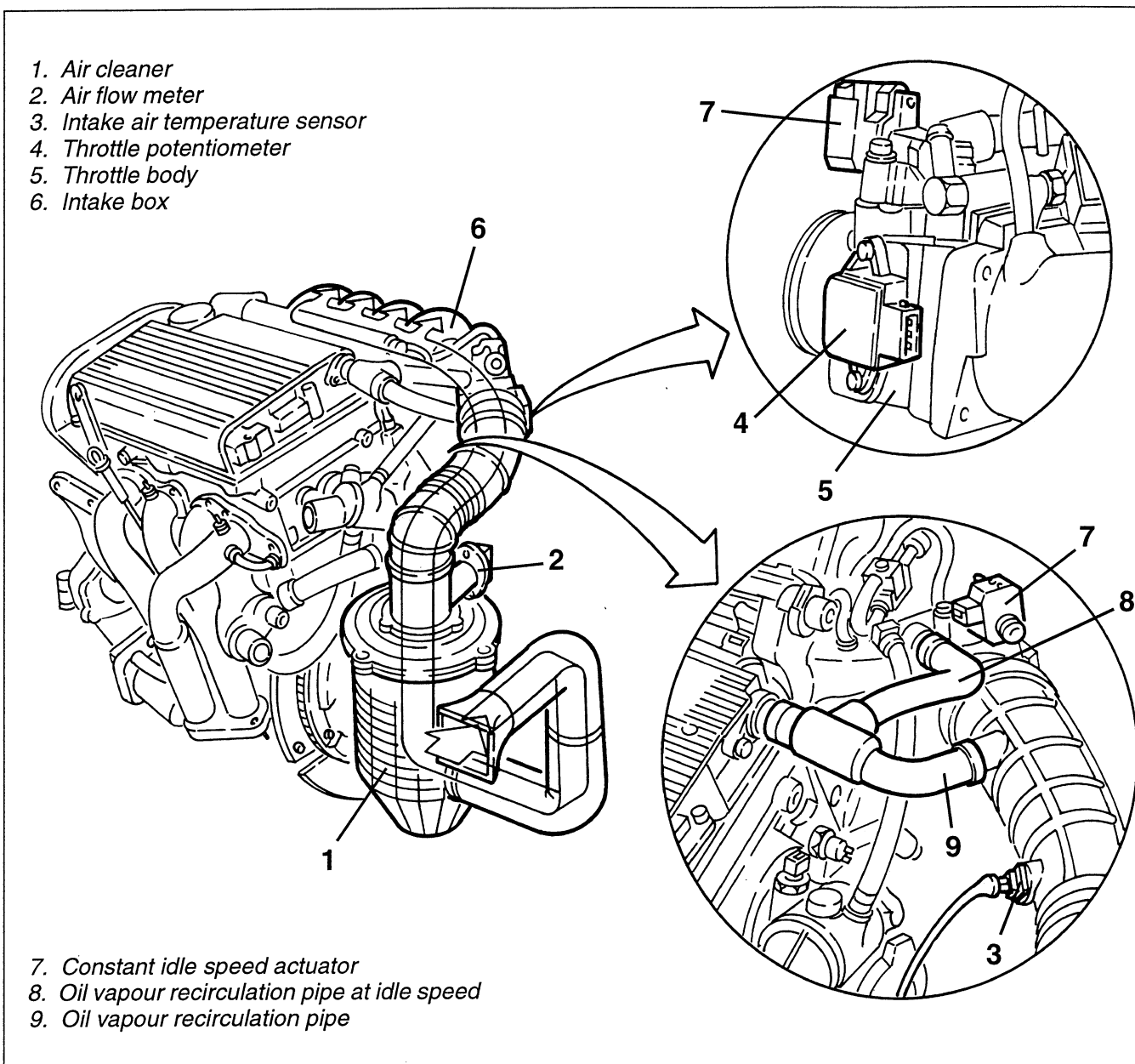


AIR SUPPLY AND OIL VAPOUR RECOVERY SYSTEM



NOTE: From chassis no. the air supply system is fitted with intake resounders (for removing/refitting see specific paragraph).

DESCRIPTION

The air taken in through a dynamic inlet and filtered by a cartridge element (1), passes through the hot film air-flow meter (2) and from this through the corrugated sleeve, which houses the intake air temperature sensor (3), it reaches the throttle body (5). The latter, controlled by the accelerator cable, adjusts the amount of air drawn into the box (6). On one side of the throttle body there is the potentiometer (4) fastened to the pivot pin of the throttle itself which informs the control unit of the position of the throttle. An additional air solenoid valve (7) on the throttle body by-passes the throttle through a special pipe to keep the idle rpm constant during particular operating con-

ditions of the engine. The fuel vapours (see specific paragraph) and the oil vapours flow to the air supply system. The oil vapours are formed when the engine is running and they are collected in the cylinder head from which the condensed oil returns to the crankcase, while the remaining vapours are sent to the intake through two pipes.

When the engine is running at idle speed the oil vapours are ducted to the throttle body through the special pipe (8).

At higher loads, the vapours are sent upstream of the throttle valve through a pipe (9) connected with the corrugated sleeve and then burnt in the engine.