



SERVICE MANUAL

MODEL L SERIES
ENGINE



CRANKCASE VENTILATION
SYSTEM

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SECTION EC

EMISSION CONTROL SYSTEM

EC

POSITIVE CRANKCASE
VENTILATION SYSTEM EC-1

POSITIVE CRANKCASE VENTILATION SYSTEM

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The positive crankcase ventilation system is standard equipment on these engines. There are two types of crankcase control devices. One is the tube-to-air cleaner device, and the other is the so called combination system (with valve controlled by intake manifold vacuum and tube-to-air cleaner device).

The tube-to-air cleaner device is standard equipment on model L13 engine, while the combination system is standard equipment on model L16 & L20 engines.

DESCRIPTION

Tube-to-air cleaner device

This system consists of a tube connecting the rocker cover to the carburetor air cleaner.

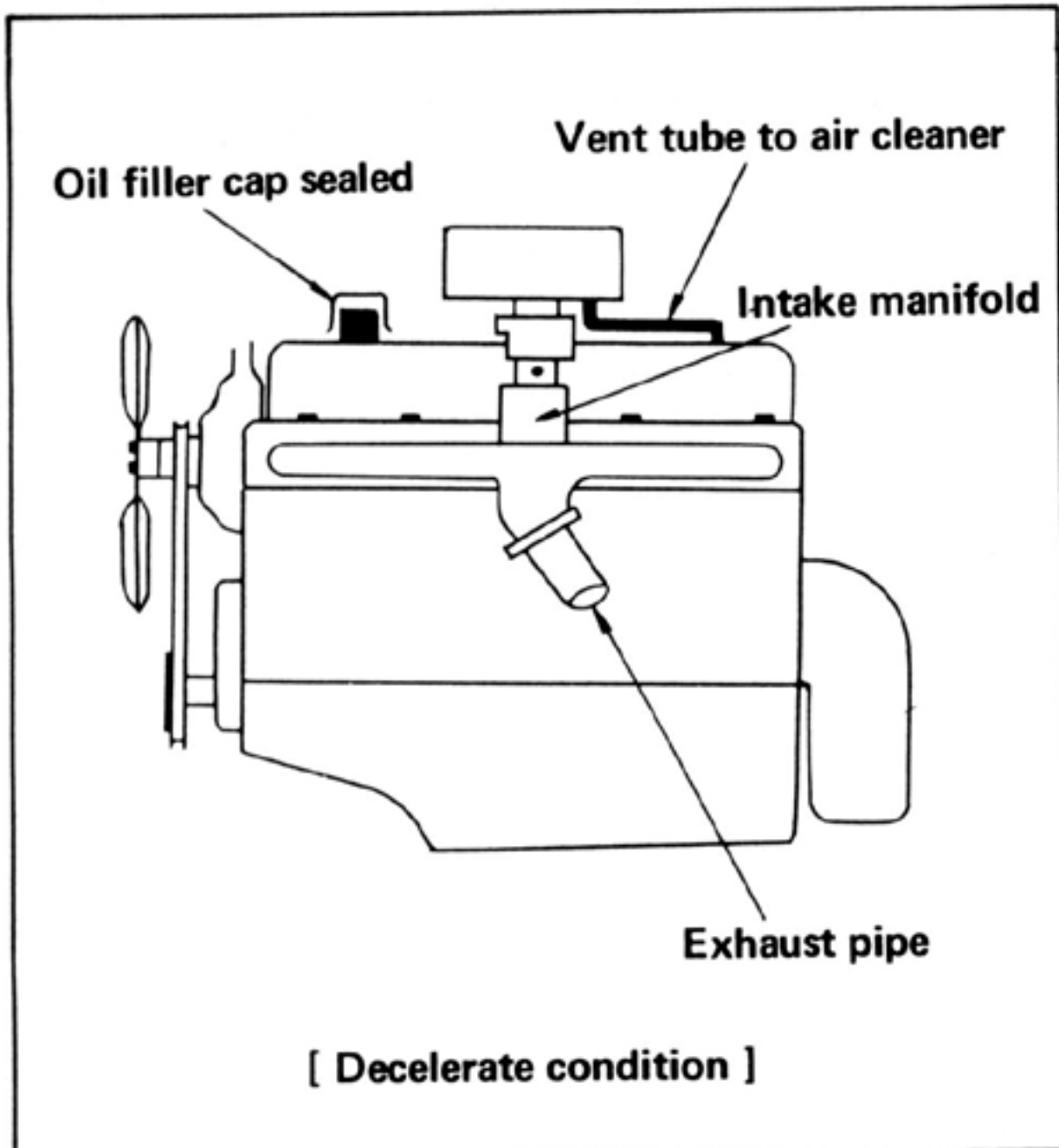


Fig. EC-1 Tube-to-air cleaner device

Flow is induced into the tube by pressure drop created when engine air flows through the air cleaner. This is referred to as a "sealed" system which provides an escape path for the blowby gases with no provision for the introduction of ventilation air into the crankcase. In connection with this system the oil filler cap and the oil level gauge have been changed from the open type to a sealed type to prevent the escape of crankcase emission.

Combination system

This system provides for the return of blowby gases to both the intake manifold and the carburetor air cleaner.

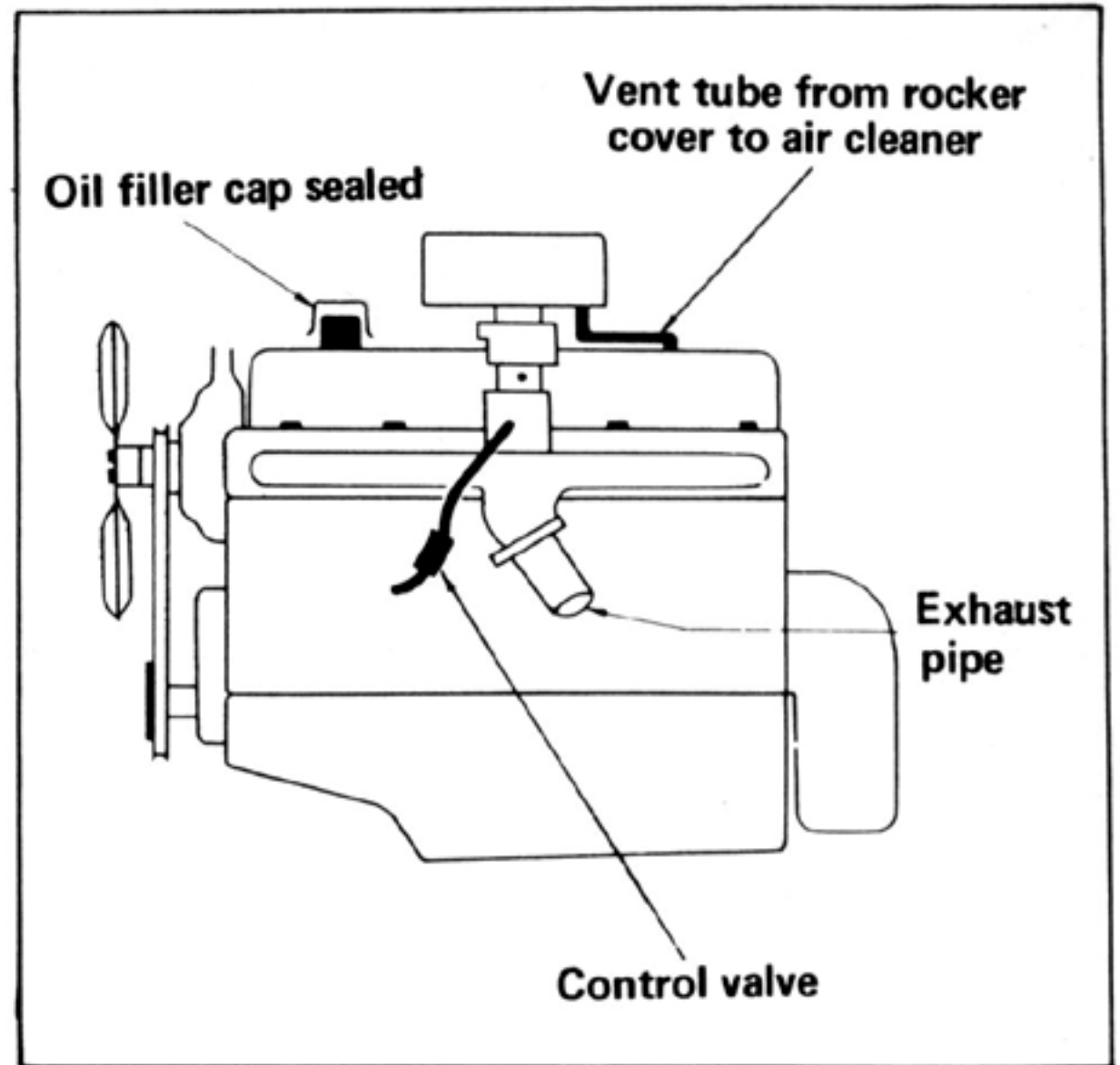


Fig. EC-2 Combination system

In addition to the already mentioned tube-to-air cleaner device, a variable orifice valve is provided to conduct crankcase blowby gases to the

