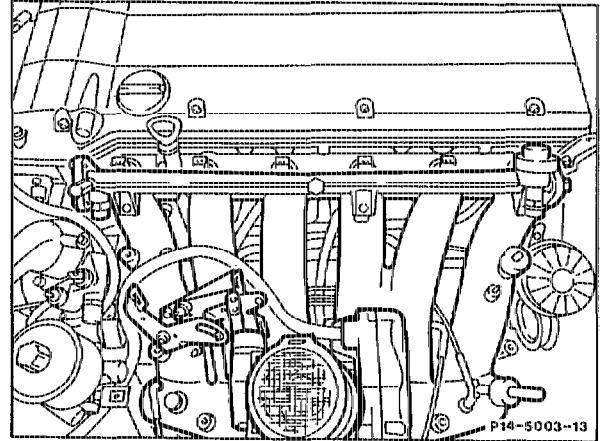


## 14-0010 Intake manifold

### A. Engine 104

Matched to LH fuel injection system.



### B. Engine 119

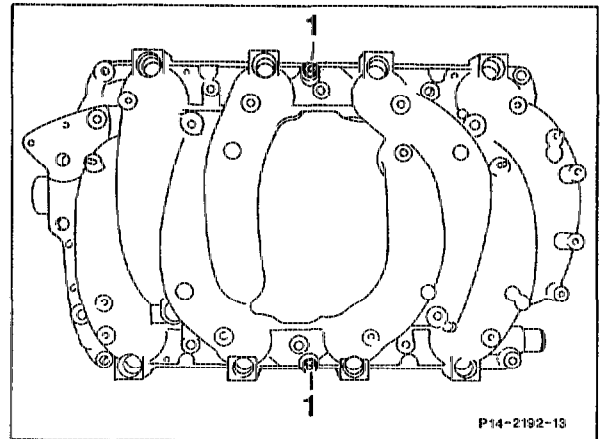
Resonance pipes lengthened.

Resonance pipe inner diameter:

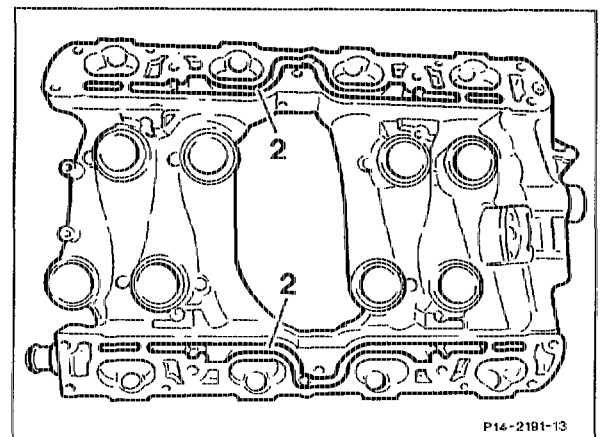
Engine 119.970: 40 mm

Engine 119.971: 37 mm.

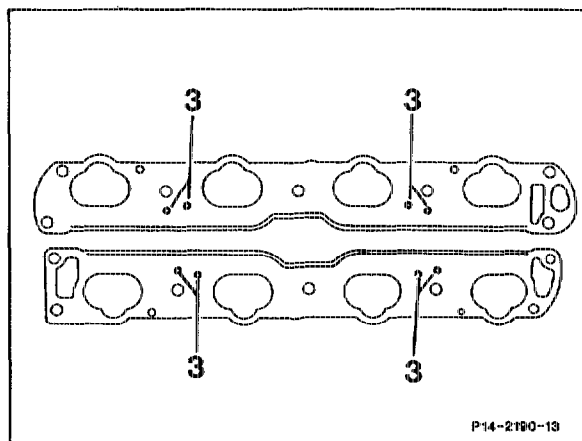
The fuel vapours from the activated charcoal filter and also the blow-by gases pass through the union (1).



The fuel vapours and blow-by gases are distributed to all the cylinders of the appropriate bank through the distribution ducts (2).

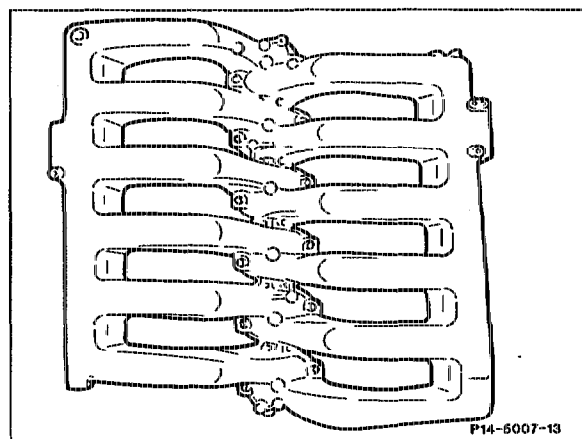


The quantity of fuel vapours and blow-by gases allocated to the individual cylinders is metered through restriction openings (3) in the intake manifold gaskets.



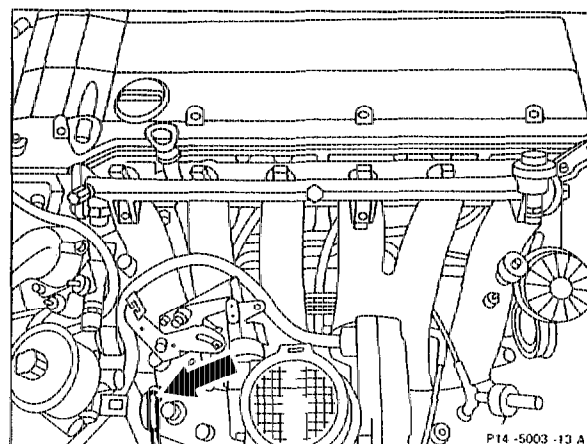
### C. Engine 120

Because of the intake manifold design, the air inducted on the left-hand side flows into the right-hand bank of cylinders and vice versa. Consequently, components such as actuators, air mass sensor and switchover valves are assigned to the opposite bank of cylinders in line with their positioning.



### D. National versions (J) and (USA)

Connection for exhaust gas recirculation switchover valve at intake manifold (arrow, see 14-0030).



Shown on engine 104