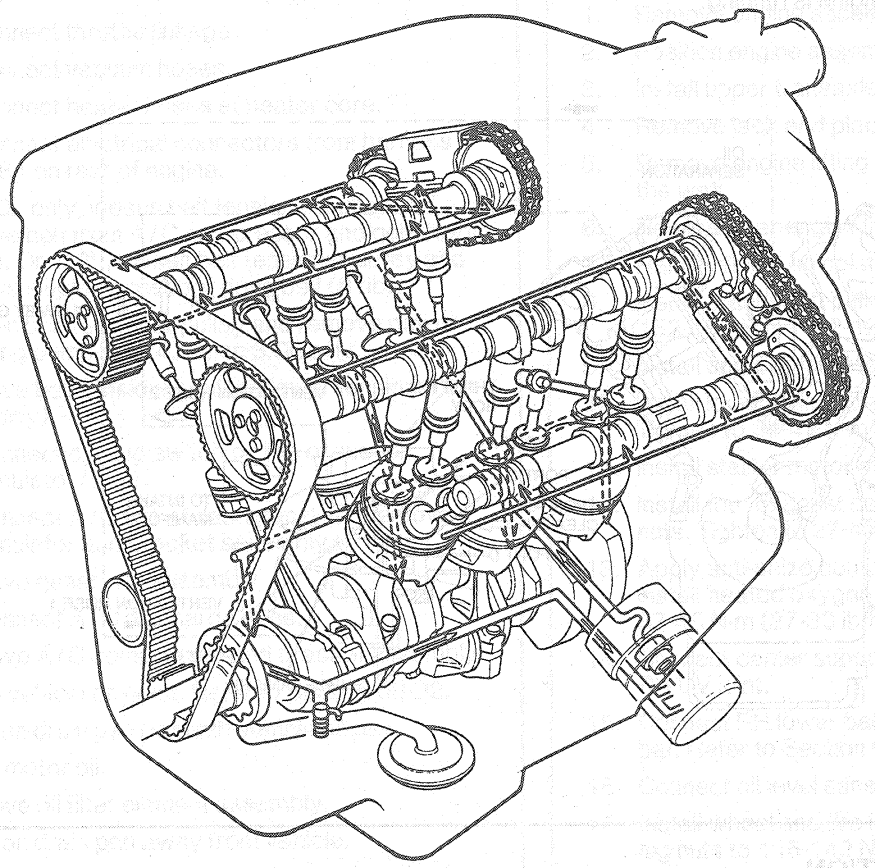
DESCRIPTION (Continued)

Lubrication System

The engine lubrication system is of the force-feed type in which oil is supplied under full pressure to the crankshaft and connecting rod bearings, bucket tappets and camshaft bearings.

NOTE: 3.0L/3.2L SHO lubrication systems are alike.



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Positive Crankcase Ventilation (PCV)

The Crankcase Emission Control System is a closed ventilation system that is designed to prevent case fumes or combustion gases from escaping through the engine oil filler cap to the atmosphere.

The crankcase control system controls these fumes or vapors (blowby) by directing them back into the intake manifold where they are consumed in the normal combustion process.

The crankcase ventilating air source is the throttle body. The fresh air passes through the engine air cleaner (9600)and then through the ventilation hose (2) connecting the throttle body to the LH cylinder head cover. Then, ventilating air moves down through the oil return passage into the lower crankcase.

The air and crankcase gas mixture flow from the crankcase through the oil separator and ventilation hose (1) to the throttle body and intake manifold.

There are three outlet ports for the air and crankcase mixture, and one port for fresh air in the throttle body. Under the following various throttle positions, the air and crankcase gas mixture flows differently through these outlet ports.

1. Fresh air normally flows through port "A" to the cylinder head.
2. At closed throttle position, the air and crankcase gas mixture flows through port "B" into the intake manifold.
3. At partial open throttle position, the air and crankcase gas mixture flows through ports "B" and "C" into the intake manifold with the air and crankcase gas mixture.

   At the same time, fresh air flows through port "D" to ports "B" and "C" and goes into the intake manifold with the air and crankcase gas mixture.