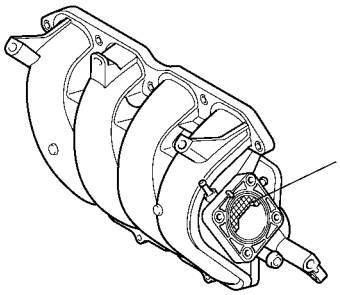
## ■INTAKE AND EXHAUST SYSTEM

### 1. General

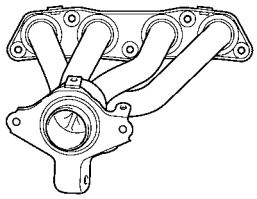
- The intake manifold has been made of plastic to reduce the weight and the amount of heat transferred from the cylinder head. As a result, it has become possible to reduce the intake air temperature and improve the intake volumetric efficiency.
- A stainless steel exhaust manifold is used for weight reduction.
- A throttle body mesh is used between the throttle body and the intake manifold to improve the flow of air within the intake manifold.
- 2 TWCs (Three-Way Catalytic converters) have been provided for the front pipe.

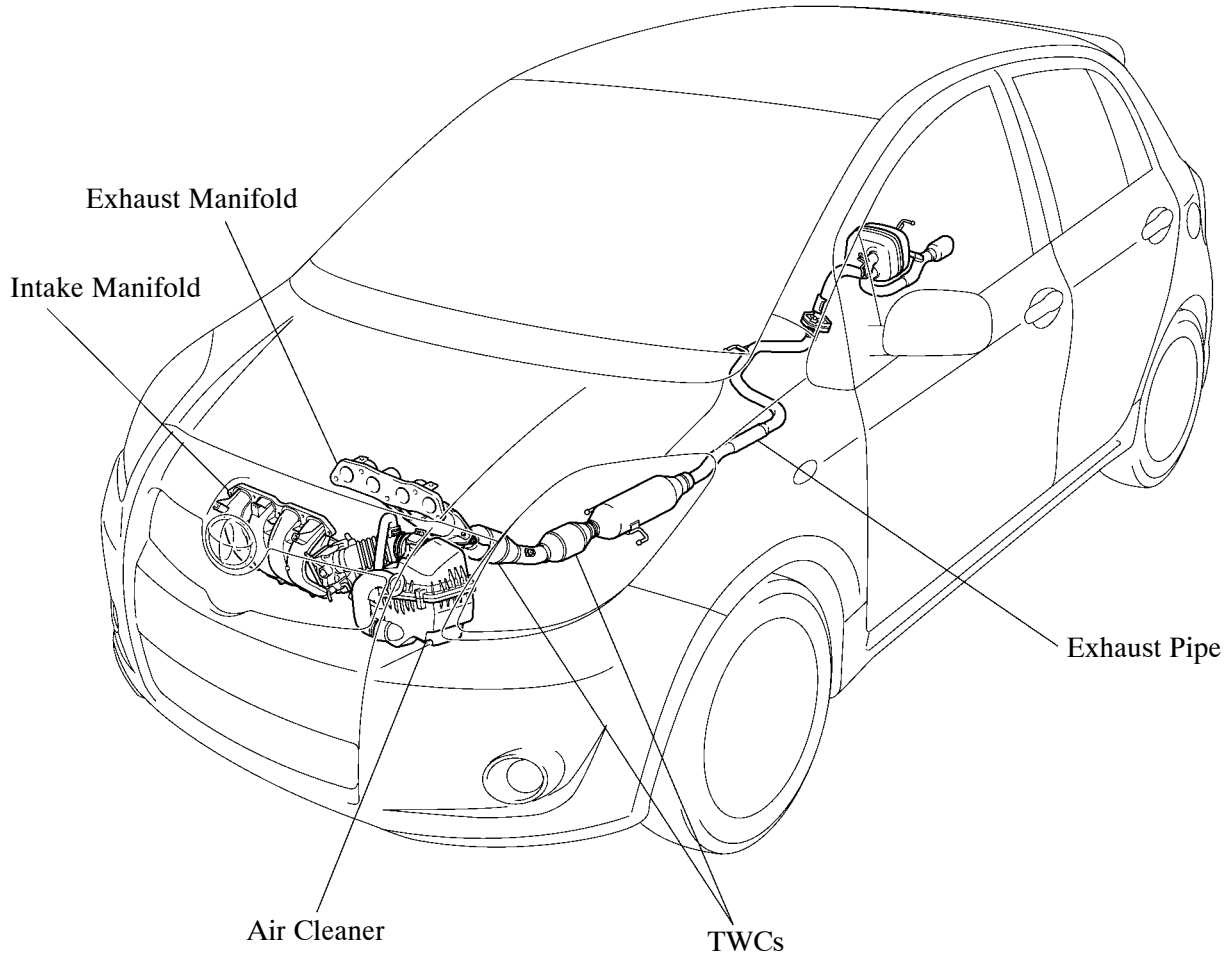


**▶ Intake Manifold ◀**




**▶ Exhaust Manifold ◀**

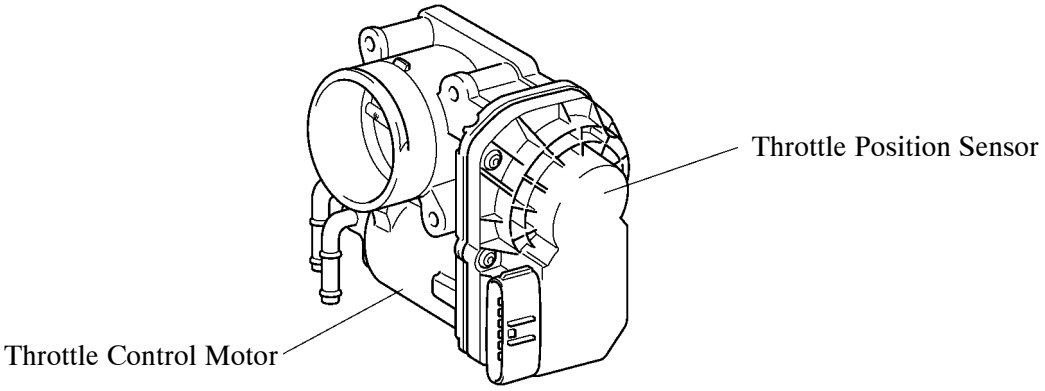





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## 2. Throttle Body

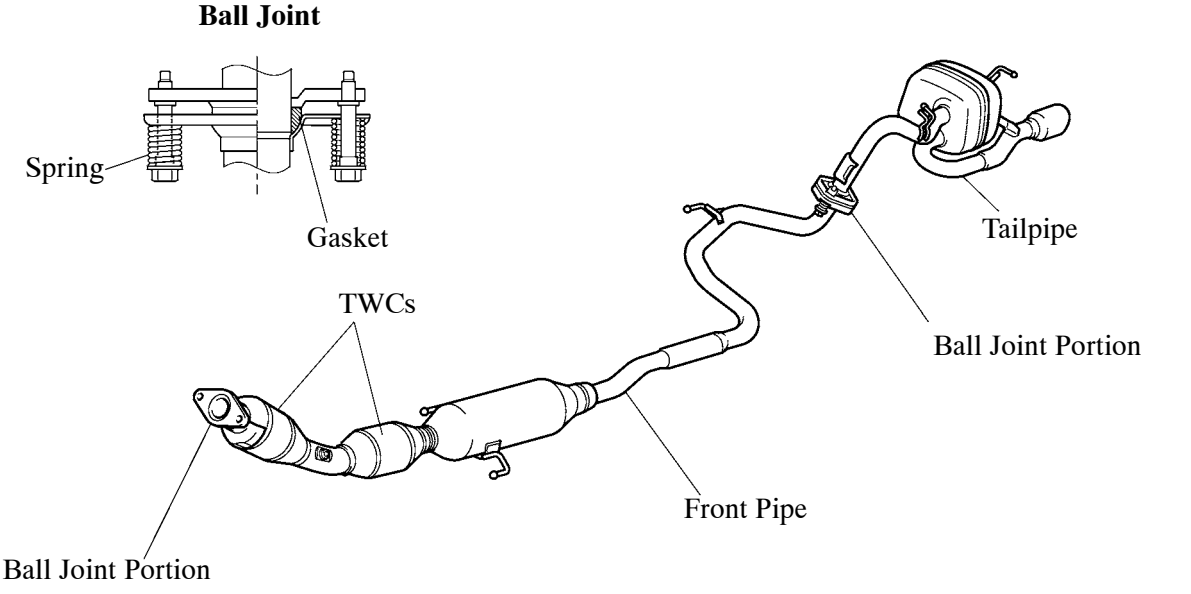
- The link-less type throttle body is used and it realizes excellent throttle control.
- A DC motor with excellent response and minimal power consumption is used for the throttle control motor. The engine ECU performs the duty ratio control of the direction and the amperage of the current that flows to the throttle control motor in order to regulate the opening angle of the throttle valve.




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## 3. Exhaust Pipe

- For the front pipe, an ultra thin-wall, high-cell density ceramic type TWC is provided at the front, and the thin-wall type TWC is provided after that to comply with the EURO IV emission regulation.
- 2 ball joints are used to joint the exhaust manifold to the front pipe, and front pipe to tailpipe. As a result, a simple construction and improved reliability have been realized.




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