EG

Camshaft Timing Oil Control Valve

- The camshaft timing oil control valve controls the spool valve position in accordance with the duty control from the engine ECU.
- When the engine is stopped, the camshaft timing oil control valve is in the most retarded state.

(See page EG-207)

Injector

- A compact 4-hole type fuel injector has been used.
- Air introduced from the throttle body and air gallery flows through the air chamber formed by the O-ring and insulator under the fuel injector and then is mixed with the fuel. This design promotes atomization of the fuel.
- Air assist injectors that excel in the atomization of fuel are used. They are installed so as to connect the air gallery of the intake manifold to the nozzle of the injector.

(See page EG-240)

Fuel Pump

- A compact fuel pump in which a fuel filter, pressure regulator, and jet pump are integrated in the fuel pump assembly has been adopted.
- A circular flow type in-tank fuel pump is used.

(See page EG-237)

Ignition Coil (with Igniter)

- Independent ignition coils are provided to each of the cylinders, thus making a distributor or high tension cord unnecessary. This reduces the power loss at high-voltage areas, improves reliability, and reduces electro-magnetic interference.
- Each ignition coil has a built-in compact and lightweight igniter, which induces high voltage to the secondary coil in accordance with the signals received from the engine ECU.

(See page EG-261)

VSV (For EVAP)

- This VSV regulates the purging volume of the canister in accordance with the duty cycle signals provided by the engine ECU. The purging volume is determined by the ratio of the OFF and ON duration (duty cycle ratio) of the signal.
- It is mounted on the left of the intake manifold.