

1980 Crankcase Ventilation

BRITISH LEYLAND

MG MGB
 Jaguar XJ6
 Rover 3500
 Triumph Spitfire
 Triumph TR7
 Triumph TR8

DESCRIPTION

All models use a closed crankcase system to prevent crankcase fumes from entering into the atmosphere. An oil breather is fitted to the valve cover or camshaft cover. A wire mesh screen flame arrestor is located in the breather cap. A purge tube runs to the intake manifold, with an orifice or restrictor to limit the air flow. On all models, the crankcase fumes are vented to a charcoal canister when the engine is not running.

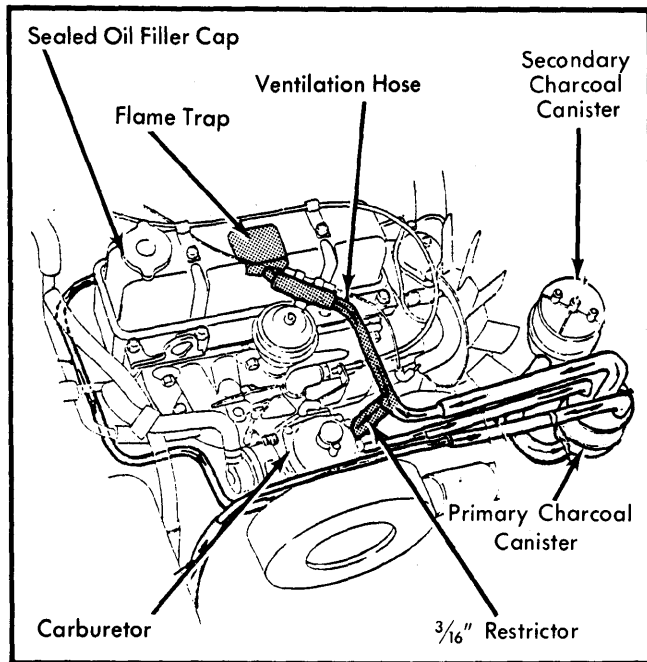


Fig. 1 Triumph Spitfire Crankcase Ventilation (TR7 Carbureted Engine Similar)

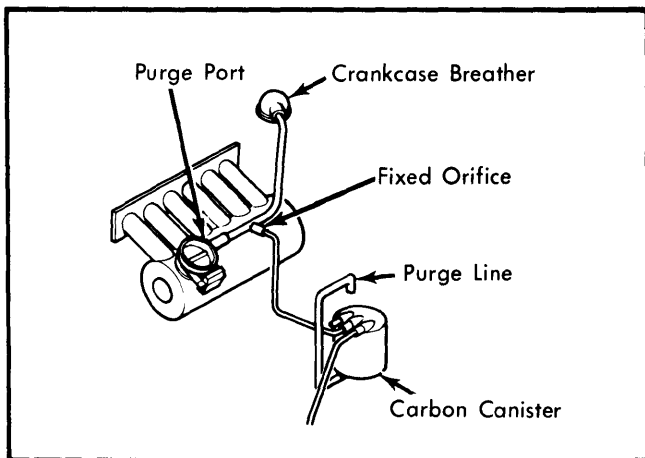


Fig. 2 Jaguar Crankcase Ventilation System

OPERATION

When the engine is running, crankcase vapors are drawn from the valve cover area through the purge tube and into the intake manifold. The wire mesh screen acts as a flame arrestor in case of a backfire. The purge hose is also connected to the charcoal canister, and simultaneously purges the fuel evaporation system. When the engine is stopped, fumes from the crankcase go into the canister.

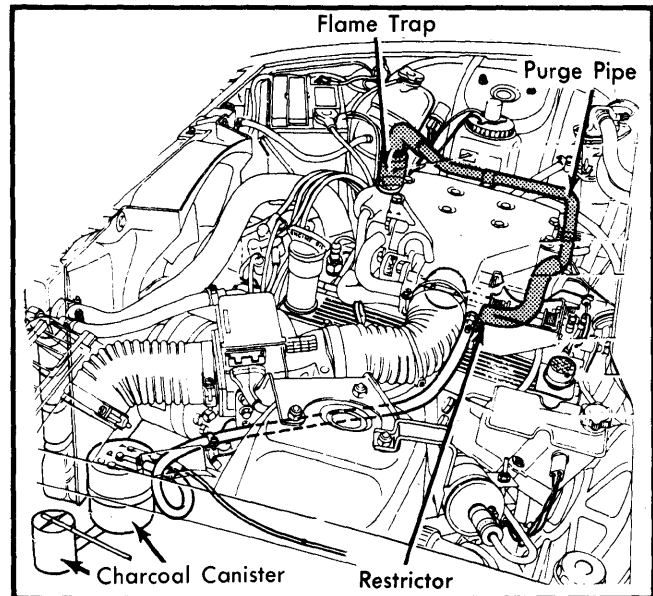


Fig. 3 Rover 3500 Crankcase Ventilation (TR8 Injected Engine Similar)

MAINTENANCE

Check all hoses for condition and tightness. Every 30,000 miles, clean restrictor in purge line and clean or replace filter in valve cover.

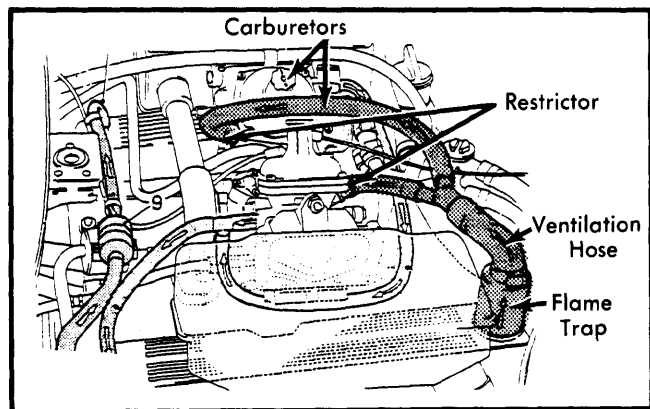


Fig. 4 Triumph TR8 (Carbureted) Crankcase Ventilation