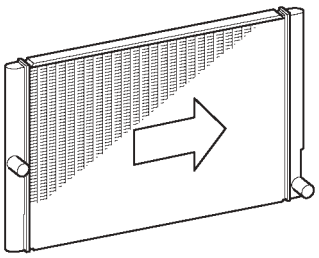
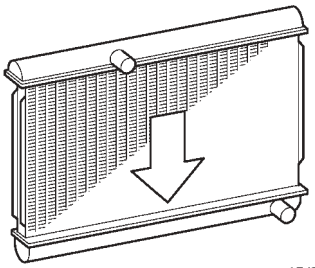
2. Radiator

While the previous model used a down-flow type radiator, the new model has adopted a cross-flow type radiator.



174EG14

New (Cross-flow Type)



174EG15

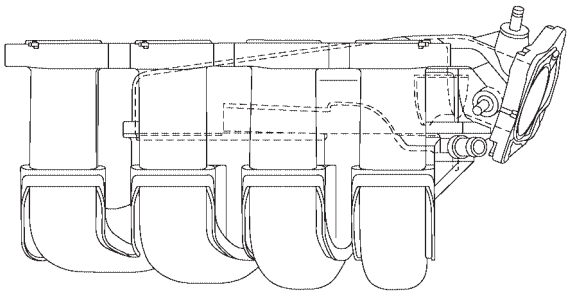
Previous (Down-flow Type)

EG

■ INTAKE AND EXHAUST SYSTEM

1. Intake Manifold

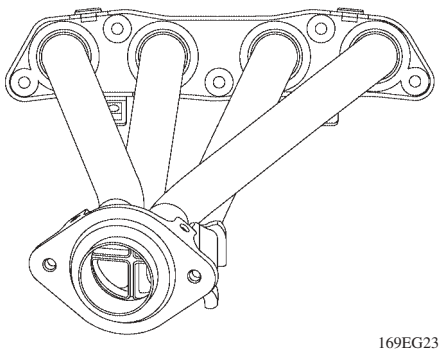
- The intake manifold has been made of plastic to reduce the weight and the amount of heat transferred from the cylinder head. As a result, it has become possible to reduce the intake air temperature and improve the intake volumetric efficiency.
- A resonator is provided in the air intake chamber to optimize the intake pulsation in order to improve the engine performance in the mid-speed range.



169EG21

2. Exhaust Manifold

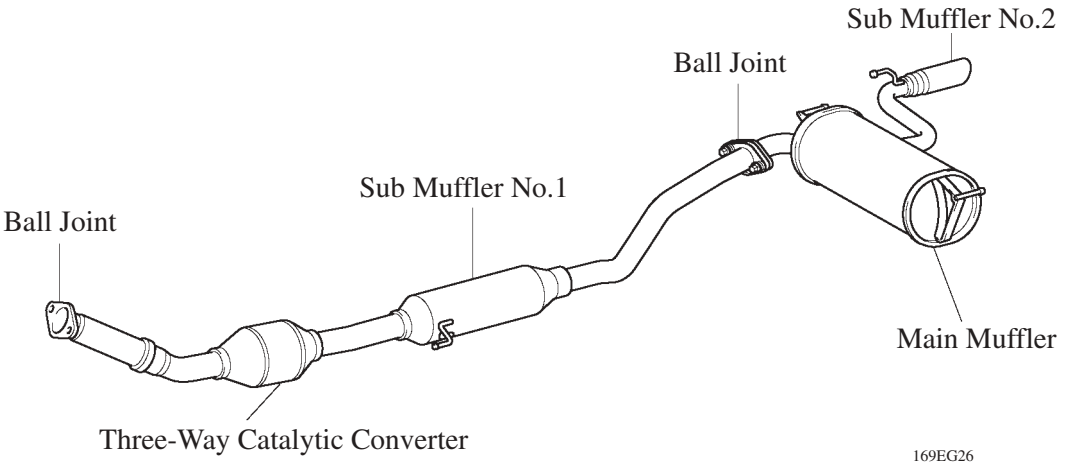
- A stainless steel exhaust manifold is used for weight reduction.
- By routing the exhaust rearward, the front exhaust pipe has been shortened and the warm-up performance of the TWC (Three-Way Catalytic Converter) has been improved.



169EG23

3. Exhaust Pipe and Muffler

A ball joint is used for joining the exhaust manifold to the exhaust front pipe and the exhaust front pipe to the exhaust tail pipe. As a result, a simple construction and improved reliability have been realized.



4. Three-Way Catalytic Converter

The thickness of the ceramic walls in the TWC (Three-Way Catalytic Converter) has been made thinner than in the previous model. By decreasing the thermal capacity in this manner, it becomes easier to heat the catalyst and the catalyst's exhaust cleansing performance is improved.