

Mods to the EGR

Posted by SvoChuck - 08 Feb 2008 03:43

cullen winter wrote:

Installing my engine in winter weather has caused me to have a couple of possible "mods" on my car. The hoses for the oil blow-by (from the filler) and the fuel vapor that return to the metered air elbow were very brittle and snapped on me. I'm out of parts money and would like to use what's left of the breather hose and attach a catch of some kind, route the vapor safely to the atmosphere and just plug the hole in the intake elbow. While I feel mildly guilty about possibly asphyxiating some critters on the road, I'm more concerned whether these would be considered "illegal mods" or that I'm missing something about the purpose of those hoses and the car will run crappy. What do you guys think? Thanks

Yes, I know I'm being cheap, and could buy straight hoses to replace them, but I just want to be done wrenching on the damn thing :oops: thanks

I think you need to keep the crankcase under negative pressure to keep the oil in place under the cylinder walls.

Problem is the crankcase vapor is bad for performance so... if you installed a extra catch can or vapor seperator that would be illegal. stock or same as stock hoses need to be installed between the stock vapor separator and the intake.

do I have it right Joe ?

Re:Mods to the EGR

Posted by joepaluch - 08 Feb 2008 04:55

Yep,

Keep the stock intake style air oil seperator in operation. If needed you can fab up non stock lines as long as they are routed the stock way.

Re:Mods to the EGR

Posted by cullenwinter - 10 Feb 2008 03:42

Thanks guys, anybody got an extra breather hose laying around ? I think I can make it with a piece of heater hose if needed. Cheers, Cullen

edit: what about the fuel vapor line ? Do I need to replace that too ??

Re:Mods to the EGR

Posted by joepaluch - 10 Feb 2008 21:48

cullenwinter wrote:

Thanks guys, anybody got an extra breather hose laying around ? I think I can make it with a piece of heater hose if needed. Cheers, Cullen

edit: what about the fuel vapor line ? Do I need to replace that too ??

Fuel tank vents into a charcol canister in the fender. I ditched mine a few years ago.

You do need to have the fuel pressure damper and regulator's hooked up to the proper vacuum sources. One thing I like to look for in post race tech is make sure the vacuum system is proper for the air/oil seperator and for the fuel damper and regulator. If I see some weird stuff I will dig deeper to see if some is trying to mess around squeeze out hp. In most cases you can't get hp like that, but the effort of trying raises a red flag that makes me want to see what else is going on.

Re:Mods to the EGR

Posted by cullenwinter - 10 Feb 2008 23:23

Thanks Joe, I'm referring to the hose that goes from the control valve (up above the cannister) to the metered air hose (same location as the oil breather) That's the other one that snapped on me.

Re:Mods to the EGR

Posted by joepaluch - 11 Feb 2008 00:07

Ok,

I can't say I remember that one off the top of my head.
