

1974-79 EXHAUST EMISSION SYSTEMS

Porsche Crankcase Ventilation

3-363

All Models

DESCRIPTION

911 SERIES & TURBO CARRERA

System components include a connecting hose located between crankcase and oil tank, and a second hose connecting oil tank to return valve at air cleaner. Vapors and blow-by gases from the crankcase are taken into the oil tank, where excess oil is separated from the gases. The gases are then drawn into the intake chamber through a hose that has a metered orifice and flame arrestor. The gases are then burned in the combustion chambers.

912E & 914

System consist of a connecting hose located between crankcase and air cleaner. Vapors and blow-by gases from the crankcase are mixed with fresh air, flow through intake manifold, and into the combustion chambers. The gases are then burned in the combustion chambers.

924

System recycles blow-by gases through a connecting hose between crankcase breather and air cleaner. Vapors and gases produced in the crankcase are mixed with fresh air from the air cleaner and drawn into the engine for burning.

928

Blow-by gases are routed from the crankcase to an oil separator where any excess oil in the gases can settle and flow back to the pan. From oil separator, the blow-by gases continue to the lower section of the air cleaner. A preheating line runs across part of the vent hose. This helps keep the blow-by gases at a temperature which is more suitable for combustion once they are taken into the combustion chamber. A flame guard is also installed in the inlet adapter of the air cleaner (lower portion) to prevent backfire flame from reaching the crankcase.

MAINTENANCE

Visually inspect crankcase ventilation hoses every 15,000 miles. For proper operation of crankcase ventilation system and engine it is important that oil filler cap and all connections be tight, not allowing the intake of any additional air.

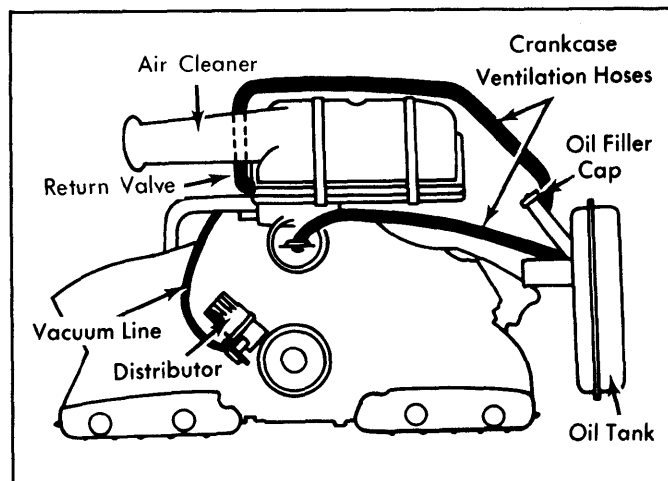


Fig. 1: 911 Series Crankcase Ventilation System

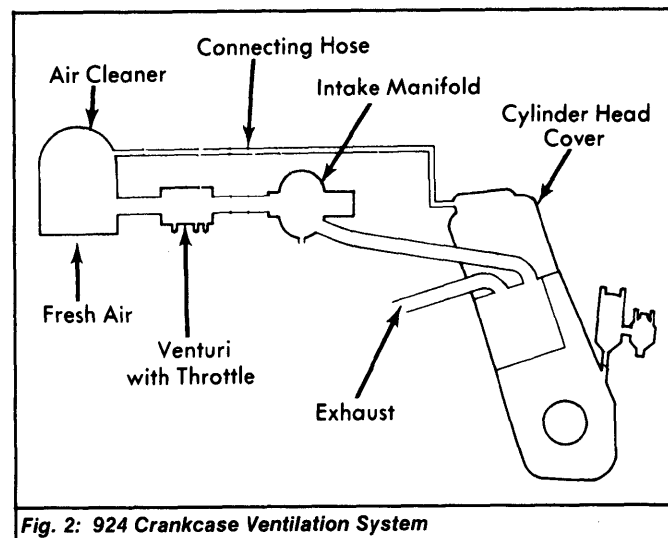


Fig. 2: 924 Crankcase Ventilation System