

HONDA

Accord, Civic, Prelude

DESCRIPTION

Honda uses a "Dual Return" crankcase ventilation system on all models.

It consists of a breather chamber in the camshaft cover, condensation chamber in the air cleaner, a carburetor insulator plate with a 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.

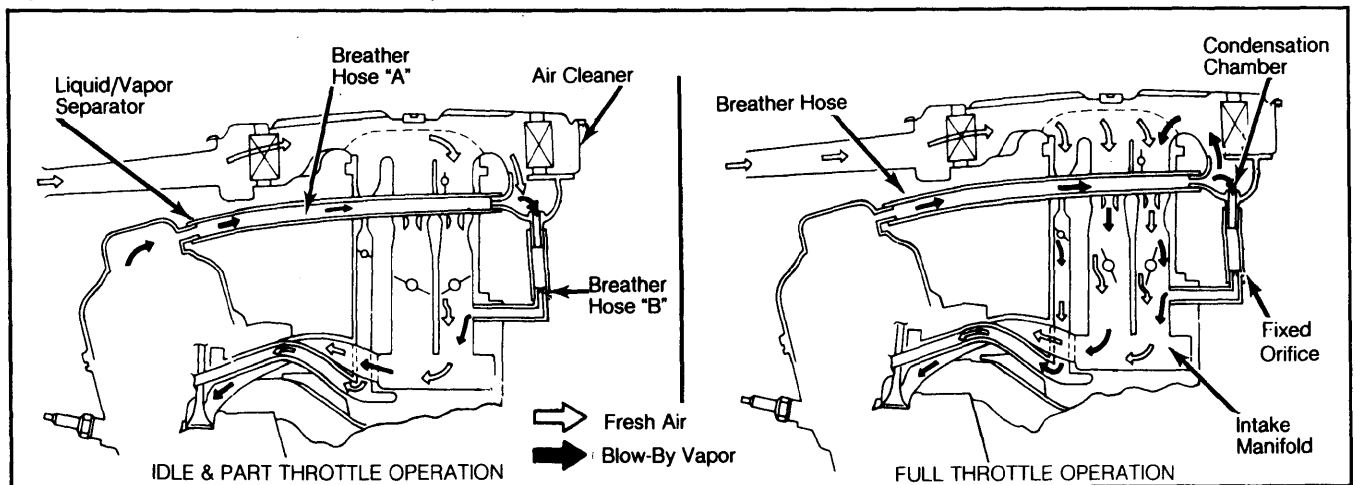
MAINTENANCE

Perform the following maintenance every 60,000 miles or 5 years.

1) Disconnect breather hose from carburetor insulator. Clean orifice with a No. 57 (.043") drill bit. Compressed air may also be used to clear tube.

2) Inspect condensation chamber in air cleaner. Remove from air cleaner 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



Note fresh air and blow-by vapor direction.

ISUZU & LUV

Isuzu I-Mark, P'UP, LUV Pickup

DESCRIPTION

Isuzu and LUV use a closed type system which is designed to draw blow-by gases into the combustion chambers for reburning. It consists of a baffle plate in the head cover, regulating orifice (Gasoline models), PCV valve (Diesel models), and 2 connecting hoses (1 on Diesel models). The hose(s) allow air to pass from the head cover to either the air cleaner or the intake manifold.

OPERATION

Under normal conditions, blow-by gases and fuel vapors are mixed with air from air cleaner. Oil

particles are separated by the baffle plate and gases are then drawn through regulating orifice (Gasoline models) or PCV valve (Diesel models) and into intake manifold. When engine is running with throttle wide open, intake manifold vacuum is not high enough to recover all gases and part of the gases are drawn into 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.