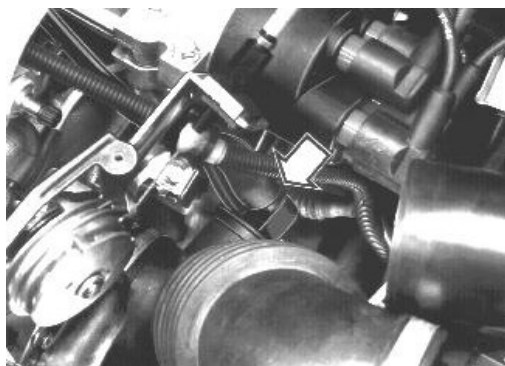


Checking the crankcase ventilation

Remove:

- the cover over the control pulley
- the inlet hose from the air cleaner (ACL) housing (bend it slightly forwards).



Remove the flame trap

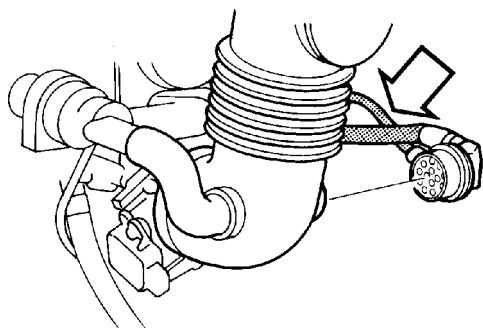
Remove the flame trap by twisting the casing approximately 15 mm to the left (bayonet socket).

Use compressed air to blow through the hoses down to the crankcase ventilation.

Change the engine oil, volume 4.25 litres (excluding the oil filter).

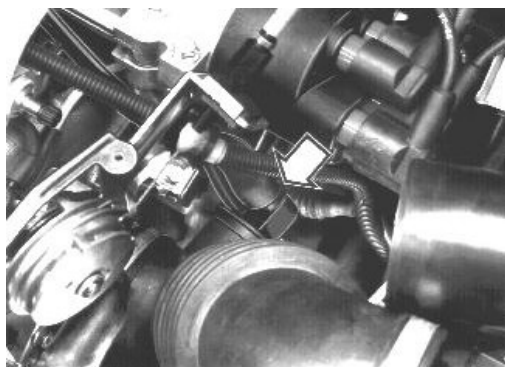
Caution! Do not disconnect the hoses from the flame trap casing.

Altering the hose positioning can affect the throttle function.



Installing components

Reinstall all the components except for the flame trap.



Replacing crankcase ventilation pipe

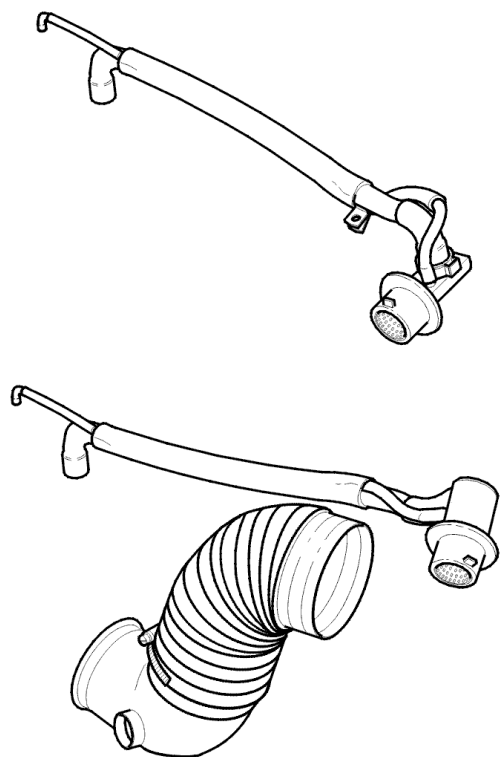
A modified crankcase ventilation system was introduced at the beginning of October 1995. These means that the flame traps and crankcase ventilation pipe have changed. The vacuum hose is moved from the multi-nipple to a nipple cover on the intake pipe at the power steering

pump.

At the beginning of November 1995 a further modification of the crankcase ventilation pipe was made to engines without variable intake manifolds, that is to say engines with the Fenix and Motronic (not turbocharged) control systems.

On the affected engines, according to the above, the appearance of the pipe introduced in October 1995 is as illustrated. This pipe is clamped in the rear intake manifold mounting screw.

The hose is not available as a replacement part.



If the above pipe needs changing the pipe introduced in November 1995 P/N 9179305-9 should be used instead.

If the pipe is changed the fresh air intake must be changed for a new one according to the P/N below:

B5202S/B5252S	9179301-8
B5254S	9179300-6