

THE INLET MANIFOLD FOR ALL MERCEDES BENZ 270 CDI ENGINES

VAICO-NO.: V30-1404 / OE-NO.: 612 090 19 37 KIT

VAICO is complementing its Premium Program Select by a further exclusive replacement part and is offering a high-quality alternative to the original.

Manufacturing processes that are closely monitored on site, prototypes that are tested to OEM standards and comprehensive inspection of procured goods guarantee a flawless, safe product.

The inlet manifold plays an important role in external exhaust gas recycling. The recycling method uses a dedicated, special duct and an exhaust gas recirculation valve to lead exhaust gas back into the inlet manifold, which is then mixed with sucked in fresh air before it enters the combustion chamber.

Through this internal and external returning of the exhaust gases, exhaust emission and performance can be optimally adjusted in the light of actual load conditions.

BREAKDOWN REASONS

The continuous suction of exhaust gases leaves deposits (soot) on the swirl vents of the inlet manifold.



The dirt leads to heavy wear of those vents and also of the linkage of the manifold and in the worst case to them breaking.



A further problem is the guiding of the adjustment lever, which, because of the continuous load, is subject to strong wear. Its purpose is fixing the lever, which, in turn, connects the linkage of the manifold with the servomotor / drive module.



FURTHER DEVELOPMENT OF THE ADJUSTMENT LEVER



Until 2008, Mercedes used a lever without additional brackets under OE number 611 098 01 26. Because of the numerous claims, this area has been reworked and from 2008 onward, a new lever was developed under OE number 611 098 06 26, including a mounting bracket.



The adjustment lever in the VAICO inlet manifold complies with the current Mercedes version, including bracket.

All those factors have an impact on the functioning of the swirl vents.

FUNCTION OF THE SWIRL VENTS

In order to achieve fast and optimum combustion of the mixture of fuel and air in the CDi engine, the air is furnished with a swirl through two separate suction channels for each cylinder.

Additionally, always one of those suction channels is fitted with an adjustable swirl vent, which is operated via a rod by the electrical drive module. The positioning of the swirl vents regulates the swirling of the fresh air in the cylinder and adjusts the actual load conditions of the engine.

Because of that, exhaust emissions and performance can be optimally adjusted for the actual load conditions.



When the swirl vents hang, stick or are broken it is noticeable from worse running behaviour and poorer performance of the engine.

GASKET SET



Mercedes recommends that when replacing the inlet manifold, the following gaskets should also be replaced:

- Gasket of the mixing chamber at the air supply distribution OE 611 094 01 80 x1
- Gasket of the exhaust gas recirculation at the cylinder head OE 611 141 02 80 x1
- Gasket, inlet manifold at the cylinder head OE 611 094 00 80 x5

Under reference V30-1404, VAICO supplies an inlet manifold repair set, including the gaskets, of original German quality.



VAICO SELECT

THE SPECIAL PRODUCT RANGE

Repair Kit Air Intake Manifold
for Mercedes Benz 270 CDI engines



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OE-No.: 612 090 19 37 kit
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Including gasket kit in original quality!

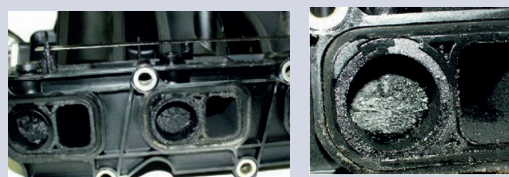
- | | |
|-------------------|--|
| 1 x 611 094 01 80 | Sealing between mixture housing & boost air distribution/distributor |
| 1 x 611 141 02 80 | Sealing between EGR (exhaust gas recirculation) & cylinder head |
| 5 x 611 094 00 80 | Sealing between intake manifold and cylinder head |

Fits for: MERCEDES BENZ

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|--|-------------|
| C 270 CDI (W203 / 203.016 / OM 612.962) | 12.00- |
| C 270 CDI (S203 / 203.216 / OM 612.962) | 03.01- |
| CLK 270 CDI (C209/209.316 / OM 612.962) | 10.02- |
| E 270 CDI (W210 / 210.016 / OM 612.961) | 07.99-03.02 |
| E 270T CDI (S210 / 210.216 / OM 612.961) | 07.99-03.03 |
| E 270 CDI (W211 / 211.016 / OM 647.961) | 03.02- |
| E 270T CDI (S211 / 211.216 / OM 647.961) | 03.03- |
| ML 270 CDI (W163 / 163.113 / OM 612.963) | 12.99-06.05 |

Reasons for failures

1. Pollution of the adjuster flaps by soot
2. Adjuster flaps break
3. Stiffness of the rod
4. Linkage breaks



NEW ARRIVAL!

EXCLUSIVE!

All OE-No. are for comparison purposes only.