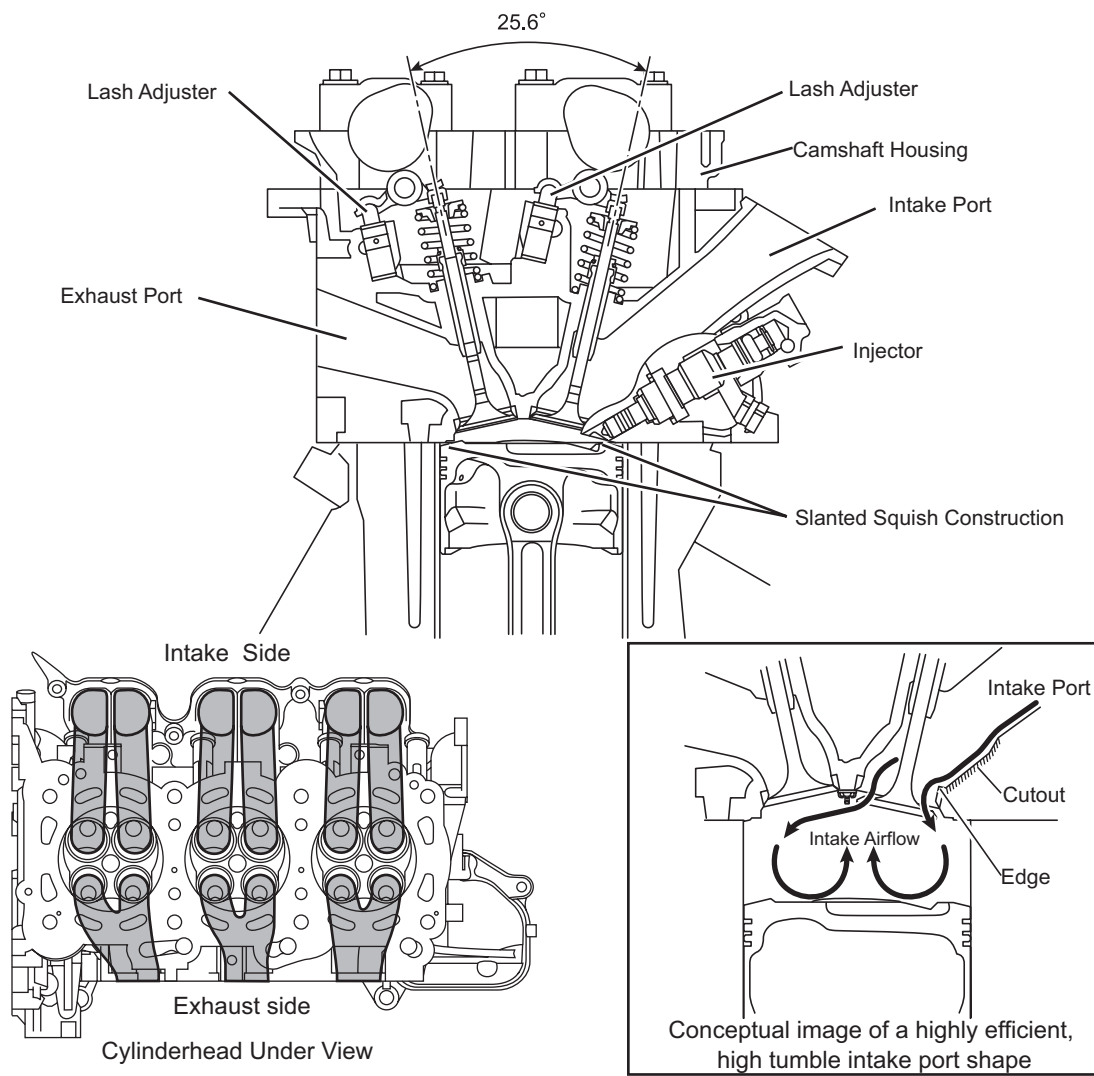


Cylinder Head

- By using a two-piece construction in which the portion that receives the cam journals is separate from the cylinder head proper, the configuration of the cylinder head proper has been simplified. This results in weight reduction and improved serviceability.
- Pentroof combustion chambers are used. A spark plug is located practically in the center of each combustion chamber to enhance combustion efficiency and knock resistance. Furthermore, the angle between the intake and exhaust valves has been narrowed to 25.6 degrees, thus making the combustion chamber compact.
- The port configuration is an efficient cross-flow type in which the intake ports face the inside of the V bank and the exhaust ports face the outside. The intake ports have an independent, narrow-diameter construction and the exhaust ports have a Siamese construction to enhance low- to medium-speed torque. The intake ports are the vertical type that has a cutout and an edge at the bottom of each port outlet to realize a high tumble and high intake efficiency.
- The diameter of the valve stem and the outer diameter of the valve guide have been reduced to reduce intake resistance.
- The cylinder head bolts are tightened with the plastic region tightening method in order to stabilize the axial tension of the bolts.



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