1982 Crankcase Ventilation

PORSCHE (Cont.)

tion chamber. A flame guard is also installed in inlet adaptor of air cleaner (lower portion) to prevent backfire flame from reaching crankcase.

944 MODELS

Blow-by gases leave crankcase through a cast riser bore and then enter ventilation dome in the oil filler neck. The ventilation dome acts as an oil trap for gases. From the trap, gases are routed to engine intake for combustion. Any trapped fresh oil passes through a drain tube and into the oil pan.

Fig. 3: 924 Turbo Crankcase Ventilation System

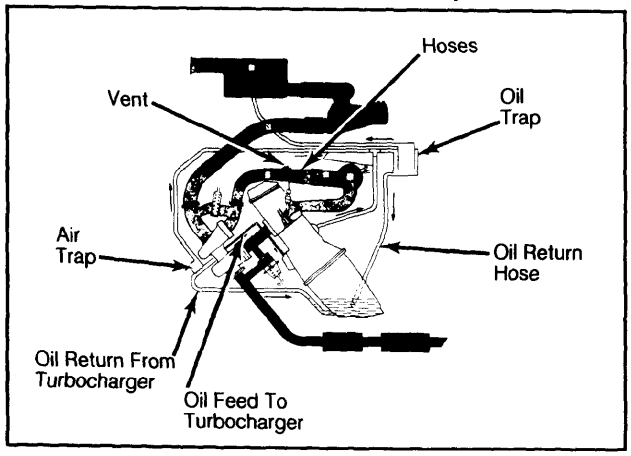
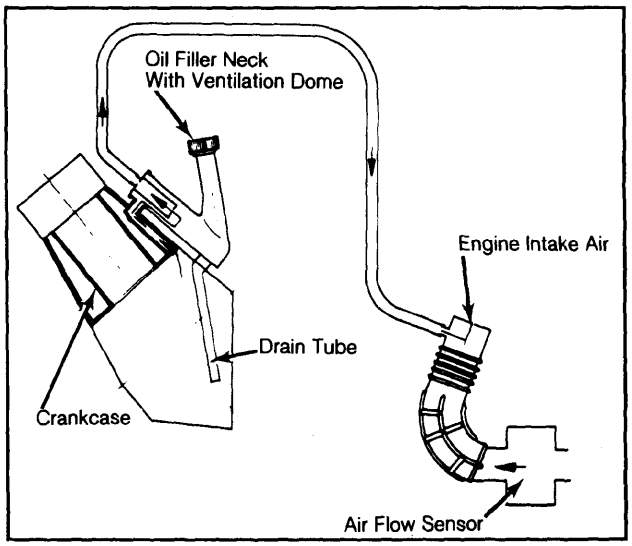


Fig. 4: 944 Crankcase Ventilation System



MAINTENANCE

Inspect system operation and hoses every 30,000 miles. 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.

RENAULT

Fuego, Le Car, 18i

DESCRIPTION

A crankcase ventilation system is used to recycle crankcase vapors back into the intake system for reburning. The system consists of an oil separator (which separates the oil from the vapors) and necessary connecting hoses. Metered orifices are also used in the hoses to control the amount of crankcase vapors being recycled into the intake system.

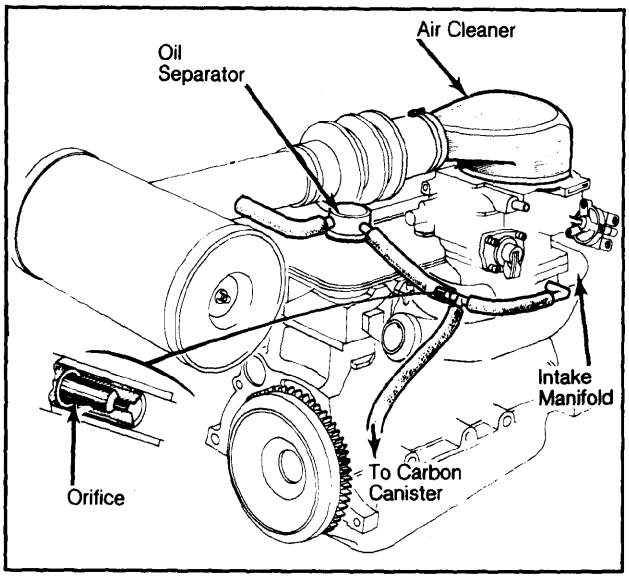
OPERATION

LE CAR

The oil-carrying fumes from the rocker cover are drawn into the oil separator. The oil is divided from the vapors and returned to the crankcase. From the oil separator, the vapors are drawn into the intake system for reburning. The .059" (1.5 mm) restricted orifice is located between the rocker arm cover and the intake manifold. It controls the amount of crankcase vapor reaching the intake manifold at any one time.

When engine speeds and loads are low, vacuum draws crankcase vapors through the hose to the intake manifold. At higher loads, both hoses are used, and at full throttle, all ventilation is provided through the hose to the air cleaner. The evaporative emissions canister is also purged through the same hoses used for the crankcase ventilation system.

Fig. 1: Renault Le Car Crankcase Ventilation



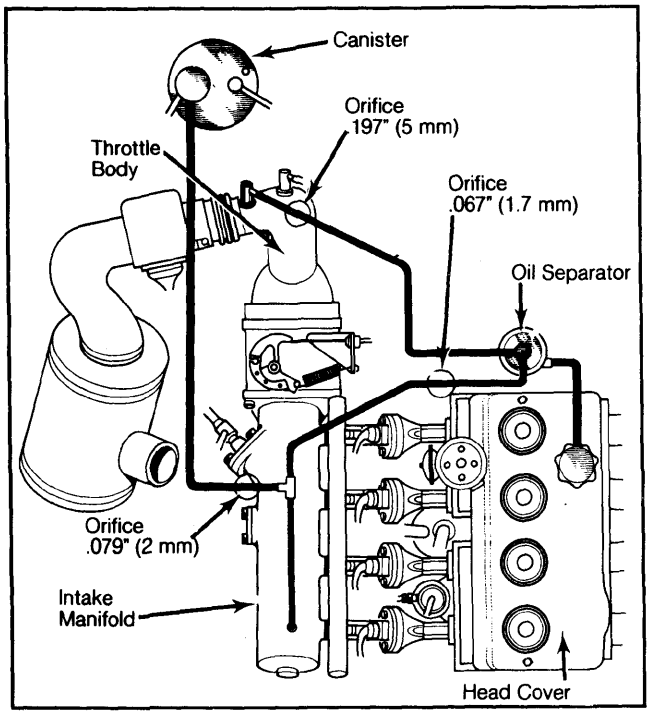
FUEGO & 18i

Oil fumes from the crankcase are routed to an oil separator, then drawn through one of 2 circuits into the engine. The upper circuit leads to a throttle body port just downstream from the airflow sensor, and the hose contains a .197" (5 mm) orifice. The lower circuit leads to the intake manifold and is connected to the fuel evapora-

1982 Crankcase Ventilation

RENAULT (Cont.)

Fig. 2: Fuego & 18i Crankcase Ventilation



tion system. A .067" (1.7 mm) orifice is used near the oil separator, and a .079" (2 mm) orifice is provided in the hose to the carbon canister.

MAINTENANCE

Approximately every 12,000 miles, the crankcase ventilation system hoses and oil separator should be inspected and cleaned.

NOTE: When hoses are replaced, orifices must be inserted into new hoses.

SAAB

900, 900 Turbo

DESCRIPTION

Crankcase ventilation system is completely sealed from atmosphere. It includes a 3-way nipple in valve cover, a large hose from nipple-to-throttle housing, and a small hose to intake manifold. The sizes of hoses ensure good crankcase ventilation under all conditions.

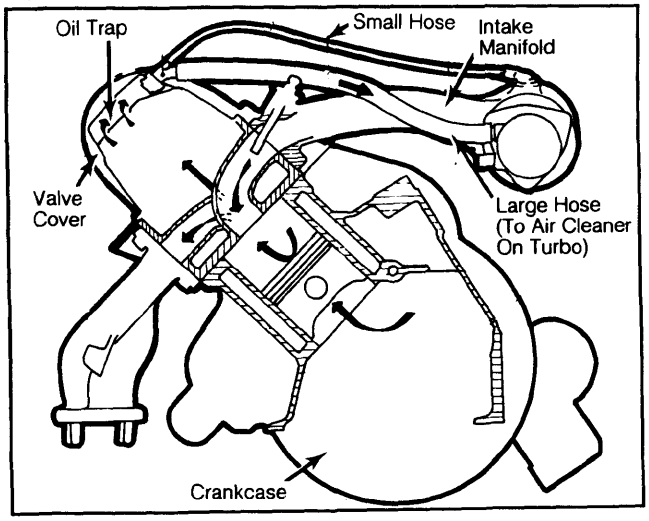
OPERATION

Vapors circulate through the small hose under all conditions except full throttle. At full throttle, 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



Note direction of flow.