1980 Crankcase Ventilation

HONDA

DESCRIPTION

All Models

Honda uses a closed "Dual Return" crankcase ventilation system on all models. It consists of a breather chamber on camshaft cover, condensation chamber in air cleaner, a carburetor insulator plate with metered orifice, and hoses to route the crankcase emissions. The system prevents crankcase vapors from escaping into the atmosphere.

OPERATION

When the engine is idling or at part-throttle operation, blow-by vapor is returned to the intake manifold through breather hoses A and B, and through the metered orifice. When the throttle valve is wide open, vacuum decreases at the orifice and increases in the air cleaner. Vapors are then drawn through the air cleaner into the carburetor. A small amount of vapors still enter through the orifice.

MAINTENANCE

Perform the following maintenance every 15,000 miles or 15 months.

1) Disconnect breather hose from carburetor insulator. Clean fixed orifice with a No. 54 drill (1800 engines) or a No. 57 drill bit (1300 and 1500 engines). Compressed air may also be used to clear tube.

2) Inspect condensation chamber in air cleaner. Remove from air cleaner if necessary and clean thoroughly. Be sure gasket is installed in original position and all hoses are tight when reinstalling condensation chamber.

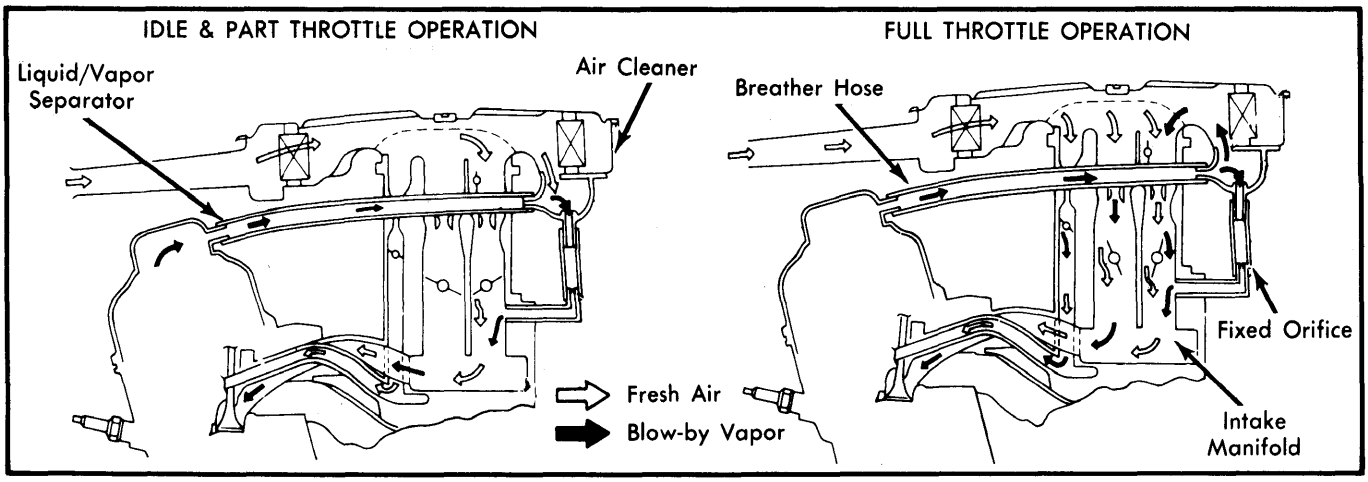

Fig. 1 Honda Crankcase Ventilation System

LUV

LUV

DESCRIPTION

System is designed to force blow-by gases back into intake manifold and into the combustion chambers. System is closed type and consists of a baffle plate in cam carrier side cover, a regulating orifice, a hose between cam carrier and regulating orifice and a hose connecting fresh air from air cleaner into the engine.

OPERATION

Under normal conditions, blow-by gases are mixed with air from the air cleaner. Oil particles are separated by the baffle plate and gases are then drawn through the regulating orifice, into the intake manifold. When engine is running with throttle wide open, vacuum of the intake manifold is not high enough to recover all of the gases and part of the gases are drawn into the air cleaner.

MAINTENANCE

Every 12 months or 15,000 miles, clean internal part of hoses and regulating orifice in detergent oil and blow away foreign matter with compressed air. Check all hoses for cracks, fatigue and swelling; replace if defective.

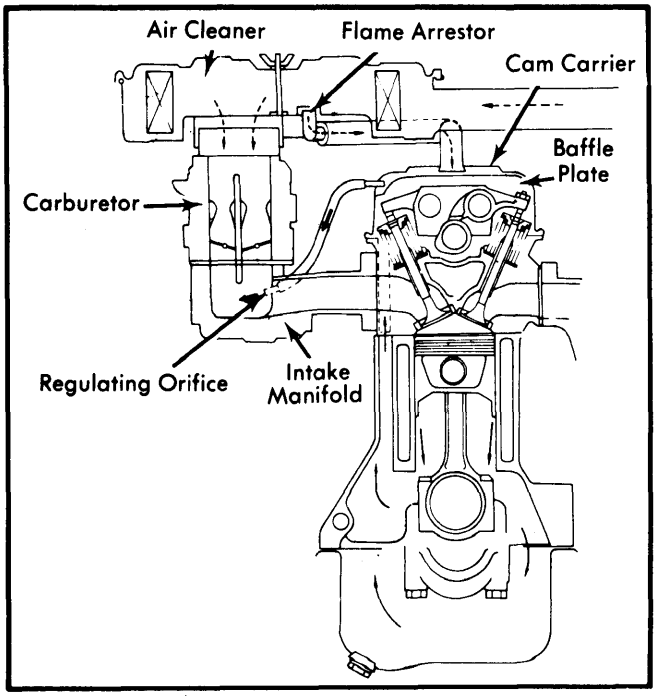

Fig. 1 LUV Crankcase Ventilation System