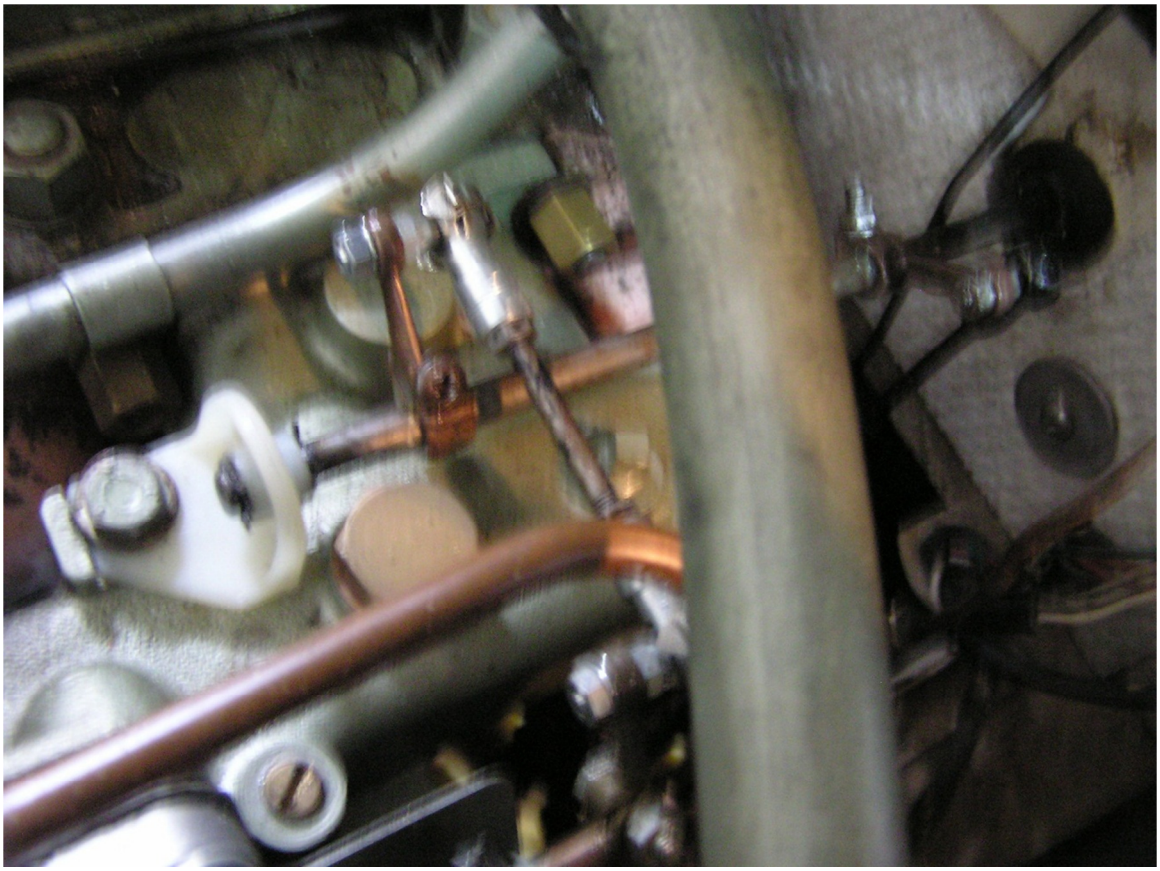
The E-Mail Mechanic

Installation of a PCV Valve

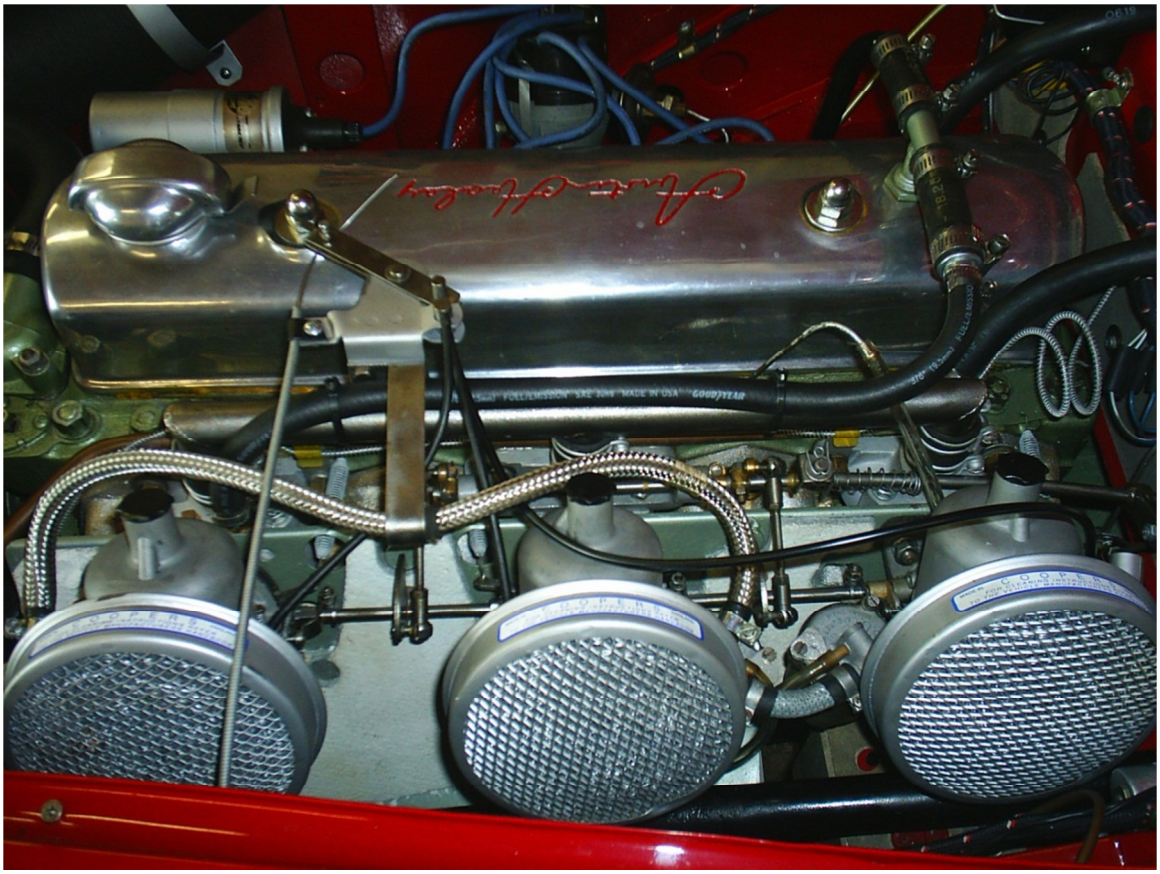
Recently there has been quite a discussion on the Healey Email List about the installation of PCV Valves on a Healey. Without going into all of the reasons why one would perform this installation, it did prompt many email exchanges on the list and it is therefore apparent that this is a subject that is of interest to the Healey community. One of the frequent contributors to the list gave examples of an installation on a Tri-Carb and after seeing this, I decided to install a PCV Valve on my BN6 and found that the installation for both the Tri-Carb and a double carbed engine is rather straight forward with the exception of those cars equipped with a brake servo as will be discussed later. The parts, which are readily available at most local auto parts stores are Purolator PCV Valve PV770, Brass Tite fitting #43075, a length of 3/8" inside diameter Fuel Injector Hose and clamps necessary to put the assembly together. The total cost to make this installation is around $10.00. Photo One shows the items needed to make this installation.

The intake manifold on the six cylinder cars has a threaded hole plugged with a brass plug near the rear of the manifold that is used on brake servo

equipped cars as a vacuum source.



The exception to this is on the Tri-Carbs in which this threaded hole is on the front intake manifold. Photo Two shows the plug on a double carb engine and Photo Three shows the location on a Tri-Carb.



The basic installation of a PCV Valve is to insert the valve in line between the "T" fitting from the valve cover to the threaded manifold hole. In order to do this, the existing hose from the "T" fitting to the rear carb must be disconnected at the rear carburetor air intake filter. Cut this hose to about 5", ream it as necessary and insert the PCV Valve into it clamping it tight.

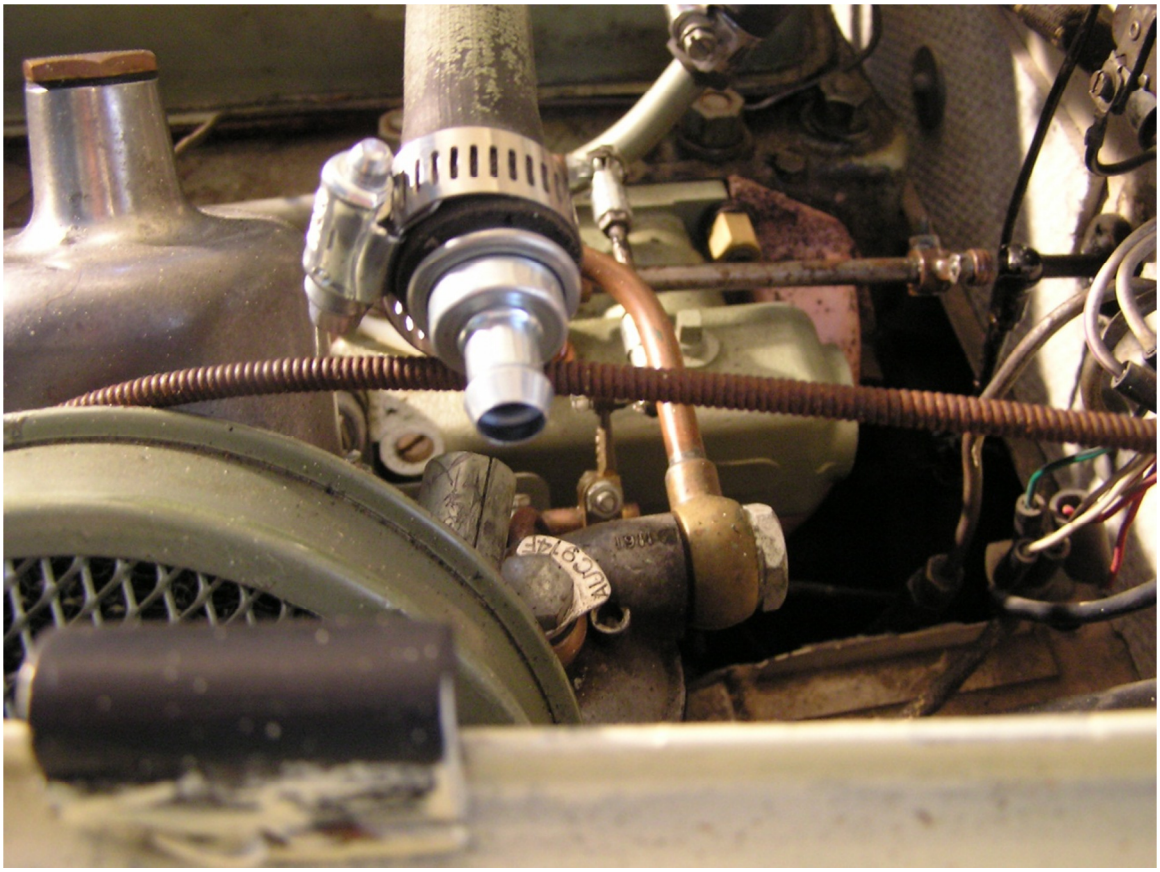
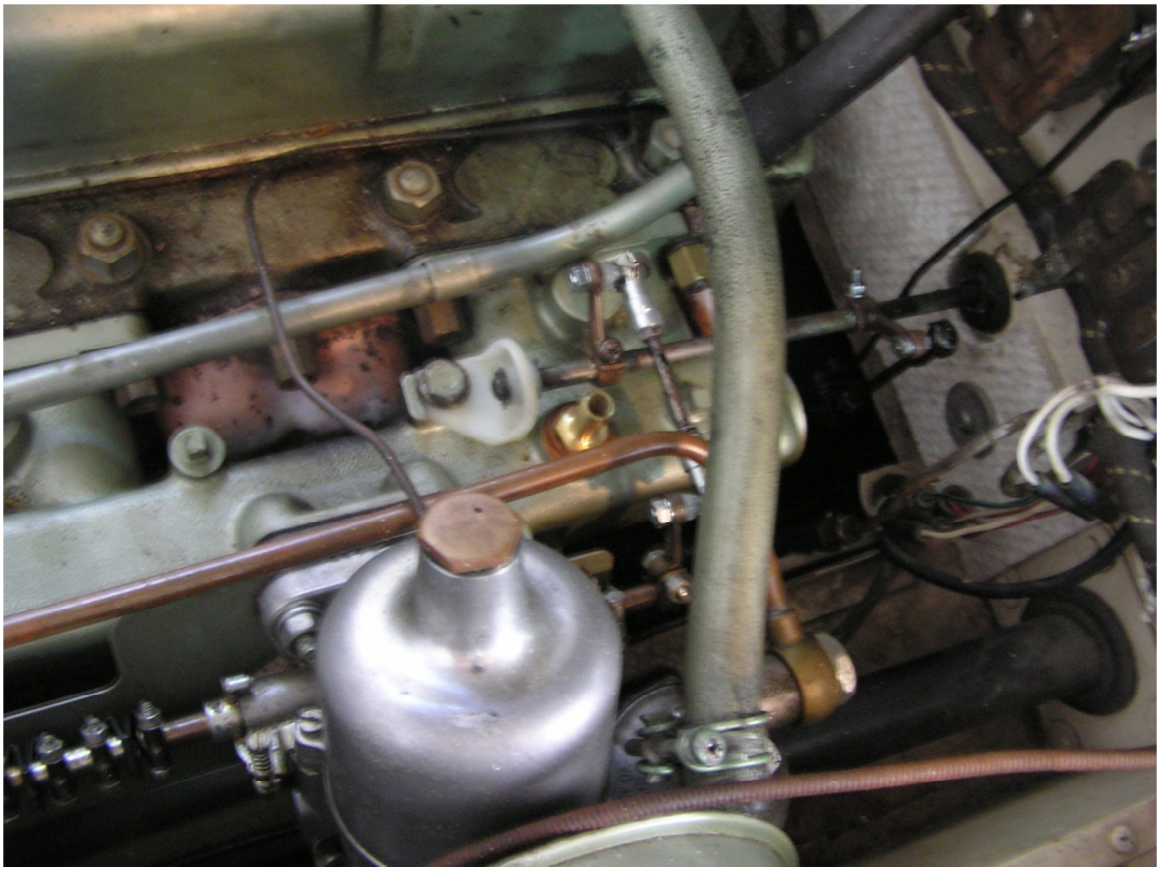


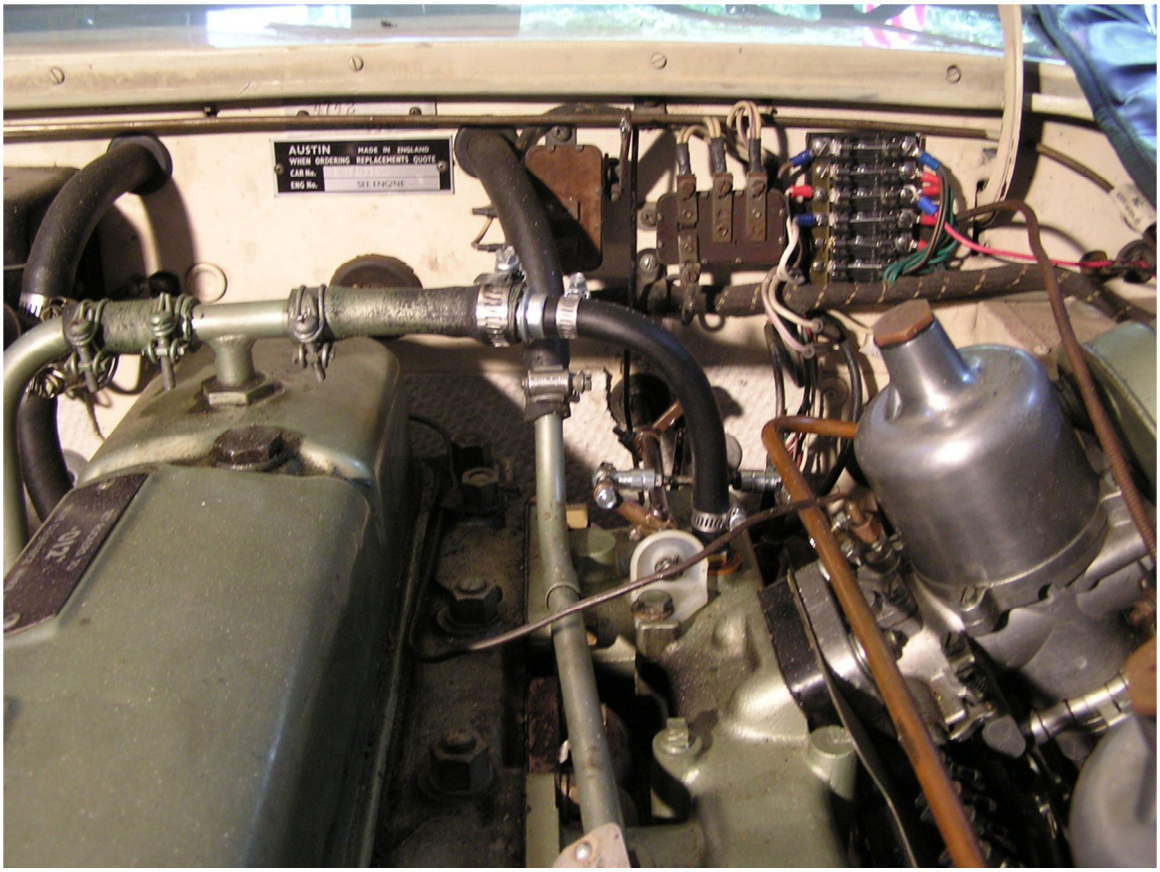
Photo Four shows the PCV Valve inserted into the hose that extends from the Valve Cover "T" fitting.

At this point, remove the brass plug on the manifold being careful to retain the brass washers. Insert the Fuel Line Fitting in place of the plug using the

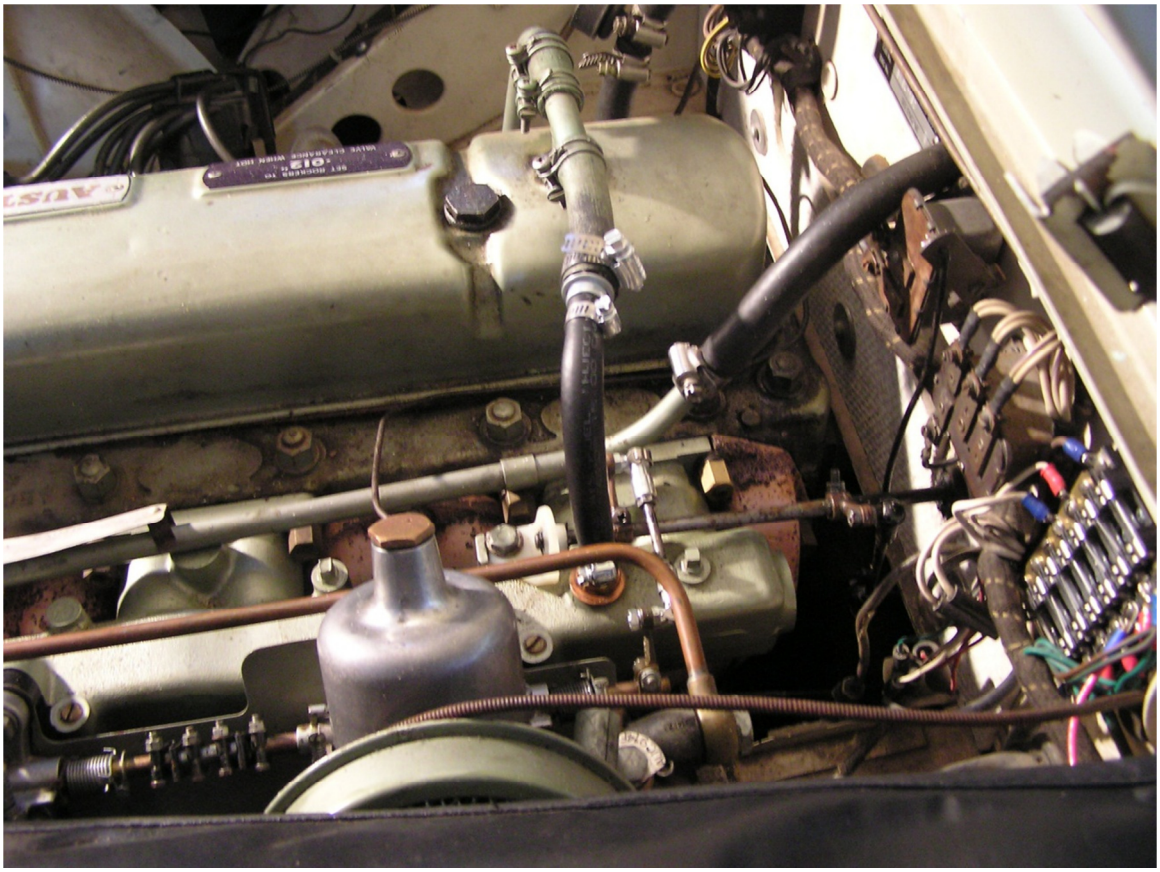
washers that were removed and tighten. This is shown in Photo Five



Measure a length of the Fuel Injection Hose, install it between the PCV Valve and the Fuel Line Fitting, clamp in place and you are finished. (Photos five and six)



Views of the final installation on a two carb engine are shows in Photos Six and Seven while the installation on a Tri-Carb can be seen in Photo Three



Since cars equipped with a brake servo use the intake manifold plug for the vacuum hose for the servo, it will be necessary on those cars to use a "Y" or "T" fitting in place of the regular Fuel Line Fitting as shown in these photos so that both the servo and PCV Valve hoses can be connected.

The installation of a PCV Valve should eliminate or reduce any timing cover oil leak and there should be less engine smell. There was a noticeable difference in my car after I made this change. This installation may cause the rear carb to run a little leaner so tweaking the richness may be necessary.

Vital Statistics

These messages and others can be found in the Healey Mail List Archives.

If you are interested in joining the Healey Mail List or viewing the archives, all that is necessary is to go to the following web site **http://autox.team.net/mailman/listinfo/healeys** and follow the instructions. You will not be disappointed.