SAAB

900
900 Turbo

DESCRIPTION & OPERATION

The crankcase ventilation system is completely sealed from the atmosphere. It includes a 3-way nipple on the valve cover, a large hose from the nipple to the throttle housing, and a small hose to the intake manifold. The sizes of the hoses ensure good crankcase ventilation under all conditions. Vapors circulate through the smaller hose under all conditions except full throttle, when the larger hose has a higher vacuum level and evacuates the vapors.

MAINTENANCE

All hoses and connections should be inspected every 60,000 miles. Replace components as necessary to maintain proper operation.

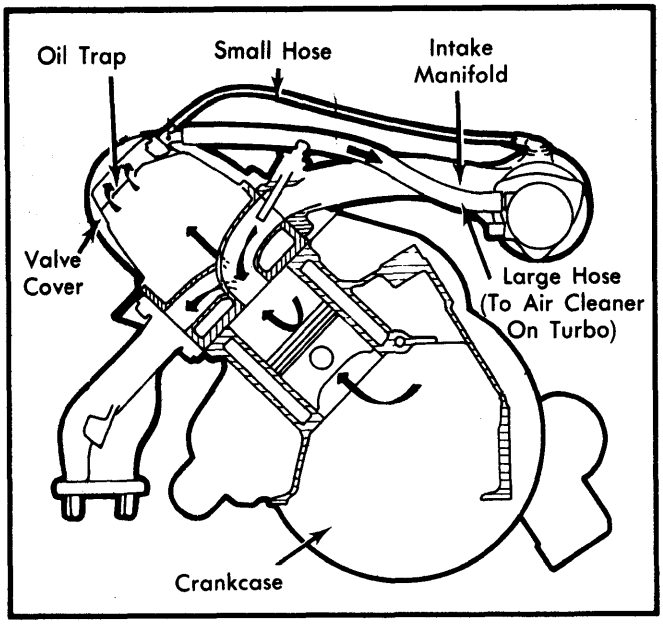

Fig. 1 Saab Crankcase Ventilation System

SUBARU

All Models

DESCRIPTION

The crankcase ventilation system is designed to prevent crankcase fumes and vapors from entering the atmosphere. System consists of a sealed oil filler cap, rocker arm covers with an emission outlet and fresh air inlet, PCV valve, air cleaner and various connecting hoses.

OPERATION

At part throttle, blow-by gas from the crankcase is drawn into the intake manifold through the connecting hose of cylinders 2 and 4 rocker arm cover and the PCV valve. At the same time fresh air is drawn into the crankcase through the air cleaner and connecting hose of cylinders 1 and 3 rocker cover, and routed to the intake manifold along with the blow-by gas.

At wide open throttle, when intake manifold vacuum is low, the blow-by is directed into the air cleaner through cylinders 1 and 3 rocker cover connecting hose, and is drawn into the carburetor.

MAINTENANCE

Every 30,000 miles or 30 months (whichever occurs first), check all hoses and connections for leakage or deterioration and replace PCV valve and air cleaner.

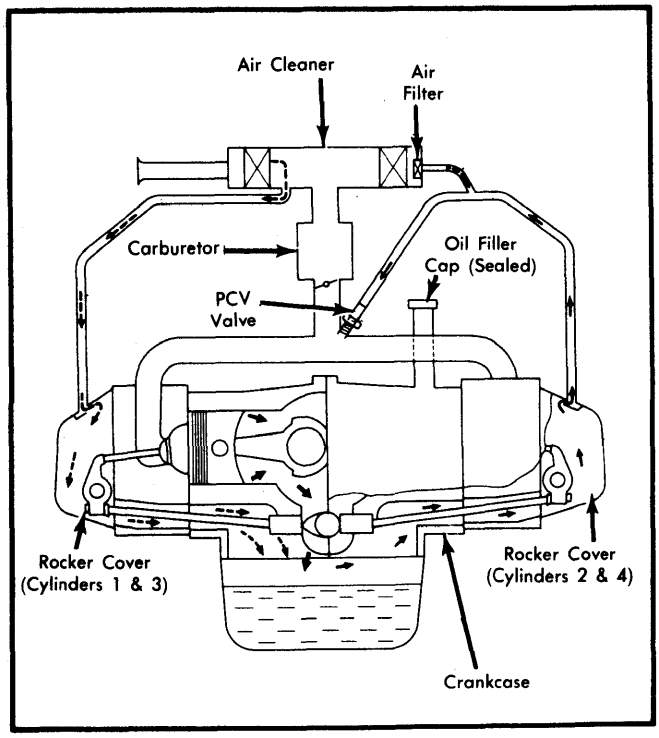

Fig. 1 Subaru Crankcase Ventilation System