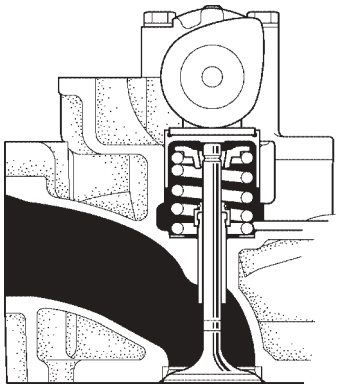
■ENGINE PROPER

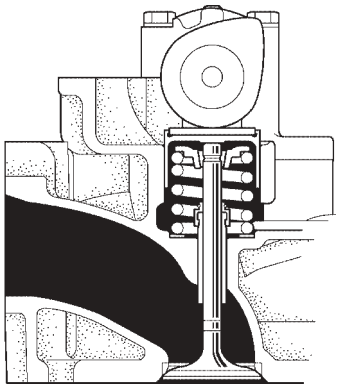
1. Cylinder Head

- The position of the valve in the fully closed state has been relocated closer to the piston to minimize the amount of air which is not used for combustion, thus improving the combustion efficiency.
- The shape of the combustion chamber has been modified to improve combustion efficiency.

▶ Cylinder Head ◀



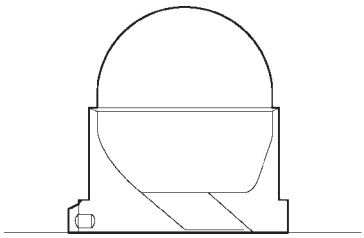
5L Engine



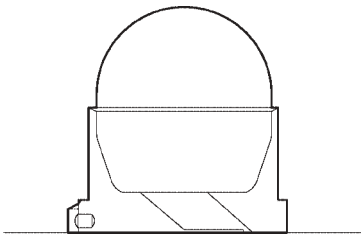
3L Engine

140EG03

▶ Comberstion Chamber ◀



5L Engine

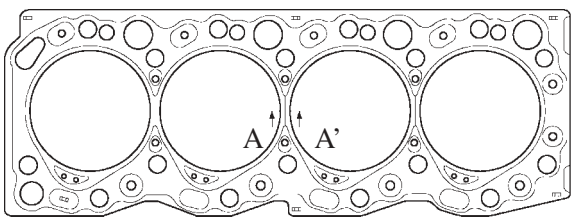


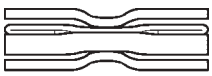
3L Engine

140EG02

2. Cylinder Head Gasket

- A 4-layer steel laminate type cylinder head gasket, which excels in sealing performance and heat resistance, has been adopted.
- Gaskets of different thicknesses are selected in accordance with the amount of protrusion of the pistons to reduce variations in the compression ratio.





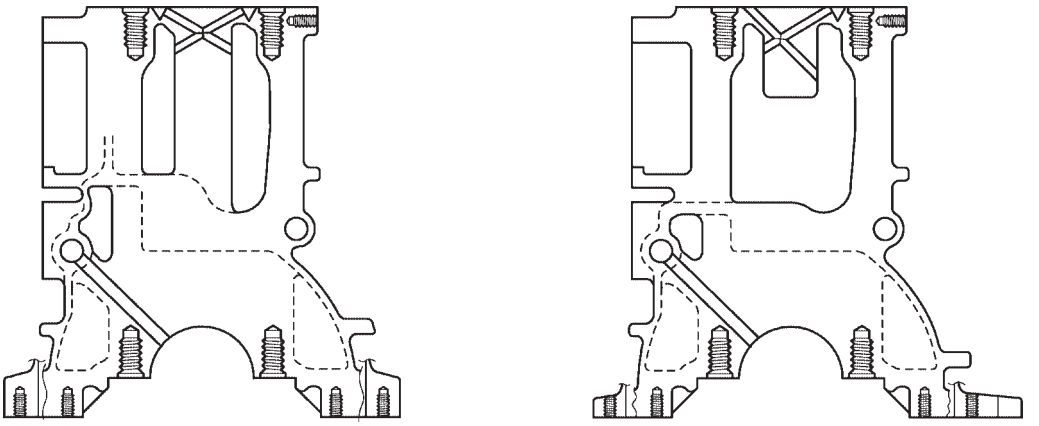
A – A' Cross Section

140EG04

EG

3. Cylinder Block

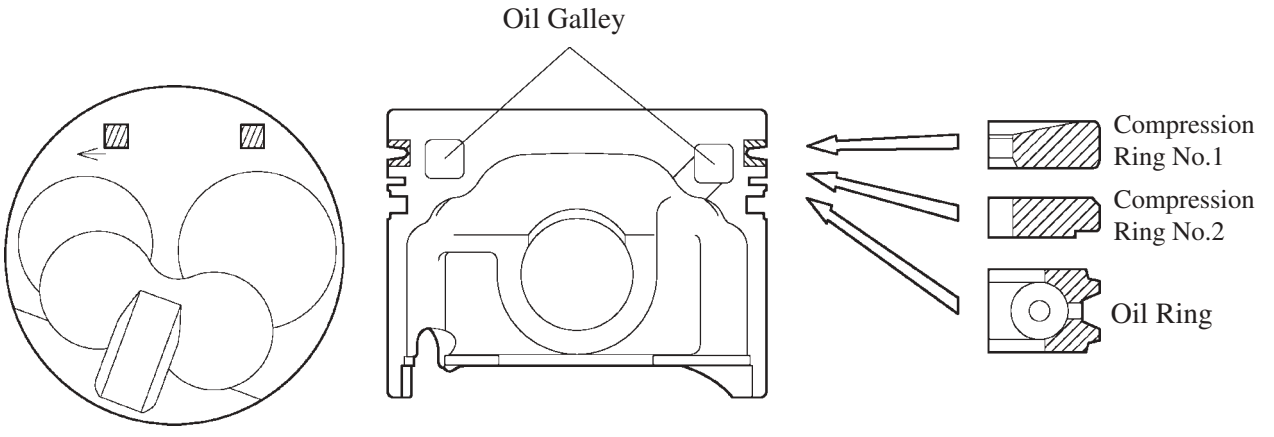
- The portion of the cylinder block between the bores has adopted a full-Siamese configuration, and the lay-out of the coolant passages between the bores has been revised to improve reliability.
- The portion at the No.3 crankshaft bearing journal and the bottom of the cylinder block have been reinforced to reduce noise.



5L **3L** 140EG05

4. Piston

- The piston is made of aluminum alloy which excels in high-temperature strength. The skirt portion has been tin-plated to realize excellent wear resistance.
- An oil gallery has been provided at the upper part of the piston to improve the piston's cooling performance.
- The surfaces of the No.1 and No.2 piston rings and of the oil ring have been gas-nitrided to improve their wear resistance.



140EG06