



**6K14:** The second T/E system, which quickly superseded the air-gulp design, was called the air by-pass system. It was the same as the air-gulp system except in the plumbing and design of the backfire suppression valve. To begin with, only one of the T/E pump discharge outlets was used. The top discharge was capped with a rubber plug (**a & b**). On later T/E pumps, the top port would be eliminated entirely (**c**). In the by-pass system, all air from the pump was routed aft (**d**) and into the top port of the backfire suppression valve (**e**). Note the two different *C60E-9H548-F* stampings (**f & g**) found on two different hoses running to the backfire suppression valve. Both appeared to use white ink except one had a yellow stripe along the length of the hose. With two hoses going to and from the backfire suppression valve, space around the PCV valve area was getting quite congested (**h**). Ford's engine assembly manual illustrated the proper routing of these hoses (**i**). The same routing was used with both the round-type and square-type valve covers. (Illustration courtesy of Ford Motor Company)