

MERCEDES-BENZ CLOSED

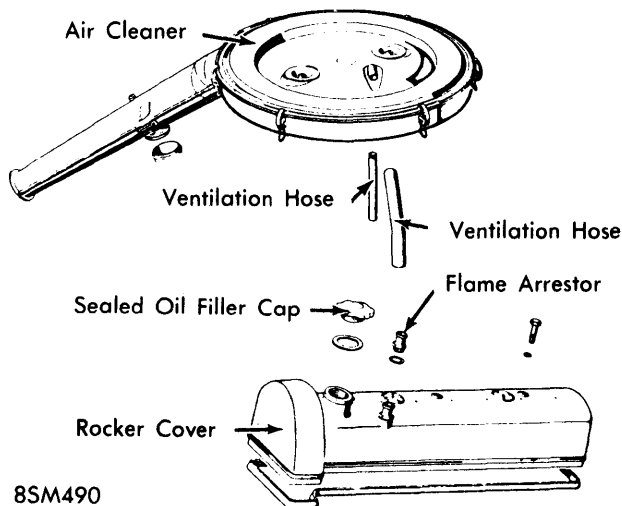
All Models

DESCRIPTION

220 Models — System consists of a sealed oil filler cap, a ventilation hose which is connected between intake manifold and carburetor air cleaner, a flame arrestor which is located on cylinder head rocker cover and a second ventilation hose which connects flame arrestor to carburetor air cleaner.

280 & 280C Models — System consists of a hose connected from air cleaner to crankcase, an oil separator located in cylinder head cover, a by-pass bore on outside of camshaft housing and a hose connecting by-pass bore with intake manifold.

Fuel Injected Models — System consists of two flame arrestors, one located in each cylinder head cover, a by-pass nozzle and an idling speed air distributor. A hose connects air cleaner to right side flame arrestor, while left side flame arrestor is connected to idling speed air distributor by way of by-pass nozzle.



MERCEDES-BENZ CRANKCASE VENTILATION (220 MODELS)

OPERATION

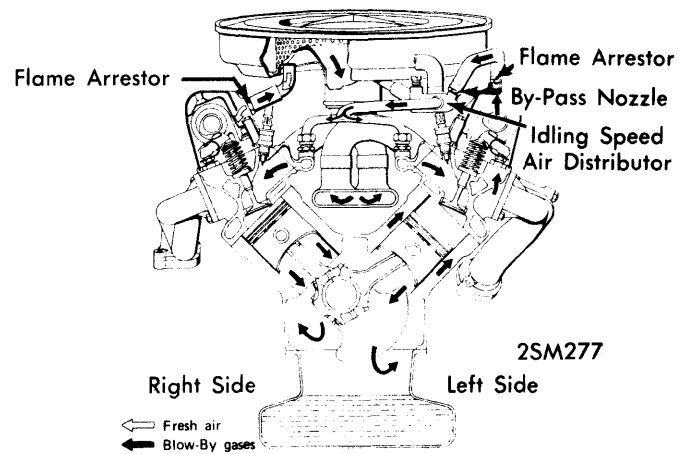
220 Models — During normal engine operation, crankcase fumes and vapors are vented from cylinder head cover through flame arrestor and connecting hose to carburetor air cleaner. Fumes are then drawn through carburetor, into engine and burned. During periods of deceleration or engine idle, throttle valves are closed and there is no vacuum in air cleaner. Under these conditions, crankcase fumes and vapors are drawn directly into intake manifold through connecting hose located between intake manifold and cylinder head cover.

280 & 280C Models — Crankcase fumes and vapors flow through oil separator to by-pass bore, through vacuum line into intake manifold and into engine to be burned. Fresh air is drawn out of carburetor air cleaner through a hose connected to crankcase to ensure a supply of fresh air for engine. This system requires no maintenance.

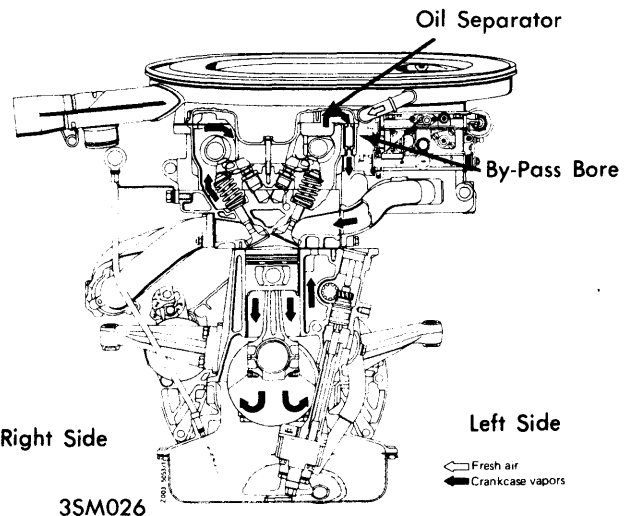
Fuel Injected Models — During engine idle, crankcase fumes and vapors flow from left rocker cover to idling speed air distributor. Vapors are then mixed with fresh air from air intake horn and are passed through tubes to intake manifold. At low and medium speeds, when crankcase is subject to vacuum, engine is supplied with air through tube in right hand rocker cover. At higher speeds, fumes pass from right rocker cover, into air cleaner and then into engine to be burned.

MAINTENANCE

On all models except 280 & 280C, every 12,000 miles, clean flame arrestor(s) and check all hoses for chafing and condition. Replace components as necessary.



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MERCEDES-BENZ CRANKCASE VENTILATION (280 & 280C MODELS)