Intake Lines

Job No. 14–3

A. List of installed Intake Lines

OM 636

Change: Design designations added and list for OM 621 extended

Part No.	installed in engines with the type designation	Location and direction of air inlet
636.140 00 01	636. {912, 914, 915, 916, 918, 931, 932, 933, 936, 917/ 2, 917/ 4, 917/ 9, 917/11, 917/12, 917/14, 917/15, 917/16, 917/17, 917/18, 917/24, 917/26, 917/27} 636.917–{00, 021 and/or / 3, 022 and/or /28, 023 and/or /33, 040 and/or / 5, 050 and/or / 6, 090 and/or /10, 120 and/or /13, 180 and/or /19, 190 and/or /20, 221 and/or /23, 222 and/or /29, 223 – –, 240 and/or /25, 251 and/or /30, 260 – –, 270 – –, 271 – –, 272 – –, 280 – –, 290 – –, 300 – –, 320 – –, 330 – –, 340 – –, 350 – –, 360 – –, 370 – –, 390 – –, 391 – –, 400 – –, 410 – –, 411 – –, 440 – –} and in the engines with the type designation 636.917/0, version A, C, D, E, F, G, H, J, K, L, M, N, O, P, Q, S, T, U, V, W, X, Y and Z.	sloped downwards to the middle of the intake manifold
636 140 05 01	636. {930, 935, 917–224, 917–225, 917–254, 917–310, 917–380, 917–420, 917–430} and the engines with the type designation 636.917/0, version B and R.	vertically from above in the middle of the intake manifold
636 140 06 01	636.917/22	sloped downwards to the middle of the intake manifold (In addition the intake manifold is equipped with 2 threaded sleeves 10/14×10 N 194.)
636 140 09 01	636. {919, 934}	in the middle of the intake manifold slightly tilted towards the center of the engine. (In addition the intake manifold is provided with a connector for the ATE brake unit.)
636 140 10 01	636. {917–252 and/or /31, 917–253 and/or /32}	horizontally in the middle of the intake manifold

The engines of type designation 636.917—370 are delivered without intake manifold ex works Ut.

Part No.	installed in engines with the type designation	Location and direction of air inlet
621 141 05 01	621.910 (model 190 Db) up to engine No. 621.910–10–047 437	Small series suction pipe with air intake in center of suction line vertical from above (refer to Figure page 38 and 41 and job No. 07–21 section II b)
621 140 00 01	621.910 (model 190 Db) as from engine No. 621.910.10–047 438 and design designation 621.912 (model 190 Dc up to engine No. 621.912–10–003 323) and design designation 621.914 (model 180 Dc)	
621 140 02 01	621.912 (model 190 Dc) as from engine No. 621.912–10–003 324	Swinging suction pipe with air intake in center of suction line, horizontally from the right (refer to Fig. page 39 and job No. 07–21 section II)
621 140 03 01	621.913 (model L and O 319 D)	Swinging suction pipe with air intake at front of suction line from the front (refer to Fig. page 40 and job No. 07/21 section II b)

Note: The length of the swinging suction pipe permits an increase of the air vibrations inside the pipe, providing a better air charge (booster effect) of approx. 5 % and thereby a gain of approx. 1–2 HP in output. In addition, there are more favorable vacuum conditions and thereby better governing and smoke control.

B. Checking and Repairing of Intake Manifold

Check flange surfaces for attaching cylinder head and throttle duct (flap connection) for planeness. Flange surfaces should seal accurately so that the engine cannot breathe infiltrated air. Leaks at the intake manifold result in incorrect operation of the pneumatic governor of the injection pump, leading to increased smoking and increased max. idling speed.

For leveling throttle duct surfaces unscrew the 4 studs. Check surfaces on a surface plate. The two contact surfaces for attaching the cylinder head must be properly aligned.

If the inside of the intake manifold is dirty and oily, clean well and replace damaged studs, if required.