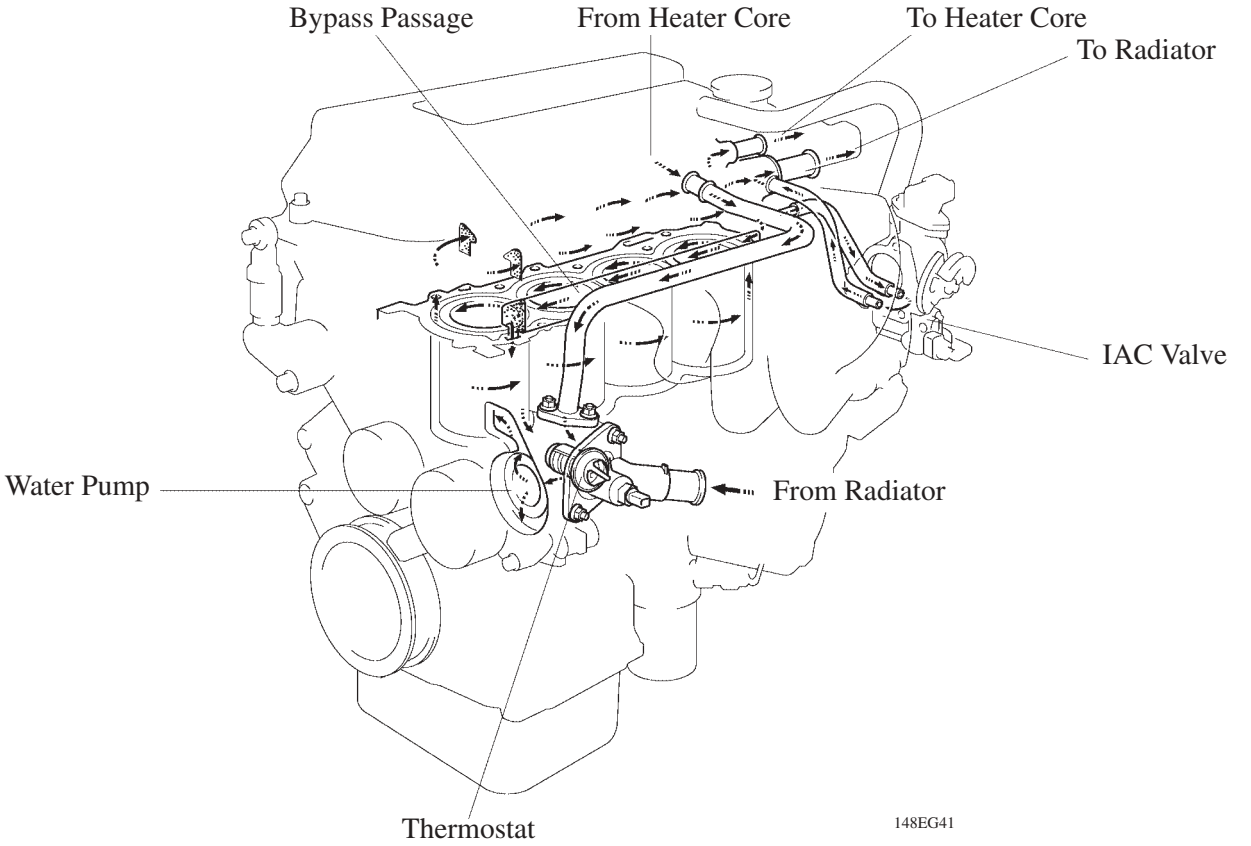
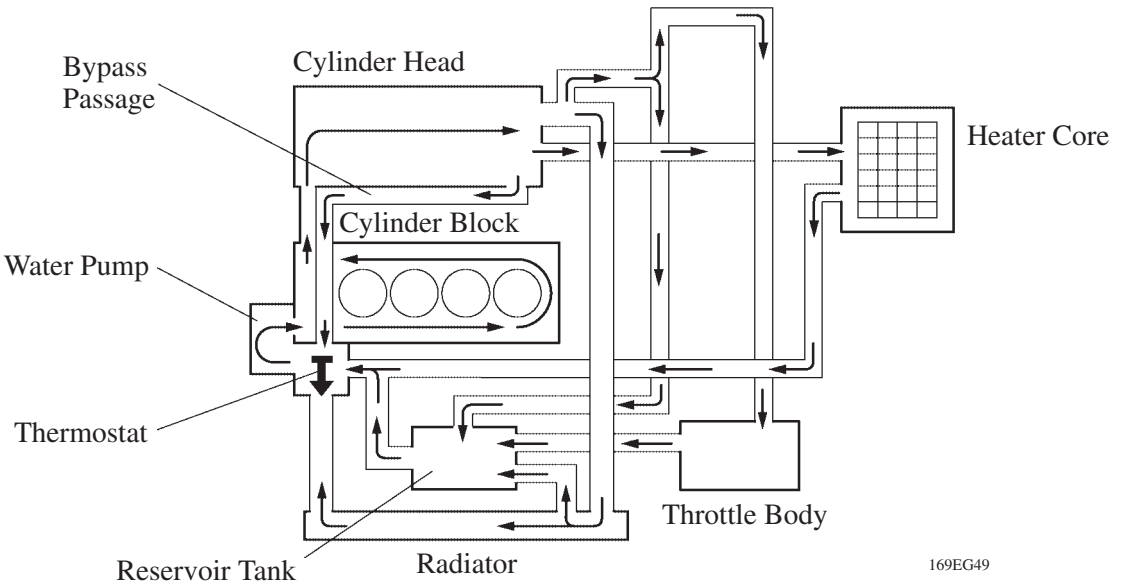
■ COOLING SYSTEM

1. General

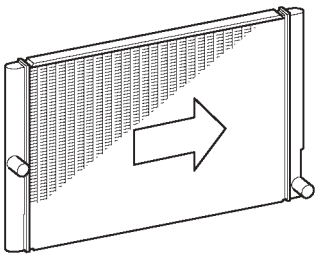
- The cooling system is a pressurized, forced-circulation type.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A pressurized reservoir tank has been adopted to prevent the engine coolant from deteriorating upon contact with external air.
- The flow of the engine coolant makes a U-turn in the cylinder block to ensure a smooth flow of the engine coolant. In addition, a bypass passage is enclosed in the cylinder head and the cylinder block.
- The cross-flow type radiator has been adopted.





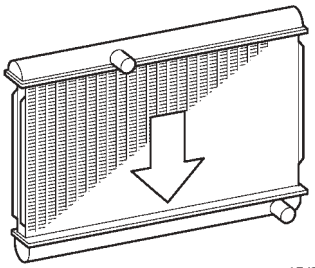
2. Radiator

While the previous model used a down-flow type radiator, the new model has adopted a cross-flow type radiator.



174EG14

New (Cross-flow Type)



174EG15

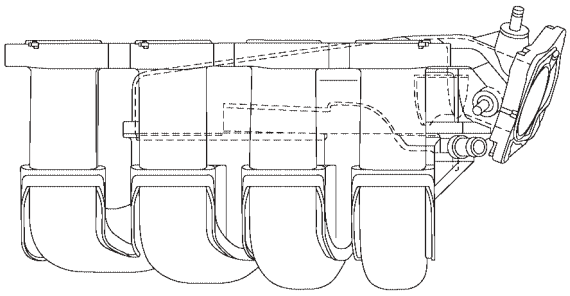
Previous (Down-flow Type)

EG

■ INTAKE AND EXHAUST SYSTEM

1. Intake Manifold

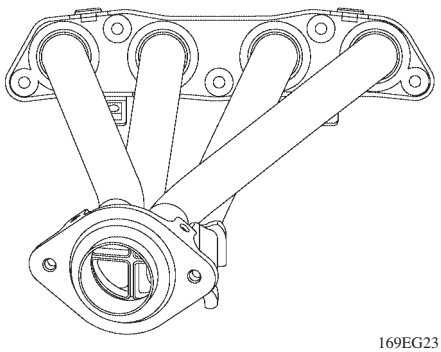
- The intake manifold has been made of plastic to reduce the weight and the amount of heat transferred from the cylinder head. As a result, it has become possible to reduce the intake air temperature and improve the intake volumetric efficiency.
- A resonator is provided in the air intake chamber to optimize the intake pulsation in order to improve the engine performance in the mid-speed range.



169EG21

2. Exhaust Manifold

- A stainless steel exhaust manifold is used for weight reduction.
- By routing the exhaust rearward, the front exhaust pipe has been shortened and the warm-up performance of the TWC (Three-Way Catalytic Converter) has been improved.



169EG23