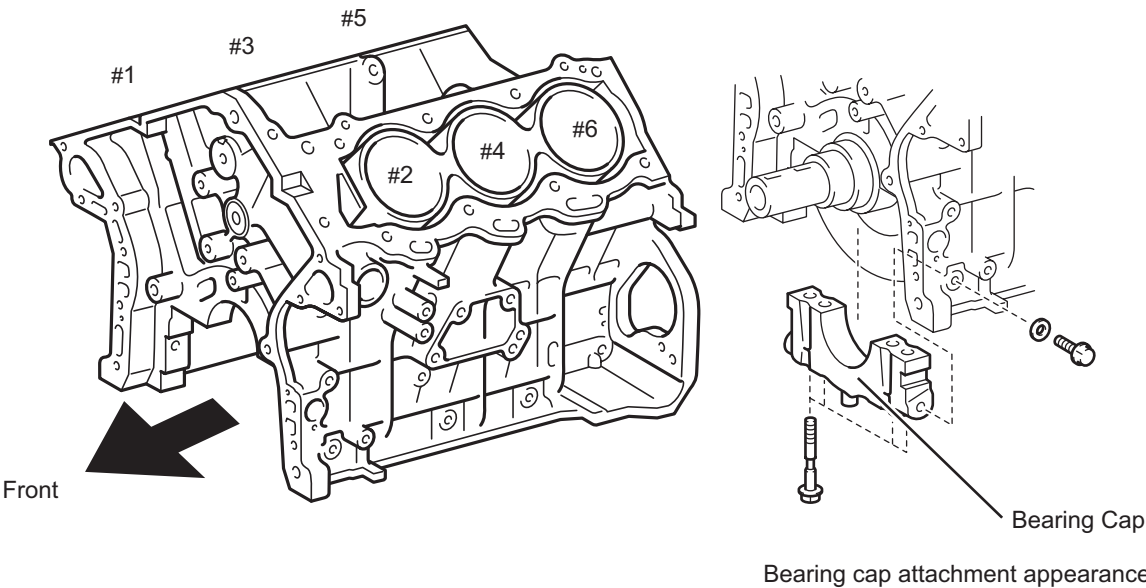


Cylinder Block

- The cylinder liner is a centrifugal cast iron liner insert. Its outer spiny surface enhances contact with the aluminum block, thus improving heat dissipation. This lowers the temperature of the piston and suppresses the deformation of the bore.
- The outer walls of the block are curved and reinforcement ribs are provided on the end of the block that is coupled to the transmission in order to attain a high level of rigidity.
- The oil return holes from the cylinder heads and the blowby gas passages have been optimally arranged to ensure the smooth return of oil and heighten the rigidity of the side faces of the cylinder block.
- Drilled coolant passages are provided between the bores in order to positively cool the upper areas of the cylinder bores, which are easily affected by heat. Thus, a more uniform temperature distribution has been achieved in the circumferential direction of the bore wall surface. This improves knocking resistance and minimizes the heat deformation that occurs between the cylinder bores. Thus, an engine with low friction, high performance, and enhanced fuel economy has been achieved.
- A knock sensor is provided on both the right and left sides of the V bank, enabling optimal knock control.
- The crankshaft bearing caps are made of cast iron, and each is tightened with 4 bolts from the bottom, using the plastic region tightening method. Also, each bearing cap is tightened from both sides together with the cylinder block, which increases rigidity and decreases vibration and noise.



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Cylinder Block

Overall Length	[mm (in.)]	402.1 (15.831)
Overall Width	[mm (in.)]	408.0 (16.063)
Overall Height	[mm (in.)]	320.1 (12.606)
Bore Diameter	[mm (in.)]	87.5 (3.445)
Bore Center Distance	[mm (in.)]	105.5 (4.154)
Bank Offset	[mm (in.)]	36.6 (1.441)