1981 Crankcase Ventilation

DATSUN

200SX
210
280ZX
280ZX Turbo
310
510
810
810 Diesel
Pickup

DESCRIPTION

NOTE — *Diesel Pickup models do not use a PCV system.*

The crankcase ventilation system is designed to return blow-by gases to the engine, through the intake manifold and air cleaner. Gasoline models use a PCV valve to control blow-by flow, while diesel models have a crankcase emission control valve to perform the same function.

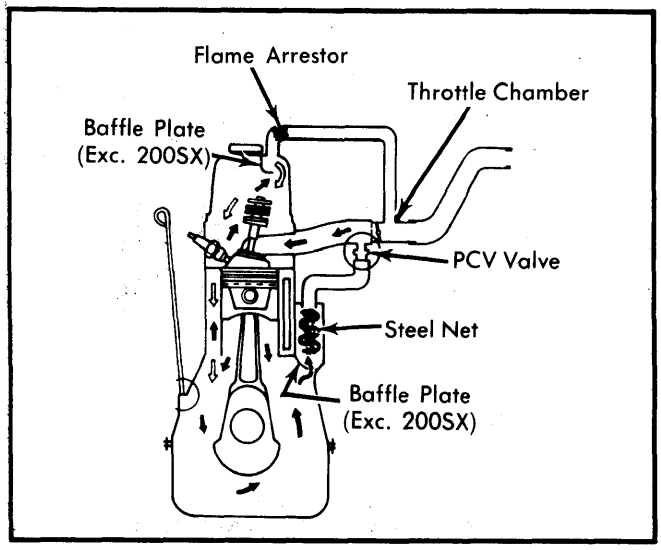

Fig. 1 Datsun Crankcase Ventilation System (Fuel Injected Models)

OPERATION

During part throttle engine operation, intake vacuum pulls the blow-by gases through the PCV valve. The capacity of the valve is sufficient to handle the blow-by plus some of the ventilating air. Ventilating air is drawn from the carburetor air cleaner, or through the throttle chamber on 280ZX and 810 models, then through the tube connection and into the crankcase. Under full throttle operation, the manifold vacuum is not sufficient to draw the blow-by through the valve. These gases then go through the tube to the air cleaner in a reverse direction. Engines with excessive blow-by will pass crankcase vapors through the tube to the carburetor during all conditions.

DIESEL

The PCV system uses a control valve that mixes air from the air cleaner with crankcase vapors from the valve cover. These vapors are directed into the intake manifold for burning. The control valve reduces the flow rate when the throttle is closed so the engine will not draw in excess amounts of air.

MAINTENANCE

GASOLINE

Once every 2 years or every 30,000 miles, the positive crankcase ventilation system should be serviced. Perform this maintenance more frequently if vehicle is operated in dusty conditions.

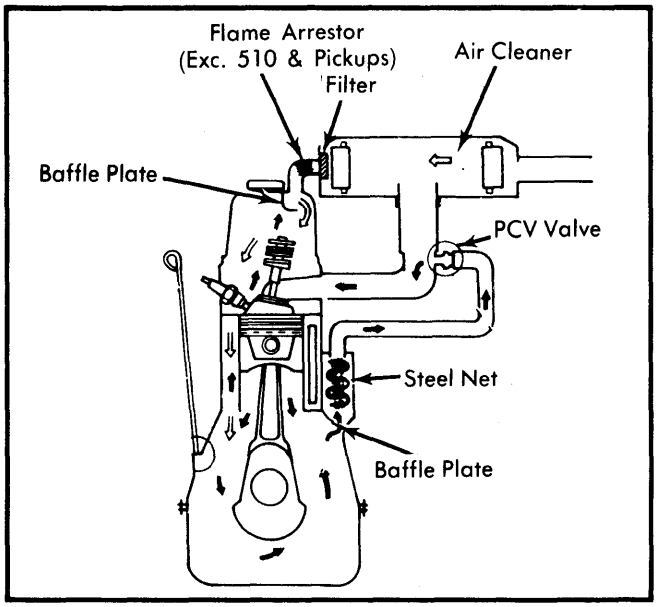

Fig. 2 Datsun Crankcase Ventilation System (Carbureted Models)

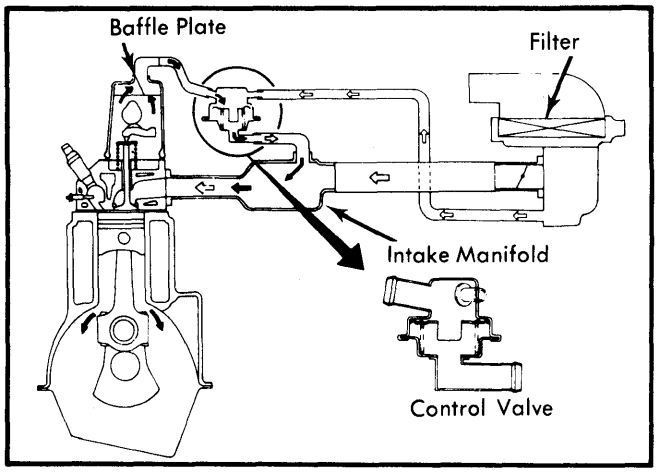

Fig. 3 Datsun Crankcase Ventilation System (Diesel 810 Models)