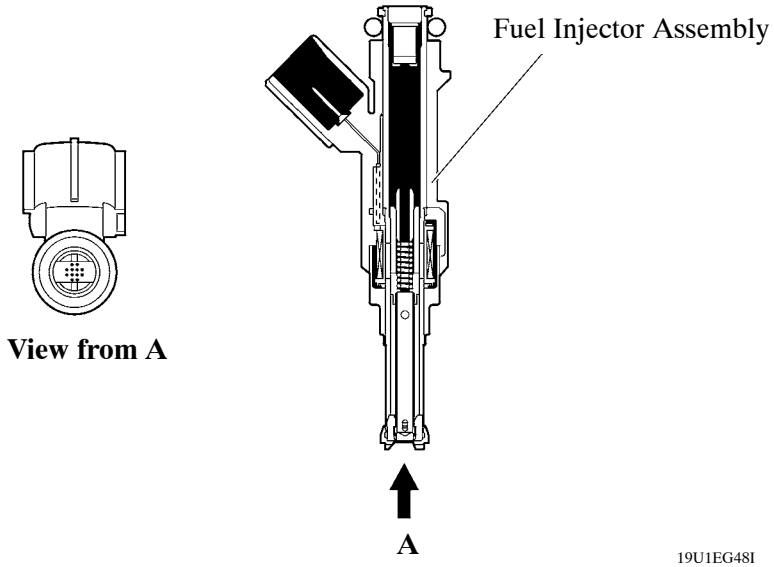
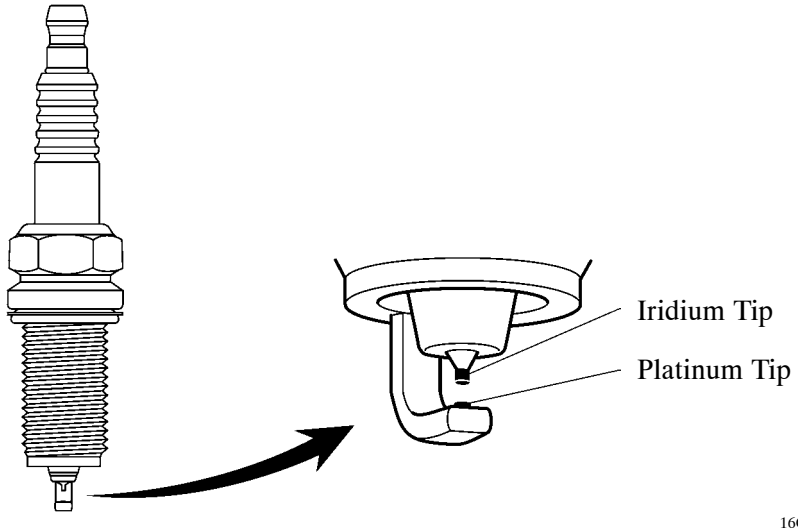
■FUEL SYSTEM

- The fuel pressure has been increased from 284 kPa (2.9 kgf/cm^2, 41 psi) to 324 kPa (3.3 kgf/cm^2, 47 psi) to be compatible with alcohol fuel.
- The fuel pressure pulsation damper assembly and fuel pressure regulator assembly are surface-treated to be compatible with alcohol fuel, resulting in improving the corrosion resistance.
- The fuel injector assembly is shaped to form a long nozzle. This shortens the distance from the fuel injector to the intake valve, which prevents the fuel from adhering to the intake port walls and reduces exhaust emissions.



■IGNITION SYSTEM

- The spark plug has been changed from the conventional type spark plug to an iridium-tipped spark plug.
- Iridium-tipped spark plugs are used to achieve a 200000 km (120000 miles) maintenance interval. By using an iridium center electrode, ignition performance that is superior to that of platinum-tipped spark plugs is achieved and durability is increased.

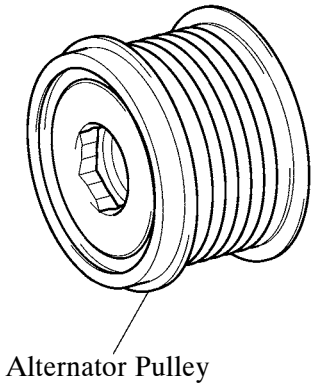


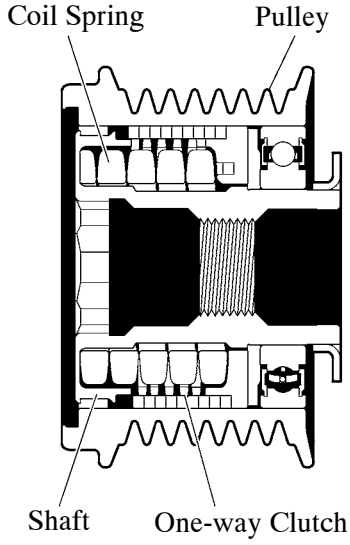
▶ **Specification** ◀

Model		New	Previous
Type	DENSO	SK20HR11 (Iridium)	K20HR-U11 (Nickel)
	NGK	—	LFR6C11 (Nickel)
Plug Gap		1.0 mm to 1.1 mm (0.0394 in. to 0.0433 in.)	←

■ CHARGING SYSTEM

- A one-way clutch is set into the alternator pulley.
- Operation of the one-way clutch cancels alternator pulley inertia and helps to prevent slipping of the V-ribbed belt. This provides a low tension V-ribbed belt that achieves reduced friction.





147EG23TE

■ STARTING SYSTEM

The starter has been changed to a more compact and lightweight RA1.4 type starter.

▶ **Specification** ◀

Type	RA1.4
Rating Output	1.4 kW
Rating Voltage	12 V
Length	153.1 mm (6.0 in.)
Weight	3750 g (8.3 lb)
Rotating Direction*	Clockwise

*: Viewed from pinion end