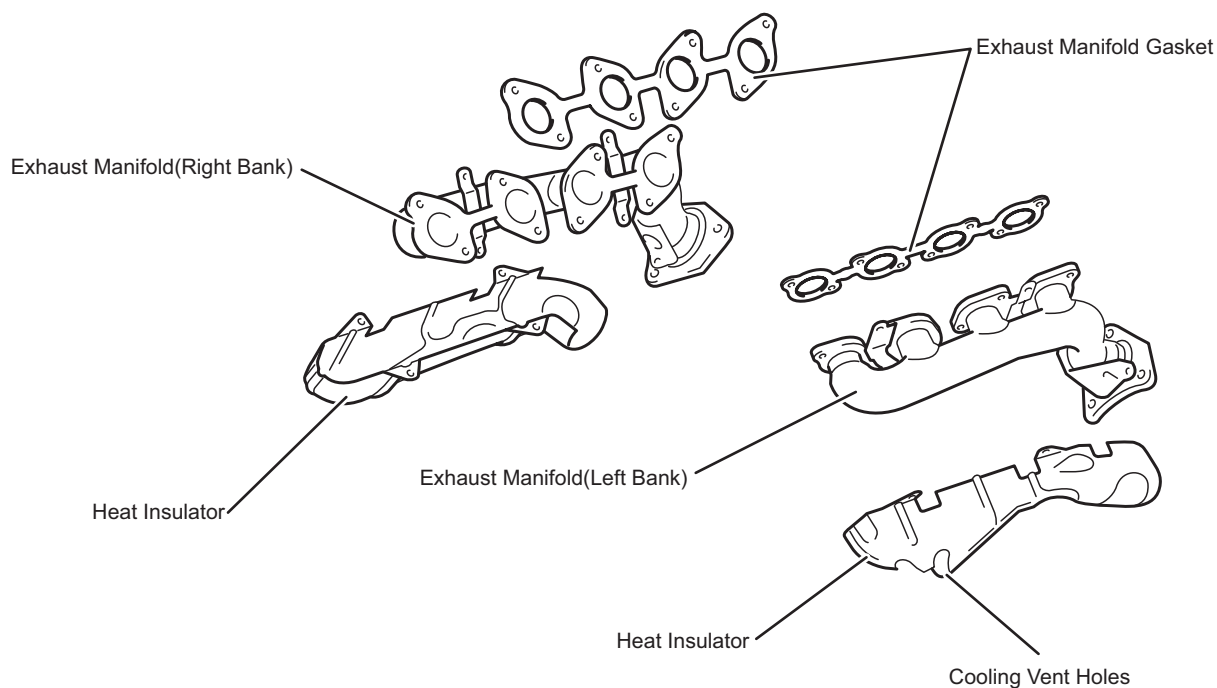


Exhaust Manifold

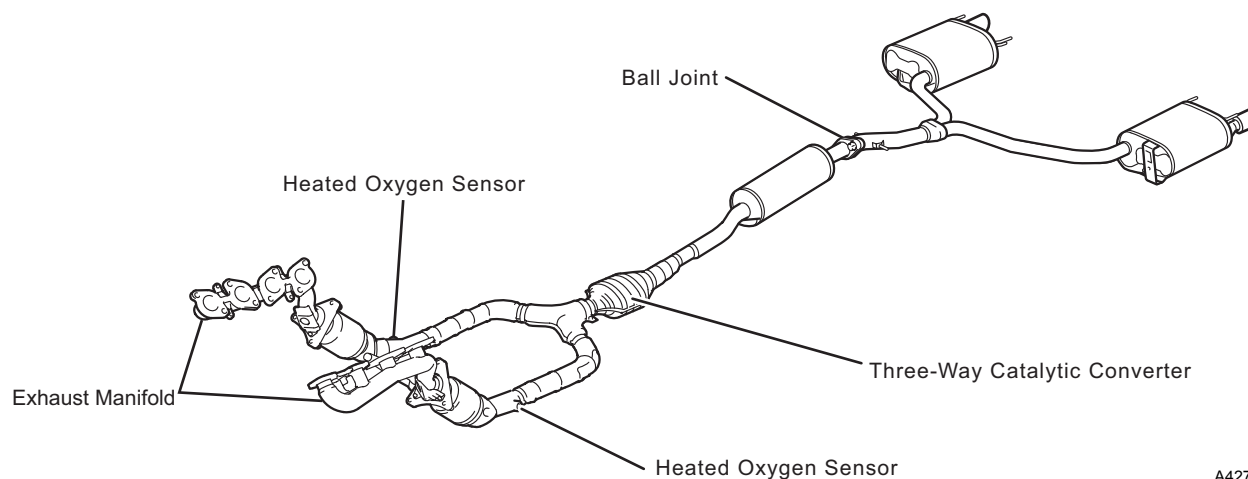
- The exhaust manifold is made of stainless steel, which excels in heat resistance and corrosion resistance. It is made of a single pipe construction.
- Cooling holes have been provided in the heat insulator for cooling the exhaust manifold. This improves reliability under high-speed, high-load conditions, enables a stoichiometric air-fuel ratio operation in a wider range, and improves fuel economy.



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Exhaust Pipe

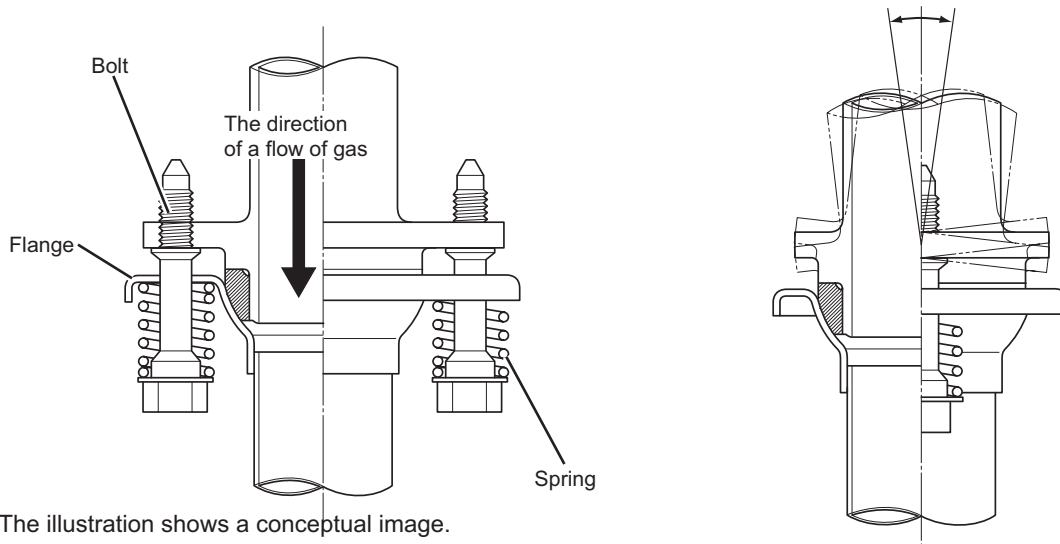
- A ball joint mechanism is used to join the front pipe to the tail pipe in order to reduce the droning sound and vibration in the cabin.



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Ball Joint Mechanism

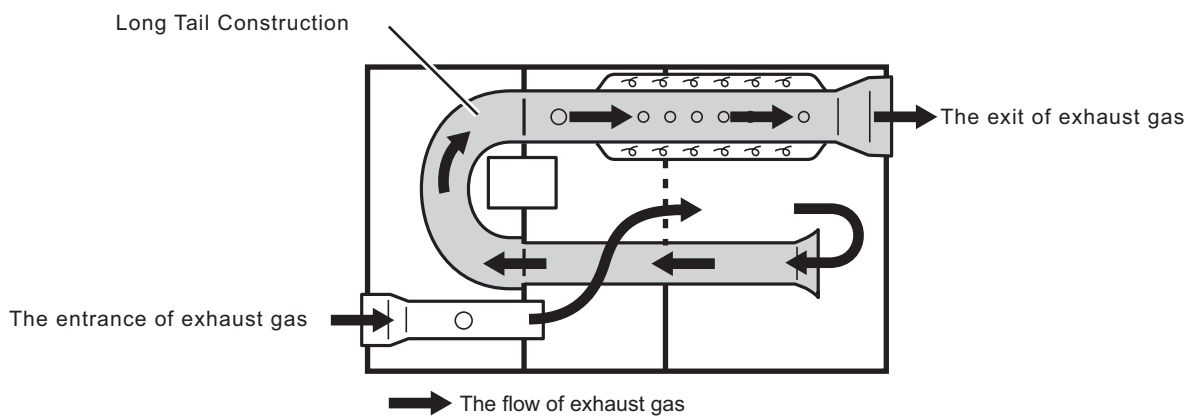
- The ball joint mechanism consists of a spherical flange, a bolt, and a spring to support the sealing area of the gasket. This is more compact than a flexible pipe, and can be installed in an optimal position to counter vibrations.
- The ball joint (the spherical areas of the flange and the gasket) absorbs the vibration of the engine as well as the vibration of the exhaust pipe in order to reduce the droning sound and vibration in the cabin.



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Muffler

- Dual main mufflers are provided to reduce back pressure, which improves the power output of the engine. A long tail construction is used inside the main muffler to suppress the low-frequency exhaust sounds, thus reducing the sounds in the cabin.



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Three Way Catalytic Converter

- An ultra thin-wall, high cell density ceramic catalyst holding an optimized amount of precious metals is placed directly below each exhaust manifold for the right and left banks. These catalysts ensure a high level of warm-up performance immediately after the engine is started, thus reducing exhaust emissions. As a result, they comply with the Step IV European Emission Regulations.