1982 Crankcase Ventilation

ISUZU & LUV (Cont.)

Fig. 1: Isuzu I-Mark Diesel Crankcase Ventilation System

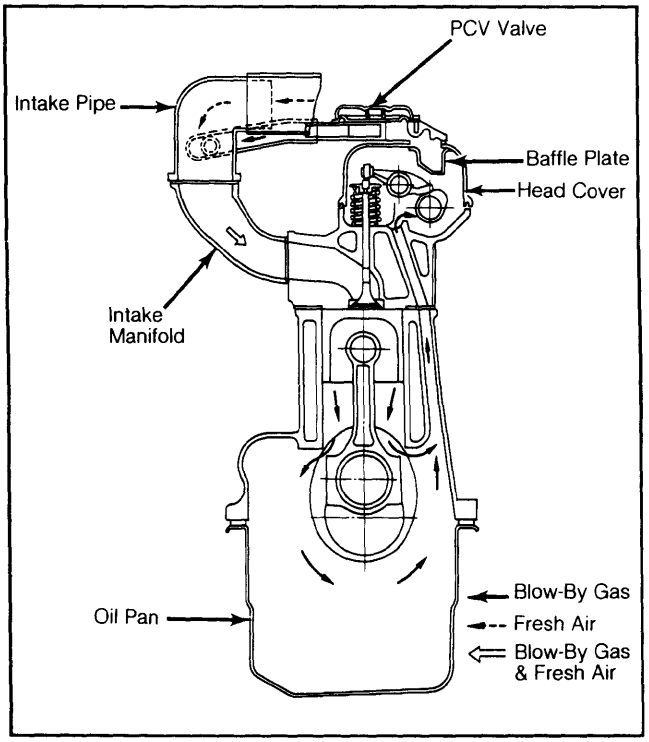
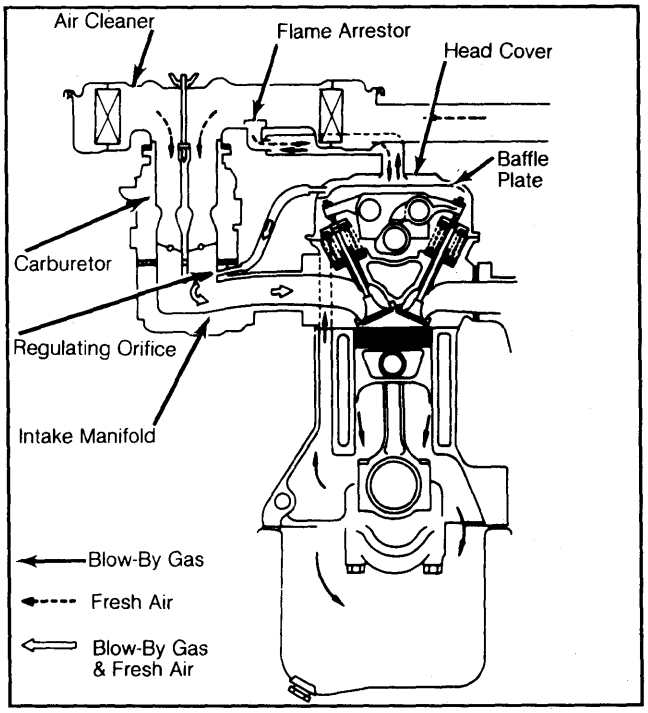


Fig. 2: Isuzu & LUV Gasoline Crankcase Ventilation System



JAGUAR

XJ6, XJ12

DESCRIPTION

The closed crankcase ventilation system for Jaguar is used to prevent crankcase fumes from entering into the atmosphere. The XJ6 system consists of an oil breather fitted to the valve cover or crankcase cover. A wire mesh screen flame arrester is located in the breather cap. A purge tube runs to the intake manifold, with an orifice or restrictor to limit the air flow. The crankcase fumes are vented to a charcoal canister when the engine is not running.

The XJ12 system consists of a breather housing, a two-outlet chamber in the air cleaner backplate, and a variable orifice valve.

OPERATION

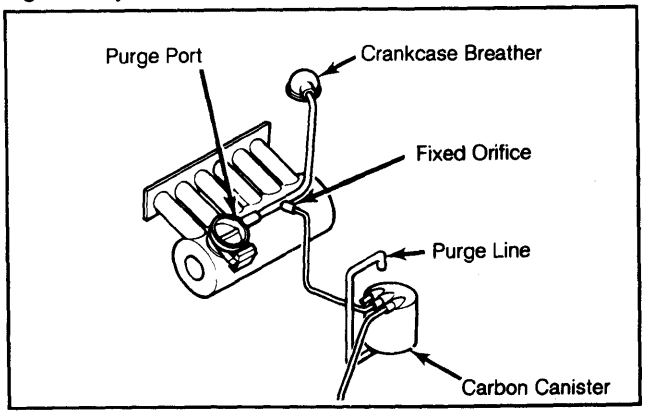
XJ6 MODELS

When engine is running, crankcase vapors are drawn from the valve cover area through the purge tube and into the intake manifold. The wire mesh screen acts as a flame arrester in case of backfire. The purge hose is also connected to the charcoal canister, and simultaneously purges the fuel evaporation system. When engine is stopped, fumes from the crankcase go into the canister.

XJ12 MODELS

To ensure that piston blow-by gas does not escape to atmosphere, a vacuum is maintained in crankcase. This is achieved by connecting the crankcase breather housing to a chamber in the left air cleaner backplate. The chamber has two outlets, one of which is connected to intake manifold balance pipe and the other to inlet side of air cleaner. In the former there is a variable orifice valve that controls part throttle crankcase ventilation. A vacuum is maintained in the crankcase at full throttle by the vacuum on the inlet side of the air cleaner.

Fig. 1: Jaguar XJ6 Crankcase Ventilation System



MAINTENANCE

Check all hoses for condition and tightness. Every 30,000 miles, clean restrictor in purge line and clean or replace filter in valve cover.