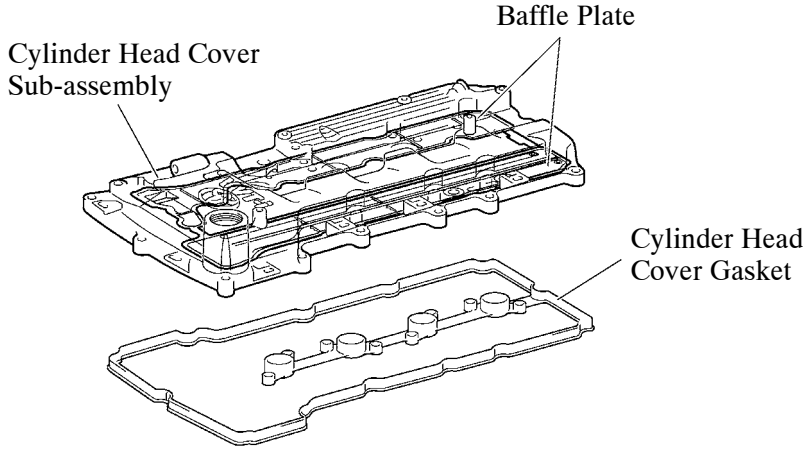
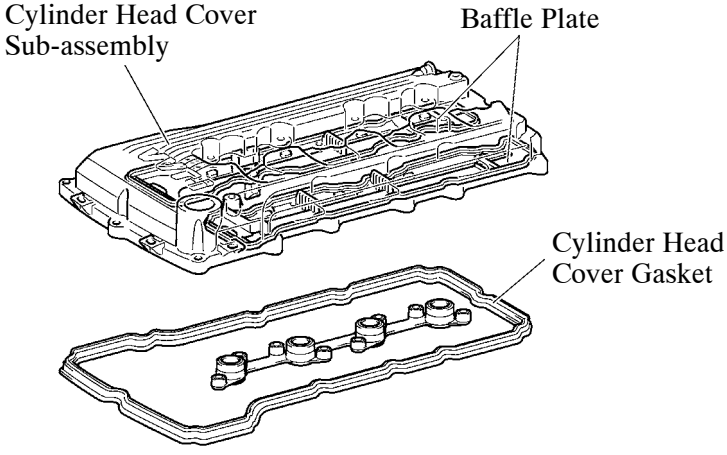
■ENGINE PROPER

1. Cylinder Head Cover

A newly shaped cylinder head cover sub-assembly and a cylinder head cover gasket have been adopted.



New 26T1EG09



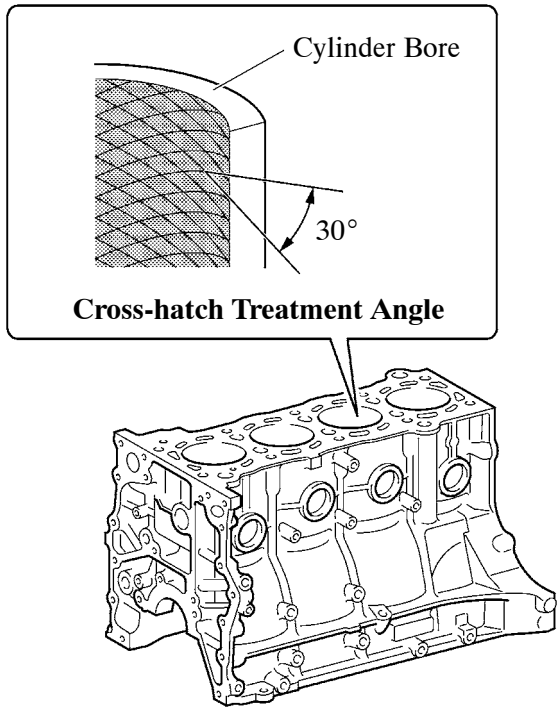
Previous 271EG05

2. Cylinder Head

By adopting newly shaped intake ports and valve seats, optimal tumble flow has been achieved.

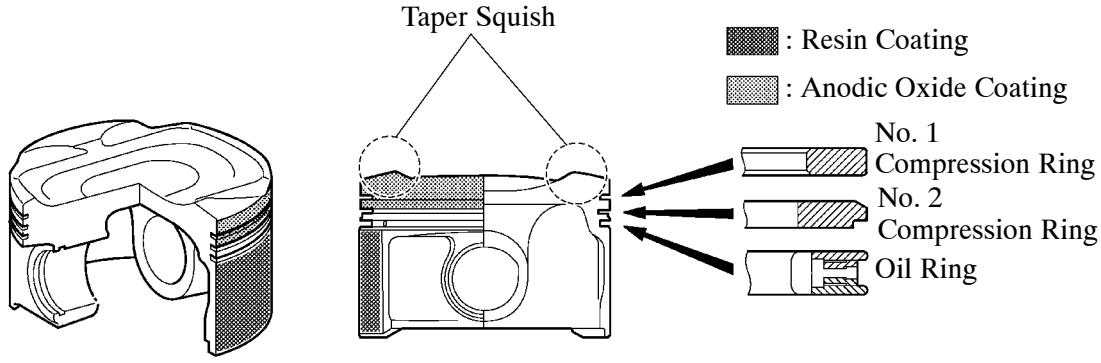
3. Cylinder Block

By setting the cross-hatch treatment angle of the cylinder bore to 30°, it has been achieved that more oil can be retained on the bore wall resulting in the reduction of friction.



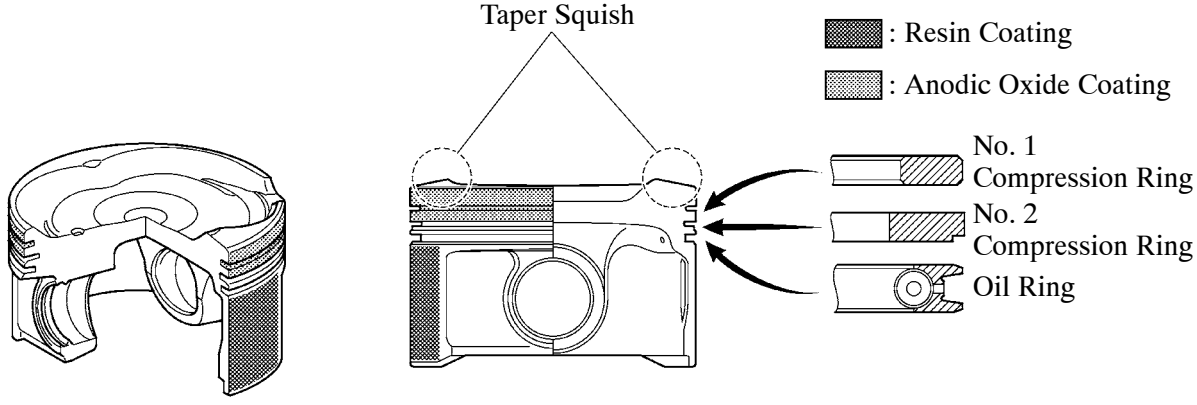
4. Piston

- A new shape has been adopted on the top of the piston for retaining tumble flow further.
- A newly shaped No. 2 compression ring and an oil ring have been adopted.



New

26T1EG21

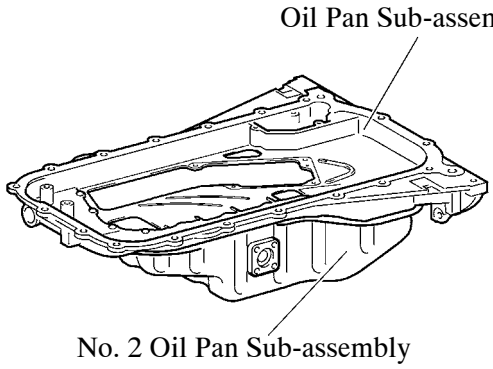


Previous

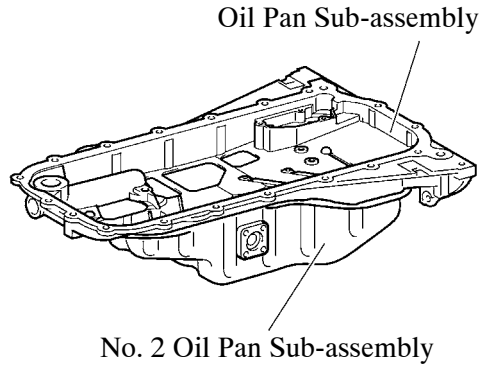
272EG03

5. Oil Pan

A newly shaped oil pan sub-assembly has been adopted.



New 26T1EG05

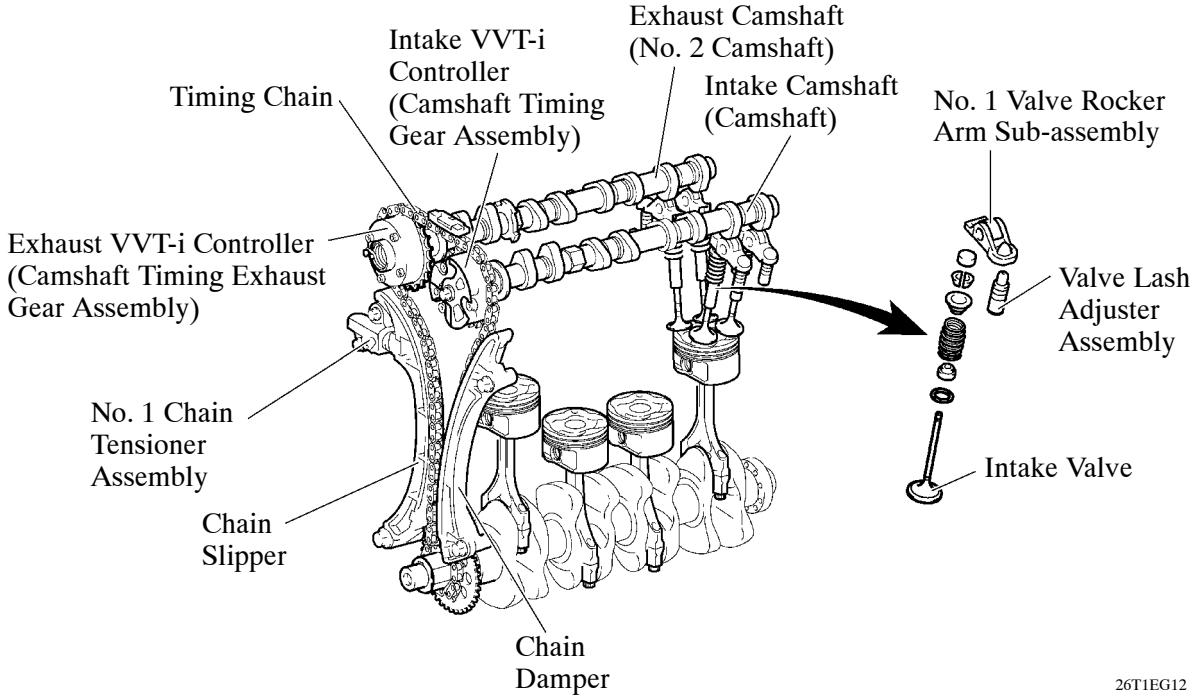


Previous 26T1EG45

■VALVE MECHANISM

1. General

A Dual VVT-i controlling the intake and exhaust camshafts to their optimal valve timing according to engine conditions has been adopted.



26T1EG12