

PEUGEOT

All Models

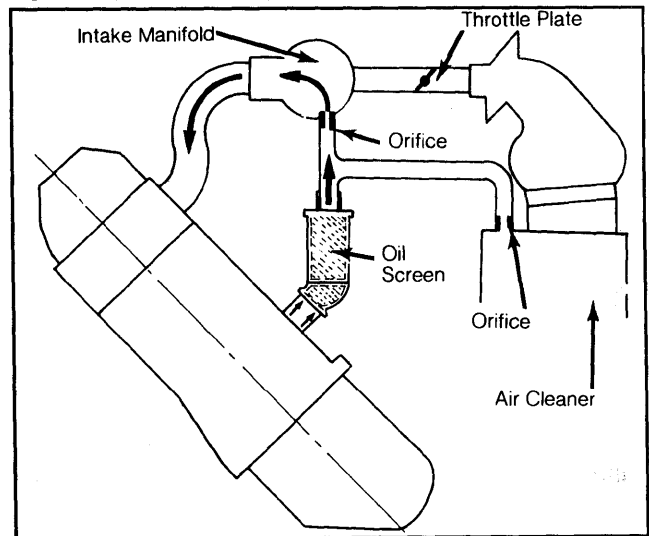
DESCRIPTION

Peugeot vehicles use crankcase ventilation systems to prevent blow-by gases from reaching the atmosphere. Gasoline models use similar systems, which include a PCV valve with oil screen, manifold calibrated jet (orifice), air cleaner orifice, and connecting hoses. Diesel models have a hose from the valve cover to the intake manifold that recirculates crankcase vapors.

OPERATION

On gasoline models, intake manifold vacuum at idle pulls blow-by vapors through the oil screen, calibrated jet, and into intake manifold. The calibrated jet stabilizes ventilation flow at a rate that will not affect idle mixture. When engine speed and load are high, blow-by exceeds the capacity of the calibrated jet. Intake manifold vacuum is low, but air cleaner vacuum is high enough to pull vapors into air cleaner and through engine.

Fig. 1: Typical Crankcase Ventilation System



505 models shown; others similar.

PORSCHE

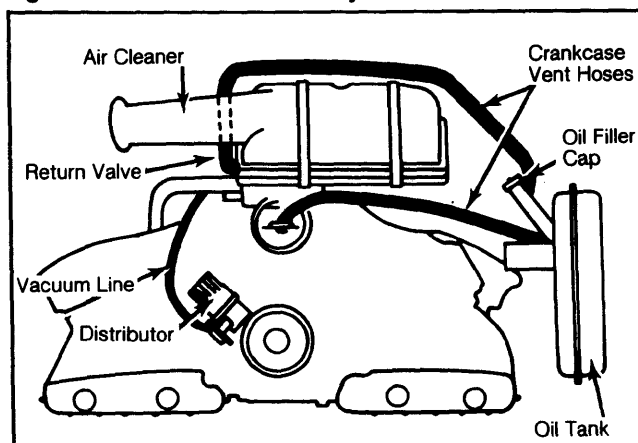
911SC, 924, 924 Turbo, 928, 944

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 crankcase are taken into oil tank, where excess oil is separated from gases. The gases are then drawn into intake chamber through a hose that has a metered orifice and flame arrestor.

Fig. 1: Crankcase Ventilation System for 911SC

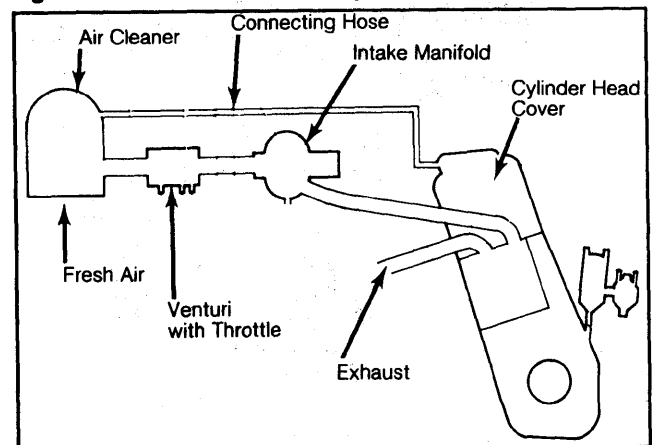


924 MODELS

System recycles blow-by gases through a connecting hose between crankcase breather and air cleaner. Vapors and gases produced in crankcase are

mixed with fresh air from air cleaner and drawn into engine for burning.

Fig. 2: Crankcase Ventilation System for 924 Models



924 TURBO MODELS

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

928 MODELS

Blow-by gases are routed from crankcase to an oil separator where any excess oil in the gases can settle and flow back to oil pan. From oil separator blow-by gases continue to lower section of air cleaner. A pre-heating line runs across part of the vent hose. This helps keep blow-by gases at a temperature which is more suitable for combustion once they are taken into combus-