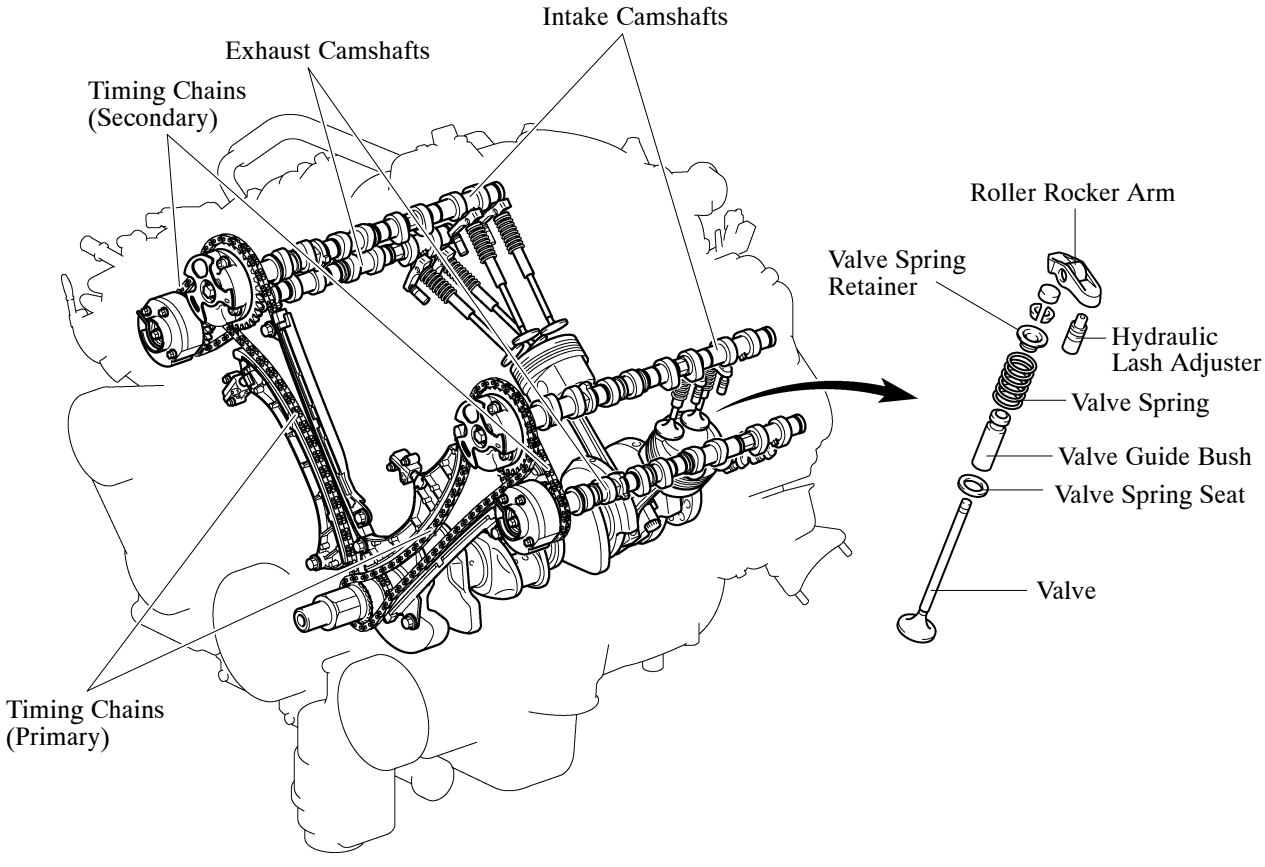
■VALVE MECHANISM

1. General

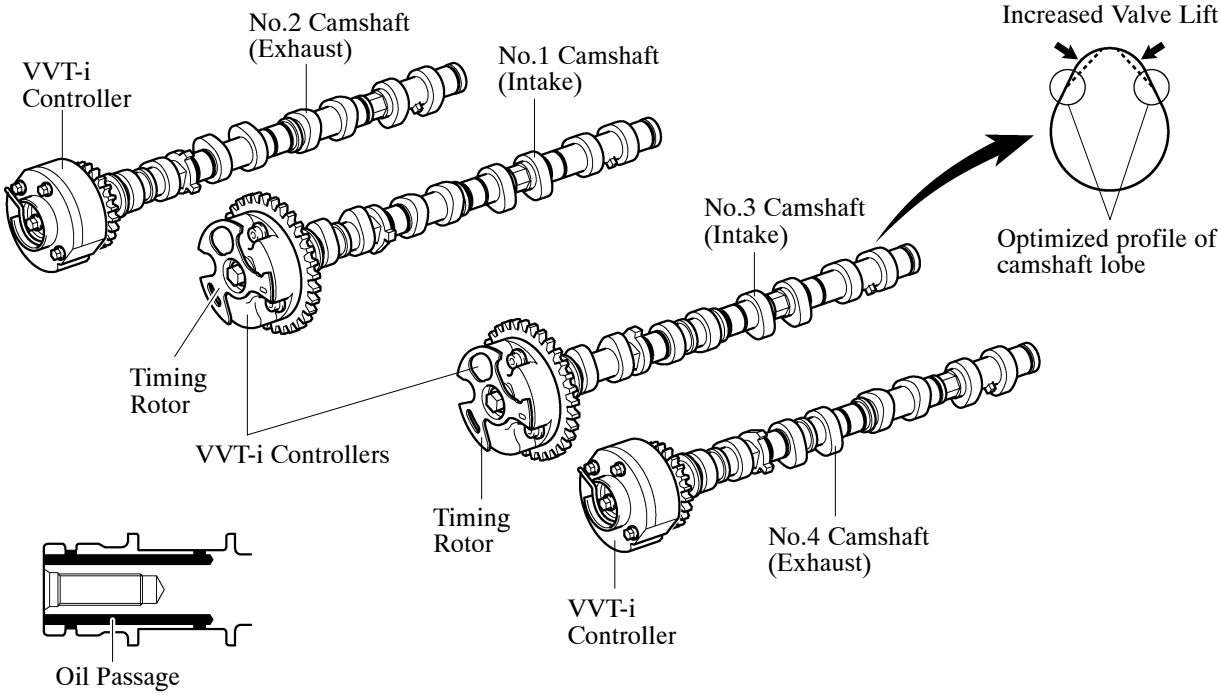
- Each cylinder of this engine has 2 intake valves and 2 exhaust valves. Intake and exhaust efficiency is increased due to the larger total port areas.
- This engine uses roller rocker arms with built-in needle bearings. This reduces the friction that occurs between the cams and the rocker arms that push the valves down, thus improving fuel economy.
- Hydraulic lash adjusters, which maintain a constant zero valve clearance through the use of oil pressure and spring force, are used.
- To ensure highly accurate valve timing, separate primary timing chains are driven by the crankshaft in order to rotate the intake camshafts of the left and right banks. The exhaust camshafts are driven by the intake camshaft of the respective bank via a secondary timing chain.
- This engine has a Dual VVT-i (Variable Valve Timing-intelligent) system which controls the intake and exhaust camshafts to provide optimal valve timing according to driving conditions. With this adoption, lower fuel consumption, higher engine performance, and less exhaust emissions have been achieved. For details of Dual VVT-i control, refer to page EG-220.



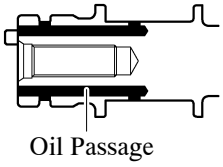
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2. Camshaft

- The camshafts are made of cast iron alloy.
- Oil passages are provided in the intake and exhaust camshafts in order to supply engine oil to the VVT-i system.
- VVT-i controllers are installed on the front of the intake and exhaust camshafts to vary the timing of the intake and exhaust valves.
- Together with the use of the roller rocker arms, the cam profile has been optimized. This results in increased valve lift when the valve begins to open and as it finishes closing, helping to achieve enhanced output performance.



Cross Section of the End of the Intake Camshaft

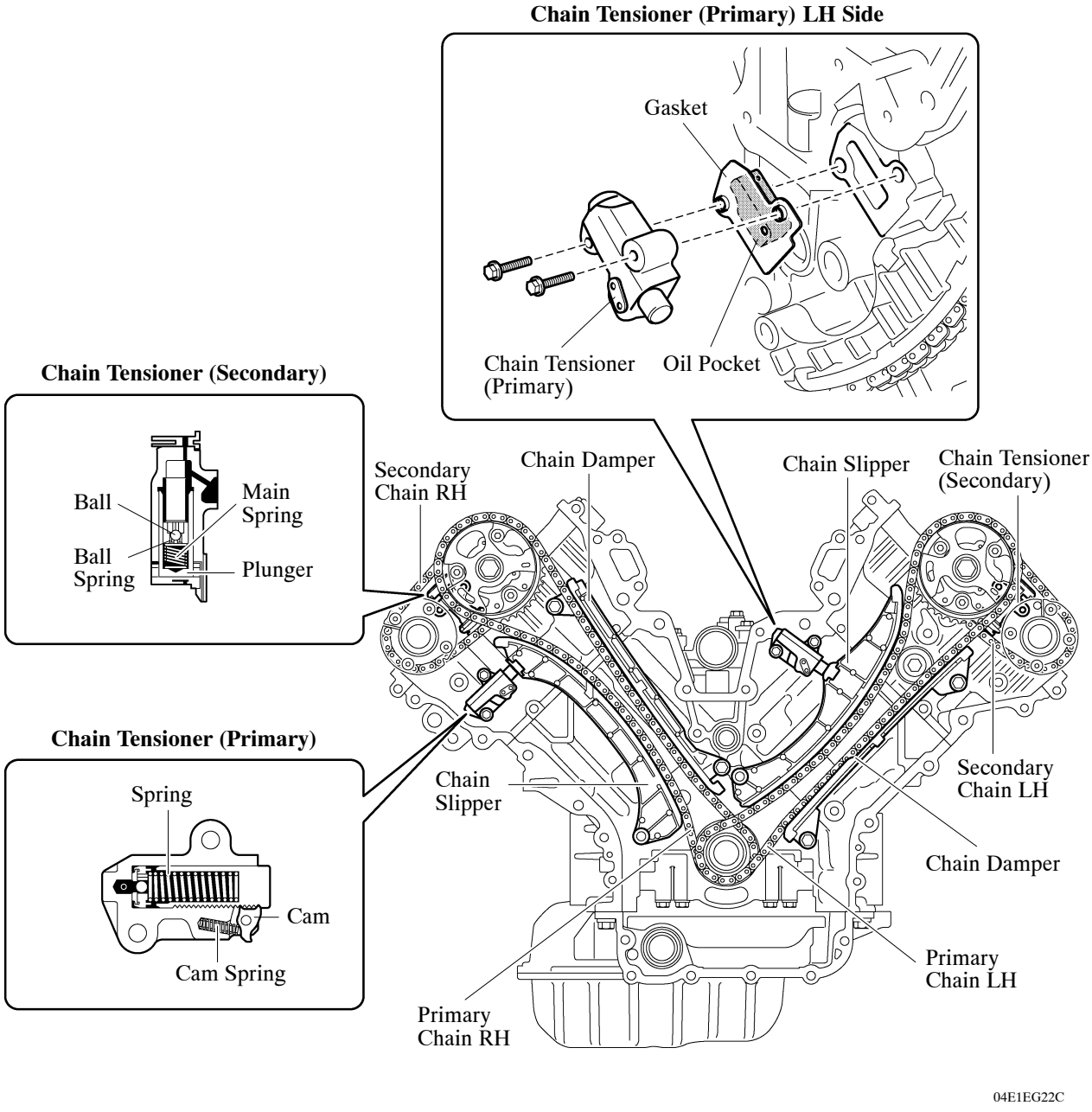


Cross Section of the End of the Exhaust Camshaft

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3. Timing Chain and Chain Tensioner

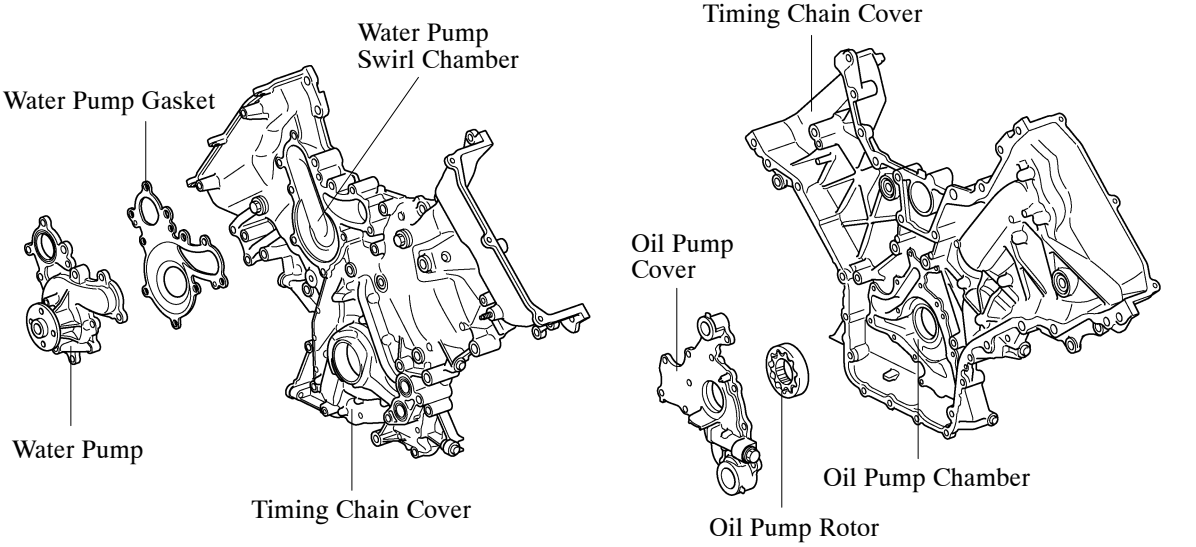
- Both the primary and secondary timing chains use roller chains with a pitch of 9.525mm (0.375 in.).
- A timing chain tensioner is provided for each primary chain and secondary chain on each bank.
- Both the primary and secondary chain tensioners use a spring and oil pressure to maintain proper chain tension at all times. The tensioners suppress noise generated by the timing chains.
- The chain tensioner for the primary chain is a ratchet type with a non-return mechanism. Furthermore, an oil pocket creates oil pressure when the engine is started, and simultaneously applies oil pressure to the chain tensioner. This prevents the timing chain from flapping and reduces noise.



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4. Timing Chain Cover

- The timing chain cover has an integrated construction consisting of the cooling system (water pump and water passage) and the lubrication system (oil pump and oil passage). Thus, the number of parts has been reduced to reduce weight.
- An oil jet is provided in the oil pump cover to lubricate the timing chains.

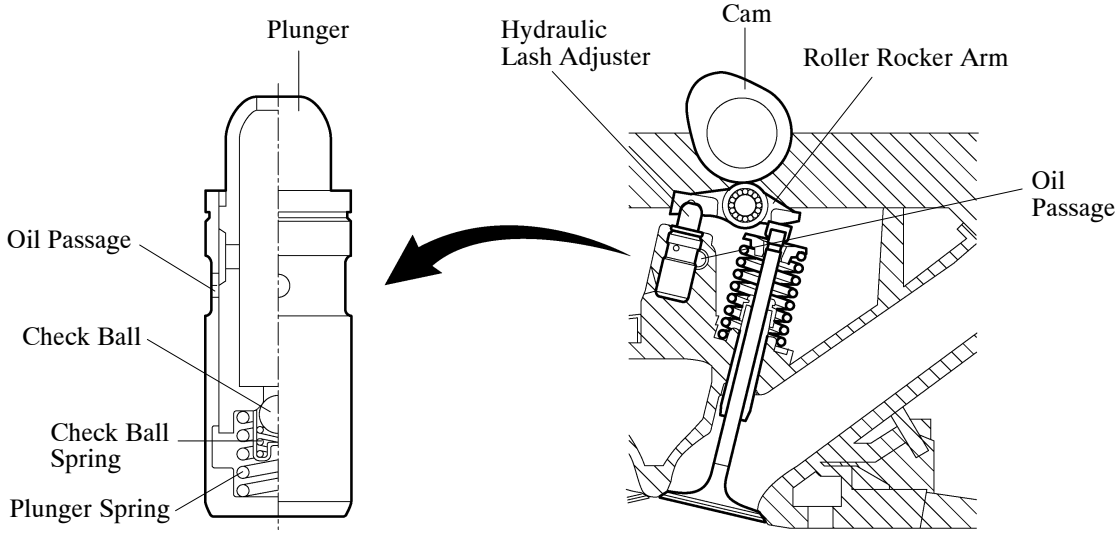


View from Front Side **View from Back Side**

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5. Hydraulic Lash Adjuster

- The hydraulic lash adjusters, which are located at the fulcrum (pivot point) of the roller rocker arms, each consist primarily of a plunger, plunger spring, check ball, and check ball spring.
- The engine oil that is supplied from the cylinder head and the built-in spring actuate the hydraulic lash adjuster. The oil pressure and the spring force that act on the plunger push the roller rocker arm against the cam, in order to adjust the clearance between the valve stem and rocker arm. This prevents the generation of noise during the opening and closing of the valves. As a result, engine noise is reduced.



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Service Tip

Valve clearance adjustment is not necessary because hydraulic lash adjusters are used on this model.