

crankcase pressure

Posted by Jump07 - 28 Jul 2008 08:03

I recently helped a buddy replace the head gasket in his '86 with a '84 engine. It runs like a champ...except oil starts spitting out of the oil separator(?) when we remove the oil filler cap the pressure goes away. Is the this a vacuum problem? how can we get the pressure to regulate?

We want to get this car to Thunderhill in a month for the NASA event. Any advice/ideas are appreciated.

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Re:crankcase pressure

Posted by Jump07 - 29 Jul 2008 02:10

Is there a vacuum line diagram online? I looked at Bills 944 world...but nothing. They have them for turbos, but not N/A.

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Re:crankcase pressure

Posted by SvoChuck - 29 Jul 2008 04:21

I have never seen one spit oil up from the separator . could that be an issue with blow by (ie rings are bad) ?

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Re:crankcase pressure

Posted by Gary_44 - 29 Jul 2008 05:05

I hate to think negative, but I assume you did a leakdown compression test after the hg install?

it could be a bad piston or ring, warped head or faulty head gasket causing blow-by in the crankcase.

You could test the PCV and such, but since you already had headgasket problems I'd eliminate the obvious first.

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Re:crankcase pressure

Posted by joepaluch - 29 Jul 2008 05:06

It could be bad rings pressurizing the crank case. It could also be a problem in vacuum lines.

There is a silver sticker on the pass side inner fender that show the the vacuum routing.

If it is not there you will need to look it up. I don't have a copy handy.

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Re:crankcase pressure

Posted by rlofgren - 29 Jul 2008 10:32

is that the same diagnosis when the dipstick pops out due to crankcase pressure? and shouldn't the excess pressure be routed back to the airbox(intake)?

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