



16v 928 OIL CONTROL BAFFLE INSTALLATION

Our louvered oil baffle plate fits under the crankcase breather cover of the 16v 928.

You will need to remove the oil separator and the breather cover that it is mounted to.

In order to do this, either the intake manifold OR the water bridge with thermostat must be removed first. Decide which of these to remove based on what other service work you are doing, and remove either the intake or the water bridge—your choice.

Once this has been done, we can now remove the oil separator and the crankcase ventilation cover.

Remove the top of the oil separator (marked OEL in the picture on the right). At the bottom of the oil separator there is a 10mm bolt that you need to remove, and a matching 10mm bolt on the other end of the breather housing.

There is also one hose to detach. It takes the oil from the bottom of the oil separator and drains it back into the top/front of the oil pan.

While you have the oil breather assembly off, take a flashlight and look straight down into the motor. You'll see how easy it is for the crankshaft counterweights to sling oil up into your breather system without this baffle plate!

Clean the sealing surfaces on both the top of the engine and the bottom of the breather cover to remove any oil film that would prevent your gasket sealant from adhering. Do this by wiping them with a rag wetted with brake cleaner or similar solvent.

Place a bead of gasket sealer on both sides of the baffle plate and then re-install the breather assembly as before, using the longer bolts we have provided in your kit.



