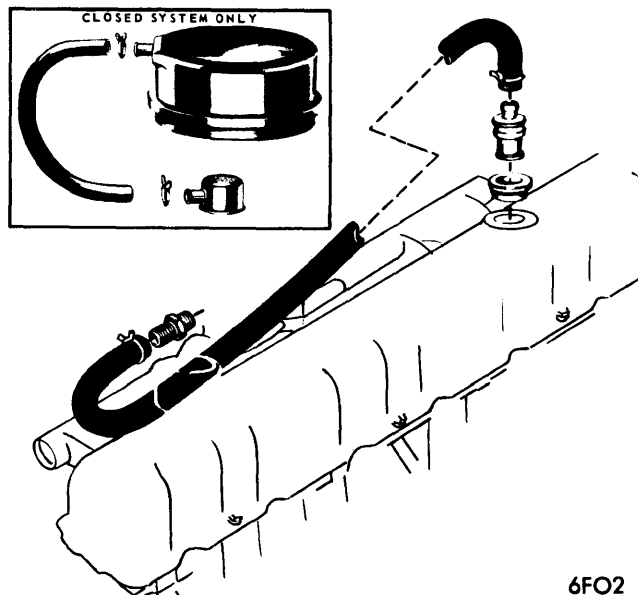
Clean entire system every 12,000 miles, and replace PCV valve assembly.



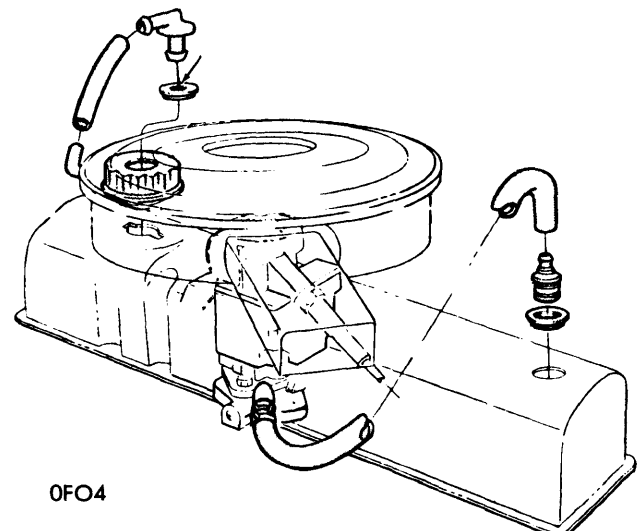
EARLY V8 PCV SYSTEM



LATE V8 PCV SYSTEM



EARLY 6 PCV SYSTEM



LATE 6 PCV SYSTEM