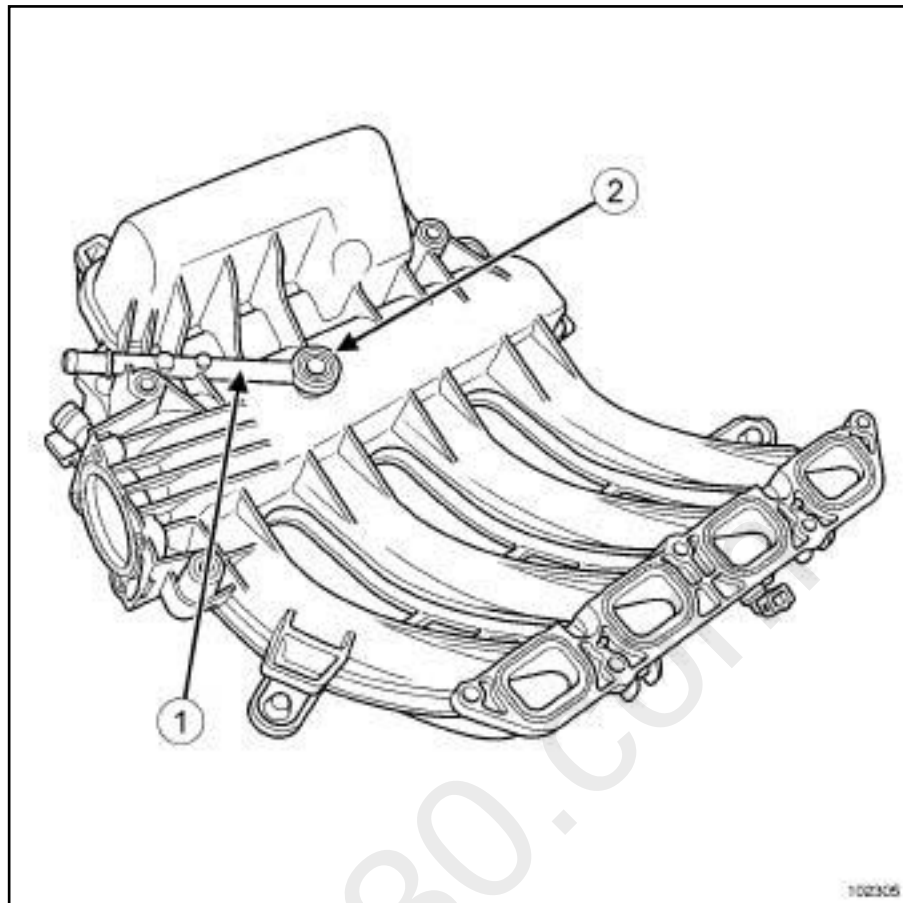
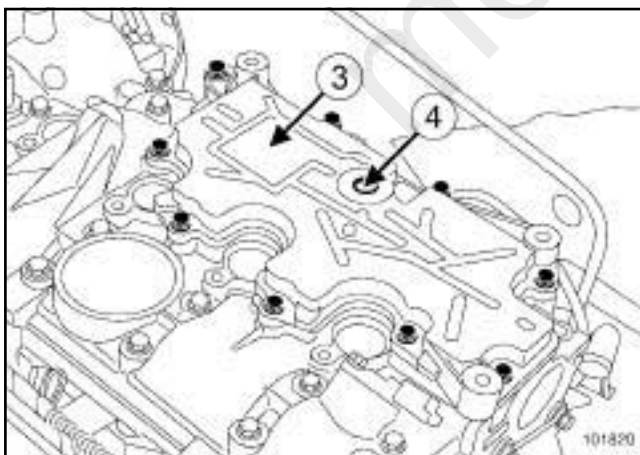


K4J or K4M, and 780 or 800 or 801



102305

- (1) Oil vapour rebreathing duct
- (2) Calibrated port



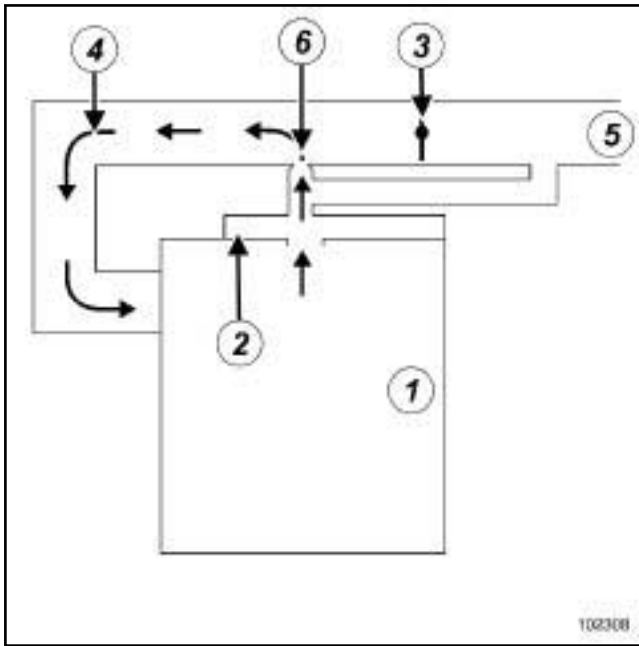
101820

- (3) Oil vapour recovery plate located on the rocker cover
- (4) Oil vapour rebreathing hole

Oil vapour rebreathing circuit: Operating diagram

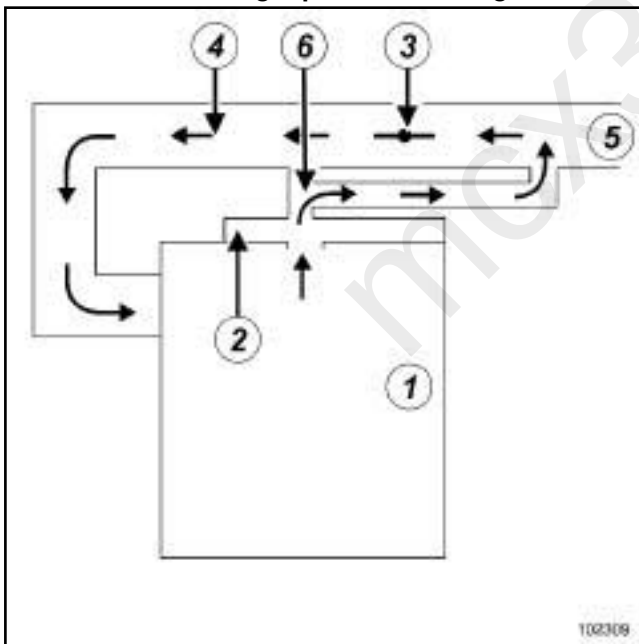
K4J, and 780 – K4M, and 800 or 801

A: under low loads, the oil vapours are rebreathed in small quantities through the calibrated orifice (6).



102308

B: under medium and heavy loads, the oil vapours are rebreathed in large quantities through the valve



102309

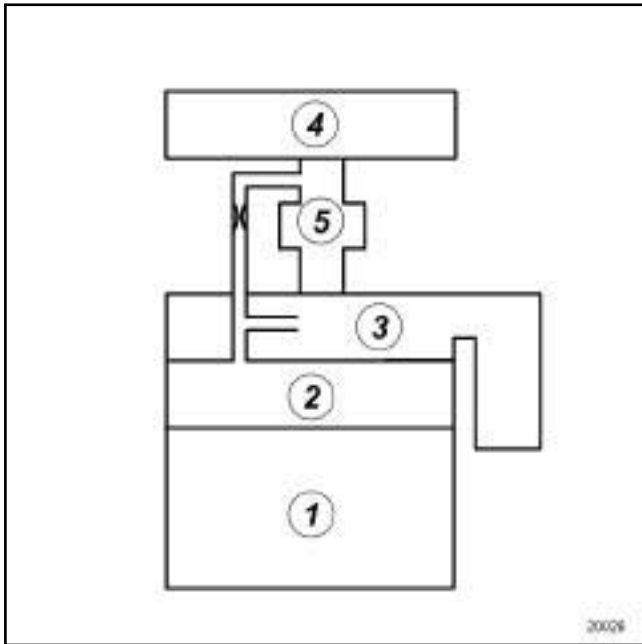
- (1) Engine
- (2) Oil vapour recovery plate
- (3) Motorised throttle valve
- (4) Inlet manifold
- (5) Air inlet
- (6) Calibrated choke

Oil vapour rebreathing circuit: Operating diagram

D4F

The oil decanter is located in the rocker cover.

These two components are manufactured together.

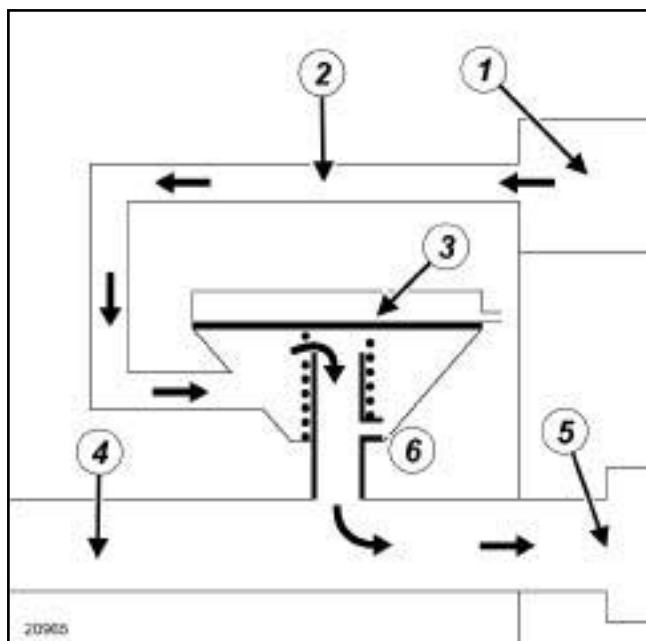


- (1) Engine
- (2) Rocker cover
- (3) Inlet manifold
- (4) Air filter unit
- (5) Motorised throttle valve

Oil vapour rebreathing circuit: Operating diagram

K9K, and 750 or 752 or 764 or 766 or 768

A: Low load

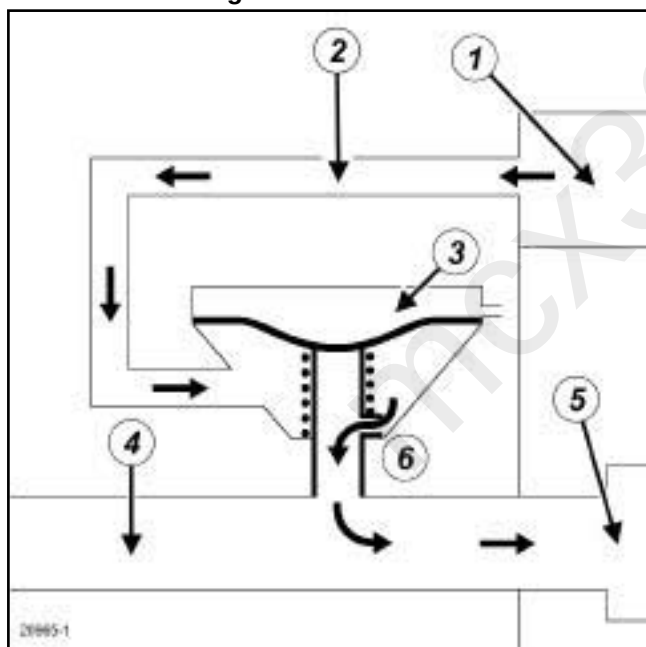


20965

A: At low load, the vacuum pressure prevailing in the air inlet duct is below the spring calibration. Large quantities of oil vapour are sucked back in by the vacuum prevailing in the air inlet duct.

B: At medium or high load, the vacuum pressure prevailing in the air inlet duct pulls the valve diaphragm, small quantities of oil vapour are rebreathed in via a calibrated jet.

B: Medium and high loads



20965-1

- (1) Rocker cover
- (2) Oil vapour rebreathing duct
- (3) Oil vapour rebreathing valve
- (4) Air inlet duct
- (5) Turbocharger
- (6) Atmospheric pressure