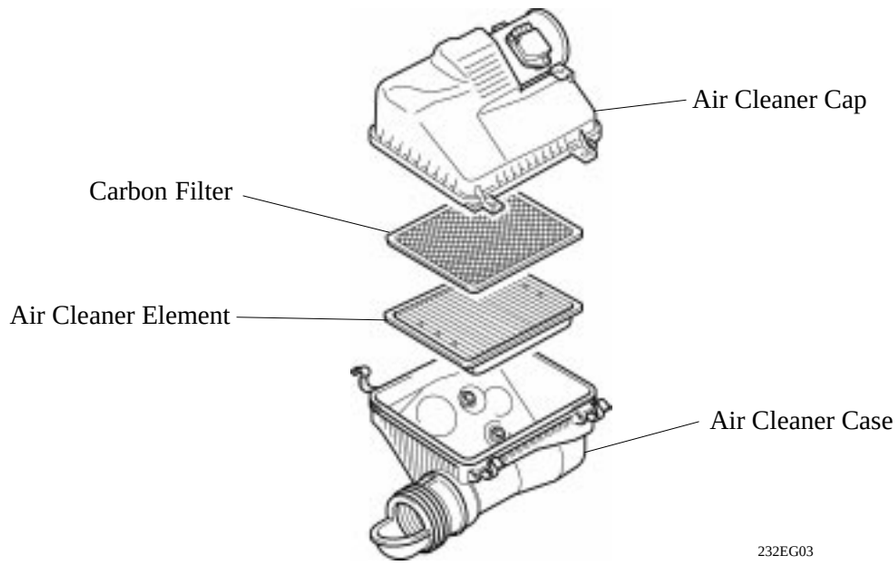
■INTAKE AND EXHAUST SYSTEM

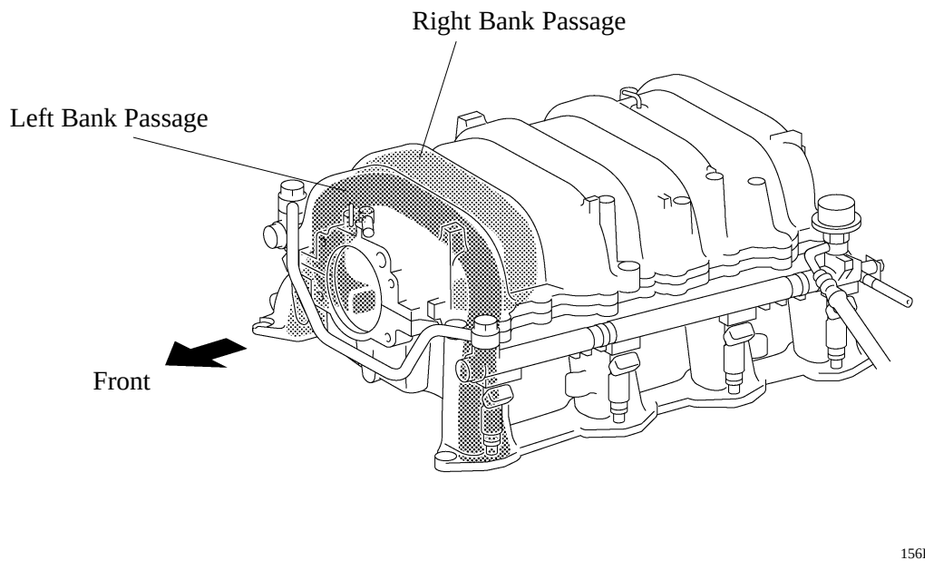
1. Air Cleaner

A carbon filter, which adsorbs the HC that accumulates in the intake system when the engine is stopped, has been adopted in the air cleaner cap in order to reduce evaporative emissions.
This filter is maintenance-free.



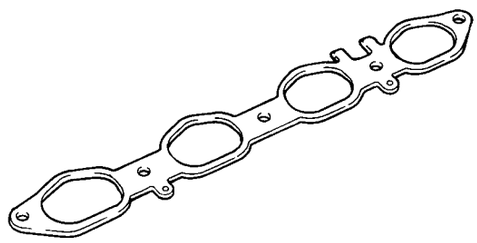
2. Intake Manifold

The low-to-mid speed range torque has been improved by increasing the length of the intake manifold port.



3. Intake Manifold Gasket

- A heat-barrier gasket is used for use between the cylinder head and the intake manifold. This gasket, which restrains the heat transfer from the cylinder head to the intake manifold, and keeps theintake air temperature lower to improve the volumetric efficiency.
- The construction of the gasket consists of resin that is sandwiched between metal gaskets.



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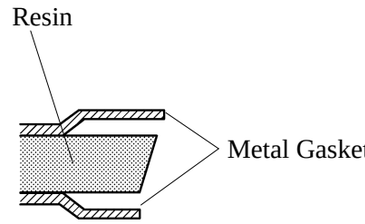

Cross Section

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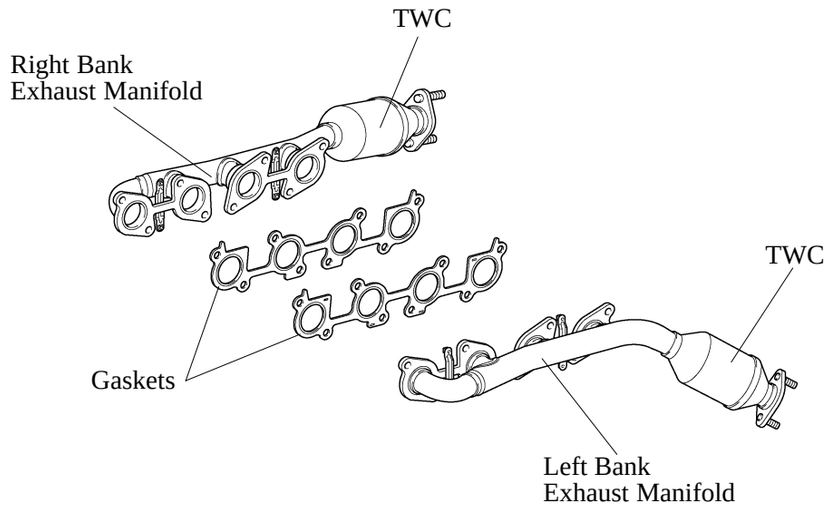
4. Exhaust Manifold

General

- The exhaust manifolds are made of stainless steel for weight reduction.
- An ultra thin-wall, high-cell density, ceramic type TWC (Three-Way Catalytic Converter) has been adopted. This TWC is incorporated on each of the right and left banks.



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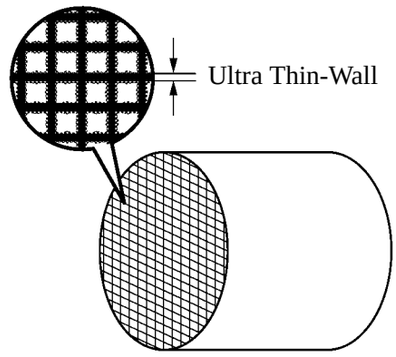
Three-Way Catalytic Converter

This TWC enables to improve exhaust emissions by optimizing the cells density and the wall thickness.



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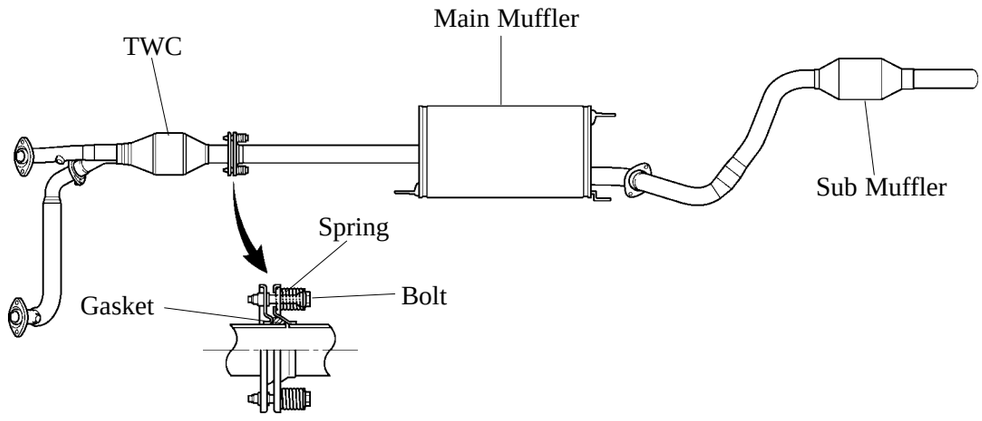
5. Exhaust Pipe

- The exhaust pipe is made of stainless steel for improved rust resistance.
- A ball joint is used to join the exhaust front pipe and exhaust center pipe. As a result, a simple construction and improved reliability have been acheived.
- A thin-wall, ceramic type TWC has been adopted.



Ball Joint

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