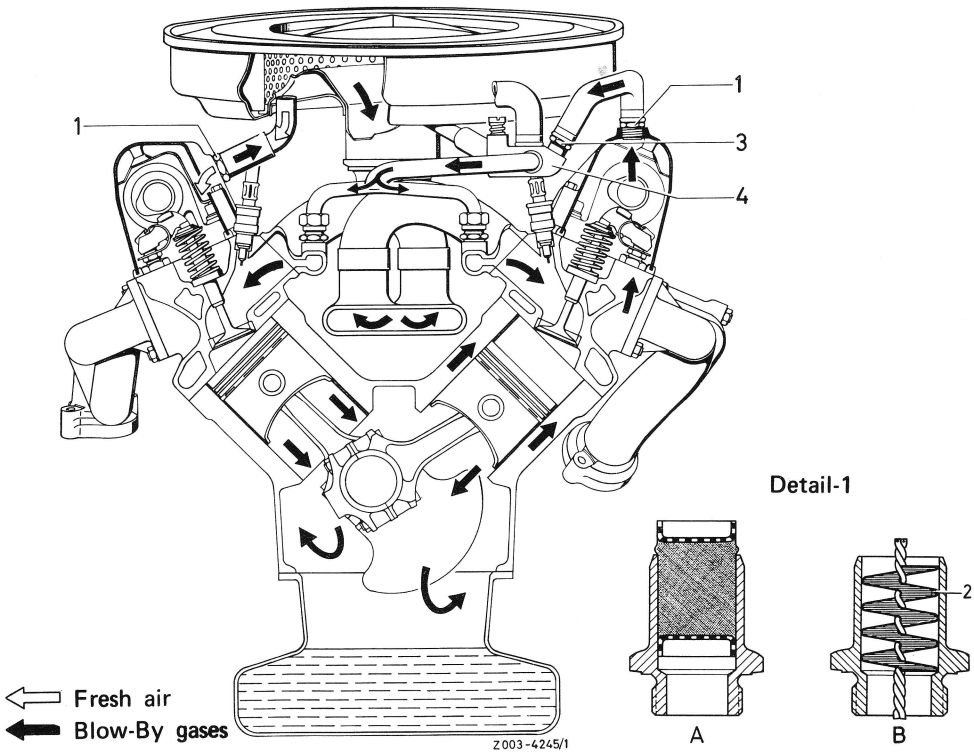

Fig. 1

1,2 Connection 13 mm ID
3 Bypass nozzle 2.4 mm dia.
4 Idling speed air distributor
A Protective flame screen
B Protective flame coil

The engine blow-by gases and the crankcase vapors are flowing through the connection (1) of the lefthand cylinder head cover (in direction of driving) to the idling speed air distributor (4). The connection of the idling speed air distributor is provided with a by-pass nozzle (3).

The condensate as well as the gases and vapors are flowing through this bypass nozzle into the idling speed air ducts and, mixed with the induction air, toward the combustion chambers. Since the idling speed air distributor is seated on the cooling-water-carrying portion of the intake pipe, it is heated by the latter. At low ambient temperatures the condensate in the bypass nozzle cannot freeze.

A line from the connection (2) of the righthand cylinder cover leads directly to the clean air end in the air cleaner.

In the lower and medium driving performance range, when the crankcase is subject to a vacuum, the engine is supplied with fresh air through the righthand bank of engine cylinders. That is, clean air is sucked in through the venting line of the suction noise damper.

The venting occurs here too, but in the upper performance range. The gases and vapors are flowing into the suction noise damper and via the valve connection to the intake pipes and combustion chambers.

On vehicles "USA version model year 1971" a protective flame screen (A) or a protective flame coil (B) is installed.