PORSCHE

911SC
924
924 Turbo
928

DESCRIPTION & OPERATION

911SC MODELS

Components of system 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.

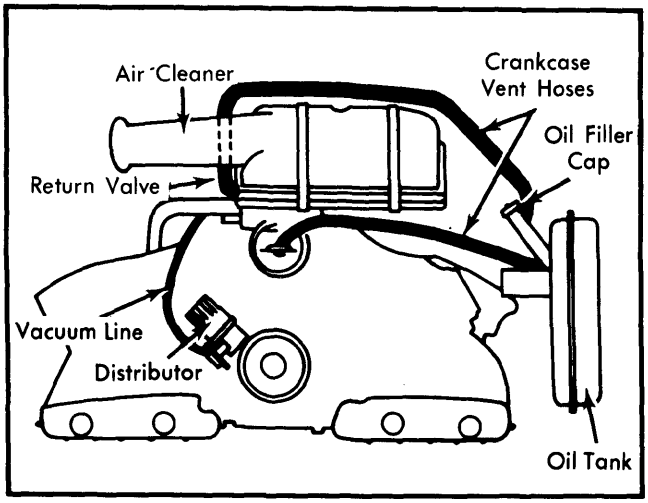

Fig. 1 Crankcase Ventilation System for 911SC

924 MODELS

System recyles 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.

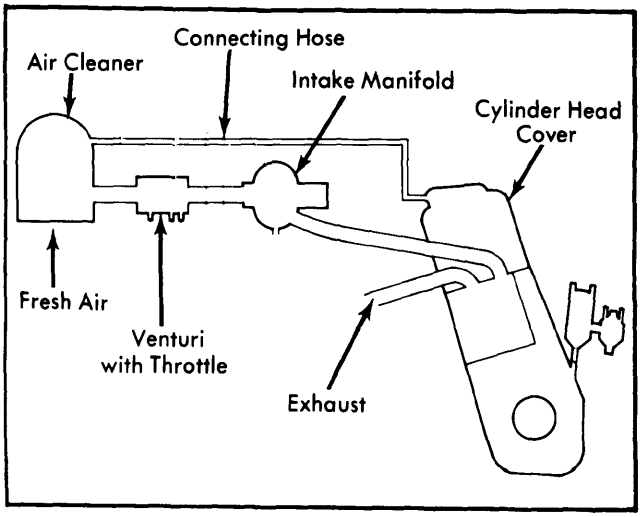

Fig. 2 Crankcase Ventilation System for 924 Models

924 TURBO MODELS

Blow-by gases are routed from the crankcase to an oil trap. When the gases reach the oil trap, excess oil is removed from the gases and routed back to the crankcase through a return hose. The remaining gases are drawn into the air cleaner and then into the combustion chamber for burning.

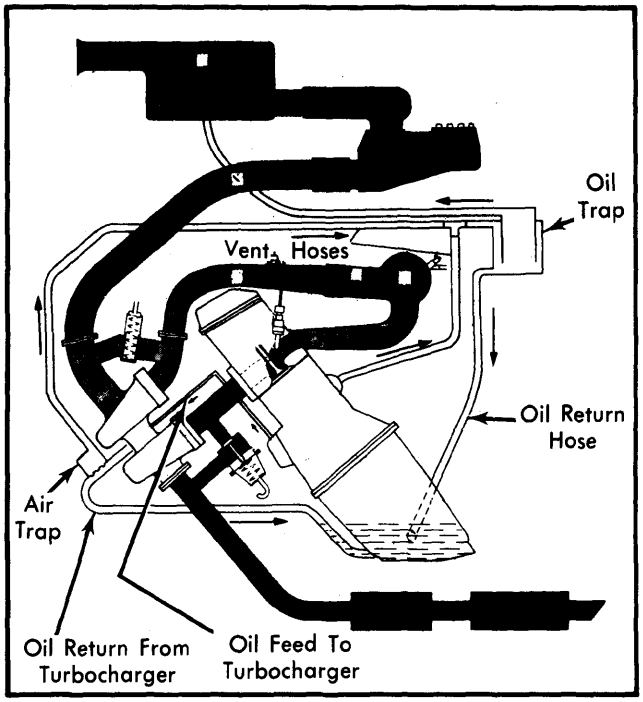

Fig. 3 Crankcase Ventilation System for 924 Turbo Models

928 MODELS

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 adaptor of the air cleaner (lower portion) to prevent backfire flame from reaching the crankcase.

MAINTENANCE

Inspect system operation and hoses every 30,000 miles.

NOTE – *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.*