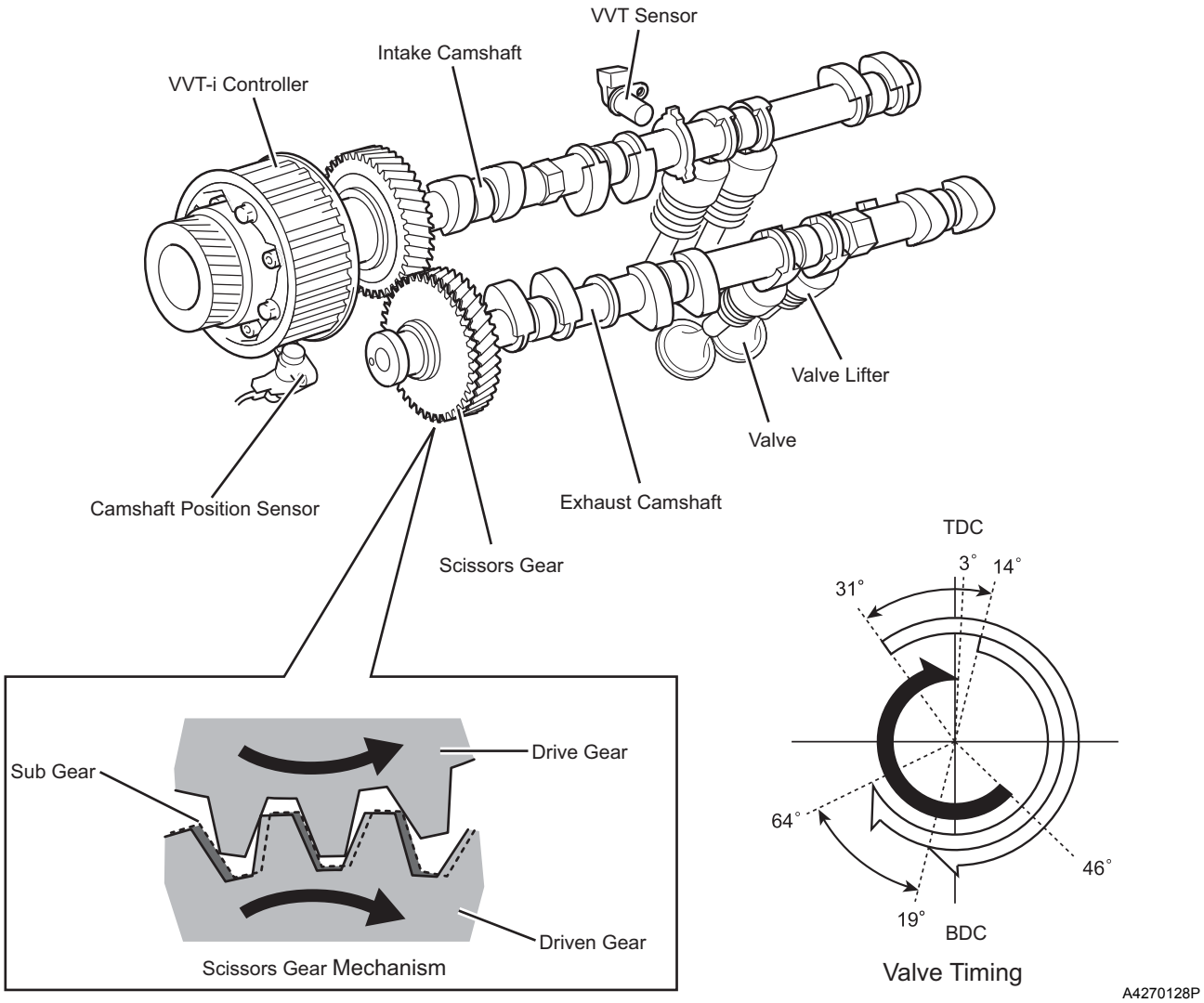
EG

Valve Mechanism

- The VVT-i (Variable Valve Timing-intelligent) system is used to improve fuel economy, engine performance and reduce exhaust emission.
- Inner shim type valve adjusting shims, which allows a greater amount of valve lift, have been adopted.
- The intake camshaft is driven by the crankshaft via the timing belt. The exhaust camshaft is gear-driven by the intake camshaft. Thus, the cylinder head has been made compact.
- The scissors gear mechanism is used on the driven gear of the exhaust camshaft to reduce backlash and suppress gear noise.
- The cam nose has been chill treated to increase its abrasion resistance.
- The valves are made of heat-resistant steel, and the stems and the faces have been nitrocarburized.
- A cam position sensor for detecting the G2 signal is installed on the camshaft timing pulley on the left bank.
- A VVT sensor is installed between the intake #3 journal and the intake #4 journal.



Camshaft

	Intake	Exhaust
Cam Lift Amount [mm (in.)]	8.3 (0.327)	8.27 (0.326)
Cam Lobe Width [mm (in.)]	12.0 (0.472)	←

Valve

	Intake	Exhaust
Overall Length [mm (in.)]	95.05 (3.742)	95.1 (3.744)
Face Diameter [mm (in.)]	34.5 (1.358)	29.0 (1.142)
Stem Diameter [mm (in.)]	5.5 (0.217)	←

Valve Spring Specifications (common for intake and exhaust)

Coil Inner Diameter [mm (in.)]	18.0 (0.709)
Wire Diameter [mm (in.)]	2.9 (0.114)