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### Oil cooler

Dry pan lubrication with gear pump in the crankcase controlled by independent chain. Oil cooling radiator. The pump is equipped with a pressure regulator. Oil vapors from head and oil tank re-cycling.

A.	Tank
B.	Oil dipstick
C.	Oil vapors from RH head
D.	Oil vapors from LH head
E.	Oil filter
F.	Pressure regulator
G.	Oil pump
H.	Pan-radiator pipe
I.	Oil radiator
L.	Oil tank drain plug
M.	Oil temperature sensor
N.	Sieve filter
O.	Tank-pan pipe
P.	Oil vapors to LH manifold re-cycling
Q.	Oil vapors to LH air filter re-cycling
R.	Tank-radiator pipe
S.	Oil pan
T.	Oil aspirator

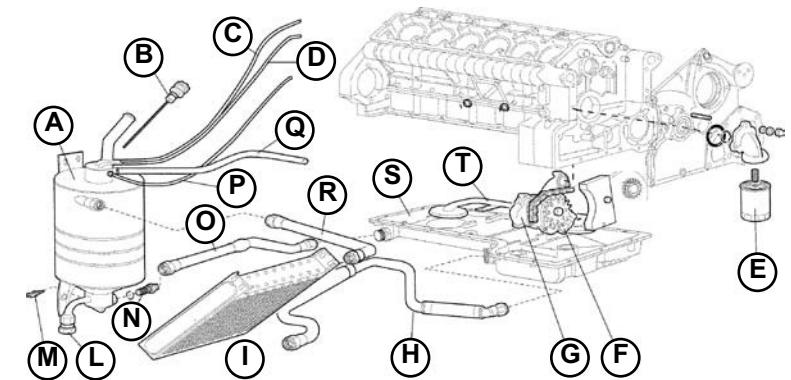


Fig.1

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Circuit	Dry pan lubrication system with radiator and pressure regulator
Oil pump	Integrated in the crankcase and controlled by independent chain
Oil radiator	Single, separate
Circuit pressure with hot engine (90°C)	
– at 1,000 RPM	1.5 – 2.5 [bars]
– at 6,000 RPM	5 – 7 [bars]



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### Recycling System For Gas Coming From The Crankcase (Blow-by)

The system checks the crankcase gas emissions which are a mixture of air, fuel vapors and exhaust gas that seep out from the piston rings, and

lubrication oil vapors which are sucked back and burnt by the engine.

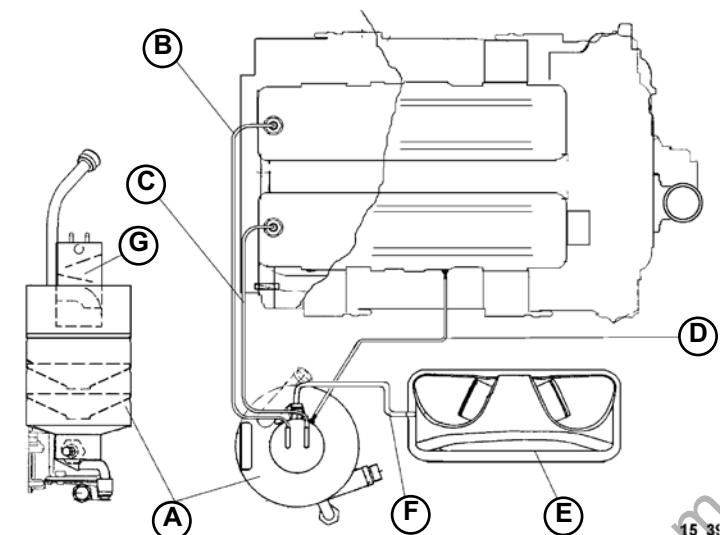
The gas emissions rise from the crankcase to the cylinder head, are conveyed in ducts to the upper cylinder of the engine oil tank (1). This cylinder

contains an oil vapor separator; the condensed liquid part falls in the tank; the vapors are suctioned:

- In the left intake manifold when the engine is running with low load;
- Upstream of the air filter when the engine is running with high load.

#### Oil vapor recirculation (Fig.2)

- A. Engine oil tank
- B. Oil vapor output pipes from the right cylinder head
- C. Oil vapor output pipes from the left cylinder head
- D. Vapor suction pipe to left manifold
- E. Air filter
- F. Vapor suction pipe to left air filter
- G. Oil vapor separator



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Fig.2