

CRANKCASE VENTILATION

11207

YOU HAVE NOTICED THAT:

- the engine light has come on
- extremely thick white or black smoke is coming from the exhaust pipe
- there are foamy deposits on the oil filler cap and oil dipstick
- there is considerable loss of oil
- the engine is not running well or stops?

These signs may mean that something is wrong with the exhaust system. Many repair shops will often only replace a clogged valve in the venting unit. But this often does not address the cause of the problem. It is therefore advisable to not just replace a part, but all of the components, such as valves, separators, and suction hoses. The quality brand VAICO offers the widest range in the independent aftermarket, along with repair kits consisting of valves and hoses for the most popular vehicle models, and recommends:

IT ISN'T ENOUGH TO REPLACE A HOSE!

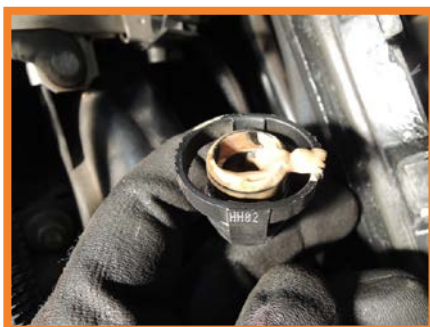
BACKGROUND:

Gas forms in the engine during the combustion process. This gets into the crankcase where it will again be supplied with intake air. The valves in the exhaust system filter impurities from fuel residues, soot, and oil. The gas is cleaned here before it is fed with the engine's intake air again. Without this cleaning, tar-like deposits may accrue in the intake passages of the turbocharger and other components. This can cause the turbocharger to fail, and in the worst case damage to the engine.

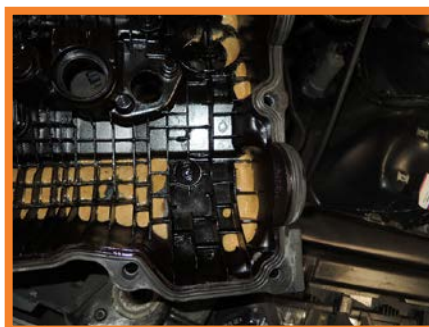
To avoid failure in advance, experts from the quality brand VAICO recommend changing hoses and the ventilation unit at the latest after 80,000 kilometres, or every third oil change. Tip: there are cold country versions for many lines and oil separators. The hoses are sheathed with insulation in that case. This is to avoid the risk of icing in winter.

TROUBLESHOOTING:

You can unscrew the oil cap in order to check whether the valves, separators, and tubes have been affected. It is easy to tell: low suction pressure is normal - the components are working properly. If the suction pressure is high, in that you need to use force, the valve is defective. If the cap springs right off, this is caused by overpressure in the housing, meaning the oil separator is clogged.



Oil sludge in the breather hose



Silted valve cover



Residues in the oil trap, BMW 3(E90), X3

AVAILABLE NOW!



CRANKCASE VENTILATION

11207

AUDI A4, A6, A8 | VW PASSAT



X-Ref
07C 133 529 A

V10-2519

AUDI A3 | VW GOLF IV | SEAT LEON, TOLEDO



X-Ref
06A 145 710 N

V10-2580

AUDI A6, A8, Q7 | VW TOUAREG



X-Ref
079 103 464 D

V10-3031

AUDI A4, A5, A6, A8, Q3, Q5



X-Ref
06H 103 495 J

V10-3320

AUDI A3, A4, A6, TT | VW GOLF, EOS, JETTA, PASSAT



X-Ref
06F 129 101 P

V10-9751

BMW E39, 46, 60, 65, 66, X3, X5, Z3, Z4



X-Ref
11 61 7 544 805

V20-1375

BMW E39, 46, 60, 65, 66, X3, X5, Z3, Z4



X-Ref
11 61 7 544 806

V20-1376

BMW



X-Ref
11 61 7 579 114

V20-2260

BMW



X-Ref
11 61 7 560 538

V20-2261

EN VAICO_11207_Reparaturatz_Kurbelgehäuseentlüftung_ML-Kampagne_20160412 Reference numbers and names, with the exception of VIEROL AG, are for comparison only and may not be disclosed in invoices.