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obvious first.
You could test the PCV and such, but since you already had headgasket problems I'd eliminate the
it could be a bad piston or ring, warped head or faulty head gasket causing blow-by in the crankcase.
I hate to think negative, but I assume you did a leakdown compression test after the hg install?
Re:crankcase pressure Posted by Gary_44 - 29 Jul 2008 05:05
I have never seen one spit oil up from the separator . could that be an issue with blow by (ie rings are bad) ?
Re:crankcase pressure Posted by SvoChuck - 29 Jul 2008 04:21
Is there a vacuum line diagram online? I looked at Bills 944 worldbut nothing. They have them for turbos, but not N/A.
Re:crankcase pressure Posted by Jump07 - 29 Jul 2008 02:10
We want to get this car to Thunderhill in a month for the NASA event. Any advice/ideas are appreciated.
I recently helped a buddy replace the head gasket in his '86 with a '84 engine. It runs like a champexcept 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?
Crankcase pressure Posted by Jump07 - 28 Jul 2008 08:03

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

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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)?
Re:crankcase pressure Posted by rlofgren - 29 Jul 2008 10:32
If it is not there you will need to look it up. I don't have a copy handy.
There is a silver sticker on the pass side inner fender that show the the vacuum routing.