" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

YOU CAN DO IT EASY UPGRADES

1955-61 PCV CONVERSION

#18-77

Prior to 1962, Chevrolet V8 and 6-cylinder engines had a crankcase "road draft tube". The Road draft tube is a steel tube that is routed from the crankcase down under the car to allow the engine to vent oil vapors and crankcase pressure. This system works fine, but it does dump raw oil vapor into the atmosphere. In addition, the bottom of the car will become covered with a film of oil and once the engine racks up some miles, you would find drips or puddles in the driveway. With higher mileage engines, the oil fill tube at the front of the intake tends to vent an oily film all over the front of your nice, clean engine. In 1962, Chevrolet introduced the PCV "positive crankcase ventilation" system which is a valve that closes at idle and opens under acceleration. Oil vapors are forced into the intake manifold and combustion chamber where they are burned along with the fuel and passed out the exhaust.

Parts Needed:

18-77 1955-61 V8 PCV Valve Conversion Kit

Tools Needed:

7/16" wrench
9/16" wrench
3/4" wrench

Time Frame:

1-Hour

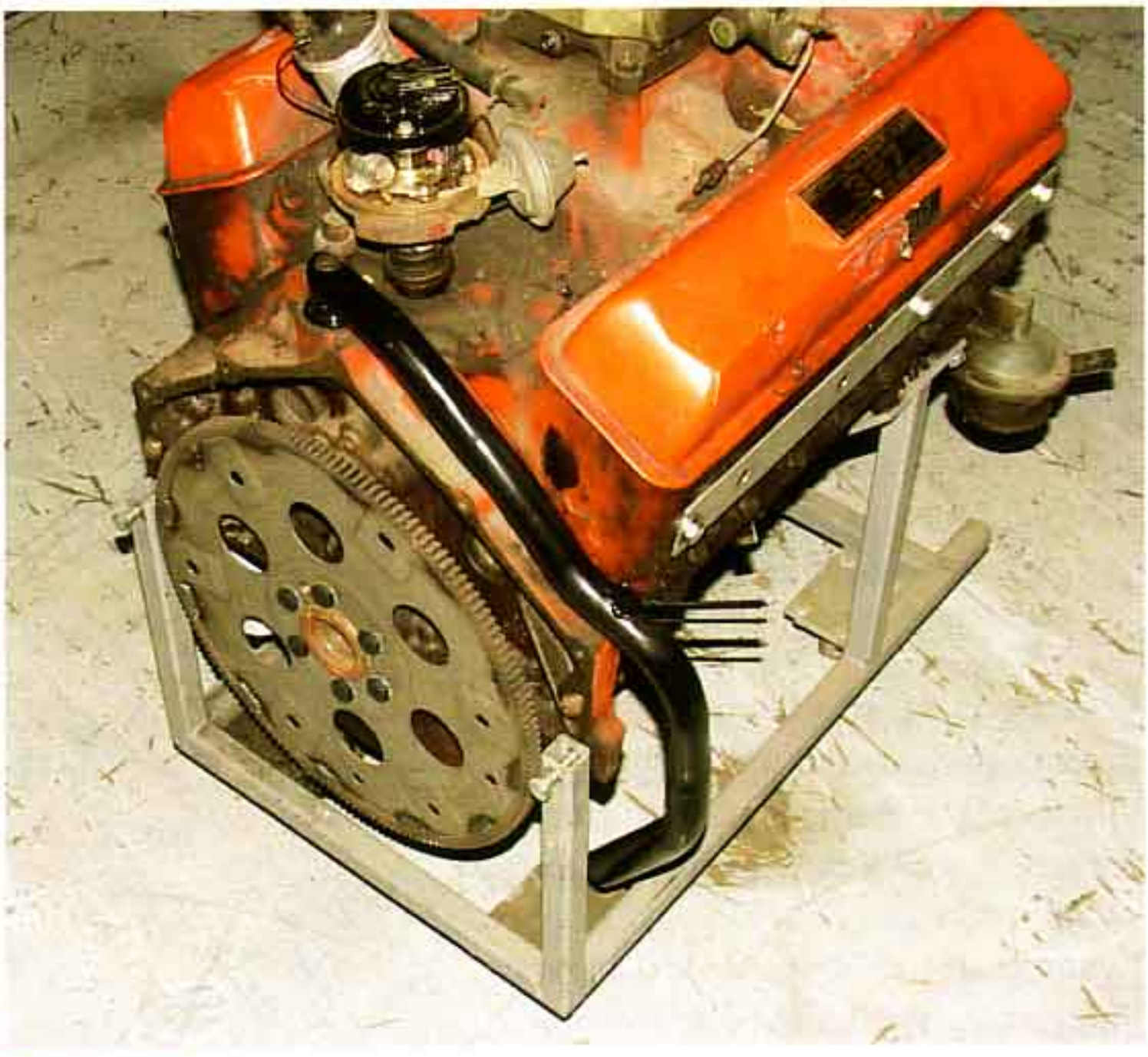

Photo #1: The original road draft tube is bolted to the rear deck of the block just behind the distributor.

Photo #2: Remove the 7/16" bolt from the center of the road draft tube. The road draft tube has a tab that holds the spark plug wires in place on the passenger side. After removing the tube, pull the wires out of the tube bracket and make sure they are pulled back away from the exhaust manifold.

Photo #3: The hole in the block where the tube was just removed is connected to a vapor can under the intake manifold.This is where the PCV valve will draw the oil vapors from the engine. Install the large grommet and 90-degree elbow into this hole.

Photo #4: On the carburetor baseplate at the rear there is a 1/4" pipe plug that will need to be removed. The new valve requires full intake vacuum to work properly.

Photo #5: Install the 90-degree 1/4" pipe elbow and PCV valve supplied into the baseplate of the carburetor. Use a small amount of pipe/thread sealer on the elbow.

Photo #6: The kit includes 12" of 7/16" vacuum hose. Connect one end of the hose to the PCV valve and the other to the 90-degree elbow at the carburetor. With the crankcase properly vented, you will no longer have an oil mess under your car and the job of keeping the engine compartment cleaner just got easier! Good Luck!